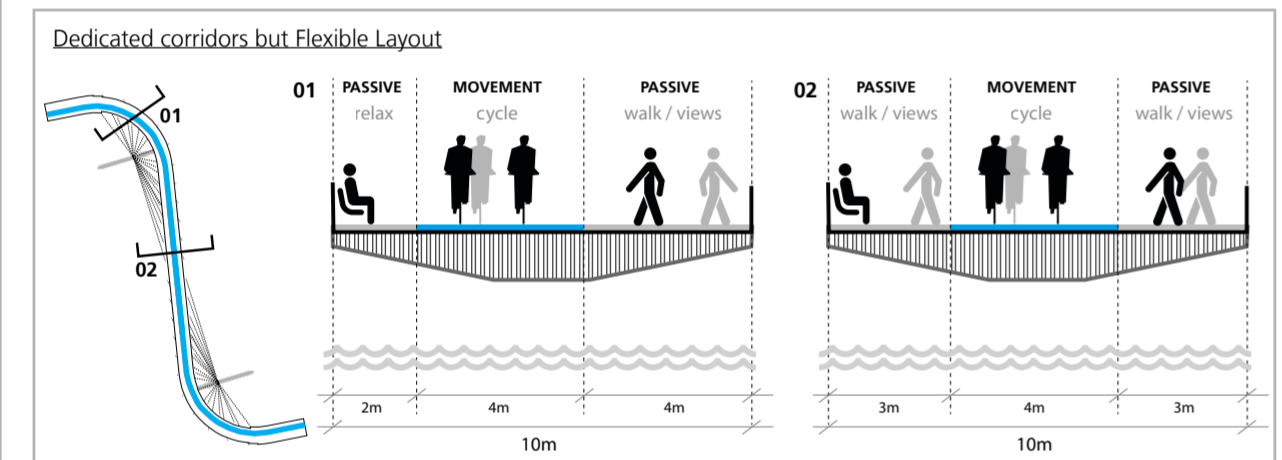
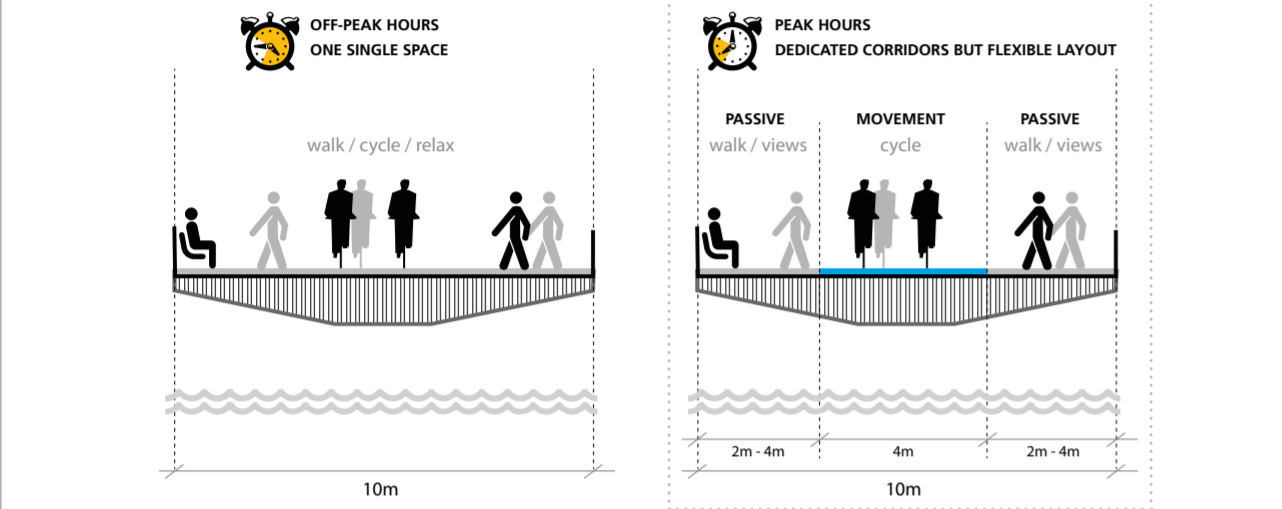


BALANCING CURVES

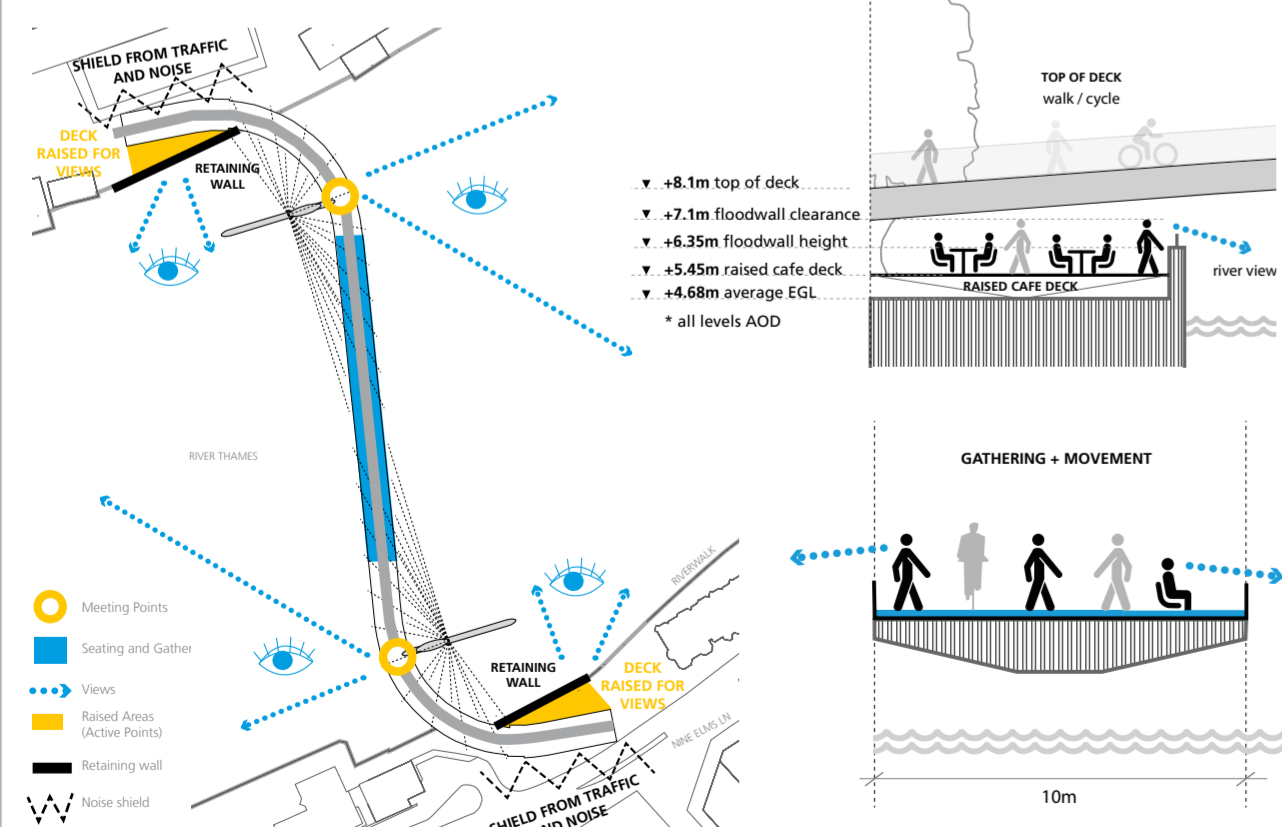
The bicycle is emblematic for economy-of-means and balance. We have tried to create something timeless, elegant and inevitable. The slender, snaking deck and its minimal stainless steel hangers draw one's attention first to a pair of leaning pylons magically balanced on their offset concrete bases. The steel armatures from which these pylons are fabricated are enveloped in a single skin of pressurised light-diffusing ETFE, inside which dynamic games of coloured light can be played.

1. PEDESTRIANS & CYCLISTS

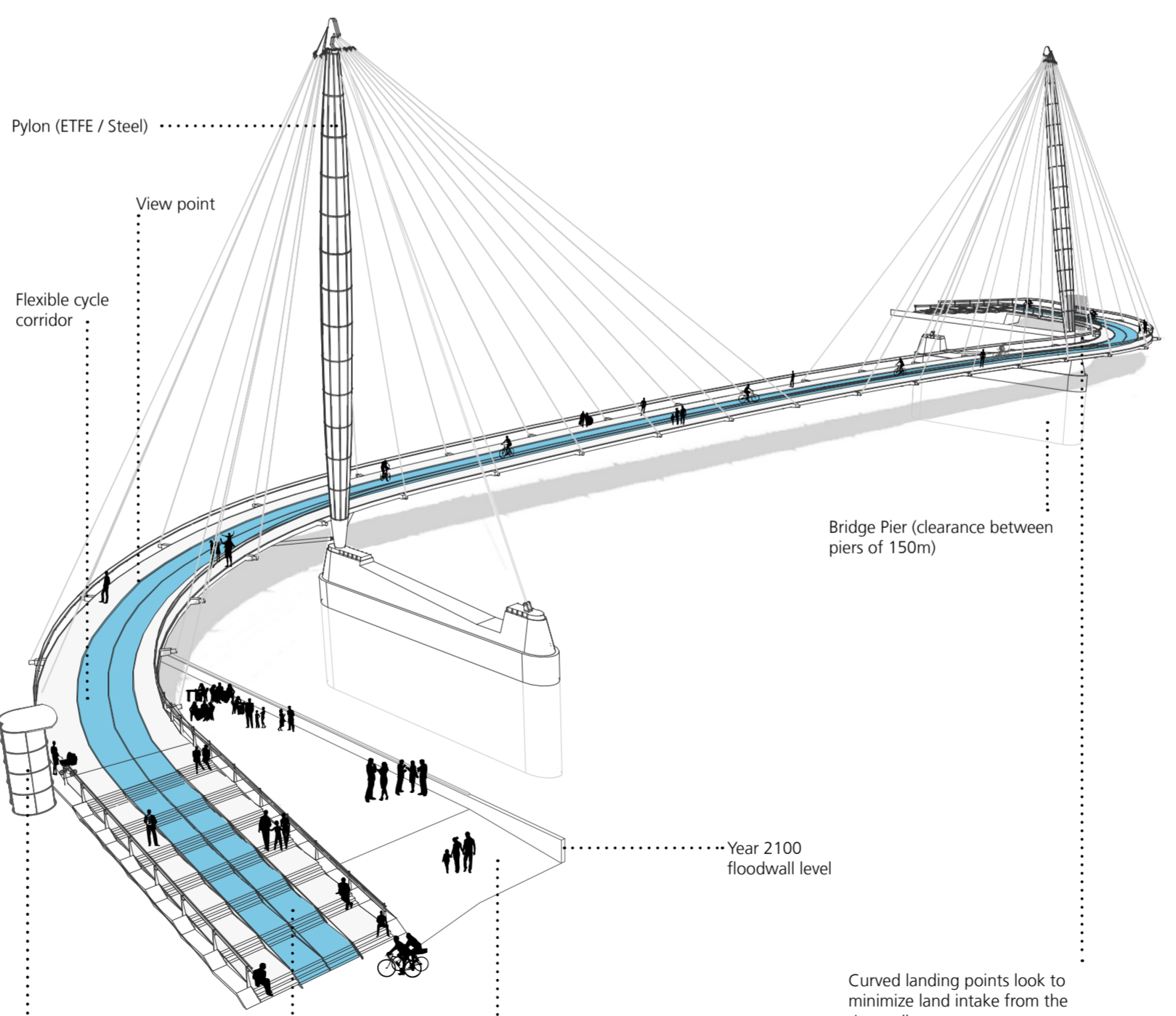
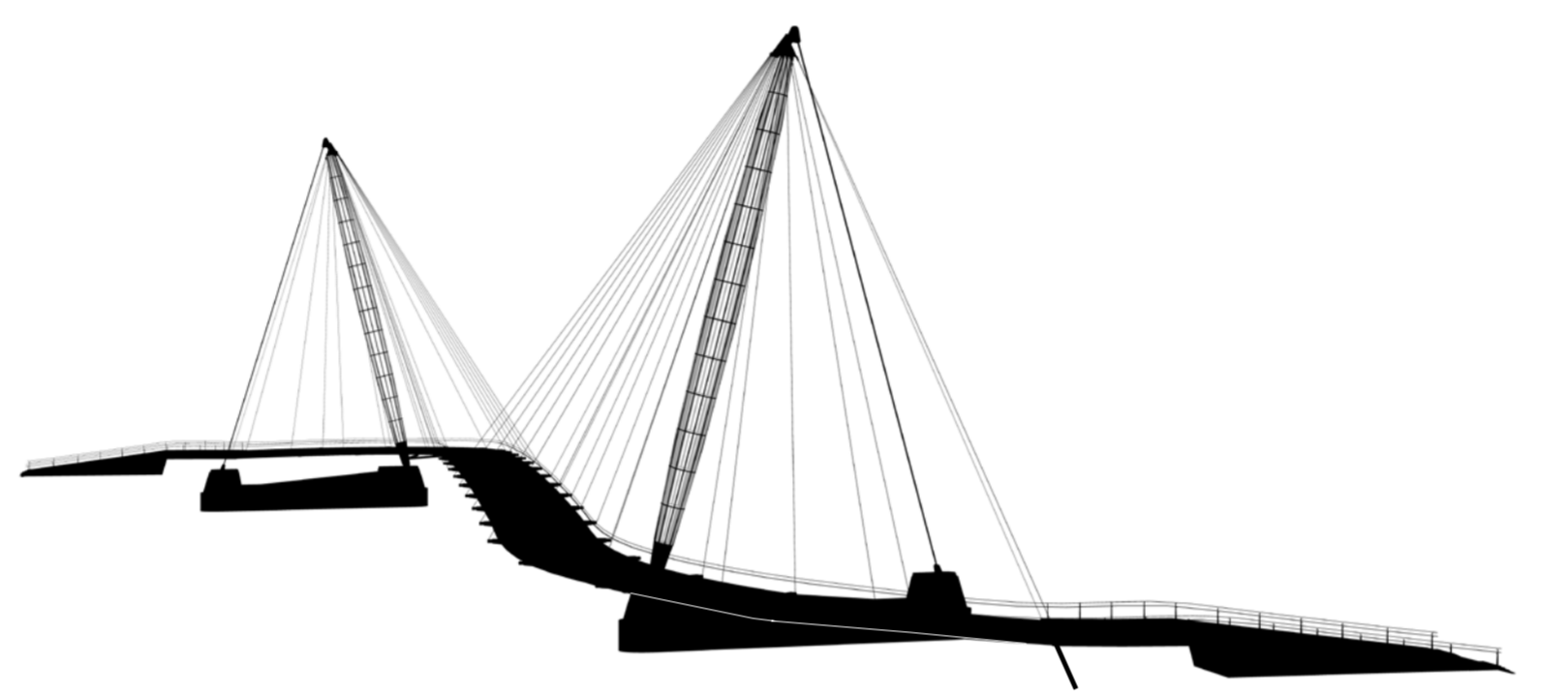


We have treated the 10m wide bridge deck like a London Street without cars. Cyclists occupy the middle, pedestrians both sides. The section is symmetrical only at the mid span position (3m pavement, 4m cycleway, 3m pavement) but asymmetrical at the two curves with a 4m pavement on the outside (which is unobstructed by a pylon). This philosophy allows peak and non-peak modes of operation. It allows cyclists and pedestrians to meet and talk. It is also no different at North and South Street intersections to any other London street.

2. MAKING A PLACE

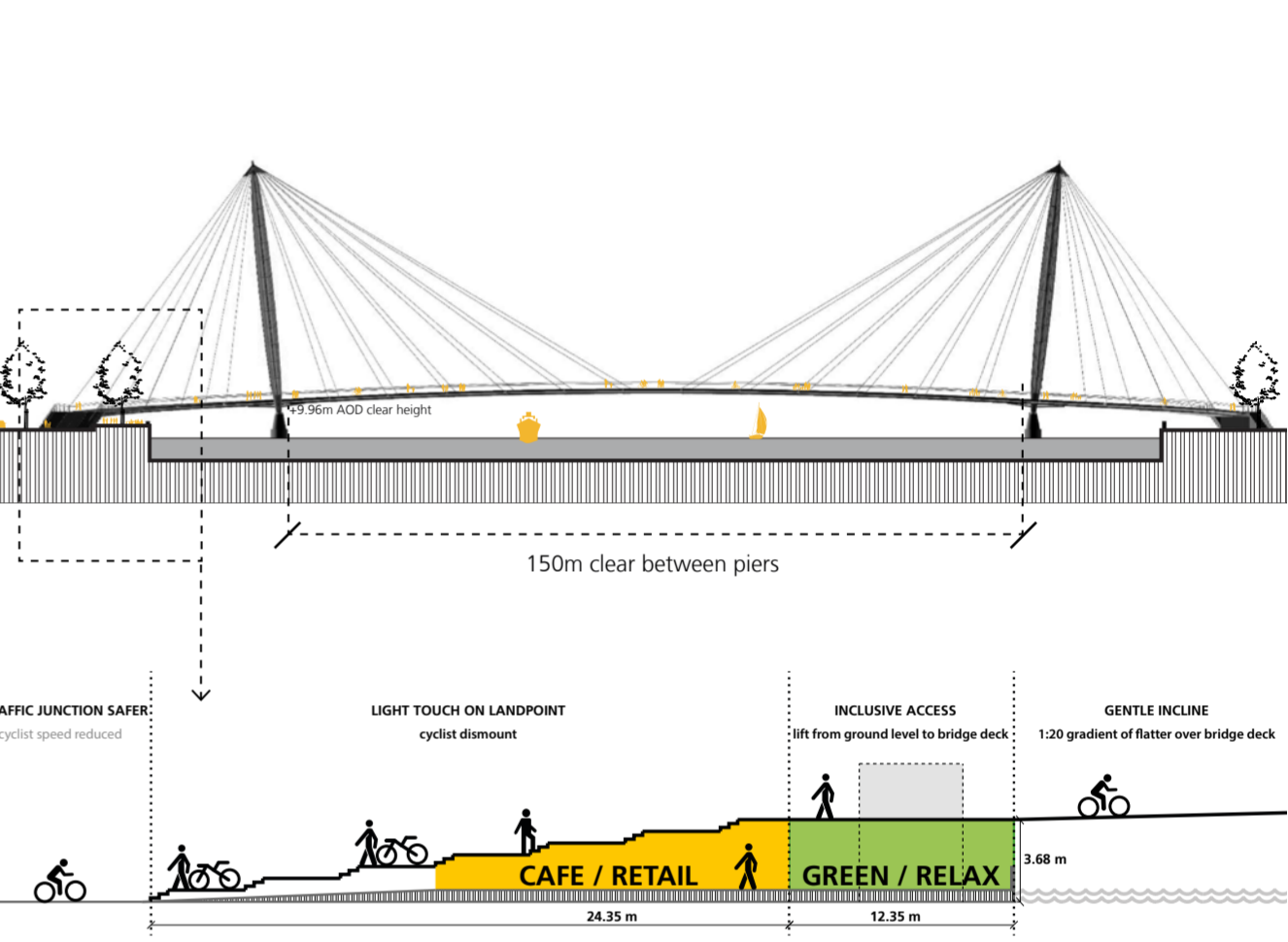


Curving the deck nearly parallel to the floodwall creates a portion of riverside sheltered from traffic. This is served by a café/street-food outlet tucked under the stair next to each pair of disabled lifts. These areas (shaded yellow) are raised to permit seated river views over these sections of floodwall even at the 2100 level. On the bridge itself the wider pavement on the outside of each curve also provides space for fixed seating.



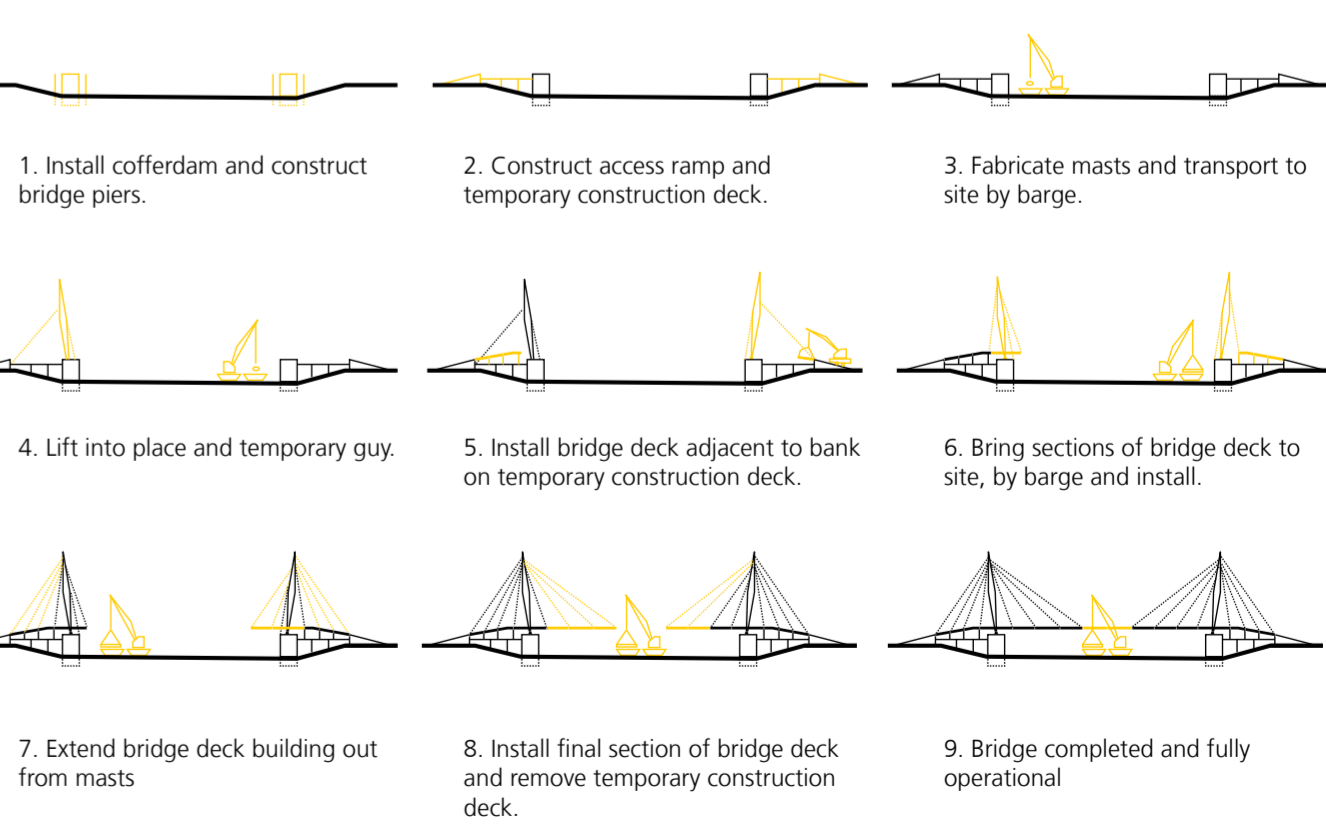
Lift access 4.68m AOD Landpoint: slowing down cyclists Elevated deck for cafe and views to the river over floodwall

3. HEIGHT AND ACCESS ISSUES



Pylons and supporting caissons are positioned on the border of tidal and intertidal zones, respecting Port of London Authority clearance stipulations. Another advantage of the double curve is that the extra length of 1 in 20 ramp between these points and disabled lifts reduces the remaining drop to 3.68m. We have shown very shallow stairs with deep landings which could be incorporated into even the tightest landing conditions. Ramps would of course also be possible. We also feel that requiring cyclists to dismount before major road junctions would be a sensible safety precaution.

4. CONSTRUCTION PHASING



We should also point out that this design minimises structural requirements within landing points and gives the best chance of preserving existing trees. There is also the possibility of manoeuvring deck sections for the central span into position from previously suspended sections to either side by cantilevering them out with temporary supports.



BALANCING CURVES

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