



Concept view of Nine Elms Pimlico Bridge with Battersea Power Station in the distance

One of the Capital's first pedestrian and cycle bridges will link Westminster and Wandsworth, connecting thousands of new jobs, a new town centre and more than 12 acres of new green space emerging in Nine Elms.

It will encourage healthier travel for communities on both sides of the river by meeting a demand for safe, attractive routes for pedestrians and cyclists in line with the Mayor's Transport Strategy.

We want to know what you think about this pioneering Thames crossing between Chelsea and Vauxhall bridges.

Consultation feedback and extensive technical work has suggested three locations would provide good crossing points for further consideration.

We are now asking local residents and Londoners to have their say on the three options.

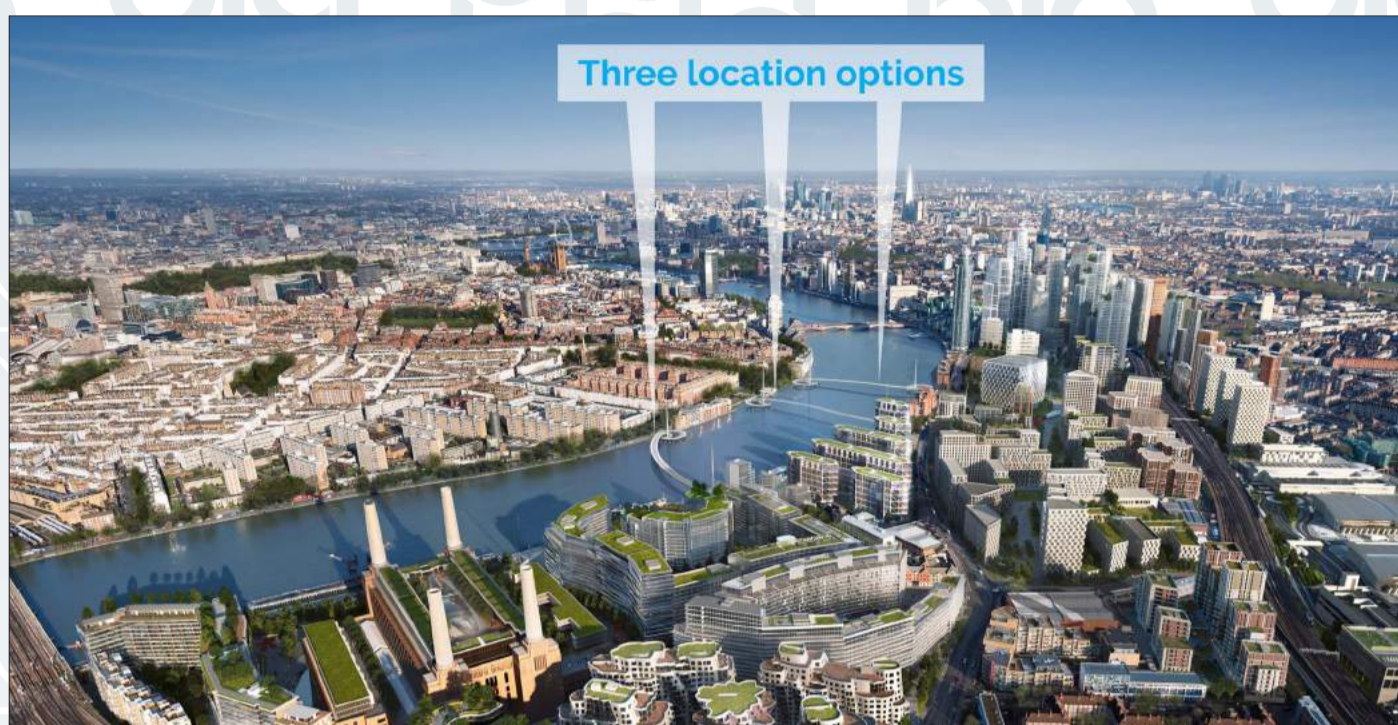
Purpose of this exhibition:

- Update on the project, our findings from the previous public consultation and our technical work
- Explain how and why we have selected the three location options for further exploration
- Find out what you think and answer any questions



We have carefully considered feedback from extensive consultation

Where we are in the project

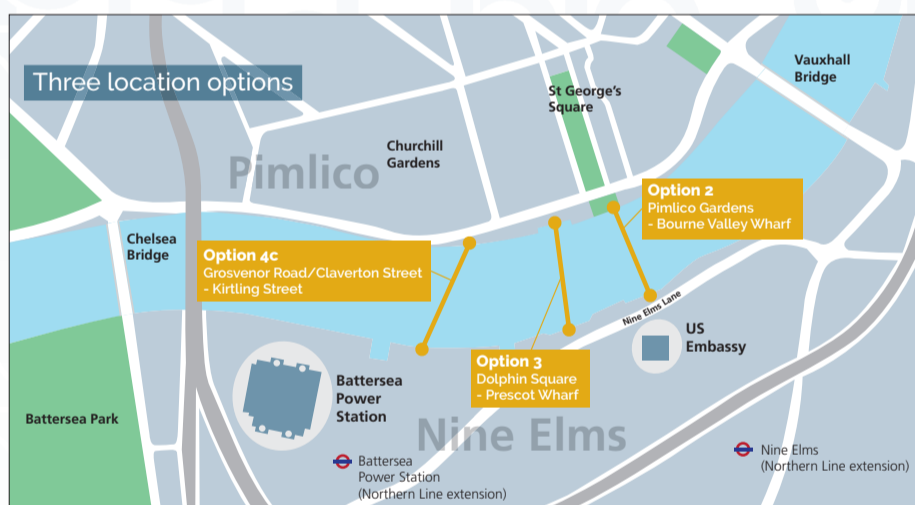


The area between Vauxhall and Battersea is being transformed on an extraordinary scale bringing life changing opportunities for the area's existing residents and benefits for all of London.

A pedestrian and cycle bridge across the Thames was identified in 2003 and is now part of a transport package needed to unlock Nine Elms including two new Northern Line stations and significant improvements to east - west cycle and pedestrian routes.

In 2017 we asked Londoners for their views on possible locations between Chelsea and Vauxhall bridges.

Feedback from the consultation and our analysis of opportunities and potential impacts suggested that these three locations would provide good crossing points for further consideration:



We are now asking local residents and Londoners to have their say on the three shortlisted locations.

Following this consultation, a recommendation for the preferred location will be made to Wandsworth Council in 2019.



Aerial view of Nine Elms on the South Bank in 2020

New shopping, restaurant and cultural district

- New town centre around a redeveloped Battersea Power Station
- Spaces for smaller businesses in railway arches
- A centre for arts and culture with new galleries and public art
- Food and horticultural quarter, opening up New Covent Garden Market
- New green spaces including Nine Elms Linear Park



New internationally significant business district with 25,000 new jobs

- New opportunities for small and existing businesses
- Apple's UK Headquarters
- Penguin Random House
- US Embassy
- Job and training opportunities in a range of sectors



Network of new transport connections

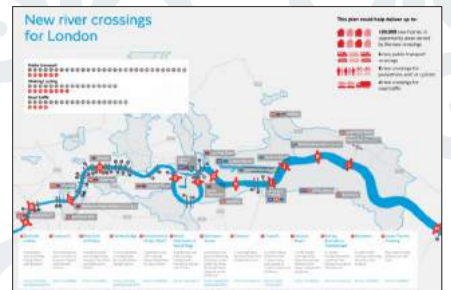
- Nine Elms Pimlico Bridge
- Two new Northern Line stations
- Thames Clippers at Battersea Power Station
- Significant improvements to Nine Elms Lane
- 3km of the Thames riverside open to the public



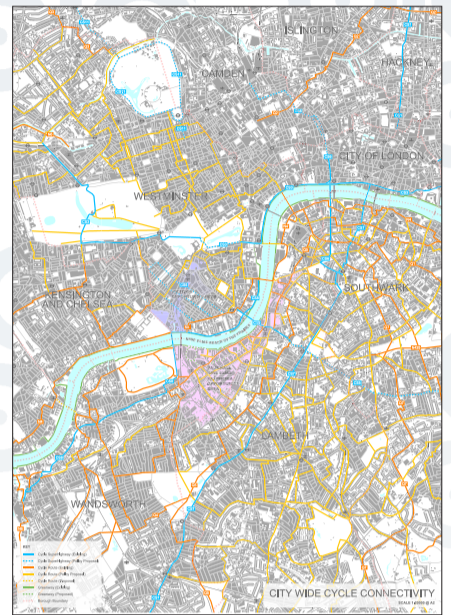
Benefits

As part of the next generation of new cycle and pedestrian infrastructure planned for London, the Nine Elms Pimlico Bridge would:

- Meet the demand for high quality, safe, cycling and pedestrian routes
- Improve local connectivity
- Create new areas of quality public space at the landing points as well as on the bridge itself
- Encourage healthier travel for communities on both sides of the river
- Make a positive contribution to tackling air pollution
- Provide a safer route to reduce accidents and encourage walking and cycling
- Become a new landmark for London
- Support the mode shift to walking, cycling and public transport in line with local and strategic policies
- Connect to and from the Vauxhall Nine Elms Battersea Opportunity Area which provides thousands of jobs and homes, new shopping, leisure and cultural attractions
- Complement a wider package of transport infrastructure including the Northern Line extension



The 13 river crossings identified in Mayor of London's Connecting the Capital Vision (2015)



Proposed and existing cycle routes as contained in active travel policies of surrounding boroughs

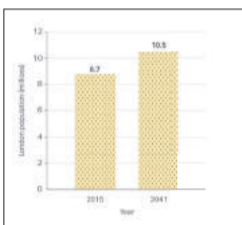


Pollution levels in the local area

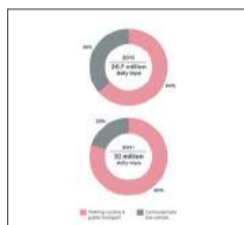


Accident levels in the local area (2011-16)

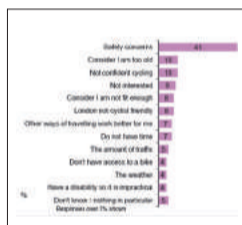
The growing demand for pedestrian and cycle infrastructure.



London's population is forecast to grow by 1.8 million by 2041
Source: Mayor's Transport Strategy 2018



A target of over 8.5 million more daily trips in London by walking cycling and public transport by 2041



41% of non-cyclists cite safety concerns as the reason for not cycling
Source: TfL Attitudes to Cycling

Aims

This is a new bridge for London and will be delivered in collaboration with Londoners. Through consultation we are designing a bridge for everyone and have followed these project objectives from the start.

Connective and Sustainable

We must meet the demands for dedicated pedestrian and cycle routes.

- Designed specifically for pedestrians and cyclists to encourage walking and cycling
- Safe and appealing alternative to other routes
- Link existing and new cycle 'Quietways'
- Meet sustainable ambitions of councils across London and the GLA

Innovative

An elegant design concept selected for its simplicity, cost-effectiveness and beauty.

- Designed by Danish practice, Bystrup - designer of the UK's first new electricity pylon in 90 years - and London architects Robin Snell and Partners
- "Light touch" approach to landing points, respecting heritage and creating new public spaces
- Inventive use of lighting, and differing textures/materials to manage movement across the bridge
- A new London landmark

Safe and Accessible

Specialists David Bonnett Associates are ensuring the bridge is a pedestrian priority bridge accessible to all.

- Cutting-edge, inclusive design
- Expansive width with space for pedestrians and cyclists to safely share the bridge
- Positive experience for all by using innovative features
 - Textured surfaces
 - Recessed lighting
 - Gentle ramp with separate stairs
- Careful integration of cyclists, pedestrians and vehicles with existing transport networks

Deliverable

The bridge is needed, supported and will be funded.

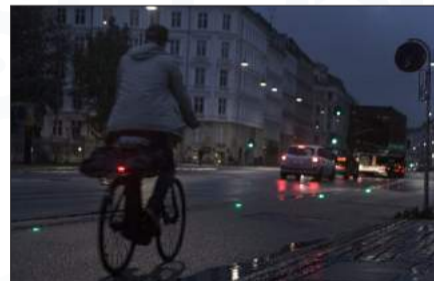
- World-class team selected following an international competition
- Identified in the new Draft London Plan as well as planning frameworks and transport studies that confirm the need
- £26m in developer contributions already identified; potential to attract significant funds in naming and image rights
- The Team, including bridge specialist engineers COWI and Aecom have a strong record of delivering bridges across the world



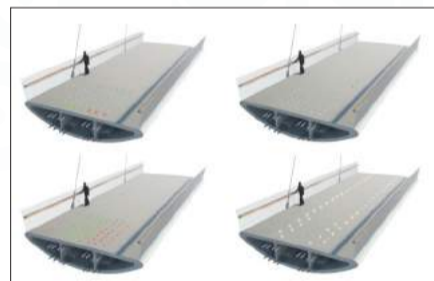
Bridge flow diagram



Shared use cycle and pedestrian bridge in Odense, Denmark



Interactive lighting



Example textured surfacing and lighting

Location Option 2

Pimlico Gardens - Bourne Valley Wharf



The landing points are directly across the river from each other, at the shortest distance between banks on this reach of the Thames.

Pimlico Gardens is a public riverside park on the north bank of the Thames with Westminster Boating Base at its western end.

Bourne Valley Wharf is a landscaped part of the public river walk on the south bank.



Aerial view of option 2



North Landing



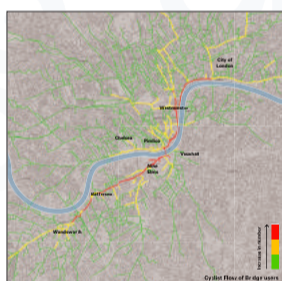
South Landing



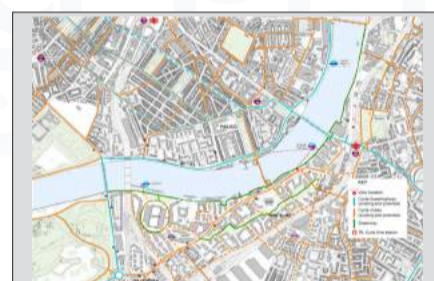
Local pedestrian demand



Local cycle demand



City wide cycle demand



Location connectivity and view location

Pros

- Good transport demand
- Good connectivity both sides of the river
- Landing space available at both banks
- Narrowest crossing point of the river
- Meets requirements of river users and authorities
- Minimised impact on Westminster Boating Base

Cons

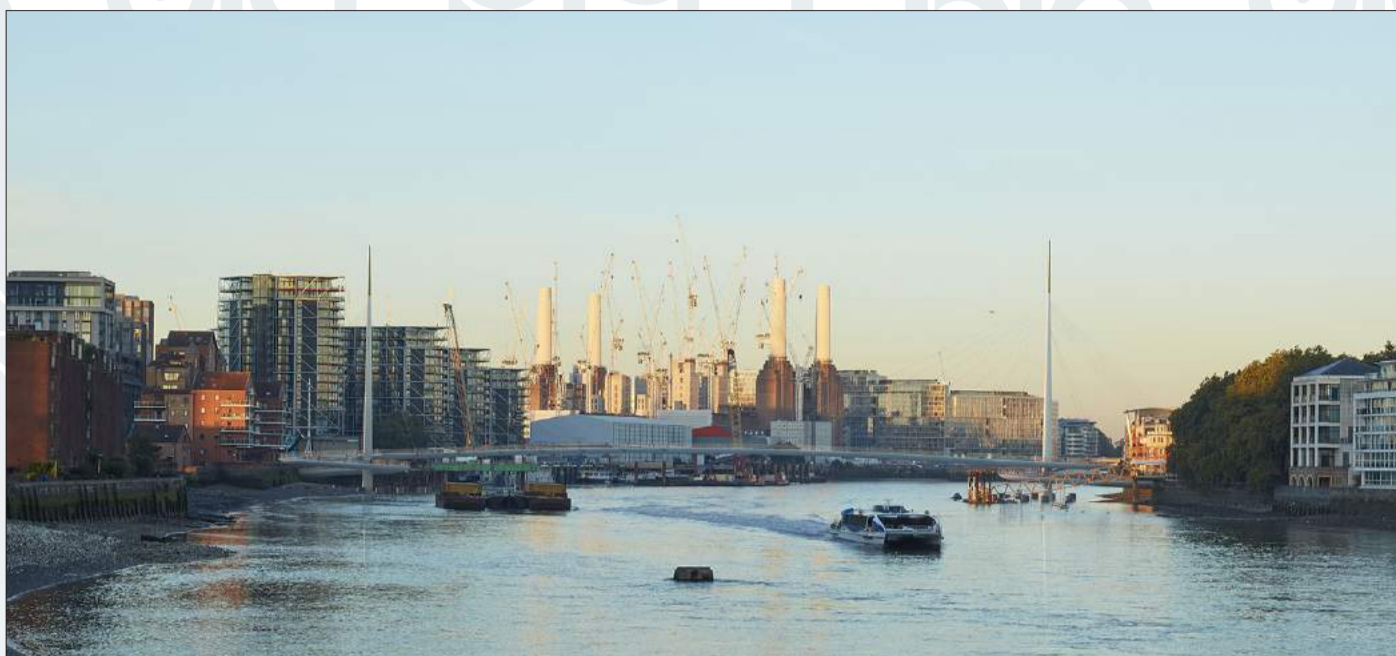
- Impact on Pimlico Gardens green space and trees
- Highest level of opposition from north bank residents
- Some resident concern of impact of cyclists and pedestrians on local streets
- Possible relocation of moorings
- Proximity of heritage assets

Key Facts

- Projected demand (12 hour weekday):
 - 2,500 - 4,400 pedestrians**
 - 4,500 - 6,200 cyclists**
 - 7,000 - 10,600 combined**
- Approximate crossing distance:
 - 414m via ramps**
 - 258m via stairs**

Location Option 3

Dolphin Square - Prescott Wharf



This crossing is directly across the river and between landing points where the riverwall steps back slightly at each riverbank.

Dolphin Square is a block of flats on the north bank, the opposite side of Grosvenor Road to the Thames.

Prescot Wharf is a landscaped part of the public south bank riverside walk, with Embassy Gardens and Waitrose directly across Nine Elms Lane.



Aerial view of option 3



North Landing



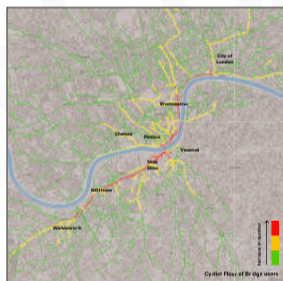
South Landing



Local pedestrian demand



Local cycle demand



City wide cycle demand



Location connectivity and view location

Pros

- Good transport demand
- Good connectivity both sides of the river
- Landing space available at both banks
- Potential to create a new public space on the north bank
- Lowest impact on green spaces and trees
- Meets requirements of river users and authorities
- Minimised impact on Westminster Boating Base

Cons

- Potential impact on Tennis Court/private amenity
- Proximity to safeguarded Middle Wharf
- Proximity of utilities at south bank complicate engineering
- Some resident concern of impact of cyclists and pedestrians on local streets
- Possible loss/relocation of on-street loading/parking bays

Key Facts

- Projected demand (12 hour weekday):
3,000 - 5,500 pedestrians
4,800 - 6,900 cyclists
7,800 - 12,400 combined
- Approximate crossing distance:
414m via ramps
313m via stairs

Location Option 4c

Grosvenor Road (Claverton Sreet) - Kirtling Street



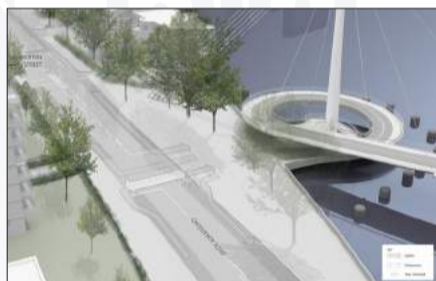
Centrally located between Chelsea and Vauxhall bridges, the bridge would cross the river in an arc.

The north bank landing is a triangular paved space alongside Grosvenor Road and contains a TfL cycle hire station.

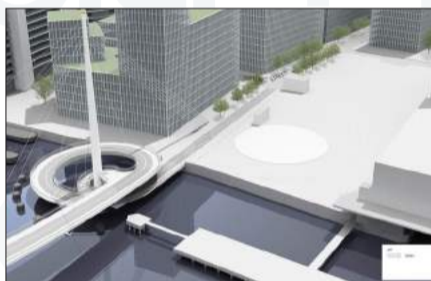
The south landing is between Nine Elms Pier and Kirtling Wharf at the western boundary of the Battersea Power Station development.



Aerial view of option 4c



North Landing



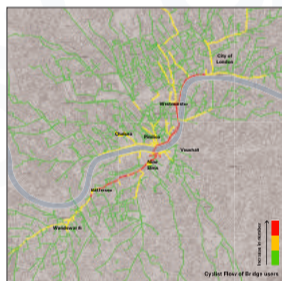
South Landing



Local pedestrian demand



Local cycle demand



City wide cycle demand



Location connectivity and view location

Pros

- Good transport demand
- Good connectivity both sides of the river
- Landing space available at both banks
- Meets requirements of river users and authorities
- Potential to improve riverside public space on both sides of the river
- Central location between two existing bridges
- Best option to provide access to and from Battersea Power Station
- Potential to benefit the south bank river walk

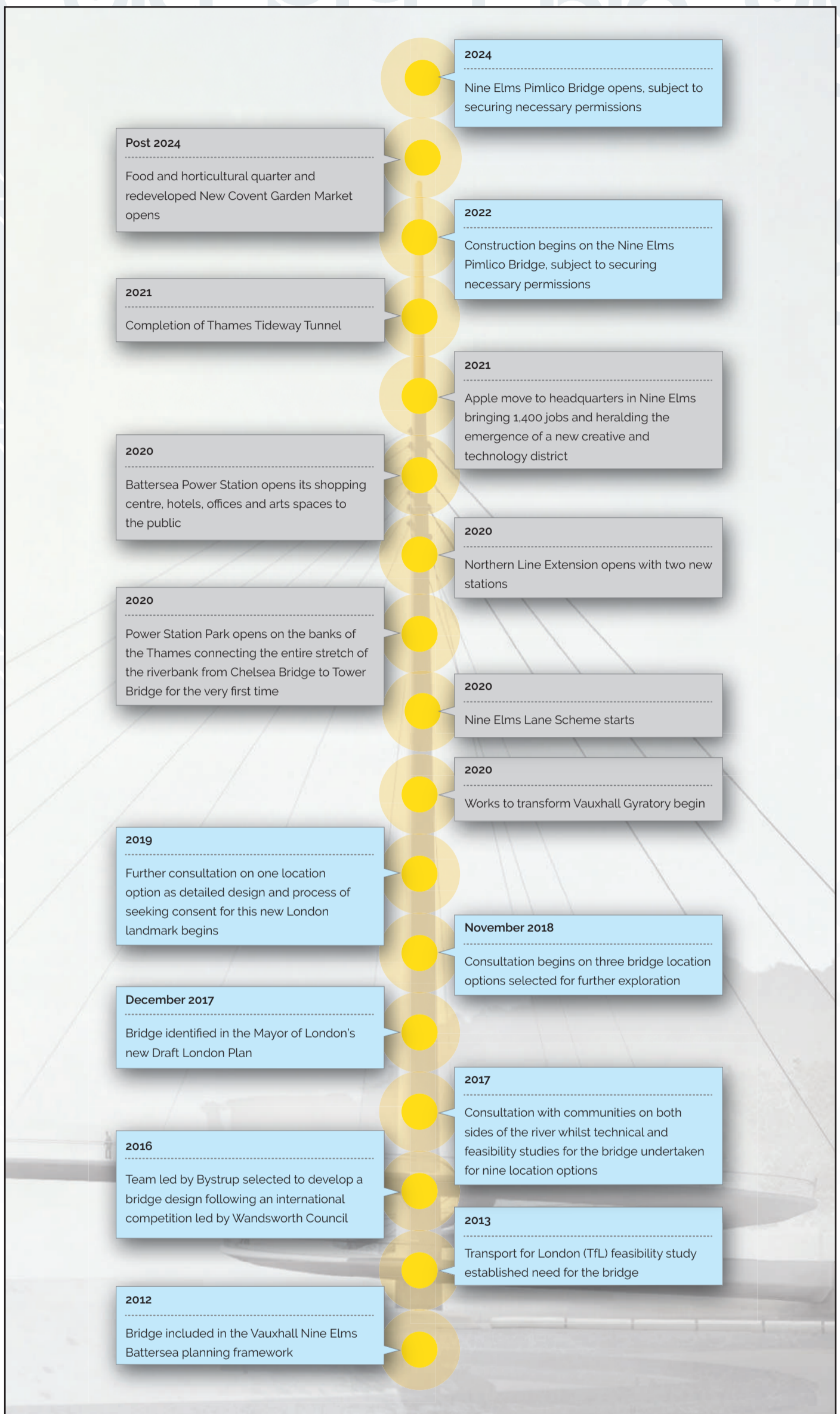
Cons

- Some impact on trees close to north landing
- Some impact on houseboat community at Nine Elms Pier
- Proximity to safeguarded Kirtling Wharf
- Impact on open river space used by Westminster Boating Base
- Some resident concern of impact of cyclists and pedestrians on local streets
- Possible loss/relocation of on-street parking bays
- Potential increase in cost due to necessary curved design

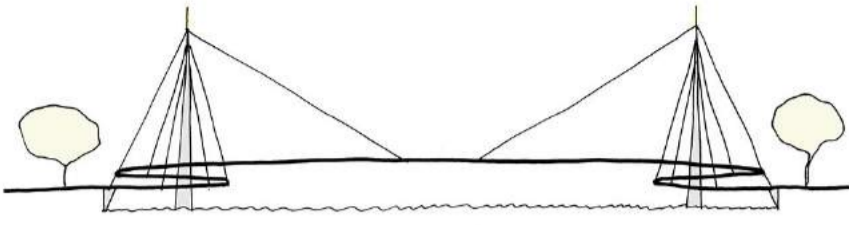
Key Facts

- Projected demand (12 hour weekday):
3,200 - 5,700 pedestrians
3,200 - 4,900 cyclists
6,400 - 10,600 combined
- Approximate crossing distance:
434m via ramps
334m via stairs

Timeline



Next steps



Thank you for coming. We hope you find the information displayed helpful.

The team are committed to ongoing collaboration with local and London-wide communities.

A recommendation for the preferred location will be made to Wandsworth Council in 2019.

If accepted, we will begin the process of detailed design and further consultation for this new London landmark.

We want to know what you think so please complete a feedback form. You can return the form to the box, via one of the Freepost envelopes or complete at the project website www.nineelmspimlicobridge.co.uk

All of the information presented will be available on the website.

Consultation ends **Monday 19 November 2018**.

Contact us

Email: consultation@nineelmspimlicobridge.co.uk

Freephone: 08081 645 340

Website: www.nineelmspimlicobridge.co.uk

**Freepost RTUA-THGR-LUYK
Public Consultation Cascade
26 Noel Street
London, W1F 8GY**

www.nineelmspimlicobridge.co.uk