

SAVE THE ROTHERHITHE BRIDGE



Stand-up for YOUR BRIDGE

People's Choice
Winner 2016



Time is now critical. We began our work on this project five years ago, with no client, fee or brief. We just thought we had a good design to meet a real need. Last year, after years of campaigning by many parties, TfL commissioned consultants Arcadis to undertake a new feasibility study into the technical viability of a bridge connecting Rotherhithe to Canary Wharf.

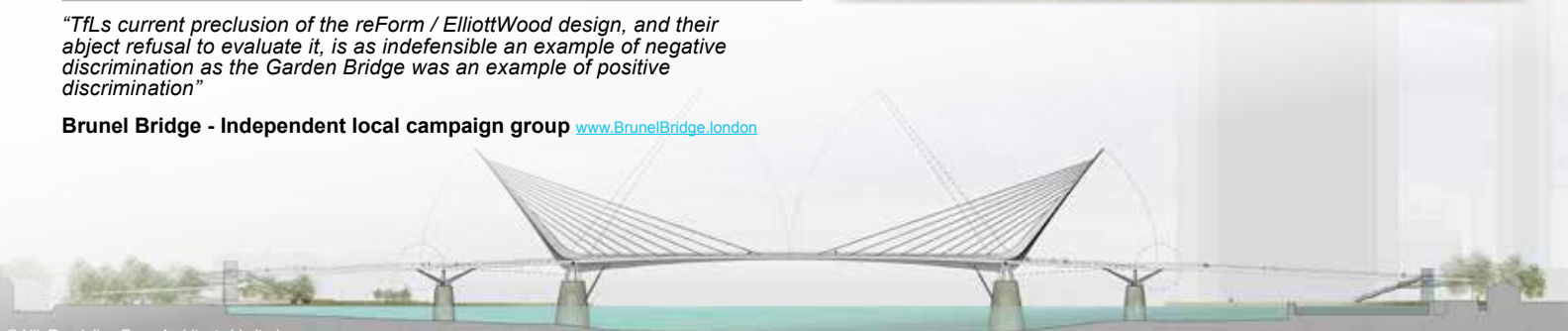
TfL is now tendering for a team to extend the Arcadis work and design the bridge, but crucially reForm / ElliottWood are excluded from bidding for this due to:

- a. Not being on the TfL multidisciplinary framework
- b. Recommendation from Arcadis that there should be no further consideration of ANY bascule design

If TfL accepts the Arcadis recommendation only swing and lift designs will be considered, meaning the reForm / ElliottWood design will not be evaluated or built. We believe this recommendation is highly premature, and based on misleading, incomplete and incorrect analysis of the merits and challenges of the different opening bridge types.

“TfLs current preclusion of the reForm / ElliottWood design, and their abject refusal to evaluate it, is as indefensible an example of negative discrimination as the Garden Bridge was an example of positive discrimination”

Brunel Bridge - Independent local campaign group www.BrunelBridge.london



Swing Bridge

WHAT'S THE FUSS?

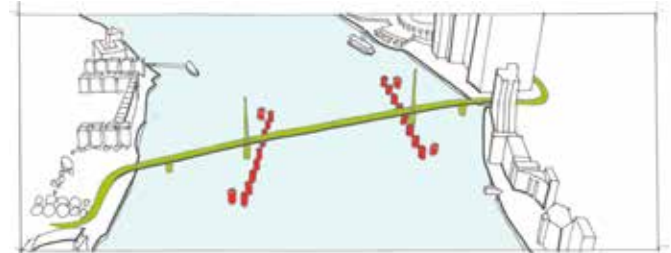


WHY NOT A HORIZONTAL SWING BRIDGE?

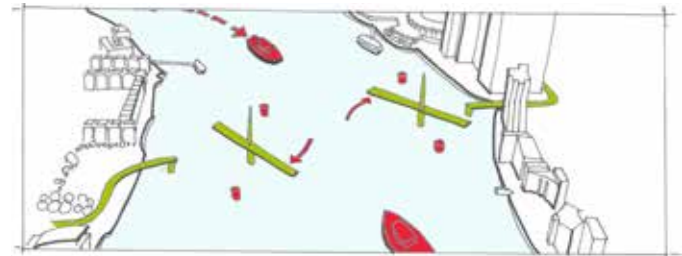
A double swing bridge has been selected by Arcadis as the recommended solution for the central and southern crossing position for the bridge.

However there are a number of critical issues that need to be addressed.

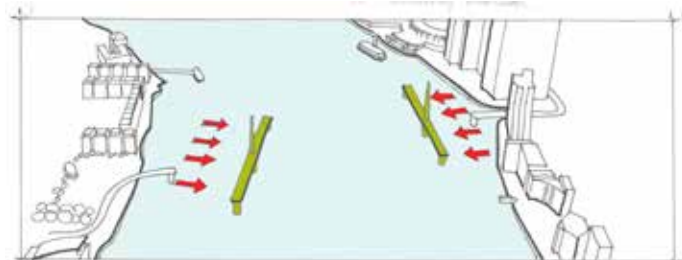
- The horizontal rotation of the decks will mean that they **swing across the front of river-front properties**, obstructing direct views across the river. This will increase the planning risk and programme of the project.
- The open arms of **a swing bridge will require extra piers** to restrain their 'parked' open position. These piers will form a permanent navigation hazard and an unsightly feature within the river itself.
- Vessels will have to navigate a 'corridor' between the open arms of a swing bridge. To protect against collision **barriers will be necessary along the entire length of the open arms** on both sides of the river. These piers will form an extensive obstacle and significant permanent navigation hazard within the river itself.
- When opening, **the low-level arms will inevitably swing towards vessels**, even on the opposite side of the river presenting a further navigational hazard.
- The suggestion within the report that passengers could safely **ride the opening bridge** when in operation and thus remove the need for permanent staff being on-site is invalidated by the risk of catastrophic vessel impact.
- The southern crossing location will require the removal of the existing West India Dock pier which will add cost. Due to poor onward access at this location the design will also need to **provide a spiral ramp** above the river foreshore. This will be strongly opposed by PLA and will suffer on environmental grounds due to its location within the inter-tidal zone.



Impact protection within the river - Navigation Risk + Visual Impact



Arms swing towards Oncoming Ships - Navigation Risk



Decks in front of adjacent properties - Visual Impact

Lift Bridge

...NOT IN MY BACKYARD

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WHY NOT A VERTICAL LIFT BRIDGE?

A lift bridge design has been selected by Arcadis as the recommended solution for the northern crossing position. However there are a number of critical issues that need to be addressed for solution.

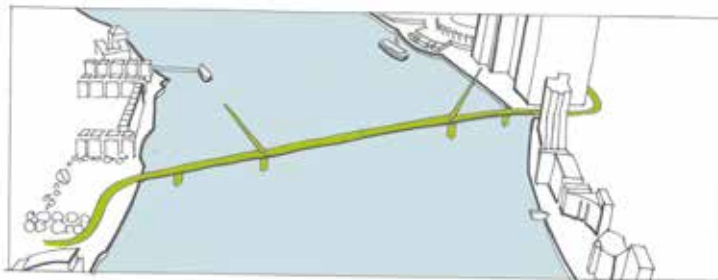
- The northern landing position clashes with the current Canary wharf clipper terminal which will need to be relocated permanently as part of the design **adding cost, complexity and risk** to the project.
- The lifting bridge typology, although common in industrial settings, is required to carry **significant loads at height resulting in typically massive structures** and so is often considered unsightly and unsuitable for sensitive environments.
- Level access and close proximity of the northern approach to residential buildings will be difficult to reconcile. The solution proposed by Arcadis to provide a spiral ramp above the river foreshore will be strongly opposed by PLA and will **suffer on environmental grounds** due to its location within the inter-tidal zone.



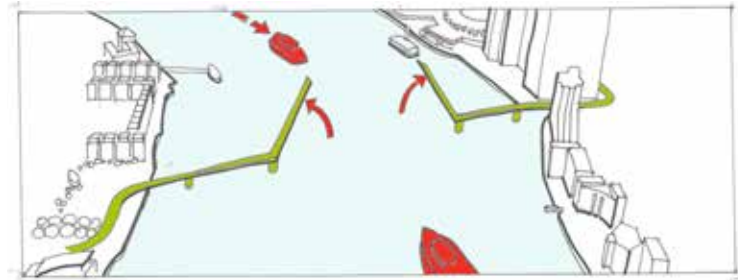
Ramboll vertical lift bridge concept 2008

OUR DESIGN - SIMPLE, ELEGANT, EFFICIENT, SAFE

The reForm / ElliottWood design does not suffer any of the problems identified for the proposed swing and lift bridge types. However, if TfL accepts the recommendation of the Arcadis report it will not be assessed and compared to other bridge designs.



No secondary piers within the river



Opens 'up and away' from shipping. Visual intrusion minimised as all structures are in line with crossing

Bascule ADVANTAGE



@RotherhitheBdg



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....SO WHY NOT THE reForm / ElliottWood BASCULE BRIDGE?

The established design overcomes many of the problems associated with the alternative typologies. Specifically it out scores them on the alternative typology assessment below.

Assessment Category	Bridge Type			Evaluation notes
	Vertical Lift	reForm / EW design (Bascule)	Horizontal Swing	
Safety (vessels)	Good	Good	Poor	Low swinging bridge deck + Requirement for additional permanent 'parking' and impact piers, along with long cantilevers opening towards vessels explain why a double swing bridge is marked down
Safety (users)	Average	Good	Poor	Proposal to operate swing bridge without on-site supervision, and with people remaining on the decks is concerning. reForm / EW design has clearly defined isolated 'safe zones'
Operation & Maintenance	Average	Average	Average	All bridges will need to develop detailed operation and maintenance systems. Only the reForm / EW design has established details for this.
Structural efficiency	Average	Average	Average	Detailed assessment required.
Fail open system	Average	Average	Average	All bridges will require an established 'parked' position. The reForm/EW design demonstrably achieves this.
Speed of operation	Average	Average	Average	Speed principally defined by deck clearance common to all bridge types.
Energy use	Average	Average	Average	All bridge typologies can be balanced and achieve low energy use in operation which is dwarfed by the power used to light and maintain them
Visual impact	Poor	Good	Poor	Lift bridge will be bulky, swing bridges obstructive to neighbours and require secondary piers.
Cost (capex)	Average	Good	Average	reForm / EW design independently shown to be cheaper but further development of alternative typology designs required
Cost (opex)	Average	Average	Average	All bridges will require long term operation and maintenance. Further development of the designs will establish whole life costs.

ACTION

Thanks to everyone who has supported this project and the reForm / ElliottWood design so far. But the need for your support is now greater than ever to ensure that it is not ignored or discounted by TfL without good reason.

We believe that it critical the design is fairly and independently assessed along with alternative design solutions in the next phase of work to demonstrate that the best value, most appropriate bridge option has been selected.

To pledge your support sign up at www.rotherhithebridge.london

...or email TfL at rivercrossings@tfl.gov.uk

Good	Good
Average	Average
Poor	Poor



www.rotherhithebridge.london

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If you back this project, and in particular if you support our proposed design please visit www.rotherhithebridge.london
