SAVE THE ROTHERHITHE BRIDGE
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
WHAT'S THE FUSS?

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.
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.

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.
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](http://www.rotherhithebridge.london)

...or email TfL at [rivercrossings@tfl.gov.uk](mailto:rivercrossings@tfl.gov.uk)
If you back this project, and in particular if you support our proposed design please visit www.rotherhithebridge.london