SUMMARY

The Vauxhall Nine Elms Battersea opportunity area is fast becoming central London’s newest business, residential and leisure district. Accompanying this development is an extensive programme of supporting infrastructure to support the needs of residents, workers and visitors coming to the area. This infrastructure programme, of which the Northern Line Extension forms the major element, will be largely funded through development in the form of Community Infrastructure Levy (CIL), Section 106, Section 278 and retained business rate uplifts.

The construction of a new pedestrian and cycle bridge across the River Thames, connecting the new homes, businesses and visitors to Nine Elms with neighbourhoods and districts on the north bank such as Pimlico and Victoria is a core element of the vision and part of a package of transport improvements set out in the Opportunity Area Planning Framework (OAPF) to ensure the area is highly accessible and connected with the rest of central London. Initial feasibility work for a bridge was undertaken by Transport for London (TfL) in 2013 leading to the commissioning of the current Design Team led by Bystrup Architects following an international design competition in 2015.

This report provides an update on work undertaken on the proposed Nine Elms Pimlico pedestrian and cycle bridge (NEPB). The Design Team has recently completed the Stage 2: Concept Design package of works, which carried out an appraisal of three shortlisted location options (of nine) taken forward from Stage 1. Stage 2 included technical appraisals, development of concept designs for each potential location and further stakeholder and public consultation in order to arrive at a recommended location. This stage of works is now complete, and the recommendation of a preferred option will provide a sound basis for progressing the project further with stakeholders and taking it forward within the wider infrastructure programme.
The Director of Resources comments that a total of £4.6 million has been approved towards the design of a new cycling and pedestrian bridge in Nine Elms. To date expenditure of £1.57 million has been incurred to year end 2017/18 from the Council’s general fund capital programme, and a budget of £797,000 allocated in 2018/19. Any unspent budget will be carried forward to the following year once the final outturn figures for the year are known.

The Design Team has confirmed that construction costs for the recommended location of the bridge are still estimated to be £40 million (at 2013 prices). £26 million (in 2013 prices) of Nine Elms CIL funding has been identified to date, leaving at least a further £14 million of funding to be identified before the funding is in place to construct the bridge.

GLOSSARY

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
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<tbody>
<tr>
<td>CIL</td>
<td>Community Infrastructure Levy</td>
</tr>
<tr>
<td>GLA</td>
<td>Greater London Authority</td>
</tr>
<tr>
<td>EINA</td>
<td>Equality Impact Needs Analysis</td>
</tr>
<tr>
<td>NEPB</td>
<td>Nine Elms Pimlico Bridge</td>
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<tr>
<td>OAPF</td>
<td>Opportunity Area Planning Framework</td>
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<tr>
<td>OSC</td>
<td>Overview and Scrutiny Committee</td>
</tr>
<tr>
<td>TfL</td>
<td>Transport for London</td>
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<tr>
<td>VNEB</td>
<td>Vauxhall Nine Elms Battersea</td>
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</table>

RECOMMENDATIONS

1. The Finance and Corporate Resources Overview and Scrutiny Committee are recommended to support the recommendations in paragraph 2. If they approve any views, comments or recommendations on the report, these will be submitted to the Executive or the appropriate regulatory and other committees for their consideration.

2. The Executive is recommended to:

   (a) accept the Design Team’s recommendation of Location 4C - Grosvenor Road (Claverton Street) to Kirtling Street as the preferred location for the Nine Elms Pimlico Bridge;

   (b) instruct the Design Team to proceed with further technical validation work in April 2019 at the conclusion of Stage 2, set out in para 34;

   (c) note that no further money is sought at this stage and the remaining technical work will be contained within the existing capital budget;

   (d) agree to a pause in the work programme, in line with the contract provisions, and for the decision to instruct the Design Team to proceed to Stage 3 (developed design to inform a planning consent process) to be brought back to this Committee.
INTRODUCTION

3. A pedestrian and cycle bridge linking Nine Elms to the north of the river has been a key aspiration for the Council and wider Nine Elms Vauxhall Partnership prior to the adoption of the Opportunity Area Planning Framework in 2012. The OAPF includes the scheme as a key transport and public realm intervention and it has been a priority project in each of the Partnership’s annual Business Plans as endorsed by the Executive. In 2013, Transport for London (TfL) carried out a three-stage feasibility study examining potential landing options, pros and cons of each location and the impact a bridge would have on the area’s transport accessibility, environment, etc. This recommended further work be undertaken on the design of a bridge together with public consultation to inform this and identify a preferred location.

4. The Council consequently launched an international design competition (Paper No. 14-382) to engage the best of the world’s engineering and architectural professions and seek their solutions to such challenges, via a two-stage procurement process in accordance with the OJEU procurement guidelines.

5. The Design Competition was judged by a Bridge Jury Panel, who amongst many criteria, looked for a team capable of developing a proposal that would be fit for 21st Century modes of transport which would necessitate cycling and walking co-existing; this continues to align with current London Policy as set out in the Mayor’s Cycling and Walking Action Plans.

6. In November 2015 the Executive approved (Paper No. 15-465) the award of a contract for the provision of design services for a pedestrian and cycle bridge across the River Thames at Nine Elms Pimlico to Bystrup Architecture Design and Engineering with Robin Snell & Partners, Sven Ole Hansen ApS, Aarsleff and ÅF Lighting (the “Design Team”) at a cost of £4,521,225 plus VAT; and general fund capital budget variation of £2,600,000 in 2016/17, bringing the total budget allocation for the project to £4.6million.

7. The purpose of the design competition was to find the best team, not finalise a design. Therefore, the scope of the contract covers the full eight stages of the RIBA Plan of Work for Construction projects, from strategic definition to project completion and handover. Since the appointment of the Design Team in 2016, the project has completed the first three stages (0-2), conducting a rigorous analysis and appraisal process to identify a preferred location for the Bridge and develop a concept design.

8. During Stage 0: Strategic Definition the design team was mobilised and the full scope of work was developed in 2017; it was agreed that identification of the preferred location was essential, using the earlier TfL feasibility study as the point of departure and that this in turn would
require further transport demand analysis and investigation of impacts, based upon the selected design concept, to validate the eventual preferred location and design.

9. The key design principles from the Design Competition remain unchanged (see appendix 1), and as part of the next generation of new cycle and pedestrian bridges planned for London, the Project aims to:

a. Meet and create the demand for high quality, safe, mixed cycling and pedestrian routes as identified by the Mayor of London’s Transport Strategy (2018), and the Draft London Plan (2017);

b. Improve local connectivity;

c. Complement a wider package of transport infrastructure including the Northern Line extension, opening up the Thames Path and significant improvements to Nine Elms Lane.

d. Connect to and from the Vauxhall Nine Elms Battersea Opportunity Area which provides thousands of jobs and homes, a new town centre full of shopping, leisure and cultural attractions;

e. Create new areas of quality public space at the landing points as well as on the bridge itself;

f. Become a new landmark for London;

g. Encourage healthier travel for communities on both sides of the river;

h. Make a positive contribution to tackling air pollution;

i. Provide a safer route to reduce accidents and encourage walking and cycling;

j. Support the mode shift to walking, cycling and public transport in line with local and strategic policies;

k. Reduce the largest uncrossed stretch of the river in central London (between Vauxhall and Chelsea Bridges);

10. During Stage 1 (Preparation and Brief) the Design Team investigated nine potential locations for the new crossing (see Appendix 2), comparatively assessing the strengths, weaknesses and potential impacts of each option in consultation with authorities, key stakeholders and local communities. This included public exhibitions in five locations in Wandsworth, Westminster and Lambeth, online consultation, and meetings and workshops with local community and amenity groups as well as affected residents. This work incorporated an initial update of the TfL feasibility study transport demand assessment (2013) in order to confirm the level of demand for the bridge and carried out initial technical and environmental studies to assess the feasibility and impact of a crossing in this stretch of the river.

11. The Stage 1 Report (available at www.nineelmspimlicobridge.co.uk) identified three of the nine locations as a point where a crossing would be feasible and would best meet the objectives of the scheme, whilst taking into account the views from the public consultation and from key stakeholders. The report recommended these be taken forward for
further appraisal in order to identify a preferred location. As shown in Figure 1, these were:

a. Location 2 Pimlico Gardens to Bourne Valley Wharf  
b. Location 3 Dolphin Square to Prescot Wharf  
c. Location 4C Grosvenor Road (Claverton Street) to Kirtling Street

12. Further design and appraisal work was subsequently instructed in May 2018.

WORK DURING STAGE 2

13. The purpose of Stage 2 has been to identify a recommended crossing point following the evolution of design and technical analysis of the three feasible locations identified in Stage 1, incorporating and responding to the feedback from stakeholders and consultation during Stage 1.

14. During Stage 2 the Design Team has:
   a. Developed a series of technically feasible Concept Design proposals for each alternative location;
   b. Undertaken further technical and environmental studies to confirm feasibility and understand in more detail the impact of the three location options;
   c. Undertaken further updates to the transport modelling to understand usage of the bridge at each location and the onward travel demand.
   d. Continued to consult on technical constraints and opportunities of the locations with local authorities, statutory bodies and key stakeholders.
e. Undertaken public consultation through meetings and a series of public exhibitions in local communities and online consultation held in November 2018 in Wandsworth, Westminster and Lambeth.

15. The full Stage 2 Report will be made available in the Members Library for review from 6 February and has also been published on the project website www.nineelmispimlicobridge.co.uk on 6 February 2019.

STAGE 2 LOCATION APPRAISAL AND RECOMMENDED LOCATION

16. For each location option, the majority of the technical and objective criteria assessments are positive, i.e all locations show predominantly moderate to very good levels of opportunity, relatively few constraints, and a good ability to achieve the project objectives. It is therefore considered that all three locations are feasible, viable options for a bridge, that would provide a net benefit and support the scheme objectives.

17. Location 2 Pimlico Gardens to Bourne Valley Wharf is considered to be the proposal which responds best architecturally to the heritage and existing built environment context; a bridge here would fully achieve the design and user experience objectives, although it is the closest location option to an existing crossing. It has the shortest crossing distance between open and accessible riverside landing spaces and crosses a section of river not in direct proximity to operating wharves. Despite this strong technical case, Location 2 is considered to face the greatest planning challenges and environmental impact. The arboricultural impact on high quality trees and the public amenity of Pimlico Gardens (a designated asset of community value in a conservation area), are material planning considerations and reflects local opposition to this location in Westminster. This has been clear from both public consultation exercises in 2017 and 2018.

18. Location 3 Dolphin Square to Prescot Wharf faces the greatest technical challenges of the three options at its south landing, where the position of underground utilities, the Thames Tideway Tunnel and the adjacent safeguarded Middle Wharf combine to significantly restrict the design arrangement. This also introduces significant construction risk in this option. Compared to the other options, Location 3 has the lowest environmental impact due to its low arboricultural constraint. Architecturally, this location has the weakest relationship to the townscape, and the landing conditions do not allow for the most successful expression of the design concept, either locally at the banks or in the riverscape. However, Location 3 presents the best transport demand case, although the difference is marginal across all three options. Whilst Location 3 is feasible it is not preferable as it does not exhibit any clear differentiating opportunities over the other options, and the engineering challenges are more complicated, leading to higher construction risk and possible cost escalation.
19. **Location 4C Grosvenor Road (Claverton Street) to Kirtling Street** provides a clear link to Battersea Power Station as a strong new destination at the heart of the Vauxhall Nine Elms Battersea Opportunity Area. The location is central between adjacent bridges and provides good local and wider connectivity both north and south of the river for an approximately equal demand of pedestrians and cyclists, supporting safe, healthier travel for communities on both sides of the river. A bridge at this location could provide a valued opportunity to improve accessibility and connectivity to Nine Elms, including public transport routes and has better onward connection options at either end of the route and had the strongest public support of the three options. The work carried out during Stage 2 has also addressed earlier concerns that this option would have a significantly weaker demand case and higher costs. This option is of greater length than the others which will impact to some extent on transport benefits, although modelling suggests this is marginal. A longer bridge will also, inter alia, cost more. However, more favourable landing conditions on each bank together with opportunities for construction compounds and reduced requirement for impact protection on the south side, suggest that the construction costs would be similar to the other options. This Location has a clear link to the Power Station as a strong attractor/destination point, without impacting adversely on the setting of this listed building. In fact, analysis suggests that the design could positively enhance the riverscape, local views and the heritage setting. Whilst the location of the southern landing is complicated, Location 4C offers an opportunity to help shape the public realm around this landing site, contributing to and enhancing the provision of a co-ordinated public realm treatment which would link the Power Station and adjacent developments, and the Thames Path. It has the strongest public support of the three options. Overall, Location 4C provides the greatest advantages when compared to the other alternatives, offering the best opportunity to connect the developing Opportunity Area to new and existing onward routes locally and to the wider city.

20. The overall appraisals of the three options are closely balanced in their outcomes, each offering different relative strengths and challenges in comparison with the others. The appraisal methodology compared the overall appraisal outcomes, the most challenging factors and greatest opportunities unique to individual locations across a range of parameters.

21. Based on this appraisal, the Design Team recommends Location 4C as the Preferred Location as it offers the best opportunity to connect the Opportunity Area with the north of the River, shape new riverside public realm on both banks, and has the lowest constraint and risk compared to the alternatives.

22. The Stage 2 Report sets out the appraisal of each site in more detail and Appendix 3 of this report shows the summary location appraisals for
each site, extracted from the pages 45, 51 and 59 of the Stage 2 Report, which is available online at www.nineelmspimlicobridge.co.uk/.

BUDGET AND EXPENDITURE TO DATE

23. At the time that the Executive approved the appointment of the Design Team, (Paper No. 15-465) it also approved a general fund capital budget variation of £2,600,000 in 2016/17, bringing the total budget allocation for the project to £4.6million, funded entirely from Community Infrastructure Levy (CIL) contributions from the Nine Elms development area.

24. In 2018/19 the approved capital budget for the project is £797,000;

25. The total funds (actuals and budget) allocated to the project to date have been £2.37million against the approved total budget of £4.6million:

<table>
<thead>
<tr>
<th>Year</th>
<th>££</th>
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<tbody>
<tr>
<td>2016/17 (actual)</td>
<td>£245,726</td>
</tr>
<tr>
<td>2017/18 (actual)</td>
<td>£1,329,035</td>
</tr>
<tr>
<td>2018/19 (budget)</td>
<td>£797,000</td>
</tr>
<tr>
<td>Total</td>
<td>£2,371,761</td>
</tr>
</tbody>
</table>

26. The expenditure in 2017/18 includes some work related to any future Planning Application that has been brought forward from Stage 3.

27. The current Capital budget (Paper No. 19-21) considered by this Committee on 16 January, currently has no allocation in 2019/20 or beyond; the proposed validation work (set out at para 34) will be contained within the existing budget allocation;

28. The Transport for London Feasibility Study (2013) suggested that construction of the bridge would cost around £40m (in 2013 prices), providing a car-free alternative to Vauxhall or Chelsea Bridges. The three location options identified for further investigation have been reviewed in light of the latest information from the design team; the construction cost of Location 4C (and Location 3) in 2013 prices remain in line with the £40m identified in the TfL Feasibility Study. The spread of cost between the three locations is relatively narrow, at approximately 5%, and therefore not considered to be a major differentiating factor when it comes to choosing the recommended location.

29. £26 million (in 2013 prices) in private sector funding has been identified from the development of the Nine Elms opportunity area and included in the Development Infrastructure Funding Study 2010. Further funding options would be explored in tandem with developing a detailed design.
NEXT STEPS

30. The next stage for the project in the current contract is RIBA Stage 3: Developed Design, which would involve:
   a. Creating a Developed Design proposal for the chosen Location;
   b. Developing consents, deliverability and procurement strategies in conjunction with key stakeholders;
   c. Continued consultation with local authorities, statutory bodies and stakeholders;

31. In order to proceed to Stage 3 of the current contract with the Design Team, the Council will need to accept the Recommended Location. Officers are in agreement with the recommendation of Location 4C and the rationale for this and therefore recommend that Location 4C is formally adopted by the Council for further design development in Stage 3. Stage 3 is currently priced at £665,000 for design costs, and there will be additional costs associated with developing any consents application. These are likely to include detailed transport demand assessment, Environmental Impact Assessment.

32. However, taking forward Location 4C Grosvenor Road (Claverton Street) to Kirtling Street as the location for the Bridge is affected by a number of factors:
   a. On the southern side, the landing site is being used by Thames Tideway for construction until 2021 and they are not expected to vacate the site until 2022.
   b. The southern landing also interfaces with Battersea Power Station’s final phase 7 of development which has outline planning consent; however the construction timeline is also subject to the completion of Thames Tideway works and the submission of detailed design.
   c. Westminster Council currently oppose the Bridge and do not believe the transport case has been sufficiently well made.

33. Whilst there is some opposition to the Bridge on both sides of the river, and some residents and groups are particularly impacted by the designs, the choice of a final location allows the Council to examine and address those impacts and concerns in more detail in future stages of work. Further work and stakeholder engagement on the Recommended Location is proposed in order to investigate specific impacts and refine the business case for a crossing in this location before proceeding to the next stage.

34. It is therefore proposed that, subject to Members accepting the recommendation of Location 4c as the preferred location:
   a. the current work programme is paused, in line with the contract provisions, and for the decision to proceed to Stage 3 to be kept under review and brought back to this Committee for approval; and,
   b. a small package of work is commissioned from the Design Team to further refine the case for the recommended location, further
development of the design proposals to demonstrate buildability and address stakeholder concerns, and develop an outline programme that addresses the constraints of the Tideway site, and Battersea Power Station’s Phase 7 plans to ensure that if the project is taken forward the opportunity for placemaking, particularly at the southern side is not lost.

35. Whilst the earliest this work could be instructed is April 2019, it is proposed that it is funded from within the existing allocated capital budget.

COMMENTS OF THE DIRECTOR OF RESOURCES

36. The Director of Resources comments that a total of £4.6 million has been approved towards the design of a new cycling and pedestrian bridge in Nine Elms. To date expenditure of £1,574,761 has been incurred to year end 2017/18 from the Council’s general fund capital programme, and a budget of £797,000 allocated in 2018/19. Any unspent budget will be carried forward to the following year once the final outturn figures for the year are known.

37. The Design Team has confirmed that construction costs for the recommended location of the bridge are still estimated to be £40 million (at 2013 prices). £26 million (in 2013 prices) of Nine Elms CIL funding has been identified to date, leaving at least a further £14 million of funding to be identified before the funding is in place to construct the bridge.

38. Due to activities on the preferred site location construction is not expected to be able to begin until at least 2022. Any commitment to contribute to the construction costs would be brought back to this Committee in future financial years and would be subject to a future report to this Committee.

COMMENT OF THE DIRECTOR OF ENVIRONMENT AND COMMUNITY SERVICES

39. A cycle and pedestrian bridge linking Nine Elms and Pimlico was identified in the Opportunity Area Planning Framework, published in March 2012. There is still considered to be a strong transport case for this bridge, linking it into the walking and cycling networks both within the Opportunity Area and to and from neighbouring areas. The Council is also promoting the Cremorne pedestrian and cycle bridge in north Battersea, but these two pieces of infrastructure are mutually exclusive and are funded from different areas of budget.

EQUALITY IMPACT NEEDS ANALYSIS

40. No EINA is required at this stage as impacts will be examined in detail at a later stage of the project.
CONCLUSION

41. A pedestrian and cycle bridge linking Nine Elms to the north of the river has been a key aspiration for the Council and wider Nine Elms Vauxhall Partnership prior to the adoption of the Opportunity Area Planning Framework in 2012. The OAPF includes the scheme as a key transport and public realm intervention and it has been a priority project in each of the Partnership’s annual Business Plans as endorsed by the Executive.

42. Following an International Design competition and the appointment of a Design Team, extensive design, feasibility and technical work has been carried out to identify the best location for a bridge that will meet the project objectives and policy aspirations for sustainable transport. Nine locations were appraised in the first instance and three taken forward for further analysis.

43. This stage of works is now complete, and the acceptance of the recommended location will provide a sound basis for progressing the project further with stakeholders and taking it forward within the wider Nine Elms infrastructure programme.

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The Town Hall, MANDY SKINNER, Wandsworth, Assistant Chief Executive (Customers and SW18 2PU Partnerships)

5th February 2019

Background papers

There are no background papers to this report.

All reports to Overview and Scrutiny Committees, regulatory and other committees, the Executive and the full Council can be viewed on the Council’s website (www.wandsworth.gov.uk/moderngov) unless the report was published before May 2001, in which case the democratic services officer can supply it if required.
Appendix 1 - Key Design principles and objectives

The key design principles from the Design Competition remain unchanged (see appendix 1), and the objective is for the Bridge to be:

Connective
• Responsive to demand / desire lines.
• Local connectivity to existing & future infrastructure.
• London wide connectivity.
• Supports / encourages modal transfer.
• Quality of user experience.
• Equal treatment to both sides of river.

Sustainable
• Improve user safety.
• Improve air quality.
• Minimise impact at landings.
• Minimise negative ecological impacts.

Innovative
• Provide a positive contribution to public realm.
• Provide a positive contribution to heritage setting.
• Provide level and open access for all from river bank.
• Integration of bridge users on a shared surface.
• Meet key stakeholder technical requirements.

Deliverable
• Deliver value for money.
• Deliver on cost.
• Minimise disruption during construction.
• Minimise planning risk.

Collaborative
• Undertake engagement with schools, businesses and residents.
• Undertake consultation throughout the design process with all stakeholders.
• Undertake public exhibitions and workshops at key stages.
• Keep communities up to date on progress via interactive website, social media, press releases and email newsletters etc.
Appendix 2- plan showing 9 locations appraised during Stage 1 and three taken forward for further investigation in Stage 2
### 6.2.1 Location 2 [Pimlico Gardens to Boume Valley Wharf]

<table>
<thead>
<tr>
<th>Assessment</th>
<th>Pros</th>
<th>Cons</th>
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<tbody>
<tr>
<td>Team</td>
<td>• Good transport demand. • Good local and wider city connectivity north and south of the river. • Good existing public realm and existing facilities. • Good views across river from bridge. • Tidal crossing point of the river. • Allows for expanded river operations. • Opportunity to enhance heritage setting. • Best setting in the townscapes and landscape with excellent views from Vauxhall Bridge.</td>
<td>• Impact on Pimlico Gardens green space, trees and public amenity. • Loss of 1 or 2 high quality trees and burning of debris close to high quality trees on Pimlico Gardens riverfront.</td>
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</table>

### Stakeholders
- Wandsworth Council, SGLA planning authorities note the strong cycle connectivity to the south as well (342), and potential for the north. - PLU, Shopping Hall and Thames Tideway note limited impact to their operations and utilisation at this location. - Westminster Estate notes some concern over the impact to the area and potential for development. - West London residents note strong concerns over the lack of cycle and pedestrian facilities on St George’s Square and Pimlico Gardens. - Westminster residents note strong concerns over the impact to the area and potential for development.

### FEASIBLE ALTERNATIVE TO PREFERRED LOCATION

#### Appraisal Summary
- Good location technically for a bridge with sufficient space north and south of the river for landing and mooring users directly with no impact.
- Shortest distance across the river channel is potentially the most technically economic with regards to structure and cost.
- Good transport demand.
- Architecturally significant and potentially iconic setting in the river and townscapes. Location with the best views from Vauxhall Bridge.
- Good connectivity north and south of the river and close bicycling presence in the townscapes.
- Further investigation would be required to determine the impact of cycle and pedestrian facilities on local streets (e.g. St George’s Square).
- Challenge to mitigate against significant impact on Pimlico Gardens green space and trees.
- Boats of high quality trees are an engineering constraint to the alignment of backstay foundations in Pimlico Gardens.
- The significant structural impact on Pimlico Gardens, in the Pimlico conservation area, is a material planning consideration.
- This location represents the highest planning risk due to the planning policy protection of Pimlico Gardens, proximity of heritage assets and strong opposition from local residents.

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*Appendix 1 – Summary of Location Appraisals, taken from pages 45, 51 and 59 of Stage 2 Report*

**6.2.2 Location 3 [Dolphin Square to Prescot Wharf]**

- **Team**
  - Very good transport demand.
  - Good connectivity at the north and south bank.
  - Good land use and availability.
  - Potential to create a new public space on the north bank.
  - Lower impact on green spaces and trees, no loss of moderate or high quality trees.
  - Access for continued river operations.
  - Good riverside amenity space with public access at south bank.

- **Stakeholders**
  - WCC, LBL, and GLA planning authorities note the strong cycle connectivity to the south (via Arch 42) and potential to the north.
  - Westminster Boating Base noted that the close proximity of a bridge to their base at this location may allow for mutual benefits.
  - LEW, LBL, GLA, HLC, NRP note no significant concerns to this location option.
  - FLA comment that Vivaldi Wharf requires redeveloping and could see possible solutions of mutual benefits.
  - Embassy Gardens residents supportive and commented that the location balances focus in the Nine Elms area with the Power Station.
  - WCC and Westminster Residents assess the location for the potential impact of cyclists and pedestrians on St George’s Square, Claveron Street and Dolphin Square.
  - Westminster residents note that the potential north access is privately owned by Dolphin Square who would stand to lose this amenity space.
  - Wandsworth residents note concerns regarding the proximity of a bridge landing adjacent to Elm Quay Square.
  - FLA concerns due to proximity of Middle Wharf.

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**Feasible Alternative to Preferred Location**

- **Appraisal Summary**
  - Good location technically for a bridge with sufficient space north and south of the river for landings and integrating users directly with cycle routes.
  - Given the narrow north landing space which is fixed by significant mass of Dolphin Square in close proximity, users experience a more confined landing space with restricted visibility to downstream road junctions and surroundings.
  - Assessment at this stage shows this location has marginally the highest transport element.
  - Good connectivity south of the river with connection via arch 42 to the new Nine Elms underground station.
  - Further investigation would be required to determine the impact of cycle and pedestrian demand on routes connecting to the north via St George’s Square and Claveron Street.
  - Challenging utility and Thames Tideway Terminal constraints to the engineering arrangement of bascule and mast foundations.
  - Challenge to mitigate against potential impact on the operations of safeguarded Middle Wharf; however, solution of mutual benefit combining vessel impact protection for the bridge and a barrier structure for the wharf could be investigated.
  - The position and relationship of the landing ramp to the bascule is different at the north and south.
Nine Elms Pimlico Bridge – Selection of Preferred Location

6.2.3 Location 4C [Grosvenor Road (Claverton Street) to Kirtling Street]

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<tr>
<th>Assessment</th>
<th>Pros</th>
<th>Cons</th>
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<tbody>
<tr>
<td>Team</td>
<td>- Good transport demand.&lt;br&gt;- Highest proportion of pedestrian demand.&lt;br&gt;- Excellent local connectivity to Battersea Power Station via tram/underground.&lt;br&gt;- Good waterway connectivity to the north and south banks.&lt;br&gt;- Good routes (disposal network) to landings to moderate user flows.&lt;br&gt;- Good public space availability at north and south.&lt;br&gt;- Allows for continued river operations.&lt;br&gt;- Excellent opportunity to showcase public realm and place making, currently non-existent at landings.&lt;br&gt;- Potential to benefit South Bank river users.&lt;br&gt;- High quality, safe, mixed-user experience.&lt;br&gt;- Central location between existing bridges for pedestrian and cycle use.&lt;br&gt;- Strongest public support - the only option which has a net positive support.&lt;br&gt;- Likely lower planning risk associated with this location in Westminster.</td>
<td>- Likely removal of 1 moderate and 2 low-quality trees at the north bank landing.&lt;br&gt;- Possible loss or relocation of on-street parking bays at the north landing.&lt;br&gt;- Some impact on the town centre community at the south bank, reconfiguration of 1 mooring required from Tideway and costs.&lt;br&gt;- Precinct to be redeveloped: Kirtling Wharf.&lt;br&gt;- Impact on Westway boating base operators to be considered.&lt;br&gt;- Relatively long span.&lt;br&gt;- Architecturally less prominent in the townscape than other options.&lt;br&gt;- Uncertainty of future urban development context at the south landing restricts some risk to the design.&lt;br&gt;- Marginally higher relative construction cost.</td>
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<thead>
<tr>
<th>Stakeholders</th>
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<tbody>
<tr>
<td>BPS supportive of the option&lt;br&gt;- LLI and SLA note significant potential benefits for development on the south bank to be explored.&lt;br&gt;- The T2 route out of the river channel at this location and its access shaft protection zone could provide an evasion route.&lt;br&gt;- LLI and SLA note good potential pedestrian and cycle connectivity to both north and south.&lt;br&gt;- WCAC and Kirtling Wharf residents acknowledge potential north landing as unattractive public space.&lt;br&gt;- LLI, SLA, LLI, SLA, T2, T2 have no significant comments.</td>
<td>Westminster Boating Base noted that the north landing of a bridge at this location could have an impact on their operations on the Nine Elms Reach of the Thames.&lt;br&gt;- Nine Elms Wharf residents concerned by proximity and impact on proposed plans.&lt;br&gt;- Westminster Boating Base are concerned about proximity and impact on Claverton Wharf and further connections north.&lt;br&gt;- Full stakeholder consultation required to maintain Kirtling Wharf operation.</td>
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**RECOMMENDED PREFERRED LOCATION**

**Appraisal Summary**
- Sufficient space north and south of the river for landings to integrate pedestrians and cyclists into the transport network, with good connections and routes dispersed to safely manage user traffic.
- Good connectivity north and south of the river, however further investigation required to determine the impact of cycle and pedestrian demand on Claverton Street and further connections north.
- Crossing location is central on the Nine Elms Reach of the Thames with excellent connectivity and terrainscope relating to Battersea Power Station, a destination and attraction of local demand.
- The connection at the centre of the vision of the Nine Elms Reach is a key piece of the vision for the river, however further investigation required to determine the impact of cycle and pedestrian demand on Claverton Street and further connections north.

**Outline structural arrangements**
- The design of the bridge and its alignment with the river, as well as the incorporation of the Nine Elms Reach, provides an opportunity to create a significant public realm space that is both visually and functionally linked to the surrounding area.
- The bridge design should aim to enhance the public realm and provide a gateway to the Nine Elms Reach, enhancing the connectivity and accessibility for pedestrians and cyclists.
- The design should be mindful of the historical and cultural significance of the Nine Elms Reach, integrating elements that reflect the local heritage and identity.
- The bridge should facilitate the seamless integration of public realm spaces, creating a cohesive and accessible public realm along the Nine Elms Reach.

**Maintenance and Operations**
- The design should consider the needs of maintenance and operations, ensuring easy access for maintenance and promoting the sustainability of the bridge.
- The bridge design should incorporate features that facilitate efficient maintenance and operations, such as the provision of easy access points for inspection and repair.
- The design should aim to minimize maintenance requirements, incorporating materials and construction methods that are durable and require minimal maintenance.

**Environmental Considerations**
- The design should take into account environmental considerations, including the impact on local ecosystems and biodiversity.
- The design should aim to minimize the impact on the Nine Elms Reach and its surrounding environment, incorporating landscaping and green infrastructure to enhance ecological connectivity and biodiversity.
- The design should prioritize the conservation and enhancement of local ecosystems, incorporating features that support the local flora and fauna.

**Stakeholder Consultation**
- The design should engage with local stakeholders, including residents, business owners, and community groups, to ensure their needs and concerns are addressed.
- The design should incorporate feedback from local stakeholders, ensuring that the bridge design meets the needs of the community and enhances the public realm along the Nine Elms Reach.
- The design should aim to promote a sense of ownership and engagement with the community, fostering a collaborative approach to the design and implementation of the bridge.

**Public Realm Enhancement**
- The design should enhance the public realm along the Nine Elms Reach, providing new opportunities for recreation, social interaction, and cultural activities.
- The design should aim to create a sense of place, incorporating features that reflect the local identity and history.
- The design should prioritize the provision of public realm spaces that are accessible and inclusive for all members of the community.

**Sustainability**
- The design should incorporate sustainable principles, including the use of environmentally friendly materials and the incorporation of renewable energy sources.
- The design should aim to minimize the environmental impact of the bridge, incorporating features that promote energy efficiency and sustainability.
- The design should prioritize the conservation and enhancement of local ecosystems, incorporating features that support the local flora and fauna.

**Transport and Connectivity**
- The design should aim to improve connectivity and accessibility along the Nine Elms Reach, facilitating the movement of pedestrians, cyclists, and vehicles.
- The design should incorporate features that promote safe and efficient movement, including the provision of dedicated areas for cyclists and pedestrians.
- The design should aim to enhance the connectivity between the Nine Elms Reach and the surrounding areas, facilitating the seamless integration of public realm spaces.

**Protection and Conservation**
- The design should incorporate measures to protect the local heritage and cultural significance of the Nine Elms Reach.
- The design should aim to preserve and enhance the visual and cultural landscape along the Nine Elms Reach, incorporating features that reflect the local identity and history.
- The design should prioritize the conservation and enhancement of local ecosystems, incorporating features that support the local flora and fauna.

**Visual and Aesthetic Considerations**
- The design should aim to create a visually appealing and aesthetically pleasing bridge, incorporating features that enhance the public realm along the Nine Elms Reach.
- The design should prioritize the provision of public realm spaces that are accessible and inclusive for all members of the community.
- The design should incorporate feedback from local stakeholders, ensuring that the bridge design meets the needs of the community and enhances the public realm along the Nine Elms Reach.

**Security and Safety**
- The design should incorporate measures to enhance security and safety, ensuring the protection of the public realm along the Nine Elms Reach.
- The design should aim to create a safe and secure public realm, incorporating features that promote the safety and well-being of all users.
- The design should prioritize the provision of public realm spaces that are accessible and inclusive for all members of the community.

**Community Engagement**
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