

## ENGAGING THE PUBLIC THROUGH THE DESIGN OF THE EASTWICK AND SWEETWATER FOOTBRIDGE, LONDON

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### Summary

Bridge H16 is foot and cycle bridge located within the Queen Elizabeth's Olympic Park, London. It aims to provide the user with an engaging experience as they cross between the Park to Hackney Wick and Fish Island. This has been achieved through close collaboration between the designer and architects during the early design development. This paper explores the history of the site, the key drivers that defined the bridge, the consideration for the user experience as they cross the bridge, material choices and detailing to successfully deliver the new pedestrian and cycle bridge. It is recognised that the value of the bridge is best expressed through the positive social and economic impact to the developing area. The footbridge was opened to the public during the Summer of 2019. The second bridge; a road bridge, is constructed and due to open fully in the latter of 2021/early 2020.

**Keywords:** User experience; materials; aesthetics; durability; public engagement; integral; weathering steel; natural light; detailing; sustainable development.

### 1. Project background

As part of the Olympic Legacy Communities Scheme (LCS), the Eastwick and Sweetwater Development aims to deliver new homes, schools and businesses around the Queen Elizabeth Olympic Park (QEOP). The overall scheme will improve the economy within the area, living conditions, lifestyle and support the LCS goal to provide sustainable development and regeneration to East London.


Two new bridges were proposed across the River Lea Navigation providing connectivity between QEOP and Fish Island. Bridge H14 is a vehicular bridge (herein referred to as road bridge) that replaces an existing footbridge. Bridge H16 is a new footbridge (herein referred to as footbridge) constructed further downstream. The footbridge was constructed and opened to the public in the Summer of 2019 and the road bridge is constructed and due for completion and opening by the end of 2021/early 2022 (see Fig 1 for concept designs).

The feasibility for both bridges was carried out by Buro Happold (BH) in 2012 and the detailed design was progressed by BH and Sheppard Robson Architects in 2016. Construction of the bridges was carried out by Balfour Beatty; the principal contractor in 2018.



Fig 1. Computer generated image of the footbridge (left) and road bridge (right). Image: London Legacy Development Corporation (LLDC)

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