

Project Scope:

- Replacement existing footbridge with sub-standard headroom in accordance with National Highways (NH) Design Manual for Roads and Bridges Standards.
- Proposed bridge will be 63885mm long, 3500mm wide single span of warren truss design with 5700mm headroom clearance over M3 Motorway for combined cyclist / pedestrian use noting cyclists were known to use the previous bridge despite cycle gates being present.



Figure 1: Existing Structure



Figure 2: Post-Demolition

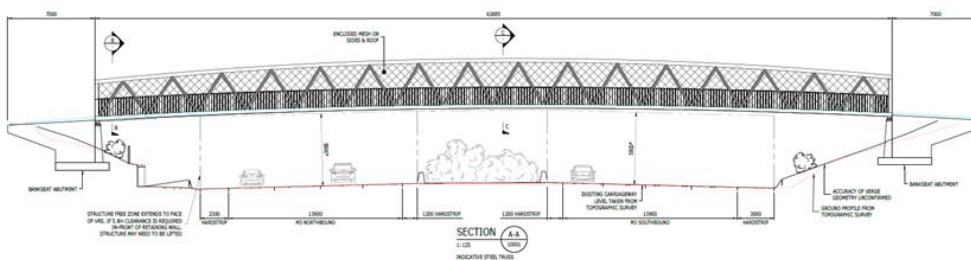


Figure 3: New Warren Truss
General Arrangement (63885mm long)

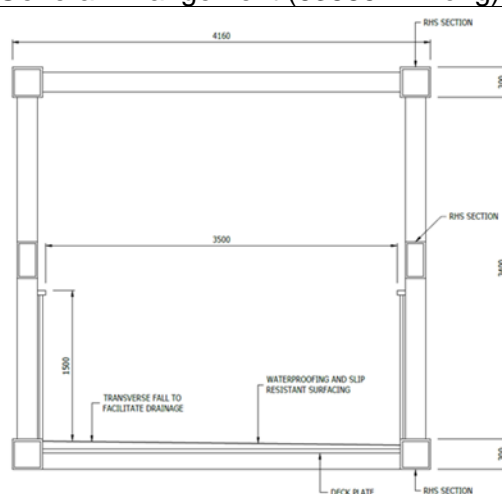


Figure 4: Proposed Warren Truss
Proposed Cross-Section



Figure 5: Typical Warren Truss example

Current Status:

- Original bridge and foundations fully demolished / removed – Jan'24.
- Taylor Woodrow appointed as Principal Contractor (Design and Build).
- Ramboll appointed as Principal Designer for overall bridge construction and new foundations.
- Nusteel appointed as Cat 3 Designer and fabricator for steel superstructure.
- WSP appointed as Cat 3 Design Checker for steel superstructure.
- Options Study report with preferred option approved by NH Safety and Engineering Standards Technical Approval Authority (TAA) with Approval in Principal documentation for Design submitted for approval.
- Surrey County Council confirmed that no plans are currently in place to upgrade existing pedestrian only approaches to footbridge to combined cycleway arrangement.
- Surrey County Council confirmed required footpath construction detail requirements for approaches to new bridge.
- Early positive engagement ongoing between Surrey Heath BC and NH Lands Teams ongoing with respect to easements / wayleaves for new structure foundation encroaching into SHBC land and access requirement for construction.
- Geotechnical surveys completed to both verge areas.
- Extensive ecological surveys commenced from 23rd April to mitigate construction works. (Up to 14No site visits required).
- Temporary works design (access ramps) for plant/machinery commencing. This will require narrow lanes running traffic management on the M3 Motorway below for the works duration (6 months).
- Engagement ongoing with NH National Emergency Area Retrofit (NEAR) installing additional refuge areas on SMART Motorways to roadspace for surveys / construction, noting several planned along M3 Motorway near proposed structure.

Key risks / Mitigations:

Risks	Mitigations
Environment & Ecological	Multiple site visits programmed to mitigate presence of reptiles, birds etc
Construction works in proximity of SSSI	Early engagement with Natural England in progress. All construction works currently planned to be accessed from the M3 Network.
Steel fabrication availability – 4month lead-in period	Steel fabricator (Nusteel) appointed after tender process and engaged in scheme
Conflict with Technology Assets (signs and gantries)	Lifting plans being developed by suppliers to identify what NH assets require additional protective measures.
Land access / agreements to construct new bank-seats partially within SHBC land extents.	Positive early engagement with SHBC Lands Team once need identified.
M3 Motorway Roadspace availability	Roadspace booked provisionally in advance to ensure all parties aware of proposed works to avoid conflict.
Stakeholder Conflict	Early communications engagement commenced to determine 'no-go' weekends for bridge installation.

Proposed Traffic Management:

- 2No overnight closure in each direction of M3 to install temporary traffic management arrangements inclusive of narrow running and temporary barriers to protect workforce in verge areas.
- 2No overnight closures of M3 Eastbound carriageway with diversion to remove and replace existing cantilevered Advanced Directional Sign Gantry and adjacent Motorway technology assets.
- 1No full weekend M3 Motorway closure to construct sectional footbridge at ground level and tandem lift using 2No cranes to place new steel footbridge superstructure onto new bank-seats.

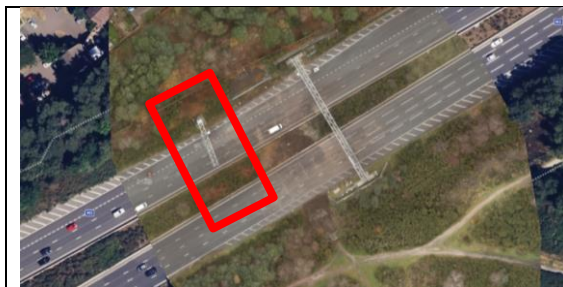


Figure 6A: Cantilever Gantry to be temporarily removed



Figure 6B: Cantilever Gantry to be temporarily removed



Figure 7: Technology assets to be temporarily removed

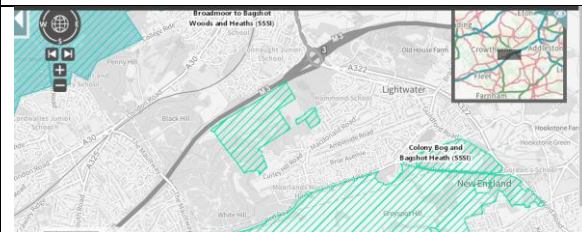


Figure 8: Site of Scientific Interest (shaded green)

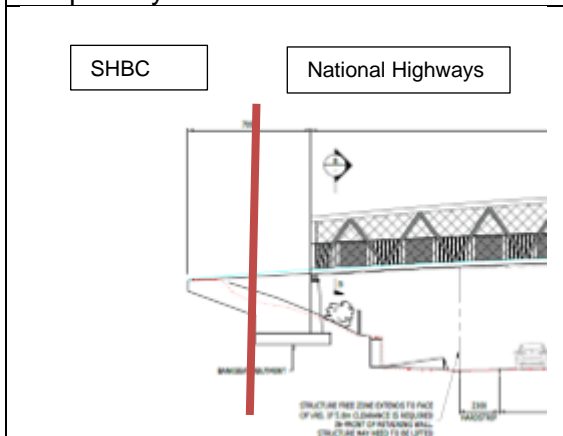


Figure 9: Need for SHBC land agreement for new foundation.

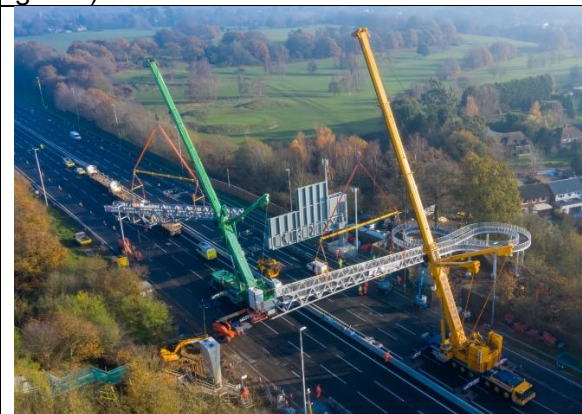


Figure 10: M20 East Street Footbridge Installation – Crane Arrangement

High level Programme Details

- Feasibility Study (Options Selection): Preferred solution agreed.
- Construction start: November 2024 for 6 month
- Bridge deck installation: May 2025 (subject to embargoes)
- Reinstatement works to verge areas post-construction within NH boundary extents (June-July 2025). Traffic Management to be removed from M3 below August 2025.
- Works are progressing in parallel (at National Highways risk) rather than in series to further reduce programme durations where possible/practical.

