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Dear Michael Gove

M3 Bagshot Heath footbridge

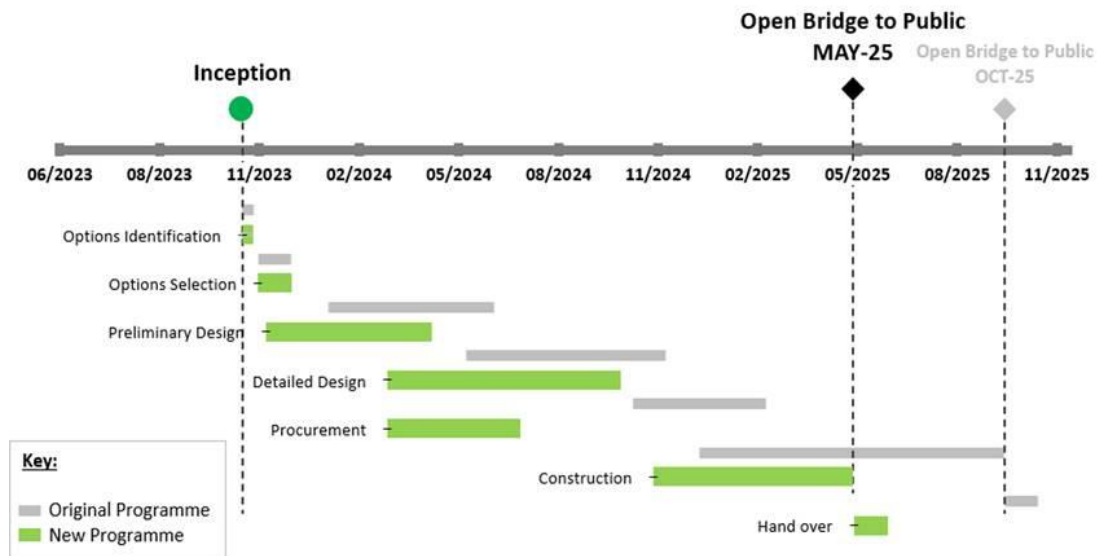
Thank you for your time at the meeting on 6 December 2023, giving us the opportunity to provide you with an update on the M3 Bagshot Heath footbridge replacement.

As discussed, we are pleased to confirm that we've been able to identify a five month saving on our original programme as detailed in the diagram below.

These potential programme savings will mainly be achieved through a combination overlapping some of the design sequences, sharing road space with other works and early engagement with the supply chain, for example:

- Completing ground investigation surveys through collaboration with adjacent projects to share road space – 1 month saved.
- Commencing preliminary design using existing ground investigation avoiding standstill whilst new surveys are undertaken and analysed – 2 months saved.
- Overlapping the detailed design with preliminary design approvals – 1 month saved.
- Choosing a bridge design that doesn't require piling works – 1 month saved.

M3 - Bagshot Heath Footbridge Programme Optimisation



It is important to note that with design and construction for a project of this type, there are several risks that could impact our progress. These have been captured below but we've identified measures to mitigate the potential impacts on our programme:

- Ecological constraints such as working adjacent to the SSSI and Protected Species seasonal restrictions – mitigated by early engagement with Ecologists and Natural England.
- Technical approvals leading to potential delay to design approvals – mitigated by early engagement with NH Safety Engineering and Standards team
- Bridge deck fabrication lead in times – mitigated by early engagement with suppliers to ensure fabrication takes place in parallel to mobilisation and abutment construction.
- Footpath redevelopment works – mitigated by early engagement between National Highways and Surrey County Council and Surrey Heath to agree requirements.
- Statutory Undertakers' diversions – mitigated by early liaison with specialists and designing an option that avoids the need for diversions.
- Procurement timescales – mitigated through instructing a design and build solution with one supplier, all subcontractors can be engaged early in the project stages and onboard throughout.

As briefly discussed in the meeting, we are also developing an information board with a visual of the new bridge. This will be secured to the palisade fencing where the entrance to the new bridge will be. We would be happy to

share a copy of this poster and graphics with you when it's ready in January if you would like to also share with your constituents.

I would also like to take this opportunity to inform you in January we plan to undertake the outstanding works to complete the demolition of the last small section of the abutment wall of the old bridge. We can undertake these works off network, without the need for further M3 closures. We will be writing to adjacent residents soon to inform them of these works.

I hope this helps to provide you with some further information on our project planning but please reach out to me or my team if you have any further queries.

Yours sincerely



Christine Allen
Regional Director, South East