The Kings Road Active Travel Bridge, Haslemere

Feasibility Study Fee Proposal

January '26

one world design

Contents

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1.0 The Brief

The Kings Road Active Travel Bridge

The existing stepped arch footbridge spanning the mainline railway between Kings Road and St. Christopher's Road is a challenge to cross and unsuitable for cyclists, people with pushchairs, buggies or prams, and young children, the elderly, disabled or infirm. The existing bridge is not well placed for the desire line of travel for potential users from the south and west and their only alternative route is via a stretch of dangerously narrow feeling path at a vehicular pinch point under the railway on Sturt Road.

Cllr Alistair Bayliss of Haslemere Town Council has lead a campaign to look again and improve upon proposals from around 1995 that included a new footbridge over the railway from the Tesco access road to the Herons Leisure Centre. The proposed location, shown below, has many advantages as documented in the briefing document: 'Kings Road to Tesco Bridge issued by Cllr Bayliss and received on 7th May 2025. As part of the preparation and briefing for the design phases a feasibility study is required and will be undertaken on behalf of Haslemere Town Council that will investigate the previous proposals and consider new options and alternatives at high level, as well as related issues including:

1 - To establish the scope for the replacement of existing footbridge (Kings Road to St Christophers Road) with a wheel accessible bridge

2 - Analysis of the alternative site's characteristics, including topography, soil / ground conditions, and existing infrastructure.

3 - Establish high level options for an accessible pedestrian and cycle bridge that spans the railway and provides a public link between the Herons Leisure Centre site and the Tesco access road.

4 - Consider the practicality of the project, identify site constraints, building regulations issues, legal requirements, and relevant codes and standards for bridge design such as CD 353 - Design criteria for footbridges and information required for Network Rail licences.

5 - Identification of key technical risks and opportunities , including adding value through potential development sites, related to the site, the bridge design and construction.

6 - Identify opportunities for sustainable design, low embodied carbon materials, biodiversity net gain and minimising harm to the existing site and minimising the impact on existing trees.

7 -Develop a preliminary project risk assessment to identify potential challenges and risks, such as overlooking and anti-social behaviour, and develop strategies for mitigation including listing the surveys etc. that will be required at the next stage.

8 - Provide an assessment of the economic costs associated with the project and potential financial risks.

Potential bridge position

2.0 Our Team

Our proposed team consists of:

One World Design - Architect and Lead Designer
Eidos -Consulting Structural Engineers
MEA - Quantity Surveyors and Cost Consultant

One world design is a Haslemere based multiple award winning architectural practice established in 2011. Our focus is delivering sustainable, elegant and practical built solutions that meet our client's needs. Director, Chris Medland ARB RIBA AMICE, who would lead the design at this stage of the project, supported by the proposed team, has a broad range of experience spanning the infrastructure, education, residential and commercial sectors over 25 years.

Over the past 14 years One World Design Architects have become known for the delivery of sustainable, biodiversity enhancing projects such as the car park at the national Grid Headquarters, pictured below, with, at that time, the worlds largest living wall. Projects such as this and Woodland, Isle of Wight, Carbon Neutral House number 4 in Surrey, the extension at Herondale Avenue, Wandsworth, and the Diamond Jubilee footbridge, pictured on the following page, have been widely published in the architectural and wider general press as well as being featured on radio shows as far away as Australia.

The National Grid Car Park, Warwick

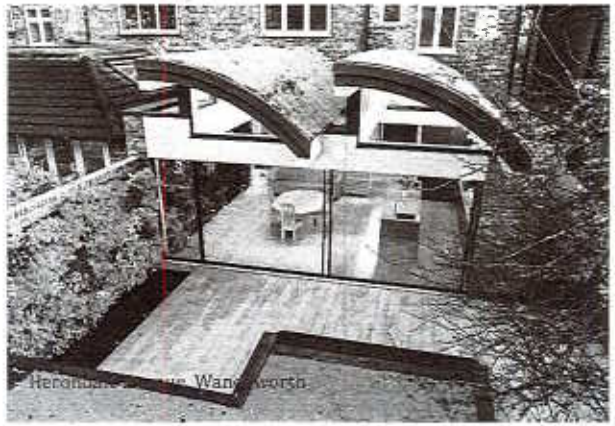
Woodland, Isle of Wight

One World Design Architects seek out the most effective combination of fabric performance, on site renewable energy generation and biodiversity net gain that meets our clients brief, needs and vision. Along with a fabric first approach to energy conservation recent projects include sedum roofs, grass roofs and brown roofs, internal and external living walls, ground source heat pumps, air source heat pumps, photovoltaic panels, wells and new ponds, incorporated bat and bird boxes, tree preservation and planting, and a wildflower meadow.

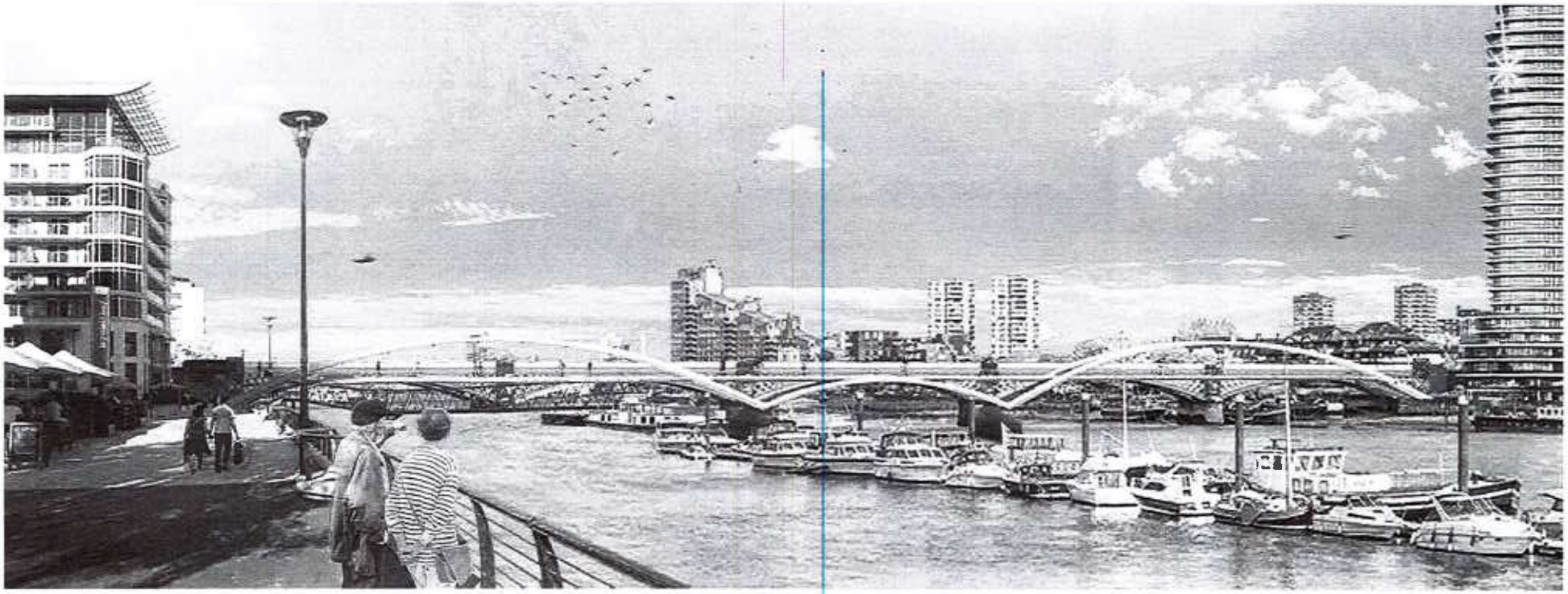
Chris's dedication to sustainability has led him to work with the University of Surrey's Centre for Environment and Sustainability, and Institute for Sustainability, as a post graduate researcher of resilience to climate change, with several articles on the issues published to date. This PhD work complements and informs one world design's architectural ethos and adds rigor to our strategic and design thinking. As well as being the lead designers, architects and instigators of the Diamond Jubilee Bridge One World Design Architects have designed a footbridge spanning a stream for National Grid in Warwick and a high level bridge link connecting two parts of Hotel Rafayel in Battersea.

The success of the design process is dependant on teamwork- the client architect relationship is fundamental to that as is the input of other consultant team members. Over the years we have built up great working relationships with some of the most celebrated engineering consultants in the country, including Alex Edmunds of Eidos who is also a Haslemere resident. We have also worked with notable ecologist, mechanical and electrical consultants and sustainability consultants which will be required at later stages. We are currently working with Paul Juniper at MEA Quantity Surveyors who has a large amount of experience of bridge projects as described below.

More information about one-world design architects is available at: www.one-worlddesign.co.uk



Herondale Avenue, Wandsworth



The Diamond Jubilee Bridge.
Battersea to Fulham, spanning 240m across the river Thames.
Planning consent granted, piles in the ground, Wandsworth
Borough Council plan to complete the bridge within 12 years.

Eidos Engineering is an innovative and agile structural engineering design consultancy, founded in collaboration with Momentum Transport Consultancy. Their team has over 50 years' experience delivering projects across a wide range of sectors, ranging from large stadia projects, through to small refurbishment and retrofit works and pedestrian bridges.

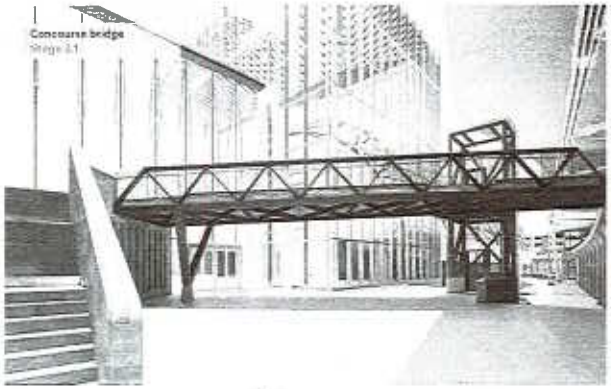
With a track record in unlocking complex and constrained sites, their design philosophies are founded in identifying and implementing value for clients, end users and the wider community. The development of sustainable and functional design is a key driver, with a focus on constructability and cost efficiency throughout.

Eidos provides a full suite of services, including feasibility and reference design, detailed structural and civil design through all project stages, and construction support. This includes massing and site constraint studies, sustainable drainage design, and functional planning for streets and bridges. Their approach integrates value engineering and carbon reduction strategies to deliver efficient, environmentally responsible outcomes.

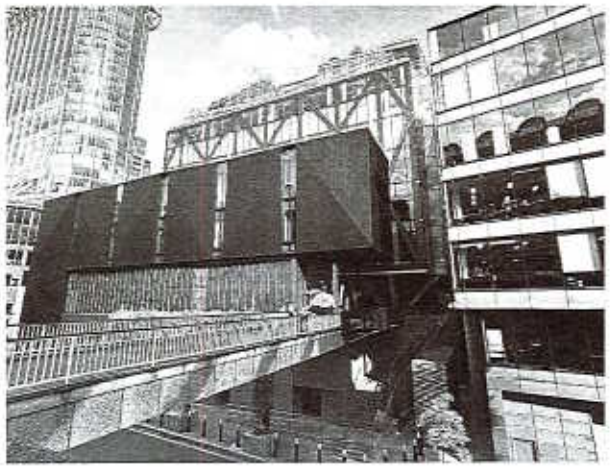
Eidos's strength lies in their ability to blend engineering rigor with architectural intent - delivering resilient infrastructure that supports the growth and sustainability of communities. The proposed team has designed and delivered key pedestrian and bridge infrastructure in complex urban environments, often with adjacent rail infrastructure interfaces. A key component of all of these projects is a close interface with the rail operator and other key stakeholders. Early engagement is key in these rail interface projects, to fully understand the design criteria and approvals process required.

Key recent experience includes:

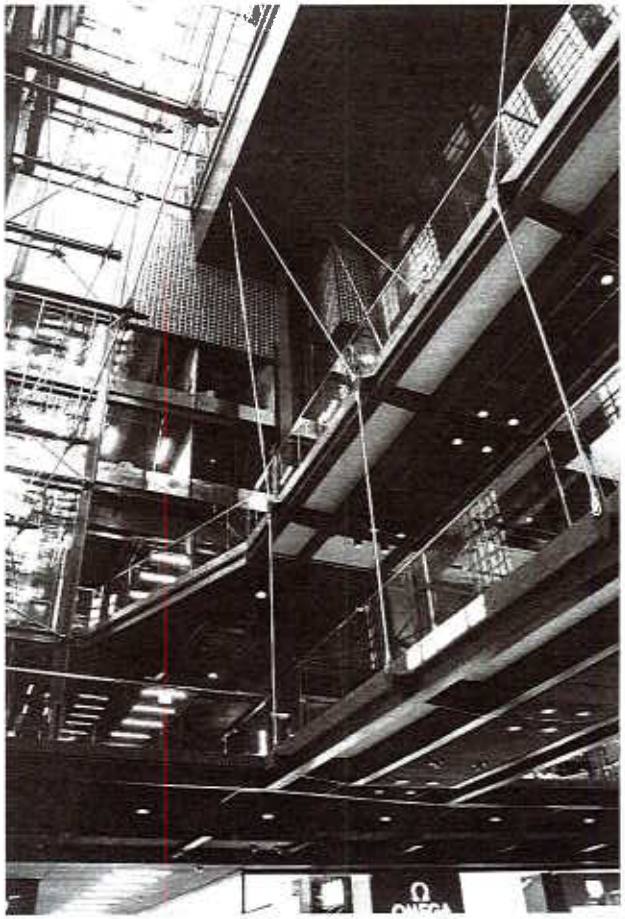
One Waterloo – Pedestrian Bridges
The elevated concourse structures at One Waterloo in London, adjacent to Waterloo Station and directly above the London Underground tunnels and access walkways. Our design involved reusing existing foundation systems from historic bridges and infrastructure, optimising the load paths, bridge spans and tuning the structure to ensure that the new loads on the underground assets did not exceed their load capacity. Throughout the design process, close engagement with LUL engineers was key. Their design criteria required 100 year design life for the bridge and foundations, and load application and ground movement assessment were key to demonstrate that the new bridge would not impact on their underground assets.



21 Moorfields – High-walk Pedestrian bridges & walkway
The pedestrian high-walk bridge in London, UK, constructed directly above Moorgate Undergreund Station with six railway lines and two Crossrail tunnels. This project involved connecting the existing city high walkway system that crosses the site with a new pedestrian link bridge and connected wheelchair access lifts. Interface and engagement throughout was needed with Network Rail, to ensure the relevant approvals were in place. Again, close interface was a critical component, with loads, design life and construction methodology needing to be agreed with Network Rail. In addition, an extensive gateway and approval process needed to be followed, with key submissions and technical checking procedures followed throughout.



Battersea Power Station – Phase 2 & Phase 3 Master plan
Battersea Phase 2 & 3 master plan consists of the main Power Station's conversion to retail, entertainment, office and residential, plus 5 adjacent standalone residential and commercial buildings. Interconnecting all of these buildings are a series of private and public walkways and roads, which change level and cross over each other. This leads to a network of elevated walkways, roads and footbridge bridges across the wider master plan.



MEA

Established in 1967, MEA is a professional practice of Chartered Surveyors, specialising in Project Management, Quantity Surveying, and Construction Cost Consultancy. Operating from three office locations in Bath, London, and Surrey, MEA serves a diverse client base across the private, public, and third sectors, managing projects with values ranging from £500K to £50m. They have built a strong presence across the UK and have undertaken selected commissions in Europe.

With a team of 25 dedicated staff, including 22 professional and technical experts supported by 3 administrative personnel, MEA is committed to delivering a quality-assured service accredited to BS EN ISO 9001:2015 standards. As members of the RICS, they uphold the highest professional standards. Director, Paul Juniper, at the Surrey office has worked with One World Design Architects on several projects including the Carbon Neutral House no.4 in Haslemere.

MEA's approach is centred around truly listening to clients' needs, ensuring a forward-thinking and flexible approach throughout every project. They pride ourselves on maintaining a friendly, approachable team, with hands-on director involvement ensuring quick, positive responses at all times. With over 50 years of industry experience, their proven track record spans new builds, extensions, alterations, refurbishments, and conservation work. Their unwavering commitment to the success of each project has earned them a reputation for excellence and reliability.

Recent bridge experience includes the Epsom & Ewell High School Footbridge over access road/footpath through the site, image below, and the Stafford Town Centre Development project where, as part of the £55million Riverside Retail Development, 3 pedestrian footbridges were constructed over the River Sour. Also, as part of the £6.5 million Highways improvement works at Bicester, 2 pedestrian footbridges were constructed over the stream & floodplain together with a 3 lane road spanning a culvert for the stream and MEA are currently preparing an order of cost for a new bridge crossing the main southcoast rail line to facilitate potential development plots.

Epsom & Ewell High School Footbridge

Stafford Footbridge

3.0 Fee Proposal

Please refer to the RIBA Plan of Work 2020 attached on the following page.

Feasibility Study: To undertake a feasibility study in line with the list of 7 items as set out in section 1 of this fee proposal and stage 1 of the RIBA Plan of Work we propose a fee diviced between team members as follows

One World Design Architects: £5000+vat
Eidos Engineering: £6000+vat
MEA: £2500+vat

Total £13,500+vat

Each team member will invoice the client individually on completion of the study.

RIBA Plan of Work 2020

The RIBA Plan of Work organises the process of briefing, designing, delivering, maintaining, operating and using a building into eight stages. It is a framework for all disciplines on construction projects and should be used solely as guidance for the preparation of detailed professional services and building contracts.

Stage Boundaries:

Stages 0-4 will generally be undertaken one after the other.

Stages 4 and 5 will overlap in the Project Programme for most projects.

Stage 5 commences when the contractor takes possession of the site and finishes at Practical Completion.

Stage 6 starts with the handover of the building to the client immediately after Practical Completion and finishes at the end of the Defects Liability Period.

Stage 7 starts concurrently with Stage 6 and lasts for the life of the building.

Planning Note:

Planning Applications are generally submitted at the end of Stage 3 and should only be submitted earlier when the threshold of information required has been met. If a Planning Application is made during Stage 3, a mid-stage gateway should be determined and it should be clear to the project team which tasks and deliverables will be required.

See Overview guidance.

Procurement:

The RIBA Plan of Work is procurement neutral – See Overview guidance for a detailed description of how each stage might be adjusted to accommodate the requirements of the Procurement Strategy.

ER Employer's Requirements

CP Contractor's Proposals

Projects span from Stage 1 to Stage 6; the outcome of Stage 0 may be the decision to initiate a project and Stage 7 covers the ongoing use of the building.

	0 Strategic Definition	1 Preparation and Briefing	2 Concept Design	3 Spatial Coordination	4 Technical Design	5 Manufacturing and Construction	6 Handover	7 Use
Stage Outcome at the end of the stage	The best means of achieving the Client Requirements confirmed If the outcome determines that a building is the best means of achieving the Client Requirements, the client proceeds to Stage 1	Project Brief approved by the client and confirmed that it can be accommodated on the site	Architectural Concept approved by the client and aligned to the Project Brief The brief remains 'live' during Stage 2 and is derogated in response to the Architectural Concept	Architectural and engineering information Spatially Coordinated	All design information required to manufacture and construct the project completed Stage 4 will overlap with Stage 5 on most projects	Manufacturing, construction and Commissioning completed There is no design work in Stage 5 other than responding to Site Queries	Building handed over, Aftercare initiated and Building Contract concluded	Building used, operated and maintained efficiently Stage 7 starts concurrently with Stage 6 and lasts for the life of the building
Core Tasks during the stage Project Strategies might include: – Conservation (if applicable) – Cost – Fire Safety – Health and Safety – Inclusive Design – Planning – Plan for Use – Procurement – Sustainability See RIBA Plan of Work 2020 Overview for detailed guidance on Project Strategies	Prepare Client Requirements Develop Business Case for feasible options including review of Project Risks and Project Budget Ratify option that best delivers Client Requirements Review Feedback from previous projects Undertake Site Appraisals	Prepare Project Brief including Project Outcomes and Sustainability Outcomes, Quality Aspirations and Spatial Requirements Undertake Feasibility Studies Agree Project Budget Source Site Information including Site Surveys Prepare Project Programme Prepare Project Execution Plan	Prepare Architectural Concept incorporating Strategic Engineering requirements and aligned to Cost Plan, Project Strategies and Outline Specification Agree Project Brief Derogations Undertake Design Reviews with client and Project Stakeholders Prepare stage Design Programme	Undertake Design Studies, Engineering Analysis and Cost Exercises to test Architectural Concept resulting in Spatially Coordinated design aligned to updated Cost Plan, Project Strategies and Outline Specification Initiate Change Control Procedures Prepare stage Design Programme	Develop architectural and engineering technical design Prepare and coordinate design team Building Systems information Prepare and integrate specialist subcontractor Building Systems information Prepare stage Design Programme Specialist subcontractor designs are prepared and reviewed during Stage 4	Finalise Site Logistics Manufacture Building Systems and construct building Monitor progress against Construction Programme Inspect Construction Quality Resolve Site Queries as required Undertake Commissioning of building Prepare Building Manual	Hand over building in line with Plan for Use Strategy Undertake review of Project Performance Undertake seasonal Commissioning Rectify defects Complete initial Aftercare tasks including light touch Post Occupancy Evaluation	Implement Facilities Management and Asset Management Undertake Post Occupancy Evaluation of building performance in use Verify Project Outcomes including Sustainability Outcomes Acquisition of a building at the end of its useful life triggers a new Stage 0
	No design team required for Stages 0 and 1. Client advisers may be appointed to the client team to provide strategic advice and design thinking before Stage 2 commences.					Building handover tasks bridge Stages 5 and 6 as set out in the Plan for Use Strategy		
Core Statutory Processes during the stage: Planning Building Regulations Health and Safety (CDM)	Strategic appraisal of Planning considerations	Source pre-application Planning Advice Initiate collation of health and safety Pre-construction Information	Obtain pre-application Planning Advice Agree route to Building Regulations compliance Option: submit outline Planning Application	Review design against Building Regulations Prepare and submit Planning Application See Planning Note for guidance on submitting a Planning Application earlier than at end of Stage 3	Submit Building Regulations Application Discharge pre-commencement Planning Conditions Prepare Construction Phase Plan Submit form F10 to HSE if applicable	Carry out Construction Phase Plan Comply with Planning Conditions related to construction	Comply with Planning Conditions as required	Comply with Planning Conditions as required
Procurement Route: Traditional	Appoint client team	Appoint design team			Tender – Appoint contractor			Appoint Facilities Management and Asset Management teams, and strategic advisers as needed
Design & Build 1 Stage					ER CP Appoint contractor			
Design & Build 2 Stage			ER	Pre-contract services agreement	CP Appoint contractor			
Management Contract / Construction Management			Appoint contractor					
Contractor-led			ER	Preferred bidder	CP Appoint contractor			
Information Exchanges at the end of the stage	Client Requirements Business Case	Project Brief Feasibility Studies Site Information Project Budget Project Programme Procurement Strategy Responsibility Matrix Information Requirements	Project Brief Derogations Signed off Stage Report Project Strategies Outline Specification Cost Plan	Signed off Stage Report Project Strategies Updated Outline Specification Updated Cost Plan Planning Application	Manufacturing Information Construction Information Final Specifications Residual Project Strategies Building Regulations Application	Building Manual including Health and Safety File and Fire Safety Information Practical Completion certificate including Defects List Asset Information † If Verified Construction Information is required, verification tasks must be defined	Feedback on Project Performance Final Certificate Feedback from light touch Post Occupancy Evaluation	Feedback from Post Occupancy Evaluation Updated Building Manual including Health and Safety File and Fire Safety Information as necessary

Core RIBA Plan of Work terms are defined in the RIBA Plan of Work 2020 Overview glossary and set in Bold Type.

Further guidance and detailed stage descriptions are included in the RIBA Plan of Work 2020 Overview.

RIBA
Architecture.com