

Fallowfield Loop Path Improvements

Pre-construction Information

July 2019



About Sustrans

Sustrans is the charity making it easier for people to walk and cycle.

We are engineers and educators, experts and advocates. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Sustrans works in partnership, bringing people together to find the right solutions. We make the case for walking and cycling by using robust evidence and showing what can be done.

We are grounded in communities and believe that grassroots support combined with political leadership drives real change, fast.

Join us on our journey. www.sustrans.org.uk

Head Office
Sustrans
2 Cathedral Square
College Green
Bristol
BS1 5DD

© Sustrans 2019
Registered Charity No. 326550 (England and Wales) SC039263 (Scotland)
VAT Registration No. 416740656

Document number:	T137-YH-PC-01
Revision number:	-
Purpose of issue:	TENDER
Date issued:	18 th July 2019
Author:	Steven Best
Checked:	Mary Seaton

Summary of revisions				
Date	Old Rev	New Rev	Changes	Author

Table of Contents

Table of Contents.....	3
Foreword.....	1
1 Project Overview	2
1.1 Project description and programme details	2
1.2 Construction (Design and Management) Regulations 2015	2
1.3 Details of CDM duty holders	2
1.4 The Workplace Regulations	3
1.5 Extent and location of existing records and plans.....	3
2 Planning and management of the project	4
2.1 Management arrangements	4
2.2 Health and safety requirements	5
3 Significant health and safety hazards.....	6
3.1 Existing hazards.....	6
3.2 Information on significant hazards identified during design	7
4 Existing health and safety file.....	9

Foreword

The purpose of this document is to provide specific information to assist designers and contractors to identify health and safety hazards and risks associated with the design and construction work. This document has been prepared by the client in accordance with Regulation 4(4) of the Construction (Design and Management) Regulations 2015.

The document shall be used by the contractor as a basis for the preparation of the construction phase plan setting out how health and safety is to be managed during the construction phase. The plan shall be submitted to the client before the commencement of construction. The client will not permit any element of the work to proceed before a suitable construction phase plan has been prepared.

1 Project Overview

1.1 Project description and programme details

The purpose of the project is to

The purpose of the overall project is to improve accessibility, safety, gradient, alignment and drainage on parts the Fallowfield Loop cycle and walking path.

The works package being tendered is for the re-profiling and re-surfacing of the existing path at two locations and the construction and surfacing of a section of new path at another

Key project dates for the path construction and surfacing works are listed below:

Contract award:	w/c 19 th August 2019
Planned construction start date:	9 th September
Planned construction completion date:	20 th September

1.2 Construction (Design and Management) Regulations 2015

The Construction (Design and Management) Regulations 2015 apply to this project and it will be managed with reference to the Health and Safety Executive publication 'Managing Health and Safety in Construction – Construction (Design and Management) Regulations 2015 – Guidance on Regulations'.

As the project will not last longer than 30 working days **and** have more than 20 workers working at the same time at any point on the project, it is not notifiable to the HSE.

1.3 Details of CDM duty holders

The CDM duty holders are listed below:

Client	
Organisation: Transport for Greater Manchester (TfGM)	Address: 2 Piccadilly Place, Manchester M1 3BG
Principal designer	
Organisation: Sustrans Limited Name: Mary Seaton Job title: Land Manager	Address: Hanover House, 30-32 Charlotte St, Manchester M1 4FD Phone: 0161 923 6050 Email: mary.seaton@sustrans.org.uk
Principal contractor	
Organisation: Sustrans Limited Name: Steven Best Job title: Route Delivery Manager	Address: Leeds Bridge House, Leeds, LS10 1JN Phone: 0113 245 0006 Email: steven.best@sustrans.org.uk
Contractor	
Organisation: tbc Name: Job title:	Address: Phone: Email:

1.4 The Workplace Regulations

The completed works will not be used as a workplace as defined in the Workplace (Health, Safety & Welfare) Regulations 1992.

1.5 Extent and location of existing records and plans

There is a 54" diameter water main located in the verge at the Lindleywood Road access. An approximate location plan is provided.

An underground services search has not been carried out. As the works comprises re-surfacing and path construction, there is minimal risk of interference with existing underground utility services. If one is considered to be necessary however, the principal contractor will arrange for this to be undertaken.

2 Planning and management of the project

2.1 Management arrangements

2.1.1 Planning and managing the construction work

The principal contractor will prepare a construction phase plan before starting work on site, to include appropriate procedures for dealing with any hazards and client requirements identified in this pre-construction information.

Contractors must provide the principal contractor with risk assessments and method statements for the work they are to carry out, in order for these to be incorporated into the construction phase plan.

The construction phase plan will be in accordance with the requirements set out in Appendix 3 of the HSE publication 'Managing Health and Safety in Construction: Construction (Design and Management) Regulations 2015 Guidance on Regulations'. This forms the basis upon which the client will assess the plan and no work should start on site until the client is satisfied with the plan.

The construction phase plan will be a working document, kept and used on site and updated as necessary as the work proceeds. The plan should be a practical management tool, specific to the intended construction work - copies of general company health and safety policy documents are not required.

2.1.2 Health and safety goals

The client's health and safety goal for this project is an accident free project, and to encourage the health and well-being of those who build and use the path.

The client further wishes to develop a positive health and safety culture and to engage into useful communication with and support preventative action for the health and safety of all involved in this project.

2.1.3 Communication and liaison

The principal contractor shall report any potential design changes or incidents and relevant findings and consequences to the client as soon as is reasonably practicable.

Contractors shall report any potential issue with the design, potential design changes or incidents with the principal contractor as soon as is reasonably practicable.

A pre-commencement meeting will be held between the client, the principal designer and the principal contractor. Thereafter, the client will call meetings on site to discuss progress and health and safety management issues as appropriate.

Separate pre-commencement meetings will be held as appropriate between the principal contractor and other contractors.

2.1.4 Arrangements for coordination of ongoing design work and handling design changes

Should there be any significant design changes these will be communicated directly from the client or principal designer to the principal contractor and on to contractors, usually by issuing a revised specification, revised drawings or through site instructions followed by written confirmation. The principal contractor shall on receipt consider the implications, amend the construction phase plan, risk assessments and method statements for affected areas of work, do what is required to secure the health and safety of the revised works safe and communicate relevant information to his operatives and contractors.

Reasonable time will be given by the client for the principal contractor to make his work safe before working on a revised design.

2.1.5 Security of the site

The principal contractor will be responsible for ensuring the security of the site at all times once the work on site has started until the works have been completed. This shall include taking reasonable measures to prevent unauthorised access particularly when the site is unattended.

Contractors will also be required to take reasonable measures to ensure safety and security of the site and their plant and equipment in the areas they are working.

2.1.6 Welfare provision

The client has no existing welfare facilities on this site. Suitable welfare facilities will be arranged for by the principal contractor for the use of his operatives and contractors in accordance with Regulation 13(4)(c) of the CDM Regulations and appropriate to the number of people working on the site.

2.2 Health and safety requirements

2.2.1 Site transport arrangements or vehicle movement restrictions

Access to the work locations will be via a well-used walking and cycling route. All vehicle and plant movements along the route shall be carried out under the supervision of a banksman. The maximum speed of any vehicle on a walking or cycling path shall be 5 miles per hour.

2.2.2 Emergency procedures and means of escape

The principal contractor is to produce an emergency plan that clearly sets out the arrangements for:

- Emergency access and egress
- First aid treatment
- Hospital treatment
- Fire

The principal contractor shall be responsible for taking reasonable precautions to prevent the outbreak and spread of fire on the site. The arrangements in the event of a fire shall be set out in an emergency plan.

2.2.3 'No-go' areas or other authorisation requirements for those involved in the project, including permit-to-work systems

No excavation other than that required for resurfacing, i.e. scraping off existing surface, is permitted under or adjacent to the railway bridge at Kingsway.

2.2.4 Any areas the client has designated as confined spaces

No areas have been designated as confined spaces.

2.2.5 Parking restrictions

No vehicles shall be parked such that they obstruct the public highway, access points or any walking and cycling paths.

3 Significant health and safety hazards

3.1 Existing hazards

3.1.1 Site access

Access to the site will be via the three works access points as follows:

- The Athol Road works area is accessed from the end of Athol Road through a locked palisade gate directly off the public highway and as such is reasonably unrestricted.
- The Lindleywood Road and Kingsway works area is accessed via Lindleywood Road along a fairly narrow and sloping access path. There is also a tight corner where the access path joins the main path, so access will only be possible with small plant.
- The Abbey Hey works area is accessed via Alston Road.

Vehicular access along the cycle path will be limited to vehicles with a laden weight of 7.5 tonnes in order to prevent damage the surface of the path. Additionally, a speed limit of 5 miles per hour will be imposed on all vehicles using the path.

The principal contractor will make the necessary arrangements to enable access through the access points, although the contractor will be responsible for selecting appropriate plant to access the work areas bearing in mind the potential width, height and weight limits.

3.1.2 Storage for plant and materials

The principal contractor will provide an area within the site for storage of equipment and materials, however it will be the contractor's responsibility to ensure that equipment and materials are stored safely and securely.

Any materials stored in the vicinity of any watercourse shall be stored in accordance with the Environment Agency Pollution Prevention Guidelines PPG5 'Works and maintenance in or near water'.

3.1.3 Existing ground conditions

No records of existing ground conditions are held by the client.

3.1.4 Existing structures

Several structures are present over the cycle path, including road and rail bridges. The contractor will check the clearance at these locations before deciding on what plant to use to carry out the works. The principal contractor shall erect warning signs if necessary to warn of any height restrictions.

No excavation other than that required for resurfacing, i.e. scraping off existing surface, is permitted under or adjacent to the railway bridge at Kingsway.

Precautionary measures shall be written into works method statements and followed on site to ensure the risk of any vehicle striking structures is managed and minimised. This should include, but not be limited to, ensuring tipping vehicles do not pass beneath structures with their tipper body raised and ensuring that excavators operate in such a way that the chance of striking structures is minimised.

3.1.5 Contamination and hazardous waste

No site investigation work has been undertaken to assess whether there is any ground contamination present at the site. The works do not involve a significant amount of excavation and any arisings from excavations will be deposited locally on site.

3.1.6 Existing services

There is a 54" diameter water main located in the verge at the Lindleywood Road access. An approximate location plan is provided.

An underground services search has not been carried out. As the works comprises re-surfacing and path construction, there is minimal risk of interference with existing underground utility services. If one is considered to be necessary however, the principal contractor will arrange for this to be undertaken.

3.1.7 Watercourses

Platt Brook runs alongside parts of the Athol Road works areas and Gore Brook runs close to the Abbey Hey works area. Both Platt Brook and Gore Brook are designated as main rivers and as such are managed by the Environment Agency.

The Abbey Hey works area is also close to the Gorton reservoirs.

Contractor shall ensure that the works do not cause pollution of this watercourse by complying with the relevant Environment Agency Pollution Prevention Guidelines, including PPG5 'Works and maintenance in or near water'.

The principal contractor will be responsible for advising the Environment Agency of the planned works and acquiring any necessary consents.

There will be no requirement for works to be carried out immediately alongside or within the watercourses, however the contractor shall take into account the proximity of the watercourses when planning works to ensure that the works can be carried out safely.

3.1.8 Invasive species

Japanese knotweed is known to be present to the west of Athol Road. This has been treated and is outside of the work area. Care should still be taken to ensure movement of materials is kept to a minimum to prevent accidental disturbance and potential spreading.

Although there are no records of invasive species being present elsewhere in the works areas, invasive species may be present along the route. The contractor should employ appropriate working methods to reduce the amount of soil that is spread around or removed from the site either in bulk or on wheels/tracks of plant and vehicles.

3.2 Information on significant hazards identified during design

The following significant hazards have been identified during the design of the project.

3.2.1 Public access

The site is on a well-used walking and cycling path. The principal contractor will erect notices advising the public of the planned works and will close the path if necessary.

It is the intention that the Athol Road and Abbey Hey areas will remain open during the works. The Lindleywood Road and Kingsway section will however be closed to the public for the duration of the works due to the more restricted width of the path and more significant requirement for reprofiling works.

The contractor should therefore, plan to maintain safe public access along the existing path route at Athol Road and Abbey Hey and will implement adequate control measures such as warning signs, segregation and banksmen, to ensure that members of the public using the path are not at risk of harm due to the works.

3.2.2 Materials requiring particular precautions

Any potentially polluting materials used in the vicinity of the watercourse shall be managed in accordance with the Environment Agency Pollution Prevention Guidelines PPG5 'Works and maintenance in or near water'.

4 Existing health and safety file

There is no existing health and safety file for the site.

The principal designer will compile information during the works to create a health and safety file showing the works that have been carried out.