

Birmingham City Council

Station Road / Iron Lane / Flaxley Road Highway Improvement Scheme

Method Statement for the Highway Works and Accommodation Works at Stechford Retail Park (SRP)

Construction Phasing

This Method Statement is for the works shown on the Indicative Construction Plans drawing nos. CA_02709_051 – 057 (BCC 19). The plans are to be read in conjunction with this paper.

The plans have been discussed with an experienced contractor. The contractor has confirmed 'the overall logic appears sound and durations appear reasonable'.

Plan 1 - Station Lane / Station Road

The formation of the new dual carriageway and construction of the new bridge will be constructed off line and will not significantly impact on the operation of the existing Station Lane / Station Road.

The western footway along Station Lane / Station Road will be closed; pedestrians will be diverted via temporary crossing to the eastern footway during this phase of the works.

Plan 2 - Flaxley Road / Iron Lane / Station Road Roundabout Island

Construction of the new Flaxley Road / Iron Lane / Station Road Roundabout Island will be constructed off line and will not significantly impact the existing traffic flows.

Temporary pedestrian routes will be provided around the triangle of land bounded by Flaxley Road, Iron Lane and Station Road as shown on the Plan.

The construction of the realigned eastern footway on Station Road will be constructed off line on SRP land. The construction of this footway will affect the two existing pedestrian accesses to SRP, the footway works will be constructed so that at least one pedestrian access is maintained at all times. Temporary signage directing pedestrians will be placed on site.

The existing retail gateway features will be removed and temporarily stored at the contractor's site compound and erected in the new positions once the permanent pedestrian accesses are complete.

Plan 3 – SRP Eastern Car Park

Works will commence on widening Station Road, this will have minimal impact on the existing traffic flows as the works will be done off line. Pedestrians will use the new footway constructed in the previous phase of works to gain access to SRP from Station Road via the two new access points.

The eastern car park to SRP will be fenced off with the permanent loss of 30 parking spaces, this is necessary to construct the realigned Flaxley Parkway. There will be a temporary loss of 22 parking spaces required for working space to carry out the works safely and to reconfigure the parking to suit the new layout. The remainder of the SRP car park will be unaffected.

The existing Totem Signage will be removed off site and will be set aside for re-erection once the revised layout is completed.

Vehicular access to SRP will be unaffected. Pedestrian access will remain unaffected from Flaxley Road. The eastern footway on Flaxley Parkway will be temporarily closed during this phase of works and pedestrians will be diverted to the western footway.

On completion of this phase of works the new reconfigured eastern car park will be in operation with the permanent loss of 30 spaces.

The contractor will gain access to the working area from the public highway and not via the SRP.

Plan 4 – Access to SRP Western Car Park

The new vehicular access to the SRP western car park is to be constructed with the permanent loss of 8 parking spaces. The existing vehicular access to the western car park is still in operation during this phase of works.

Plan 5 – SRP Western Car Park

The realigned Flaxley Parkway will be opened to traffic under this phase, vehicular access to the SRP western car park will be gained via the new access (constructed under Phase 4) off the realigned Flaxley Parkway.

The Flaxley Parkway / Flaxley Lane junction will be managed by temporary traffic signals.

The existing Flaxley Parkway (as shown on the plan) will be closed to traffic and pedestrians. The temporary pedestrian routes are shown on the plan, pedestrian access will be maintained to the northern end of the park at MacDonalds roughly in the same place as the existing pedestrian access point. This phase of works includes the commencement of the reconfiguration of the landscaping and parking spaces on SRP, to carry out the works safely there would be a temporary loss of 20 parking spaces. The work site will be fenced and vehicle and pedestrian access will be maintained to the unaffected section of the car park and premises at all times.

Once this phase of the works is completed 31 new parking spaces will be provided.

The contractor will gain access to the working area from the public highway and not via the SRP.

Various off line works to Flaxley Road, Iron Lane and Station Road would also be commencing on site during this phase which would have limited impact on the SRP.

Plan 6 – SRP Western Car Park

The access to SRP for vehicular and pedestrian traffic will be utilising the permanent reconfigured layout.

Internal configuration of the parking spaces within the western car park will be undertaken with a loss of 31 spaces during the works. The remainder of the parking spaces will be still in operation.

The work site will be fenced and vehicle and pedestrian access will be maintained to the unaffected section of the car park and premises at all times. The appointed contractor will need to agree with SRP a temporary construction traffic route to the work area.

The new roundabout junction at the Flaxley Road / Flaxley Parkway junction will be brought into operation under this phase of works.

On completion of the accommodation works to SRP an additional 60 parking spaces will be provided across the two sites.

Plan 7 – Flaxley Road Completion

Under this phase of works the final works on Flaxley Road are completed.

Other Information

Noise, Vibration and Dust

The controls for noise, vibration and dust are set out in the Highway and Infrastructure Works Framework 2014 – 2018. The works contract for Iron Lane will be in accordance with this Framework. The controls are set out below:

Noise Control

- The Contractor will be bound by the requirements of this Clause as to the work which the Project Manager will permit at various times and locations throughout the site.
- Permitted maximum levels of neighbourhood noise must be within the limits set in the Regulations. It will be the responsibility of the Contractor to obtain all necessary approvals/ consents.
- The Contractor furnishes such information as may be required by the Local Authority responsible for the granting of Consents under Section 61 of the Control of Pollution Act 1974 in relation to noise levels emitted by plant or equipment used or installed on the site or which the Contractor intends to use or install on the site.
- The Contractor affords all reasonable facilities to enable authorised officers of the Local Authority responsible for the granting of consents under Section 61 of the Control of Pollution Act 1974 in order to carry out such site noise monitoring as may be necessary.
- The work to be carried out is to comply with the general recommendations of British Standard BS 5228 'Code of Practice for Noise Control on Construction and Open Sites' and attention is drawn in particular to Part 1 of the Code, entitled 'Noise'.
- All equipment is to be operated, sited and maintained so that disturbance to people living or working in the immediate area is minimised. In particular, all items of machinery powered by internal combustion engines must be fitted with effective and well-maintained mufflers and that all parts of such vehicles, Contractor's Equipment are maintained in good repair and in accordance with the manufacturer's instructions, and are so operated as to minimise noise emissions. Only "sound reduced" compressors will be used, and any equipment or panel fitted by the manufacturer for the purpose of the reduction of noise shall be maintained and operated so as to minimise noise. Any pneumatically operated percussive tools shall be fitted with approved muffles or silencers which shall be kept in good repair. Damped steels shall be used wherever practicable. Engines of motors or machines which will be out of use for a period exceeding 15 minutes shall be turned off.
- The Contractor's attention is drawn to Section 16 of the West Midlands County Council Act 1980, relating to the minimising of noise from air-powered tools and compressors.
- Should the Project Manager so direct, the Contractor will notify the occupiers of nearby buildings likely to be affected by the works, explaining the type of work and measures taken to minimise noise disturbance.

Vibration Control

- The Contractor should be aware that nuisance caused by construction machinery in the form of vibration must be kept to the minimum.
- The Contractor's attention is drawn to British Standard 6472 and BS 5228 Part 2 for advice concerning vibration.
- The attention of the Contractor is drawn to the Special Requirements for Statutory Undertakers and Other Bodies, and in particular the need to avoid excessive vibration when working in the vicinity of gas mains.

Dust Control

The Contractor will ensure that dust is kept to a minimum on the site and will ensure that:

- The plant required to dampen down the site is available at all times.
- A source of water is secured to enable watering to continue during periods when the use of water from stand pipes for such a purpose is prohibited.
- All unbound materials being delivered to site or transported off site are covered to prevent dust arising when they are deposited or transported.
- All vehicles delivering or transporting off site unbound materials will have covers. All covers will be free from tears and properly fitted.

Working Hours

Working hours are Monday to Saturday 7.30am to 5.30pm.

Stakeholder Manager

The appointed Contractor shall appoint a Stakeholder Manager for the project lifecycle who shall be available to be contracted at all times. The Stakeholder Manager will be required to liaise with nearby residents / businesses and stakeholders to ensure that nearby ongoing works are co-ordinated and managed during the construction of the works. In addition the Stakeholder Manager shall prepare a Stakeholder Management Plan, provide effective and timely communication with stakeholders, organise and manage stakeholder forums, meetings and events, provide content and updates on works and traffic phasing.

The Construction (Design and Management) Regulations 2015

The Construction (Design & Management) Regulations (CDM 2015) are the main set of regulations for managing the health, safety and welfare of construction projects.

CDM applies to all building and construction work and includes new build, demolition, refurbishment, extensions, conversions, repair and maintenance.

The appointed principal contractor must plan, manage and monitor the construction phase and coordinate matters relating to health and safety during the construction phase to ensure that, so far as is reasonably practicable, construction work is carried out without risks to health or safety.

Traffic Safety and Management General Requirements

The Contractor shall be responsible for traffic safety and management measures. Proposals shall be produced in consultation with the Police and Emergency Services. The proposals shall be submitted to the City Council for approval. The proposals must be fully compliant with the Traffic Management Act, the New Roads and Street Works Act 1991 and the City Council's Traffic Management Protocol and network management duties under this Act and any amendments thereof.

Traffic and pedestrian safety measures and associated signing shall be no less than the requirements of Chapter 8, Traffic Safety Measures and Signs for Road Works and Temporary Situations 2009 and any amendments thereof.

All safety measures shall be of a consistently high standard and maintained at all times. The contractor will nominate from his full time site staff a supervisor or other responsible person who will ensure that the safety measures are fulfilled at all times to the satisfaction of the Council. This shall include the completion of the 'Daily Site Safety Audit of Temporary Works' sheet.

When planning the traffic safety and management measures the Contractor shall include for covering existing permanent traffic signs, within or outside the area of the Works, which conflict with the traffic safety and management proposals. Where temporary traffic signs placed on the highway are only required at certain times, they must be covered over when not in use.

The Contractor shall produce drawings showing proposals for traffic safety and management. The proposals shall include the following details:

- (a) Position of any traffic signals;
- (b) Position, description and fixing method of any traffic signs;
- (c) Width of lanes
- (d) Working area;
- (e) Safety zone;
- (f) Crossovers;
- (g) Site extent to which Traffic Orders apply;

- (h) Compounds and storage facilities;
- (i) Lighting requirements;
- (j) Site access and egress;
- (k) Emergency vehicle access provision.

In all areas of the site the Contractor shall be responsible for providing and maintaining adequate and suitable carriageways (including footways) for the passage of vehicular traffic and pedestrians.

The Contractor shall provide, at all times, throughout the Works, safe and convenient footways and crossings for pedestrians to traverse the site on the same general routes existing at the commencement of the Works.

The Contractor shall keep all routes used by site traffic free from mud and debris deposited by site traffic.

All traffic management and diversion proposals shall be co-ordinated with the emergency services. If the access to/ egress from any emergency service station, hospital etc is affected by any part of the works, the relevant bodies shall be consulted in advance, and no works shall be carried out until any temporary arrangements have been agreed with the Council and the organisations concerned.

Peter Parker
Infrastructure Delivery Manager
Transportation and Connectivity
7th December 2017