



Method Statement No:	5533	Author:	Jack Izzard
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Client:	Ringway Gloucester	Location:	Brockweir Bridge

Method Statement

Structure Preparation & Industrial Painting

Description of Task & Location	CC-IS team to attend site at Brockweir Bridge, Wye Valley AONB, Brockweir, Chepstow, Wales to carry out site mobilisation, structure preparation and industrial painting services as part of the refurbishment programme.
Supervision	The project will have a dedicated team consisting of a SMSTS trained Project Manager (Jack Izzard), HSEQ Manager (Clare Branch), Account Operations Administrator (Jackie Wells), SSSTS trained General Foreman (Andrew Bonney) and ICATS trained operation technicians. An independent ICORR level 2 paint inspector will be assigned to the project to monitor and record quality and progress alongside the Site Supervisor. The Project Manager will have overall responsibility for the delivery team conducting the works and will attend site to conduct Health & Safety inspections and Site Audits through the delivery of the project. The General Foreman will be experienced in the works specifications and project deliverables. The General Foreman will ensure all works carried out are in accordance with the Specifications provided, Site Survey / Risk Assessment / Method Statement and any necessary additional information. Dynamic RISK assessments and all necessary plant checks will be conducted daily prior to works commencing, all the information is recorded on our mobile workforce system and available upon request.
Pre-Site Preparation Work & On Arrival to Site	Pre-Site Preparation - Routing & Scheduling The Schedule Team & the Fleet Manager will be responsible for planning the Operational Team routes. This will ensure that the journey is planning before it commences and will take into account the following: Road Restrictions / Constraints on vehicle size, banned routes, preferred route options, alternatives in the event of any unforeseen events, journey length, rest breaks, access to welfare, fees & tolls, peak traffic flow. Routing and scheduling will mean: fuel savings, environmental impacts are reduced and inappropriate routes are avoided. Safety Boat: To be in place throughout scaffolding erection, alterations and dismantling activities. It shall also be in place when preperation and painting works are beong carried out to the columns from the floating pontoons. On arrival to site: 1. Roy Meeks (Ringway Structures Schemes Supervisor) will carry out a induction to all site personel on the 5th July, this will include the attendance of the pontoon contractors. Inductions will be held within the site welfare van. 2. The General Foreman will hold inductions for any newly attending personel that require access to site. 3. The General Foreman will conduct a site inspection each morning prior to granting access to the site: Traffic management, access / egress points, scaffolding, encapsulation, fire & first aid points and compound areas will all be checked, should defects be identified these will be reported / recorded immediately and rectified. 4. The General Foreman will deliver daily Task Briefings to the Operational Technicians prior to the teams commencing works - This ensures all Operational Technicians / Site visitors acknowledge the planned daily works and the assisted RISKS involved with the planned activities. 5. Operational Technicians will complete a Dynamic Risk Assessment and report any issues to the General Foreman. If the Dynamic Risk Assessment complies with the RISK & Method statements works will proceed. 6. The Operational Technicians will use their mobile workforce tablet to record the DRA, site induction, task briefings and any Tool Box Talks relevant to this project, as well as taking progress photos. 7. A safe access / egress route will be established prior to works commencing.
Pedestrian Management	Pedestrian management will be established where required to create a safe working area (exclusion zone) using steel hoarding panels, they will be organised and erected to run parallel with the scaffolding and encapsulation on the top of the structures road side. The panels will provide a solid safe barrier between the encapsulation and road users. A pedestrian walk area will be established between the steel hoarding and the road on one side of the bridge, providing a safe refugee area for pedestrians to walk should they require it. Where necessary trip hazard & slippery surface caution signs will be on display. At all times cables, hoses, materials and equipment will be kept within the working area to avoid trip hazards.
Traffic Management	The required Traffic Management will be supplied by CC-IS and laid out in accordance with the Safety at Street and Road Works ACoP "The Red Book". TM will be in the form of three way lights, these will be established in accordance with the drawings supplied by Ringway. A copy of this is held in the document library of the Teams tablet for reference. Operatives will wear Class 3 hi vis clothing appropriate to the speed of the road, and a conspicuous vehicle will be used. Care will be taken not to obstruct the passage of pedestrians when placing advanced warning signs.
Parking	The works vehicle(s) will be safely parked within the laby of the A466. Care will be taken not to obstruct footways or block access to residents or businesses. It is the drivers responsibility to ensure the vehicle is parked safely and in a location where it obeys with the local traffic / parking enforcement officers. should the company vehicle require a ticket for parking contact your line manager if this is not specified on the site survey / job description.

Task Operations	Arrival to site: Report to site office and General Foreman. CC-IS team must sign in and out of the site register daily. CC-IS team must attend site daily briefings read and acknowledge all associated documentation associated with the planned works Site Establishment: CC-IS team to complete a Daily Dynamic Risk Assessment. CC-IS team to establish site with all the necessary plant and materials for planned works activities. CC-IS General Forman to liaise with Ringway Supervisor (if required) to ensure plant is situated in the agreed locations on site and ensure all cables/ airlines/ ducting are managed to reduce the risks of slips / trips and falls for the duration of works. Ensure all airlines are visually inspected daily, connected securely with internal rubber bungs in place and fitted with whip checks at every connection point all times. All plant must have pre start checks completed daily prior to use - these are recorded on the CC-IS operational mobile workforce tablet devices and are visible on the completed daily job-card. Fire and First Aid Stations will be placed throughout site. Muster point it within the site compound area. In the instance of a FIRE, all operatives shall report to this location, where the General Foreman will go through the attendance register to ensure all site personnel are in attendance.
	Deep cleaning to Structures Piers: The structures piers will be rotary Jet washed to remove all friable surfaces, dirt, grime and soluble salts. The Jetwash system water tanks will be filled with fresh water extracted from local Fire Hydrants located on Mill Hill, whilst in use hydrant guards and pedestrian management will be deployed around the Hydrant. Water shall be drawn from the Hydrant utilising a metered stand pipe and key. Rotary Jet washing will be carried out utilising x2 Aquila TD/SD 325 using hot water (60-80°C) at a pressure of (3000-5000psi) to remove surface contaminants, dirt and grime. Ensure all high pressure / low pressure hoses are managed to reduce slips/trips/falls. Where required cable trays will be utilised. Throughout the Jet washing works and upon completion, salt tests will be conducted to ensure soluble salts are at an acceptable level below 4µg/cm²prior to abrasive preparation to SA2.5 standards. Prior to any abrasive preparation works commencing CC-IS teams to ensure: An air-fed 'CE' marked abrasive blasting helmet with a UK Standard Assigned Protection Factor (APF) of at least 40 are worn at all times throughout the abrasive preparation works. Air supplied to the blasting helmet should be breathing quality Position airlines so that they are not liable to be blocked or damaged by moving plant and do not cause a trip hazard. Replace blasting helmet visors as soon as pitting or frosting occurs. Provide RPE with an APF of at least 20 for the pot man or others working nearby. Face Fit testing is required for RPE with a tight fitting face seal. Workers wearing tight fitting RPE should be clean shaven, trained how to fit it properly and how to look after it. Tell workers to discard disposable RPE at the end of the shift, or sooner if their RPE becomes blocked with dust. Change the filters on respirators in accordance with manufacturers 'recommendations Examine and test non-disposable RPE and air supply thoroughly at least once every month. Tell workers to check RPE is working properly before every use. Keep RPE clean and store it in a clean place.
	Surface preparation to SA2.5 Standard: All operatives will wear the appropriate RPE and disposable coveralls throughout the preparation works. All operatives will ensure that good hygiene is in place and no eating / drinking / smoking is carried out without using washing facilities. Good housekeeping and hygiene will be carried out at all times. Welfare van is in place on site, operatives will get changed and washed prior to leaving site using this facility. All debris will be placed in a dedicated, enclosed waste 1 tonne bags and disposed of accordingly by a licensed waste disposal contractor. Access to the working areas will be via floating pontoons. The encapsulation around each pier will be inspected daily prior to commencing works to ensure no damage has occurred. Any defects found will be reported and repaired prior to starting works if these is a chance of pollution. CC-IS team to identify areas of heavy mill scale and rust. The identified areas will be clearly marked up and photographed prior to the manual preparation utilising air assisted needle guns and chipping hammers to remove heavy areas of mill scale and rust - HAVS exposure times must be monitored and recorded at all times CC-IS team to prepare the structures <i>Superstructure to SA2.5 standards</i> - Very thorough abrasive cleaning to remove existing coatings, mill scale, rust and foreign matter. Whenviewed without magnification, the surface shall be free from visible oil, grease and dirt, and from mill scale, rust, paint coatings and foreign matter. Any remaining traces of contamination shall show only as slight stains in the form of spots or stripes. CC-IS teams to utilise 1No Abraclean 200 ltr blast pot with a 13mm dry blast nozzle. A 450 cfm compressor will be used to supply air to the blast pots for the duration of works with an air dryer connected in line to remove moisture content from the airlines. Throughout the SA.2.5 preparation works each blast pot will have a minimum of two operators, one pot man who is responsible for refilling the pots with abrasive media whilst monitoring air pressures daily and one operative conducting the abrasive preparation works. The blast pots will be filled with garnet blast media, which is a bio-digradable, environmentally friendly media. The blast pot will be operated at 70-100 psi (5-7 bar) to remove the existing paint systems, creating a surface profile to the metallic structure of 70 - 100 microns. CC-IS teams to clean spent abrasive daily utilising shovels/brooms and rubble sacks. On completion of the abrasive preparation the structures piers are to be vacuumed/blown down to remove all dust. A dust tape test kit will be utilised to ensure the structure is clean prior to the application of the specified new paint system. Needle guns will be utilised along side air assisted power tools to minimise HAVS for the operational technicians. HAVS related HSE calculators will be composed and hours of use will be recorded by each operational technician in line with the HSE guidelines. Tools will be run from compressors, airlines must be checked daily and whip check fitted at all times on each joint.

	Application of new paint system: Once the piers have been prepared to SA2.5 standard the new paint system will be applied as per Highways Standards / Specifications and the paint manufacturers recommendations. The structures will be tested prior to paint application to ensure a surface profile mean peak to valley height of between 70 - 100microns is achieved as per the Network Rail standards and manufacturers paint systems TDS . Throughout the painting application, the operatives will ensure the correct PPE is being worn at all times including a face fit tested mask with A2/P3 filters fitted. CC-IS team to record Atmospheric Conditions including - Relative Humidity, Dew Point, Ambient Temperatures and Surface Temperatures throughout the applications process. Wet film thickness (WFT) readings will be taken and recorded on the teams mobile management device daily. Paint mixing will be completed on paint mixing mats using a mixing paddle and drill. No part tins will be mixed. Access to the piers will be via a floating pontoon, seperate RAMS can be viewed to cover these works on the teams tablet. Paint Spec - Excluding Piers Primer: Jotun Marathon 550 will be applied to the structure in its entirety. Application methods include brush / roller and airless spraying, paint applied will achieve the required WFT 500 microns as per the manufacturers TDS. Application of polysulphide foam & polyurethane mastic: Fill back to back voids, open joints with polysulphide foam and top with a polyurethane mastic. These areas are spaces that cannot be successfully prepared and coated in accordance with the specification and where water is liable to sit and effect the integrity of the paint system. Top Coat: (195) : Vitreflon 195 Two Pack Fluoropolymer coating will be applied to the structure in its entirety. Application methods include brush / roller and airless spraying, all paint applied will achieve the required DFT 75 microns as per the manufacturers TDS. Snagging: Each area will be assessed by the CC-IS General Foreman before handing over to Ringway, any areas of snagging will be rectified. Upon completion, the structure will then be inspected by a Ringway representative to identify any areas of remedial works. These will be documented on the mobile works management system with pictures of each defect taken. The remedial works will then be closed out with a final sign off of each identified item. Demobilise Site: On completion all site areas will be left clean and free of debris and rubbish. All plant and equipment removed from site, CC-IS teams to ensure before, during and after pictures are captured on Job watch tablets daily throughout the course of the project. All job-cards will be sent over to Ringway, the Monday after the previous week by the CC-IS Operational Administrator. Quality Assurance: Throughout all of the above deliverables it is a requirement that the issued/ approved Inspection Test Plan (ITP) is reviewed and signed off by all required parties after each stage. An independent ICORR paint inspector will be appointed to the project to inspect and maintain records throughout the project by CC-IS.					
Control of Operations	Work will not proceed if: 1. Access to the working area is unsafe. This will be recorded on the Dynamic Risk Assessment and the Project Manager will be advised immediately. 2. Unprotected site staff or the general public are within the working area (exclusion zone), this shall be monitored by a “Look-out” on site. 3. Other contractors or trades are in the vicinity whose activities may affect, or be affected by, our own. 4. There are adverse weather conditions i.e. Heavy rain or Frost. 5. Where relevant to the work being carried out, the air temperature has dropped below 5°C or relative humidity exceeds 85%.					
Storage / Materials / Handling	Equipment will be stored inside a locked storage container located with in the compound areas. COSHH related products will bes tired inside a COSHH site box until required on site.					
Operational Team & Competency	The work requires a minimum of two personnel: the Team Leader and an experienced and fully trained operative – who will be supervised. All staff will have been briefed about the project. The Operational Team will be accredited in the following:					
	☒ CSCS	☒ PASMA	☐ IPAF 1a / 1b	☐ IPAF 3a / 3b	☐ ICI	
	☐ PTS	☒ SSSTS	☒ SMSTS	☒ ICATS	☒ Microstrip Cleaning System	
Risk Assessments	Personal Protective Equipment	Manual Handling	Slip / Trips / Falls	Noise	Housekeeping	Hand Tools
Risk Assessments	FORS - Driving	FORS - Working at Night	Coronavirus	Abrasive Wheels	Air Line Hoses	Air Tools

Risk Assessments	Angle Grinder	Compressor & Compressed Air		Dust		Electrical Tools & Equipment		Generator		Jet wash		
Risk Assessments	Leptospirosis	Loading & Unloading		Microstrip System		Product / Paint Application (Brush and/or Roller)		Product Application (Spray)		Refuelling Plant		
Risk Assessments	Trailing Leads	Vibration		Working at Height - Scaffold		Working Near / In Water		Working Near to Roads		Angle Grinder		
COSHH	Material Safety Data Sheets, Product Data & COSHH Risk Assessments will be supplied to the Operational Team through their mobile works management tablets. The Team will follow the manufacturers instructions at all times and in line with the COSHH information.											
Plant & Equipment	All equipment is checked before use by the General Foreman and/or the Operational Technicians. These checks are recorded in the Dynamic Risk Assessment or item specific check sheets where appropriate. Any defects found are reported through the Teams Mobile Works Management Tablet and a message is sent directly to the Contracts & Operational Support Manager (COSM). All equipment is serviced regularly and records are kept at Head Office by the COSM. All equipment will comply with PUWER.											
Equipment Required	Welfare	Jet wash	HP Hoses	Heaters		Abraclean Pots	Air lines	Compressor			Hand tools	
	Fencing	Barriers	Generators	Airless sprayers	Painting consumables	Storage unit	COSHH box				Stand Pipe and Key	
Safety of 3rd Parties	If any unauthorized person/s enter the work area, work will stop and they will be asked to leave the work area (exclusion zone) politely, once the person leaves and it is safe to do so works will resume. Should the person/s not move then works will moved to an alternative area if possible or the Operational Team will call 101 for advice and assistance.											
PPE	It is the duty of everyone working on site to comply with the following: 1. Ensure all operatives wear & use their PPE in accordance with company procedure 2. Maintain their PPE in a serviceable manner 3. Store PPE in a clean and safe environment 4. Report to Head Office any defective, damaged or lost PPE 5. Not wilfully or maliciously alter, damage or deface any item of PPE 6. Ensure any visitors to site wear the correct PPE 7. Challenge others who do not comply with this procedure <i>See below for specific PPE requirements for this project</i>											
PPE Requirements	☒ Hard Hat - BS EN 397 ☒ Safety Glasses (BS EN 166 1f) ☒ Safety Goggles (BS EN 166 1b) ☒ Full Face Mask (BS EN 136 - Filters P3) ☒ Disposable Mask (BS EN 149 FFP 3) ☒ Safety Visor (BS EN 166) 1b) ☒ Ear Defenders (BS EN 352.1) ☒ Ear Plugs (BS EN 352.2) ☐ Helmet Mounted Muffs (BS EN 352.3)			☒ Gloves - General Handling (EN 388 Cat 2) ☒ Gloves - Gauntlet (EN 388 & EN 374) ☒ Gloves - Disposable Nitrile (EN 388 & EN 374) ☒ Gloves - Cold Weather (EN 511) ☒ Steel Toe Capped Boots (EN ISO 20345 S3) ☒ Wellington Boots (BS EN 345 S3) ☒ Life Jackets ☒ Hi Vis - Waterproof Jacket (BS EN 471) ☒ Hi Vis - Waterproof Trousers (BS EN 343)			☒ Hi Vis - Orange Trousers (BS EN 471) ☐ Hi Vis - Yellow Trousers (BS EN 471) ☐ Hi Vis - Bib & braces (BS EN 471) ☐ Hi Vis - Top Class 3 Orange (BS 471) ☒ Hi Vis - Top Class 3 Yellow (BS 471) ☐ HI Vis - Top Class 2 Orange (BS 471) ☐ Hi Vis - Top Class 2 Yellow (BS 471) ☐ Harnesses ☐ ☐					

First Aid	Appointed person on site is deemed sufficient for the work undertaken, the appointed person will have attended a St Johns Ambulance (or equivalent) Emergency at Work 1 day course. The following items are carried on the works vehicle or available on site: • First Aid Kit • Fire Extinguisher • Burns Kit • Spill Kit • Eye Wash
Emergency Procedure	In the event of an incident on site, the General Forman will contact their line Site Manager and HSEQ Manager as soon as it is safe to do so. The General Forman will complete an Accident Form and submit to the HSEQ Manager within 24 hours of the incident where appropriate. Should an incident occur which cannot be dealt with by the First Aider, Operational Technician or General Forman on site, the emergency services will be called. As part of the pre start briefing, the General Forman will ensure all site staff know how to call the emergency services from the work location. Dialling 999 may not always apply where local emergency support is used. In the event of a product spillage, the Operational Team will follow the companies “Chemical Spillage Policy” and / or the COSHH Risk Assessment & Material Safety Data Sheet and notify the Project Manager, who will notify the client. All operatives are trained on the Chemical Spillage Policy and a copy is held in the drivers Vehicle Folder / Tablet.
Nearest A&E Hospital	Bristol Royal Infirmary Tel: 0117 923 0000 Marlborough Street Bristol Avon BS2 8HW
Fire	It is the policy of the company to comply with the Regulatory Reform (Fire Safety) Order 2005 Regulations. In the event of the fire alarm being activated, or in any other emergency situation (such as a bomb scare), all employees must leave the site by the nearest available exit and assemble at the designated assembly point. If a fire alarm system is not in place, the relevant person will alert those in the vicinity by calling loudly "FIRE FIRE FIRE" All site staff will then head towards the Muster Point, where the General Forman will read through the site register to ensure all personel are present.
Welfare	All operatives on site will receive instruction via a tool box talk / site induction on the welfare arrangements. No eating / drinking / smoking will be permitted whilst works are being carried out. All operatives will ensure that they thoroughly wash their hands (including scrubbing fingernails) / faces and other areas that may have been exposed prior to eating, drinking and smoking.
Welfare Unit	A Welfare van will be supplied on Site by CC-IS, it shall include a toilet, hot running water, canteen area, changing facilities.
Environmental	1. Any spillages will be dealt with in accordance with the companies Chemical Spillage Procedure (see below) 2. All waste will be removed from site directly or returned to our London Operational Depot for proper disposal. 3. Waste Carriers Licence: CBDU108393 4. A plant nappy will be utilised whilst using the following equipment: Jet wash / generator / compressor
Chemical Spillage Procedure	Container Trak Ltd t/a CC Infrastructure Services takes a chemical spillage seriously and has put procedures in place to ensure that any spillage is dealt with immediately and in accordance with company policy. 1. Get away from the spillage 2. Warn people in the area of the danger 3. Identify the spilled liquid, by reading the information on identical containers, Material Safety Data Sheet or COSHH Risk Assessments 4. Get help. In the event of a large spillage the Team Leader will call the Project Manager and/or head office, and the Emergency Services if necessary. 5. Restrict access to the spill area with warning tape 6. Deploy warning signs by the spill 7. Check that there are no casualties. If there are, only qualified personnel should administer first aid. Call medical assistance if you are unsure 8. Make sure you have the correct personal protective equipment to deal with the spilled liquid 9. Deploy the spill kit to the spillage and immediately contain the spill with the mini-booms by encircling the liquid and preventing further spreading 10. Clean up the spill by pushing the mini-booms forward into the spill whilst applying sheets and pillows. Place the saturated sorbents in the disposal bags supplied, taking care not to overfill, before sealing with the supplied ties. Ensure that the disposal bags are correctly labelled and dispose of used sorbents in accordance with appropriate legislation 11. Disposal Route – in the extreme circumstances where mini-booms are used, these should be treated as hazardous waste and disposed of in accordance with local regulations (liaise with the Project Manager) 12. If in doubt call the local waste disposal authority or specialist disposal contractors

End of Shift	A visual site check will be carried out by the General Foreman &/or Operations Technicians at the end of each shift, to ensure that equipment and materials have been removed or stored correctly, and the site is left clear, safe and secure.
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