



**A66 Northern
Trans-Pennine**

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Delivering as one team



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Building futures, connecting communities

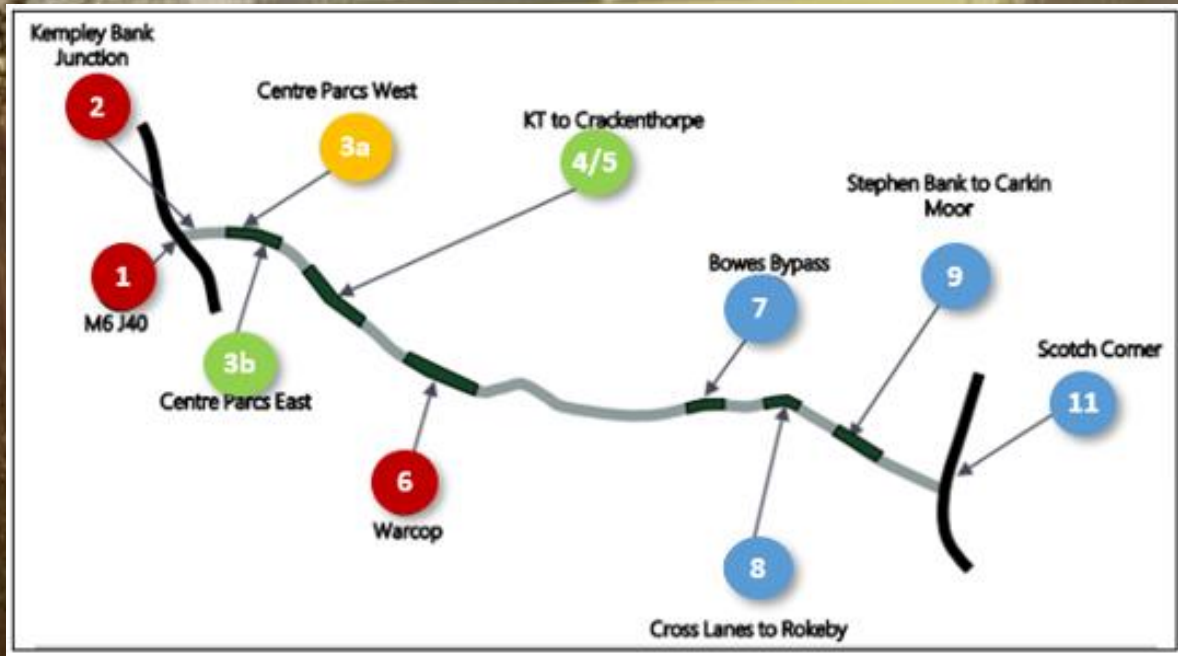
A66 Northern Trans-Pennine



A number of sections of the A66 has been upgraded or bypassed since the 1970's. We now want to upgrade the remaining single carriageway sections to provide a safe and reliable journey between Penrith and Scotch Corner.

A66 Safety Leadership Engagement tour

Delivery as one through four Dips



DIP/Principal Contractor	Lead Designer	Schemes
Kier	Kier	1 2 6
Keltbray	Jacobs	3a
Balfour Beatty	Atkins	3b 4 5
Costain	Jacobs	7 8 9 11

Delivery as one through four Dips





A66 PD Community

Purpose of this group is to achieve consistency of approach to CDM across the A66 project.

Project Introduction

The A66 is a key local, regional and national route for east/west journeys in the north of England providing vital connections for freight, tourism and businesses across the UK. The route carries high levels of freight, with 25% of the traffic being heavy goods vehicles (HGVs), more than twice the national average for a road of this nature. While the A66 plays a crucial role in the life of nearby communities, it is also essential for journeys across the UK. Upgrading the route is a UK National priority which forms a key part of the 'levelling-up' and Northern Powerhouse agendas enabling better connectivity between North and South and increasing economic performance in the North.

The project covers the length of the A66 between the A1 at Scotch Corner and the M6 J40 at Penrith, which is approximately 50 miles long, and is intermittently dualled with six separate sections of single carriageway that collectively comprise 18 miles. These are shown on the route map (below). Due to their height above sea level, locations along the route are particularly vulnerable to severe weather incidents.

Useful Systems

Useful Documents

Documents > 01. Work In Progress > M. Health, Safety & Wellbeing > M20 CDM			
	Name ▾	Modified ▾	Modified By ▾
	CDM Plan	January 4	David Olorenshaw
	DSAT	4 days ago	David Olorenshaw
	Ground Investigation	4 days ago	David Olorenshaw
	M201 CDM Community Meetings	December 12, 2022	Brian Begley
	PMO CDM proposal	5 days ago	David Olorenshaw
	TOCOP Transfer of control of Premises	6 days ago	David Olorenshaw

A66 PD Community

Regular get togethers to discuss.

- Incidents or near misses – PD lessons learnt,
- Hot topics relating to design activities,
- Feedback from TA and PDWG,
- Review of safety alerts issued since previous meeting to establish if there are any learning points applicable to the design phase,
- Review of regulatory/design standards changes,

Parent / Child documents

To ensure PCF documents apply a common approach



Parent



Child

CDM Plans

Each Dip has produced a CDM plan with a common front end that describes how we work together.

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Hazard assessment

Agreement to a 5 x 5 risk table.

Table 4-1 Risk Score Classification

Likelihood (L)		Severity (S)				
		1	2	3	4	5
		Minor Harm	Moderate Harm	Serious harm	Major harm	Extreme Harm
1	Very unlikely	1	2	3	4	5
2	Unlikely	2	4	6	8	10
3	May happen	3	6	9	12	15
4	Likely	4	8	12	16	20
5	Almost certain	5	10	15	20	25

Table 4-2 Likelihood (L) and Severity (S) Definitions

Likelihood that harm will occur (L)			Potential severity of harm (S)		
1	Very unlikely	Highly improbable, not known to occur	1	Minor harm	Minor damage or loss, no injury
2	Unlikely	Less than 1 per 10 years	2	Moderate harm	Slight injury or illness, moderate damage or loss
3	May happen	Once every 5-10 years	3	Serious harm	Serious injury or illness, substantial damage or loss
4	Likely	Once every 1-4 years	4	Major harm	Fatal injury, major damage or loss
5	Almost certain	Once a year or more	5	Extreme harm	Multiple fatalities, extreme loss or damage

4.1.5 Each hazard is considered using a methodology which uses a 5x5 risk matrix for

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Hazard/risk representation



Agreement to use yellow triangle and have developed a criteria for what is shown on drawings & models.

Hazards for inclusion on drawings		
Generally, include Medium & High-level risks		
Hazard	Include as a hazard triangle on drawings	Do not include as a hazard triangle on drawings
Existing buildings	Disconnection of existing services prior to demolition or alterations etc, hazardous contents.	
	Abandoned petrol storage tanks and similar.	Underground services should generally be drawn and not called up as a hazard triangle or note,
	Historic Foot and mouth	
Hazards for inclusion on drawings		
Generally, include Medium & High-level risks		
Hazard	Include as a hazard triangle on drawings	Do not include as a hazard triangle on drawings
Occupied properties	Live traffic	May be special considerations at specific locations (e.g. incidental unusual traffic).
Access restricted	Asbestos	Yes (Presumed or confirmed)
Interface with		
Railways:	Underground services	Hazard symbol for critical services.
Water courses	Overhead services	Yes.
Contaminated	Working at height	Generally, no, but indicate where assumption is that edge protection will be required.
Noise		
Ground water	Site welding	Where unavoidable, there are requirements for ventilation etc.
Unstable ground	Tar bound materials	Yes
Mineral / material	Confined spaces	No
Structural	Deep excavations	No
Fragile materials	Manual handling	Include where it is anticipated that manual handling of unusual items in terms of size and shape is made necessary by the design.
Hazardous materials	Lifting operations	Generally, include on hazard register but not on drawing.
Foul sewer	Temporary stability	Generally, include on hazard register but not on drawing.
	Unusual sequence	Any specific construction sequence assumed as part of the design.
	Demolition/dismantling sequence	Any specific sequence assumed as part of the design.
	Plant restrictions (e.g. on loading structures, on headroom)	Yes
	Construction activity within 6km of airfield	Generally, include on hazard register but not on drawing.



A66 NTP F10s

4 No F10s for permanent works,

4 No F10's for Ground Investigations with RSK as PC



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H&S files



2 Parent



4 Child

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Questions?

