



**Banavie Swing Bridge Inspection  
Platform Method Statement**

**2015**

## Banavie Swing Bridge Inspection Platform Method Statement

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<p>Prepared by: Network Rail and its works contractors.</p>	<p>Project Manager: Graeme Thomson, NR. <b>Ref: UB313/005</b> <b>MLG2 0000miles 0560yds.</b> <b>NN1120 7681</b></p>	<p>November 2015</p>
<p><b><u>Site Mobilisation</u></b></p>	<ul style="list-style-type: none"> <li>• SEPA: consulted</li> <li>• Canals Trust: Form 6, Customer initial enquiry completed. Outside Parties approval.</li> <li>• Historic Environment Scotland: Scheduled Ancient Monument Consent for pontoon works – see plan for extent of monument (incl.a further 30m)</li> <li>• Highland Council: poss LBC</li> <li>• SNH consulted.</li> </ul> <p>The potential work site area surrounding UB 313/005 Banavie Swing Bridge is very limited and is located adjacent to the Caledonian Canal and tow path.</p> <p>It is proposed that a small laydown area will be prepared adjacent to the docking structure on the north east corner and another in the carpark nearby. These areas will be used to store materials, as well as small items of plant required for the works. The area will be prepared with boards, and secured with Herras fencing.</p> <p>The areas will be fully reinstated upon completion of the works. It is proposed that the main site compound will be situated in ‘The Moorings’ car park to the north of the structure. The main compound will consist of car parking, site office, welfare unit and store.</p> <p>Prior to construction of the pontoon, a temporary herras fence will be established around the worksite to prevent unauthorised access to the pontoon.</p>	<p>The proposed compound areas are located within the scheduled area of the monument. The laydown area for materials is located within an area of hard standing and grass.</p>
<p><b><u>Construction of Pontoon</u></b></p>	<p>The purpose of the pontoon is to both facilitate the structure refurbishment work, and to provide permanent maintenance access to the underside of the structure on completion of the refurbishment project, when the bridge is in the ‘open’ position. The pontoon will be constructed on the bank side, in small sections, before being ‘launched’ into the canal. The pontoon is constructed from modular units which are connected together by locking pins. These will be delivered to site and offloaded on the bankside. They will be connected together as specified by the manufacturer, and positioned to fill the area as specified in the</p>	<p>Within SAM area.</p>

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	<p>design drawing.</p> <p>It is not envisaged that any physical connection will be required to the existing steel fender / grillage. The units will be shaped around existing equipment. A handrail will be installed between the two rows of units which sit on the canal side of the pontoon. This handrail will be collapsible to allow the bridge to swing over as normal. The handrail posts are dual purpose and will also act as the locking pins for these rows of blocks. To prevent unauthorised access onto the pontoon, it is proposed that a 'post and rail' type fence will be constructed along the two land side edges of the pontoon as shown on the design drawing. On the short edge, a gate will be incorporated into the fence to provide access onto the pontoon by authorised persons. This gate will be fitted with a 'railway standard' padlock. The fence will be constructed by hand using driven posts.</p>	
<p><b><u>Preparation of Structure</u></b></p>	<p>It is proposed that structure will be opened during the night under possession of the line. The structure will open onto the pontoon, which will facilitate the refurbishment work. Sheeting will be laid onto the pontoon to protect it from damage. The structure will be prepared by mechanical means. This will involve using needle guns, grinders and wire brushes to remove the existing paint to a ST3 standard in accordance with the Network Rail specification.</p> <p>A primer paint system will be applied to the bare metal within 4 hours of preparation. This will be brush applied. This will form the first of the 3 coat paint system. Only manageable sections of the structure will be prepared on each shift to ensure that on hand back of the possession all exposed metal is protected. On the inside faces of the main girders, portable aluminium towers will be erected to enable safe access to the upper sections of the structure for preparation and painting as above.</p>	<p>Not part of SAMC but standard industry environmental practice and adherence to all licence requirements.</p>
<p><b><u>Steelwork Repairs</u></b></p>	<p>When the entire structure has been prepared and primed, a joint condition led inspection will be undertaken by Network Rail, the designer and the contractor. A schedule of repairs will be produced to address key defects in the structure. This is not a strengthening project, and therefore the repairs are primarily on a like for like basis, reinstating section loss where required. For any new steelwork, rivets will be drilled out, and the connection to existing steelwork made with Torsion Controlled Bolts (TCBs). The exact details of the repairs are not known at this stage as this will depend on the condition of the structure following removal of corrosion.</p>	<p>Not part of SAMC but standard industry environmental practice and adherence to all licence requirements.</p>

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<b>Painting</b>	On completion of the steel repairs, the new paint system will be built up in accordance with the Network Rail specification. This will include the use of stripe coating between paint layers to areas which are prone to premature breakdown, including around rivets / bolts, interfaces between new and existing steelwork, and connections between existing steelwork members. Independent quality checks will be undertaken on the painting works throughout, and reports provided to Network Rail for review.	Not part of SAMC but standard industry environmental practice and adherence to all licence requirements.
Completion and 'making good'	Once works are completed all temporary laydown areas will be returned to their condition prior to commencement of the works. The new pontoon will be inspected as part of Network Rail's on-going and regular scheduled inspections to check on condition and safety.	Annual, and 5 yearly (detailed)

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