

CDM DIFFERENTLY CASE STUDY

2026

CDM 20-20 Case Study: Bradford Metropolitan District Council

City of BRADFORD METROPOLITAN DISTRICT COUNCIL

Between March and May 2018 the Planning, Transport & Highways Services Department ran the ICE 'CDM 2015 – The Importance of the Client in Leading the Project Team' (twice) & CDM 2015 'The Principal Designer & Designer; Demonstrating Capability' (twice). A total of fifty members of staff, from senior managers to frontline supervisors participated in the programme.

CBMDC has an in-house engineering division and has therefore taken on the roles of Client, Design and Contract Management for many years. Since its inception CBMDC (Structural Engineer's section) has taken a pragmatic approach to CDM and has always considered that the design and contract management team were best placed to take on the previous CDM roles of Planning Supervisor and CDM Coordinator as well as the design and client roles. Staff attended both in house and external training courses pertaining to these roles. CDM 2015 therefore posed no great changes as the design team were already effectively carrying out the role of Designer/Principle designer.

Feedback from attendees included: The course was tailored to the designer/ client and most other CDM courses I had been on with my previous employer were tailored towards the Contractor.

Key learning points included:

• Paperwork should be kept to a minimum, relevant not generic.

• Refreshed my previous knowledge of the CDM Regulations and informed me of recent changes to the regulations and guidance.

• Highlighted my legal duties as The Principal Designer. I understand the roles of the client, principal designer and principal contractor more clearly.

• The course hand outs/ notes were very good so we could take them away and complete further reading in our own time.

It was well presented and provided a targeted understanding of the ICE's interpretation of the requirements and duties of a Principal Designer to those highways engineers who undertake project design and implementation. The emphasis was on the design identification role of the PD rather than the whole project role, but it gave an understanding to those who could take the PD role without previously understanding that is what they were doing. Our normal PD role, which my team undertake includes an element of ensuring the Client duties at design and construction phases are undertaken together.

the Client duties at design and construction phases are undertaken together. I can say that we have not had as many information or help requests from the highways teams undertaking projects day to day so they must be doing it for themselves.

The importance of the Principal Designer role was recently highlighted in a scheme to demolish a CBMDC owned seven-storey reinforced concrete framed office block. The office block was located in the city centre and adjacent to major arterial highways in and out of the city. It became apparent early in the design of the project that there was a significant risk of premature collapse of the building depending on the method of demolition employed.

This allowed the design team to investigate the options, highlight the risks in the PCI and contract documents and include details that would allow contractors to price for safely demolishing the structure irrespective of the method of demolition chosen. Details of the building structure including the concerns regarding structural stability, details of nearby services and the availability of possible road closures enabled the contractors to accommodate the possible different approaches to the demolition method and price the works accordingly.

Aaron Okorie, C.Eng, MICE. Principal Engineer (Structures)

