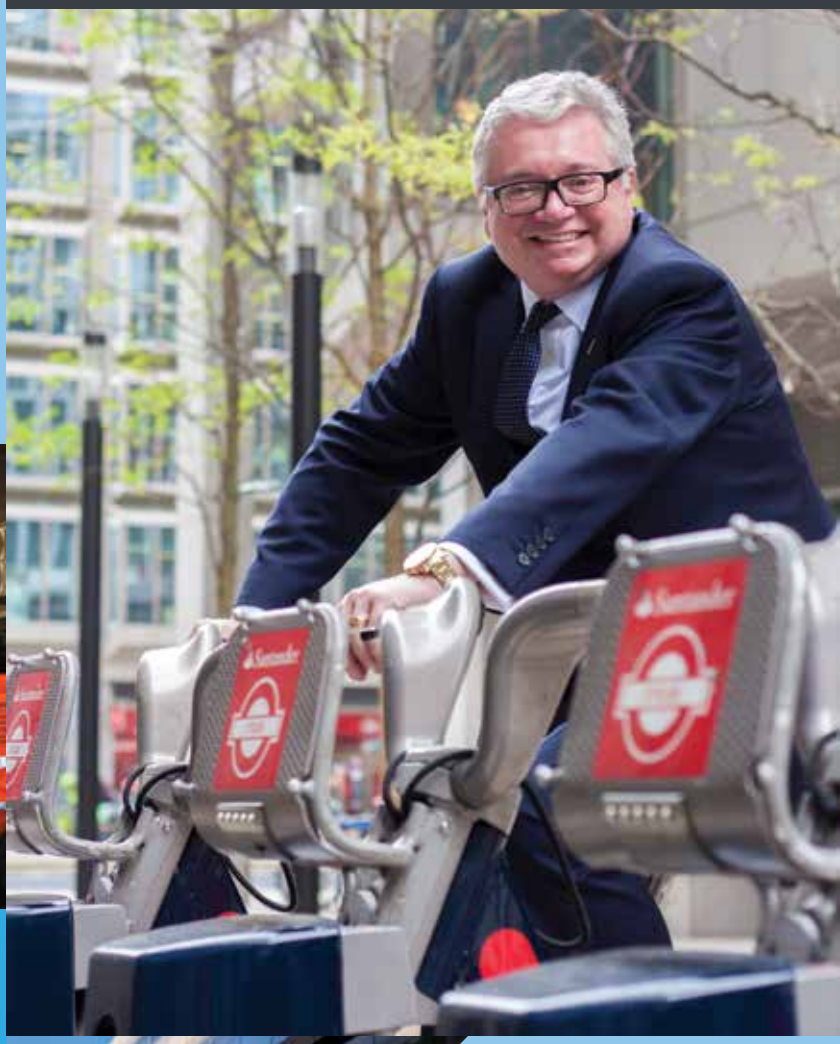


Property, Development & Retail Management

Traffic risks and protecting vulnerable road users

Mandatory - April 2016

Landsec
One Best
Way

Property, Development & Retail Management

Traffic risks and protecting vulnerable road users

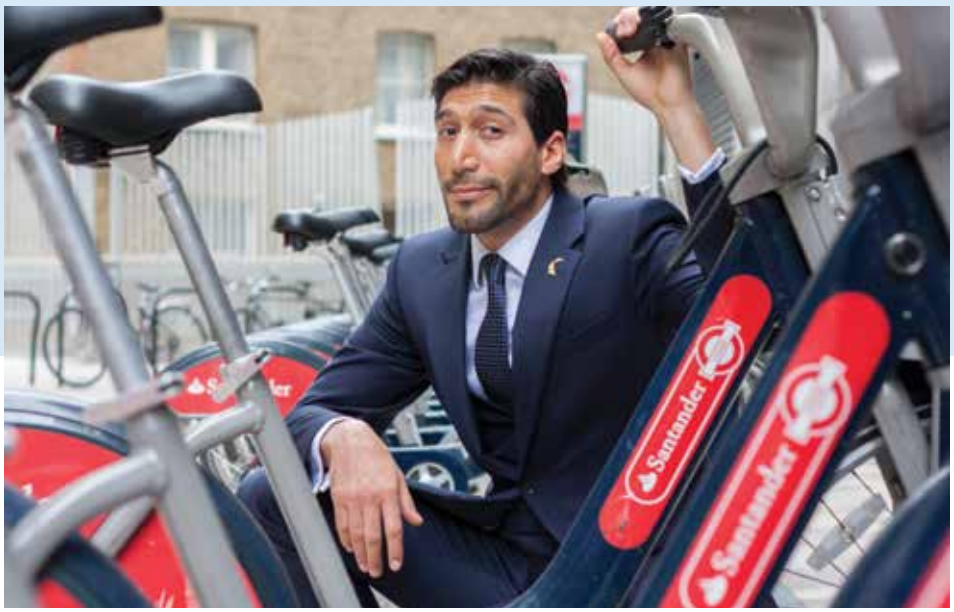
Overview

In 2012, Transport for London (TfL) commissioned a review of the construction sector's transport activities to understand the causes of collisions with cyclists. A report was produced which laid the foundation for the introduction of a common national standard used by the construction logistics industry and which has since broadened to cover the safety of all vulnerable road users and is called 'Construction Logistics and Community Safety' (CLOCS). Action is needed by all stakeholders as 518 pedestrians, pedal cyclists and motorcyclists were killed or seriously injured in HGV collisions in 2017 – up nearly 10% on 2016.

The CLOCS Standard aims to achieve a visionary change in the way the construction industry manages work related road risk through positive influence and constructive information exchange:

— Ensure regulators and construction clients require best practice construction logistics, that ensure principal contractors provide the right commercial and site arrangements, that enable the safest construction vehicle journeys.

— Ensure fleet operators reporting collisions to contractors to prevent recurrence, ensure sites are independently reviewed to identify good practice and required improvements



One Best Way

Essential information about our Health & Safety Standards.

Our Client Commitments

As a client and CLOCS Champion we commit to ensuring the safest construction vehicle journeys to reduce collisions, emissions, congestion and reputational damage not just in and around London but across all our UK development projects by:

- Striving for all our Stakeholders to comply with the national CLOCS Standard. If there are any concerns with the implementation of CLOCS please contact the HS&S team to discuss.
- Ensure the project team develops and implements a suitable and sufficient Construction Logistics Plan (CLP)
- Comply with HSG 144 Safe Use of Vehicles on Constructions Sites
- Ensure effective monitoring of compliance to the CLOCS Standard
- Obtain and monitor the contractor's action plan to address all identified issues and non-compliances
- Ensure all collisions resulting in harm (and near miss incidents) that occur on journeys associated with the project are quickly investigated and actions taken to prevent recurrence
- All our Stakeholders demonstrating their desire and commitment for fleet operators to achieve Gold FORS standard during the duration of the project

Project planning

All of our development projects are to ensure that the risks associated with construction traffic on the public highway are assessed and control measures are identified during the planning phase of the project and are implemented during procurement and construction.

The purpose of the Construction Logistics Plan is to reduce the negative transport effects of construction work on local communities and the environment by providing a tool and training to minimize construction trips and reduce the potential for collision.

As a minimum the CLP, shall:

- have input from significant site and fleet operators
- have identified community considerations
- have considered planned measures
- have risk-assessed and specified safest vehicle routes and identified acceptable reasons for deviation
- define 'last mile' vehicle routes to and from site (Safe construction traffic routes around the site to be identified to minimise vehicle trips and avoid high risk areas including schools, hospitals, cycle routes, and left turns etc)
- require use of a delivery management system
- require competent site access traffic marshals
- remain responsive to changing requirements

In addition, the following must also be considered/enabled in the CLP:

- Site suitability for vehicles fitted with the safety features specified should be assessed and effective traffic management, which avoids reversing on site should be prioritised.
- Delivery arrangements including set times, holding/call off areas, loading bays, parking suspensions, traffic control measures such as traffic lights, improved cycle safety measures (e.g. fitting Trixi mirrors to traffic lights) etc. in association with the client, local authorities and neighbours to minimise potential negative impacts on the area. Loading and off-loading on site should be prioritised where possible.
- Detailing the measures for preventing falls of people and materials from vehicles including careful planning of loading and unloading operations; pre-slinging loads; fitting guard rails and restraint posts etc.
- Requirements for driver training, including site inductions, driving licence checks, cyclist awareness and promoting this standard.

One Best Way

Essential information about our Health & Safety Standards.

Action to be taken:
April 2019

Status:
Mandatory

Further help & contacts:
If you need any further information or guidance please contact any member of the Health, Safety & Security Team.

Vehicle Requirements

Action must be taken to ensure that the heavy goods vehicle driver has as much visibility and warning of nearby pedestrians and cyclists as possible. Vehicles must also warn other road users of the risk they pose and their presence. Vehicle requirements for vehicles over 3.5 tonnes and 7.5 tonnes specified in CLOCS Standard for Construction Logistics (Managing work related road risk) must be adhered to.

Communication with every tier of the project's supply chain (including suppliers).

Contractors should communicate with their supply chain; raising awareness of the risk of construction vehicles and demanding compliance with this standard for every vehicle that enters the project.

Accident, near miss data

All our projects are required to collect, investigate (identifying actions to prevent a reoccurrence) and report all Road Traffic Accidents, incidents and near misses involving any construction vehicles related to the Landsec sponsor and HS&S team. This includes vehicles on route to and from the project.

Community Liaison

All our projects are encouraged to develop opportunities to educate vulnerable road users during the project by working with local authorities, the police and other groups. Landsec would fully support events such as Exchanging Places or engagement with local schools. Please see Considerate Constructors Best Practice Hub (a comprehensive online resource showcasing best practice in the construction industry) for case studies. We would also encourage case studies from the project to be uploaded to the hub.

Client Monitoring of compliance to CLOCS standard

Regular reports to monitor compliance against the CLOCS Standard will be required as follows:

- Monthly reports must be produced for performance of both fleet and site operations
- Quarterly reports must be produced to identify trends and need for remedial action
- Six monthly (approximately) an independent assessment by the CLOCS site monitoring team.

Please send these reports to the Landsec Project Manager.

Note: CLOCS site monitoring visits have been developed in partnership with CLOCS partners Considerate Constructors Scheme (CCS) to help companies understand and improve site compliance and safety. The CLOCS site monitoring team provides a detailed report containing helpful advice on areas for improvement and provides scores in 11 key areas. There is a nominal charge for site monitoring visits – the fee schedule can be found on the CLOCS website

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