CLOCS | Construction Logistics and Community Safety

Transport for Greater Manchester

Chair

Simon Warburton

TfGM Strategy Director

CLOCS | Construction Logistics and Community Safety

Transport for Greater Manchester

Keynote Speaker

Chris Boardman MBE

Cycling and Walking Commissioner for Greater Manchester


Centrum


30

Made

Cost of doing nothing

Total cost per annum
£3.75 billion


SUBWAY
DRIVE THRU


Riding a bicycle or
crossing a street should
not require bravery.

Made to Move

15 steps to transform Greater Manchester, by changing the way we get around.


Chorlton High School
Chorlton
High School

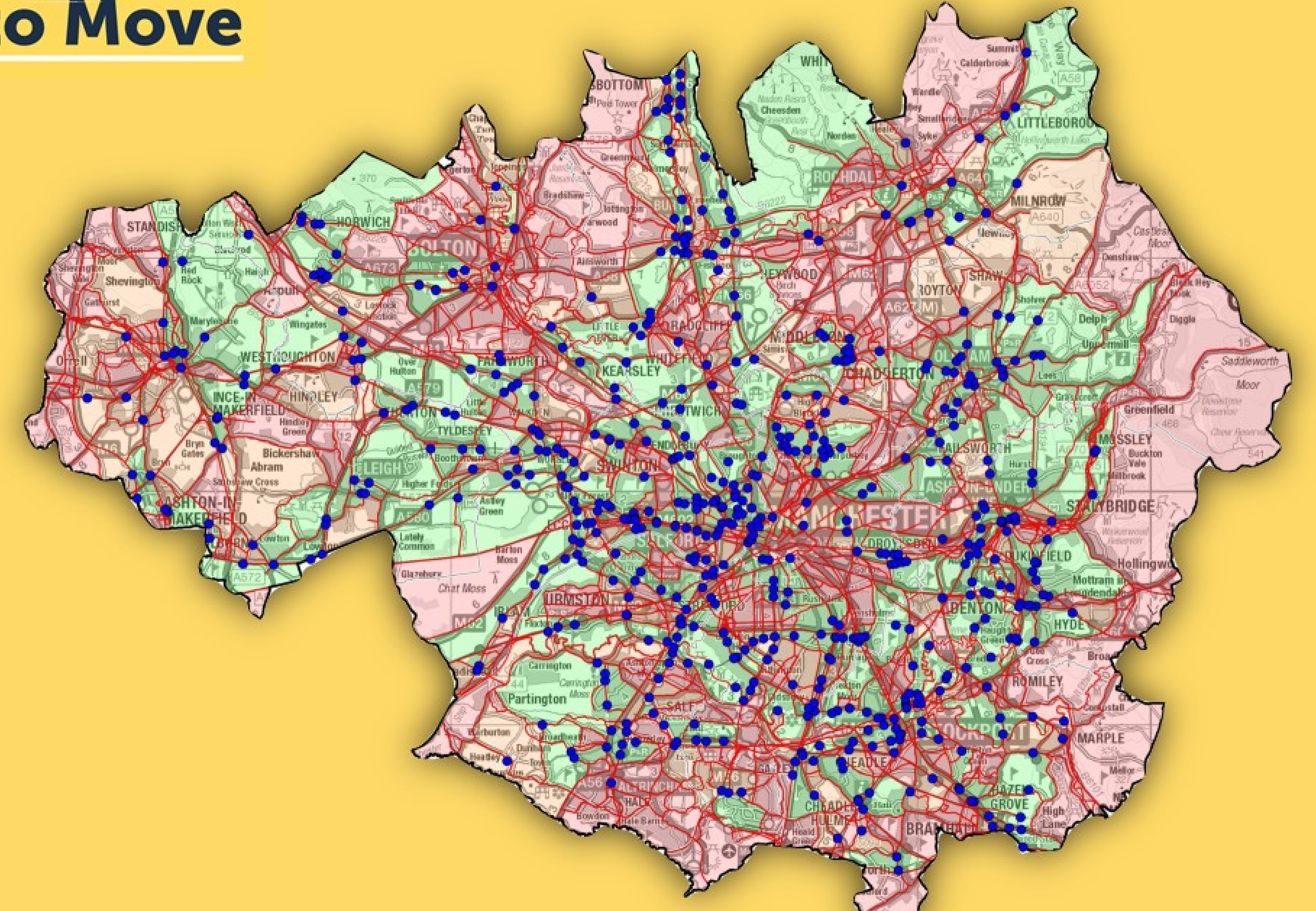

Let's make...
little puppet
BUGS!
Joie
FIESTA

Our 15 steps

We must:

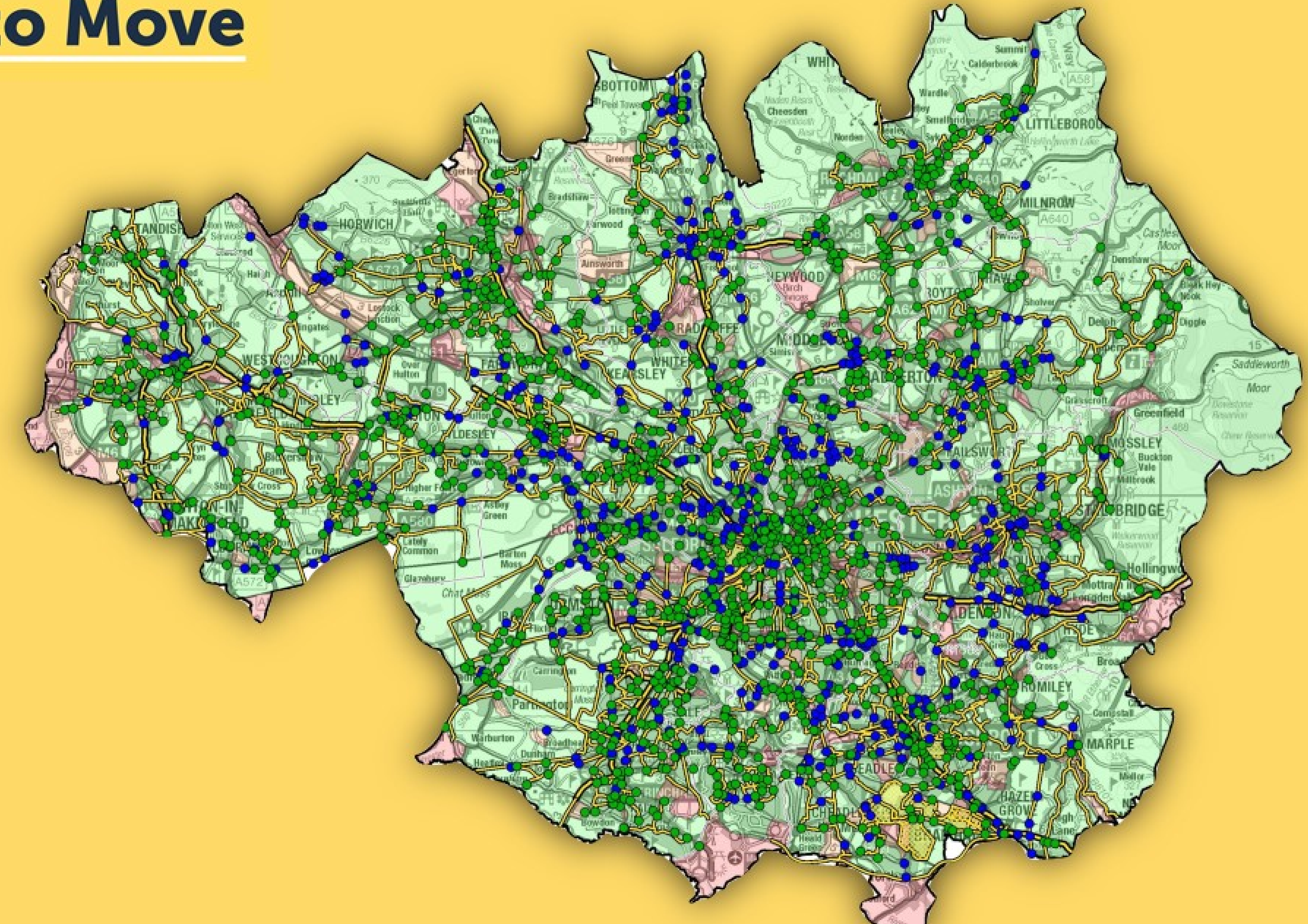
1. Publish a detailed, Greater Manchester-wide walking and cycling infrastructure plan in collaboration with all districts in 2018.
2. Establish a ring-fenced, 10 year, £1.5 billion infrastructure fund, starting with a short term Mayor's Active Streets Fund to maintain delivery for walking and cycling. With over 700 miles of main corridors connecting across Greater Manchester, this is the scale of network we need to aim for.
3. Develop a new, total highway design guide and sign up to the Global Street Design Guide.
4. Deliver temporary street improvements to trial new schemes for local communities.
5. Ensure all upcoming public realm and infrastructure investments, alongside all related policy programmes, have walking and cycling integrated at the development stage.
6. Develop a mechanism to capture and share the value of future health benefits derived from changing how we travel.
7. Work with industry to find alternatives to heavy freight and reduce excess lorry and van travel in urban areas.
8. Partner with schools and local authorities to make cycling and walking the first choice for the school run, and take action on traffic and parking around schools.
9. Deliver year on yea… to the risk per kilo… travelled by estab… task force to improve … on roads and junctions.
10. Call fo… to enfe… offenc… str… social d… spaces p… …muting.
11. Prioritise… the meas… movem… traffic, and… street satis… …index.
12. Ensure local communities are engaged and supported in the development and use of new infrastructure and programmes

Made to Move



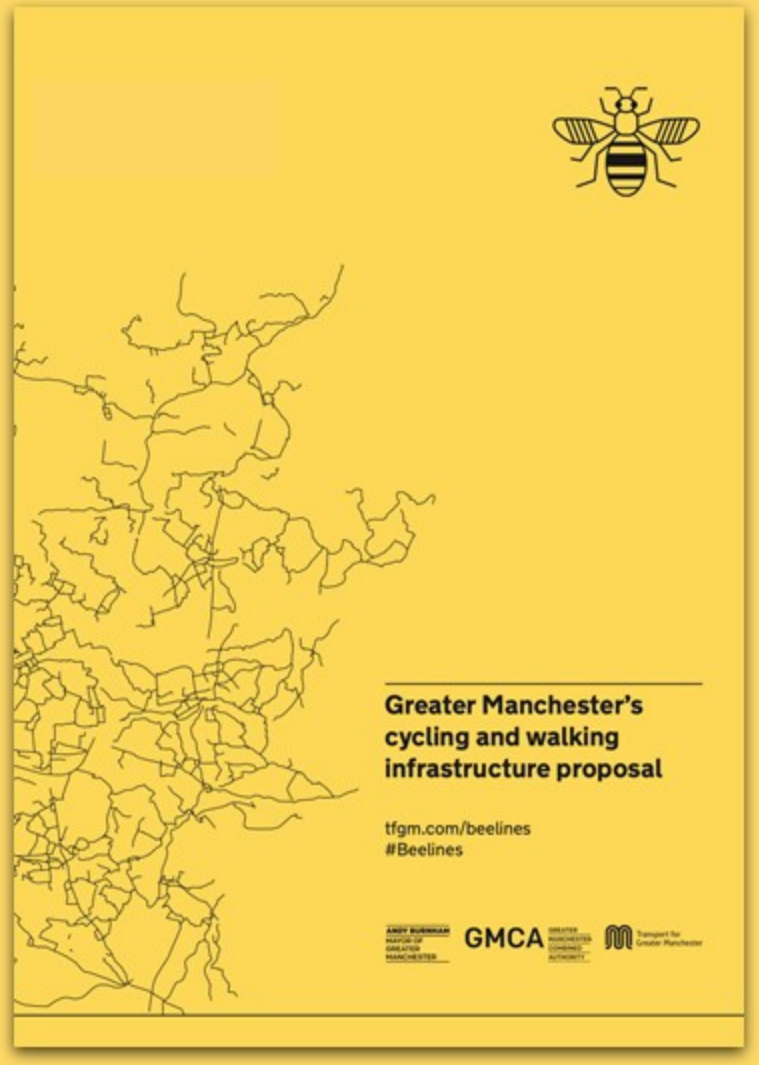
STANDISH
HORWICH
WESTHOUGHTON
HINDLEY
TYLDESLEY
FARNWORTH
KEARSLEY
ROCHDALE
MILNROW
HEYWOOD
ROYTON
SHAW
CHADDERTON
STALYBRIDGE
MOSSLEY
DUKINFIELD
HYDE
ROMILEY
MARPLE
URMSTON
Partington
Saddleworth

Made to Move



HORWICH
MILNROW
HEYWOOD
KEARSLEY
MOSSLEY
MARPLE
ROMILEY
Saddleworth
Moor
Greenfield
Diggle
Delph
Denshaw
Summit
Calderbrook
Wardle
Smallbridge
Cheesden
Norden
Bradshaw
Harwood
Ainsworth
Shevington
Haigh
Higher Folds
Astley
Green
Lately
Common
Glazebury
Barton
Moss
Carrington
Partington
Warburton
Dunham
Broadheath
Bowdon
Compstall
Mellor
Hollingworth
Mottram in
Longdendale
Buckton
Vale
Millbrook
Grasscroft
Shelver
Over
Hulton
A58
A640
A579
A580
A572
A6

Made to Move


Greater Manchester's cycling and walking infrastructure proposal
tfgm.com/beelines
#Beelines
GMCA


107
106
Victoria Station
cycle 4 mins
walk 9 mins
108
Northern Quarter
cycle 2 mins
walk 4 mins
109
Green Quarter
cycle 5 mins
walk 9 mins


CURRIES
PI ZAS
BETFRED


107
106
Victoria Station
cycle 4 mins
walk 9 mins
108
Northern Quarter
cycle 2 mins
walk 4 mins
109
Green Quarter
cycle 5 mins
walk 9 mins
CURRIES
PI ZAS
BETFRED


THE FEATHERS
FINE ALES
TOP EN BAR
sky sports


M6 NORTH
Town centre A49
Winstanley
Wigan Investment Centre
Poolstock
B 5238
BUS STOP


FRONTOP
ARCHITECTURAL VISUALIZATION

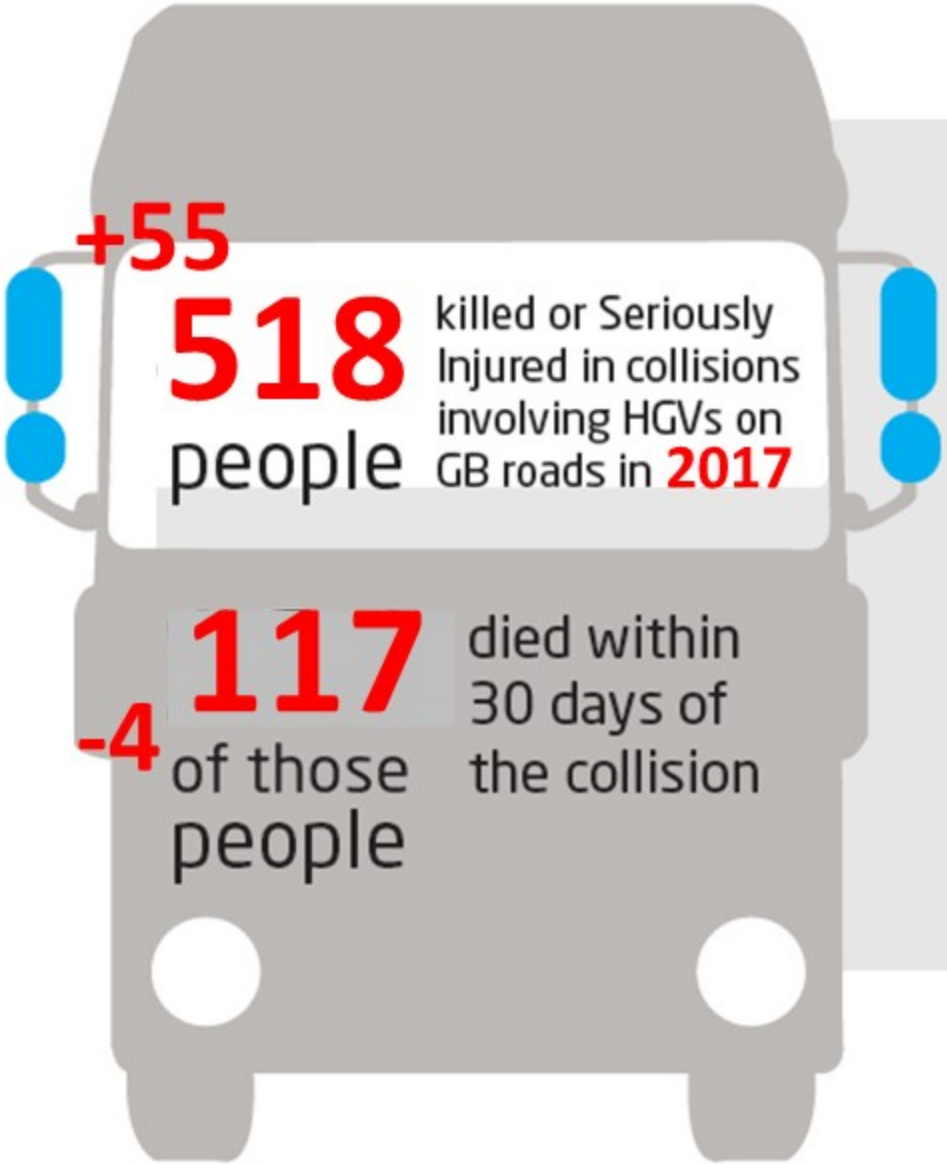
CLOCS | Construction Logistics and Community Safety

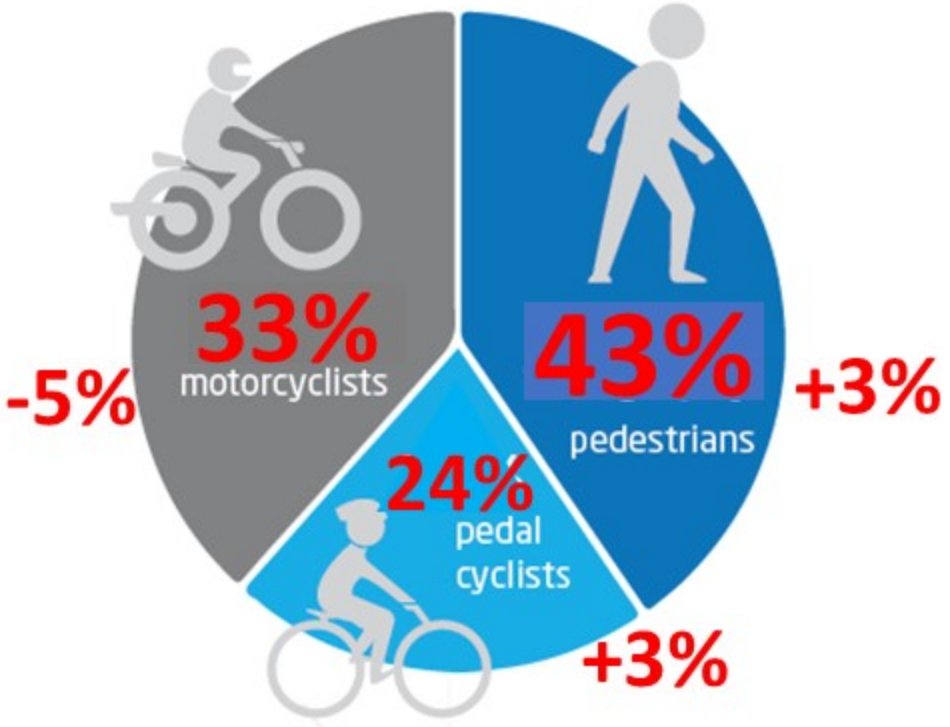
Transport for Greater Manchester

Saving lives, disruption and money by implementing the national CLOCS Standard

Derek Rees
Project Director
CLOCS

Vulnerable Road Users Killed / Seriously Injured in collisions with HGVs





HGVs are only 4% of traffic but involved in:

- 20% of pedestrian fatalities
- 78% of cyclist fatalities

55% HGV VRU KSIs in urban areas (conurbations with +10,000 people)

CLOCS

Vulnerable Road Users Killed / Seriously Injured in collisions with HGVs – 5 yr average for 2013-2017

	Pedestrians		Pedal Cyclists		Motor Cyclists		Average Annual Total	KSI per million population
East	20.2	41%	11.8	24%	17.6	35%	49.6	8.24
East Midlands	14.4	38%	7.2	19%	16.6	44%	38.0	8.24
London	36.6	49%	21.6	29%	16.8	22%	75.0	8.78
North East	5.6	42%	4.2	32%	3.4	26%	13.2	5.04
North West	20.2	42%	12.8	27%	14.6	31%	47.6	6.67
Scotland	20.6	58%	6.0	17%	9.2	26%	35.8	6.69
South East	29.8	38%	19.6	25%	29.8	38%	79.2	8.93
South West	14.0	35%	9.6	24%	16.2	41%	39.8	7.34
Wales	8.2	41%	4.2	21%	7.8	39%	20.2	6.53
West Midlands	21.8	51%	8.6	20%	12.2	29%	42.6	7.46
Yorks and Humber	16.6	42%	10.2	26%	13.2	33%	40.0	7.46
GB +2% on 2014	**208.0**	**43%**	**116.0**	**24%**	**157.0**	**33%**	**481.0**	**7.67**

Central Government = c.15% of UK construction spend

GOVERNMENT POLICIES

+

MORE HOMES & INFRASTRUCTURE

INCREASE in non-vehicle JOURNEYS

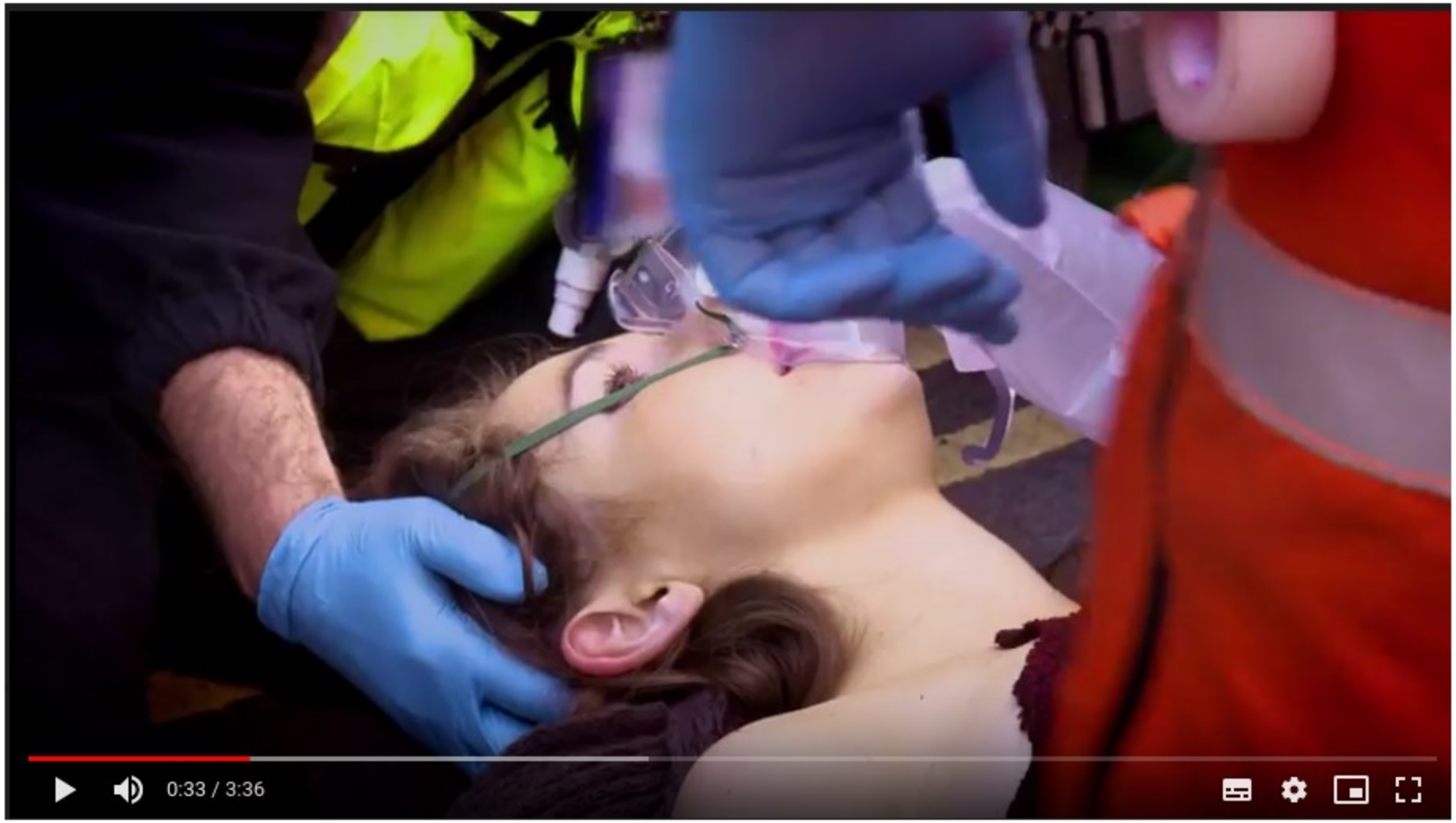
INCREASE in HGV JOURNEYS

+ INACTION = 2,500 KSI?

CLOCS

What happens when someone is run over by a lorry…… 8th Dec 2014

What happens when someone is run over by a lorry…… 8th Dec 2014



What happens after someone survives being run over by a lorry?

CLOCS

What happens after someone survives being run over by a lorry?

CLOCS

At what cost?

- 24 year old female
- Below knee amputation of right leg
- Office worker earning £27,000 net per year
- Able to return to work in same role
- Requires moderate care and prosthetics for remainder of life at £20,000 per year

Discount Rate	2.50%	-0.75%
PSLA	£40,000	£40,000
Loss of Earnings	251,000	440,000
Care	623,000	1,680,000
Others	£50,000	£50,000
Costs	£100,000	£100,000
Total	**£1,064,000**	**£2,310,000**

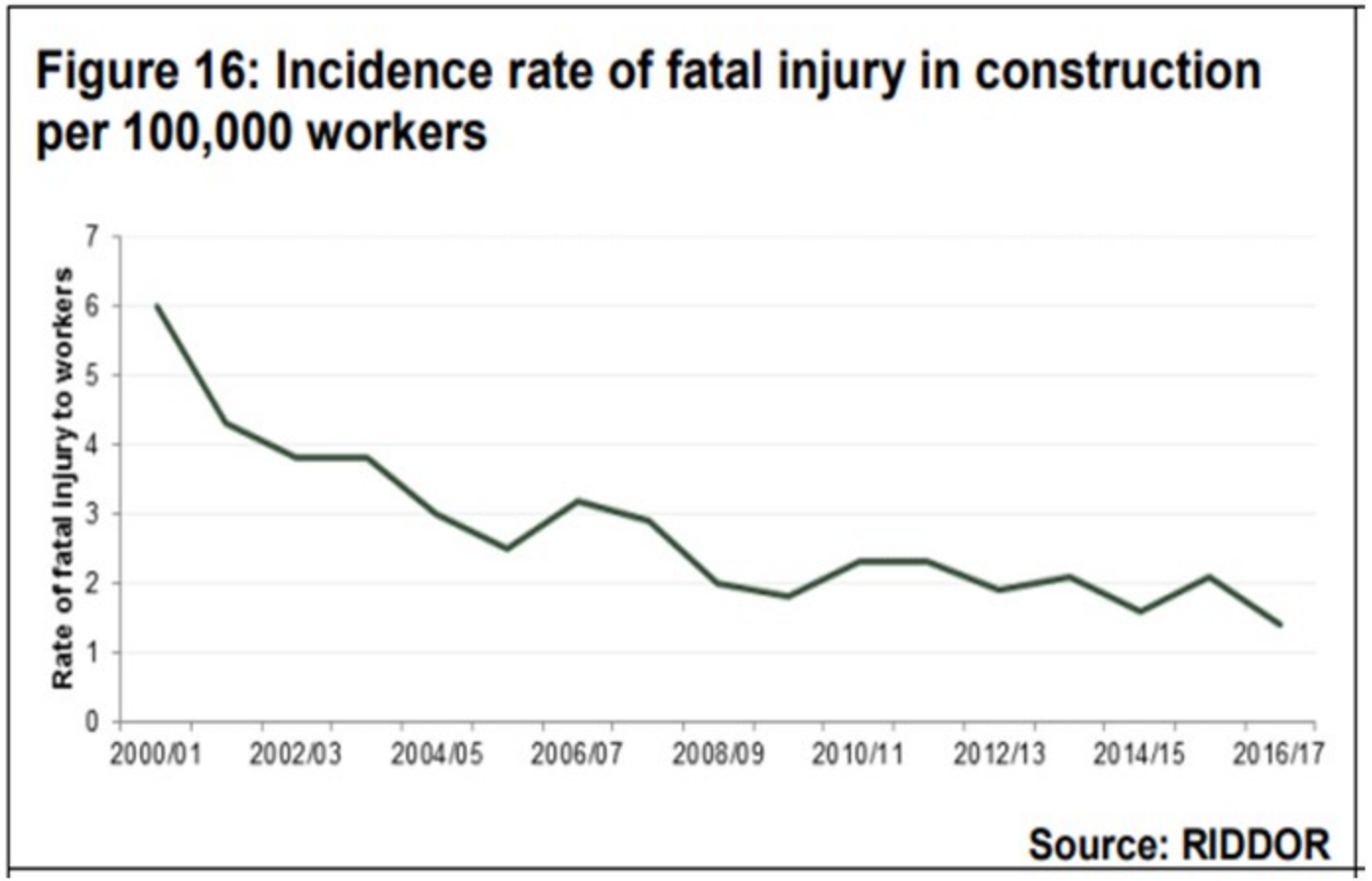
CLOCS

The cost to society

COMPANY SLOGAN / TAGLINE HERE

COMPANY NAME

Positive action works…..



47%
REDUCTION
IN CASUALTY RATE
WHEN IMPLEMENTING
CLOCS

154 fatalities on site in 1990 105 in 2000 30 in 2018

CLOCS

National CLOCS Standard

Executive Summary

- Mission – *Ensuring the safest construction vehicle journeys*
- Primary goals – *Zero collisions, fewer emissions, fewer journeys, less reputational risk*
- Key stakeholders – *actions/duties for all*

Key terminology

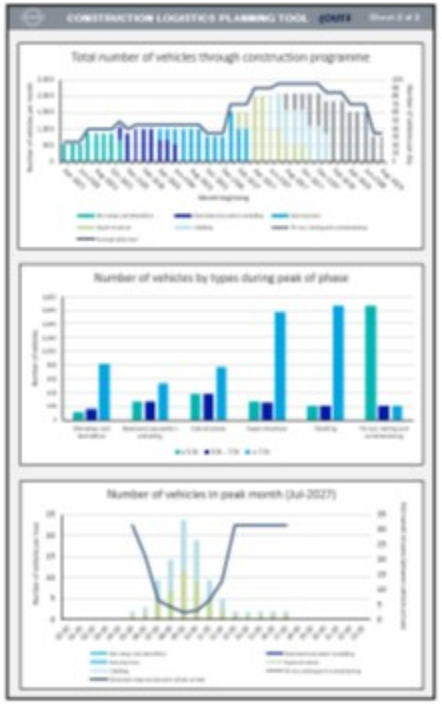
- **Shall** = obligatory; '**Should**' and '**May**' = best practice

Ministry of Housing, Communities & Local Government

Department for Transport

Regulators (particularly planning and highway authorities) shall >>

- embed the requirement to operate to the *CLOCS Standard* into policy and guidance documents
- ensure the planning process requires submission and approval of an outline and/or detailed CLP that addresses the main transport impact/risks in delivering the project safely before consent is granted
- require a project to have effective CLOCS implementation monitoring mechanisms and to provide to the authority (if requested) CLOCS compliance performance data
- have in place effective enforcement mechanisms to secure prompt action by the project team should a breach occur



CLOCS

Clients shall>>

- specify in tender and contract documents for all stakeholders to comply to the *CLOCS Standard*
- ensure the project team develops and implements a suitable and sufficient CLP (Construction Logistics Plan)
- 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 that all collisions that result in harm (and near miss incidents) that occur on journeys associated with the project are quickly investigated and actions taken to prevent recurrence

BUILDUK

Principal contractors shall >>

- ensure the project's potential impact on the community has been properly risk-assessed
- develop and/or implement the agreed CLP and ensure it remains suitable and sufficient
- procure site and fleet operations that comply to the requirements of the *CLOCS Standard*
- ensure site arrangements enable the safest fleet operations including, but not limited to, 'last mile' routing, level access/egress, stable loading/unloading areas, effective delivery management systems and competent site access traffic marshals
- ensure effective and efficient site access gate checks of HGVs and their drivers to ensure they always comply to the *CLOCS Standard*. Non-compliances must be immediately risk-assessed, appropriately mitigated and addressed through procurement processes
- ensure effective independent monitoring of the project's compliance with the *CLOCS Standard* is undertaken approximately every 6 months and appropriate action taken to address non-compliance
- review information on all collisions that result in harm (and near miss incidents) that occur on journeys associated with the project and ensure they are quickly investigated and actions taken to prevent recurrence

Fleet operators shall>>

- ensure all journeys are compliant with the *CLOCS Standard*, meeting the requirements described as Silver in the FORS Standard addressing management, driver, vehicle and operations issues

Everyone wants one national standard for clarity/consistency

- Provide acceptable evidence of compliance as defined/specified by each procurer

The default evidence is...

FORS
FLEET OPERATOR
RECOGNITION SCHEME

CLOCS

You will prevent harm by simple actions

1. **Provide clear vision and leadership**
   - **Delivery partners**
   - **Wider sector**

2. **Embed CLOCS in planning and procurement policies**
   - **Site operations**
   - **Fleet operations**

3. **Require and enable:**

- **Construction Logistics Plans**
- **Safe routing**
- **Delivery management**
- **Site conditions**
- **Vehicle choice**
- **Driver training – urban & rural**
- **Effective monitoring**
- **Constructive reporting**

CLOCS | Construction Logistics and Community Safety

Transport for Greater Manchester

Saving lives, disruption and money by implementing the national CLOCS Standard

Derek Rees
Project Director
CLOCS

Construction Logistics and Community Safety

Planning for Construction Safety

Transport for Greater Manchester

Rebecca Dewey

RTPI North West Regional Management Board rep and Associate Director @ WSP | Indigo

RTPI Royal Town Planning Institute

https://www.rtpi.org.uk/


518 deaths and serious injury in 2017 … 38% construction related
*DfT 2016

Practice guidance

A how to guide on mitigating the negative impacts that construction vehicles have not only on road safety, but also the local environment and congestion

CLOCS


Gate 3

CLOCS | Construction Logistics and Community Safety

Transport for Greater Manchester

Implementing CLOCS as a Planning Authority

Robin Close
Former Construction Logistics Manager
City of London Corporation

Challenges for planning officers

Minimal involvement post-Approval

Lack of knowledge of the construction process

Community not involved with sign-off of conditions, licencing and Traffic Orders

Highways function may be undertaken by a separate Authority or department.

Local Plan Policy

Policy DM 16.1 Transport impacts of development

1. Development proposals that are likely to have effects on transport must be accompanied by an assessment of the transport implications during both construction and operation, in particular addressing impacts on:

- road dangers;
- pedestrian environment and movement;
- cycling infrastructure provision;
- public transport;
- the street network.

2. Transport Assessments and Travel Plans should be used to demonstrate adherence to the City Corporation's transportation standards.

CLOCS

Standard Planning Condition

M25J

Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site during construction of the development has been submitted to and approved in writing by the Local Planning Authority. The Construction Logistics Plan shall be completed in accordance with the Mayor of London's Construction Logistics Plan Guidance dated July 2017, and shall specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Community Safety (CLOCS) Standard. The Plan must demonstrate how Work Related Road Risk is to be managed. The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority.

REASON:

To ensure that construction works do not have an adverse impact on public safety and the transport network in accordance with London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1. These details are required prior to construction work commencing in order that the impact on the transport network is minimised from the time that construction starts.

CLOCS

City of London policy

Required on all Sites involving demolition, construction or major refurbishment.

Helps to justify the use of road space, licences and secure routing to the site.

Provides some power through Planning enforcement if approved plan is not followed.

CLOCS

City of London experience

Helped by the City's Considerate Contractor Scheme, in place since 1987.

Excellent Site and Project Managers who understand the challenges for construction in a very busy environment.

Dedicated staff.

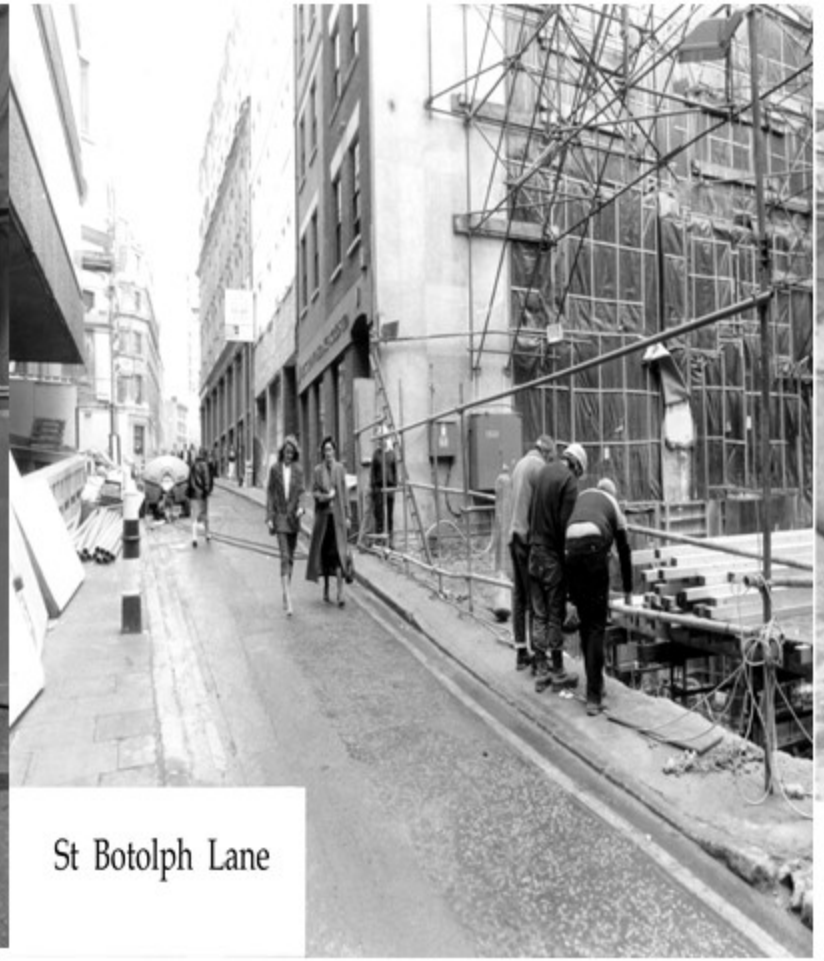
City of London CCS

CCS
Working with care
for our City

CLOCS

Before the CCS

Goring Street



St Botolph Lane

Houndsditch

CLOCS

Site hoarding – one week after CLOCS launched

Monitoring and Enforcement

Feet on the ground!

Complaints from the public

Observations by colleagues.

Carrot rather than stick – Annual awards

CCS Awards Ceremony – meet the Lord Mayor!

Typical site operations – October 2019

Construction Logistics and Community Safety

Transport for Greater Manchester

Implementing CLOCS as a client

Martin Blake
Principal Health & Safety Manager
University of Manchester - Estates


University of Manchester
£1billion campus
masterplan
£4billion UK HE construction

Why CLOCS, why now?

INCREASE in non-vehicle JOURNEYS

+

INCREASE in HGV JOURNEYS

+ INACTION = HUGE INCREASE IN KSIs?

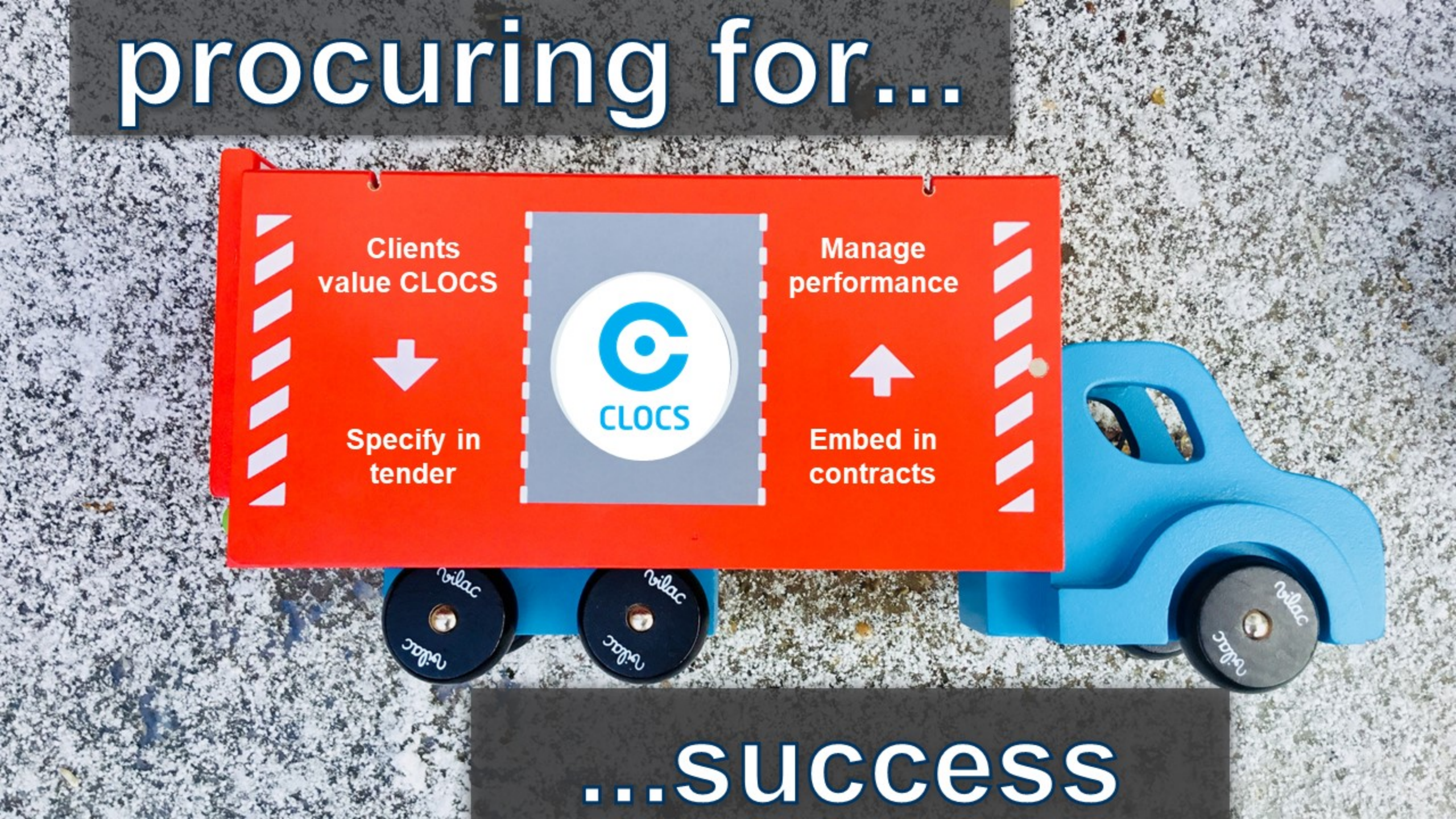
CLOCS

MANCHESTER 1824
The University of Manchester


A CYCLIST
WAS STRUCK
HERE
GB 2017 - 518 people killed
or seriously injured by
HGVs


50,000 people on campus
proximity

Key challenges


procuring for...
Clients value CLOCS
Specify in tender
CLOCS
Manage performance
Embed in contracts
...success


A journey of a
thousand miles must
begin with a single step

CLOCS | Construction Logistics and Community Safety

Transport for Greater Manchester

Implementing CLOCS as a Principal Contractor

WILLMOTT DIXON
SINCE 1852

Martin Ballard
Group SHE - Risk and Compliance
Willmott Dixon Holdings

We have something in common with Chris Boardman; using our love of cycling to raise money for Action Medical Research

action medical research for children

CLOCS

WILLMOTT DIXON
SINCE 1852

Why

Our values motivate us …

ALL SAFE

WILLMOTT DIXON
SINCE 1852
BUILDING LIVES
LEARN • DEVELOP • SUCCEED

THE QUEEN'S AWARDS FOR ENTERPRISE: SUSTAINABLE DEVELOPMENT 2019

THE TIMES TOP 50 EMPLOYERS FOR WOMEN 2019
In partnership with
BUSINESS IN THE COMMUNITY
The Prince's Responsible Business Network

THE SUNDAY TIMES 100 BEST COMPANIES TO WORK FOR 2019

We're working with these partners currently to deliver bespoke events in 2019

GARMIN
AON
WILLMOTT DIXON

Other events partners we have worked with:

TESCO
mace
BLACK AND WHITE
smeg

action medical research for children

CLOCS

How

- Understand the CLOCS standard and expectations
- Assess gap with management system
- Reinforce existing T&C's, logistics plan, procedure, audit; new check form
- Recognise and develop key roles to play their part: commercial/supply chain, regional coordinators and gatekeeper; 1st / 2nd party assurers
- Procurement standard, transition/improvement plans with SCP's (FORS)
- Brief project teams and SHE inspection requirements
- Planning delivery schedules and booking systems: large vs med/small

Reducing SHE risk e.g. offsite manufacture, lower delivery volume/footprint

CLOCS

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Transition of assets and FORS status

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Improved driver confidence and visibility

CLOCS

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SINCE 1852

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SINCE 1852

CCS alignment and e-learning

Considerate Constructors Scheme

A not-for-profit, independent organisation founded in 1997 by the construction industry to improve its image

0800 783 1423 1800 939 109

Portal login

About us | Public | Register | Ultra Sites | Sites | Companies | Suppliers | Professionals | Products | Events | Partners | Best Practice Hub

- **About us**
- **What is the Scheme?**
  - Code of Considerate Practice
  - Best Practice Hub
  - History
  - Structure
  - Ivor Goodsite
  - Support
  - Construction Map
  - Contact us
- **Scheme Monitors**
  - Becoming a Monitor
  - Monitoring the Monitors
  - Scheme Ambassadors
- **Scheme news**
  - Industry Image
  - Spotlight on...

e-learning

Registered Hub users have access to a library of free e-learning courses.

These modules enable you to learn more about the Considerate Constructors Scheme, its Code of Considerate Practice and wider industry issues. Visit the user **Dashboard** to track your course progress and access your e-learning certificates.

CONSIDERATE CONSTRUCTORS

Certificate of
e-learning

Presented to

Martin Ballard

for successful completion of

Vulnerable road users course

This e-learning provided by the Considerate Constructors Scheme, counts for 90 minutes of CPD (Continuing Professional Development)

Isabel Martinson
Executive Chairman, Considerate Constructors Scheme

Awarded by the Considerate Constructors Scheme
PO Box 75, Ware, Hertfordshire, SG12 0YX, www.ccscheme.org.uk

Improving the image of construction

CLOCS

WILLMOTT DIXON
SINCE 1852

Barriers, issues and opportunities

- Planning logistics and extent of influence beyond site's Marshalling
- 3rd party behaviours and technological dependency on-the-move
- Enabling and Sub-Contracted works – outsourced and tiered delivery
  - > commercial standards back-to-back, but how well enforced?
- National / Regional delivery service providers – array of standards

Route to be followed is provided as paper / e.copy with our orders

- > communication to all drivers esp. where logistics are subcontracted?
- > supply orders allocated to 3rd party delivery companies?
- > even where drivers are advised, may ignore/follow as SatNav says…

CLOCS

WILLMOTT DIXON
SINCE 1852

Monitoring and Enforcement

Daily checks: Gatekeepers/Site accept or reject deliveries, with FORS checks and CLOCS records for each vehicle received

Marshalling: diligence and control of vehicular movements onto/from site

Self-assurance: weekly inspections to ensure protection of vulnerable road users, with condition of road access/egress and footpaths sustained.

Self-reporting: Mi|SHE good (5), observation (4), minor (3), significant (2/1)

1st party inspections: regional SHE managers

2nd party inspections: Group SHE Risk and Compliance inspectorate

3rd party monitoring visits: compliance assurance to CLOCS commitment

Community members and action groups: anyone with mobile/CCTV device

CLOCS

WILLMOTT DIXON
SINCE 1852

Benefits

Vulnerable Road User protection – All Safe on the move & in the community

- Investment in smarter logistics for community safety
- Common framework for all CLOCS Champion stakeholders – collaboration
- Communication platform to engage
- Improved awareness, understanding & action
- Design / planning of safer built environments for vulnerable road users
- Reinforcing importance of our Construction Logistics Planning

CLOCS | Construction Logistics and Community Safety

Transport for Greater Manchester

Implementing CLOCS as a Fleet Operator

Richard Burnham
Compliance Manager
Murphy Plant Limited

Introduction – J Murphy & Sons / Murphy Plant Ltd

Established in 1951 by John Murphy, J. Murphy & Sons Limited is a multi-disciplined engineering and construction company, providing a range of infrastructure services to a variety of sectors including rail, water, power and natural resources.

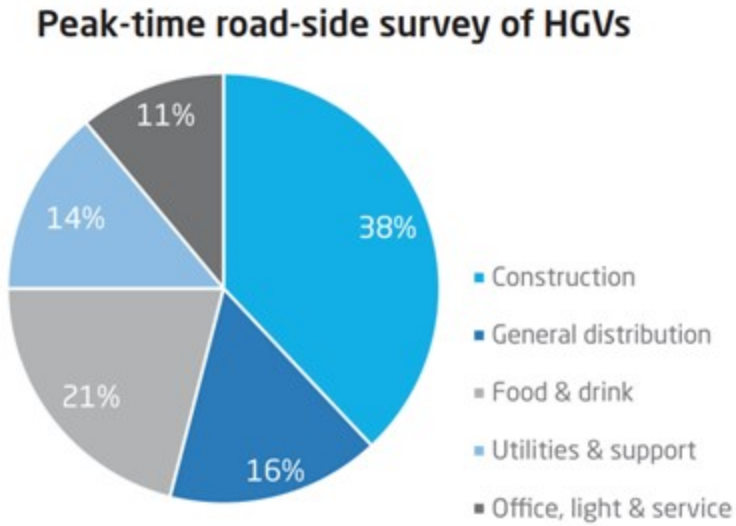
Murphy Plant is a wholly owned subsidiary. With a broad range of every day plant equipment complimented by specialisms in rail, piling, pipelines, tunnelling, and marine equipment.

CLOCS

MURPHY PLANT

CLOCS – Why, the Motivators

Management of Work Related Road Risk is seen as a key topic to a growing number of stakeholders in many organisations – it touches upon everybody.



CLOCS – Why, the Motivators

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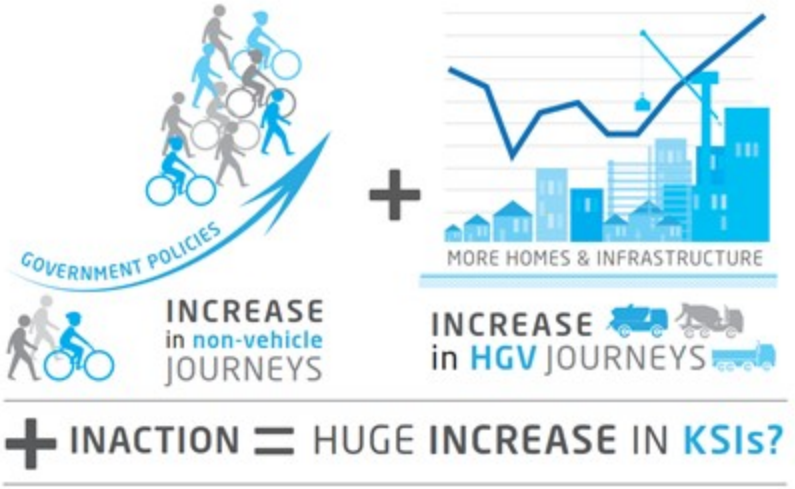
Almost every UK town and city has government policies to improve air quality, ease congestion and reduce obesity – by encouraging more people to travel by public transport, foot and bike.



CLOCS – Why, the Motivators

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Almost every UK town and city has government policies to improve air quality, ease congestion and reduce obesity – by encouraging more people to travel by public transport, foot and bike.

Cyclists and other vulnerable road users are overrepresented in collisions with heavy goods vehicles (HGVs).

CLOCS

MURPHY PLANT

The CLOCS Standard v3

The CLOCS standard was revised and issued in January 2019

A construction project has four key stakeholders, each providing positive influence and information.

The Fleet Operator Duties now stated in Section 6

The CLOCS Standard v3

The CLOCS Standard - Executive Summary

CLOCS mission

Ensuring the safest construction vehicle journeys.

Primary goals

- zero collisions between construction vehicles and the community
- improved air quality and reduced emissions
- fewer vehicle journeys
- reduced reputational risk

CLOCS

MURPHY PLANT

The CLOCS Standard v3

The CLOCS Standard - Executive Summary

Fleet operators shall>>

- ensure all journeys are compliant with the *CLOCS Standard*, meeting the requirements described as Silver in the FORS Standard addressing management, drivers, vehicles and operations
- provide acceptable evidence of compliance as defined/specified by each procurer

CLOCS

MURPHY PLANT

The CLOCS Standard v3 - Section 6

6.1 Fleet operators **shall** ensure all journeys are compliant with the *CLOCS Standard*

The CLOCS Standard v3 - Section 6

6.1 Fleet operators **shall** ensure all journeys are compliant with the *CLOCS Standard*

Fleet operators **shall**:

- ensure all vehicle operations meet the requirements as described as Silver in the FORS Standard, addressing the issues of:
  - management
  - vehicles
  - drivers
  - operations
- provide acceptable evidence (as defined by each procurer) to demonstrate that requirements have been met

The operator can define their own scope for fleet compliance accreditation to respond to specific client requirements and their own business needs. This may require separate accreditation for vehicles under and over 3.5 tonnes gross vehicle weight that operate within the same fleet.

CLOCS

MURPHY PLANT

The CLOCS Standard v3

To successfully undertake the **"safest construction vehicle journeys"**

- Information from the Construction Logistics Plan
- Details of the Planned Measures

CLOCS

MURPHY PLANT

Key Issues During Implementation

- ‘Fleet’ and ‘Site’ health, safety, environmental & quality issues were seen as separate entities
- Structure of the Company
- Consistent approach across all our depots
- Information from our clients (sites)
- Structure of Integrated Management System (IMS)

CLOCS

MURPHY PLANT

Key Issues During Implementation

- Vehicle fit out standards for VRU equipment
- Support of Senior Management
- Support from our Insurers
- Focus on utilization of fleet
- Re-focusing of driver training

CLOCS

MURPHY PLANT

Where Are We Today

- CLOCS Champion
- FORS Gold at the four MPL Depots

Where Are We Today

- CLOCS Champion
- FORS Gold at the four MPL Depots
- Client Pre Qualification Questionnaires
  - British Land
  - HS2
  - Network Rail
  - Cadent

Where Are We Today

- CLOCS Champion
- FORS Gold at the four MPL Depots
- Client Pre Qualification Questionnaires
  - British Land
  - HS2
  - Network Rail
  - Cadent
- Fulfilling mandatory requirements on contracts
  - HS2 – LMJV & Cadent
  - Tideway
  - Network Rail
  - Utilities Contracts

CLOCS

MURPHY PLANT

Where Are We Today, And Beyond

- Promoting CLOCS within the local communities Murphy work in
- Maintaining compliance and assurance with clients
- Enhanced relationships with stakeholders
- Staff engagement, through training and education
- Developing our Fleet Management Systems
- Fleet Strategy to encompass challenges

CLOCS

MURPHY PLANT

CLOCS | Construction Logistics and Community Safety

Transport for Greater Manchester

Saving lives, disruption and money by implementing the national CLOCS Standard

Derek Rees
Project Director
CLOCS

Co-investment

- Public sector
- Private sector

Clear strategy
Positive action

Transport for Greater Manchester

CITY OF LONDON

Camden

TRANSPORT FOR LONDON

MANCHESTER 1824
The University of Manchester

secbe
leaders in construction

Berkeley Group

aps association for project safety

WILLMOTT DIXON
SINCE 1852

See me Save me

JACOBS

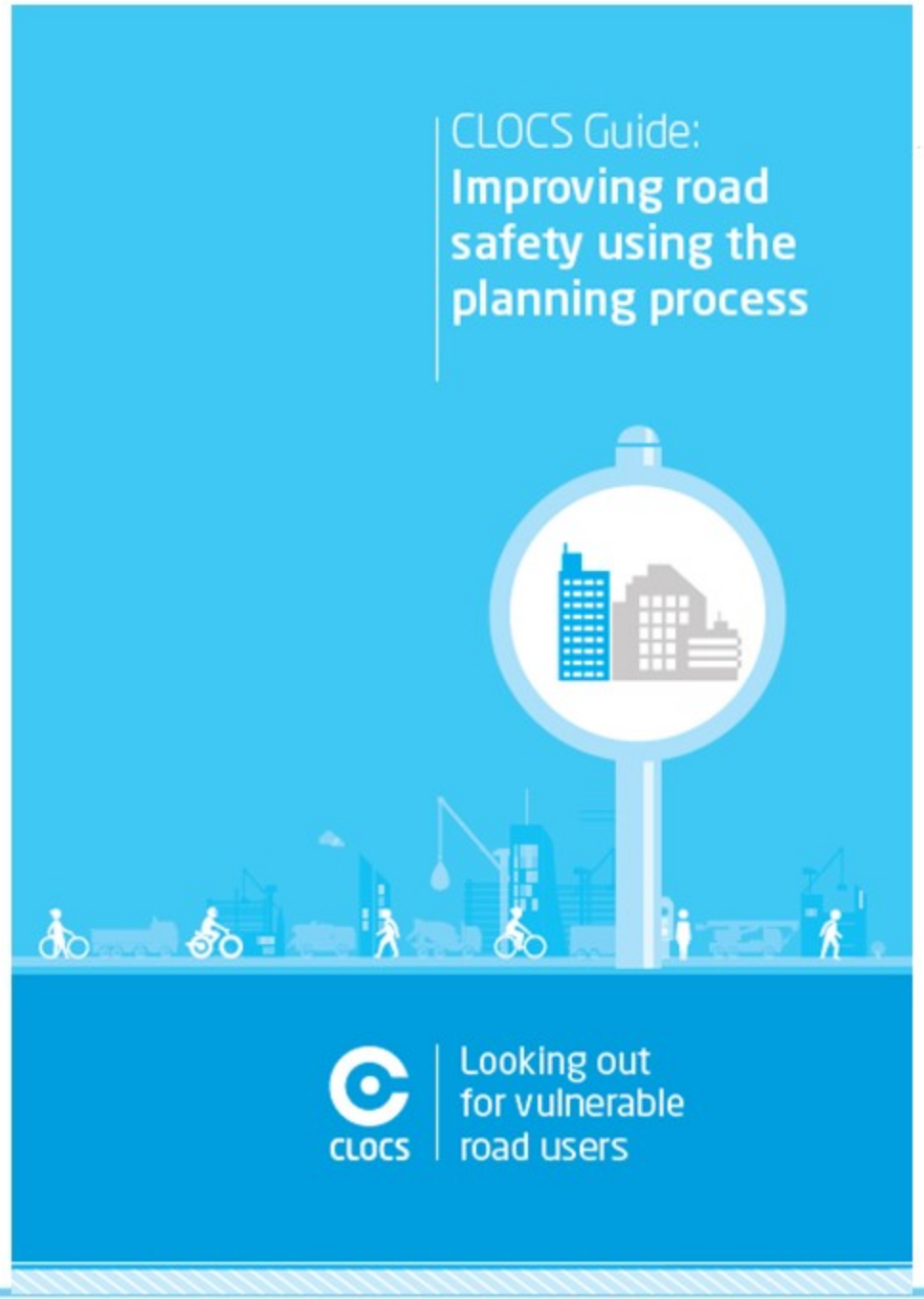
MURPHY
Breathing life into infrastructure

O'DONOVAN
WASTE DISPOSAL LTD

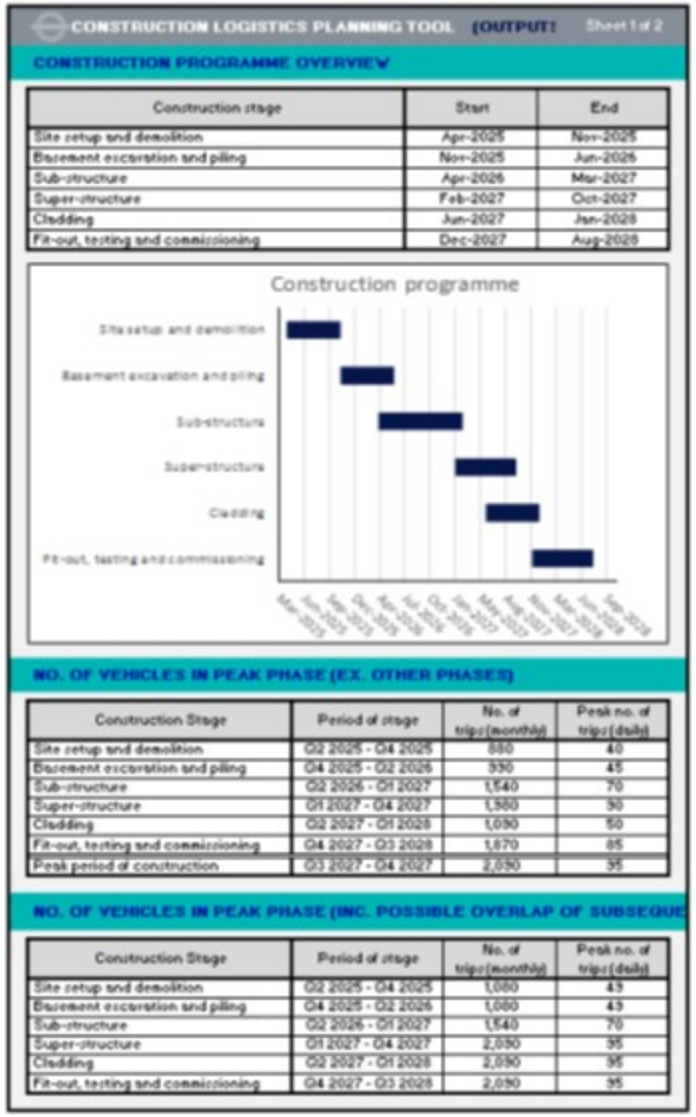
Implement the National CLOCS Standard

Executive Summary

- Mission – *Ensuring the safest construction vehicle journeys*
- Primary goals – *Zero collisions, fewer emissions, fewer journeys, less reputational risk*
- Key stakeholders – *actions/duties for all*
  - *Planning and Procurement policies*
  - *Implementation – on site*
  - *Monitoring/reporting*



Construction Logistics Plans training for planners, clients, contractors and fleet operators to ensure highest quality CLPs and minimal harm.



CONSTRUCTION LOGISTICS PLANNING TOOL (OUTPUT) Sheet 1 of 2

CONSTRUCTION PROGRAMME OVERVIEW

Construction stage	Start	End
Site setup and demolition	Apr-2025	Nov-2025
Basement excavation and piling	Nov-2025	Jun-2026
Sub-structure	Apr-2026	Mar-2027
Super-structure	Feb-2027	Oct-2027
Cladding	Jun-2027	Jan-2028
Fit-out, testing and commissioning	Dec-2027	Aug-2028

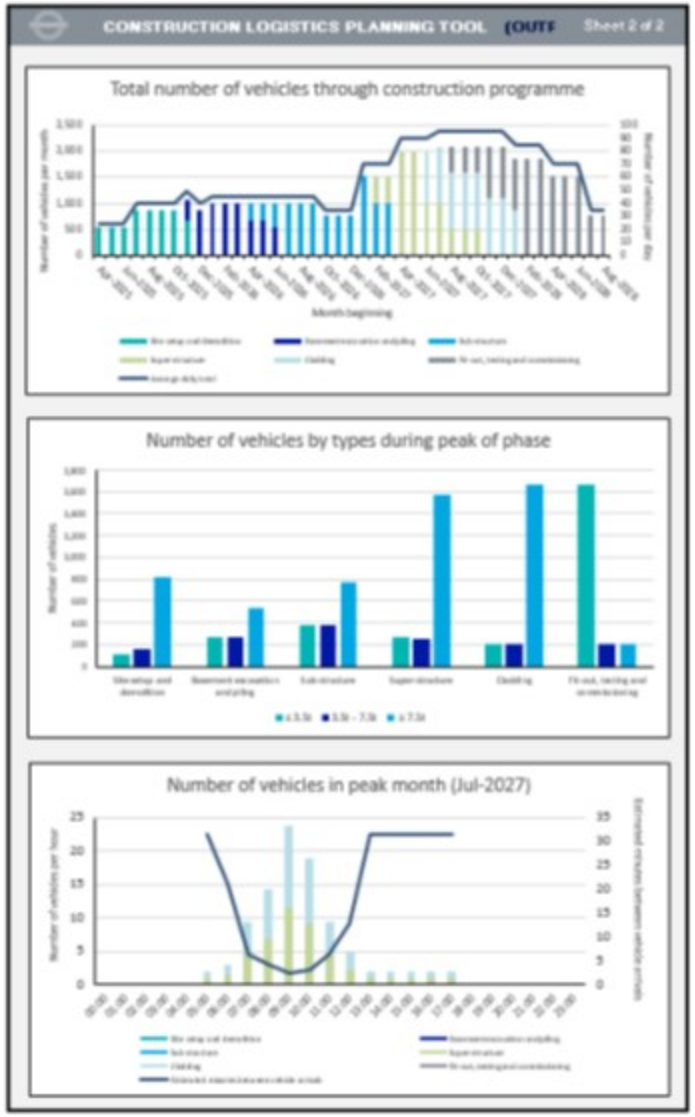
Construction programme

NO. OF VEHICLES IN PEAK PHASE (EX. OTHER PHASES)

Construction Stage	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q2 2025 - Q4 2025	880	40
Basement excavation and piling	Q4 2025 - Q2 2026	990	45
Sub-structure	Q2 2026 - Q1 2027	1,540	70
Super-structure	Q1 2027 - Q4 2027	1,980	90
Cladding	Q2 2027 - Q1 2028	1,090	50
Fit-out, testing and commissioning	Q4 2027 - Q3 2028	1,870	85
Peak period of construction	Q3 2027 - Q4 2027	2,090	95

NO. OF VEHICLES IN PEAK PHASE (INC. POSSIBLE OVERLAP OF SUBSEQUE

Construction Stage	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q2 2025 - Q4 2025	1,080	45
Basement excavation and piling	Q4 2025 - Q2 2026	1,080	45
Sub-structure	Q2 2026 - Q1 2027	1,540	70
Super-structure	Q1 2027 - Q4 2027	2,090	95
Cladding	Q2 2027 - Q1 2028	2,090	95
Fit-out, testing and commissioning	Q4 2027 - Q3 2028	2,090	95



CONSTRUCTION LOGISTICS PLANNING TOOL (OUTP Sheet 2 of 2

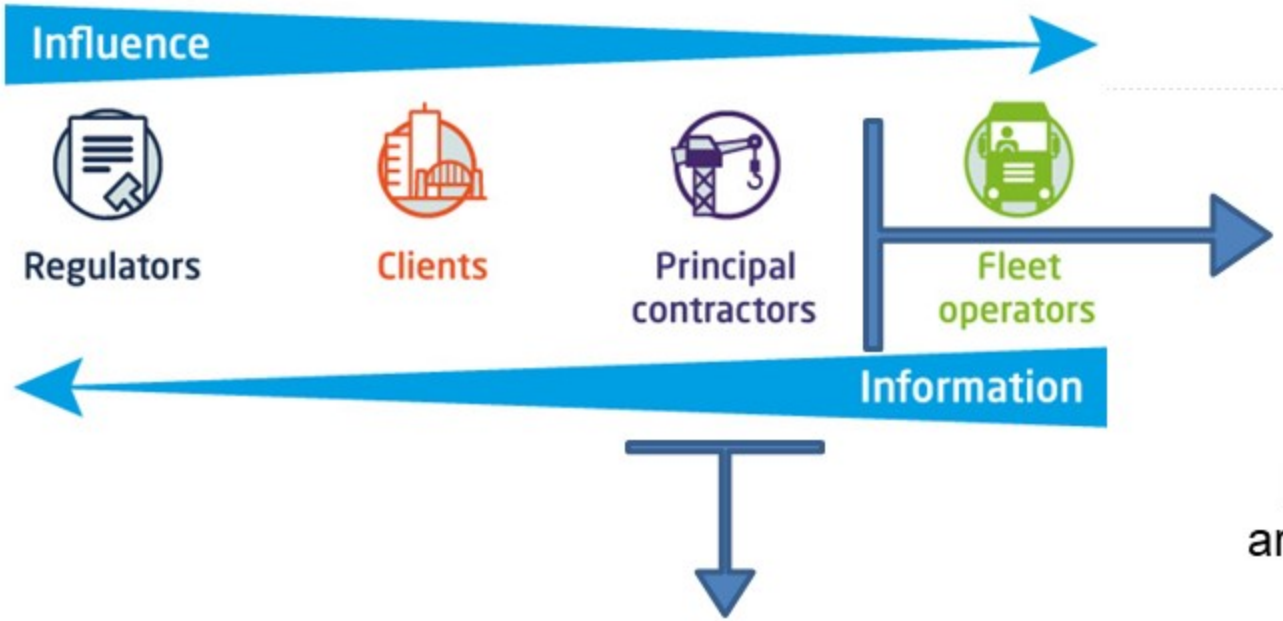
Total number of vehicles through construction programme

Number of vehicles by types during peak of phase

Number of vehicles in peak month (Jul-2027)

Principal contractors shall >>

- ensure the project's potential impact on the community has been properly risk-assessed
- develop and/or implement the agreed CLP and ensure it remains suitable and sufficient
- procure site and fleet operations that comply to the requirements of the *CLOCS Standard*
- ensure site arrangements enable the safest fleet operations including, but not limited to, 'last mile' routing, level access/egress, stable loading/ unloading areas, effective delivery management systems and competent site access traffic marshals
- ensure effective and efficient site access gate checks of HGVs and their drivers to ensure they always comply to the *CLOCS Standard*. Non-compliances must be immediately risk-assessed, appropriately mitigated and addressed through procurement processes
- ensure effective independent monitoring of the project's compliance with the *CLOCS Standard* is undertaken approximately every 6 months and appropriate action taken to address non-compliance
- review information on all collisions that result in harm (and near miss incidents) that occur on journeys associated with the project and ensure they are quickly investigated and actions taken to prevent recurrence



How competent are your marshals?

CLOCS Site reviews:

1. Formal & scored – by CLOCS team (CONSIDERATE CONSTRUCTORS)
2. Advisory & unscored – by CLOCS team (CONSIDERATE CONSTRUCTORS)
3. Internal – completed by site team

All use same self-assessment checklist….

Gate check: HGVs

CLOCS Construction Logistics and Community Safety

All vehicles over 3.5t GVW* arriving on this site must conform to the **CLOCS Standard**. *excl. exemptions

1. Vehicle operator check

Vehicle operator must meet the requirements described in **FORS Silver** (Fleet Operator Recognition Scheme) and provide the evidence specified by contractor.

FORS fors-online.org.uk

2. Vehicle check

Any vehicle over 3.5t GVW shall have the following safety kit fitted:

- Class V and VI mirrors
- Working camera and close proximity sensor system with in-cab audible alarm (and rear camera for +7.5t rigid vehicles)
- Side under-run protection (both sides)
- Externally audible alert for vehicle turning left and reversing
- Vulnerable road user warning signage

3. Driver check

Must have a valid driving licence for the vehicle being driven.

Must have successfully completed required approved training to minimise collisions, emissions and security/terrorist threats (demonstrated by trainers' certificate/card or driver listed on fors-online.org.uk/cms/fors-trained-drivers).

4. Route check

Driver must declare the **last mile route** taken to site.

Driver must declare if they are involved in **any collisions on the journey** to site.

Refusal of access to site
In the event of non-conformance, the vehicle may be refused entry and a non-conformance report completed.

Updated: 2019 clocs.org.uk

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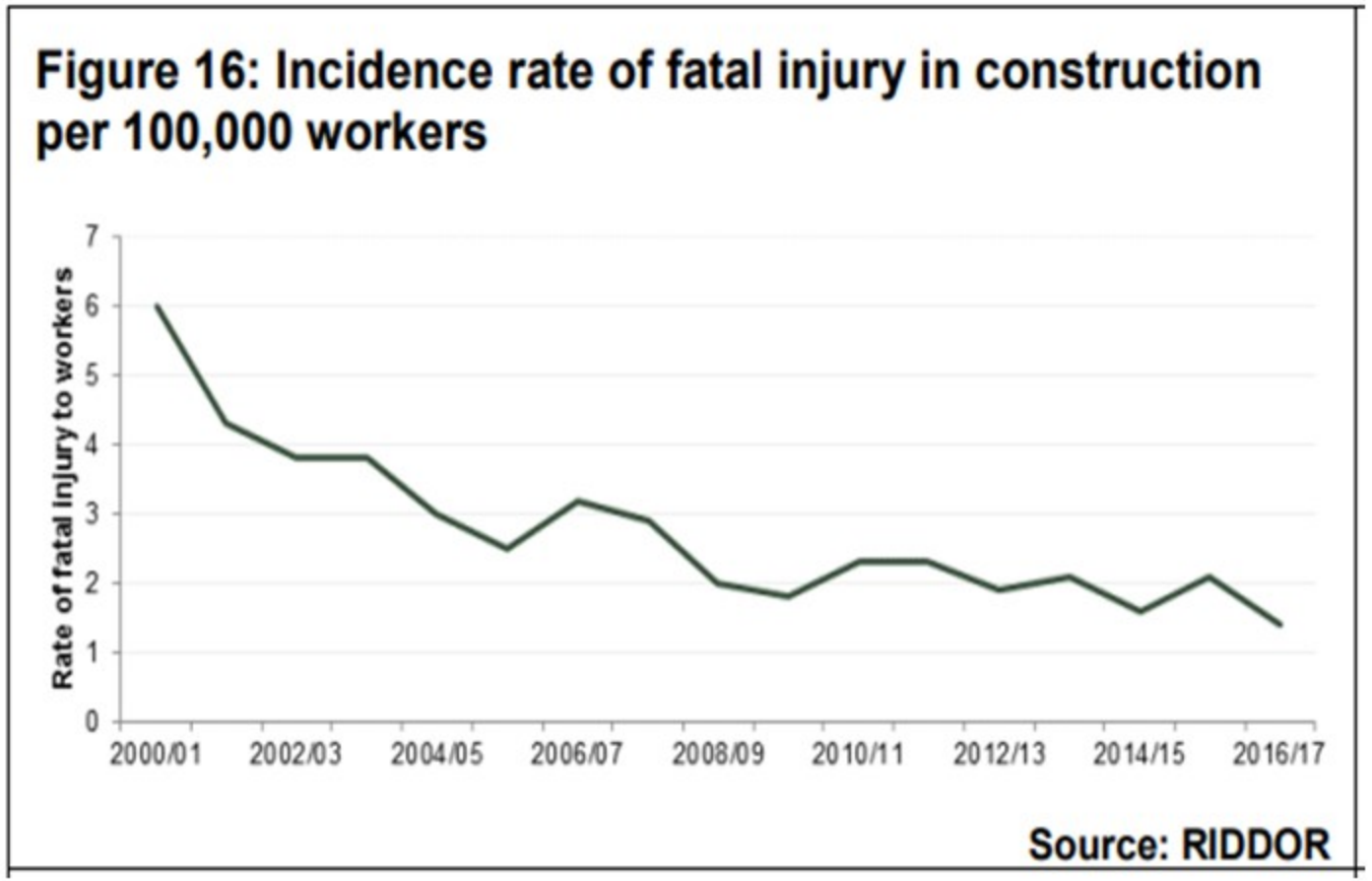
CLOCS Vox app – giving a voice to drivers and anonymized aggregated feedback to sites

Positive action works…..

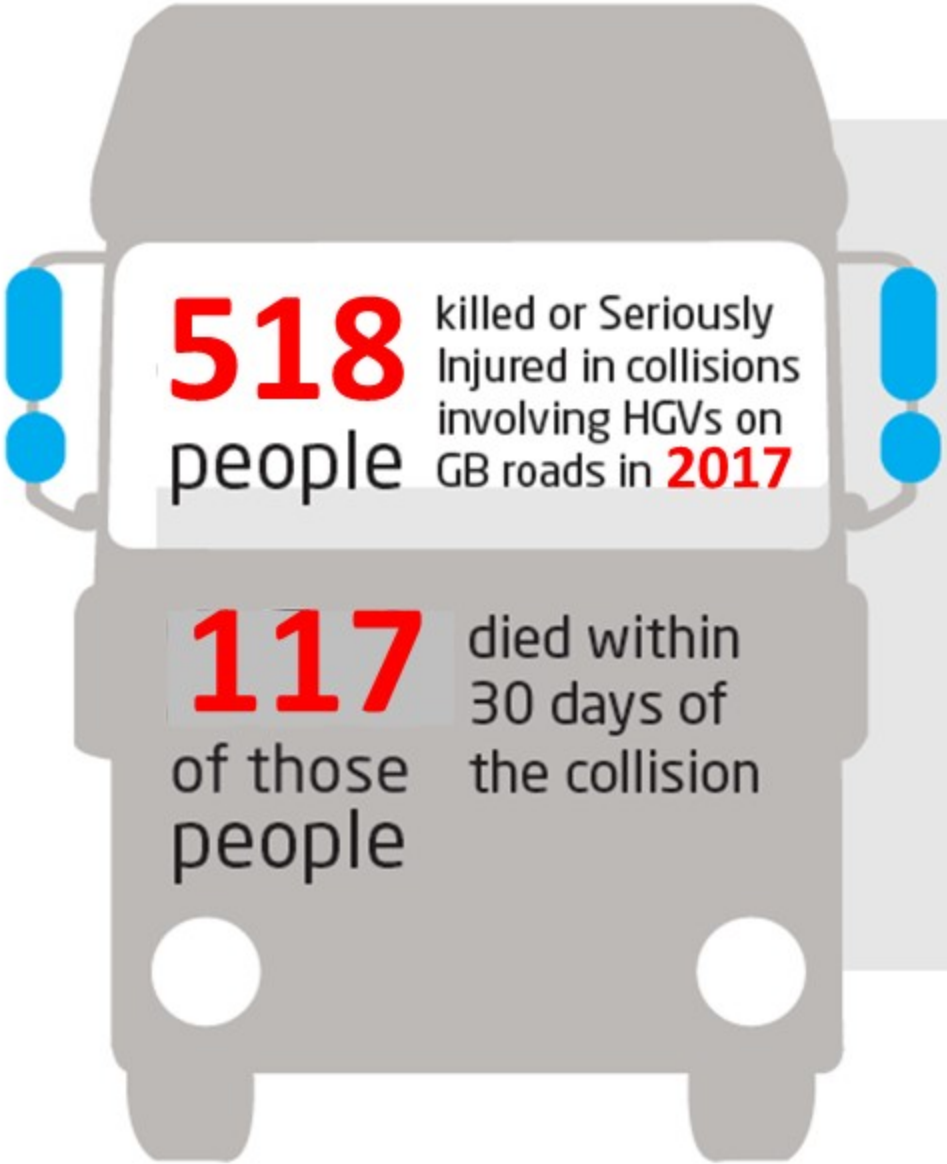


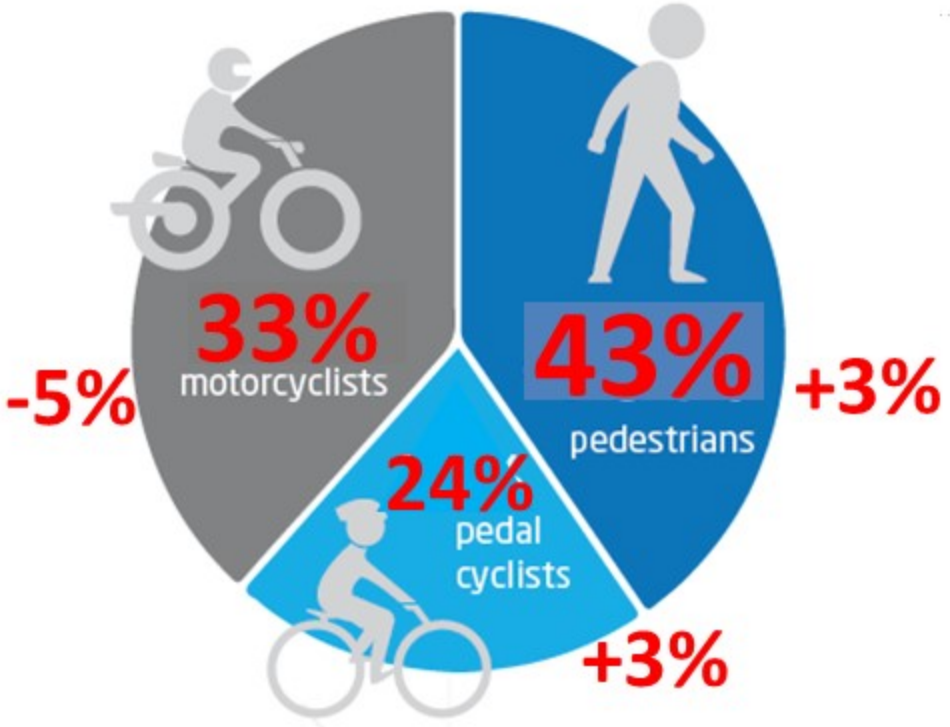
47%
REDUCTION
IN CASUALTY RATE
WHEN IMPLEMENTING
CLOCS

154 fatalities on site in 1990 105 in 2000 30 in 2018

CLOCS

Vulnerable Road Users Killed / Seriously Injured in collisions with HGVs



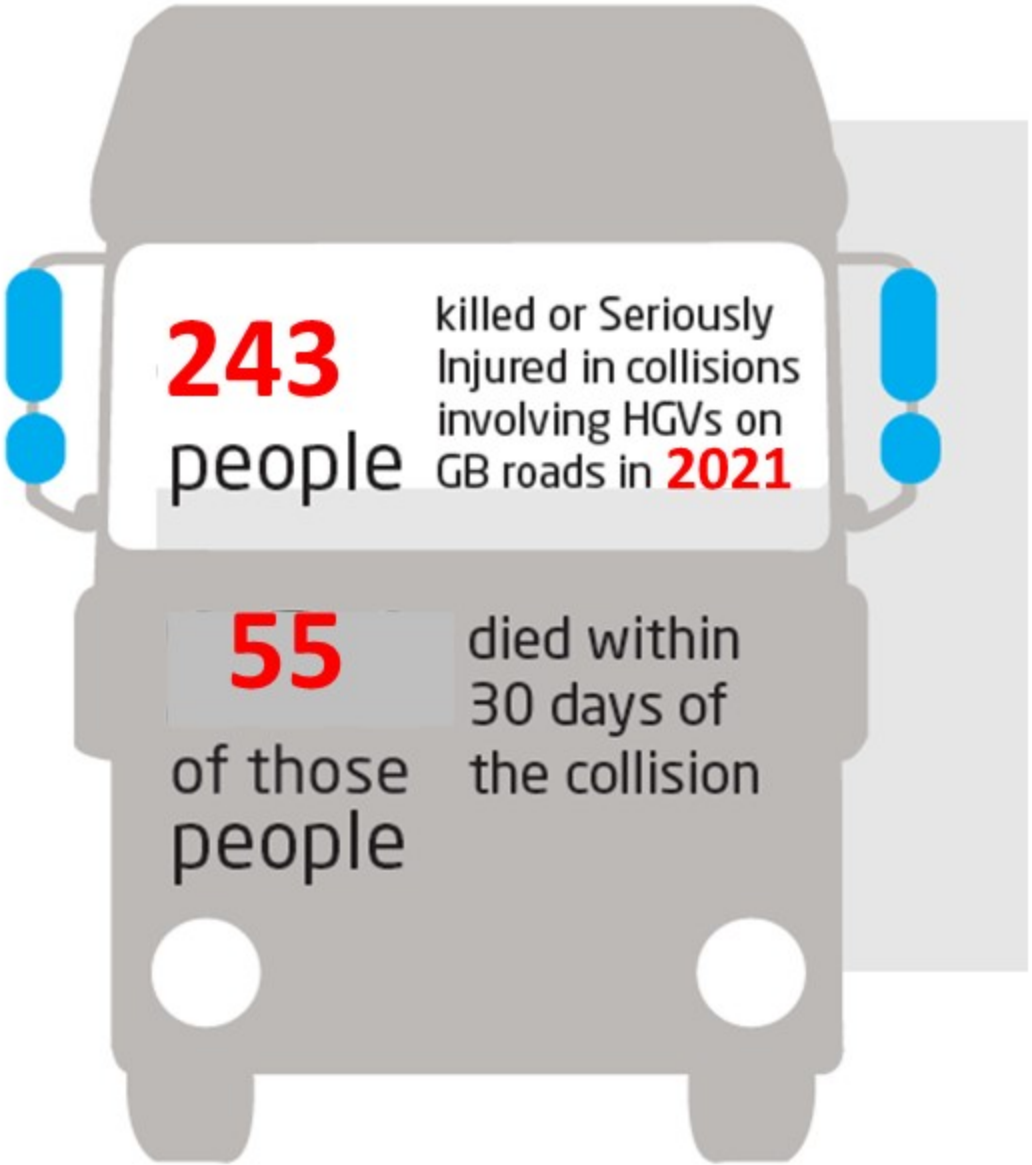


HGVs are only 4% of traffic but involved in:

- 20% of pedestrian fatalities
- 78% of cyclist fatalities

55% HGV VRU KSIs in urban areas (conurbations with +10,000 people)

Vulnerable Road Users Killed / Seriously Injured in collisions with HGVs



47%

REDUCTION

IN CASUALTY RATE WHEN IMPLEMENTING

CLOCS

CLOCS