

Meeting Record

Date	6 th May 2020 (Mon), 16:30-18:00
Venue	Video conference using Microsoft Teams
Chair	Paul Bussey
Rev	01 (link to recording of the meeting added)

Attendees	Name	Initial	Organisation
1	Paul Bussey (chair)	PB	AHMM
2	Derek Rees (speaker 1)	DR	SECBE & CLOCS
3	Kate Cairns (speaker 2)	KC	Cairns Consultancy
4	Aamir Shahzad	AS	Currie Brown
5	Aissam Nehari	AN	Faithful + Gould
6	Alex Tait	AT	RIBA
7	Andy Jobling	AJ	Levitt Bernstein
8	Aqsa Hussain	AH	
9	Barri Millar	BM	APS
10	Claire Oliver	CO	Wood Group & ICE Council
11	David Mulligan	DM	Network
12	Elliott Lockyer	EL	Hollis Global
13	Gary Burden	GB	PRP Architects
14	Gavin Bull	GB	HSE
15	James Taylor	JT	Nicholas Hare
16	Jeffrey Tribich	JT	Malcolm Hollis
17	Liesl Dommissie	LD	Scott Brownrigg
18	Matt Milton	MM	RIBA
19	Mustafa Hussain	MH	Currie Brown
20	Neal Morris	NM	RIBA
21	Nigel Ostime	NO	Hawkins Brown
22	Richard Burnham	RB	Murphy Plant
23	Richard Collis	RC	FCB Studios
24	Roland Reinardy	RR	Hawkins Brown
25	Rosa Schiano-Phan	RSP	University of Westminster
26	Sarah Susman	SS	Scott Brownrigg
27	Stewart Drummond	SD	Rolfe-Judd
28	Stuart Cudmore	SC	Scott Brownrigg
29	Dessi Lyutakove	DK	AHMM
30	Sneha Holis	SD	AHMM
31	Goh Ong	GO	AHMM

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NOTE ON COVID-19: Since the UK government impose nationwide lockdown on 23rd March 2020, all meetings will take place over video conference.

Speaker Derek Rees and Kate Cairns

Recording Link to the recording of the meeting (may require registration with Microsoft):
<https://web.microsoftstream.com/video/3767ede3-28c1-4349-872f-847749580b39>

Details Derek Rees, Programme Director of Construction Logistics and Community Safety (CLOCS), will summarise the primary factors that led regulators, construction clients, consultants, principal contractors, fleet operators and bereaved families, to join forces to create the national CLOCS Standard to ensure the safest construction vehicle journeys – working together towards fewer collisions, emissions, disruptions, journeys and complaints. With over 30 years' experience in the sector incl. working in the Latham and Egan sector change teams, Derek is extremely informed and connected to help accelerate positive change to everyone's commercial and community benefit. Over 500 fatal or serious injury collisions still occur every year between HGVs, most of which are servicing construction projects, and pedestrians, cyclists and motorcyclists – resulting in 4 times more deaths every year beyond the hoardings than occur on site. That's among the many reasons why the RTPI published a Practice Advice Note "Planning for Construction Safety" to inform all planners of what to demand before giving planning consent.

Professor Kate Cairns is a chartered civil engineer, chartered environmentalist, ICE Fellow and Council member. Her award winning work to change off-site safety culture has earned her the reputation of a 'go-to' expert (www.cairnsconsultancy.com/testimonials). A founding member of the 'world first' CEEQUAL scheme and member of the BRE Global governing body she advises organisations on improving safety, sustainability and inclusivity. This includes training in Construction Logistics Plans.

Kate will provide an introduction to Construction Logistics Plans (CLP), a key requirement in a rapidly growing number of local authorities across the UK – from London, Manchester, Northumberland and Wales. Kate will introduce the key considerations and elements of an effective CLP and the training that 29 of London's 33 borough authorities have been trained in as prelude to mandating through planning and transport policies. Kate is working with the ICE H&S Panel, following RTPI's lead, to produce a guide for Designers and Principal Designers on integrating CLOCS and linking with CDM Regulations to ensure the safest construction vehicle journeys and maximum logistics efficiency.

PROPORTIONATE AND PRACTICABLE CDM

DIOHAS

Helping designers save lives and ensure safest construction vehicle journeys by implementing the national CLOCS Standard



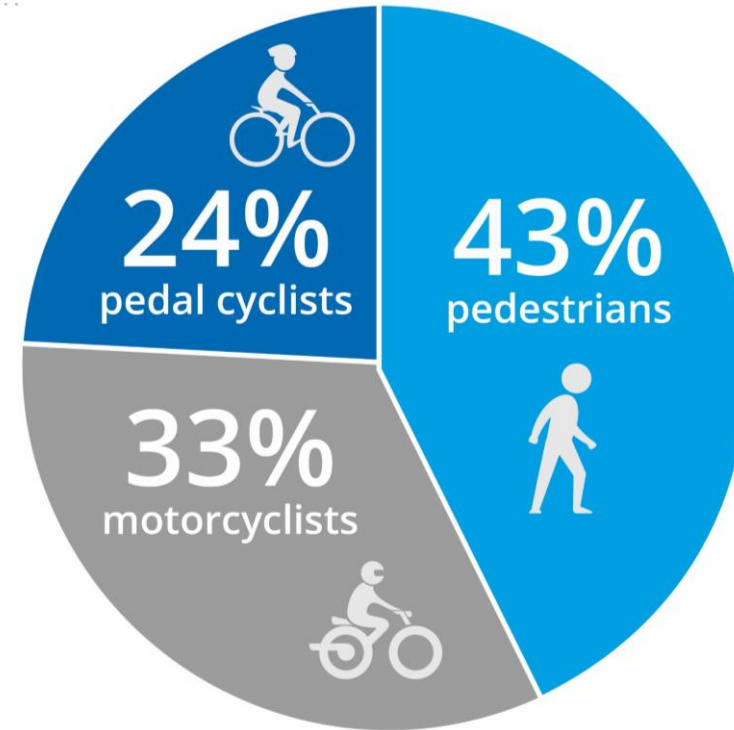
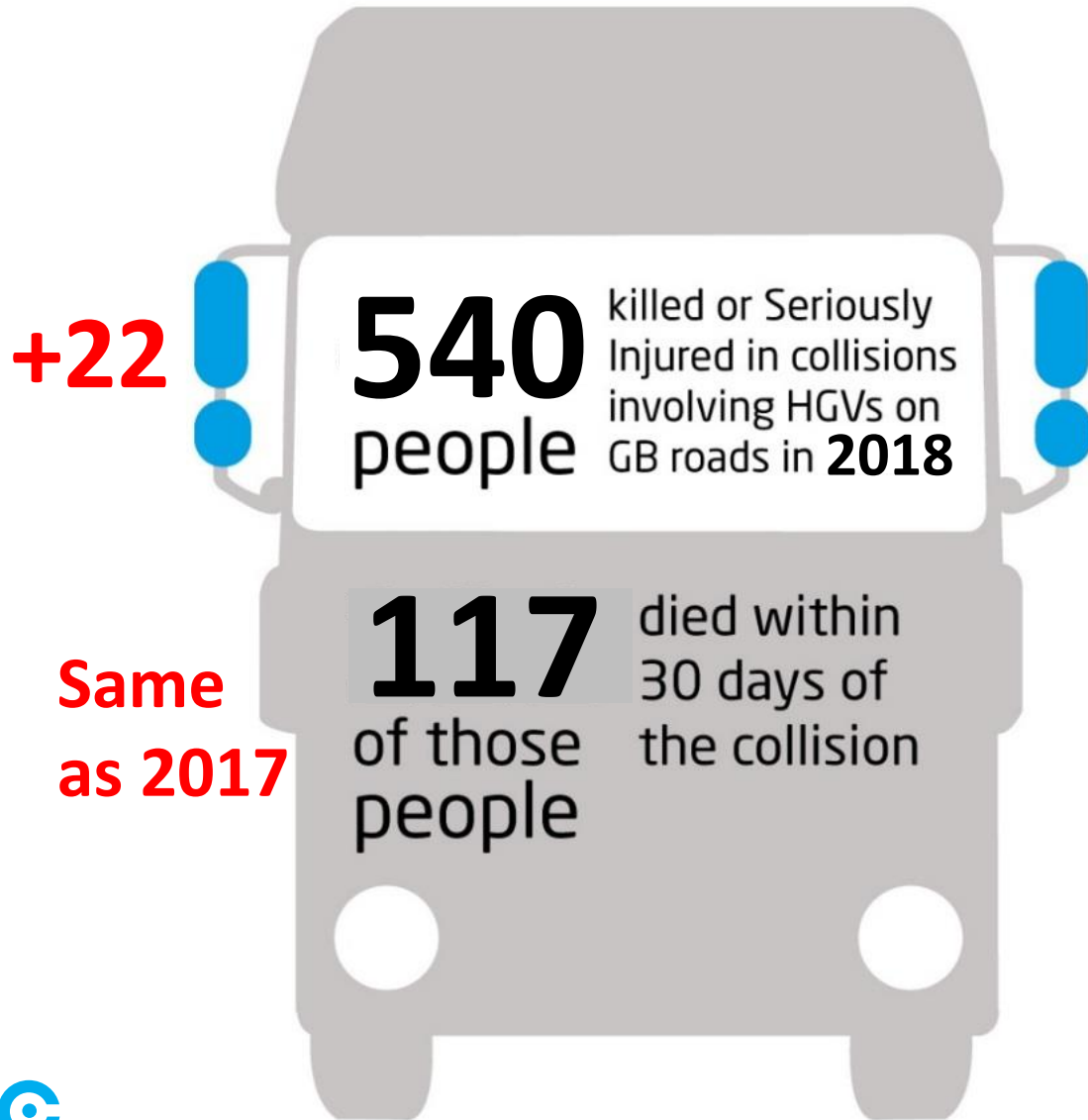
Construction
Logistics and
Community Safety

1. Derek Rees, Programme Director, CLOCS
2. Kate Cairns, Cairns Consultancy
3. Richard Burnham, Compliance Manager, Murphy Plant Limited

www.CLOCS.org.uk



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)

Map Satellite



**ALLFORD
HALL
MONAGHAN
MORRIS**



Incident Severity

Slight
 Serious
 Fatal

139 results found

Location: EC1V 9HL

Years: 5 of 21 years selected

Severity:

Fatal
 Serious
 Slight

Casualty Types:

All Casualty Types

Vehicles Involved:

Goods Vehicle

Search

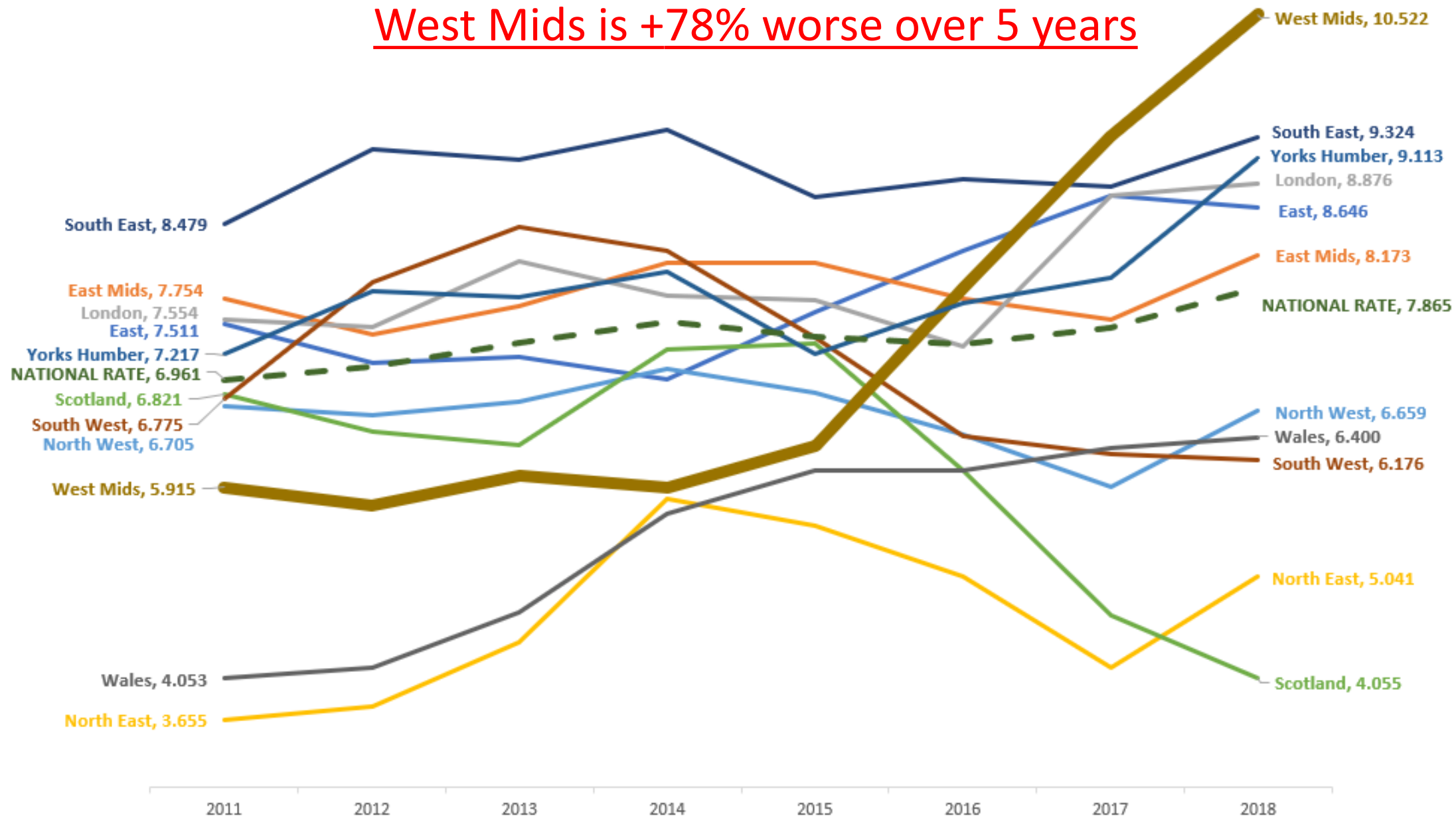
Vulnerable Road Users Killed / Seriously Injured in collisions with HGVs – 5 yr average for 2014-2018

	Pedestrians		Pedal Cyclists		Motor Cyclists		Average Annual Total	KSI per million population
East	20.8	39%	13.3	25%	19.0	36%	53.0	8.6
East Midlands	16.3	42%	8.5	33%	14.3	37%	39.0	8.2
London	35.8	46%	23.0	30%	18.8	24%	77.5	8.8
North East	6.0	47%	3.0	24%	3.8	29%	12.8	4.8
North West	21.0	44%	11.0	23%	15.3	32%	47.3	6.5
Scotland	13.5	54%	4.8	19%	6.8	27%	25.0	4.6
South East	28.0	34%	20.8	25%	33.3	41%	82.0	9.0
South West	14.0	40%	7.3	21%	14.0	40%	35.3	6.3
Wales	8.3	41%	4.3	21%	7.8	38%	20.3	6.5
West Midlands	28.5	51%	11.0	20%	16.5	29%	56.0	9.6
Yorks and Humber	20.0	43%	12.0	26%	14.5	31%	46.5	8.5
GB	212.0	43%	118.8	24%	163.8	33%	494.5	7.7

+11% on 2014

Vulnerable road user casualty rate (per million population) annual trend (3 year moving average) killed or seriously injured in collisions involving HGVs over 3.5t mgw, by region 2009 - 2018

West Mids is +78% worse over 5 years





GOVERNMENT POLICIES



INCREASE
in **non-vehicle**
JOURNEYS



MORE HOMES & INFRASTRUCTURE

INCREASE  
in **HGV** JOURNEYS 

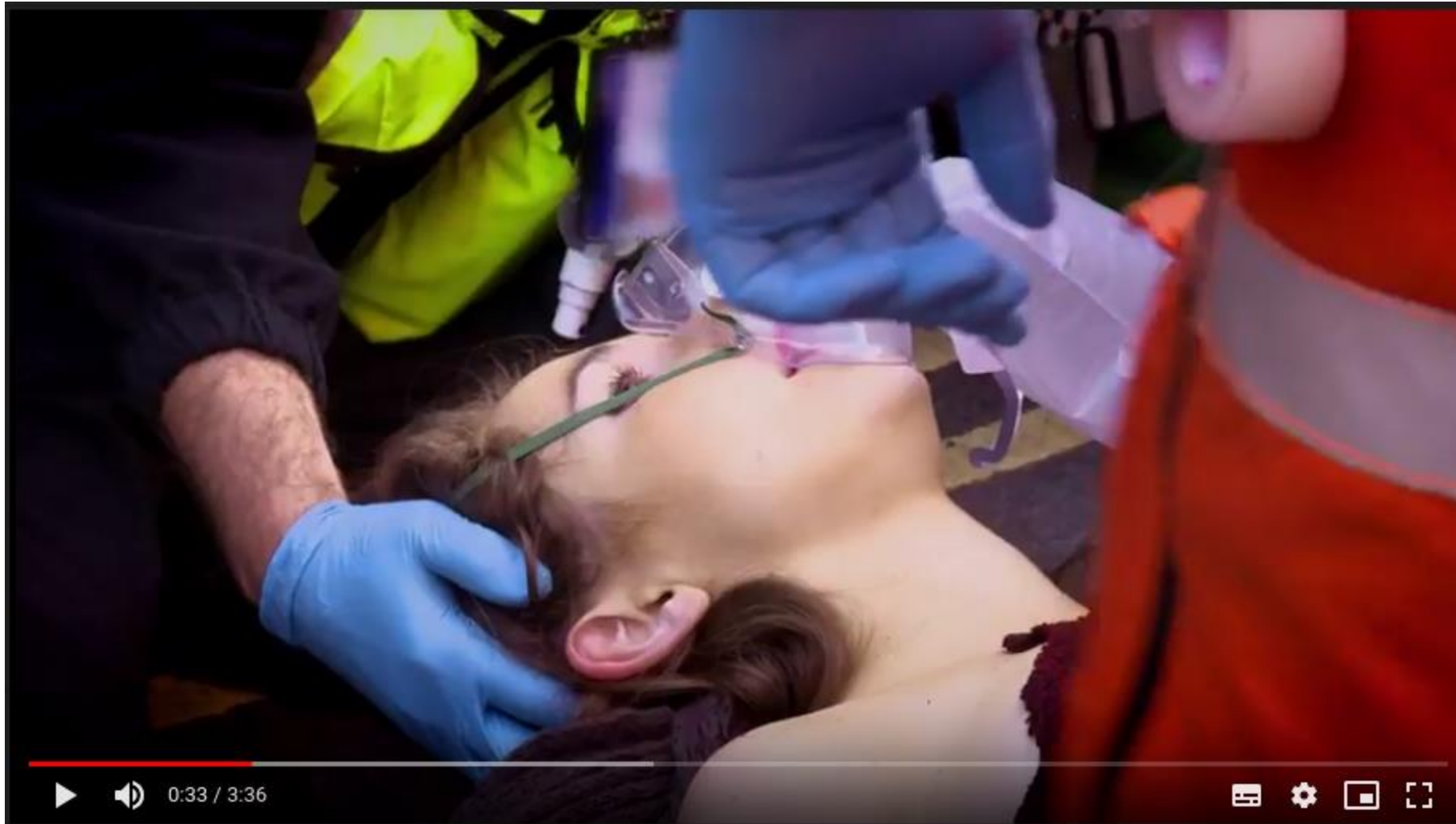


INACTION



2,500 **KSI?**

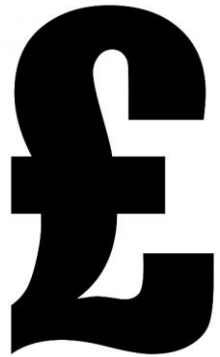
What happens when someone is run over by a lorry..... 8th Dec 2014



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



And the cost.....?



COMPANY SLOGAN / TAGLINE HERE
COMPANY NAME

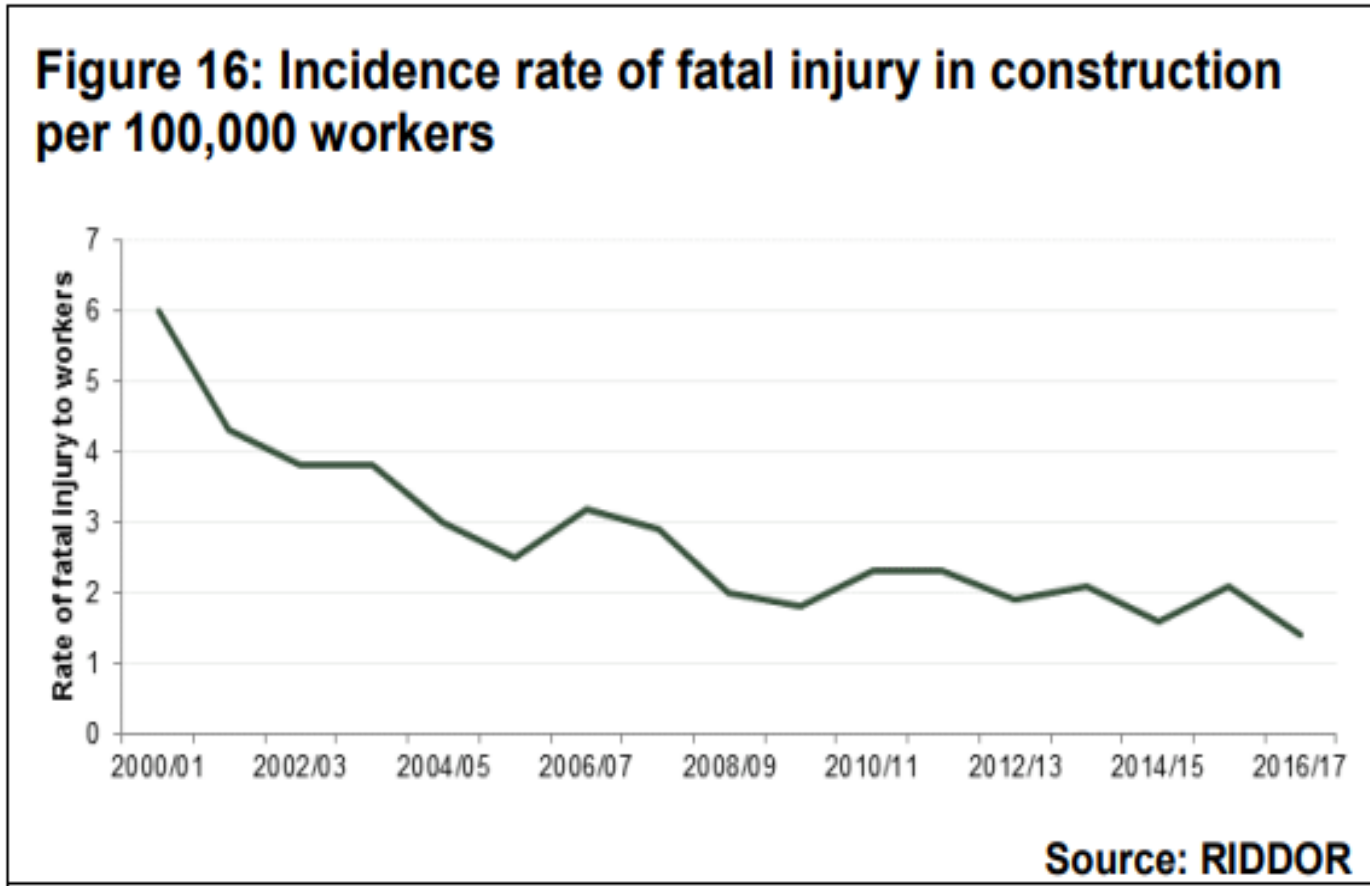
 Designing Buildings Wiki

Share your construction industry knowledge

Professional indemnity insurance PII



Positive action works.....



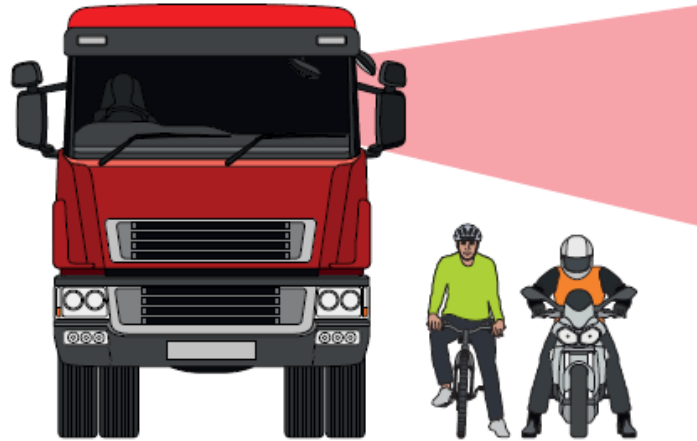
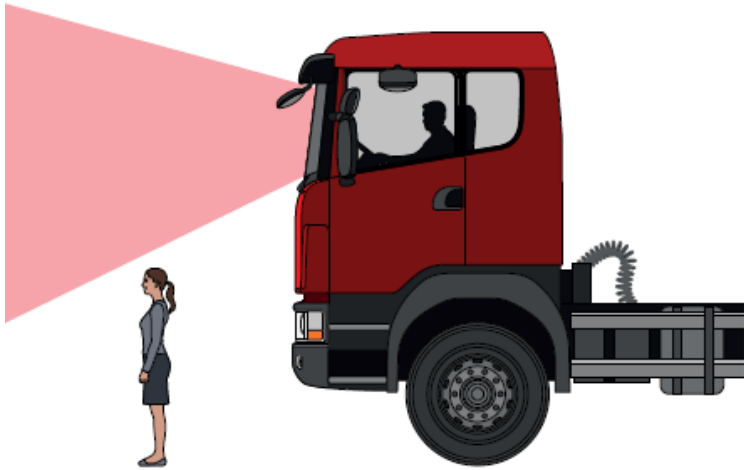
47%
REDUCTION
IN CASUALTY RATE
WHEN IMPLEMENTING
CLOCS

154 fatalities on site in 1990

105 in 2000

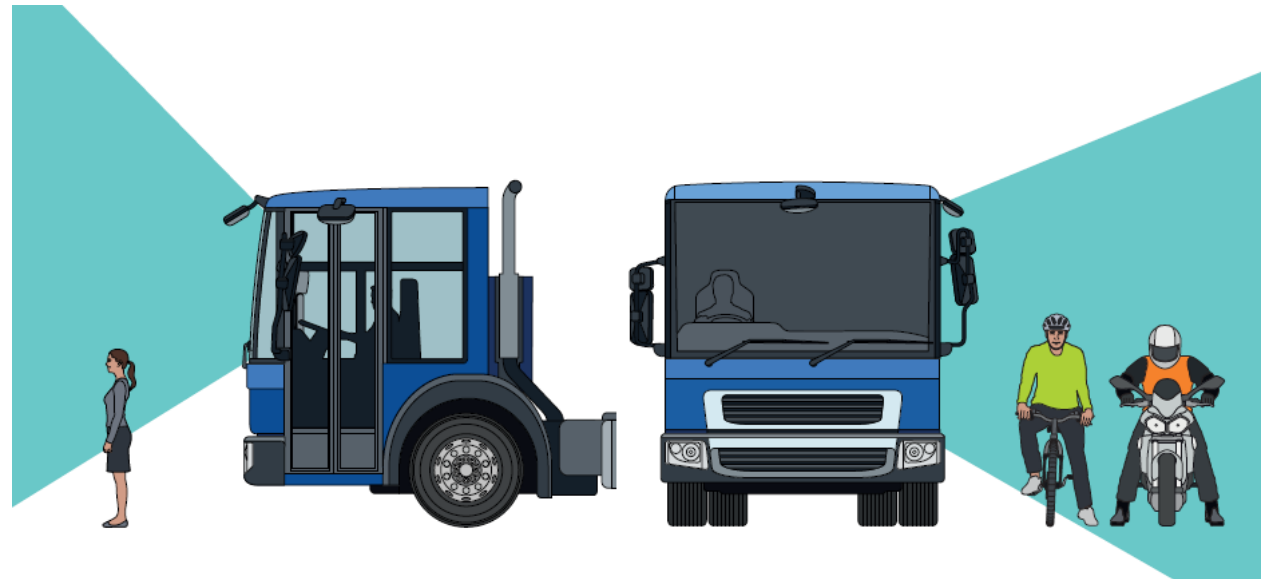
30 in 2018

You can prevent injury by simple actions



- Implement a corporate strategy
- Plan for road safety
- Procure safe companies

- Construction Logistics Plans
- Safe routing
- Delivery management
- Site conditions
- Vehicle choice
- Driver training



CLOCS Standard

Version 3
January 2019

Ensuring the safest
construction vehicle
journeys



Construction
Logistics and
Community Safety

Executive Summary

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

Influence



Regulators



Clients



Principal
contractors



Fleet
operators

Information



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 Construction Logistics Plan (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



Zero/neutral cost to local authorities:

1/6,000th



Client - an organisation that procures the construction or operation of a site which requires commercial vehicle journeys; will typically employ a principal contractor to manage site operations. The client team is assumed to include the principal consultants.



Clients shall >>

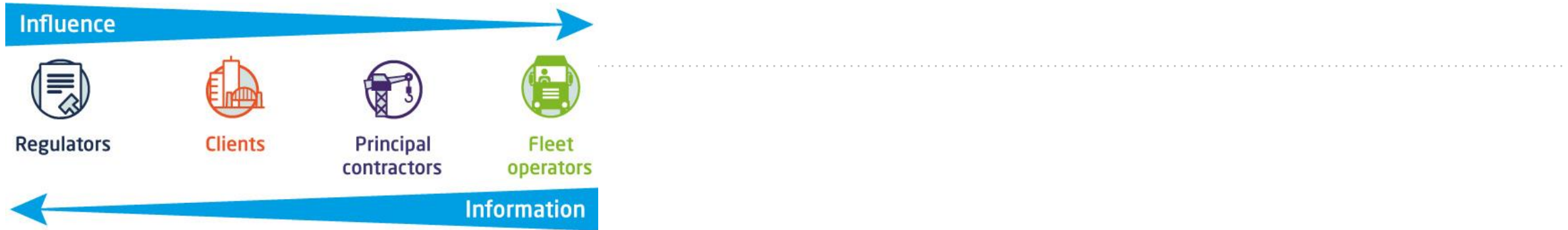
- specify in tender and contract documents for all stakeholders to comply to the *CLOCS Standard*
- ensure the project team develops and implements a suitable and sufficient CLP (Construction Logistics Plan)
- ensure effective monitoring of compliance to the *CLOCS Standard*
- obtain and monitor the 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





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

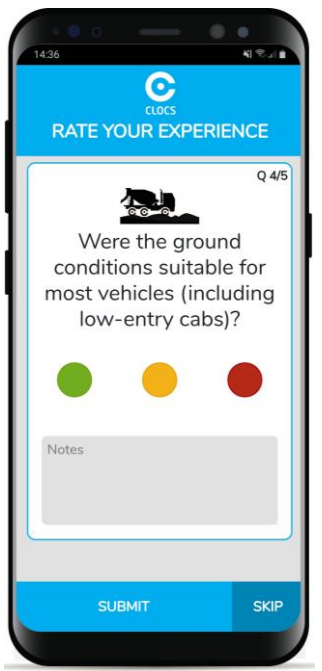
- Provide acceptable evidence of compliance as defined/specified by each procurer

The default evidence is...





CLOCS site reviews – by:



CLOCS Vox



Gate check: HGVs

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

1. Vehicle operator check

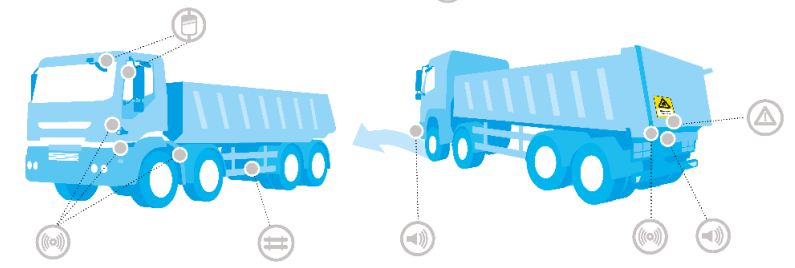
Vehicle operator must meet the requirements described in **FORS Silver** (Fleet Operator Recognition Scheme) and provide the evidence specified by contractor.



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.

Co-investment

- Public sector
- Private sector

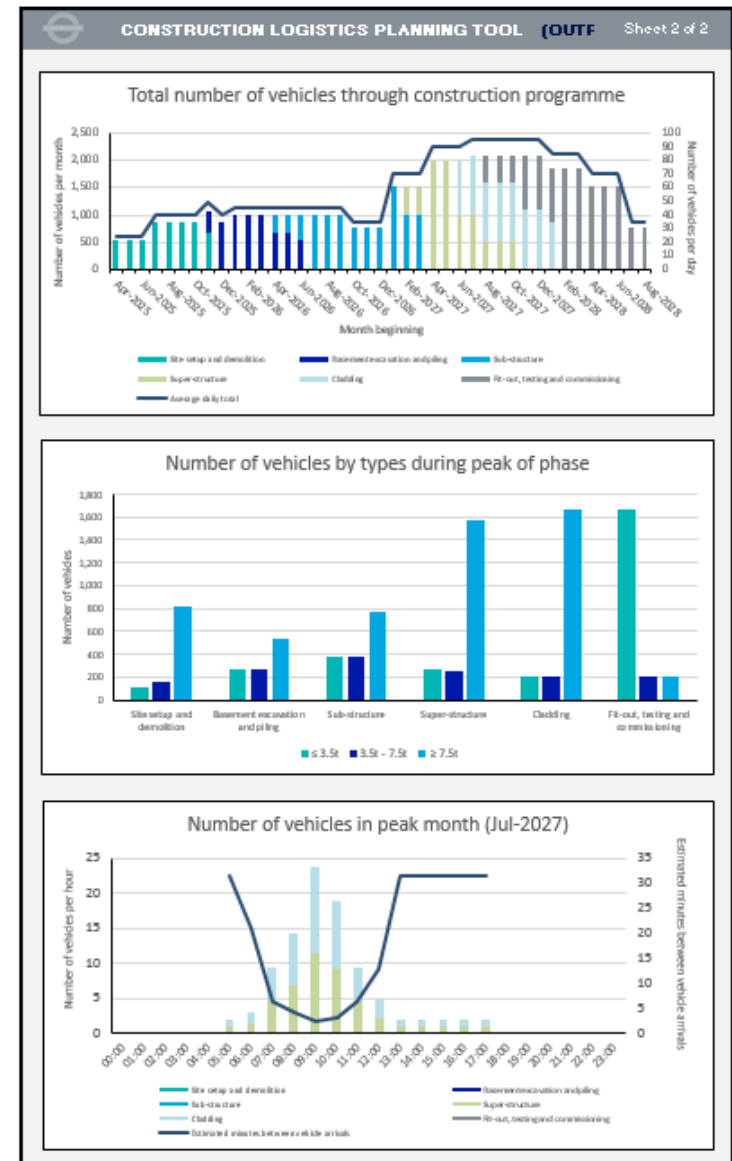
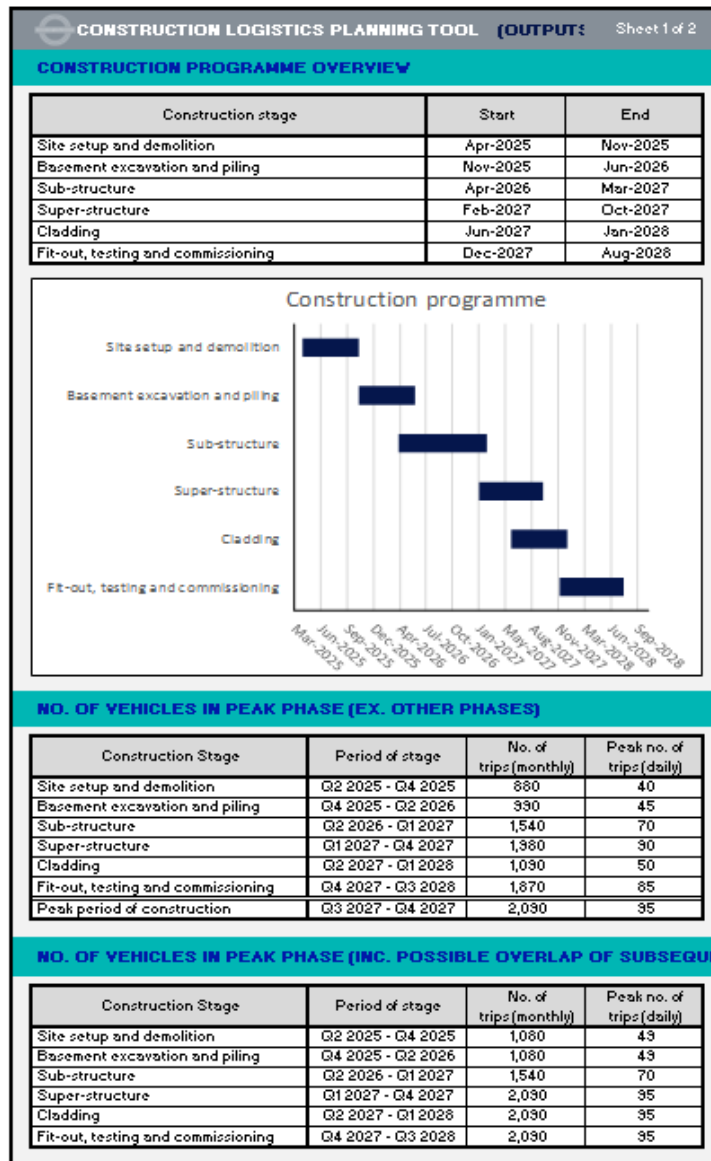


Clear strategy
Positive action

CLOCS Guide: Improving road safety using the planning process



Looking out
for vulnerable
road users



CLOCS GUIDE:
**Incorporating
CLOCS in client
procurement**



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3.1 Define scope

- a. Secure high level commitment
- b. Clarify scope and engage stakeholders
- c. Identify risks
- d. Quantify the costs and benefits
- e. Update your procurement strategy
- f. Brief the procurement management team - in outline

3.2 Develop templates

- a. Plan your PQQ template
- b. Plan your ITT template
- c. Plan your contract documents template
- d. Brief the procurement management team - in detail
- e. Exemptions

3.4 Monitor and report

- a. Set a method of monitoring and reporting compliance
- b. Monitor compliance through project
- c. Receive regular reports on compliance
- d. Feedback non-compliances to contractors
- e. Consider sanctions
- f. Report to the stakeholders

3.3 Apply to project specific procurement

- a. Refine PQQ template for each project
- b. Refine ITT template for each project
- c. Refine contract documents for each project
- d. Run procurement process for each project
- e. Award and manage the project

PROPORTIONATE AND PRACTICABLE CDM

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Construction Logistics Plans:





- What they are
- Why they matter
- What training is available

Kate Cairns

Founder, Cairns Consultancy
CLOCS CLP Trainer & Board
Member



Construction Logistics Plans - Golden Thread of Stakeholders

Stakeholder	Role	Level of Involvement
 Developers	Responsible for the creation of a CLP and ensuring compliance across their supply chain	Essential stakeholders
 Planners	Local Authority planners will assess and monitor CLP quality Planning consultants (planning) may be employed to prepare or assess CLPs Planning consultants (transport) may be employed to prepare CLPs	Influential
 Contractors	Responsible for refining CLPs from concept to a more precise assessment of impact and specification of planning measures to be taken	Influential
 Suppliers	Pivotal to compliant delivery of the stated planning measures and accrual of benefits	Interested party
 Community	Generic term for residents and other parties who will be impacted by a development's impact upon local congestion, safety, and air quality	Interested party/ some influence



ice

Institution of Civil Engineers

- **Guidance for Designers & Principal Designers**
- **VLE module**

CDM (2015) Manage H&S in Construction

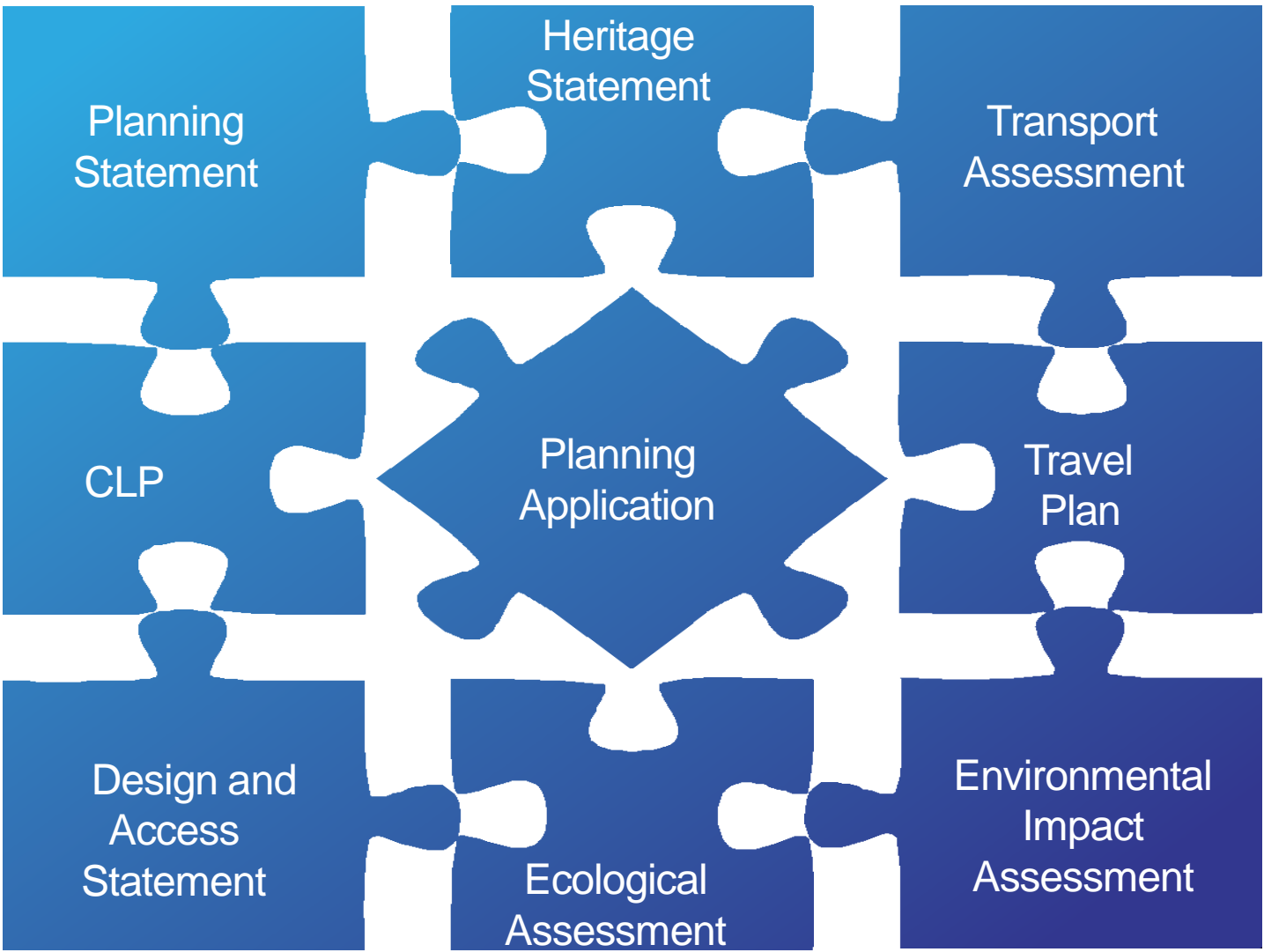
Place onus on Designers to eliminate foreseeable risks to any person liable to be affected by construction work
(paraphrase Reg 9 Part 2a)

Principals of Prevention:

- a) Avoid risks
- b) Evaluate risks which cannot be avoided
- c) Combat risks at source



CLPs Relationship to Other Planning Documents



Purpose of a Construction Logistics Plan (CLP)

- Consideration of logistical impacts
- Reduce road risk, congestion, environmental impact
- Raise safety standards
- Cost effective construction logistics activity
- Scope for the use of more sustainable modes of transport
- Evidence to meet planning requirements
- Outlines best practice
- Useful reference point



CLP Structure

Section	Heading	Level of Detail (Pages)
1	Introduction	2-3
2	Context, considerations and challenges	4-5
3	Construction programme and methodology	2-3
4	Vehicle routing and site access	4-5
5	Estimated vehicles movements	1-2
6	Strategies to reduce impacts	4-5
7	Implementing, monitoring and updating (Detailed CLP only)	1-2



Definition and Complexity of Construction – Buildings



Site setup and demolition



Basement excavation and piling



Sub-structure



Super-structure



Cladding



Fit-out, testing and commissioning



Different Logistics for Different Phases



Primary Vehicles
Secondary Vehicles

Tipper lorries



Mixer Trucks



Flat beds



Vans and Articulated vehicles



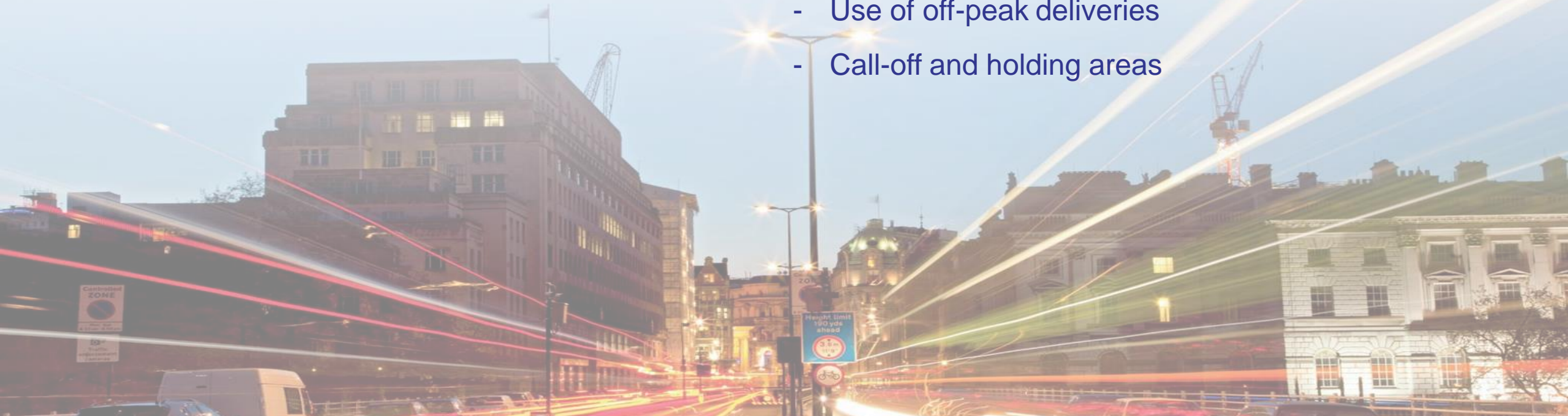
Planned Measures to Reduce Vehicle Movements

- Use of alternative modes – Rail, river
- Consolidation and consolidation centres
- Design for Manufacture and Assembly (DfMA) and off-site construction
- Re-use of materials on site
- Reverse logistics

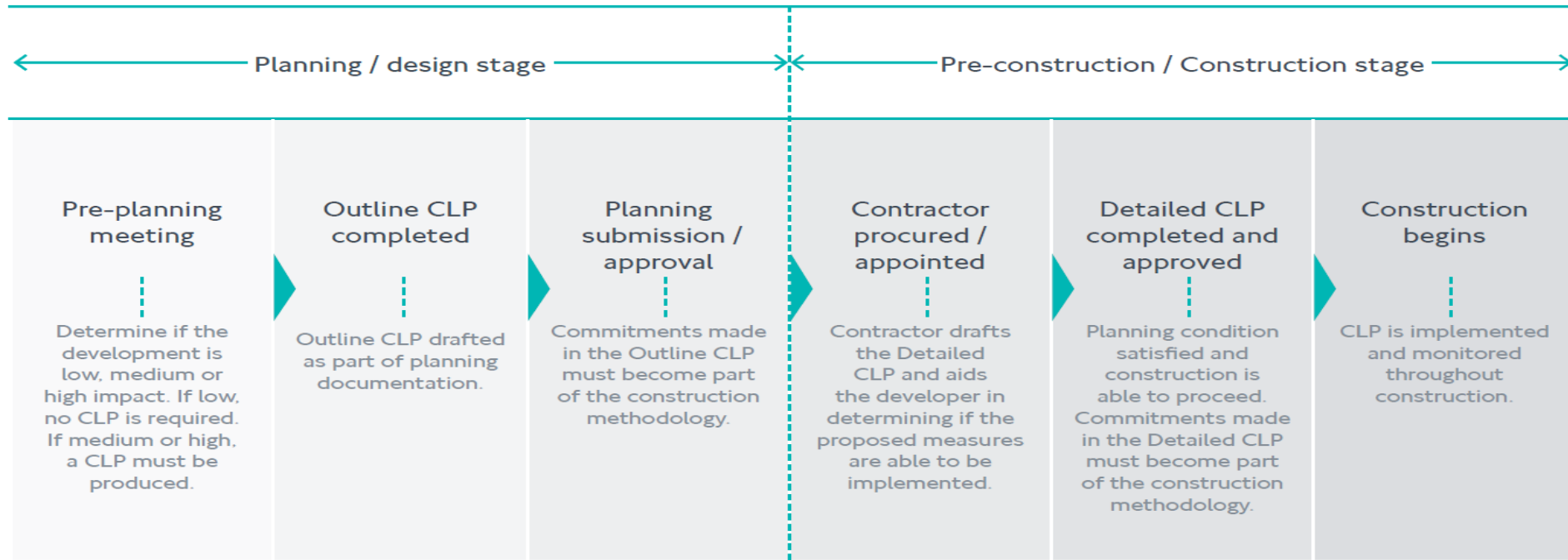


Planned Measures to Minimise Vehicle Movement Impacts – Planning and Routing

- Delivery schedule plan
 - Own site: Resolving site access conflicts
- Coordination with nearby sites
 - Site access schedules
 - Coordination planning meetings
- Approved route plans
 - Using roads with adequate capacity
 - Preferred suppliers
 - Transport for London Road Network and Strategic Road Network
- Use of off-peak deliveries
- Call-off and holding areas



CLP Process



Design stage: Outline CLP

The onus lies with the developer to propose the level of CLP required and for the planning authority to comment.

Pre construction / Construction stage: Detailed CLP

Contractor on-board and if not engaged previously, confirms feasibility of Planned Measures in accordance with required level of commitment.



CLP Training: Day 1 - Foundation

- Understand CLP requirements and their relevance
- Understand context of freight and construction in cities
- Understand complexity of construction and construction logistics
- Recognise purpose of CLPs and the benefits they offer
- Summarise CLP planning process
- Appreciate different roles of those involved in the production and approval of CLPs
- Understand CLP structure and content
- Explore opportunities for CLP Planned Measures
- Describe the standardised approach to developing a CLP



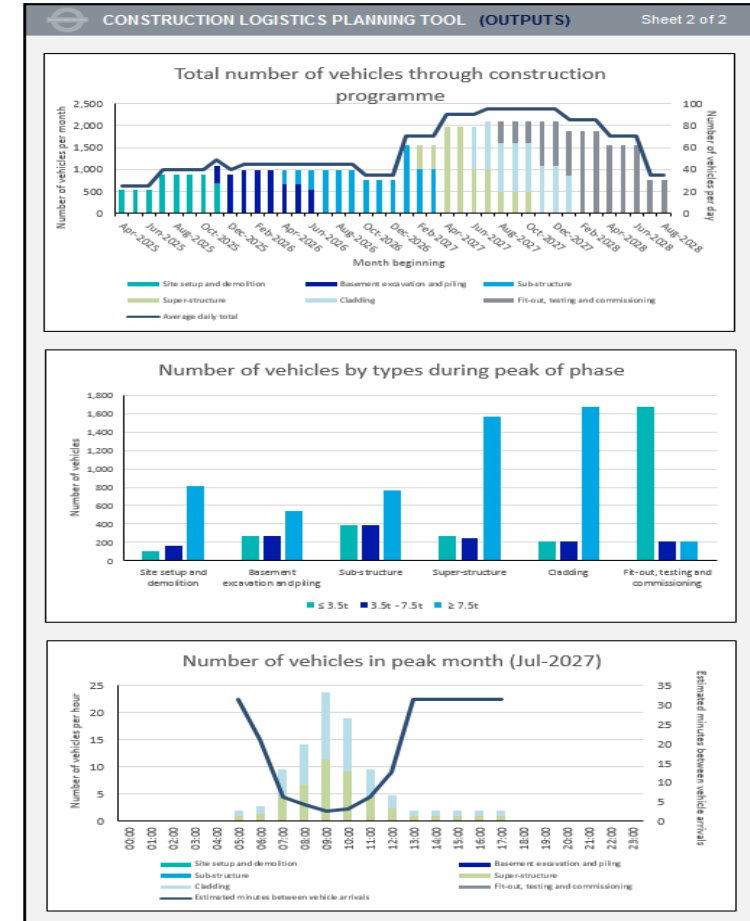
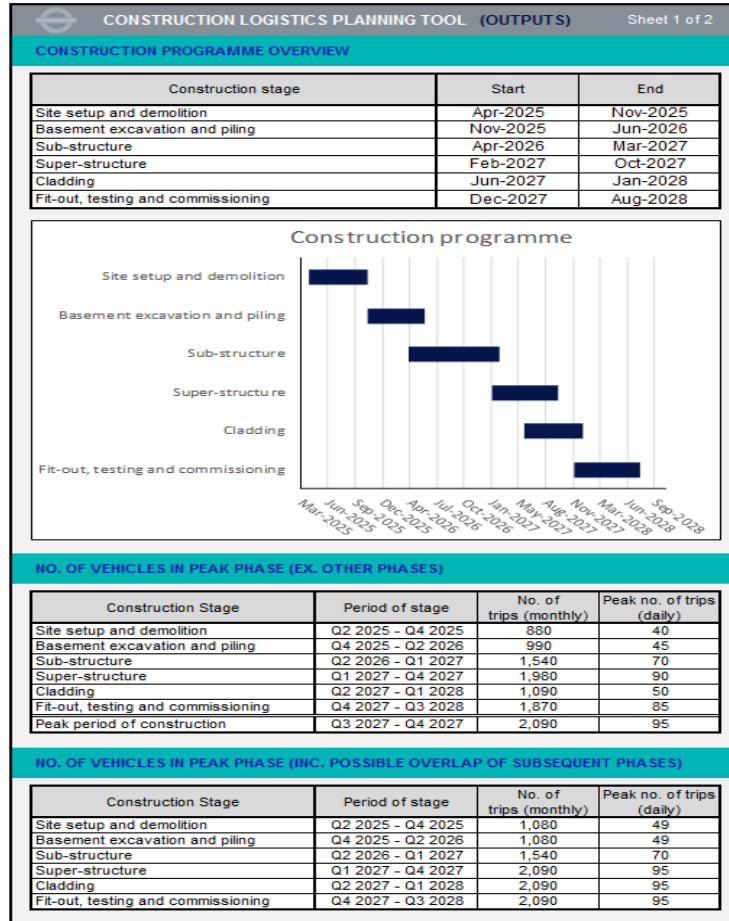
CLP Training: Day 2 - Practitioner

- Complete the various sections of the CLP
- Understand the CLP review stages
- Acknowledge how the CLP may be tailored to align with the 6 phases of construction
- Utilise CLP Tool
- Implement planning measures through CLP development
- Understand how to review and re-assess the CLP
- Justify and implement changes to CLPs



CLP Tool - Structure & Outputs

- Developers estimate vehicle movements of their development
- Template adaptable
- Information converted to tabular and graphical content to populate the CLP
- Standardise & speed up production & approval



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