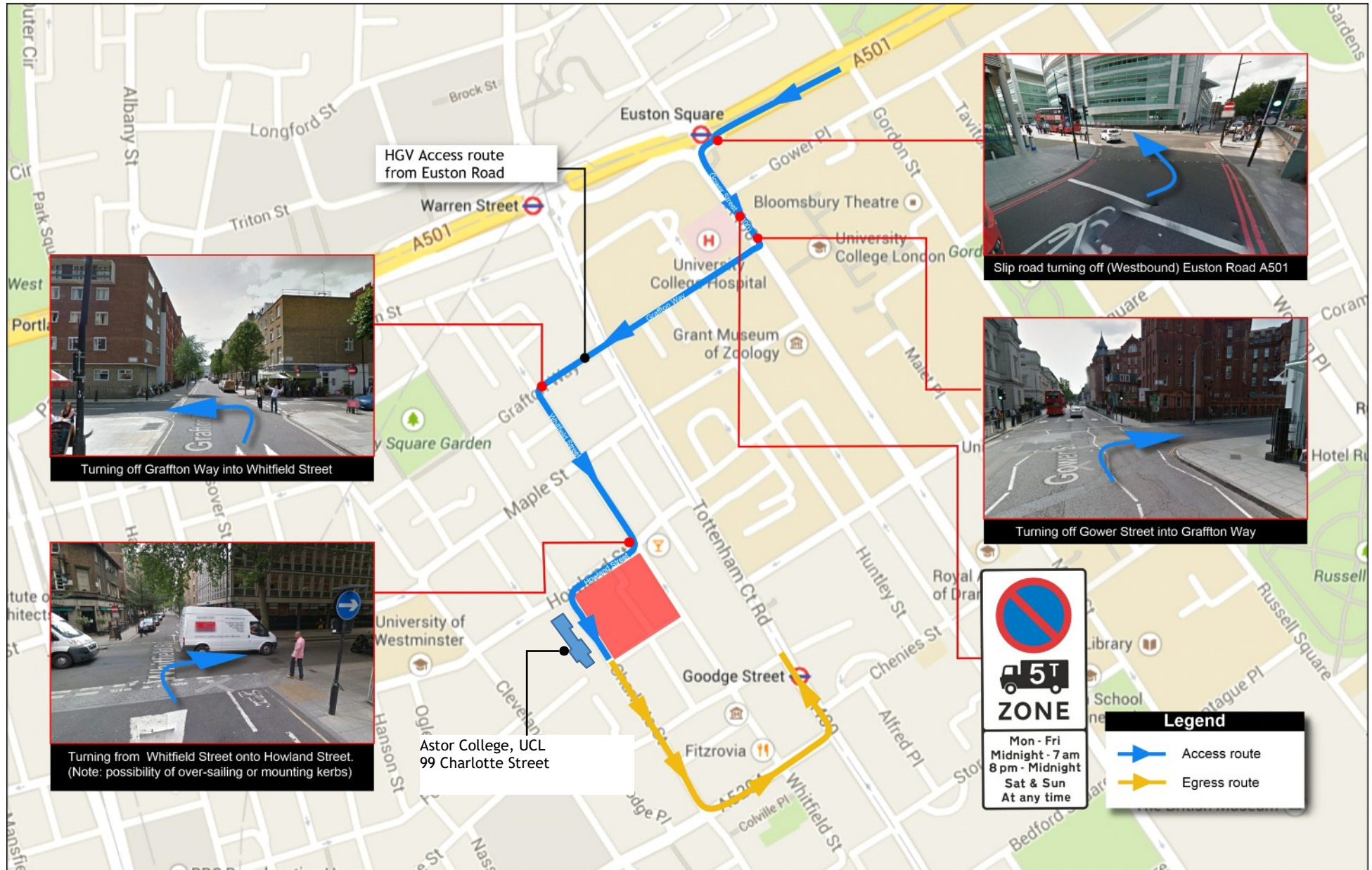


Appendix F



Galliford Try are committed to improving the health and safety standards across all of its operations, including work-related road safety

In response to the number fatal and serious collisions involving construction traffic and cyclist or the vulnerable road users, the construction industry is working together to improve road safety. You may already be aware of the '*CLOCS Standard for construction logistics: Managing work related road risk (WRRR)*' supported by the Health and Safety Executive and Department for Transport.

We believe that death and injury on the road is avoidable which is why we are mandating the CLOCS Standard across our supply chain. Applicable to all¹ vehicles over 3.5 tonnes gross vehicle weight, the CLOCS Standard contains requirements for quality operations, safety equipment fitted to vehicles and drivers.

Contracts

FORS Bronze accreditation as a minimum will be a contractual requirement, FORS Silver or Gold operators will be appointed where possible. Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment, and that all drivers servicing the site will have undertaken approved additional training (eg. SUD, eLearning, Van Smart, on-cycle training etc). CLOCS Compliance will be included as a contractual requirement.

Desktop checks

Desktop checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide. These will be carried out as per a risk scale based on that outlined in the CLOCS Managing Supplier Compliance guide.

MG Deliver, A delivery booking system will be used which will require the entry of a FORS ID number in order for a delivery to be booked onto site.

Where the contractors own vehicles and drivers are used the above approach will be modified accordingly.

Collision reporting data will be requested from operators and acted upon when necessary.

All fleet operators shall ensure the transport operation meets the standard of an approved independent fleet management audit which will be demonstrated through a current certification from FORS, Van Excellence, RHA Standard or other FORS equivalent standard.

Vehicles that don't comply with CLOCS may be turned away from site. Standard for construction logistics operators and clients: Managing work related road risk

Operations

1.1. Quality operation: All fleet operators to ensure the transport operation meets the standard of WRRR.

1.2. Collision Reporting: All fleet operator may report to MadiganGill all collisions or damage to any vehicle that affects the project.

1.3 Traffic Routing: Fleet operators shall ensure that all drivers delivering or collecting from site knows the Access routes, to reduce the probability of collisions.

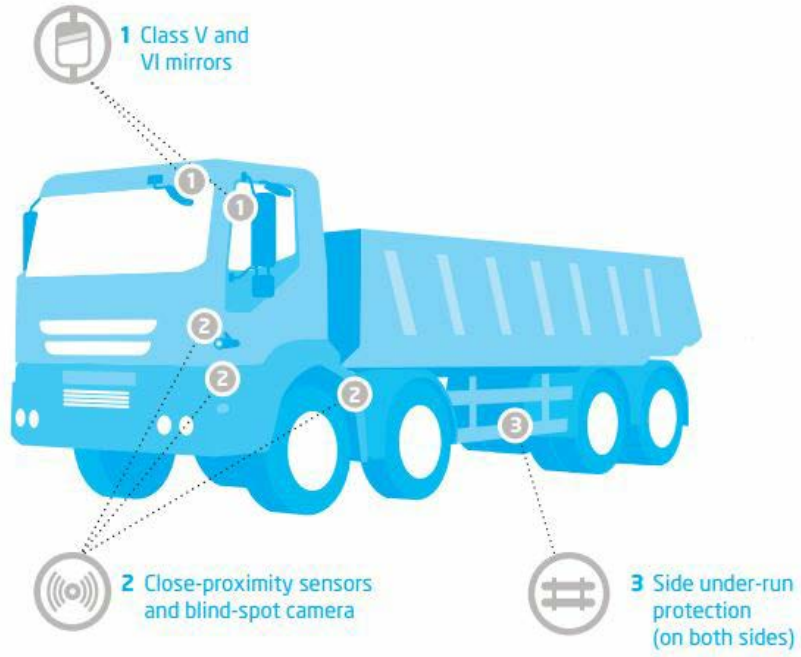
2.Vehicles

2.1. Warning signage: All vehicles over 3.5 tonnes must fit high visibility signage to warn other road users not to get too close to the vehicle.

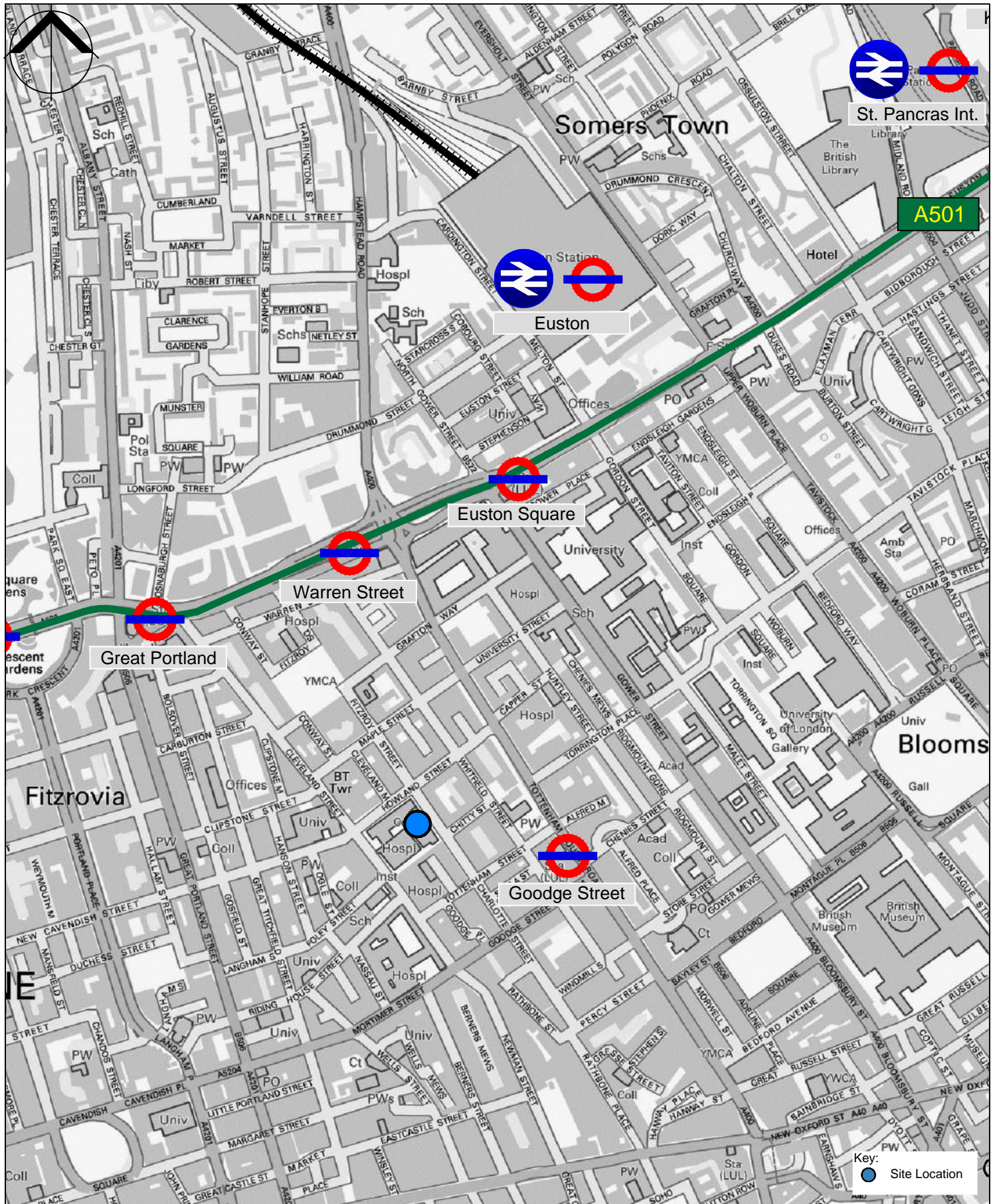
2.2. Side under -run protection: All vehicles over 3.5 tonnes must fit side guards on both sides of the vehicle, to minimise the probability and severity of under-run collisions with vulnerable road users.

2.3. Blind-spot minimisation: All vehicles over 3.5 tonnes must fit operational direct and indirect vision aids and driver audible alerts, on the front nearside to improve the visibility for drivers and reduce the risk of close proximity blind-spot collisions.

2.4 Vehicle manoeuvring warnings: All vehicles over 3.5 tonnes must be fitted with equipment to warn audibly vulnerable road users when vehicle is turning left.



APPENDIX F



Client University College London (UCL) Estates

Project No. 15-T008

Drawing No. 01

Project UCL Astor College
Charlotte Street, Camden

Scale @ A4 NTS

Date 27/02/15

Title Site Location Plan

Drawn By MG

Checked By FP
27/02/15

Approved By FP
27/02/15

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