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|  | IMS Doc Ref No: | PO |
| | Process Objective: | To control and monitor works in and around excavations on McLaughlin & Harvey sites |
| | Process Owner: | Group SHEQ Director |

Construction Logistics Arrangements Checksheet – Compiling the CLMP

All of the below questions should be used to ensure that the CLMP includes the relevant details required.

| Pedestrian and vehicle separation | Yes | No | N/A |
|---|-------------------------------------|--------------------------|--------------------------|
| <p>Have you ensured that pedestrians and vehicles are adequately separated by establishing?</p> <ul style="list-style-type: none"> • Pedestrian-only areas from which vehicles are completely excluded; • Safe designated pedestrian routes to work locations; • Vehicle-only areas, especially where space is limited or traffic is heavy; and • Safe vehicle routes around the site. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>The Rolls-Royce Bristol site is located at Gloucester Rd, Little Stoke, Bristol, BS34 7Q, North of Bristol on the east side of the A38 between Filton and Almondsbury, two miles south of M5 junction 16.</p> <p>National Grid Reference: ST 60986 80958.</p> <p>Access to the site is to be from Gipsy Patch Lane. Construction traffic will be required to use the eastern boundary road.</p> <p>The location of the site has an approximate area of 5.05ha and comprises of a portion of Rolls-Royce existing facility.</p> <p>The nearest residential properties to the proposed new facility are located approximately 105 metres to the east and approximately 380 meters to the north-west from the nearest proposed infrastructure. Further residential properties are located to the north, west and east at significantly greater distances.</p> <p>The site is located within an urban area of north Bristol and surrounded by light industrial and commercial buildings to the North, West and South, and residential development to the East.</p> <p>Residential areas of greatest impact are noted below:</p> <ul style="list-style-type: none"> • Redfield road • Ravenscroft Court • Rossall avenue • Lawford Avenue • Bush Avenue • Gloucester Road <p>It is also noted that there is a railway line and train station (Patchway) directly adjacent to the east of the site over the embankment, and so, operations will be carried out in a manner so as to minimise any potential disruption on services. This includes securing loads onsite and also preventing any materials or litter from escaping the site by using designated material compounds.</p> <p>Staff and contractors will be encouraged to use this public network as well as other forms of public transport.</p> | | | |

With works taking place within the existing Rolls Royce facility, all existing buildings adjacent to the site will remain fully occupied and operational throughout the construction phase and so McL&H and associated contractors will ensure that Rolls Royce site rules are fully communicated and understood and are included within McL&H site rules.

Access to the site is to be from Gypsy Patch Lane.

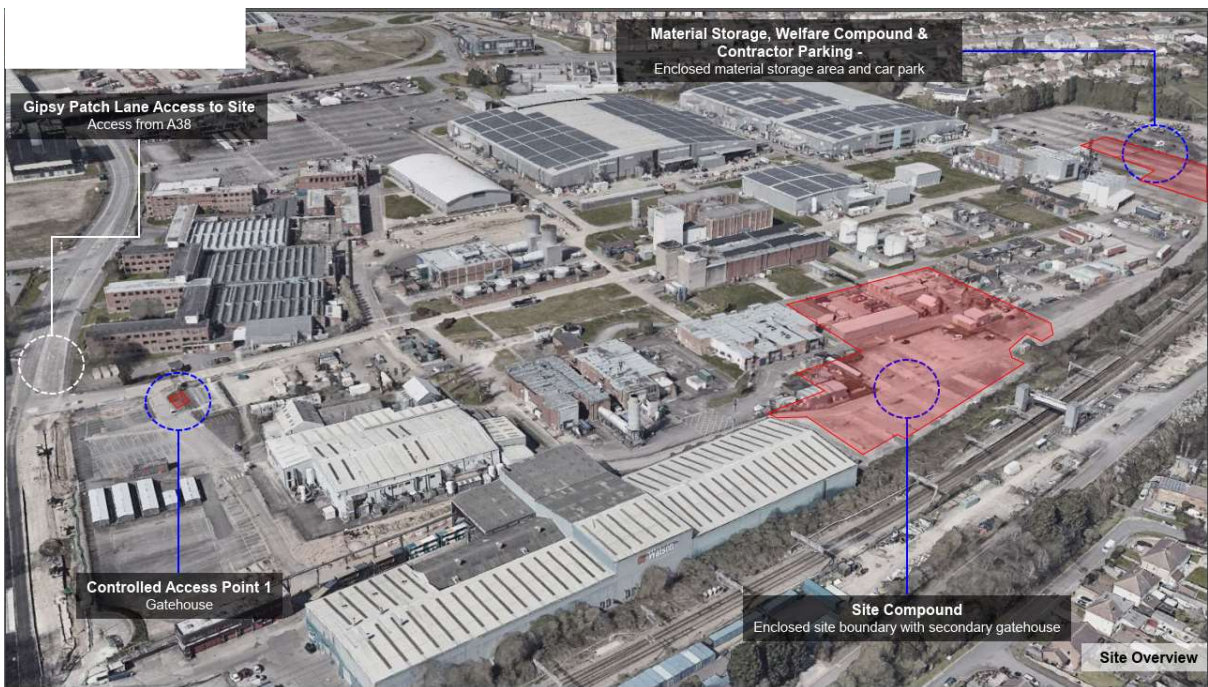
McL&H will ensure that access to the Rolls-Royce Bristol northern car-park remains operational throughout the Contract Period.

McL&H have demonstrational experience of operating in areas in close proximity to residential properties and where operations onsite must continue with no alteration or nuisance. As such, we will ensure that all steps are taken to ensure that no nuisance arises from our operations and should this / complaints arise then we will ensure that these are taken on board, recorded, investigated and a sufficient close out / response given.

Internally, a separate traffic management plan will be implemented to ensure safe access and egress to the site and the works area, ensuring that there is no build up of delivery traffic and ensuring a safe flow of traffic on the B4057.

Externally the B4057 and the A 38 connect to the M4 and M5. The B4057 is a two way four lane highway which is limited to a 40mph speed limit. The roadway is bounded by wide footpaths on either side and at the junction I not the site, this is controlled by means of GIVE WAY signage and a roundabout.

Cycle lanes run in both directions and sections are set aside as a bus lane. A pedestrian crossing with traffic control is in place approximately 100 meters from this junction.



Have you established pedestrian routes on site which provide safe pedestrian access to work areas?

Pedestrian routes should:

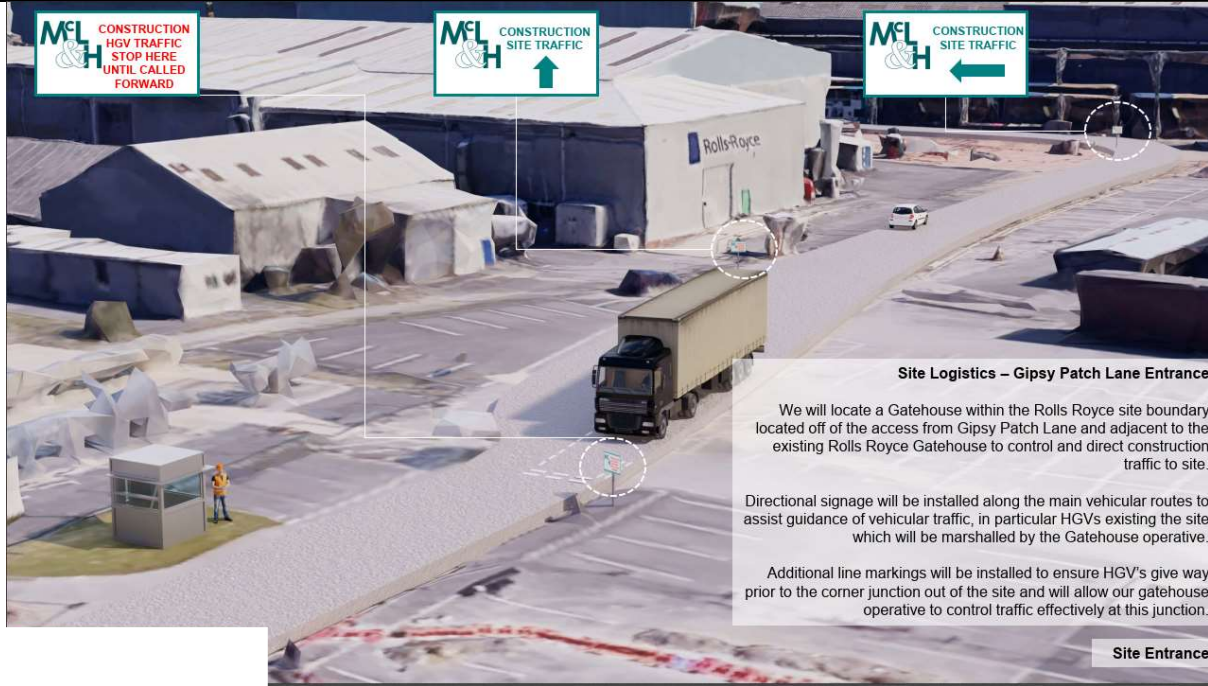
- be clearly separated from vehicle routes by fencing and/or a kerb, or other suitable means;
- be wide enough to safely accommodate the number of people likely to use them at peak times;
- allow easy access to work areas;
- be kept free from obstructions and tripping hazards;
- be clearly signed;

- ensure pedestrian safety where they cross main vehicle routes;
- provide pedestrians with a clear view of traffic movements at crossings and where gates used by pedestrians lead onto traffic routes; and
- have clearly marked, separate access for pedestrian use at loading bays and site gates used regularly by construction vehicles

External to the site, the B4057 is bounded by wide footpaths with cycle lanes, bus lane and two way traffic. Internal site traffic will be controlled by a secure access point off the B4057 which will allow delivery traffic to travel off the roadway and not cause any issue around vehicular traffic on the roadway. An internal holding area will be created for delivery vehicles, and this will be controlled by site banksmen. Pedestrian walkways, crossing points, signage and road markings will be used internally to ensure segregation of vehicular and pedestrian traffic.



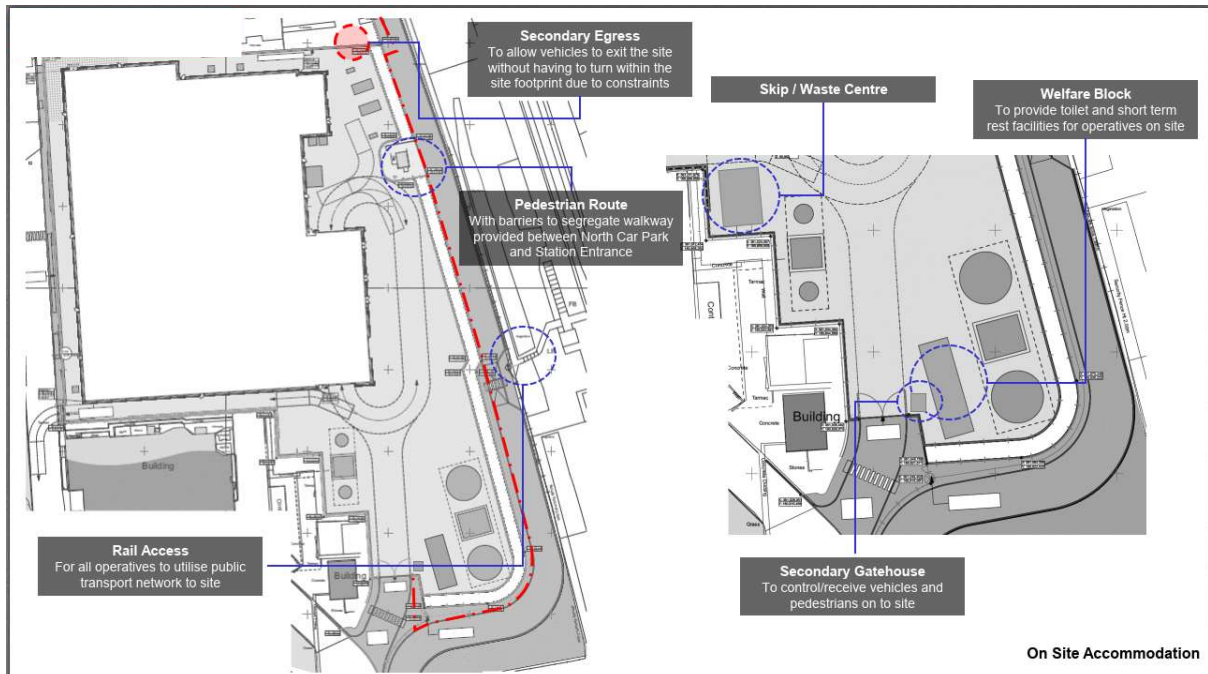
A logistics company will be employed to control access and egress to the site along with control of deliveries, providing security and management of internal transportation and pedestrian traffic.

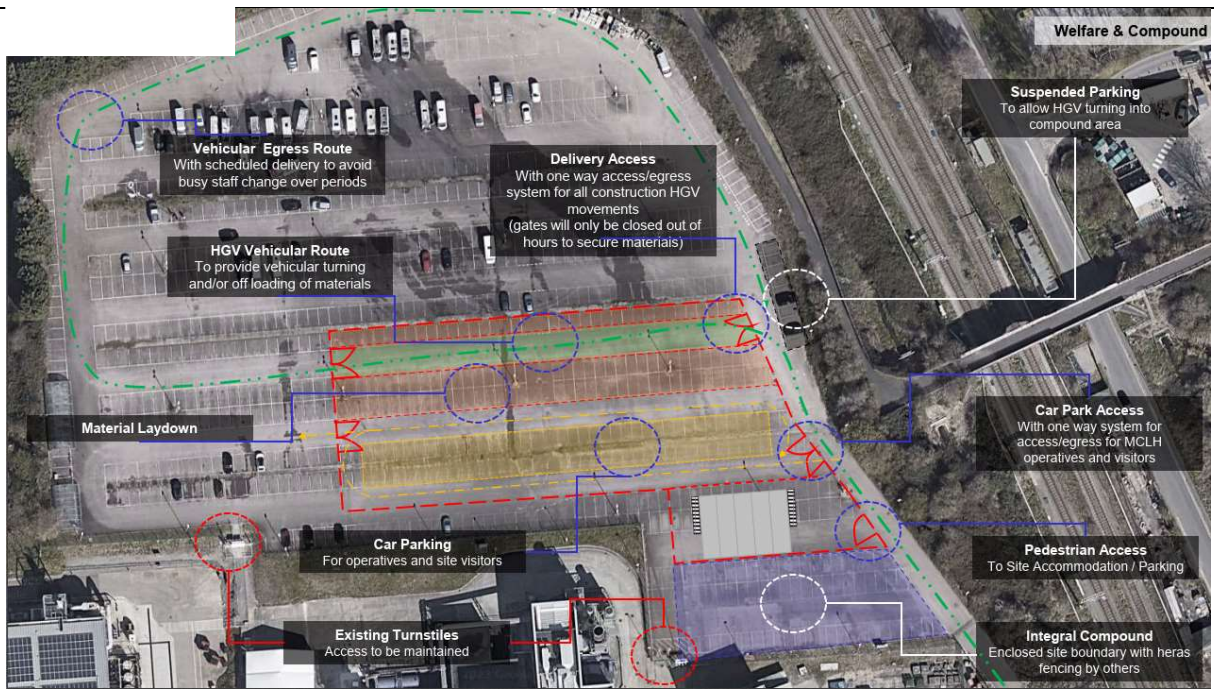


Are there adequate measures in place to separate pedestrian routes, i.e fencing metal barriers or chapter 8 barriers?



Internally a traffic management plan will be implemented with suitable pedestrian barriers, crossing points, gates and signage.





Where vehicles are only present for short periods, have you considered segregation being achieved through the use of traffic cones or warning tape?

| | | |
|-------------------------------------|--------------------------|--------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|-------------------------------------|--------------------------|--------------------------|

Deliveries to site will be controlled via a booking system with the logistics company and a waiting area inside the site for deliveries where that necessity arises.



At points where large numbers of pedestrians cross busy vehicle routes, for example near site welfare facilities, are appropriate traffic control measures in place, such as designated pedestrian crossing points and traffic control systems?

| | | |
|-------------------------------------|--------------------------|--------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|-------------------------------------|--------------------------|--------------------------|

Internally the site welfare and carparking areas will be segregated from the site works. Access to the site will be controlled via M Site turnstiles and internal pedestrian barriers, gates, crossing points etc in place.



It is hoped that site operatives will utilise the available Rail link services for access to the site which will be controlled by close liaison with RR, Rail link and McL&H.

Is vehicle movement around the site restricted to specific times of the day?

All traffic, both pedestrian and vehicular will be restricted to the planned working hours for the site.

Proposed hours of operation for construction will be as follows:

| | |
|--------------------------|--------------------------------|
| Monday to Friday: | TBC as per planning permission |
| Saturday: | TBC as per planning permission |
| Sunday: | TBC as per planning permission |
| Bank Holidays: | TBC as per planning permission |

Where prior discussions/arrangements with the Regulatory Authorities have been made, low impact works may take place out with these hours.


In case of Emergency deviation from the above working:

- Hours permission must be sought from the Operations Director.
- The immediate residents and businesses will be informed by a site team member by the use of knocking on doors or letter drop, explaining the reasons why work will overrun, the type of work being carried out and the estimated time that the work will cease.
- Contact details for the site supervisor will also be given.
- All complaints will be logged, and a record kept.
- Works should be planned to minimise any disruption to the local community.

We have demonstrable experience of carrying out works in close proximity to industrial, commercial and residential receptors and we will design, plan and carry out our works so as to minimise any potential impact on the local surroundings.

| | | | |
|---|-------------------------------------|-------------------------------------|--------------------------|
| Are there safety measures in place e.g. ramps, tapping boards, for people with disabilities using site pedestrian routes? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| It is not known at this stage, of operatives with disabilities. This will be reviewed in the event of anyone being identified. | | | |
| During infrequent, short-duration and low-risk unloading operations, have you considered signallers and safe systems of work being used to control vehicle and pedestrian movements? Systems of work should ensure that: <ul style="list-style-type: none"> • Drivers and signallers are in contact at all times; • Drivers and signallers understand the appropriate signals and site rules; • The signaller controls the vehicle movements and gives clear warnings to pedestrians; and • The signaller is in a safe place. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Logistics team being utilised and all deliveries and unloading planned and managed on site. | | | |
| Have you established vehicle routes which: <ul style="list-style-type: none"> • Are segregated from pedestrian routes; • Minimise the need for reversing operations with one-way systems and turning points; • Are adequate for the number, type and size of the largest vehicles that may use them; • Have firm surfaces, adequate drainage and safe profiles to allow safe vehicle movements; • Are kept clear of obstructions and other hazards; • Avoid steep gradients and tight bends where practicable; • Avoid hazards such as excavations, edges of structures, and fuel or chemical storage areas; • Have the minimum necessary number of junctions; • Are clearly signed with signposts and, where appropriate, road markings (e.g. on concrete or tarmac roads) showing the right of way etc; • Have speed limits and speed control measures specific to site conditions and the types of vehicles using the route, e.g. some lift trucks may be unsuitable for passing over road humps; • Keep site vehicles, delivery vehicles and private vehicles apart, where possible, by establishing private vehicle parking areas, specified delivery routes and storage areas. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>External speed limits on the A 38 and B4057 MUST be adhered to by all traffic intending to gain access to the site. An internal 10mph speed limit will be implemented with a new roadway established to allow access to the welfare area, car parking facilities and deliveries onto site. Pedestrians will be segregated by means of internal walkways and appropriate signage.</p> <p>It is hoped that operatives will use the rail link public transport system and gain access directly onto the site.</p> | | | |
| Are there primary vehicle routes established for most common vehicle movements on site e.g. deliveries? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| As per site layout plan | | | |
| Are there secondary vehicle routes in place to temporary work areas to ensure vehicle and pedestrian safety? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | | |

| | | | |
|--|-------------------------------------|--------------------------|--------------------------|
| As above | | | |
| Are there signs placed around the site to warn pedestrians and drivers of hazards? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Way finding signage, directional signage, pedestrian routes and vehicular traffic routes will be clearly signed. Traffic marshalls will be utilised for all traffic movements on site. | | | |

| Loading and storage areas | Yes | No | N/A |
|--|-------------------------------------|--------------------------|--------------------------|
| Loading and storage areas should: <ul style="list-style-type: none"> • Be located away from pedestrian-only areas and main pedestrian routes; • Exclude pedestrians so far as reasonably practicable; • Have one-way systems and safe exit points; • Have sufficient room for vehicle movements; and • Have adequate fixed lighting, signs and appropriate visibility aids for drivers, e.g. convex mirrors positioned on corners | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Material storage will be established on site and within a site compound. | | | |
|  <p>The diagram is an aerial view of a site with several key areas highlighted and labeled:</p> <ul style="list-style-type: none"> Material Laydown: A large rectangular area in the center, outlined in red, containing a yellow grid pattern. Car Parking: A rectangular area at the bottom center, outlined in blue, with the text "For operatives and site visitors" below it. Car Park Access: A rectangular area on the right side, outlined in blue, with the text "With one way system for access/egress for MCLH operatives and visitors" below it. Pedestrian Access: A rectangular area at the bottom right, outlined in blue, with the text "To Site Accommodation / Parking" below it. <p>Other features include a green dashed line indicating a route, a red dashed line indicating a boundary, and several circular markers (red and blue) around the site.</p> | | | |

| Public Protection | Yes | No | N/A |
|--|--------------------------|--------------------------|-------------------------------------|
| If vehicles are required to cross the public footway, are there control measures in place to ensure the safety of the public e.g. barriers and/or a signaller? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Access to the site from the B4057 is controlled by means of suitable road signage and other road control measures. | | | |



Are site security measures in place to prevent the access of unauthorised persons?

The site will be set within a separate secure enclave within the main site. Security control measures in the form of site CCTV and man-guarding will be implemented at the entrance and at the site compound area.

| Information | Yes | No | N/A |
|--|-------------------------------------|--------------------------|--------------------------|
| All drivers and pedestrians entering a site need to be informed of any site transport hazards and relevant site rules, including the correct traffic routes to use. Have you displayed an Information board and means to provide the driver with the following: <ul style="list-style-type: none"> Verbal instructions on arrival at the site | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| | | | |
|--|-------------------------------------|--------------------------|--------------------------|
| <ul style="list-style-type: none"> • Delivery Driver induction Document • Issue of site maps to drivers • Project specific delivery instructions for materials from suppliers • Displaying maps and site rules at site entrance points and elsewhere on site, e.g. in canteens and welfare facilities | | | |
| <p>All operatives attending site will be inducted on arrival. All delivery drivers will also be briefed by the logistics team in relation to site travel, egress from the site, speed limits, pedestrians, waiting time and unloading areas.</p> <p>https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=1150&TenantId=1</p> <p>https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=3876&TenantId=1</p> | | | |
| <p>If any changes are made to site traffic routes, have you considered how workers and drivers are communicated with to make them aware of the changes?</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>All internal traffic movements will be controlled by radio and by the logistics company.</p> | | | |

| Checking vehicles coming to the Project | Yes | No | N/A |
|---|-------------------------------------|--------------------------|--------------------------|
| <p>Have you put in place measures to check the vehicle for the following:</p> <ul style="list-style-type: none"> • Is there protection available for the driver from hazards e.g. weather, noise, dust and fumes? • Are there physical guards in place to Does the vehicle have headlights, a horn, windscreen wipers and reversing alarms? protect dangerous parts of the vehicle? • Does the vehicle have an effective braking system, including parking brakes? • Are vehicles that are at risk of overturning fitted with roll-over protective structures? • Are vehicles that carry the risk of falling materials endangering the driver fitted with falling-project protective structures? • Is the vehicle equipped with visibility aids e.g. CCTV and/or convex mirrors, to overcome blind spots? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>All site vehicles will be checked on a daily basis and where necessary will be subject to exceptional examination by a competent person.</p> <p>CLOCS Standard applies to all fleet operators serving contracts resulting in the use of vehicles for delivering to, collecting from or servicing a project, premises or property where this standard applies, unless otherwise indicated by the client.</p> <p>https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=2896&TenantId=1</p> | | | |

| Vehicle inspection and maintenance for company vehicles on site | Yes | No | N/A |
|--|-------------------------------------|--------------------------|--------------------------|
| Have you put in place a maintenance log to manage and record vehicle maintenance operations? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

This document is required on a daily basis where any site plant is operated or used. Any noted defects must be reported immediately and addressed by the site management.

<https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=2669&TenantId=1>

<https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=3793&TenantId=1>

<https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=1747&TenantId=1>

<https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=2034&TenantId=1>

| | | | |
|---|-------------------------------------|--------------------------|--------------------------|
| <p>Is your planned inspection and maintenance following the manufacturer's instructions? And does it include, where appropriate:</p> <ul style="list-style-type: none"> • braking systems; • seat belts; • tyres, including condition and pressures; • steering; • convex mirrors, CCTV and other visibility aids; • lights and indicators; • safety devices such as interlocks; • warning signals; • windscreen washers and wipers; • firefighting equipment; • condition of cab protection devices, eg ROPS and FOPS; • functional checks on the vehicle, including controls and starting systems; • correct location of guards and panels on the vehicle; and • other accessories, such as quick couplers and (if applicable) their locating pins, are correctly fitted and in place | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|

Details as above.

| Safe Driving and Work Practices for Reversing | Yes | No | N/A |
|---|-----|----|-----|
|---|-----|----|-----|

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|---|-------------------------------------|--------------------------|--------------------------|
| Is a one-way system be implemented on site? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|

Access and egress to be controlled by the site logistics team and in line with the Company policy and procedures.

<https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=2669&TenantId=1>

| | | | |
|---|-------------------------------------|--------------------------|--------------------------|
| Are there any designated turning areas? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|

Set within the site enclave.



Is there vehicle reversing areas that segregate vehicles and pedestrians?

If applicable, are the vehicle reversing areas clearly signed to warn drivers?

(Input details)

| Drivers on the Project | Yes | No | N/A |
|---|-------------------------------------|--------------------------|--------------------------|
| How do you ensure site drivers are competent to perform the work and have the relevant training? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>All site operatives must hold appropriate CPCS cards along side IPF/NPORS cards for plant and machinery.</p> <p>All delivery drivers will be briefed in line with drivers site induction.</p> <p>https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=3876&TenantId=1</p> | | | |
| How do drivers carry out daily checks on vehicles and report all defects immediately to supervisors? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Visual and documented system. | | | |

<https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=2034&TenantId=1>

<https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=1747&TenantId=1>

How do you ensure all drivers able to operate vehicles competently, and are not impaired by ill-health, poor vision, drugs or alcohol?



Company drugs and alcohol policy in place. Pre induction drugs testing is carried out. For cause testing for drugs and alcohol testing in the event of any incident or accident. Details of any health issues noted at induction and referred via HR where any issues are identified.

<https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=1105&TenantId=1>

<https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=4071&TenantId=1>

How do you ensure drivers keep the vehicle tidy and free from debris which may hinder the operation of vehicle controls?



Daily check sheets.

Weekly site inspections.

<https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=1276&TenantId=1>

<https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=1087&TenantId=1>

<https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=2088&TenantId=1>

Adequate site supervision in place.

<https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=2088&TenantId=1>

How do you ensure drivers understand the system of signals used on site?



All plant operatives must be competent and have appropriate CSCS/CPCS/CSR/SAFE PASS accreditations.

How do you ensure drivers are aware of the site emergency procedures?



Details included in the site induction process and highlighted during the supervisors daily point of works safety briefing.

<https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=2893&TenantId=1>

| Tipper lorries and lorry loaders | Yes | No | N/A |
|---|-------------------------------------|--------------------------|--------------------------|
| Do you have procedures in place to check that machines are equipped with warning devices e.g. alarms/lights? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>Company procedure in place and managed by site management.</p> <p>https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=2662&TenantId=1</p> <p>https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=2656&TenantId=1</p> <p>https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=2662&TenantId=1</p> <p>https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=2668&TenantId=1</p> | | | |
| Do you have procedures in place to ensure that lorry loaders are operated on firm, level ground with stabilisers fully extended and parking brakes applied when loading and unloading? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>As per company procedure.</p> <p>https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=3805&TenantId=1</p> | | | |

| Signallers | Yes | No | N/A |
|---|-------------------------------------|--------------------------|--------------------------|
| How do you ensure signallers are competent in signalling methods to ensure the safety of themselves and others? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>Induction and training records. This will be enhanced in the near future by an online company induction which must be undertaken every twelve months.</p> <p>https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=2946&TenantId=1</p> | | | |
| Are signallers required to be easily distinguished, wearing colour-coded helmets and clearly labelled high-vis jackets? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>Please refer to section four of the attached document.</p> <p>https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=2669&TenantId=1</p> | | | |
| How do you ensure that signallers understand relevant safety procedures and correct signalling systems? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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| | | | |
| <p>Training records and site induction as a first off. Daily point of work safety briefing.</p> <p>https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=2034&TenantId=1</p> | | | |

| Delivery lorries and goods vehicles | Yes | No | N/A |
|--|-------------------------------------|--------------------------|--------------------------|
| Does the site design ensure that people and vehicles cannot come into contact with each other, through physical segregation e.g. barriers? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Following the completion of the planned demolition on site an internal traffic management plan similar to that proposed, will be utilised and implemented. | | | |
| Is there an adequate means of access and egress to the vehicle? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Safe access and egress will be available. All plant will be checked daily for defects. All operatives will have appropriate training and be competent to operate. All operatives will wear the five points of PPE at all times whilst on site. | | | |
| Are uneven loads/loads that have moved significantly being refused? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Site teams will not unload any delivery that has moved significantly or prior to a review of the unloading RAMS. Only the driver of deliveries will be permitted to remove any restraining straps for unloading. | | | |

| Principal Contractors | Yes | No | N/A |
|--|--------------------------|--------------------------|-------------------------------------|
| Have you provided relevant information from the Construction Phase Plan to contractors to allow them to adequately plan their work and identify safe systems of work and prepare method statements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Not required at this stage.</p> <p>Link to SHEQ plan below</p> <p>https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=1248&TenantId=1</p> | | | |
| Are you establishing safety monitoring procedures for the use of vehicles on site, e.g. checking vehicle maintenance, key custody and permit-to-work systems, drivers' work practices and the use of high-visibility clothing? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Not at this stage. | | | |

Construction Logistics Arrangements Checklist – Management of the CLMP

| During the Construction Phase all of the questions below should be used to ensure the CLMP is being applied for the specific activities on site. | Yes | No | N/A |
|--|-------------------------------------|--------------------------|--------------------------|
| What means are in place to ensure the vehicle's load is secured correctly to prevent movement or falling? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All deliveries will be checked by the delivery driver prior to any load movement. | | | |
| What means are in place to ensure the load is checked to ensure it will not fall uncontrollably when restraints are removed during unloading? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| As above | | | |
| Have you appropriate fire precautions in place for loads containing flammable substances e.g. fuels? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Has information about the hazards of dangerous loads and necessary precautions in the event of an accident been issued to all site drivers? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=2830&TenantId=1 Guidance document https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=3816&TenantId=1 Procedure document https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=1062&TenantId=1 Monthly check sheet https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=3817&TenantId=1 Fire plan and risk assessments | | | |
| Have you considered Where vehicles are transported on-site on low-loaders, they should be: <ul style="list-style-type: none"> dismantled so far as possible to keep them within the dimensions of the carrying vehicle; emptied of fuel, so far as possible; relieved of hydraulic pressure by moving all control levers through all positions, twice, before transportation; and secured and restrained to prevent movement, with their parking brake applied and wheels and rollers choked. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All plant and machinery delivered by hire companies. | | | |
| Are access ramps used for getting vehicles on and off low-loaders? Are these of adequate strength and size? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | | |

| | | | |
|--|-------------------------------------|--------------------------|-------------------------------------|
| Only vehicles rams will be used. | | | |
| Are drivers aware of their own responsibilities and know they must avoid taking risks? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Detailed within the on site induction and online induction. | | | |
| Has everyone who has access to the site been informed of the procedure regarding reversing vehicles? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| As part of the site induction. All reversing vehicles must be controlled and a banksman/traffic marshal used. | | | |
| Have you considered loads of suitable height and width for the vehicle and road conditions? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| There are currently no known height or width restrictions in place. | | | |
| What means are in place to ensure the load of delivery vehicles is evenly loaded and distributed to keep the centre of gravity as low as possible? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | | | |
| Are loading and unloading areas of sufficient size to allow vehicle movement? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| TBC on appointment. Unloading area set within the site demise. | | | |
| Do drivers follow site procedures and comply with the site rules? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Inductions and delivery vehicle briefing | | | |
| Are lorry drivers instructed to leave their cabs if it is not safe to say in them? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| As part of the site induction. | | | |
| Are you planning, managing and monitoring transport activities, including establishing site rules? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Site rules will be put in place as per client requirements and company procedures. | | | |
| Have you implemented systems of work which ensure that pedestrians and vehicles are kept apart as far as possible? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Site traffic plan to be briefed. | | | |
| Are you ensuring subcontractors make adequate provision for the selection and supervision of drivers and general vehicle safety? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| | | | |
|--|-------------------------------------|--------------------------|--------------------------|
| | | | |
| CPCS | | | |
| Are you setting standards for driver competence, vehicle safety and maintenance, and maintaining a site register of authorised drivers? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| CPCS | | | |
| Are you ensuring co-ordination and co-operation between contractors? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Daily site safety briefings Company standards https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=2785&TenantId=1 SHEQ Requirements https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=1869&TenantId=1 Pre start minutes | | | |
| Are you co-ordinating the views of safety representatives and workers? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Monthly site SHEQ meetings | | | |
| Are you ensuring all workers receive site induction training covering safe traffic routes and site rules for operating vehicles? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| As per online and in person inductions. https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=2946&TenantId=1 | | | |
| Are you reviewing the health and safety performance of everyone on site? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=1009&TenantId=1 Post contract review https://apollo.mclh.co.uk/SSOStreamReleaseDoc.aspx?DocId=2404&TenantId=1 Contract review | | | |