Construction Logistics Plan

Project Name	Meadow High School – Royal Lane
Client	London Borough of Hillingdon
Site address	Royal Lane, Uxbridge, UB8 3QU
Existing site use	School
Summary of works	Installation of 2no. temporary classrooms
Main Contractor	ISG Construction
Phone number	07974 855679
Email:	matt.papworth@isgltd.com

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1.0	**Introduction**
	1.1 CLP Objectives
	1.2 Site objectives
2.0	**Context Considerations and Challenges**
	2.1 Policy Context including London Plan / Fleet Operator Recognition Scheme (FORS) / CLOCS
	2.2 Vehicle including Delivery routes
	2.3 Local Access including Highway, Public Transport, Cycling, Walking and Waterways
	2.4 Community Considerations
3.0	**Construction Programme and Methodology**
	3.1 Outline Construction Programme
	3.2 Site Hours
	3.3 Delivery Times
	3.4 Construction Programme Phases
4.0	**Strategies to Reduce Impact**
	4.1 Measures influencing construction vehicles and deliveries
	4.2 Material Procurement Measure
	4. 3 Mitigation for activities creating a potential 'nuisance':
	4.4 Dust and Noise Mitigation Measures
	4.5 Loading, Unloading & storage of other equipment, plant, fuel, oil, materials & chemicals
5.0	**Estimated Vehicle Movements**
6.0	**Implementing Monitoring and Updating**

1 INTRODUCTION

ISG Construction have been appointed by London Borough of Hillingdon (LBH) to undertake the installation of 2 new temporary classrooms at the existing school – Meadow High – at Royal Lane in Uxbridge.

Meadow High School currently comprises a two-storey teaching building, a sports hall, a multi-use games area (MUGA), a sports field and a dedicated school park. Both pedestrian, vehicular access and egress is from Royal Lane.

1.1 CLP OBJECTIVES

The overall objectives of this Construction Logistics Plan and the project are to minimise where possible the disruption to local road networks and residents during the construction works.

1.2 SITE CONTEXT

The site is located in a residential area and is bound by Brunel University sports park to the west and residential properties to the north, east and south.

The school site is open from 06:00 and closes at 18:00. Pupil classes start at 09:00 with the majority of pupils arriving between 08:30 and 09:00. Classes finish at 15:05 and the majority of pupils leave between 15:05 and 15:30.

2 CONTEXT, CONSIDERATIONS AND CHALLENGES

2.1 POLICY CONTEXT

This section of the CLP references policies we have considered in the preparation of the document:

2.1.1 London Plan

Addressing the key trends and challenges that London will face, this Mayor's document pays particular attention to encouraging sustainable modes of travel. Policy T7 states that Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments. The policy also stresses the need to promote movement of freight by rail and waterway. Development proposals promoting the uptake of the Fleet Operators Recognition Scheme (FORS), CLPs and Delivery and Servicing Plans (DSP) to consolidate freight will be encouraged.

2.1.2 Fleet Operator Recognition Scheme (FORS)

FORS is a unique, industry-led, membership (bronze, silver, gold) scheme to help van and lorry operators become safer, more efficient and more environmentally-friendly. It's relevance to the CLP is via its mention in the Mayor's Transport Strategy and requirements will be relayed to all operators engaged during the development. All vehicles will be compliant with EU directive 2007/38/EC (Class VI mirror fitted) and shall comply with Euro VI standards for vehicle emissions

2.1.2 CLOCS

Deliveries in line with CLOCS.

2.1.3 Control of dust and emissions

These works are to be completed in line with the London Freight Plan, 'The control of dust and emissions from construction and demolition' Supplementary Planning Guidance, BRE Pollution Control Guides 'Controlling particles and noise pollution from construction sites' and 'Controlling particles, vapour and noise pollution from construction sites' along with IAQM guidelines

Note: No mobile crusher will be used at any time on site

2.1.4 Non-Road Mobile Machinery

The project is registered with the NRMM scheme and all plant will be compliant with the scheme's requirements

2.1.5 Parking

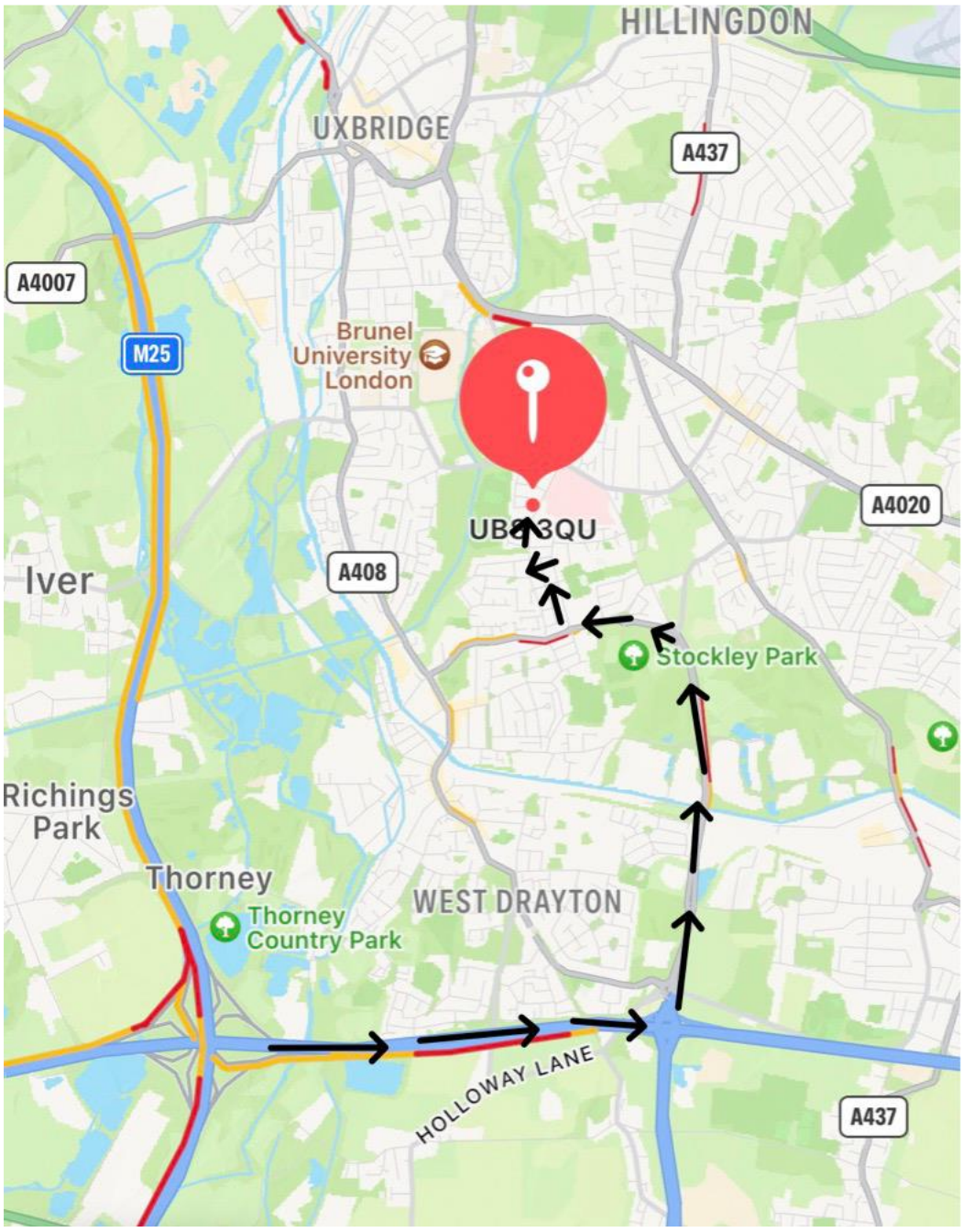
We have engaged with the Baitul Aman Mosque and Hillingdon Community Centre who unfortunately do not have capacity to provide any parking spaces. Site operatives will therefore use street parking inline with local parking restrictions. The use of public transport, cycling and vehicle share will be promoted to mitigate.

2.2 VEHICLE DELIVERY ROUTES

Wider construction vehicle routing to site

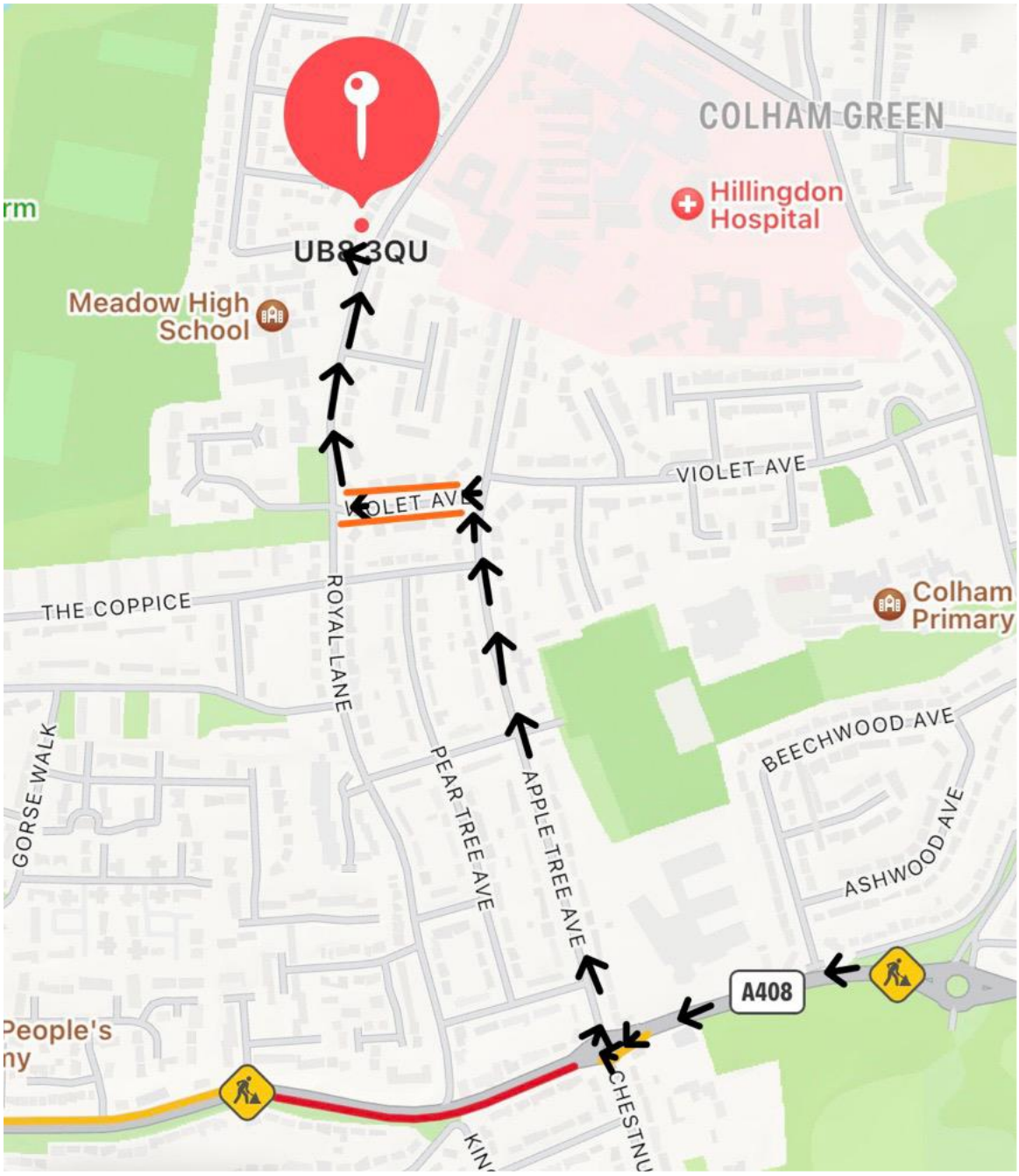
The best route into site would be to exit the M4 at J4 and head in towards Uxbridge on the A408.The vehicles will follow the A408 straight over two roundabouts and at the third

roundabout the vehicles will need to turn right onto ‘Apple Tree Avenue’, this is where the roads narrow. Vehicles will then need to follow this road for around half a mile and take the left turning onto ‘Violet Avenue’. ‘Royal lane’ and the school will then appear on the left hand side. M4 J4, A408, Apple Tree Avenue Violet Avenue Royal Lane to site.



Closer View Of The Final Part Of Route. Assigned To Meadow High School.

The attached map image shows a closer view of the final part of the route to the school. I have highlighted around ‘Violet Avenue’ this will require a parking suspension to be put in place on one side of the road to allow the vehicles to pass through.



Violet Avenue. (PARKING SUSPENSION REQUIRED)

Assigned To Meadow High School The attached image shows a view down ‘Violet

Avenue’. Immediately after turning onto the road there is a pinch point with the central island in the road. There is 3.5m from kerb to island but there isn’t any street furniture on the kerbside. This will be tight and vehicles must take care when passing this, especially with gable end modules with them being around 3.4m wide. There is parking spaces on both sides of the road as shown in the attached image. At least one side of the road must have a parking suspension in place or the loaded vehicles will not be able to pass between the parked cars. The left hand side of the road (if turning onto road from Apple Tree Avenue) would be the preferred side for the parking suspension as this is the side which is widest past the traffic island mentioned above.

2.3 LOCAL ACCESS INCLUDING HIGHWAY, PUBLIC TRANSPORT, CYCLING, WALKING AND WATERWAYS

2.3.1 Accessibility by non-car modes

Transport by non- car means such as buses, cycling and walking will be encouraged, with an overall target of 25% for modal share, given the nature of the work being undertaken by employees and the need for them to often bring with them equipment, tools and PPE a more ambitious target is not realistic

Staff will be briefed on non-car modes of transport prior to attending site

2.3.2 Pedestrians

The footway network within the area surrounding the site predominately includes footways which are in good condition, with street lighting provided at regular intervals.

There are a number of pedestrian crossings in the vicinity of the site. There is uncontrolled crossing facility with tactile paving located on Royal Lane, 10m to the south of the school

entrance. There is a zebra crossing on Royal Lane 30m to the north of the school entrance. There is an uncontrolled crossing with tactile paving and pedestrian refuge island located on Royal Lane 70m to the south of the school entrance.

In the area surrounding the school, dropped kerb crossings with tactile paving are provided at junctions to residential streets, including at the mini-roundabout on Royal Lane to the south of the site.

The site entrance will have a separate segregated pedestrian access located to the right hand side of the vehicular entrance from Peel Way/Benson Close. The pedestrian entrance will be via a chain-link gate.

Staff will be made aware of 'Go Jaunty' website which promotes walking routes in partnership with TfL

There will be no pedestrian access from Royal Lane to the construction site.

2.3.3 Cyclists

There are a number of cycling routes within the vicinity of Meadow High School. Royal lane is designated as a cycle route. There are other local cycle routes that passes through open space to the west of the site.

There is a proposed TfL Quietway (Q16) to be implemented to the south of the site along Grand Union Canal Walk.

For safety cyclists will be requested to dismount at the site entrance and wheel cycles through the pedestrian entrance.

There will be provision for safe storage on site in the form of 6 x Sheffield stands (parking for 12 bicycles) located adjacent to the staff welfare cabins.

2.3.4 Public transport

Buses

There are seven bus routes that operate within the vicinity of the site providing weekday services.

The nearest bus stops (stop HA and HB) to the site are located 450m (6 minute walk) northeast of the site on Pield Health Road. These bus stops are served by routes U1, U2, U3 U4, U5, U6 and U7.

A summary of the bus services provided within the vicinity of the site are outlined below -

Bus route	Stop location	From	To	AM peak frequency	PM peak frequency
U1	Pield Health Road (Stop HA)	West Drayton Station	Ruislip Station	4	4
	Pield Health Road (Stop HB)	Ruislip Station	Ferrers Avenue	4	4

U2	Pield Health Road (Stop HA)	Uxbridge Station	Brunel University	4 - 6	4 - 6
	Pield Health Road (Stop HB)	Brunel University	Belmont Road	4 - 6	4 - 6
U3	Pield Health Road (Stop HA)	Heathrow Central Bus Station	Belmont Road	4	5 - 6
	Pield Health Road (Stop HB)	Uxbridge Station	Heathrow Central Bus Station	4	5 - 6
U4	Pield Health Road (Stop HA)	Prologis Park	Belmont Road	4	5 - 6
	Pield Health Road (Stop HB)	Uxbridge Station	Prologis Park	4	5 - 6
U5	Pield Health Road (Stop HA)	Clarendon Road	York Road	4	5 - 6
	Pield Health Road (Stop HB)	York Road	Blyth Road	4	4 - 5
U7	Pield Health Road (Stop HA)	Lombardy Retail Park	Belmont Road	2	2
	Pield Health Road (Stop HB)	Uxbridge Station	Lombardy Retail Park	2	2

The summary of bus services within the vicinity of the site shows that between 44 and 48 AM peak services and between 49 and 59 PM peak services are provided.

2.3.5 National rail

The closest National Rail station to the site is West Drayton Station located 1.65km to the south of the site. West Drayton Station is served by frequent Great Western Rail and TfL rail trains travelling to London Paddington, Reading and Didcot Parkway. Elizabeth line services are also provided to Abbey Wood and Reading.

2.3.6 Local highway network

A summary of the highway network in the vicinity of the site is provided below.

Royal Lane

Royal Lane is a two-way residential street that connects Failing Lane to the south of the site and Uxbridge Road A4020 to the north of the site. Within the vicinity of the site, the road is

subject to a 30mph speed limit and there are footways provided on both sides of the carriageway.

School keep clear lines are located on the west side of the carriageway outside of the school at both the access and egress points on Royal Lane. Stopping restrictions are in operation from Monday to Friday between 08:00 and 10:00 and 14:30 and 16:30. Double and single yellow lines are also located along Royal Lane. Single yellow line parking restrictions are in operation from Monday to Friday between 09:00 and 17:00. A mix of on-street parking bays and half footway parking bays are located along Royal Lane and are located within controlled parking zone (CPZ) HH. Restrictions are in operation from Monday to Friday between 09:00 and 17:00.

Pield Heath Road

Pield Heath Road is a single carriageway two-way road that connects Church Road to the northwest of the site to Harlington Road A437 to the northeast of the site. Pield Heath Road is subject to a 30mph speed limit and footways are present on both sides of the carriageway.

Pield Heath Road has double yellow line restrictions located on both sides of the carriageway.

Peel Way

Peel way is a residential road leading to Normans Close, Bradshawe Way, Saxon Close and Benson Close. The road is a cul-de-sac except for cycles. Peel Way provides secondary access to Meadow High School.

Peel way is subject to a 30mph speed limit and footways are provided on both sides of the carriageway.

A mix of on-street and footway parking bays are provided on Peel Way. Double yellow and single yellow line restrictions are also in place on Peel Way.

Parking bays are located within CPZ HH. Footway parking is restricted to cars and vans only not exceeding 1525kg.

Single yellow line restrictions are in operation from Monday to Sunday between 00:00 and 08:00 and 18:30 and 00:00 for buses and vehicles >5t.

2.4 COMMUNITY CONSIDERATIONS

2.4.1. Local Policy

London Borough of Hillingdon requires the project to comply with the following:

CLOCS

FORS silver standard

2.4.2. Local Community

There are three schools located within the vicinity of Meadow High School as follows:

Pield Heath House SEND School located 460m to the north of the site.

Colham Manor Primary School located 600m to the southeast of the site.

Rabbsfarm Primary School located 800m to the southwest of the site.

Hillingdon Hospital is located within the vicinity of Meadow High School (to the north west), with the car parking for staff located off of Royal Lane and for patients and visitors off of Pield Heath Road

There is a mosque and community centre next door (to the south) to Meadow High school on Royal Lane.

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

3.1 OUTLINE CONSTRUCTION PROGRMME

Construction Stage	Start	End
Site set up	July-24	July-24
Sub and Super structure	Julyt-23	Aug-24
Fitout and completion	Aug-24	Aug-24

3.2 SITE HOURS (term time and holidays)

Monday – Thursday	0800 – 1800
Friday	0800 - 1700
Saturday	0800 – 1300 by arrangement
Sunday / Bank Holidays	No works

3.3 DELIVERY TIMES (Royal Lane)

Monday – Thursday	0800 – 1730
Friday	0800 - 1700
Saturday	0800 – 1300 by arrangement
Sunday / Bank Holidays	No works

3.4 CONSTRUCTION PROGRAMME PHASES

3.4.1 Enabling works

Mobile plant will be required for this phase of works including tracked excavator with grab/ breaker, skip lorries, 8 wheeled wagon.

Materials that will be required for delivery during this phase include: reinforcement / concrete/ shuttering / pipework and ducting

3.4.2 Construction of foundations and substructure

Mobile plant will be required during this phase including excavators, dump trucks, concrete wagons and 8-wheeled wagon, skip lorries, delivery vehicles.

Wheel wash to be used to prevent fouling of surrounding residential roads, with regular road sweeping being undertaken too.

Pad foundations for temporary classrooms, to be completed prior to delivery of classrooms.

Materials that will be required for delivery during this phase include: reinforcement / concrete/ shuttering.

3.4.3 Superstructure

Installation of 2no. modular temporary classrooms via mobile crane situated in school car park.

3.4.4 Internal finishes and fit-out

Internal finishes include plasterboard internal walls constructed from metal stud and drywall, new MEP services, floor finishes, furniture, joinery (doors/ frames / skirtings).

External hard and soft landscaping.

During the fit out it is anticipated materials that will be required include: board products/ doors and frames / furniture / floor finishes / ceiling materials/ MEP materials.

4 STRATEGIES TO REDUCE IMPACTS

4.1 MEASURES INFLUENCING CONSTRUCTION VEHICLES & DELIVERIES

Safety and environmental standards and programmes – all delivery vehicles to be FORS silver compliant

Adherence to designated routes – designated delivery routes to be included in the contract documents

Delivery scheduling – datascope delivery schedule to be used

Re-timing for out of peak deliveries – during term time the parking suspensions will only be in force from 0830am – deliveries will be encouraged to occur after 0900.

Vehicle choice – deliveries to be CLOCS and FORS complaint. Size of vehicle to be discussed in tender stage. Site constraints will also influence the size of the vehicles.

4.2 MATERIAL PROCUREMENT MEASURES

DfMA and off-site manufacture – options to be considered during the tender stage.

4.3 MITIGATION FOR ACTIVITIES CREATING A POTENTIAL NUISANCE

4.3.1 Communication and Monitoring

Follow guidelines of the Institute of Air Quality Management (IAQM)

Develop and implement a stakeholder communications plan for the project and display the contact names for the site team on the site boundary.

Record all complaints including those relating to dust and air quality, and take appropriate measures to reduce emissions in a timely manner, and record the measures taken within a complaints log.

Make the complaints log available to the local authority when asked.

Issue regular updates including newsletters to the local community to advise upcoming works and progress on site.

Undertake regular inspections (min daily) where receptors (including roads) to monitor dust, record inspection results, and make the log available to the local authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100 m of site boundary, and the entirety of Peel Way, Benson Close and Saxon Close with cleaning to be provided if necessary. There will be weekly visits from a road brush or more frequently if conditions dictate

4.3.2 Vehicle Movements and Deliveries

All on-road vehicles to comply with the requirements of the London Low Emission Zone and the London NRMM standards, where applicable.

Vehicles entering and leaving sites are covered to prevent escape of materials during transport.

All vehicles switch off engines when stationary - no idling vehicles.

Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.

Impose and signpost a maximum-speed-limit of 10 mph on surfaced and 10 mph on unsurfaced haul roads and work areas.

Install hard surfaced haul routes and standing areas, which are regularly damped down and cleaned.

Water-assisted dust sweeper is to be used on the access and local roads, to remove, as necessary, any material tracked out of the site. The sweeper will attend site minimum weekly.

Measure in place to reduce potential for site runoff of water or mud.

4.3.3 Hoarding and Screening

Localised screening to be used around dust producing / noisy activities i.e .brick cutting/ mortar mixing

Keep site fencing, barriers and scaffolding clean using wet methods

Details of a travel plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing)

Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site.

Use enclosed chutes and covered skips.

Scaffold to be enclosed in monaflex to reduce potential noise and dust ‘escape’.

Heras fencing to existing tree area to protect roots of trees.

4.3.4 De-construction and Construction

No bonfires or burning of waste materials is permitted on the project

Soft strip inside the buildings as much as is practicable before pre-construction.

Ensure effective water suppression is used during de-construction operations.

Avoid/ reduce the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable.

No explosive blasting is allowed / permitted on project.

For smaller supplies of fine power materials ensure bags are sealed after use and stored appropriately to prevent dust.

Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.

Dry sweeping of large areas will be avoided.

Internally sweeping to be avoided and vacuuming used.

Bunding for COSHH storage areas

Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

4.4 DUST & NOISE MITIGATION MEASURES

All works will be carried out as per IAQM guidelines and the control of Noise at work regulations 2005

Task	Eliminate or limit the dust/ noise by:	Control the dust/ noise by using:
External Activities		
Soft strip / Deconstruction	Carefully planning the work Limiting the number of people that need to be in the work area	Use water suppression or on-tool extraction for those tasks where it is possible. RPE* with an APF of 20 – consider powered RPE for longer duration work Crushing of concrete prohibited on site
	Soft stripping as much as possible before deconstructing the buildings	Works carried out during normal site hours
Cutting concrete kerbs, bricks / blocks / paving	Limiting the number of cuts during design/ layout Using lower energy equipment like block splitters instead of saws	Water suppression and noise enclosures RPE* with an APF of 20
Groundworks and Substructure	Leave existing hard-standings in place as long as possible to reduce potential for mud on site. New hard standings to be installed as early as possible to ensure good and safe travel areas on site.	Arisings to be removed from site on covered wagons. Stockpiles to be kept to minimum and covered should they become too dry to prevent air-borne particulates. Noisy activities during normal site hours.
Steel frame		Noisy activities during normal site hours. Crane to be used.
Internal Activities		

Occasional short-duration drilling with hand-held rotary power tools	Limiting the number of holes during design/planning Using direct fastening or screws / 'spit' guns to reduce drillings	Where possible use equipment that stops dust getting into the air. on-tool extraction using an H or M Class extraction unit Otherwise use RPE* with an APF of 20
Drilling holes with hand- held rotary power tools as a 'main activity'	Limiting the number of holes during design/planning Using direct fastening or screws	Where possible on-tool extraction using an H or M Class extraction unit and RPE* with an APF of 20
Wet coring	Limiting the number of holes during design/planning	Water suppression Long periods of wet coring in enclosed spaces may also need RPE.* Use an APF of 20
Cutting wood with power tools	Ordering pre-cut materials Using dedicated cutting areas to minimise spread	On-tool extraction using an H or M Class extraction unit RPE* with an APF of 20 in most situations
Sanding plasterboard jointing	Using other finishes/systems Select boards with tapered edges to limit finishing needed	On-tool extraction using an H, M, or L Class extraction unit

Medium Impact Site Planned Measures Checklist	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling	X		
Re-timing for out of peak deliveries	X		
Re-timing for out of hours deliveries			X
Use of holding areas and vehicle call off areas			X
Use of logistics and consolidation centres			X
Vehicle choice		X	
Measures to encourage sustainable freight			
Freight by water*			n/a
Freight by rail*			n/a
Material procurement measures			
DfMA and offsite manufacture			x
Re-use of material on site			x
Smart procurement		x	
Other measures			
Collaboration with other sites in the area			
Implement a staff travel plan			x

* If site, consolidation centre or holding areas are within 100m of foreshore of navigable waterway or rail freight siding.

4.5 LOADING, UNLOADING & STORAGE OF OTHER EQUIPMENT, PLANT, FUEL, OIL, MATERIALS & CHEMICALS

Loading and unloading to follow HSE guidance on Loading & unloading Vehicles safely. This is outlined below:

Guidance

Loading and unloading areas should be:

- Clear of other traffic, pedestrians and people not involved in loading or unloading.
- Clear of overhead electric cables so there is no chance touching them, or of electricity jumping to 'earth' through machinery, loads or people.
- Level. To maintain stability, trailers should be parked on firm level ground.
- Loads should be spread as evenly as possible, during both loading and unloading. Uneven loads can make the vehicle or trailer unstable.
- Loads should be secured, or arranged so that they do not slide around. Racking may help stability.
- Safety equipment must be considered. Mechanical equipment and heavy moving loads are dangerous.
  - Guards or skirting plates may be necessary if there is a risk of anything being caught in machinery (for example dock levellers or vehicle tail lifts). There may be other mechanical dangers and safety procedures to be considered.
- Ensure the vehicle or trailer has its brakes applied and all stabilisers are used. The vehicle should be as stable as possible.
- In some workplaces it may be possible to install a harness system to protect people working at height. Provide a safe place where drivers can wait if they are not involved. Drivers should not remain in their cabs if this can be avoided. No-one should be in the loading/unloading area if they are not needed.
- Vehicles must never be overloaded. Overloaded vehicles can become unstable, difficult to steer or be less able to brake.
- Always check the floor or deck of the loading area before loading to make sure it is safe. Look out for debris, broken boarding, etc.
- Loading should allow for safe unloading.
- Loads must be suitably packaged. When pallets are used, the driver needs to check that:
  - They are in good condition
  - Loads are properly secured to them.
  - Loads are safe on the vehicle. They may need to be securely attached to make sure they cannot fall off.
- Tailgates and sideboards must be closed when possible. If over-hang cannot be avoided, it must be kept to a minimum. The over-hanging part of the load must be clearly marked.
- If more than one company is involved, they should agree in advance how loading and unloading will happen.
  - For example, if visiting drivers unload their vehicles themselves, they must receive the necessary instructions, equipment and co-operation for safe unloading. Arrangements will need to be agreed in advance between the haulier and the recipient.
- Some goods are difficult to secure during transport. Hauliers and recipients will need to exchange information about loads in advance so that they can agree safe unloading procedures.

  Checks must be made before unloading to make sure loads have not shifted during transit, and are not likely to move or fall when restraints are removed.

All materials to be delivered using a just in time approach and transported immediately to the work area, therefore storage will be minimal on site.

Any CoSHH items, including fuel, oil and chemicals, to be stored in specialised store. Spill kit to be kept in close proximity to further reduce risk of spillage.

5 ESTIMATED VEHICLE MOVEMENTS

The charts in this section are to be made using the construction logistics planning tool contained in the CLP Guidance. The following are example outputs from the spreadsheet of a **construction programme**. If your CLP is about an infrastructure programme, your outputs will have different stages.

ESTIMATED CONSTRUCTION VEHICLES – MONTHLY AND DAILY

Construction Stage	Period of stage	No. of trips (monthly)	Max trips (daily)
Site set up	Jul 24 - Aug 24	6	3
Sub and Super structure	Aug 24 – Aug 24	10	3
Fitout and completion	Aug 24 – Aug 24	10	3

6 IMPLEMENTING, MONITORING AND UPDATING

We will employee a Traffic Marshal who will be responsible for managing vehicle movement on site and ensuring that the deliveries arrive at their allotted times.

Number of vehicle movements to site; collected through a delivery booking-in system

Total

By vehicle type/size/age

Time spent on site

Consolidation centre utilization

Delivery/collection accuracy compared to schedule

Breaches and complaints

Vehicle routing

Unacceptable queuing

Unacceptable parking

Supplier FORS accreditation

Low Emissions Zone (LEZ) compliance

- Safety
- Logistics-related accidents
- Record of associated fatalities and serious injuries
- Ways staff are travelling to site
- Vehicles and operations not meeting safety requirements
- Description of the contractor’s handbook
- Description of the driver’s handbook