Transport for London Structural Maintenance Contract

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1. Introduction

1.1 Contract Plan

This Plan explains how Lanes Group has established and will maintain an Environmental Management System to ensure that the service to Transport for London under the "Structural Maintenance" contract. This Plan satisfies the requirements Transport for London for a contract environmental plan.

The Plan describes the way in which Lanes Group has in place a system, conforming to the following:

- The latest version of the Contract conditions.
- Applicable legislation
- Applicable Environmental guidelines (EA and Transport for London)
- Applicable Lanes Group, Railway Division procedures as listed in Appendix 3.

The procedures within the Environment Management System will not prejudice any statutory requirements that are in force during the term of the contract.

1.2 Reviews and updates

This Environmental Plan is a living document that will define the environmental requirements for the work being carried out on the contract. In the early stage of the contract there may be a number of changes required to fine tune the processes to improve performance, thereafter reviewed from time to time and updated as necessary.

To ensure that the Environmental Plan is kept up to date and relevant to the work being carried out, the Commercial Manager, the HSQE Manager and the Senior Contract team will formally review it on an annual basis.

2. Purpose & Scope

2.1 Purpose

The purpose of this Environmental Plan is to provide a single document that provides the details of the requirements of Transport for London "Structural Maintenance" contract It is used to assist the Lane Group staff and sub-contractors, who are working on, or servicing the contract with an understanding of the:

- Environmental requirements of the contract
- Environmental objectives
- Current legislation that apply to the works
- Contract organisational structure
- Progress reporting elements
- Client interface areas

- Environmental procedures applicable to the contract.

It will assist in achieving the required level of environmental control whilst working on this contract.

2.2 Scope

The Environmental Plan applies to all works undertaken by the Lanes Group for Transport for London under the "Structural Maintenance" contract.

Client	Transport for London
Contract No	00466
Contract title	Structural Maintenance: Lot 2: Drainage Maintenance
Start date	April 2017
Duration	5 years (+ 3 years)
End date	March 2022 (March 2025)

The work scope within the contract is to undertake Planned and Reactive Services for track and off track gravity drainage systems on SSL and BCV, being;

- Cleaning of Drainage by Manual & Mechanical Means – Track & Off-Track
- Undertaking CCTV and/or Acoustic Surveys of Drainage Pipes – Track & Off-Track
- Undertaking Inspections of Drainage Assets (Catchpits, Gulleys, Manholes)
- Channel & Ditch Cleaning – Tunnel Sections, Track and Off-Track

3. Nature of Works

The works involve corrective and planned preventative maintenance of track and off-track drainage.

4. Location of the works

The contract works encompass all of the Transport for London's rail and underground locations.

5. Management and reporting centre

The management and reporting centre is based at our purpose built Transport for London depot in Rainham, which is at the following address:

16 Lamson Road, Rainham, Essex, RM13 9YY

01708 553555 or 01708 528770

The depot is operational 24 hours per day, 365 days per year, providing a single point of contact for Transport for London. It also provides offices, workshops, storage and vehicle parking for our staff and fleet.

The contract health, safety and environmental office is also based at our Rainham facility.

6. Environmental Policy Statement

Lanes Group Plc realise that rail related work, if not managed correctly can be hazardous to the environment therefore the Board of the Lanes Group and in particular the Lanes Rail Division are committed to protecting the environment and achieving the highest standards of environmental care in all our undertakings within the Rail related theatre of operations and in doing so will comply with all relevant legislation.

Lanes Rail Division is committed to the assessment and evaluation of all our undertakings and how those undertakings impact upon our immediate and extended environment. We are committed to understanding the significance of all identified impacts associated with our business and clearly defining the more serious from the less serious.

Lanes Rail Division are committed to the development of a culture of Environmental Care which permeates the organization from the Board of Directors to the individual at the point of works. This culture will encompass our partnering organizations and suppliers through the application of clear and concise procurement policies which encourage environmental best practice from all such partners and suppliers.

The management structure of the Rail Division will ensure that adequate resources will be made available to ensure our people are competent to carry out their tasks and are instructed in their environmental responsibilities as individuals and as agents of the Lanes Rail Division.

Lanes Group Rail Division operational systems are defined in a documented Environmental Management Manual that provides clear guidance on the systems that are to be followed. It is the intent of Lanes Group Rail Division that the Environmental Management Manual should satisfy, as a minimum, the requirements of BS EN ISO 14001:2015.

The successful implementation of this Environmental Policy requires our personnel to focus on the following principles:

- We reduce our dependence on non renewable fuel sources
- We reuse our materials and resources as long as is sustainable
- We recycle all waste which has a potential to be recycled
- We recover where possible all materials and resources which may be reused
- We reduce the overall burden of waste to Landfill from our operations

Lanes Rail Division Directors and Senior Management are also committed to a culture of continual improvement in all environmental matters throughout the organization, and to this end a full suite of processes and procedures will be developed which will facilitate this commitment.

The Board recc

[redacted]

7. Environmental aspects and legislation

7.1 Introduction

The environmental aspects for this contract have been reviewed and are detailed in the sections below.

These environmental aspects have been assessed as relevant to the type of activity on the risk assessment.

The conditions of the current version of QUENSH Contract Conditions have been considered when reviewing environmental aspects.

Relevant legislation has also been considered as part of the risk assessment.

7.2 Environmental Review

The review process, has identified the company targets and objectives as well as a number of operational activities that may have an impact on the environment, listed below:

7.3 Targets and Objectives

Reduce the use of non-renewable fuel sources
Reuse materials and resources where practicable.
Recycle all waste which has a potential to be recycled
Recover all materials and resources which may be reused
Reduce the overall burden of waste to landfill from our operations.
Reduce exposure of noise and vibration due to our operations on local residents.

7.4 Sustainable Design and Operations

We will use the SuDS (Sustainable Drainage Systems) process to aid the consideration of environmental sustainability and to drive improvements in performance during the design development, installation and maintenance phases of the services within the contract for Transport for London.

7.5 Environmental controls for reducing carbon emissions, particulate matter, water usage, noise and energy usage

Lanes Group acknowledges and embraces Transport for London's targets for the reduction in carbon emissions and particulate matter and has a range of initiatives to reduce the level of carbon emissions and particulate matter created by our operations as well as the reduction of water usage, noise and energy

These include:

- Training of staff to raise awareness about the potential impacts of our work and to educate on ways they can reduce impacts, for example by driving more responsibility to reduce fuel consumption
- Purchasing modern vehicles that generate low emission levels commensurate with those set out in Appendix 4 of the ITT documentation, as well as reduced

noise levels, with a dedicated fleet manager to ensure they are well maintained and perform efficiently

- Applying Masternaut tracking on all vehicles to monitor fuel consumption and driving behaviours, with the use of data to challenge staff and target further training
- Positioning our depots in locations that facilitate reaching Transport for London assets quickly, with one in Rainham (in the east) and the other in Slough (in the west)
- Detailed logistical planning to co-ordinate resources ways that minimise road miles and avoid adding to local congestion
- Use of mobile plumbers who travel on the underground network with a comprehensive tool-kit to reach and contain incidents far more quickly than travelling by road and with much reduced emissions
- Installation of energy saving devices in offices and depots such as LED lighting installation and double glazing
- Facilitating home working where practicable and encouraging the use of video conferencing to reduce road miles for staff
- Offering flexible working arrangements so staff who need to travel can do so during off-peak periods and do not contribute to environmentally-damaging congestion
- Participating in the Government's cycle to work scheme to encourage staff to leave their cars at home
- Appointing sub-contractors based in London and the Home Counties for the Transport for London contracts to minimise journey times
- Sourcing materials from London-based suppliers or otherwise from within the UK to minimise shipping journeys
- Exploration of hybrid vehicles to reduce our carbon footprint.
- Changing Lanes Group Rail Division jetting fleet over to recycling jet vac lorries which filter out solids from used jetting water, allowing the water to be re-used, thereby reducing our water usage requirements.
- The use of ultraviolet setting techniques to cure pipe liners in preference to obsolete hot water techniques, reducing our water and energy usage requirements.
- Lorry mounted jetting plant housed in attenuating acoustic shelters, reducing noise pollution exposure of local residents.
- The use of 'Spartan' equipment, which does not require any water, to remove blockages from drains to reduce our water usage requirements as well as reducing noise.

Lanes Group also has a policy of using "no dig techniques" such as patch-lining damaged drainage using remote-controlled cameras, thereby removing any excavation requirement and thus reducing the amount of energy consumed in undertaking the works.

7.6 Policies of reuse, recover and recycle and water usage reduction

Our rail operations deliver re-use, recovery and recycling levels of 98% and we will work with Transport for London to improve this figure towards its 99% target.

7.7 Air Quality and Dust

We recognise that our operations have the potential to impact on air quality and to cause dust. We outline below the measures we will take to reduce the impacts of these two issues on the local environment.

7.7.1 Road Vehicles

We confirm that at contract commencement, all of our operating vehicles will comply with the emissions stipulations contained in Appendix 4 of the ITT document.

In addition, we are currently investigating the future procurement of plug-in hybrid vehicles that will reduce pollutants and noise.

The Masternaut vehicle management system, installed on all of our vehicles, allows us to manage our drivers' behaviours and to monitor the actual performance of the fleet.

For this Transport for London contract, we will produce a quarterly performance report on our fleet, including:

- Vehicle make and model
- Servicing
- Fuel type
- Usage
- Mileage
- Percentage of fleet on hire.

All drivers on this contract will undergo at least one hour's training on fuel efficiency and safe driving within three months of the commencement of the contract.

Driver training records will be made available to Transport for London upon request.

7.7.2 Equipment and Non-Road Mobile Machinery

We will have a policy of using equipment with appropriate catalysts or particulate filters, using ultra-low sulphur fuels

All of our equipment is well maintained by our in-house engineers at our dedicated Rainham workshops.

Where possible, we will seek to avoid the use of diesel generators altogether in favour of direct power supplies.

We confirm that all of our powered equipment will conform to the relevant sections of EU Directive 97/68/EC from commencement of the contract.

7.7.3 Dust