

# Construction Logistics and Community Safety

**Recent numbers show that between 2008 and 2013 approximately 55 per cent of cyclist fatalities in London were caused by a heavy goods vehicle. Transport for London (TfL) launched the review of the construction sector's transport activities that resulted in 'CLOCS) report published in February 2013 by Transport Research Laboratory.**

According to the report :

- Blind spots on construction vehicles could be larger than general haulage vehicles
- Road safety was not considered in same way as health and safety on-site
- There was little understanding of the impact of construction activity on road safety
- There was no common standard for the industry to work to in order to manage work related road safety

In response, the construction industry collaborated to create the standard for construction logistics. Managing work related road risk (WRRR) aims to ensure that construction companies follow effective practice in the management of their operations, vehicles, drivers and construction sites. Each requirement has been developed to reduce the risk of a collision between heavy goods vehicles in the construction sector and vulnerable road users such as cyclists and pedestrians. The Standard sets the detailed minimum requirements to create a consistent foundation and promote the best practice.

The CLOCS Standard is a key step to demonstrate the commitment of construction logistics

industry organisations to improve road safety throughout the supply chain.

All HGVs (over 3.5 tonnes gvw) arriving on site must conform to the CLOCS Standard for construction logistics. The key checks that should be completed on any vehicle over 3.5 tonnes gvw arriving on site include vehicle operator check, vehicle check and driver check.

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There is a number of guidance documents (CLOCS Guides) that supplement the CLOCS Standard. Amongst others there is guide on site assessment, vehicle safety, managing driver training and licensing, managing supplier compliance etc.

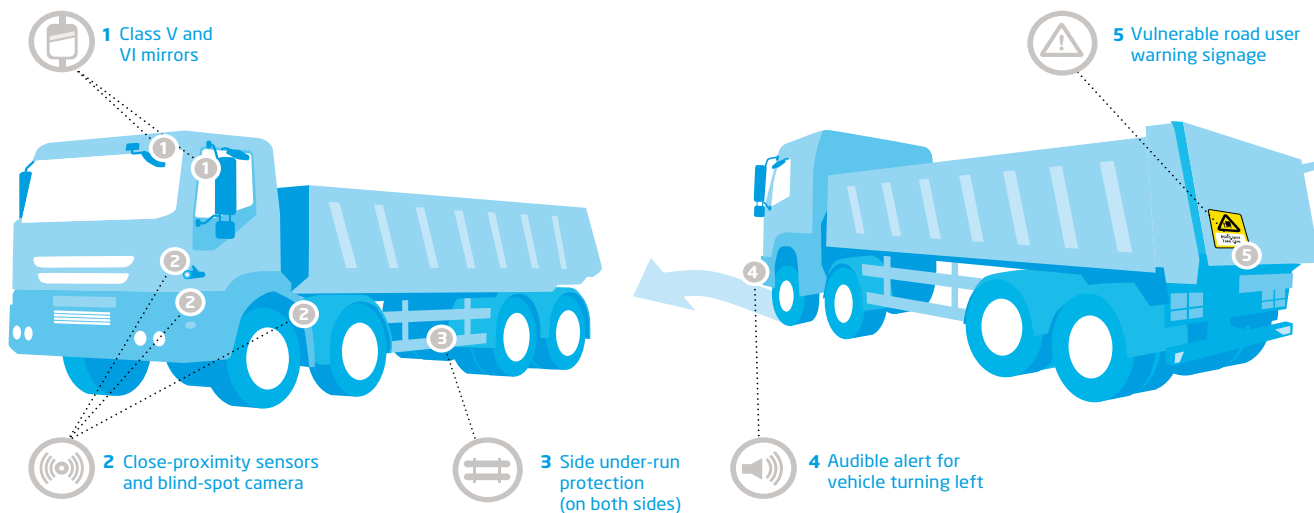
**For more details visit: CLOCS Standard: [www.clocs.org.uk/standard-for-clocs](http://www.clocs.org.uk/standard-for-clocs) CLOCS website and resources: [www.clocs.org.uk](http://www.clocs.org.uk)**



# CLOCS Vehicle checking in operation

All HGVs\* arriving on this site must conform to the **CLOCS Standard** for construction logistics. To comply three checks must be completed before entry.

\*over 3.5 tonnes gvw



## 1. Vehicle Operator Check



Vehicle operator must be certified at minimum FORS bronze level. FORS is the Fleet Operator Recognition Scheme [www.fors-online.org.uk](http://www.fors-online.org.uk)

## 2. Vehicle Check

Any vehicle over 3.5 tonne gvw shall have the following vulnerable road user safety kit fitted:

### Blind-spot minimisation:

- 1 Class V and VI mirrors
- 2 A method of minimising the vehicle blind-spots eg camera system and/or sensor system and/or Fresnel lens (the system must be working)
- 3 Side under-run protection (both sides)
- 4 Audible alert for vehicle turning left
- 5 Vulnerable road user warning signage

## 3. Driver Check

- Driver must have a valid driving licence for the vehicle they are driving
- Driver must be able to prove they have undertaken approved vulnerable road user training



## Refusal of access to site

In the event of non-conformance the vehicle may be refused entry and a non-conformance report completed



Looking out for vulnerable road users

To find out more please visit [www.clocs.org.uk](http://www.clocs.org.uk)