



CASE STUDY: Peter Norris (Haulage) Limited

Peter Norris (Haulage) Limited compliant with FORS

Having under taken work on the Crossrail project it has long been known that tipper lorries needed to be compliant with the current TfL backed Freight Operators Recognition Scheme (FORS). However the requirement for smaller skip lorries was somewhat over-looked until we undertook work on the Costain London Bridge refurbishment project.

As a result of this work, we had to make a number of our skip lorries FORS compliant, which involved making the necessary additions and conversions to the vehicles. Immediately we could see that there were great advantages and safety benefits to both cyclists and HGV drivers alike. Even though we were not required by regulation or law, we decided to roll the FORS or "London Spec" requirements across the entire fleet.

Once again we feel that we are leading the way amongst our peers in our innovative and pro-active approaches that give our customers the confidence that they are using a truly considerate company.

FORS scheme requires the vehicles to have side proximity sensors, external audible warning on activation of left indication, Fresnel diffraction lens (giving downward side vision through passenger window), side infill rail bars and warning stickers to the rear and side of the lorry.



Compliant drivers have also attended the FORS cyclist scheme which makes HGV drivers aware of the dangers that cyclist can face from lorries being driven without consideration, with part of the course actually requiring them to take to the saddle of a bicycle on the road and see road safety from a two-wheeled perspective.

Having now joined FORS, Peter Norris (Haulage) Limited shall embrace this scheme and any further suggestions from the Considerate Constructors Scheme's 'Spotlight on... cycle safety' campaign.