

CLOCS

Standard for construction logistics

Managing work
related road risk



Construction
Logistics and
Community Safety

CLOCS - Looking out for vulnerable road users

In 2012, Transport for London (TfL) commissioned a review of the construction sector's transport activities to understand the causes of collisions with cyclists. The resulting 'Construction Logistics and Cyclist Safety' report laid the foundation for the CLOCS programme which has since broadened to cover the safety of all vulnerable road users.

CLOCS aims to achieve a visionary change in the way the construction industry manages work related road risk whilst providing an opportunity for clients and developers to look out for the wider community. This is moving forward in three key ways:

- Improving the safety of vehicles
- Addressing the imbalance between on-site health and safety and work related road safety
- Encouraging wider adoption of best practice across the logistics industry

The *CLOCS Standard for construction logistics: Managing work related road risk* has been developed as a common national standard for use by the construction logistics industry. Implemented by construction clients through contracts, it provides a framework that enables ownership in managing road risk which can be adhered to in a consistent way by fleet operators.

Supplementary guidance has been developed to accompany the *CLOCS Standard* and provide further information on the key requirements:

- CLOCS Guide - Improving road safety using the planning process
- CLOCS Guide - Managing driver training and licensing
- CLOCS Guide - Vehicle safety equipment
- CLOCS Guide - Managing supplier compliance
- CLOCS Guide - Managing work related road risk in contracts
- CLOCS Guide - Incorporating the *CLOCS Standard* in public and private sector procurement
- CLOCS Compliance toolkit
- CLOCS Handbook - Assessment for onsite ground conditions

Representatives from different organisations - vehicle manufacturers, construction clients, fleet operators, regulatory and enforcement bodies are actively engaged with CLOCS representing a united response to road safety and greater social responsibility.

Acknowledgements

The *CLOCS Standard for construction logistics: Managing work related road risk* has been developed in collaboration with key industry stakeholders.

The Health and Safety Executive welcomes this industry led initiative facilitated by Transport for London as a positive step towards improving the management of work related road risk.

The expert contributions made from organisations and individuals consulted in the development and review of this Standard are gratefully acknowledged.

The *CLOCS Standard* is reviewed at intervals not exceeding two years, and any amendments arising from the review will be published in an amended version. The *CLOCS Standard* does not purport to include all the necessary provisions of a contract. Users are responsible for its correct application.

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CLOCS is proud to be a Premier Award winner of the Prince Michael International Road Safety awards

Introduction

1.1 Background and context

Population growth

The population of the UK is expected to pass 70 million by 2029 making it one of the most densely populated countries in Europe*. Our towns and cities are busier than at any other time in history creating unique challenges to address.

A growing population means growing demand for places to live, work and spend time and an inevitable rise in development and construction activity - often against a backdrop of considerable constraints on space. We need to ensure we develop the skills and capability to embrace this growth. Developing our towns and cities in a sustainable manner is vital to our economy, our social wellbeing and the environment we live in.

A rising population places considerable strain on already busy transport networks necessitating changes in travel behaviour and the modes of travel used. A number of UK city and regional authorities already have high levels of walking and cycling and are increasingly recognising the benefits of promoting these modes as healthy and sustainable ways to travel.

Vulnerable road users and goods vehicles are sharing the roads more than ever. Our historic towns and cities and many of the large vehicles required to service them were not designed with this type or level of activity in mind, creating challenges to be managed and overcome.

Road danger reduction

Where the numbers of people walking and cycling are growing in parallel to higher levels of development and construction activity there is increasing pressure on already constrained road space leading to the potential for conflict.

Although there have been reductions in the overall number of people killed and seriously injured on roads across the UK in recent years, the number of cyclist and pedestrian fatalities increased between 2015 and 2016.

There are particular concerns about the over representation of heavy goods vehicles in collisions with cyclists and pedestrians that have fatal and serious outcomes. The issue exists across the UK. Nationally, heavy goods vehicles over 3.5 tonnes are involved in approximately 19 per cent of cyclist and 15 per cent of pedestrian fatalities. In London, between 2013 and 2016, 48 per cent of cyclist and 22 per cent of pedestrian fatalities involved a HGV, despite these vehicles representing just four per cent of the road miles travelled in the capital. It is important to note that the issue is not restricted to collisions with cyclists - in London there were more than twice as many pedestrians killed in collisions involving vehicles over 3.5 tonnes over the same period. Analysis of the figures found that a disproportionate number of the vehicles involved were construction related.

Vulnerable road user safety is not only an urban issue. Rural roads account for 32 per cent of pedal cycle traffic but 50 per cent of pedal cyclist fatalities (all vehicles).

*ONS National Population Projections 2016-based Statistical Bulletin

Addressing the challenge

In 2012 Transport for London (TfL) commissioned a review of the construction logistics sector's transport activities with an aim of understanding the causes of collisions with vulnerable road users and how they may be prevented. The Construction Logistics and Cyclist Safety report was published in February 2013. The document highlighted issues with the way Work Related Road Risk (WRRR) was managed across the industry and raised concern over the limitations of current construction vehicle cab design with regard to minimising blind-spots.

Following the publication of this document a high profile event was held at City Hall in London on 2 May 2013 attended by construction logistics representatives who publicly demonstrated their commitment to change. Communication of findings of the report and buy in from the industry led to the formation of industry working groups which have identified what can be done to reduce the risks posed by goods vehicles to vulnerable road users. One of the steps identified was to develop and promote adherence to a nationally recognised standard for managing WRRR.

National Commercial Vehicle units and the Industrial HGV Task Force, made up of the Metropolitan Police, City of London Police and the DVSA, enforce the regulations relating to HGVs demonstrating the high level of national commitment to addressing this issue. Since the 1 September 2015 all roads in Greater London are subject to the Safer Lorry Scheme, prohibiting vehicles over 3.5 tonnes gross vehicle weight without side-guards or Class V and VI mirrors fitted from using London's roads. All vehicles compliant with CLOCS will also be compliant with the Safer Lorry Scheme.

The WRRR requirements within this document represent a key step in demonstrating the commitment of the construction industry to improving road safety. Embedding work related road safety in our culture is critical if we are to develop the skills and capability to manage and embrace inevitable population growth and travel demand throughout the UK.



1.2 Development of a national standard

The *CLOCS Standard for construction logistics: Managing work related road risk* is the direct result of collaboration between developers, fleet operators, local authorities and industry associations. This document draws together evolving and applied best practice from a number of individual standards, policies and codes of practice into one WRRR standard that can be implemented by planning authorities, developers and principal contractors and adhered to in a consistent way by fleet operators. Each requirement has been developed with the aim of reducing the risk of a collision between goods vehicles and vulnerable road users such as cyclists and pedestrians.

The *CLOCS Standard* is being implemented beyond the construction sector, for example in general distribution and local authority and TfL supply chains. FORS silver (applicable to all logistics operations) demonstrates compliance with the operations, driver and vehicle aspects of CLOCS and is equally relevant to both construction and non-construction sectors.

Structure of the standard

The *CLOCS Standard for construction logistics: Managing work related road risk* provides the standard for both fleet operators and construction clients.

Sections 2.1 and 2.2 are applicable to both fleet operators and clients. Section 3.1 covers essential elements of site and project safety, giving specific responsibility to the construction client. Sections 4.1 to 4.3 are aimed at fleet operators and cover the three core areas of managing operations, vehicles and drivers.

Terminology

Each section states the **requirement** (this is the exact requirement to be adhered to), explains the **purpose** of the requirement and offers a **demonstration** (indicates how the requirement should be met and demonstrated).

Certain language is used within this document with the following meanings:

- **Shall** - to indicate something which is *mandatory* as part of the requirement or in order to achieve the requirement
- **Should** - to indicate something which is *recommended* as emerging practice
- **May** - to indicate *permission* or an emerging practice *option*
- **Client** - an organisation that procures the construction or operation of a site which requires commercial vehicle journeys; will typically employ a principal contractor to manage site operations
- **Principal contractor** - an organisation that is responsible for all site operations; will typically employ specialist sub-contractors that use commercial vehicles
- **Fleet operator** - an organisation or part thereof which operates one or more commercial vehicle(s) to deliver procured services
- **Heavy goods vehicle (HGV)** - commercial vehicles over 3.5 tonnes gross vehicle weight including abnormal indivisible loads and engineering plant
- **Vulnerable road user (VRU)** - a pedestrian, cyclist, motorcyclist, equestrian or person of reduced mobility
- **Approved** - officially deemed acceptable by the client to meet a specific requirement or quality

Alignment to other schemes

A number of schemes aim to revolutionise the management of work-related road safety and promote a positive road safety culture. It is important that these schemes work together to maintain a level of consistency across the industry.

Under Regulation 4 of the CDM Regulations, the client has a duty to ensure that the construction work they procure can be carried out, so far as is reasonably practicable, without risks to the health or safety of any person affected by the project. As all vehicle journeys only exist because of the instructions by the client to service the site, this could include VRUs affected by vehicular traffic on or off site.

The Fleet Operator Recognition Scheme (FORS) is a national accreditation scheme

designed to help road fleet operators in all sectors improve, measure and monitor operational performance and safety and demonstrate compliance and best practice. Whilst the scope of FORS is wider than CLOCS, the schemes have been aligned so that a FORS silver fleet operator will automatically be compliant with CLOCS. Additionally, fleet operators meeting the *CLOCS Standard* will meet the requirements of Transport for London's Work Related Road Risk (WRRR) requirements and the Safer Lorry Scheme in London.

Construction clients may implement CLOCS through planning conditions and procurement contracts and fleet operators can demonstrate their compliance to CLOCS through FORS. CLOCS will continue to encourage and promote consistency across the industry through update of a common national standard.



Applicability and exemptions

2.1 Applicability

Scope

Applicable to all sites (project, premises or property) that require deliveries, collections or servicing by commercial vehicles and all fleet operations using commercial vehicles over 3.5 tonnes gross vehicle weight, unless otherwise indicated by the client. This includes abnormal indivisible loads and engineering plant.

All fleet operators shall comply with the standard in the timeframe instructed by the client in agreeing the contract. This shall not be more than 90 days from the start of a contract unless special circumstances apply.

Demonstration

Clients shall specify whether the standard applies within contracts based on their assessment of risk and in accordance with local authority requirements. The client will determine, within their own contracts, whether this standard also applies to vehicles under 3.5 tonnes gross vehicle weight.



2.2 Exemptions

Scope

Where possible exemptions should not be permitted but the following may be considered at client and/or local authority discretion:

- Unplanned or unforeseen critical delivery or emergency visit
- Escorted abnormal indivisible load deliveries
- Non contracted utility companies - services that are not contracted by the client but have a statutory undertaking to access their own assets on site
- Transient or temporary sites eg roadworks

Demonstration

If special exemptions are granted, the client should assess the level of risk by requesting a detailed risk assessment outlining how the principal contractor intends to minimise the risks.

Fleet operators shall present any case for exemptions to the client. They shall demonstrate why the exemption is necessary, rather than relying on current legal exemptions.

Clients may set their own criteria for which vehicle types fall into scope and any exemptions applied to specific operations.

Principal contractor queries regarding applicability and exemptions at specific sites should be directed to and dealt with by the client.



CLOCS Standard for construction clients

3.1 Construction client requirements

3.1.1 Construction Logistics Plan

Requirement

Clients shall ensure that a Construction Logistics Plan is in place and is fully complied with.

Clients should approach this in a spirit of partnership with fleet operators, who may have valuable views on how to achieve safety goals.

Purpose

To reduce the negative transport effects of construction work on local communities and the environment by providing a tool to minimise construction trips and reduce the potential for collisions.

Demonstration

Clients shall produce an approved Construction Logistics Plan which includes planned measures to minimise vehicle trips and reduce the opportunities for collisions with vulnerable road users, for example by considering specific sites such as schools near to the site.

Clients shall ensure principal contractors are aware of and understand their obligations under the Construction Logistics Plan.

A Construction Logistics Plan may be produced in its own right, or as part of fulfilling the requirement within this standard.

 **For further information:**

- TfL Construction Logistics Plan Guidance

3.1.2 Suitability of site for vehicles fitted with safety features

Requirement

Clients shall ensure that the condition of sites is suitable for vehicles fitted with safety features and side under-run protection.

Purpose

To ensure the site is suitable for all vehicle types fitted with safety features and side under-run protection.

Demonstration

Clients should carry out regular reviews of the topography of the site and where necessary implement diversions as the site landscape changes.

Clients should ensure that the ground is graded where the construction phase allows.

Sites should be suitable for access by low entry vehicles with increased direct vision and should be assessed and rated using the CLOCS on-site ground conditions handbook and directory.

 **For further information:**

- CLOCS Handbook - Assessment for on-site ground conditions

 **For further information:**

- Directory of on-site ground conditions

3.1.3 Site access and egress

Requirement

Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles.

Purpose

To reduce the risks associated with vehicles turning or reversing in order to access or egress from site.

Demonstration

Clients shall ensure that effective traffic management principles are adhered to.

Traffic management should first attempt to eliminate hazards by design e.g. one-way systems, traffic lights and calming measures.

Where visibility is restricted or where it is deemed necessary, clients should ensure that a competent marshal is available to assist with vehicle manoeuvring.

Where appropriate clients may consider the use of additional equipment such as blind-spot safety (e.g. Trixi) mirrors to aid the driver's view of the road.



3.1.4 Vehicle loading and unloading

Requirement

Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable.

Purpose

To reduce risk of injury by segregating loading and unloading activity from the public.

Demonstration

Clients should provide a stable, graded surface on-site for vehicle loading and unloading.

Clients should ensure an appropriate person is nominated to manage all deliveries and collections to site and supervise the loading and unloading process.

Clients should identify a suitable 'off-loading area' and ensure that approved loading and unloading plans are in place where it is not possible to unload on site.

3.1.5 Traffic routing

Requirement

Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all principal contractors and drivers. Clients shall make principal contractors, fleet operators and other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur.

Purpose

To ensure that construction traffic uses the safest and most appropriate routes to site.

Demonstration

The circumstances (if any) under which drivers may deviate from a specified route such as a temporary road closure, or road traffic accidents shall be clearly specified by the client, and all such route deviations should be recorded/reported for future review. Please also see section 4.1.3 Traffic routing.

Clients should ensure that defined routes align with options to reduce peak hour deliveries to site (see 3.1.6), including coordinating with neighbouring sites.

Mobile or very temporary sites (e.g. emergency street works) may not be subject to a routing requirement.

Clients should demonstrate this by distributing maps and any other vehicle routing information to all companies and drivers accessing the site.

Clients should ensure the reasons behind adopting a specific vehicle route are clearly communicated to all principal contractors.

3.1.6 Control of site traffic, particularly at peak hours

Requirement

Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries.

Purpose

To reduce the risk of congestion and collisions in the vicinity of the site. To minimise site deliveries, collections and servicing access during peak hours.

Demonstration

Clients shall ensure that options to reduce peak hour deliveries to a site, including coordinating with neighbouring sites, have been considered and where identified, arrangements to minimise peak hour deliveries implemented.

Clients should demonstrate as part of their Construction Logistics Plan the options they have considered and acted upon to reduce the amount of trips to site during peak hours. This may include use of web/paper based delivery booking systems, consolidation centres, vehicle holding areas, deliveries during off-peak times or the use of alternative modes.

Care must be taken to ensure that undue pressure is not placed on drivers to meet time slots through contractual, economic or management pressure when using a delivery booking system.

 **For further information:**

- TfL Directory of London Construction Consolidation Centres

 **For further information:**

- TfL Construction Logistics Plan Guidance

 **For further information:**

- CLOCS Compliance Toolkit
- CLOCS Guide - Managing supplier compliance
- CLOCS Guide - Managing work related road risk in contracts

3.1.7 Supply chain compliance

Requirement

Clients shall ensure principal contractor and sub-contractor compliance with requirements 4.1.1 to 4.3.2.

Purpose

To ensure that requirements are being adhered to across the supply chain.

Demonstration

The client should ensure that it is a contractual requirement for the principal contractor to check vehicles entering site and to take the appropriate action under the contract.

The client should request from the principal contractor a plan and/or process for complying with the contract.

The client should also undertake regular audits of the principal contractor's process and compliance checks. This audit should include random vehicle compliance checks undertaken by the client. The client may request that every reporting period the principal contractor should submit to the client a summary of those checks and details of the corrective action taken in the case of non-compliance.

Clients should factor in a review of collision reports provided by the principal contractor under requirement 4.1.2 Collision Reporting.

The client should provide a point of contact for principal contractors in order that they may direct queries to the relevant person or department.

CLOCS Standard for fleet operators

4.1 Logistic operations requirements

4.1.1 Quality operation

Requirement

Fleet operators shall ensure the transport operation meets the standard of an approved independent fleet management audit.

Purpose

To ensure a baseline level of compliance against all regulatory requirements relevant to the road transport operation.

Demonstration

This shall be demonstrated through current certification from an approved independent audit body (such as the Fleet Operator Recognition Scheme (FORS) or other FORS-equivalent standard).

Certification shall be within the period specified by the client/contracting entity. This period shall not be more than 90 days from contract award. All sub-contractors to the fleet operator should also meet the standard of an approved independent fleet management audit to ensure full supply chain compliance.

Certification shall be renewed on an annual basis.

 **For further information:**

- www.fors-online.org.uk

 **For further information:**

- FORS Collision Management Toolkit

4.1.2 Collision reporting

Requirement

Fleet operators shall capture, investigate and analyse road traffic collision information that results in injury or damage to vehicles and property. All collisions shall be reported to their client or contracting entity.

Purpose

To create transparency in the supply chain and enable fleet operators and clients to work together to mitigate the risk of road traffic collisions and prevent re-occurrence.

Demonstration

A log of all collisions shall be maintained which shall include details of all evidence required to investigate an incident.

Reporting shall include lessons learned and remedial measures identified to help prevent re-occurrence of similar incidents.

Fleet operators should use an approved reporting mechanism such as FORS Collision Manager (www.fors-collision-manager.org.uk) to report all traffic collisions that result in injuries or damage to vehicles and property.

All collisions involving a serious injury or fatality should be reported to the relevant client or contracting entity.

Near-misses should also be recorded where possible.

4.1.3 Traffic routing

Requirement

Fleet operators shall ensure that any vehicle routes to sites or premises specified by clients are adhered to unless directed otherwise.

Purpose

To reduce the probability of collisions on routes to and from sites and premises.

Demonstration

Fleet operators shall properly communicate any routing and access requirements provided by clients to all drivers accessing a site.

Mobile or very temporary sites (e.g. emergency street works) are not subject to a routing requirement.

The circumstances (if any) under which drivers may deviate from a specified route such as temporary road closure, or road traffic accidents shall be clearly specified by the client.

Please also see Section 3.1.5 - Traffic routing.

Fleet operators should provide driver training, briefings or pre-programmed navigation systems to ensure the driver is aware of the specified route, the circumstances (if any) of deviating from the route and the resulting consequences of not adhering to the route.

There should be clear evidence that any deviations from the route as notified by the client or the public authority are addressed with the driver. The driver may be required to sign to acknowledge the infraction.

Fleet operators may ask drivers to demonstrate that they have understood any traffic routing or site access requirements by signing for them.

Fleet operators should notify clients of any left-hand turns or high risk manoeuvres resulting from a specified route and agree mitigating measures.



4.2 Vehicle requirements

4.2.1 Blind-spot minimisation

Requirement

Fleet operators shall ensure all vehicles over 3.5 tonnes gross vehicle weight have front, side and rear blind-spots completely eliminated where possible through a combination of fully operational direct and indirect vision aids and driver audible alerts.

Purpose

To improve visibility for drivers and reduce the risk of close proximity blind-spot collisions.

Demonstration

A combination of appropriate vision aids and driver audible alerts shall be fitted to the front nearside of all vehicles over 3.5 tonnes gross vehicle weight.

In addition, appropriate indirect vision aids shall also be fitted to the rear of all rigid vehicles over 7.5 tonnes gross vehicle weight.

Class V and VI mirrors shall be fitted to all vehicles where they can be mounted, with no part of the mirror being less than two metres from the ground.

Indirect vision aids can be mirrors, cameras or monitors. These systems shall be fully operational.

Fleet operators shall make regular checks and take all reasonable measures to ensure all indirect vision systems remain fully operational.

Fleet operators shall take steps to ensure that drivers recognise that use of indirect vision systems is an integral part of their job.

Fresnel lenses are not considered an appropriate means of minimising vehicle blind-spots.



Fleet operators may consider purchasing vehicles with high vision cabs and on road (N3) vehicles with increased direct vision rather than off-road (N3G) vehicles.

Fleet operators may consider fitting recordable camera systems to act as a 'digital witness' and assist in driver training and development.

For left-hand drive vehicles, the blind-spot is on the off-side and affects the vehicle when turning right. Mirrors, cameras and sensors should therefore be fitted appropriately to cover this blind-spot.



For further information:

- [CLOCS Guide - vehicle safety equipment](#)

4.2.2 Warning signage

Requirement

Fleet operators shall ensure that prominent signage is fitted to all vehicles over 3.5 tonnes gross vehicle weight that visually warns other road users not to get too close to the vehicle.

Purpose

To reduce the risk of close proximity incidents and increase road safety.

Demonstration

All vehicles over 3.5 tonnes gross vehicle weight shall display external pictorial stickers and markings to warn vulnerable road users of hazards around the vehicle.

Vehicles 3.5 tonnes gross vehicle weight or less may display external pictorial stickers to warn vulnerable road users of hazards around the vehicle.

Signage should not be offensive and should not give instructional advice to the vulnerable road user. The text point size should be legible by a cyclist at a reasonable distance from the vehicle.



4.2.3 Under-run protection

Requirement

Fleet operators shall ensure fitment of side-guards to all vehicles over 3.5 tonnes that are not currently exempt.

Purpose

To minimise the probability and severity of under-run collisions with vulnerable road users.

Demonstration

Fleet operators shall provide evidence that all vehicles over 3.5 tonnes that are not currently exempt are fitted with side-guards.

Fitment shall be on both sides of the vehicle unless this is proved impractical or impossible.

Fleet operators may consider fitting front under-run protection to vehicles that are currently exempt from fitment such as off-road (N3G) vehicles.

 **For further information:**

- CLOCS Guide - vehicle safety equipment

 **For further information:**

- Warning signage stickers
www.fors-online.org.uk

4.2.4 Vehicle manoeuvring warnings

Requirement

Fleet operators shall ensure all vehicles over 3.5 tonnes gross vehicle weight are equipped with enhanced audible means to warn other road users of a vehicle's left manoeuvre.

Purpose

To reduce the risk of close proximity collisions by audibly alerting vulnerable road users to vehicle hazards.

Demonstration

Vehicles over 3.5 tonnes gross vehicle weight shall be fitted with equipment to audibly warn vulnerable road users when a vehicle is turning left.

All vehicle manoeuvring warning systems shall be fully operational.

Fleet operators shall make regular checks and take all reasonable measures to ensure audible warning devices remain fully operational.

Fleet operators shall take steps to ensure that drivers recognise that activation of the device is an integral part of their job.

Vehicles over 3.5 tonnes gross vehicle weight should be fitted with operational equipment to audibly warn vulnerable road users when a vehicle is turning right or reversing.

Vehicles under 3.5 tonnes gross vehicle weight may be fitted with operational equipment to audibly warn vulnerable road users when a vehicle is reversing.

Enhanced audible warnings may be supplemented by visual warnings to vulnerable road users.

Audible warning devices should be fitted with a manual on/off switch or reset button for circumstances, such as working at night, where it may be appropriate for the device to be de-activated.

For left-hand drive vehicles, the blind-spot is on the off-side and affects the vehicle when turning right. Audible warnings should therefore warn of a vehicle's right manoeuvre.



For further information:

- CLOCS Guide - vehicle safety equipment

4.3 Driver requirements

4.3.1 Training and development

Requirement

Fleet operators shall ensure that all drivers (including those exempt or not in scope of Driver Certificate of Professional Competence) undergo client approved progressive training and continued professional development specifically covering the safety of vulnerable road users.

Purpose

To ensure that all drivers have the knowledge, skills and attitude required to recognise, assess, manage and reduce the risks that their vehicle poses to vulnerable road users.

Demonstration

Each driver shall undertake approved theoretical training which includes safety of vulnerable road users.

Awareness training on the safety of vulnerable road users shall be progressive throughout the life of the contract.

Drivers shall undertake training in the use and limitations of supplementary vehicle safety equipment.

Progressive training should include on-cycle hazard awareness and use an appropriate mix of theoretical, e-learning, practical and on the job training.

Training content should include but not be limited to:

- Induction to the company
- Induction to new contracts covering familiarisation with new routes, vehicle types and sites
- Refresher training to ensure knowledge and skills are fully embedded
- Remedial training to rectify any deficiencies identified through reported collisions or previous training

Where applicable this training may be aligned to Driver Certificate of Professional Competence.

 **For further information:**

- CLOCS Guide - Managing driver training and licensing

 **For further information:**

- Managing Work Related Road Risk (WRRR) training requirements - industry guidance



4.3.2 Driver licensing

Requirement

Fleet operators shall ensure that a system is in place to ensure all drivers hold a valid licence for the category of vehicle they are tasked to drive and any risks associated with endorsements or restriction codes are effectively managed.

Fleet operators should also ensure all drivers have been declared 'fit to drive' by a recognised health professional, with particular regard to vision and blackouts.

Purpose

To ensure that all drivers employed by the company hold a valid licence and any risks presented through an accumulation of endorsements are effectively monitored and managed.

Demonstration

To demonstrate that this requirement is fully met, fleet operators shall ensure that all driver licences and endorsements are verified through a service that directly accesses current Driver and Vehicle Licensing Agency (DVLA) data.

Frequency of licence checks should be against an approved risk scale and licences shall be checked as a minimum every six months.

Fleet operators shall have a policy in place to ensure drivers report all professional or personal driving infringements to the responsible person who runs daily transport operations.



For further information:

- [CLOCS Guide - managing driver training and licensing](#)



Implementing the CLOCS Standard

5.1 Considerations for implementation

The aim is for the *CLOCS Standard for construction logistics: Managing work related road risk* to be included within construction logistics contracts, and adhered to as part of safe construction logistic operations. In implementing the standard, clients and fleet operators should consider:

- Ensuring those responsible for procurement or tendering within the organisation are fully aware of the requirements, their purpose and the ways in which meeting the requirements can be demonstrated
- Updating relevant health and safety and procurement policies and strategies to include the *CLOCS Standard* and requirements
- Engaging with the local community and building positive relationships
- Ensuring that potential suppliers, principal contractors and sub-contractors are informed of the *CLOCS Standard* and requirements as soon as possible in the procurement process for new contracts, and make clear reference to the *CLOCS Standard* and requirements within tender documentation
- Being realistic in the timeframes given to fleet operators to comply in the case of variations to existing contracts (though within the 90 days stated in section 2.1)
- Setting up a method of ensuring and monitoring compliance with the *CLOCS Standard* and requirements, and the actions to be taken in the case of non-compliance (as per requirement 3.1.7)
- Being aware of local authority planning requirements and how they may impact journeys to and from sites





5.2 CLOCS Champions

A CLOCS Champion is an organisation that commits to implementing the *CLOCS Standard* across its business operations; it also commits to encourage its customers, suppliers and other relevant organisations to do likewise.

Being a CLOCS Champion makes a clear corporate statement of an organisation's commitment to prevent future collisions between HGVs and vulnerable road users by consistently implementing the *CLOCS Standard* and by working collaboratively with its customers, suppliers and other CLOCS Champions.

The process of becoming a CLOCS Champion is straight forward. It requires the organisation to review the **Terms of Reference**, sign the **Memorandum of Understanding** and submit an outline **CLOCS Implementation Plan**.

A Champion's CLOCS Implementation Plan outlines where and by when they intend to implement the *CLOCS Standard* across its activities over the following 6-18 months. That plan is confidential between the CLOCS admin team and the CLOCS Champion and is reviewed every year to ensure it remains relevant and progressive.

Construction clients and principal contractors should also demonstrate compliance by requesting the CLOCS monitoring team assess their nominated construction sites. A CLOCS Site Compliance Monitoring Policy exists to maintain the integrity of the *CLOCS Standard*. All site visits are completed in a constructive and supportive way to help companies identify ways to improve.

Copies of these documents are on the CLOCS website at **www.clocs.org.uk**

Progress, next steps and further information

6.1 Progress to date

Since the launch of the *CLOCS Standard* in December 2013, the construction industry has opted to take ownership of work related road risk beyond legal requirements. A wide range of construction clients, principal contractors and fleet operators have openly committed to implement and adhere to the requirements of the *CLOCS Standard* by signing a memorandum of understanding.

A list of organisations committing to take responsibility for safety beyond the site gate can be found in the Champions Directory at www.clocs.org.uk.

In August 2016 an industry partnership was awarded the role of managing CLOCS – their task is to embed, monitor, promote and expand the *CLOCS Standard* throughout organisations, construction sites, companies and suppliers across the UK.

The partnership, led by SECBE Ltd – Leaders in Construction for improved procurement, productivity and skills through

collaboration, also comprises: Construction Clients Leadership Group, representing public and private sector clients; LHC which provides trusted procurement for better buildings and homes; Build UK which provides a strong collective voice for the construction supply chain; and the Considerate Constructors Scheme (CCS), the national scheme established by the construction industry to improve its image.

CLOCS is making progress in other areas as well. In particular, CLOCS has worked with the top UK vehicle manufacturers to stimulate more creative vehicle design solutions with increased direct driver vision. These vehicles are becoming a regular sight on the roads.

New and innovative research projects have been commissioned to support the requirements of the *CLOCS Standard* and allow for evidence-based decision making. It is important to CLOCS that everything we do has the potential to improve conditions on the roads and it is crucial that this work is robustly supported by research.



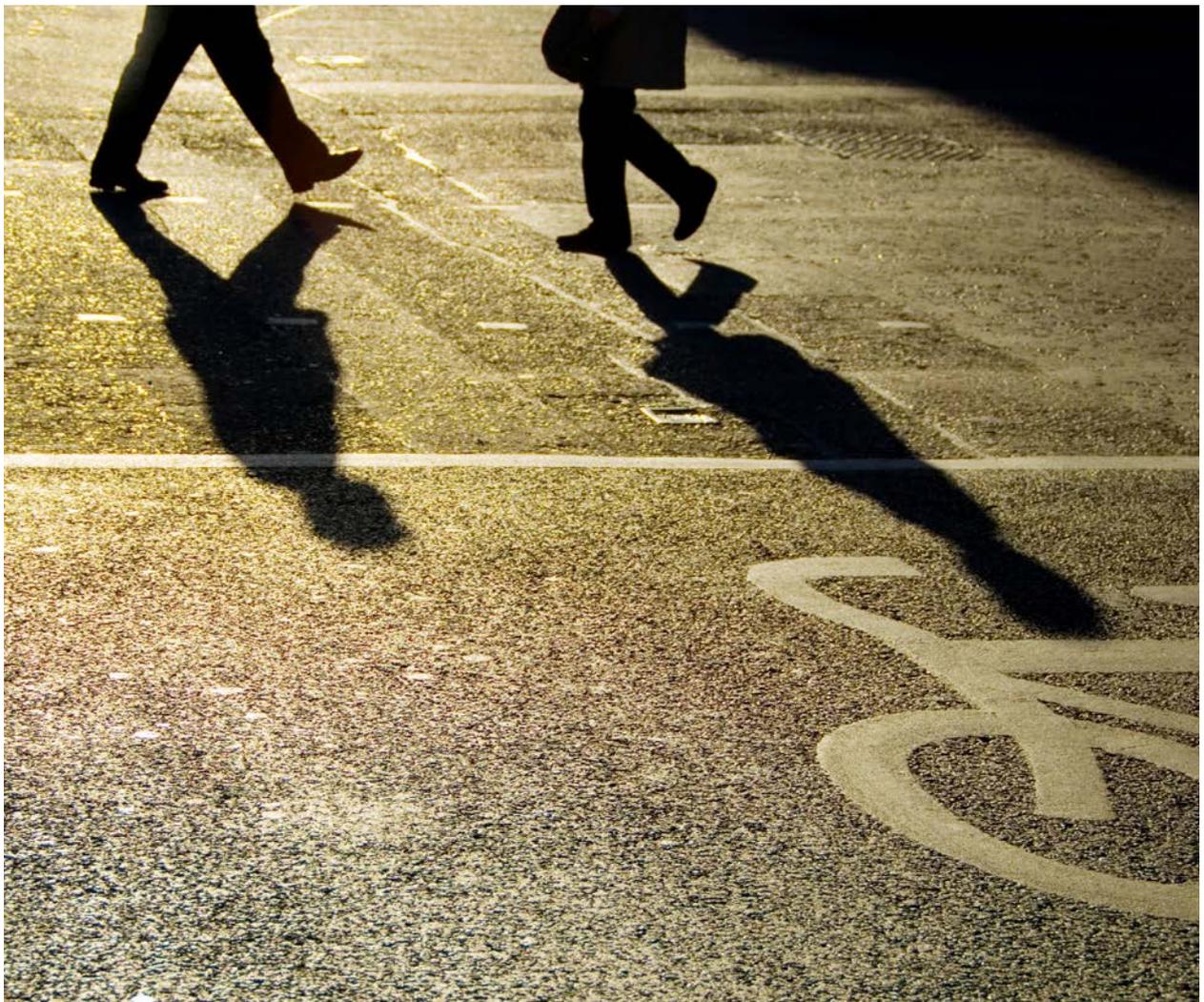
6.2 Next steps

The *CLOCS Standard for construction logistics: Managing work related road risk (WRRR)* is a key step in improving the management of work related road risk by providing a common standard for use by UK authorities and construction logistics clients and fleet operators.

The standard is supported by supplementary guidance that will assist organisations in implementing and ensuring compliance with the

requirements. Supplementary guidance has been produced in the same way as the requirements within this document - in close collaboration with construction industry organisations and associations.

The requirements within this document are to be kept under review in order to take into account collective feedback, new research findings and emerging practice in relation to managing work related road risk.



6.3 Further information

For further information visit www.clocs.org.uk

An electronic version of this document can be downloaded from the following link:

CLOCS Standard for construction logistics: Managing work related road risk (WRRR)
<http://www.clocs.org.uk/standard-for-clocs/>

CLOCS Guides, Toolkits and associated forms can be downloaded from:
<http://www.clocs.org.uk/clocs-guides/>

- CLOCS Guide - Improving road safety using the planning process
- CLOCS Guide - Managing driver training and licensing
- CLOCS Guide - Vehicle safety equipment
- CLOCS Guide - Managing supplier compliance
- CLOCS Guide - Managing work related road risk in contracts
- CLOCS Guide - Public/Private Sector Procurement
- CLOCS Compliance toolkit
- CLOCS Handbook - Assessment for onsite ground conditions

Further useful information can be found in the following publications:

Construction logistics and cyclist safety - summary report Transport Research Laboratory
<http://content.tfl.gov.uk/construction-logistics-and-cyclist-safety-summary-report.pdf>

Construction logistics and cyclist safety - full technical report Transport Research Laboratory
<http://content.tfl.gov.uk/construction-logistics-and-cyclist-safety-technical-report.pdf>

Driving at work: Managing work-related road safety Department for Transport/
Health and Safety Executive
<http://www.hse.gov.uk/pubns/indg382.pdf>

TfL Construction Logistics Plan Guidance

Transport for London

<http://content.tfl.gov.uk/construction-logistics-plan-guidance-for-developers.pdf>

Work Related Road Risk (WRRR) driver training - approval guidance for training providers

Transport for London

<http://www.fors-online.org.uk/cms/work-related-road-risk-training-information-for-training-providers/>

Further information on the Fleet Operator Recognition Scheme (FORS) is available from

www.fors-online.org.uk

Further information on the Safer Lorry Scheme is available from

<https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely/safer-lorry-scheme>

Road Safety Statistics

Transport for London

<https://tfl.gov.uk/corporate/publications-and-reports/road-safety>

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Construction
Logistics and
Community Safety

www.clocs.org.uk

