2021

MODULE 3

PROGRAMMING & SITE OPERATIONS

ROAD SAFETY (CLOCS) CASE STUDY

CALA CONSTRUCTION
ACADEMY OF EXCELLENCE

keystone

ROAD SAFETY (CLOCS)

BACKGROUND & INSTRUCTIONS

In advance of attending Day 1 of Module 3, please read the following case study. It is not directly related to construction site management but does contain some aspects of best practice as far as programme management are concerned. Once you have read this document you do not have any other work to do prior to the module - your facilitator will cover this activity on the day.

Having read the document, please think about what aspects of the approach taken represented best practice, in your view.

Please consider the following questions:

- What did the managers of this programme get right and why?
- What innovation was shown?
- How did the construction sector benefit from this?

Be prepared to discuss your observations with the other delegates and your facilitator on Day 1.

ROAD SAFETY (CLOCS)

OBJECTIVE

To explore managing safety beyond the construction site with a dedicated standard for construction logistics named CLOCS (Construction Logistics and Cyclist Safety) Standard.

CONTEXT

While many health & safety regulations exist to improve working conditions on construction sites, regulatory leadership is missing in the area of work-related road risk. In response to a number of cycling fatalities involving construction sector HGVs, in 2013 Transport for London commissioned a report on construction logistics operations. The report revealed that, between 2008 and 2013, 55% of all cycling fatalities in London involved an HGV. In 2011, seven of the nine HGV-related fatal incidents involved construction vehicles. Following the publication, an industry-led programme named CLOCS was launched to act on the recommendations and to improve the management of construction logistics.

DESCRIPTION

The CLOCS Standard for construction logistics is implemented by construction clients through contracts and provides a framework that enables ownership in managing road risk which can be adhered to in a consistent way by fleet operators. The standard contains requirements for quality operations and for safety equipment that is fitted to vehicles and drivers. The requirements presented on the next page are extracted directly from the CLOCS standard.

ROAD SAFETY (CLOCS)

REQUIREMENTS

*These requirements are applicable to **both** operators and clients:*

Applicability
Applies to commercial vehicles ranging from all vehicles over 3.5 tonnes gross vehicle weight (GVW) to articulated vehicles over 44 tonnes GVW. 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.

Exemptions
Where possible exemptions should not be permitted but the following may be considered at client discretion: unplanned or unforeseen critical delivery, exceptional circumstances.

These requirements are only applicable to construction logistic fleet operators:

Quality Operation
Ensure the transport operation meets the standard of an approved independent fleet management audit.

Collision Reporting
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 using a reporting system to enable logging, recording, monitoring and reporting of incidents, collisions and near misses.

Traffic Routing
Ensure that any vehicle routes to sites or premises specified by clients are adhered to unless directed otherwise.

ROAD SAFETY (CLOCS)

REQUIREMENTS (Continued)

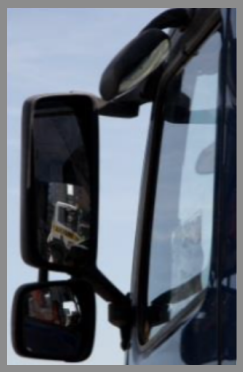
These vehicle requirements are also applicable to fleet operators:

Side under-run protection
Ensure fitment of side-guards to all rigid mixer, tipper and waste type vehicles over 3.5 tonnes gross vehicle weight that are currently exempt from fitment.

Warning signage
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.

Blind-spot minimisation
Ensure all vehicles over 3.5 tonnes gross vehicle weight have front, side and rear blind-spots eliminated or minimised as far as is practical and possible through a combination of fully operational direct and indirect vision aids and driver audible alerts.

Vehicle manoeuvring warnings
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.



SIDE BLIND SPOT

SIDE UNDER-RUN PROTECTION

ROAD SAFETY (CLOCS)

REQUIREMENTS (Continued)

These requirements are applicable to drivers:

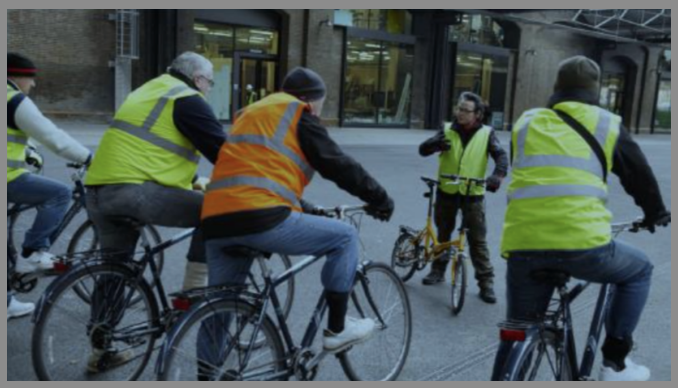
Training and Development
All drivers (including those exempt or not in scope of Driver Certificate of Professional Competence) must undergo approved progressive training and continued professional development specifically covering the safety of vulnerable road users.

Driver licensing
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.

These requirements are applicable to construction clients:

Construction Logistics Plan
Ensure that a Construction Logistics Plan (CLP) 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.

Suitability of site for vehicles fitted with safety features
Ensure that the condition of sites is suitable for vehicles fitted with safety features and side under-run protection.



PRACTICAL TRAINING OF RISK AWARENESS

ROAD SAFETY (CLOCS)

REQUIREMENTS (Continued)

Site access and egress
Ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles.

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

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

Control of site traffic, particularly at peak hours.
Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries.

Supply chain compliance
Clients shall ensure contractor and sub-contractor compliance with quality operation and driver licensing requirements.

ROAD SAFETY (CLOCS)

IMPLEMENTATION PROCESS

Following the publication of the report, an event was held in May 2013 attended by construction logistics representatives who publicly demonstrated their commitment to change. Three key work streams were at the same time defined to take the CLOCS research recommendations forward:

- Improving vehicle safety through design and manufacture of safer new vehicles and retrofitting of appropriate equipment to existing vehicles.
- Addressing the safety imbalance ensuring road safety is considered as important as workplace site safety.
- Encouraging wider adoption of best practice across the construction logistics industry through adopting best in class examples, developing a common set of national standards for the industry and working to create a new 'cultural norm'.

Some of the contractors from the CLOCS Champion scheme convinced TfL's truck manufacturer to change the design of the vehicles. Another of the steps identified was to develop and promote adherence to a nationally recognised standard for managing Work Related Road Risks (WRRR).

At the time of writing, more than 300 CLOCS Champions (includes construction clients, contractors and fleet operators) have signed a Memorandum of Understanding to demonstrate their commitment to implementing and adhering to the standard.

The CLOCS Standard is also now being implemented beyond the construction sector (e.g. general distribution, local authority, TfL supply chains) since the findings and evidence regarding responsibility of transport safety were applicable to the transport sector as a whole. TfL has also encouraged cities outside of the capital to adopt CLOCS ahead of predicted growth in the numbers of cyclists and pedestrians in urban areas.

ROAD SAFETY (CLOCS)

RESULTS

In the space of two years, the following results were achieved:

- Reduced number of vehicles from the road because they were non-compliant (> 6,030)
- Number of vehicles seized (87)
- Number of prosecutions (4,500)
- Number of penalties notices issued for offences (2,134) including:
- Lack of insurance
- Driving without the correct licence
- Unsafe tyres
- Vehicle not equipped with cycle safeguards
- Not accurately recording driver hours
- Reduced fatalities and collisions