3.3 Drivers

3.3.1 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 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.

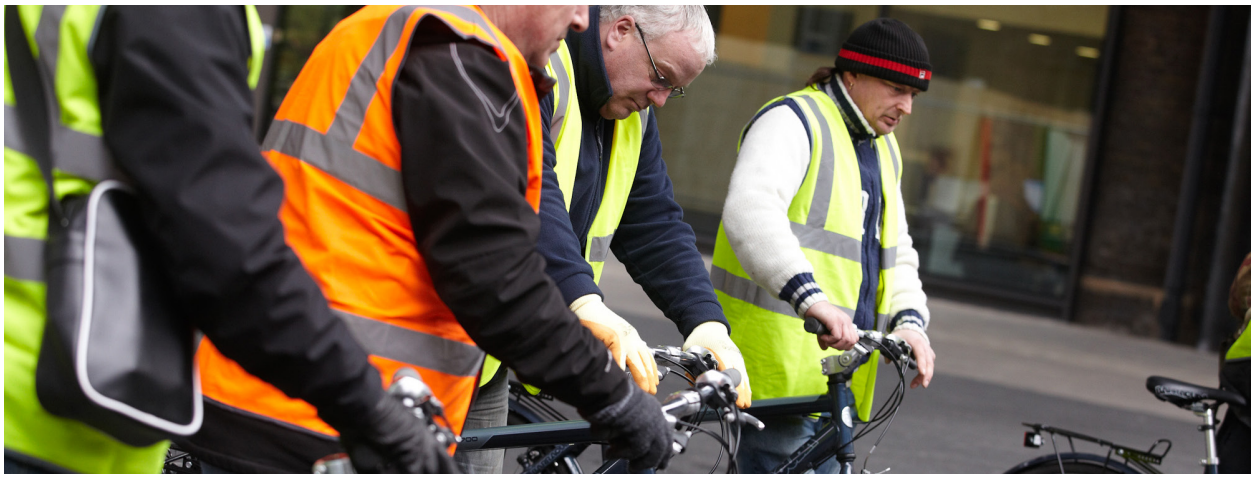
Drivers shall undertake training in the use and limitations of supplementary vehicle safety equipment.

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.



3.3.2 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.

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

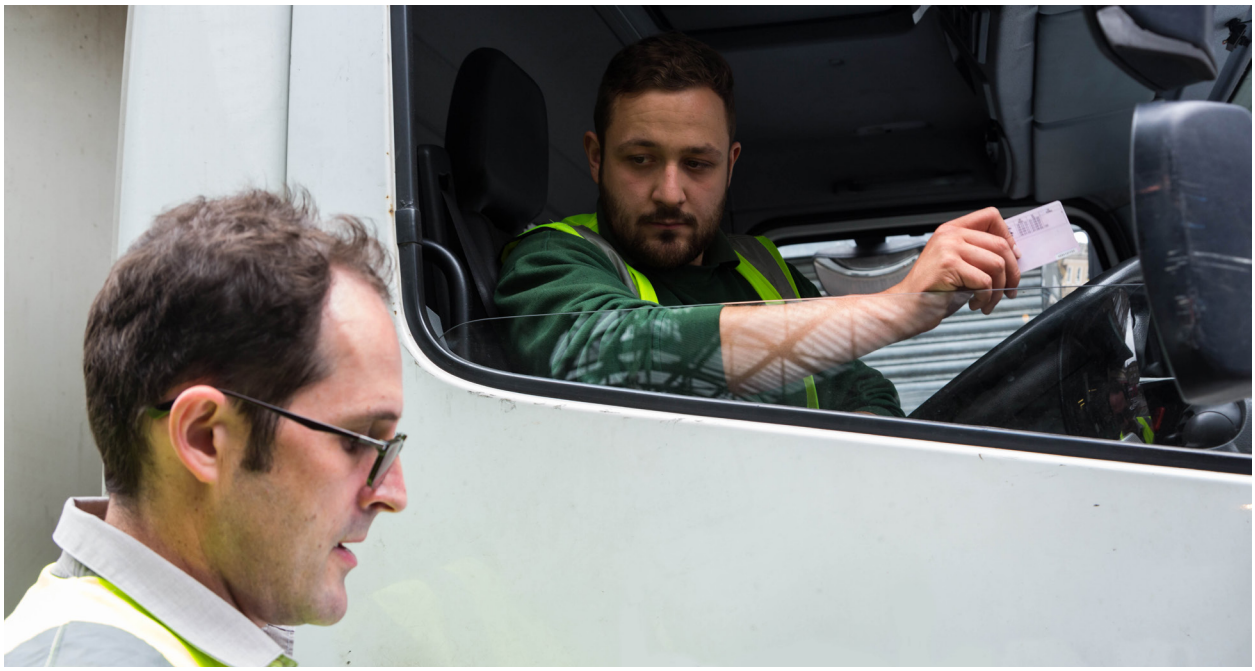
To demonstrate that this requirement is fully met, fleet operators shall ensure that all driver licences and endorsements are verified through a service that directly accesses current Driver and Vehicle Licensing Agency (DVLA) data.

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



3.4 Standard for construction clients

3.4.1 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 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 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.

3.4.2 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.

3.4.3 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 trained marshall 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.

3.4.4 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.

3.4.5 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 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.

Purpose

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

Demonstration

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

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.

Please also see section 3.1.3 Traffic routing.

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.

Where appropriate, clients may consider the use of additional equipment such as blind-spot safety (e.g. Trixi) mirrors or LED indicator trailer lights at high risk junctions in the vicinity of the site.

3.4.6 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 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:

- Assistance for clients implementing the CLOCS Standard at their sites can be found in the CLOCS Compliance Toolkit

3.4.7 Supply chain compliance

Requirement

Clients shall ensure contractor and sub-contractor compliance with requirements 3.1.1 to 3.3.2.

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 contractor to check vehicles entering site and to take the appropriate action under the contract.

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

The client should also undertake regular audits of the contractor's process and compliance checks. This audit should include random vehicle compliance checks undertaken by the client.

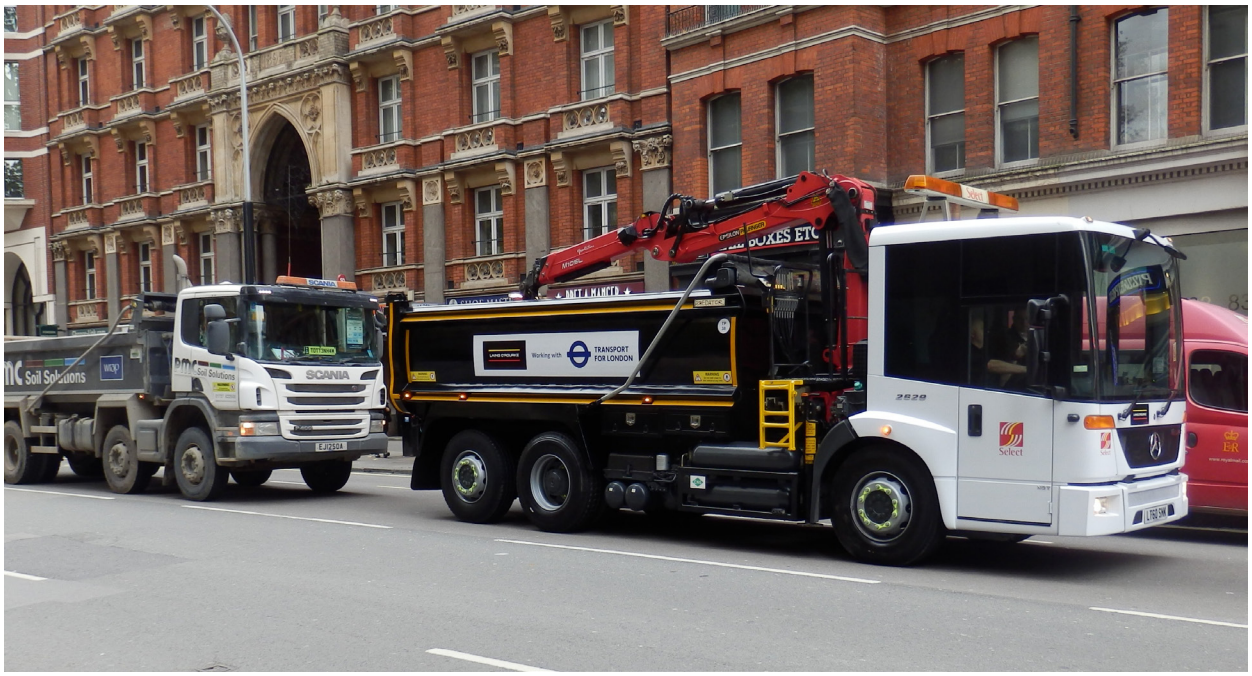
The client may request that every reporting period the contractor should submit to the client a summary of those checks and details the corrective action taken in the case of non-compliance.

Case studies and considerations for implementation

4.1 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 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
- Update relevant health and safety and procurement policies and strategies to include the *CLOCS Standard* and requirements
- Ensure that potential suppliers, 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
- Be realistic in the timeframes given to operators to comply in the case of variations to existing contracts (though within the 90 days stated in section 2.1)
- Set 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 3.4.7)



Influencing Work Related Road Risk through projects

Crossrail

In 2008, Crossrail Ltd accepted a statutory commitment to train lorry drivers working on the project. This was a first for the construction industry but it was also the catalyst for a range of initiatives that would see Work Related Road Risk (WRRR) introduced into Europe's largest civil engineering project. With intensive construction right in the heart of London, and thousands of vehicle movements each month, the health and safety of vulnerable road users became a key priority for the Crossrail project.

Launched in November 2009 Crossrail's award winning Lorry Driver Training programme has up-skilled 5,600 HGV drivers in 'sharing London's roads with vulnerable road users'. In April 2010 Crossrail introduced contract requirements that would see all transport operators, at every tier, undergo additional due diligence and scrutiny by becoming bronze accredited through the Fleet Operator Recognition Scheme (FORS). Additionally, contractors working for Crossrail also have to meet stringent safety requirements on vans and lorries by fitting additional safety systems; now known as the 'Crossrail standard'.

From the middle of 2009 to this day Crossrail has innovated, developed and introduced a range of initiatives demonstrating a world class approach to construction WRRR. The project has established a comprehensive strategy of engagement with supply chains, stakeholders and the general public to change behaviours, raise awareness and improve vehicles and junctions. Initiatives include a dedicated 'Vehicle and Driver Safety Working Group'; online resources for contractors; legal seminars covering the Corporate Manslaughter Act; Exchanging Places events with both City and Metropolitan Police; stringent compliance checking of vehicles and dedicated training for those involved; and road safety material translated into 18 different languages.

Collectively these interventions have redrawn the traditional boundaries of health and safety to reduce risks in supply chains associated with every HGV doing a Crossrail journey. Crossrail has effectively bought forward a legacy for the construction industry by demonstrating large projects can change and that you do not have to wait for legislation to introduce work related road risk.

In 2012 Crossrail was awarded the IOSH Transport and Logistics Award for Safety and in 2013 Crossrail won the Brake Fleet Award for Safer Vehicles.

Reducing road risk with a common standard

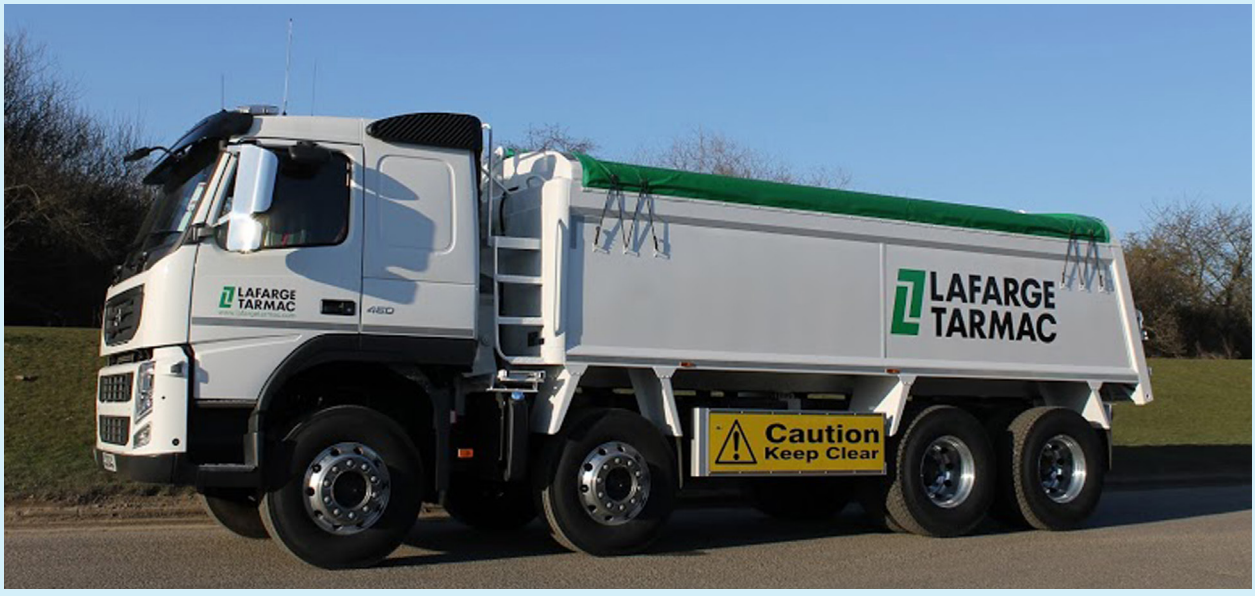
Lafarge Tarmac

Leading sustainable building materials group Lafarge Tarmac fully supports the FORS standard. It aligns with the company's commitment to be at the forefront of continually improving driver and vehicle safety standards, both within its own business and the wider industry. The company believes it is crucial for the industry to adopt a common safety standard which can deliver safety enhancements quickly and lead to behavioural change from drivers now and in the future.

Lafarge Tarmac has taken a proactive approach and has a number of initiatives underway, all of which support its commitment to improving safety for all road users. The company's entire London fleet has been fitted with new safety equipment, including side under-run bars and side sensors with external audible warnings. This standard is now being extended nationally across the business, with a plan to retro-fit 1,500 vehicles going forward.

The company has also recently begun a programme of FORS accreditation for all individual contract hauliers who work on its behalf. This equates to approximately 2,000 drivers and vehicles. In addition, all Lafarge Tarmac Transport Supervisors are receiving FORS audit training. This will ensure that the standard can be implemented at a national level and that work can be done with the contract haulier supply chain to provide advice on the required vehicle modifications.

Much of the company's work is being co-ordinated between its Transport and Safety and Health teams, led by the new role of Transport, Safety and Health Manager. Adding this position to the business structure underlines its commitment to reducing road risk across the Lafarge Tarmac fleet. The manager's remit includes leading on the company's 'Driving Safety' initiative. This sees its transport teams from across the UK working to deliver challenging plans that continually develop logistics safety standards by focusing on each aspect of the logistics and delivery process.



Implementation of policies and initiatives to improve vulnerable road user safety

Mineral Products Association (MPA)

The Mineral Products Association (MPA) is the trade association representing the aggregates, asphalt, cement, concrete and related industries. MPA members produce 90 per cent of these materials supplied in the UK and the sector is by far the biggest element of the construction supply chain, supplying over 200 million tonnes of materials annually.

For many years improving the health and safety of employees and contractors has been a major priority of the industry. In early 2011, as a result of increasing concerns about road safety and in particular the risk of collisions between delivery vehicles and cyclists, MPA launched a Cycle Safe Campaign with a six-point action plan comprising:

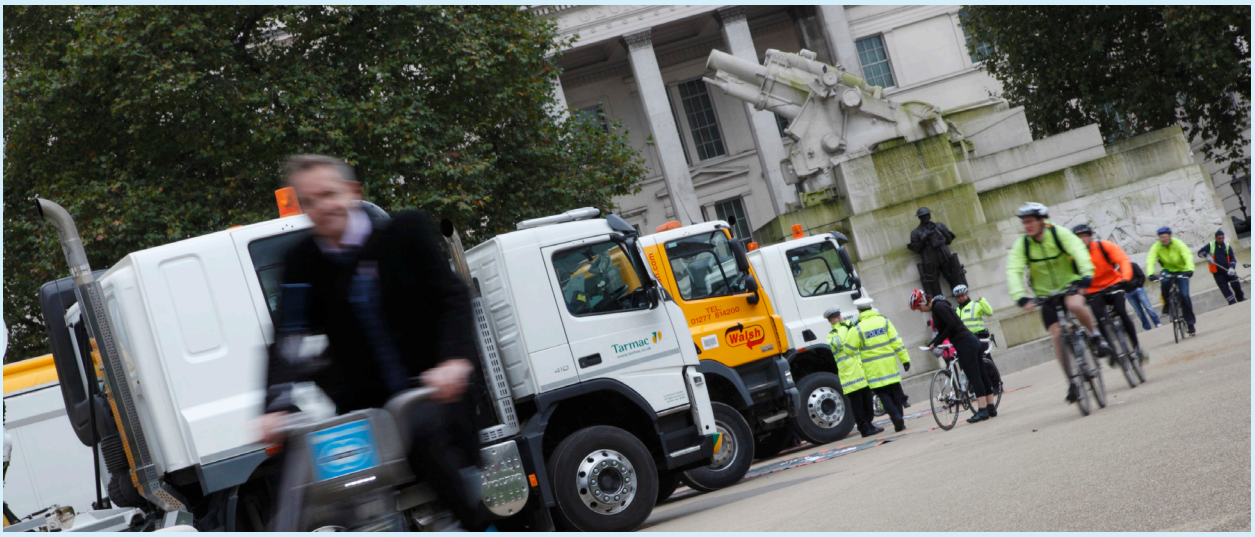
1. Promote driver and industry awareness
2. Promote cyclist and public awareness
3. Improve driver training
4. Encourage the use of appropriate vehicle technology
5. Liaison with schools
6. Work in partnership

There has been progress in all areas, for example the industry has implemented Driver Certificate of Professional Competence (CPC) approved Safeguarding Vulnerable Road Users training for industry drivers, focussed on the risks associated with construction delivery vehicles.

Member companies have strongly supported the Metropolitan Police Exchanging Places initiative in London and run similar public events outside London.

In 2012 MPA agreed a Vulnerable Road User Safety policy requiring extra driver training and the fitting of additional safety equipment to new vehicles and also a retro-fitting programme.

Given that the industry will continue to deliver materials to a changing mix of thousands of construction sites throughout the UK, MPA is clear that delivery vehicles will have to co-exist with cyclists and other vulnerable road users, as we all have a responsibility to help make our roads safer.



Hanson Cement Heavy Goods Vehicle (HGV) safety devices

Hanson Cement

Hanson Cement, part of the Heidelberg Cement Group, are a leading supplier of heavy building materials to the UK construction industry. With depots nationwide and a fleet of 190 HGVs Hanson are always looking to enhance operations and make continued safety and efficiency improvements.

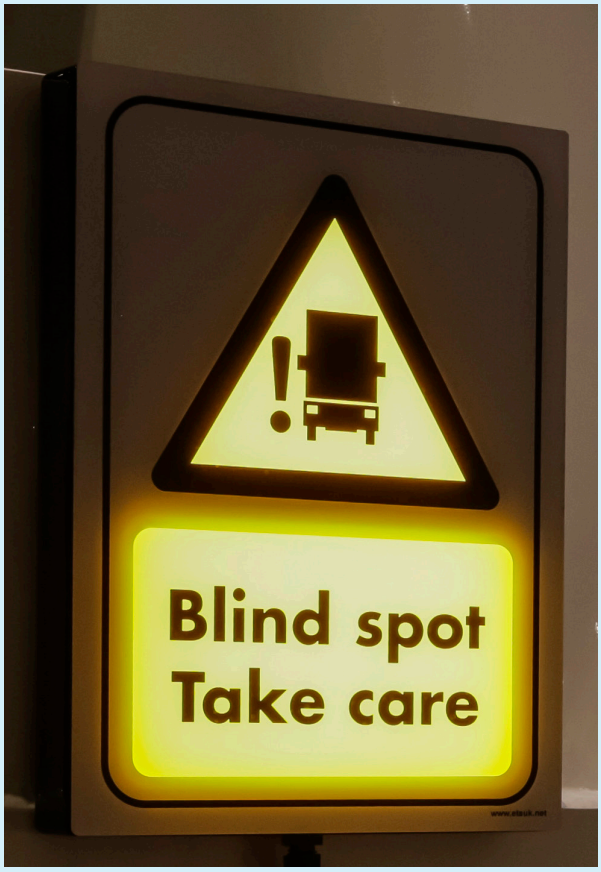
Hanson have fitted a number of safety devices to their fleet in addition to mirrors to minimise the risk of collisions with vulnerable road users. Drivers have additional warnings when operating in busy urban areas. Hanson receive feedback on safety and other systems fitted to their vehicles, and drivers are adamant that the systems are of benefit and not a distraction whilst operating HGVs. Drivers carry out defect checks on the vehicle and report to the workshops if any additional safety features are inoperable.

Vehicles are fitted with four-way camera systems - one on the nearside, offside, front and rear. The nearside camera displays on the in-cab monitor when the nearside indicator is operated under 25mph. The rear camera will display on the in-cab monitor when the vehicle is reversing, giving drivers visibility of blind-spots when reversing or traversing to the nearside whilst changing lane or turning left.

Everyone is aware of the impacts of fatal accidents and these features are helping to reduce that risk. Data from the cameras can be downloaded to carry out investigations or incident reviews. The system records and stores the images for seven days allowing us to analyse both the precursor to and the collision and incident itself and establish the root causes with certainty. The system also offers security in terms of insurance claims.

Hanson fit nearside proximity sensors to their vehicles which give an audible warning in the cab so the driver can recheck the nearside of the vehicle, as well as giving an external spoken warning and flashing light to anyone in close proximity to the vehicle.

Hanson have also developed their own flashing sign warning cyclists to stay clear of the nearside of an HGV, especially when turning left. This will replace the standard sign currently seen on HGVs and is similar to the nearside camera in that it will activate when the vehicle is indicating left under 25mph.



Achieving vulnerable road user safety through contractual compliance

Costain

As a responsible company, Costain takes its role in society seriously and has taken action to tackle this key issue concerning construction logistics and vulnerable road user safety. Using industry best practice, Costain has established a set of measures and standards to prevent harm occurring from the interface between vulnerable road users and any of the vehicles involved within Costain's contracts.

The implementation of specific safety standards for vehicles that travel to and from Costain projects has commenced within the M25 with full compliance required during 2013. Costain are also working with their supply chain to progress the adoption of these standards outside of the M25 during 2014 with an aim to encourage the wider adoption of best practice in logistics and cycle safety across the construction industry.

The Costain standard specifies minimum requirements for all types of construction vehicles greater than 3.5 tonnes and minimum requirements for driver competence.

Inclusive within Costain's standard is a compulsory requirement for all contracts to undertake and establish a specific risk assessment and construction logistics management plan which will ensure their contracts ensure the safest travel route to and from Costain sites, minimising as much as possible the interface between construction vehicles and vulnerable road users.

Costain and its supply chain who operate vehicles greater than 3.5 tonne must achieve accreditation to bronze standard with the Fleet Operator Recognition Scheme (FORS). Compliance with Costain's standards is measured on all their contracts achieved by all vehicles being assessed upon entering Costain sites without exception, against a checklist.