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APSE Seminar
5 March 2015

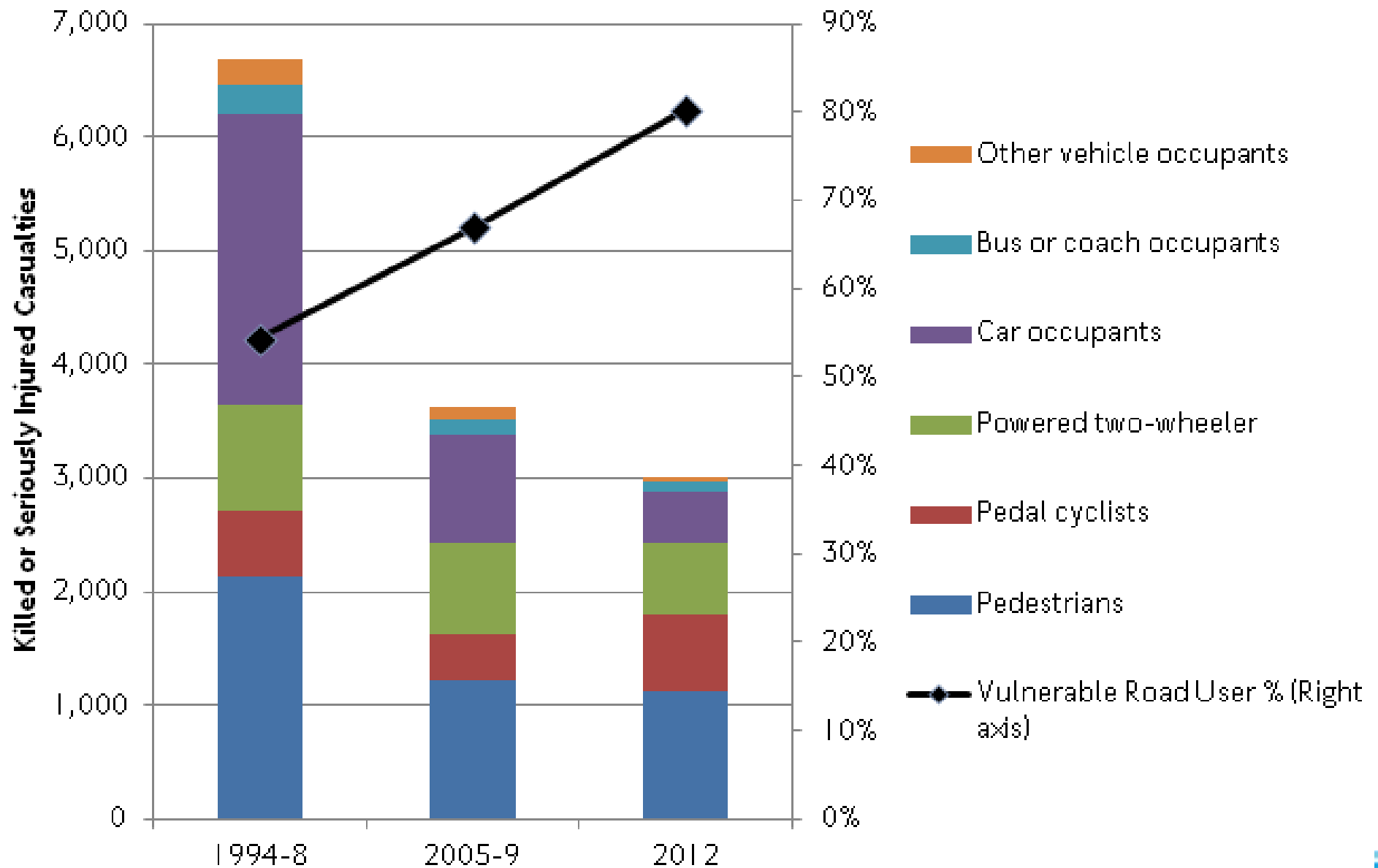


Key issue - Regulatory compliance



Over 70% of targeted Police HGV roadside stops identify regulatory infringements

Key issue - Vulnerable road user safety



Scale of the issue



Tragically, between 2008 and 2013
55% of cycling fatalities involved HGVs

This includes a disproportionate
number of construction vehicles

HGVs represent less than 4% of
London's road miles driven

The evidence for change

“the management of work-related road risk clearly lags behind the management of more general health and safety”

Page 10

“there seems to be an underlying attitude that managing road risk is not a legitimate use of time”

Page 12

“it can be seen that the blindspot on the mixer is 50% greater than that of the curtain side ”

Page 15

Transport Research Laboratory
Creating the future of transport



PUBLISHED PROJECT REPORT PPR640

Construction logistics and cyclist safety
Summary report

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Prepared for: Transport for London (TfL)

Quality approved:

J Stannard
(Project Manager)

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(Technical Referee)

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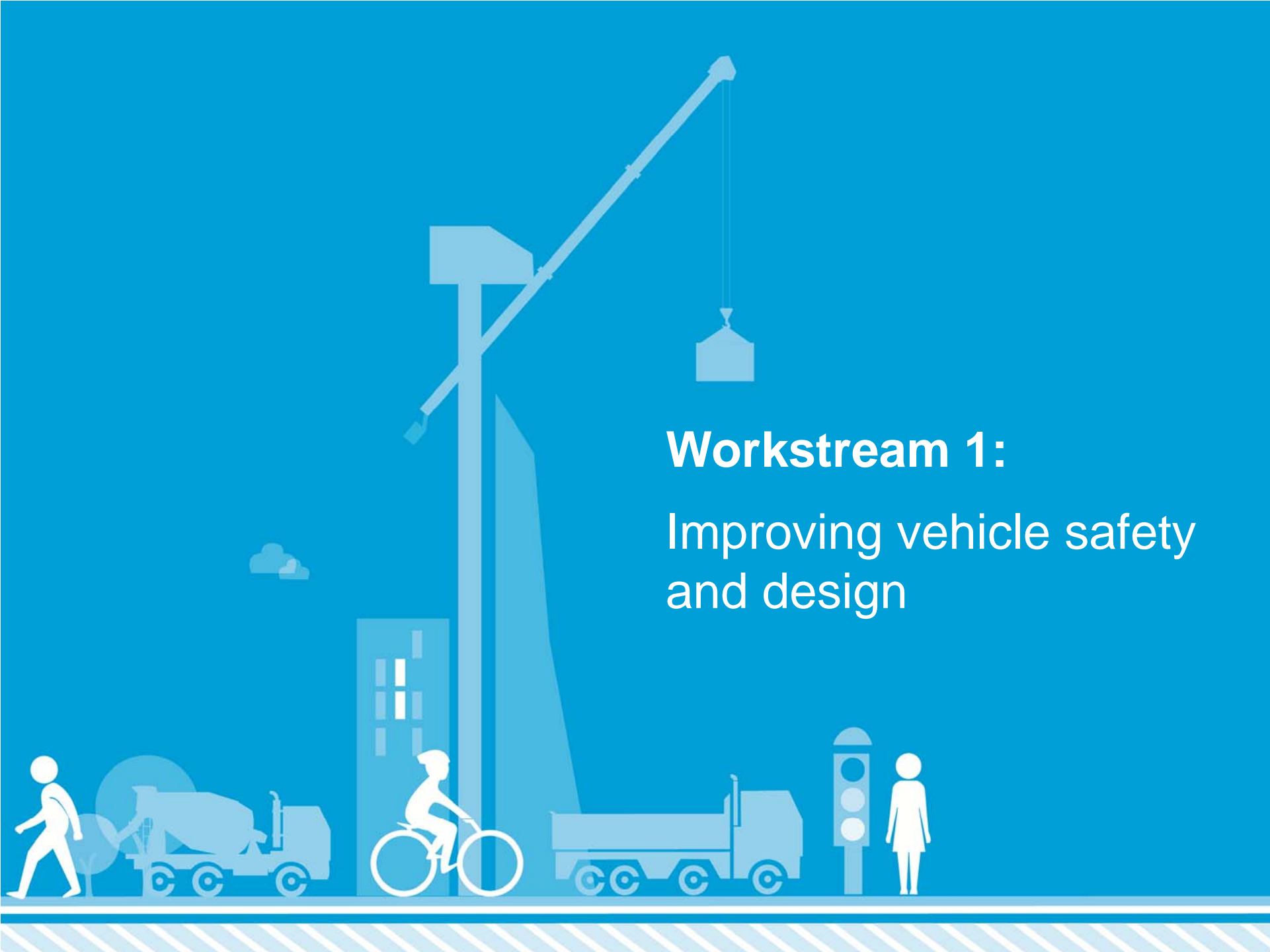
Looking out for vulnerable road users

Industry led response



Delivering CLOCS – project outcomes





Workstream 1:
Improving vehicle safety
and design

Vehicle blindspots



Higher vision cabs are possible



Utilisation of cabs with 'best-in-class' driver direct vision



“I feel much more confident driving in the high vision cab. I wouldn't want to go back to a standard tipper”
Construction tipper driver

Looking out for vulnerable road users

Minimising blindspots

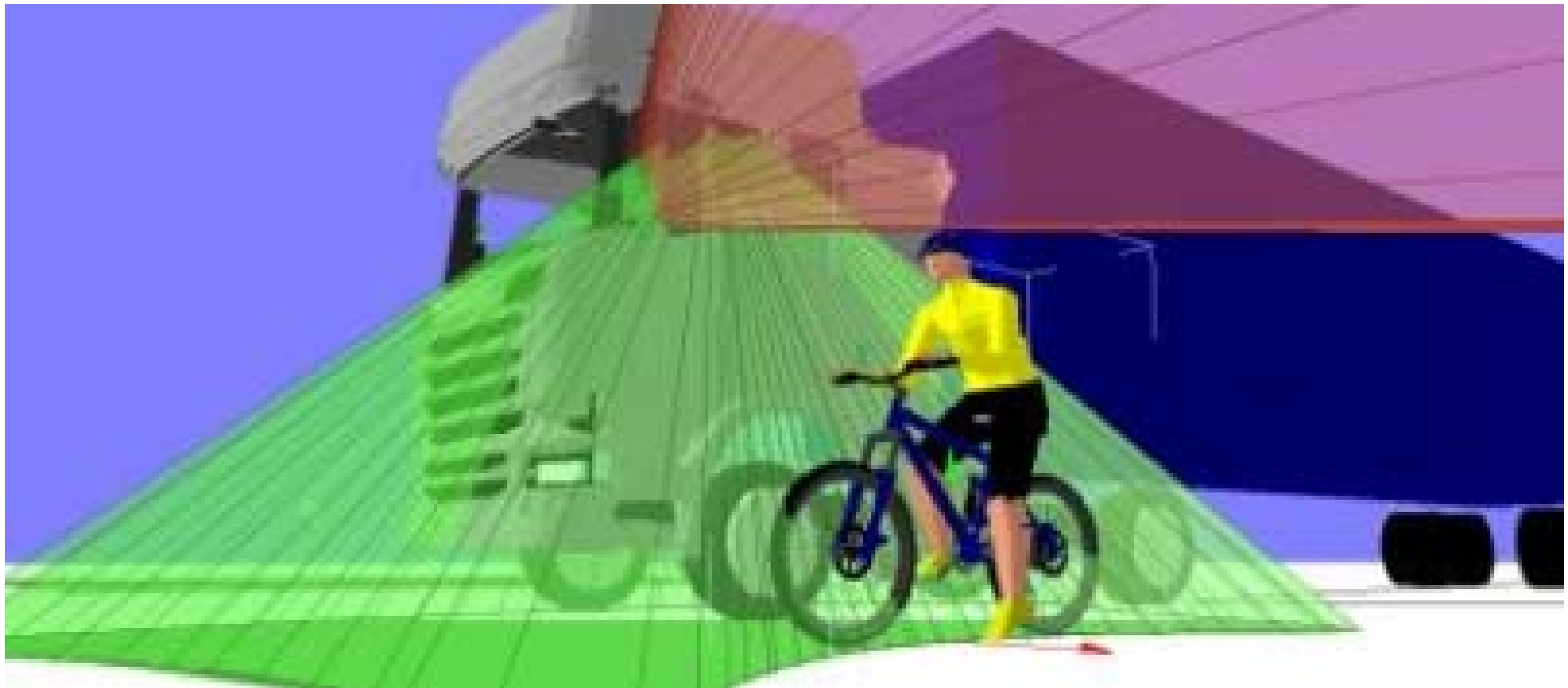


Looking out for vulnerable road users

HGV 'field of view' research

Loughborough University has been commissioned to define the direct and indirect driver 'field of view' of the top selling trucks in construction logistics

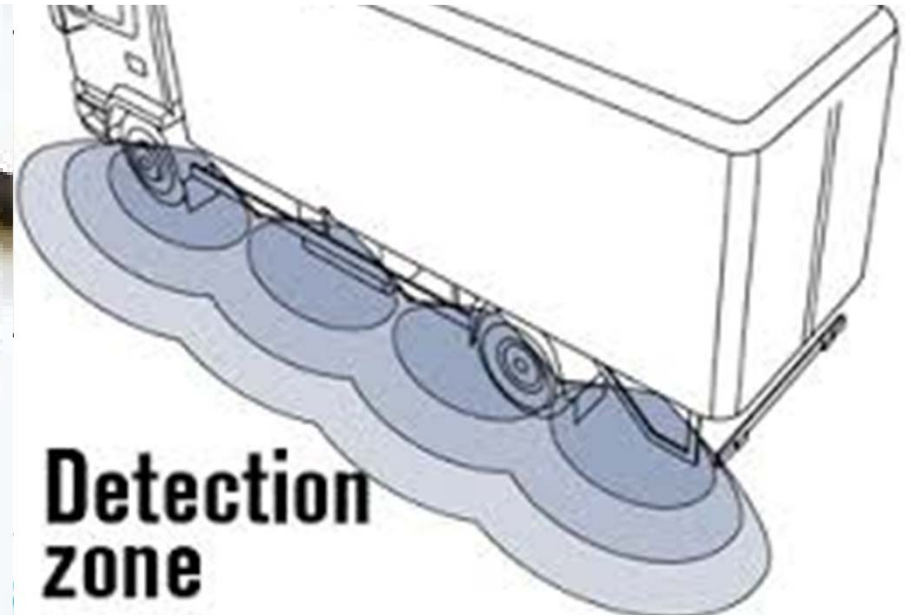
Computer scanning technology is used to inform both manufacturers and operators of best in class trucks for direct vision




HGV safety technology research

TRL has been commissioned to robustly and consistently perform an **independent evaluation** of the effectiveness of vehicle safety technology for HGVs against objective performance criteria

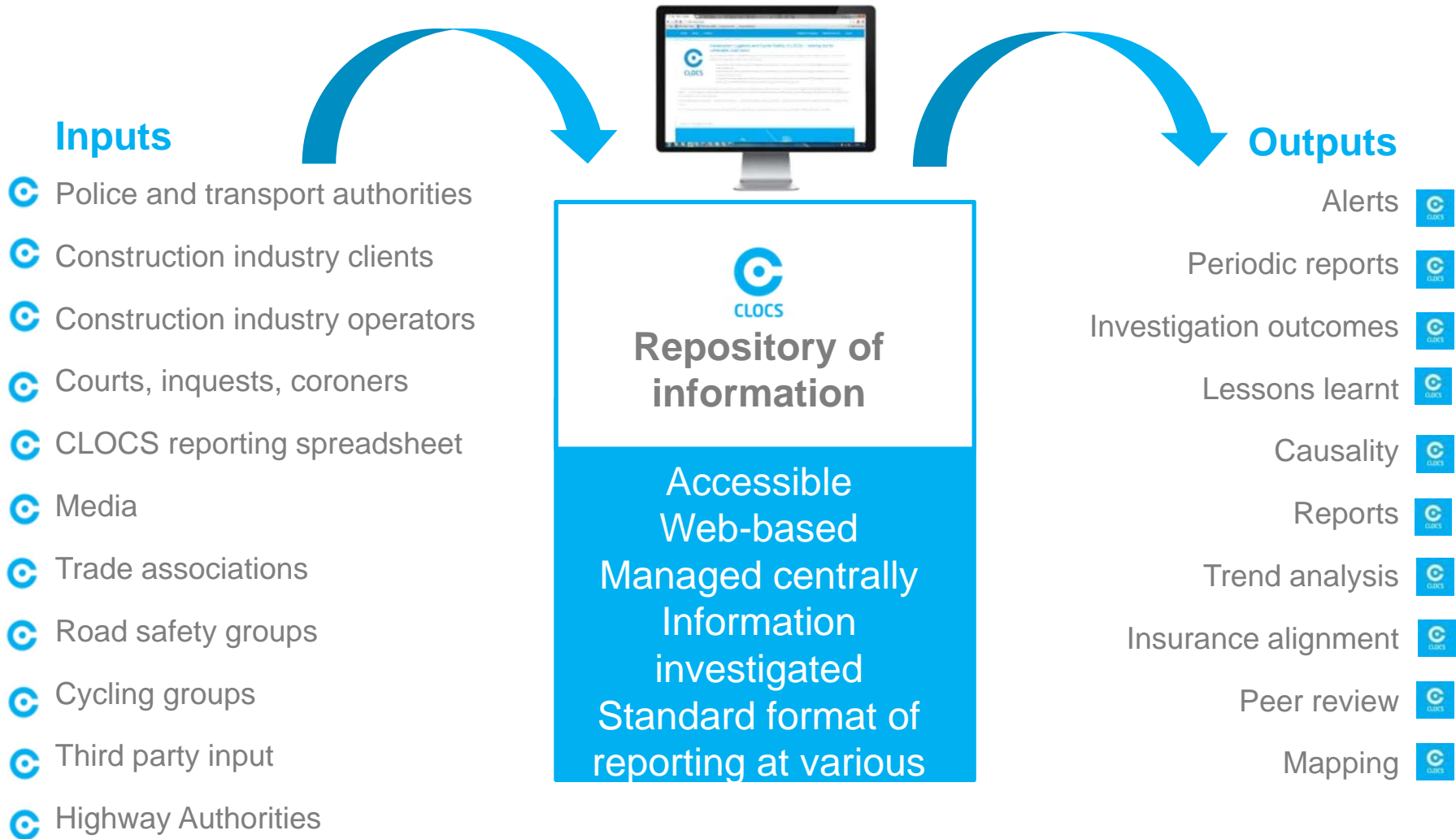
Provide potential purchasers of such systems with an easy method for **comparing the strengths and weaknesses of competing solutions**



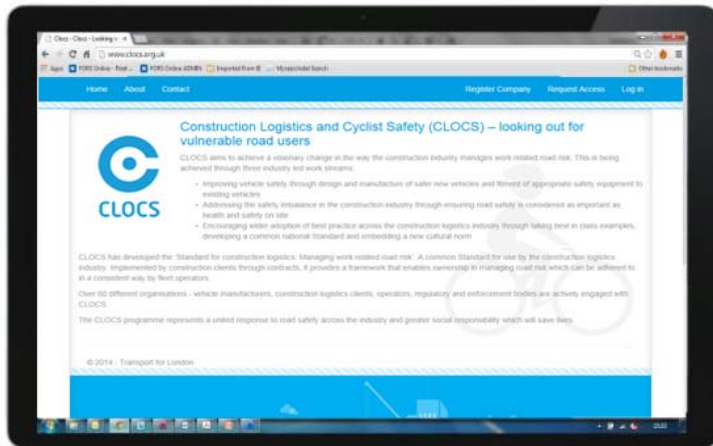


Workstream 2:
Addressing the safety
imbalance

Increasing Transparency

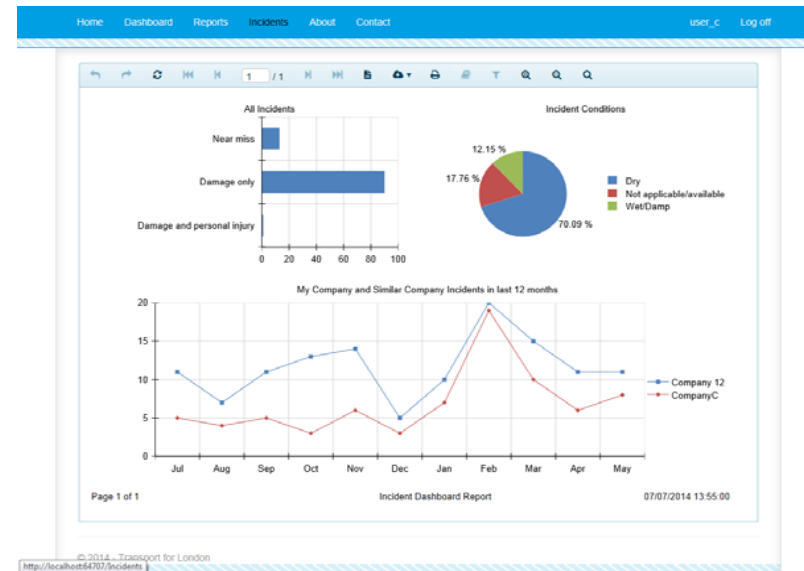
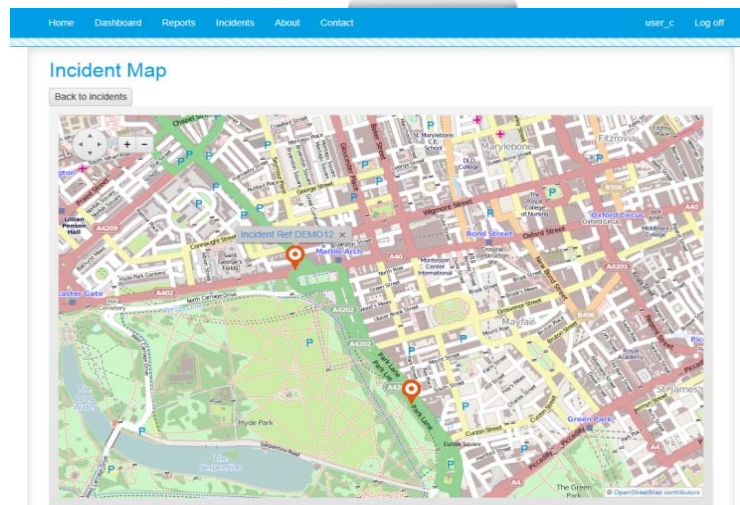


CLOCS Manager



CLOCS Manager is one of the tools to help you report and manage collisions

www.clocs-manager.org.uk



Looking out for vulnerable road users

A white silhouette illustration on a blue background. It depicts a construction site with a tall crane lifting a bucket. In the background, there is a building and a tree. In the foreground, a pedestrian, a person on a bicycle, a truck, and a person standing near a traffic light are shown. The ground is represented by a hatched pattern.

Workstream 3:

Common standards for
managing work related
road risk

The CLOCS Standard for Construction Logistics

CLOCS
Standard for construction logistics
 Managing work related road risk



CLOCS | Looking out for vulnerable road users



3.2 Vehicles

3.2.1 Warning signage

Requirement

Fleet operators shall ensure that prominent signage is fitted to all vehicles over 3.5 tonnes gross vehicle weight 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 weight shall display external pictorial stickers and markings to warn vulnerable road users not to get too close to the vehicle.

Vehicles 3.5 tonnes gross vehicle weight or less may display external pictorial stickers to warn vulnerable road users not to get too close to the vehicle.

The text point size should be legible to a cyclist at a reasonable distance from the vehicle.



12 Section 3 - Standard for construction logistic operators



3.2.4 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 intended 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.

14 Section 3 - Standard for construction logistic operators

Vehicles over 3.5 tonnes gross

3.2.3 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 or minimised as far as is practical and 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 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.

All indirect vision 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.

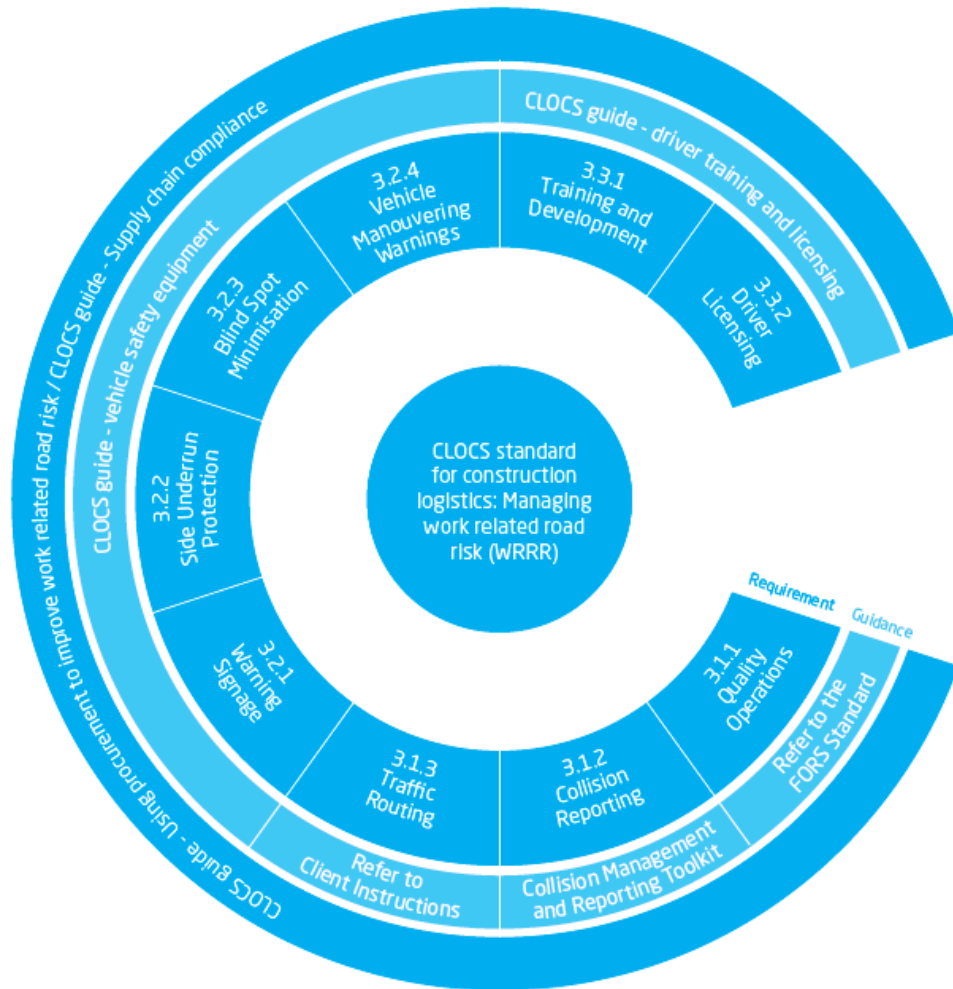
Fleet operators shall take steps to ensure that drivers recognise that use of indirect vision systems is an integral part of their job.



CLOCS Standard for construction logistics: Managing work related road risk 13



Supporting implementation of the CLOCS Standard



CLOCS Guide
Managing work related road risk in contracts

Looking out for vulnerable road users

CLOCS Guide
Managing driver training and licensing

Looking out for vulnerable road users

CLOCS Guide
Managing supplier compliance

Looking out for vulnerable road users

CLOCS Toolkit
Managing collision reporting and analysis

Looking out for vulnerable road users

Looking out for vulnerable road users



Looking out for vulnerable road users



FORS FLEET OPERATOR
RECOGNITION SCHEME

www.fors-online.org.uk



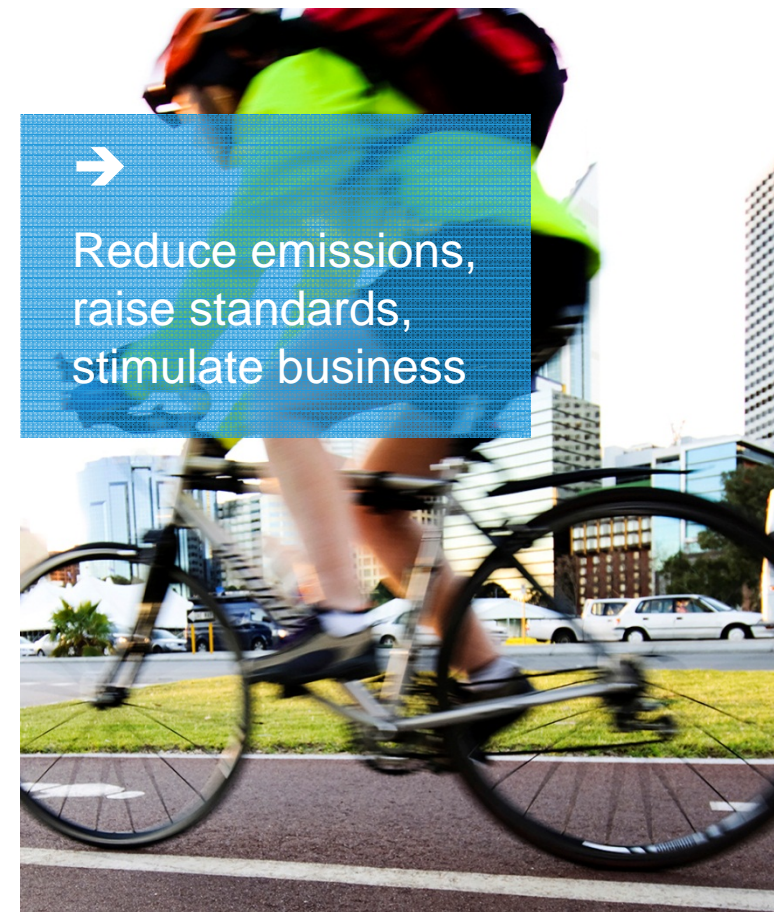


What is FORS

- FORS is a unique industry led accreditation scheme aimed at transforming road fleet activity
- Helps operators to measure and monitor performance
- Helps operators to ensure and demonstrate lawfulness and best practice
- voluntary and open to any company operating vehicles in London/UK

FORS is designed to improve:

- Safety, Efficiency & Environmental Protection





FORS Standards

| MANAGEMENT | VEHICLES | DRIVERS | OPERATIONS |
|------------------------------|-------------------|-------------------------|------------------------|
| Responsibilities & authority | Road worthiness | Training and assessment | Routing and scheduling |
| Competent Person | Insurance | Driving at work | Transport control |
| Communication | Fleet performance | Fitness and health | Fines and charges |





Routes to accreditation





Who is FORS accredited



3000
OPERATORS



170,000
VEHICLES



180
OPERATORS



24,000
VEHICLES



35
OPERATORS



17,000
VEHICLES



Where are FORS accredited operators



LONDON

34%



UK

65%



EUROPE

1%



Improving Safety of Others

Safety

- Reduced injury collisions by **41%**
- Reduced total collisions by **25%**



*Recognising achievement and innovations
which will improve road safety*



Improving Compliance with the Law

- less likely to be involved in Licence/insurance offences **76%**
- less likely to be involved in Most Serious Infringements (MSI) offences **64%**
- less likely to be involved in Drivers hours offences **50%**





**FORS FLEET OPERATOR
RECOGNITION SCHEME**

www.fors-online.org.uk

CLOCS

Clients: Take ownership of road safety in your supply chains

The CLOCS Standard enables a fair and consistent approach to managing safety beyond the site gate, aiming for zero harm across all construction operations.

- CLOCS is a fair national standard for operators to adhere to
- Work together to raise safety standards and ensure compliance
- Become an integral part of raising road safety standards and protecting vulnerable road users

Ensure your fleet operators meet the **CLOCS Standard**

For CLOCS visit www.clocs.org.uk

FORS
FLEET OPERATOR
RECOGNITION SCHEME

Operators: Demonstrate compliance to CLOCS through **FORS**

FORS is an accreditation scheme delivering safety, environmental and efficiency benefits for fleet operators by encouraging the adoption of best practice industry standards.

- Demonstrate compliance with the CLOCS Standard through FORS
- Show your commitment to being a safe and compliant operator
- Become an integral part of raising road safety standards and protecting vulnerable road users

Discover how your operation can benefit from **FORS** - *register now!*

To register with FORS www.fors-online.org.uk

How they fit together:

- Some people like to be confused by progressive change
- **CLOCS:** A standard for construction clients to specify road safety requirements in contracts
- **FORS:** An accreditation scheme for vehicle operators to demonstrate they meet the standard

Questions

