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Central London Freight Quality Partnership  
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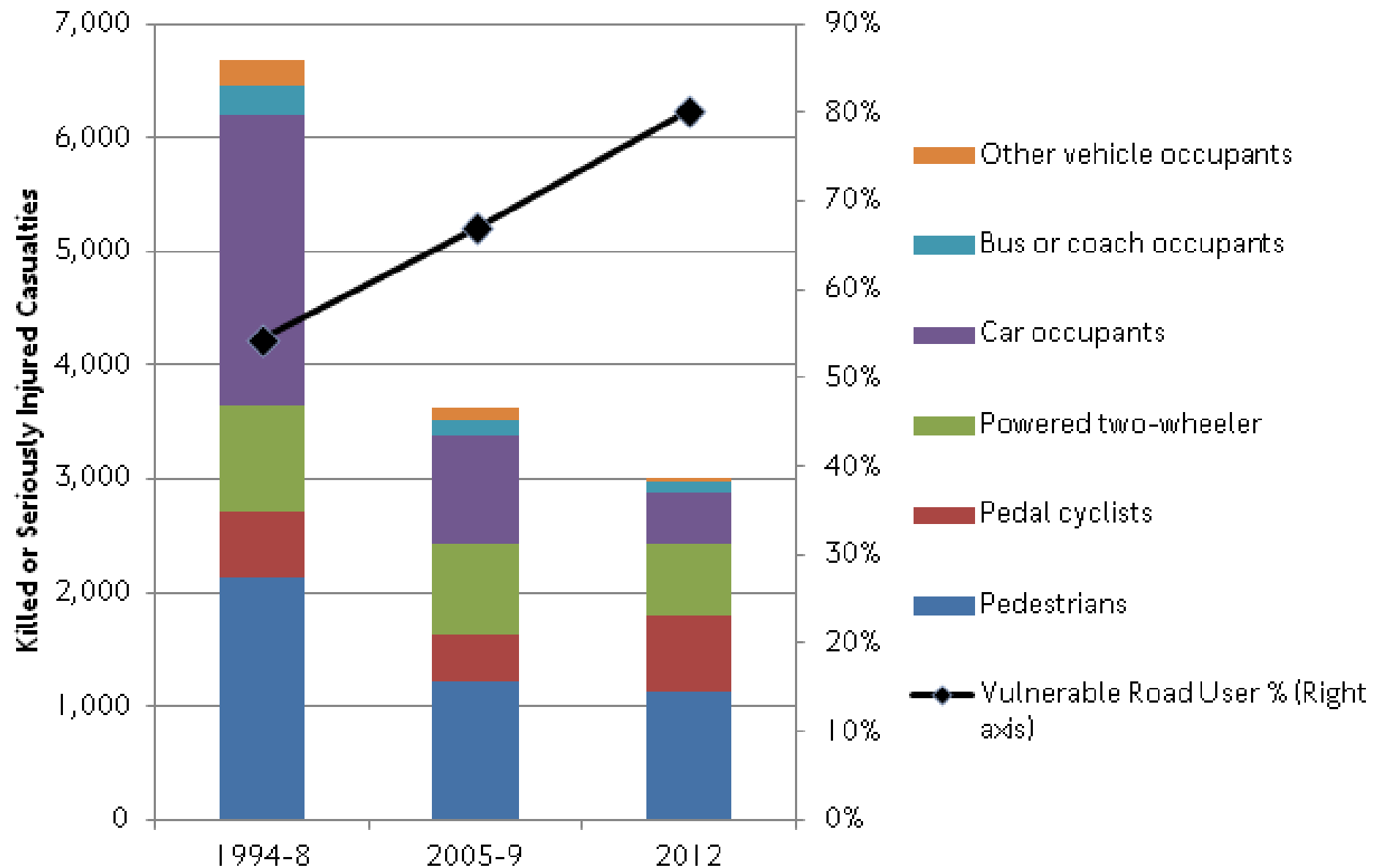


## Key issue - Regulatory compliance



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

## Key issue - Vulnerable road user safety



# Scale of the issue

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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”**

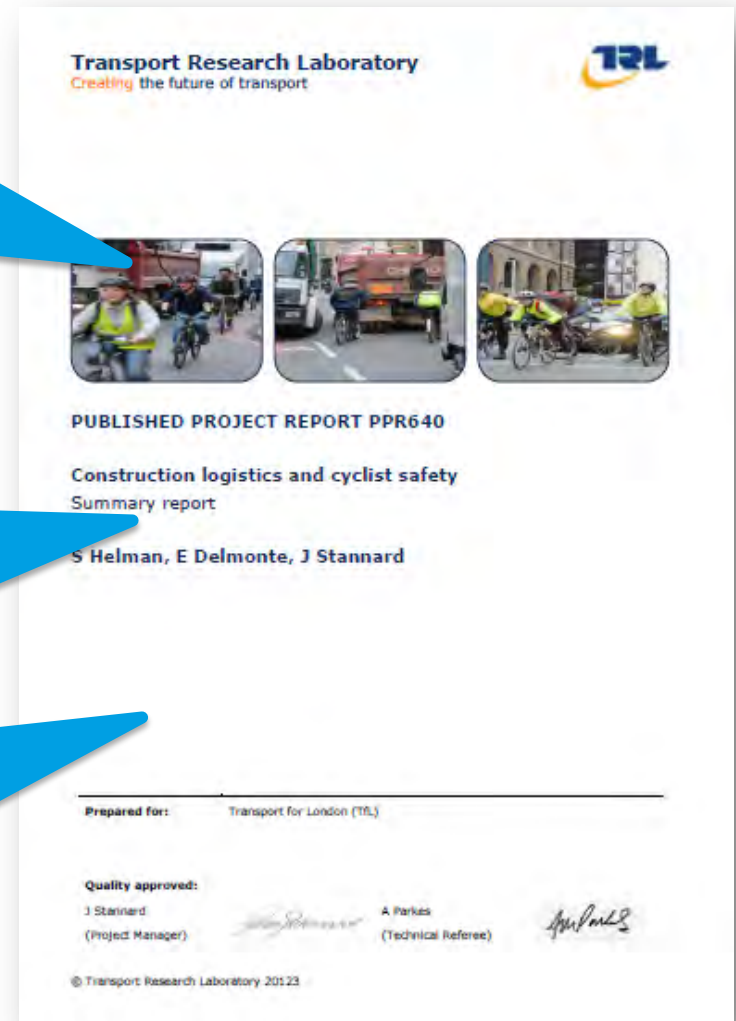
Page 10

**“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



# Industry led response

## Industry bodies



## Logistic operators



## Regulatory bodies



## Contractors



SKANSKA



Mercedes-Benz



SCANIA

DENNIS EAGLE

## Vehicle manufacturers

Looking out for vulnerable road users

Looking out  
for vulnerable  
road users



# Delivering CLOCS – project outcomes



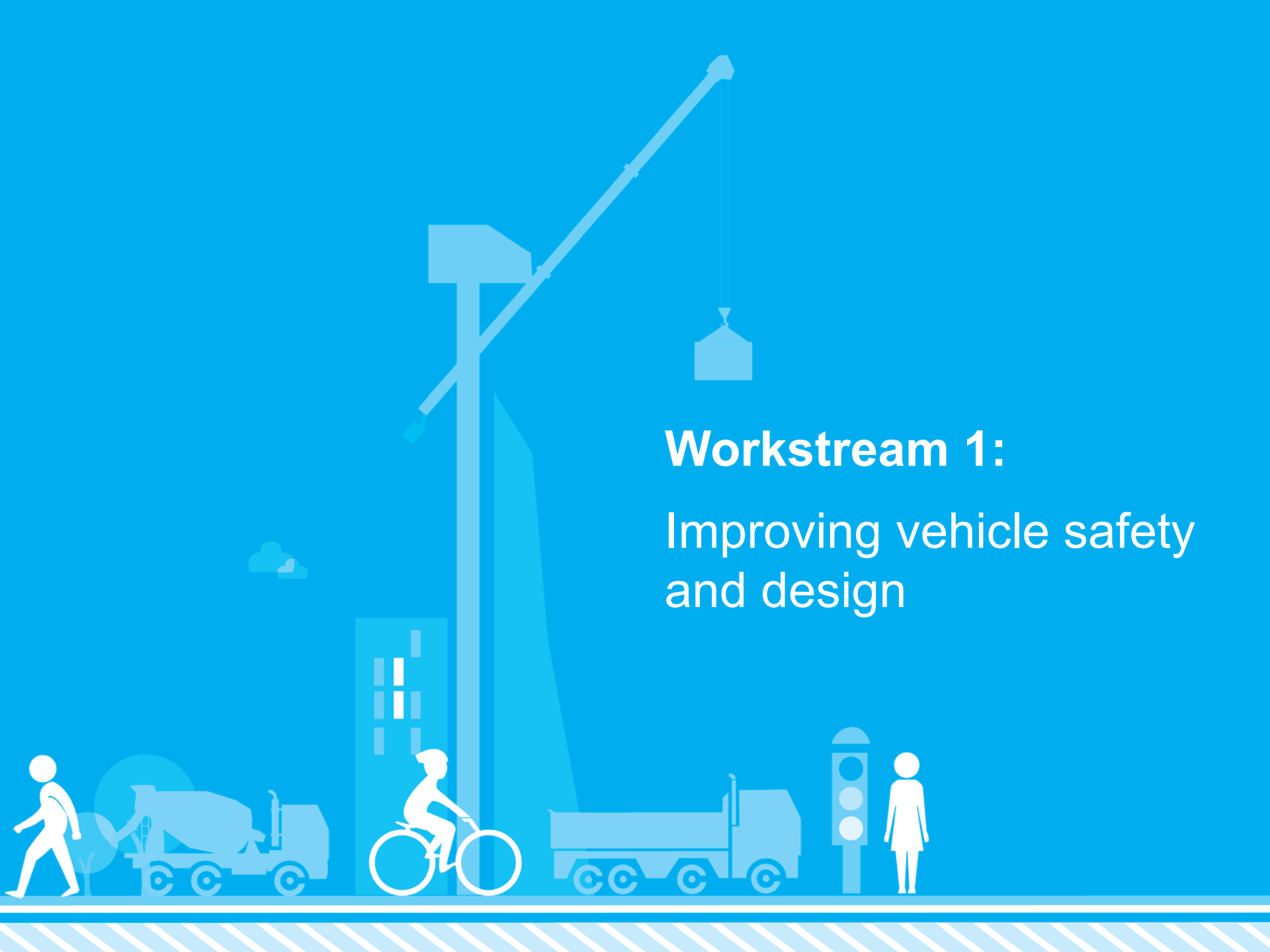
- 1.1** Increased availability and uptake of new lorries with 100 percent all round vision and maximum driver direct vision
- 1.2** All existing lorries are fitted with appropriate all round vision equipment as standard



- 2** For work related road safety cultures within construction logistics operations to be considered as important as that of health and safety culture on construction sites



- 3** A common standard for the construction logistics sector that enables transparency and ownership of work related road risk for developers, their clients and construction logistics operators.

A stylized illustration of a city street scene. In the background, a tall crane with a long boom is lifting a rectangular object. To the left of the crane is a tall building with several windows. In the foreground, a pedestrian is walking on the left, followed by a concrete mixer truck. A person is riding a bicycle in the center. To the right of the bicycle is a dump truck. Further right is a traffic light and a person standing. The entire scene is set against a solid blue background with a white ground line and a striped pattern at the bottom.

## **Workstream 1:**

Improving vehicle safety  
and design

# Vehicle blindspots

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# Higher vision cabs are possible

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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

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# Minimising blindspots

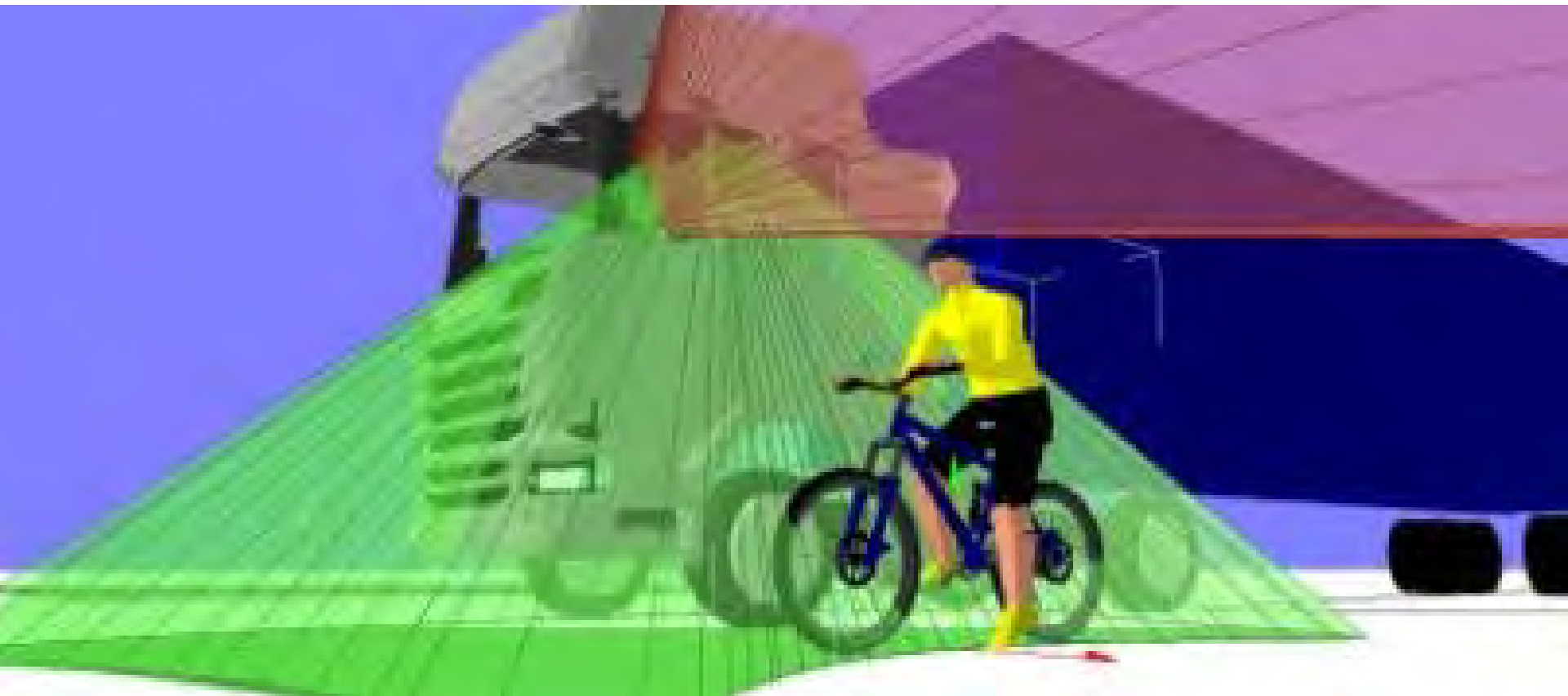
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# HGV 'field of view' research

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



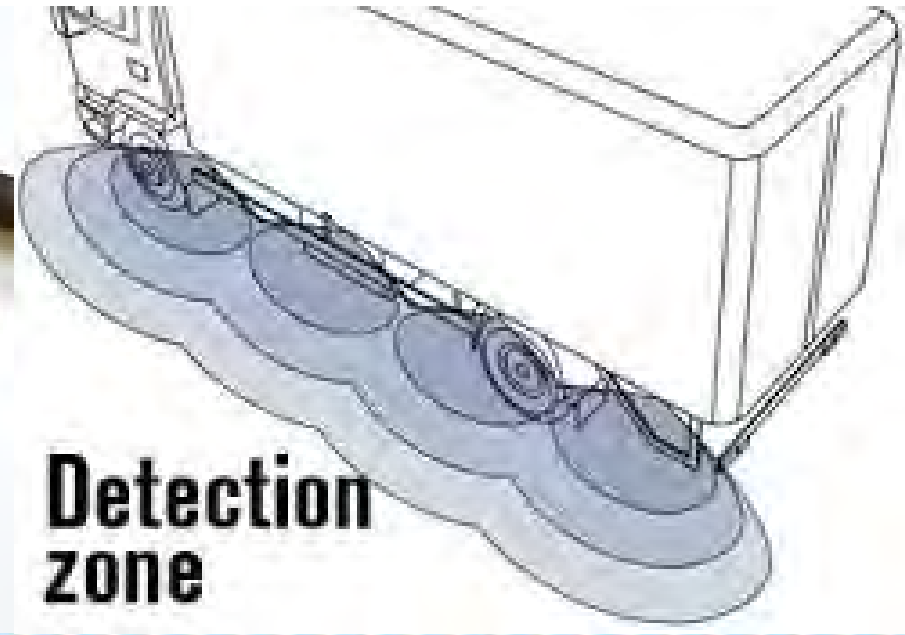


# HGV safety technology research

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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**

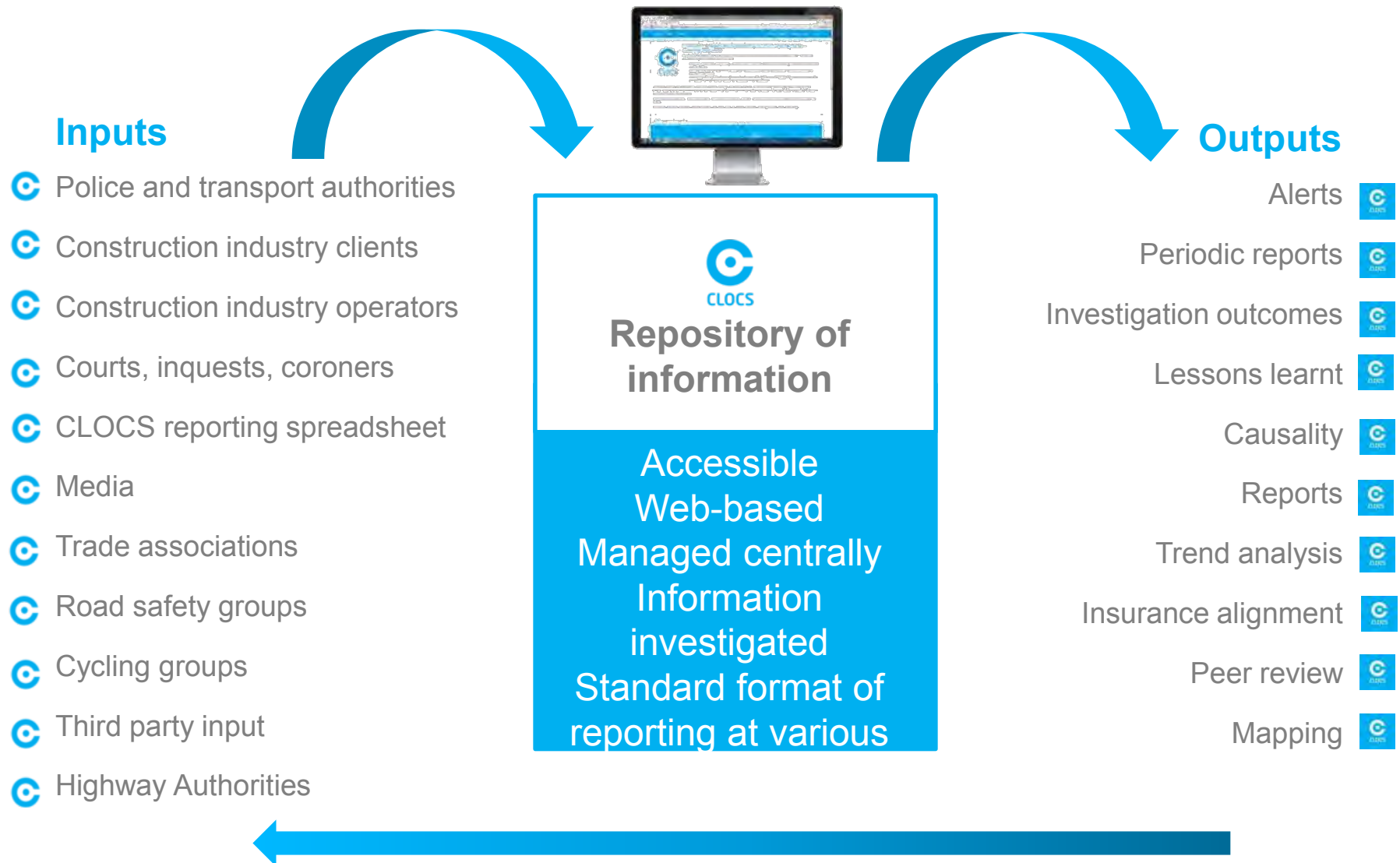


The background of the slide features a stylized illustration of a construction site. A large crane is positioned in the center-left, with its arm extending upwards and to the right, holding a bucket. To the left of the crane is a tall building under construction, represented by a vertical rectangle with several small squares indicating windows. In the foreground, there are several white silhouettes: a person walking on the far left, a concrete mixer truck, a person riding a bicycle, a dump truck, a traffic light, and a person standing on the far right. The sky is a solid blue color, and the ground is represented by a horizontal line with diagonal hatching below it.

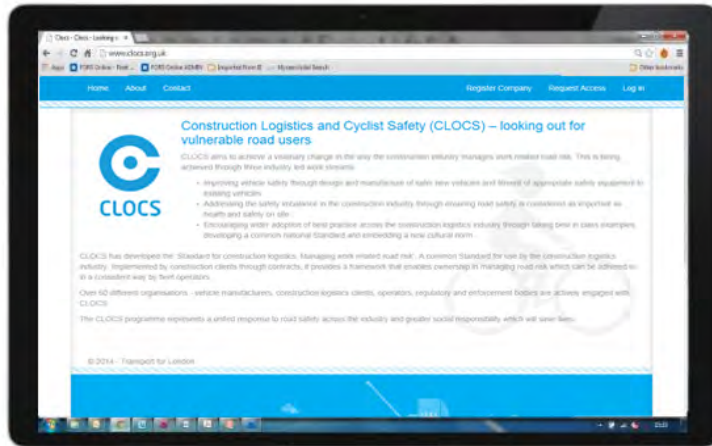
## Workstream 2:

Addressing the safety  
imbalance

# Increasing Transparency

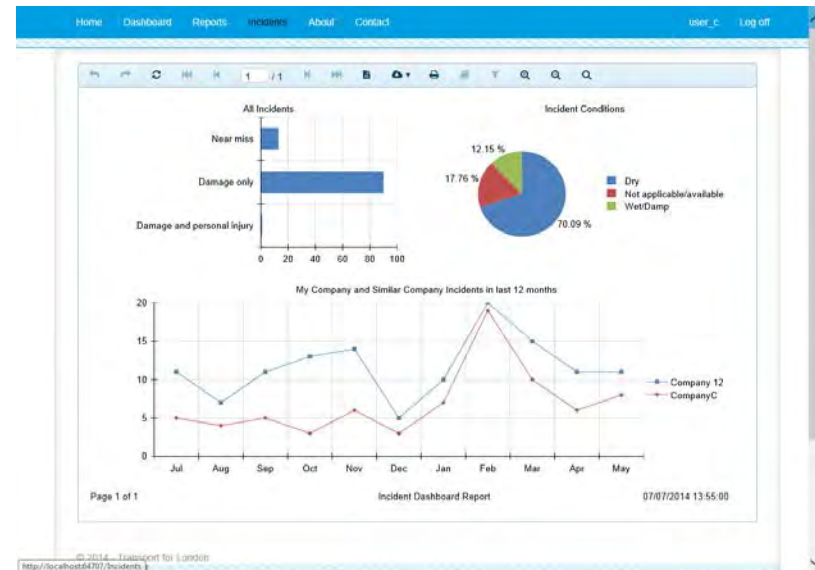
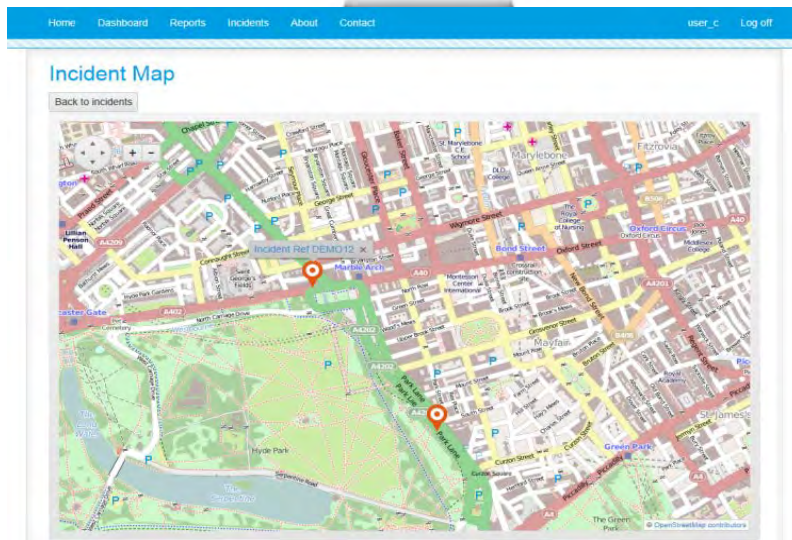


# CLOCS Manager



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

[www.clocs-manager.org.uk](http://www.clocs-manager.org.uk)



# Toolkit – Managing collision reporting and analysis

## Enabling consistent data capture

- How to comply with the CLOCS collision reporting requirement
- Developing and implementing a collision management policy
- Editable collision reporting forms
- Collision management policy and procedures
- Consistent with FORS and CLOCS collision reporting requirements

**“CLOCS has achieved more in the last 6 months than the insurance industry has in the past 30 years”**  
**Major insurance broker**

The image displays the CLOCS Toolkit cover sheet and a sample reporting form. The cover sheet, titled 'CLOCS Toolkit Managing collision reporting and analysis', features a central graphic of a hand holding a smartphone with a line graph. Below this, it says 'Looking out for vulnerable road users' and includes the CLOCS logo. The form, titled 'Form', is a detailed reporting template with sections for 'Details of the collision', 'Details of the vehicle(s)', 'Details of the driver(s)', and 'Details of the witness(es)'. It includes various checkboxes and input fields for recording collision details, such as 'Was the vehicle(s) damaged?', 'Was the driver(s) injured?', and 'Was the witness(es) injured?'. The form is labeled 'Page 1 of 2'.

The background of the slide features a stylized illustration. In the upper half, a construction crane is shown lifting a rectangular box. Below this, on the left, is a silhouette of a person walking. Next to them is a silhouette of a concrete mixer truck. To the right of the truck is a person riding a bicycle. Further right is a silhouette of a large dump truck. On the far right, there is a traffic light and a silhouette of a person standing. The entire scene is set against a solid blue background.


## 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





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 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 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.



**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 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**

**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.

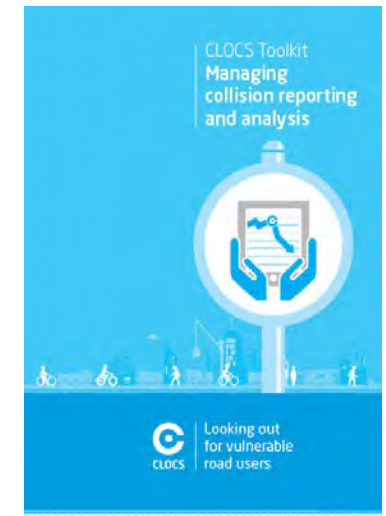
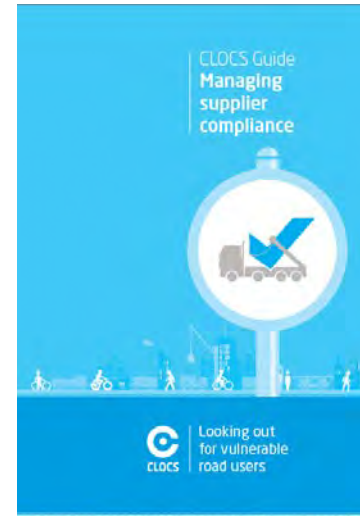
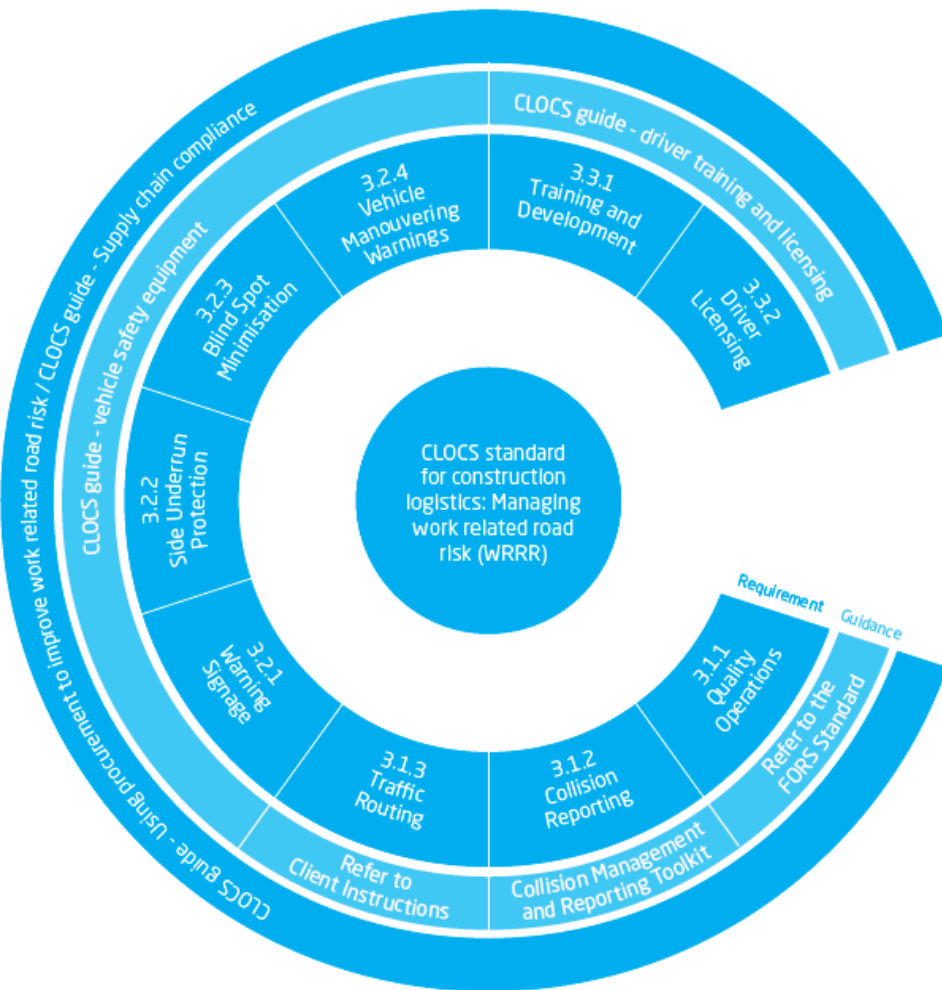
All indirect vision systems shall be fully operational.

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.



# Supporting implementation of the CLOCS Standard









**FORS** FLEET OPERATOR  
RECOGNITION SCHEME

[www.fors-online.org.uk](http://www.fors-online.org.uk)

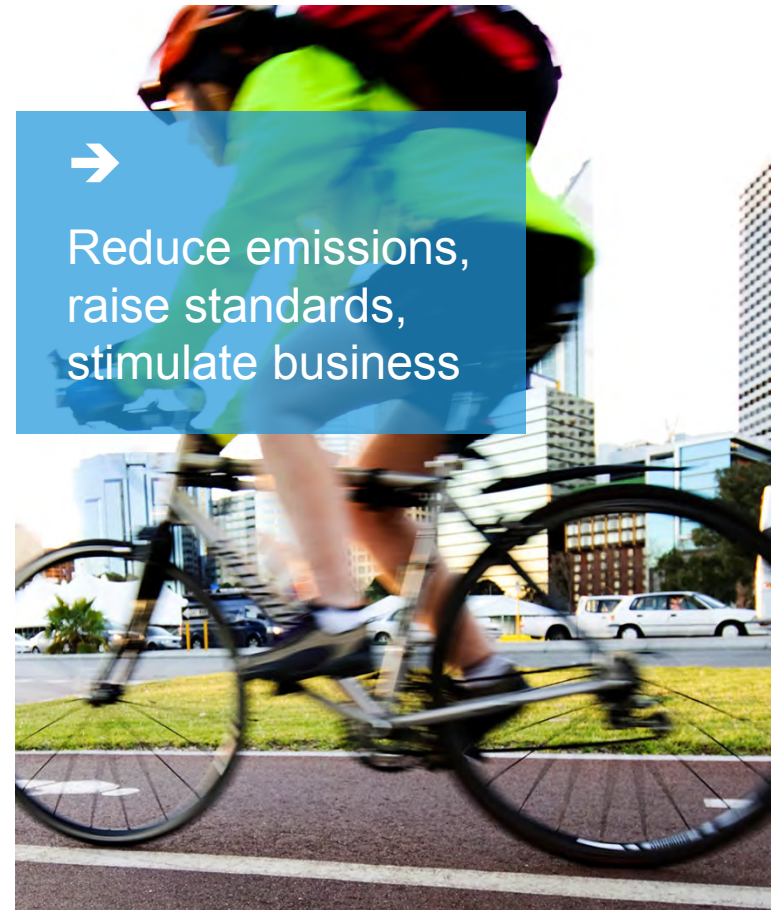


# What is FORS

- ➔ 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
<div>✓</div> <p>Responsibilities &amp; authority</p>	<div>✓</div> <p>Road worthiness</p>	<div>✓</div> <p>Training and assessment</p>	<div>✓</div> <p>Routing and scheduling</p>
<div>✓</div> <p>Competent Person</p>	<div>✓</div> <p>Insurance</p>	<div>✓</div> <p>Driving at work</p>	<div>✓</div> <p>Transport control</p>
<div>✓</div> <p>Communication</p>	<div>✓</div> <p>Fleet performance</p>	<div>✓</div> <p>Fitness and health</p>	<div>✓</div> <p>Fines and charges</p>





## Routes to accreditation



## Who is FORS accredited



**3000**  
OPERATORS



**250,000**  
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%**





## 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](http://www.clocs.org.uk)



## 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](http://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

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# Safer Lorry Scheme

- The scheme comes into effect on 1 September 2015
- Covers the same area as the Low Emission Zone and operate 24 hours a day, seven days a week
- Ensures that only lorries with basic safety equipment fitted are allowed on London's roads
- Vehicles over 3.5 tonnes will be required to be fitted with Class V and Class VI mirror and side guards
- Drivers found to be in charge of a non-compliant vehicle may be issued with a:
  - £50 Fixed Penalty Notice
  - £1000 fine at Magistrates Court



## The Safer Lorry Scheme is coming

**Make sure your vehicle is compliant by 1 September 2015**

The scheme legally requires all HGV lorries over 3.5 tonnes gross vehicle weight driving in London to have side guards and extended view mirrors to protect cyclists and pedestrians.

Visit [tfl.gov.uk/safer-lorry-scheme](http://tfl.gov.uk/safer-lorry-scheme)