Health and Safety Standard No. 07

Group	Property, Development and Retail Management
Title	Traffic risks and protecting vulnerable road users
Date	February 2018

Overview

In 2012, Transport for London (TfL) commissioned a review of the construction sector's transport activities to understand the causes of collisions with cyclists. Following this review, the 'Construction Logistics and Cyclist Safety' (CLOCS) report was produced which laid the foundation for the introduction of a common national standard used by the construction logistics industry and which has since broadened to cover the safety of all vulnerable road users.

The CLOCS standard aims to achieve a visionary change in the way the construction industry manages work related road risk 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.

Our Client Commitments

As a client and CLOCs champion we commit to improving the safety of vulnerable road users not just in and around London but across all our development projects by:

- Making it a mandatory requirement for all Principal Contractors and Contractors to commit to signing up to CLOCS (https://www.clocs.org.uk/standard-for-clocs/) and demonstrating their desire and commitment for fleet operators to achieve Gold FORs standard during the duration of the project
- Working in partnership with all stakeholders to ensure they understand their obligations under CLOCS
- Supporting and monitoring the efforts of Principal Contractors and their supply chain

Project planning

All of our development projects are to ensure that the risks associated with construction traffic on the public highway are assessed and control measures are identified during the planning phase of the project and are implemented during procurement and construction.

The purpose of the Construction Logistics Plan is to reduce the negative transport effects of construction work on local communities and the environment by providing a tool to minimize construction trips and reduce the potential for collision.

During project planning the following shall be developed and included in the Construction Logistics Plan and tender documents. This should be further developed by the Principal Contractor in their Traffic Management Plan:

- Site suitability for vehicles fitted with the safety features specified should be assessed and effective traffic management, which avoids reversing on site should be prioritised.
- Safe construction traffic routes around the site to be identified to minimise vehicle trips and avoid high risk areas including schools, hospitals, cycle routes, etc. These traffic routes to includes avoiding left turns and where left turns can't be eliminated they must be minimised to protect people on bikes
- Delivery arrangements including set times, holding/call off areas, loading bays, parking suspensions, traffic control measures such as traffic lights, improved cycle safety measures (e.g. fitting Trixi mirrors to traffic lights) etc. in association with the client, local authorities and neighbours to minimise potential negative impacts on the area.
- Loading and off-loading on site should be prioritised where possible.
- Detailing the measures for preventing falls of people and materials from vehicles including: careful planning of loading and unloading operations; pre-slinging loads; fitting guard rails and restraint posts etc.
- Requirements for driver training, including site inductions, driving licence checks, cyclist awareness and promoting this standard are specified.

Vehicle Requirements

Action must be taken to ensure that the heavy goods vehicle driver has as much visibility and warning of nearby pedestrians and cyclists as possible. Vehicles must also warn other road users of the risk they pose and their presence. Vehicle requirements for vehicles over 3.5 tonnes and 7.5 tonnes specified in CLOCs Standard for Construction Logistics (Managing work related road risk) must be adhered to.

Driver licensing and training

Contractors must ensure that:

- There is a process to ensure drivers hold a valid license with the relevant category of vehicle they are driving.
- All drivers must complete progressive training that includes the safety of vulnerable road users.
- Contractors/Fleet operators must comply with the FORs gold standard requirement for training operational staff. This should highlight the risk to vulnerable road users.

Communication with every tier of the project's supply chain (including suppliers).

Contractors should communicate with their supply chain; raising awareness of the risk of construction vehicles and demanding compliance with this standard for every vehicle that enters the project.

Accident and Near miss data

All our projects are required to collect and report all Road Traffic accidents, incidents and near misses involving any construction vehicles related to the project this also includes vehicles on route to and from the project.

Community Liaison

All our projects are encouraged to develop opportunities to educate vulnerable road users during the course of the project by working with local authorities, the police and other groups. Haulage contractor working in London are encouraged to be members of Transport for London's Freight Operator Recognition scheme (see FORS@tfl.gov.uk). Out with London enquiries must be made with local authorities as to whether similar schemes are in place and if so, you are encouraged to sign up to them.

Action to be taken: February 2018

Status: Mandatory

Further help and contacts: If you need any further information or guidance please contact any member of the Health, Safety & Security Team.