CLOCS - Looking out for vulnerable road users

In 2012, Transport for London (TfL) commissioned a review of the construction sector’s transport activities to understand the causes of collisions with cyclists. The resulting ‘Construction Logistics and Cyclist Safety’ report laid the foundation for the CLOCS programme which has since broadened to cover the safety of all vulnerable road users.

CLOCS aims to achieve a visionary change in the way the construction industry manages work related road risk whilst providing an opportunity for clients and developers to look out for the wider community. This is moving forward 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

The CLOCS Standard for construction logistics: Managing work related road risk has been developed as a common national standard for use by the construction logistics industry. Implemented by construction clients through contracts, it provides a framework that enables ownership in managing road risk which can be adhered to in a consistent way by fleet operators.

Supplementary guidance has been developed to accompany the CLOCS Standard and provide further information on the key requirements:

- CLOCS Guide - Managing driver training and licensing
- CLOCS Guide - Vehicle safety equipment
- CLOCS Guide - Managing supplier compliance
- CLOCS Guide - Managing work related road risk in contracts
- CLOCS Toolkit – Managing collision reporting and analysis
- CLOCS Compliance toolkit

Representatives from different organisations - vehicle manufacturers, construction logistic clients, operators, regulatory and enforcement bodies are actively engaged with CLOCS representing a united response to road safety and greater social responsibility.

Acknowledgements

The CLOCS Guide – Improving road safety using the planning process has been developed in collaboration with key industry stakeholders.

The expert contributions made from organisations and individuals consulted in the development and review of this guide are gratefully acknowledged.

The supplementary guide will be reviewed at intervals not exceeding two years, and any amendments arising from its review will be published in an amended version.

Users are responsible for the correct application of the information provided in this guide.
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Terminology

Certain terms are used within the CLOCS Standard and in this guide.

In the CLOCS Standard’s requirements:

- **Shall** - indicates something which is mandatory as part of the requirement, or in order to achieve the requirement

- **Should** - indicates something that is recommended as emerging practice

- **May** - indicates permission or an emerging practice option

**Blind-spots** - areas around an HGV which are neither directly nor indirectly visible by the driver

**Direct vision** - directly visible to the driver through the cab windscreen and windows

**Fleet operator** - any organisation or part thereof which operates one or more vehicle(s)

**Indirect vision** - indirectly visible to the driver through the mandatory mirror set or camera monitoring system

**Vehicle manoeuvring warnings** - enhanced audible warnings to alert other road users to a left turning, right turning or reversing vehicle

**Vehicle nearside** - the side of the vehicle nearest to the kerb in the forward parked/driving condition. Also called the passenger side

**Vehicle safety equipment** - equipment which assists the driver in seeing or detecting other road users or obstacles and also reduces the incidence and severity of collisions, particularly with VRUs. This type of equipment can be fitted by vehicle manufacturers, dealers or retrofitted

**Vulnerable road user (VRU)** - primarily a cyclist, pedestrian, motorcyclist or person of reduced mobility
Section 1

Introduction

1.1 Purpose of this guide
Planning officers play a vital and unique role in ensuring that the construction and eventual operation of developments is appropriate and does not have any significant negative effects on the surrounding area. This guide explains how planning officers can mitigate the effects of work related road risk (WRRR) associated with a development by introducing the CLOCS Standard into planning conditions.

1.2 Who should read this guide?
The guide is aimed at providing planning officers and other local authority representatives with an overview of:

- What CLOCS is
- The associated benefits to the local authority and the wider community
- How CLOCS can be used in the planning process to improve road safety

1.3 How do I get started?
The first step is to read this guide. By introducing CLOCS into planning conditions and requiring developers to adopt the CLOCS Standard through their supply chains, you can ensure that WRRR is managed at all stages of development. Examples of how local authorities have supported CLOCS are also provided, as well as links to relevant documents and resources that will provide more information on CLOCS.

This document is structured as follows:

- Section 2 outlines what CLOCS is and what is covered in the CLOCS Standard
- Section 3 outlines how CLOCS can benefit your local area
- Section 4 outlines how CLOCS fits into the planning process
- Section 5 highlights the types of development CLOCS requirements can improve safety on
- Section 6 provides advice on monitoring and support of CLOCS requirements
Section 2

What is CLOCS?

2.1 Background

Between 2008 and 2014, 53 per cent of cyclist fatalities in London involved an HGV. A disproportionate number of these were construction vehicles. In 2012 Transport for London commissioned an independent review of the construction sector’s transport activities to understand the causes of these collisions and how they might be prevented.

The resulting report, published in February 2013 by Transport Research Laboratory found that:

- Blind spots on construction vehicles could be larger than on general haulage vehicles
- Road safety was not considered in the same way as health and safety on-site
- There was little understanding of the impact of construction activity on road safety
- There was no common standard for the construction industry to work to in order to manage work related road safety

In response, the CLOCS programme, which brought together construction sector clients, construction logistics operators and vehicle manufacturers, enabled industry to demonstrate its commitment to change and to improve road safety.

2.2 The CLOCS Standard

The CLOCS Standard for construction logistics: Managing work related road risk (WRRR) draws together emerging practice from a number of individual standards, policies and codes of practice into one common WRRR standard.

The CLOCS Standard aims to ensure that Construction logistics operators follow effective practice in the management of their operations, vehicles and drivers and that developers ensure WRRR is considered when managing their construction sites and supply chains.

Each requirement has been developed to reduce the risk of a collision between heavy goods vehicles (although specific CLOCS requirements can be applied to all types of vehicle) in the construction sector and vulnerable road users such as cyclists and pedestrians.

The CLOCS Standard sets the detailed minimum requirements to create a consistent baseline, but is written in a way that encourages road safety to be managed ever more rigorously as new best practice emerges.

The table overleaf sets out the requirements that make up the standard and the reason for its inclusion.
Transport for London and work related road risk (WRRR)

TfL has implemented an organisation-wide initiative to ensure that all businesses working for or on behalf of TfL take measures to improve the safety of their vehicles. It’s now mandatory, under all new and existing contracts, for contractors and their sub-contractors who deliver to TfL premises or sites to adopt these WRRR vulnerable road user safety requirements.

Under WRRR (which is fully aligned with CLOCS), operators must be able to demonstrate they:

- Meet best practice standards such as Bronze Fleet Operator Recognition Scheme (FORS)
- Vehicles are fitted with side-guards, proximity warning systems, left-hand audible alerts, Class VI mirrors and rear warning signs
- Drivers are trained in approved vulnerable road user awareness training e.g. safe urban driving or Van Smart
- Drivers’ licences are all checked regularly with the DVLA
- Report, analyse and investigate collisions

<table>
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<tr>
<th>Requirement</th>
<th>Purpose</th>
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<tr>
<td><strong>Operations</strong></td>
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<tr>
<td><strong>Quality operation</strong></td>
<td>Fleet operators shall ensure the transport operation meets the standard of an approved independent fleet management audit</td>
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<tr>
<td><strong>Collision reporting</strong></td>
<td>Fleet operators shall 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</td>
</tr>
<tr>
<td><strong>Traffic routing</strong></td>
<td>Fleet operators shall ensure that any vehicle routes to sites or premises specified by clients are adhered to unless directed otherwise</td>
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<tr>
<td>Requirement</td>
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| **Vehicles**                     | **Warning signage**  
Fleet operators shall 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  
To reduce the risk of close proximity incidents and increase road safety | **Side under-run protection**  
Fleet operators shall 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  
To minimise the probability and severity of under-run collisions with vulnerable road users |
| **Blind-spot minimisation**      | 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  
To improve visibility for drivers and reduce the risk of close proximity blind-spot collisions | **Vehicle manoeuvring warnings**  
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 left manoeuvre  
To reduce the risk of close proximity collisions by audibly alerting vulnerable road users to vehicle hazards |**Drivers**                                                                 | **Training and Development**  
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  
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 | **Driver licencing**  
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  
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 |
<table>
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<tr>
<th>Requirement</th>
<th>Purpose</th>
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<tr>
<td><strong>Construction Logistics Plan</strong></td>
<td>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</td>
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<tr>
<td>Clients shall ensure that a Construction Logistics Plan is in place and is fully complied with.</td>
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<tr>
<td>Clients should approach this in a spirit of partnership with fleet operators, who may have valuable views on how to achieve safety goals.</td>
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<tr>
<td><strong>Suitability of site for vehicles fitted with safety features</strong></td>
<td>To ensure the site is suitable for all vehicle types fitted with safety features and side under-run protection</td>
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<tr>
<td>Clients shall ensure that the condition of sites is suitable for vehicles fitted with safety features and side under-run protection.</td>
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<tr>
<td><strong>Site access and egress</strong></td>
<td>To reduce the risks associated with vehicles turning or reversing in order to access or egress from site</td>
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<tr>
<td>Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles.</td>
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<tr>
<td><strong>Vehicle loading and unloading</strong></td>
<td>To reduce risk of injury by segregating loading and unloading activity from the public</td>
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<tr>
<td>Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable.</td>
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<tr>
<td><strong>Traffic routing</strong></td>
<td>To ensure that construction traffic uses the safest and most appropriate routes to site</td>
</tr>
<tr>
<td>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.</td>
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<tr>
<td><strong>Control of site traffic, particularly at peak hours</strong></td>
<td>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</td>
</tr>
<tr>
<td>Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries.</td>
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<tr>
<td><strong>Supply chain compliance</strong></td>
<td>To ensure that requirements are being adhered to across the supply chain</td>
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<tr>
<td>Clients shall ensure contractor and sub-contractor compliance with requirements.</td>
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2.3 Success and progress to date

Since the launch of the CLOCS Standard in December 2013, the construction industry has opted to take ownership of work related road risk beyond legal requirements. A wide range of construction clients, contractors and fleet operators have openly committed to implement and adhere to the requirements of the CLOCS Standard by signing a memorandum of understanding.

A full list of CLOCS champions, those committing to take responsibility of safety beyond the site gate, can be found at www.clocs.org.uk/links-to-partners.

CLOCS is making progress in other areas as well. In particular, CLOCS has worked with the principal vehicle manufacturers to stimulate more creative vehicle design solutions with increased direct driver vision. As a direct result of the CLOCS programme heavy goods vehicles are now in production which have bus style passenger doors, bigger windscreens and additional glass in the passenger door. In addition, a low entry cab design has been developed to improve drivers vision of vulnerable road users. All of these vehicles also have cycle-safety equipment fitted.

The FORS Collision Manager, incident and collision reporting system, was launched to encourage and assist operators to log any work related road incidents or near misses. It also provides a reassurance to clients to know that their suppliers are actively logging incidents, benchmarking against others in the industry and learning from similar experiences. Use of this system enables operators to meet the CLOCS collision reporting requirement, which requires collisions to be reported, investigated and analysed.

For further information:

- CLOCS Standard for construction logistics: Managing work related road risk
  www.clocs.org.uk
### How CLOCS can benefit your local authority and community

CLOCS contributes towards safer roads for all road users, including vulnerable road users such as pedestrians and cyclists. This has wider societal benefits. Supporting CLOCS demonstrates that as a planning authority, you are proactively addressing WRRR and seeking to promote the highest possible standards across the construction logistics industry. It represents a vital contribution to Corporate Social Responsibility efforts.

CLOCS brings the following benefits to local authorities and the communities they serve:

| Safer roads leading to fewer incidents, fatalities and injuries |
|---|---|
| CLOCS was developed to address road safety concerns relating to collisions between construction vehicles and cyclists and other vulnerable road users. | These incidents have a significant human and environmental cost, affecting individuals, families and communities greatly. Preventing them has far reaching benefits. |

| Less conflict between different road user groups |
|---|---|
| When construction companies and drivers behave responsibly it reduces the likelihood of conflict between vulnerable road users and HGVs (as well as other, smaller types of construction vehicle) and helps create a more relaxed road environment. |

| Environmental benefits |
|---|---|
| Roads being perceived as unsafe is a frequently cited barrier to greater uptake of cycling\(^1\), preventing many people from cycling at all. This reduces the likelihood of modal shift from private car to bicycle, resulting in greater emission of pollutants such as particulates. Air quality in many areas across the UK is contributing to cases of premature deaths. CLOCS can help improve perceptions of road safety, as well as directly contributing to safer roads. This encourages more people to cycle, improving air quality and therefore the health of all. In addition, modal shift from conventionally fuelled vehicles also reduces noise pollution and emissions, further strengthening the potential wider environmental benefits of adopting CLOCS. |

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\(^1\) Barriers to Cycling: An Exploration of Quantitative Analyses, Parking, Ryley and Jones
Section 3 - How CLOCS can benefit the local authority and community

**Congestion**

Modal shift from private vehicles to bicycles is also likely to benefit traffic flows. Decreased reliance on the car can help reduce congestion, which reduces idling of vehicles in standing traffic, aids economic growth and improves the amenity of an area.

**Less opposition to development and complaints related to the construction process**

The disruption in an area where a development is under construction can be significant. Developments may be opposed at the planning stage from those concerned that the construction will have a detrimental impact on the surrounding area. Complaints may also arise during the construction phase, such as noise, traffic, dust etc. CLOCS can help address all these by promoting good site management.

By improving the perception of the construction sector and safety associated with their operations, conflict between developers and those affected by construction activity can be reduced.

This can result in wider benefits, such as enabling a more open approach to development in an affected area.
How does CLOCS fit into the statutory planning process?

Planning officers and departments can use CLOCS as a key tool in improving road safety. This can be delivered in a number of ways including through Local Plans, Supplementary Planning Documents (SPDs) and Section 106 agreements.

4.1 Local Plans

Local Plans are at the heart of the planning system and set out a vision and a framework for the future development of an area, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure - as well as a basis for safeguarding the environment, adapting to climate change and securing good design.

They are also a critical tool in guiding decisions about individual development proposals, as Local Plans (and the London Plan) supported by supplementary planning documents (SPDs) include development management policies which help determine which applications will be granted planning permission.

It is not essential for the Local Plan to specifically reference CLOCS in order to develop CLOCS guidance or similar policy documents. However, it is important to ensure that there are borough wide primary policies relating to road safety and supporting sustainable transport modes such as cycling.

Oldham Metropolitan Borough Council

Oldham MBC’s Development Plan Document - Joint Core Strategy and Development Management Policies contains the following policy that could be used to develop a CLOCS related planning policy document.

Policy 5 Promoting Accessibility and Sustainable Transport Choices

The council will:

- ensure the safety of pedestrians, cyclists and other vulnerable road users by ensuring appropriate highway safety measures and schemes are implemented as part of development proposals. Where feasible all pedestrian and cycle movements will be prioritised consistent with the road user hierarchy.
London Borough of Lambeth
The Lambeth Local Plan sets out planning policies for Lambeth to guide growth in housing and jobs, infrastructure delivery, place-shaping and the quality of the built environment over the next 15 years to 2030.

Policy T3 Cycling
Lambeth will promote cycling through improvements to routes, giving greater priority to cyclists in the use of road space, reducing road danger from other transport modes and through improvements to signage and facilities.

Most up to date local plans incorporate similar primary policies to promote safe environments for vulnerable road users.

When producing new planning policy documents there is nonetheless an opportunity to explicitly reference CLOCS as a means of delivering safer roads for all.

Sample wording for a Planning policy including CLOCS
Policy X: Safer Roads for all
The council will:
require that all major developments, where there will be a significant impact on the public highway, should be supported by a Construction Logistics Plan that is appropriate to the scale of the development and incorporates the CLOCS Standard to ensure the safety of pedestrians, cyclists and other vulnerable road users.
This provides a robust policy basis by which planners can request CLOCS as the standard met by construction logistic operators working on a development.

**The London Plan**

Strategic planning in London is the shared responsibility of the Mayor of London, 32 London boroughs and the Corporation of the City of London. The Mayor has to produce a spatial development strategy (SDS) - which has become known as ‘the London Plan’ - and keep it under review.

Boroughs’ local development documents have to be ‘in general conformity’ with the London Plan, which is also legally part of the development plan that has to be taken into account when planning decisions are taken in any part of London, unless there are planning reasons why it should not.

The London Plan provides the strategic policy basis for creating CLOCS aligned local policy to promote safe cycling environments.
Policy 6.9 (Cycling) in the London Plan sets out the following supporting text:

6.34A The quality and safety of London’s street environment should be improved to make the experience of cycling more pleasant and an increasingly viable alternative to the private car. By providing safe and attractive routes that are easy to navigate people may be encouraged to cycle more, which will have health benefits for them and also help tackle climate change. The Mayor will introduce a range of road safety schemes and work with the delivery and servicing sector to improve driver training and vehicle standards, and to improve road safety of cyclists and pedestrians.

In addition, Policy 6.3 (assessing effects on development on transport capacity) outlines the requirement for Construction Logistics Plans (CLPs) for certain applications, into which CLOCS requirements can be included.

6.3C Transport assessments will be required in accordance with TfL’s Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be co-ordinated with travel plans.

The Mayor of London’s powers to determine applications under the Town and Country Planning (Mayor of London) Order 2008 could also be used to support CLOCS. In theory, the Mayor could help secure CLPs that incorporate CLOCS through appropriately worded conditions.

Section 6(b) of the Order states the Mayor must have regard to the following matters so far as material to the application:

- (i) the health of persons in Greater London
- (ii) the achievement of sustainable development in the United Kingdom.

CLOCS role in promoting cycling and improving road safety would satisfy both these requirements and could be referred to when ensuring CLOCS is considered as part of the application.
4.2 Supplementary Planning Documents (SPDs)

SPDs may cover a range of issues (thematic or site-specific) and provide further guidance on policies that cannot be addressed in sufficient detail in the ‘parent’ local plan document. An SPD carries less weight than the development plan but is still a material planning consideration in planning applications. As an SPD cannot make new policies, it must link to a policy contained within the development plan (London Plan or local plan).

Reference to CLOCS within an existing or new SPD (e.g. for construction logistics, freight or vulnerable road user safety) should contain the following elements:

- An overview of CLOCS and how CLOCS can benefit the local authority and community
- The preferred mechanism for requiring CLOCS (e.g. section 106)
- Type of development that CLOCS requirements should address
- Advice on monitoring and support

Much of this detail can be drawn from this guidance document, and tailored to the individual requirements of the authority.

4.3 Section 106 Agreements (Planning Obligations)

Planning obligations are used in the planning process to help manage the wider impact of development, usually through the use of a Section 106 legal agreement. Their use is governed by statutory tests to ensure that they are fairly or reasonably related to the development, acceptable in planning terms and directly related to the development.

Obligations under Section 106 are legally enforceable, and can impose wider constraints on the development that wouldn’t otherwise be covered by planning conditions. A planning obligation could be used to secure a CLP, and ultimately used to enforce on the terms contained within it.
A CLP is the equivalent of a workplace travel plan for a specific construction site. It provides a framework to better manage all types of freight vehicle movements to and from construction sites. Having a management plan improves the safety and reliability of deliveries to a site, reduces congestion and minimises the environmental impact.

CLPs are generally requested for any development that is likely to generate significant construction related traffic.

They should be regularly updated to reflect any changes that occur.

Camden Council has introduced a requirement that all CLPs (referred to as a Construction Management Plan) include an obligation for developers to ensure that the development is fully compliant with the CLOCS Standard. It should be noted that the CLOCS Standard does not just refer to vehicles but also internal site management practices.

London Borough of Camden - Construction Management Plan Proforma v2.0 extract

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the CLOCS Standard.

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor’s responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

By including this requirement in the Construction Management Plan pro forma Camden are able to encapsulate CLOCS in the planning process.
Section 5

What developments can use CLOCS to improve road safety?

CLOCS can be applied to any type of development and it is the responsibility of the planning authority to determine the thresholds by which CLPs (and therefore CLOCS) can be requested.

This section provides guidance on the types of development that planning authorities should consider when requesting CLOCS aligned CLPs.

Residential, retail, offices, hotels, industrial and public sector developments such as schools and hospitals can all require a significant degree of construction activity to complete. A CLOCS aligned CLP is therefore potentially appropriate for any development.

As such, it is recommended that consideration is given to the likely impact of the development rather than the type of development.

However, works on dwellings such as basement developments can have a significant impact on the surrounding area and generate high levels of construction activity. A requirement for a CLP which includes the CLOCS Standard should be considered for these types of development.

These can include:

- Large scale developments of any type that are likely to have a long construction phase
- Developments that are located in areas that are likely to be particularly sensitive to the movement of construction traffic (e.g. high density residential area with congested roads)
- Developments in areas where the number of vulnerable road users in the vicinity is high or where cycling and walking is prevalent
- Developments close to junctions which have experienced incidents between construction vehicles and vulnerable road users
- Any development that will require daily movements of construction traffic

Small scale residential developments (extensions, loft conversions etc.) may not require a CLP, due to the short term nature of the construction phase and limited impact of associated works.
Case Study: Northumberland County Council

Another way of promoting CLOCS to developers is the use of application notes. Whilst not specifically a condition, it nonetheless highlights that CLOCS should be considered as part of a development. In Northumberland, planners added the following note to a planning decision relating to the extension of a horse bedding plant in the village of Detchant, the approach road of which intersects with a national cycle way.

Notes to Applicant

1. Your attention is drawn to the guidance and standards prepared by Construction Logistics & Cyclist Safety (CLOCS) with regard to the Traffic Management Plan and vehicular traffic to and from the site.

This demonstrates that the promotion of CLOCS through planning can be achieved a number of ways and associated efforts need not be resource intensive for planners. It also shows that rural planning authorities can play a key role in supporting initiatives aimed at improving the safety of vulnerable road users, especially in areas where HGVs are servicing industrial units, quarries and timber plants in the vicinity of villages and walking / cycle routes.
Section 6

Monitoring and support

Without effective support for developers any requirement for a CLOCS compliant construction phase may not be difficult to address. This has the potential to reduce the positive effect that CLOCS can have on road safety. In addition, monitoring of obligations after permission is granted can assist developers if it becomes apparent that they are not meeting the CLOCS Standard.

Therefore, monitoring and support plays a key role in ensuring that developers fulfil their obligations to applying CLOCS principles to construction sites.

It is acknowledged that planning authorities’ resources are often stretched and officers may focus on breaches of planning conditions/obligations that have been reported or become apparent due to the significant impact that the development is having. This can occur at the construction stage or when the development is complete.

Supporting developers and contractors

There are a number of alternative approaches being undertaken at different local authorities to support the safety of vulnerable road users.

For example, Camden Council has officers dedicated to supporting the CLOCS programme by working with developers and contractors. They provide advice, give presentations and are available for any queries. They also ultimately help monitor compliance with the CLOCS Standard and enforce the CLOCS requirements encapsulated in the CMP.

In addition, the City of London Corporation promotes the Considerate Contractor Scheme, which aims to improve the safety of all highway users in the area. They work with developers in the City to encourage safe working practices.

City of London Considerate Contractor Scheme

The Considerate Contractor Scheme (CCS) is a co-operative initiative open to all contractors undertaking building and civil engineering in the City of London. There is no membership fee, but on joining the scheme, members agree to abide by the code of good practice and to display the CCS signs and stickers on the site adjacent to the public highway. It is by following this voluntary code that the general standards of works are raised and the condition and safety of City streets and pavements improved for the benefit of everyone living, working or just travelling through the Square Mile.

City of London officers work with contractors to help them meet the standards, providing necessary support and helping ensure the success of the scheme.
Camden Council and City of London have both been proactive in progressing measures that reduce risk to cyclists on the highway in their boroughs and beyond. Whilst dedicated resources can assist greatly in this regard, there is otherwise a great deal of support available for authorities.

For example, in the event that there is a lack of in-house knowledge relating to CLOCS, officers can steer developers and contractors to the wealth of information available online at [www.clocs.org.uk](http://www.clocs.org.uk). This includes guidance on how to monitor and enforce and provides a range of templates for use by officers.

The website provides contact details for any queries a planning officer may not be able to answer.

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**Monitoring**

Monitoring can be reactive or proactive. Complaints from the public are likely to relate to the routing and number of construction vehicles in a particular area and associated nuisance.

If an incident occurs between a vulnerable road user and a construction vehicle, an assessment on the vehicle involved should take place. If it is a vehicle associated with a CLOCS aligned construction site and it is demonstrated that they were not behaving in a compliant manner, then the developer should be contacted. As discussed, collisions are required to be reported to the developer under CLOCS requirements.

There are a range of different methods that officers could employ to support monitoring activities including on-site observations and physical checks and formally incorporating associated activities into existing enforcement roles. In addition, desk-based checks can be undertaken using the ‘Who’s on board?’ page of [www.fors-online.org.uk](http://www.fors-online.org.uk) to check if an operator is FORS Silver accredited. FORS Silver accreditation is directly aligned with the *CLOCS Standard*.

A proactive response can ensure that issues are addressed before they occur. On-site observations and investigations help ensure that CLOCS requirements are being carried out.

**Observations**

Take time to observe vehicles serving a CLOCS construction site and the site itself. Visit ‘problem’ sites and developers more regularly.

Things to look out for include:

- Do larger vehicles have warning signage attached?
- Do vehicles have side under-run protection bars fitted?
- Do vehicles have mirrors, cameras or audible warnings fitted to minimize blind-spots, where appropriate?

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22 Section 6 - Monitoring and support
• When a vehicle is turning left does an audible alert sound (vehicles weighing over 3.5 tonnes)?

• Are vehicles taking the routes described in the CLP?

• Other requirements set out in Section 2

If not, then it may be that the contractors serving the site are not CLOCS compliant and that developers need to be contacted to address the issue.

For further information:

• CLOCS Guide: Managing supplier compliance

• CLOCS Compliance Toolkit
Appendix 1

Further Information

For further information visit www.clocs.org.uk

An electronic version of this document can be downloaded from the following link: http://www.clocs.org.uk/clocs-guides/

The CLOCS Standard for construction logistics: Managing work related road risk (WRRR) can be downloaded from the following link: http://www.clocs.org.uk/standard-for-clocs/

CLOCS Guides, Toolkits and associated forms can be downloaded from: http://www.clocs.org.uk/clocs-guides/

· CLOCS Guide - Managing driver training and licensing
· CLOCS Guide - Managing work related road risk in contracts
· CLOCS Guide - Managing supplier compliance
· CLOCS Toolkit - Managing collision reporting and analysis
· CLOCS Compliance Toolkit
Further information can be found in the following publications:

**Work Related Road Risk requirements: Managing contract compliance**
http://www.tfl.gov.uk

**Construction logistics and cyclist safety - summary report**
Transport Research Laboratory
http://www.trl.co.uk/online_store/reports_publications/trl_reports/cat_road_user_safety/report_construction_logistics_and_cyclist_safety_summary_report.htm

**Construction logistics and cyclist safety - full technical report**
Transport Research Laboratory
http://www.trl.co.uk/online_store/reports_publications/trl_reports/cat_road_user_safety/report_construction_logistics_and_cyclist_safety_technical_report.htm

**Driving at work: Managing work-related road safety**
Department for Transport / Health and Safety Executive

**Construction Logistics Plan Guidance for developers**
Transport for London

**Construction Logistics Plan Guidance for planners**
Transport for London

Further information on the Fleet Operator Recognition Scheme (FORS) is available from www.fors-online.org.uk
Disclaimer

This guide is issued by the CLOCS working group. Following the guide is not compulsory and you are free to take other action. Regulators seek to secure compliance with the law and may refer to this guide as illustrating good practice.
About CLOCS Guides

This guide is part of a series of documents developed by the CLOCS working group. The guides are designed to help construction sector clients and logistic operators implement and comply with the CLOCS Standard for construction logistics: Managing work related road risk.