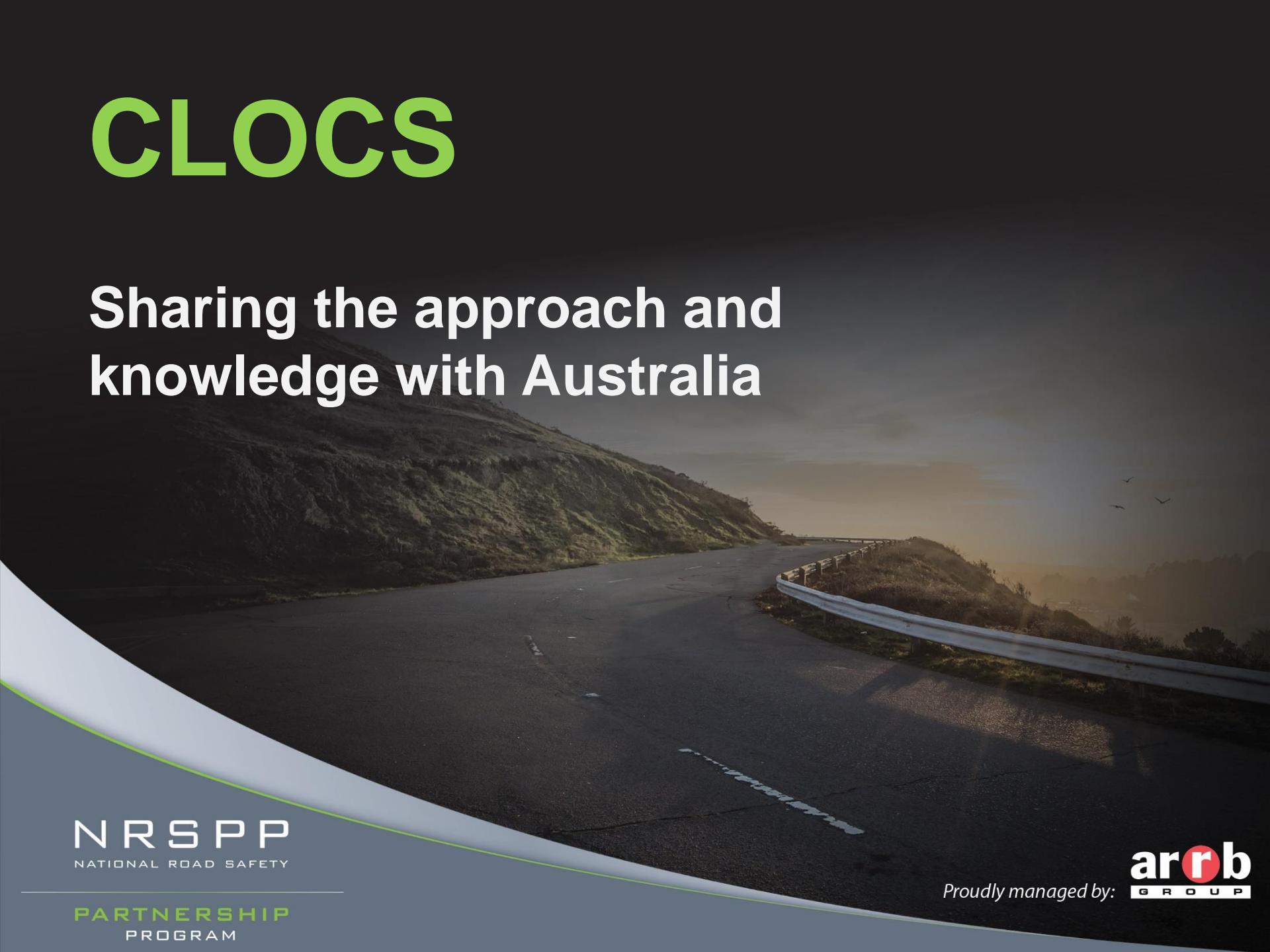


# CLOCS

Sharing the approach and knowledge with Australia

A wide-angle photograph of a two-lane asphalt road curving through a hilly, green landscape. The road is marked with white dashed lines. In the background, a city skyline is visible under a dramatic sky with warm, golden light from the rising or setting sun. Several birds are seen flying in the upper right corner of the image.

NRSPP  
NATIONAL ROAD SAFETY

PARTNERSHIP  
PROGRAM

Proudly managed by: **arrb**  
GROUP

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**Rosemary Pattison**

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# Moderator

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NRSPP Manager  
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# Housekeeping



Webinar is = 40 mins

Question time = 20 mins



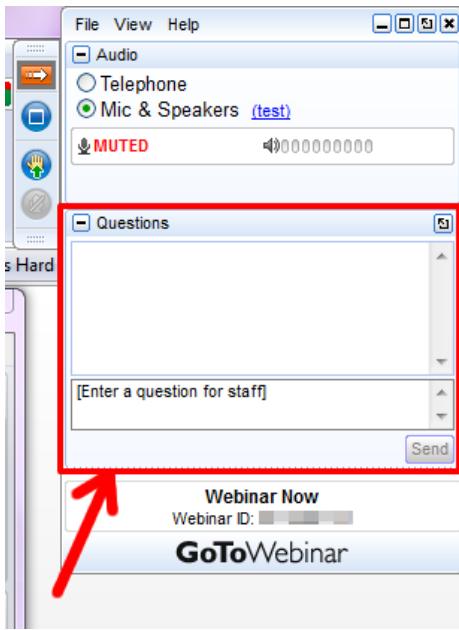
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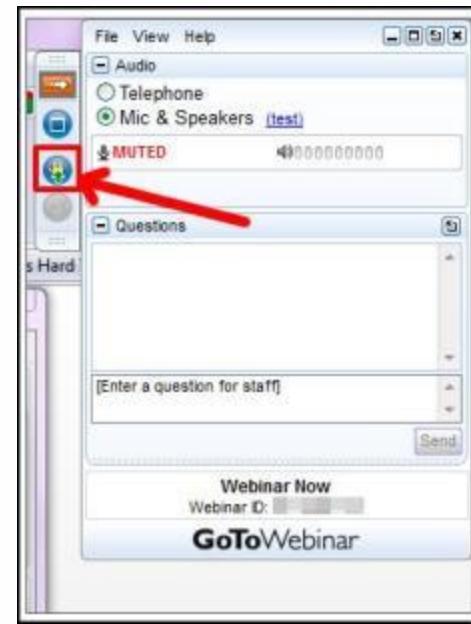
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# GoTo Webinar functions



Please type your questions here



# Today's presenters

Hannah White

Programme Manager

Transport for London

[Hannah.White@tfl.gov.uk](mailto:Hannah.White@tfl.gov.uk)



Vicky Sims

Project Officer

Transport for London

[VickySims@tfl.gov.uk](mailto:VickySims@tfl.gov.uk)



CLOCS:  
Sharing the  
approach and  
knowledge  
with Australia



Looking out  
for vulnerable  
road users

**Hannah White & Vicky Sims**  
Transport for London

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



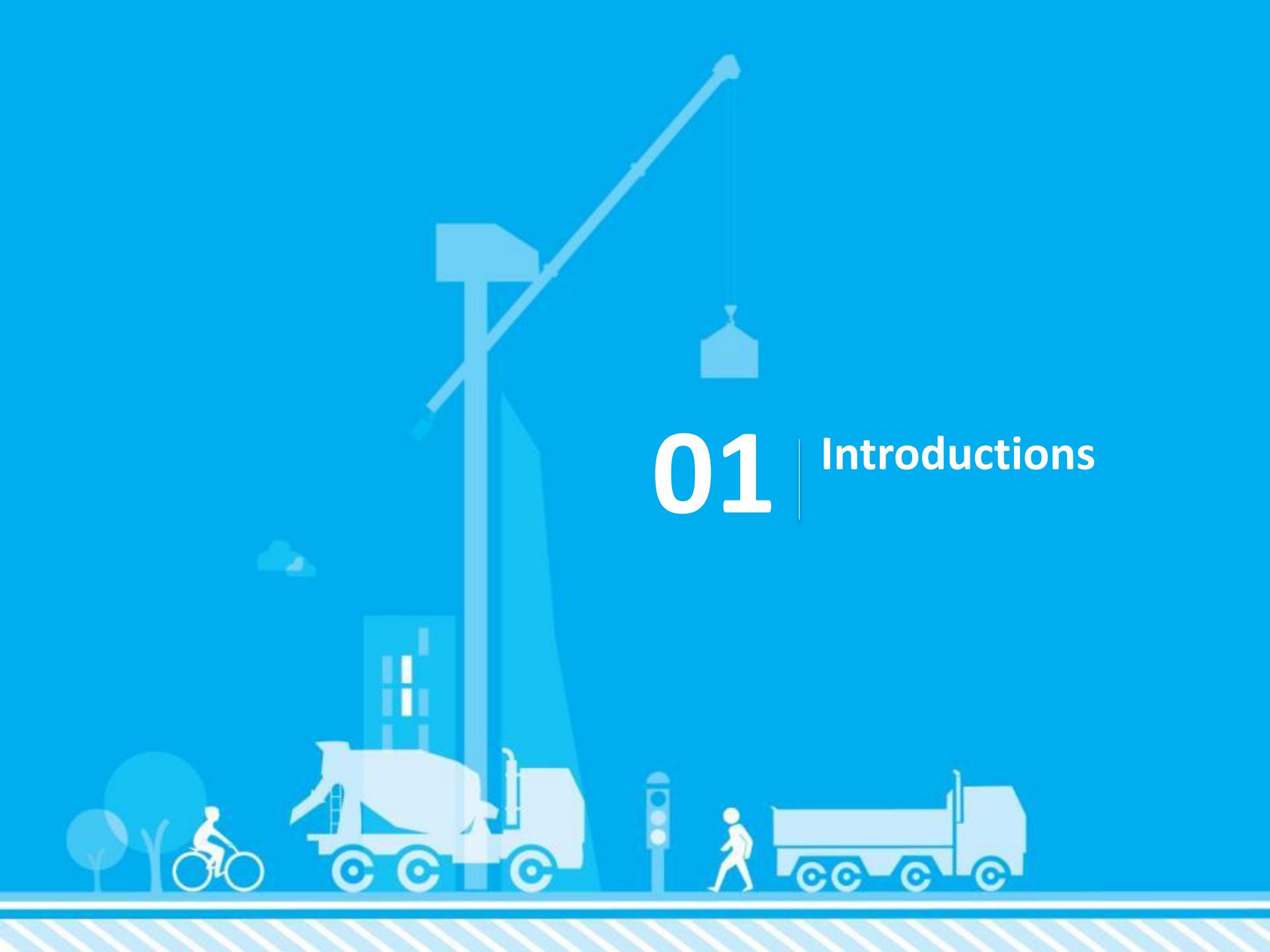
# Agenda

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1. Introductions
2. The challenge
3. Understanding the issues
4. CLOCS explained
5. Achievements to date
6. Future vision



Looking out for vulnerable road users



# 01 | Introductions

# Introductions

## Transport for London

Buses, Underground, Tramlink, DLR, London River Services, Victoria Coach Station, Licensing and regulating taxi services, London Transport Museum, Cycle hire, cycle superhighways & grid...



... and Freight & Fleet



**Hannah White**, Freight and Fleet Programme Manager



**Vicky Sims**, Freight and Fleet Project Officer



## 02 | The challenge

# London: A growing city

- London population: 8.7 million +1.7 million by 2030
- Melbourne population: 4.1 million +1.4 million by 2030



# London: A more liveable city

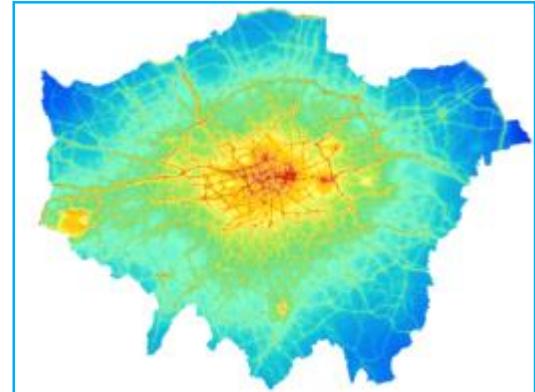
- Support economic development and population growth
- Enhance quality of life for residents and visitors
- Improve the safety and security of all residents and visitors
- Sustain a working city and a place where people want to live
- Allow people, goods and services to move easily within and through the capital



Sustainable travel

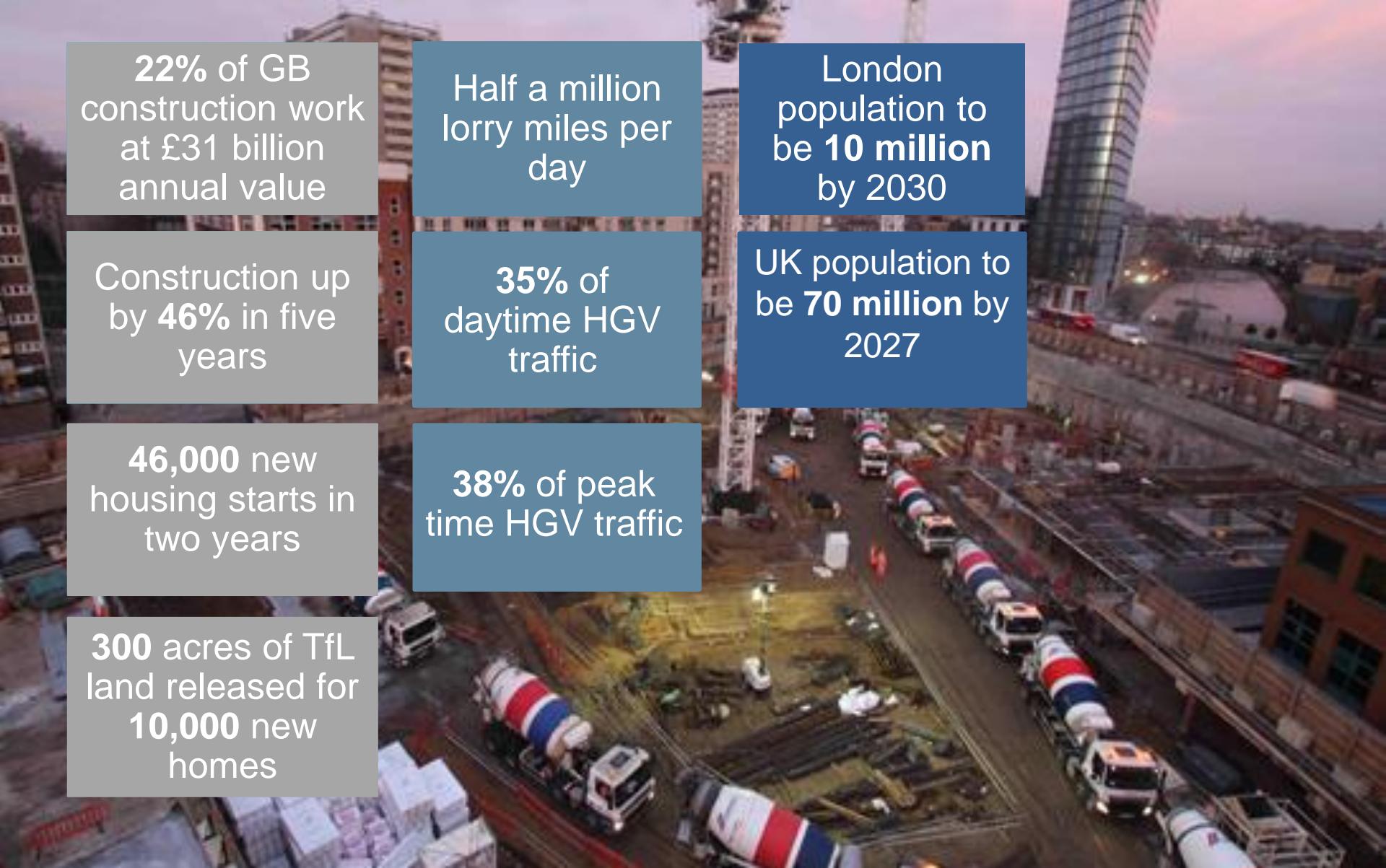


Better “places”



Healthier air

## The challenge: Meeting the demand



**22%** of GB construction work at £31 billion annual value

Half a million lorry miles per day

London population to be **10 million** by 2030

Construction up by **46%** in five years

**35%** of daytime HGV traffic

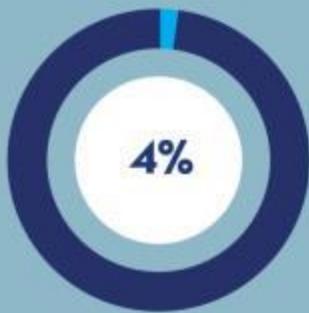
UK population to be **70 million** by 2027

**46,000** new housing starts in two years

**38%** of peak time HGV traffic

**300** acres of TfL land released for **10,000** new homes

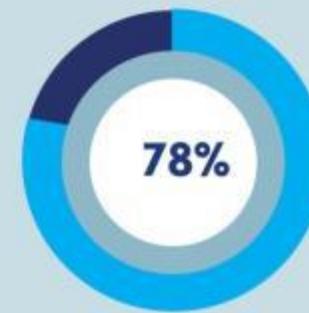
## The challenge: Sharing the roads



HGVs represent less than 4% of the miles driven in London



20% of pedestrian fatalities in 2015 involved an HGV



78% of cyclist fatalities in 2015 involved an HGV

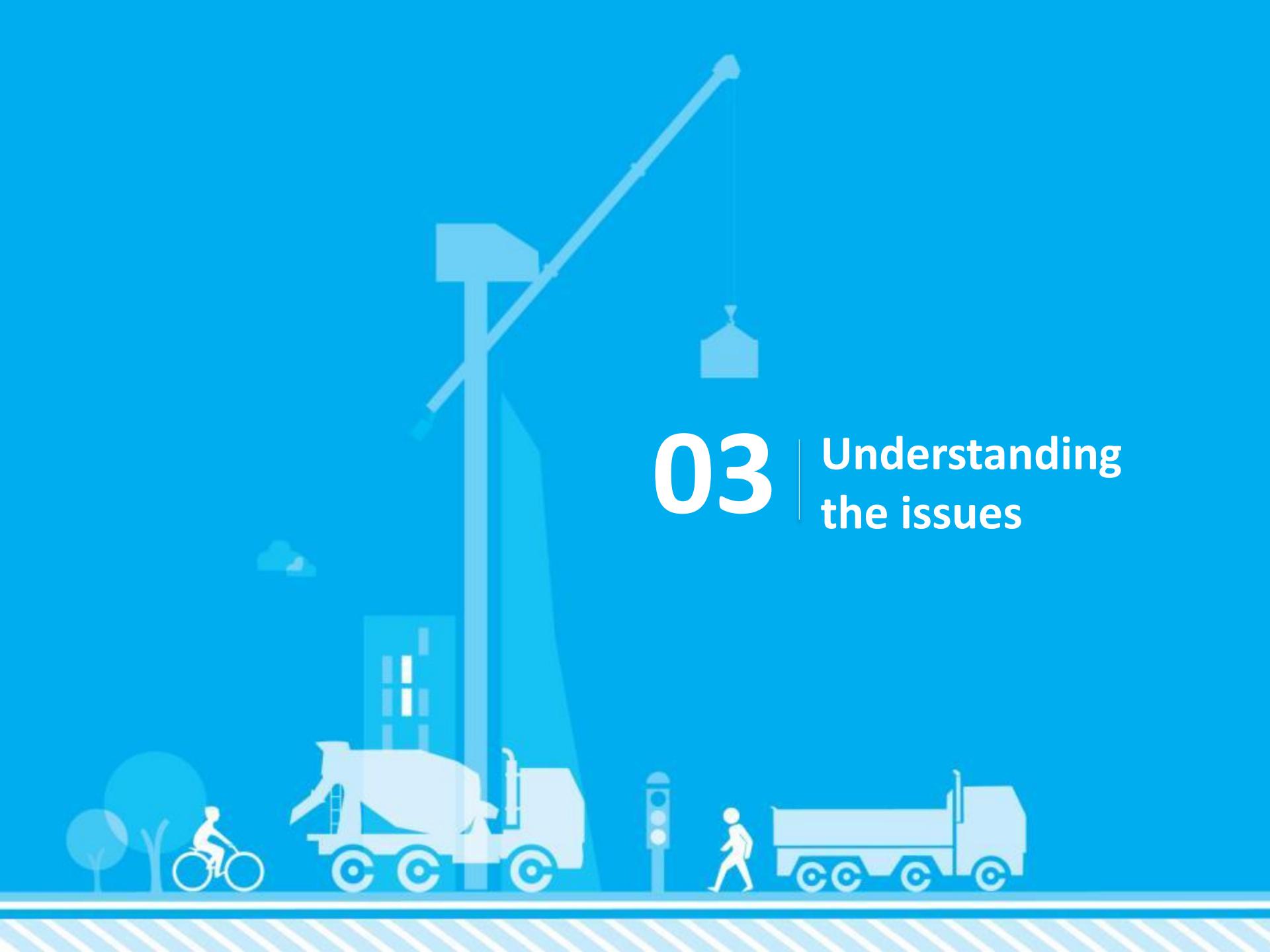
### Why are HGV lorries so dangerous and how can the industry make London's streets safer for cyclists?

Lorry drivers have no more excuses when it comes to cycling blind spots

News > London

**Sixth London cyclist dies in 13 days in lorry crash in Camberwell**





## 03 | Understanding the issues

# Research: Understanding the issue

## Key findings

- Work related road safety is not considered as important as on-site health and safety
- Lack of awareness and ownership of road risk
- Blind spots on construction vehicles can be 50% greater than other HGVs
- Construction vehicles disproportionately represented
- Collision data lacking

**Transport Research Laboratory**  
Creating the future of transport





PUBLISHED PROJECT REPORT PPR640

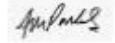
**Construction logistics and cyclist safety**  
Summary report

**S Helman, E Delmonte, J Stannard**

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Prepared for: Transport for London (TfL)

Quality approved:  
J Stannard  
(Project Manager) 

A Parkes  
(Technical Referee) 

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# Research: Understanding the issue

## Key recommendations

- A nationally recognised standard on work related road risk
- Health and Safety Executive should extend reporting to include on-road collisions
- Vehicle manufacturers should work to improve vehicle design
- Blind-spots need to be better understood
- The issues should be addressed by stakeholders from across the industry

**Transport Research Laboratory**  
Creating the future of transport





**PUBLISHED PROJECT REPORT PPR640**

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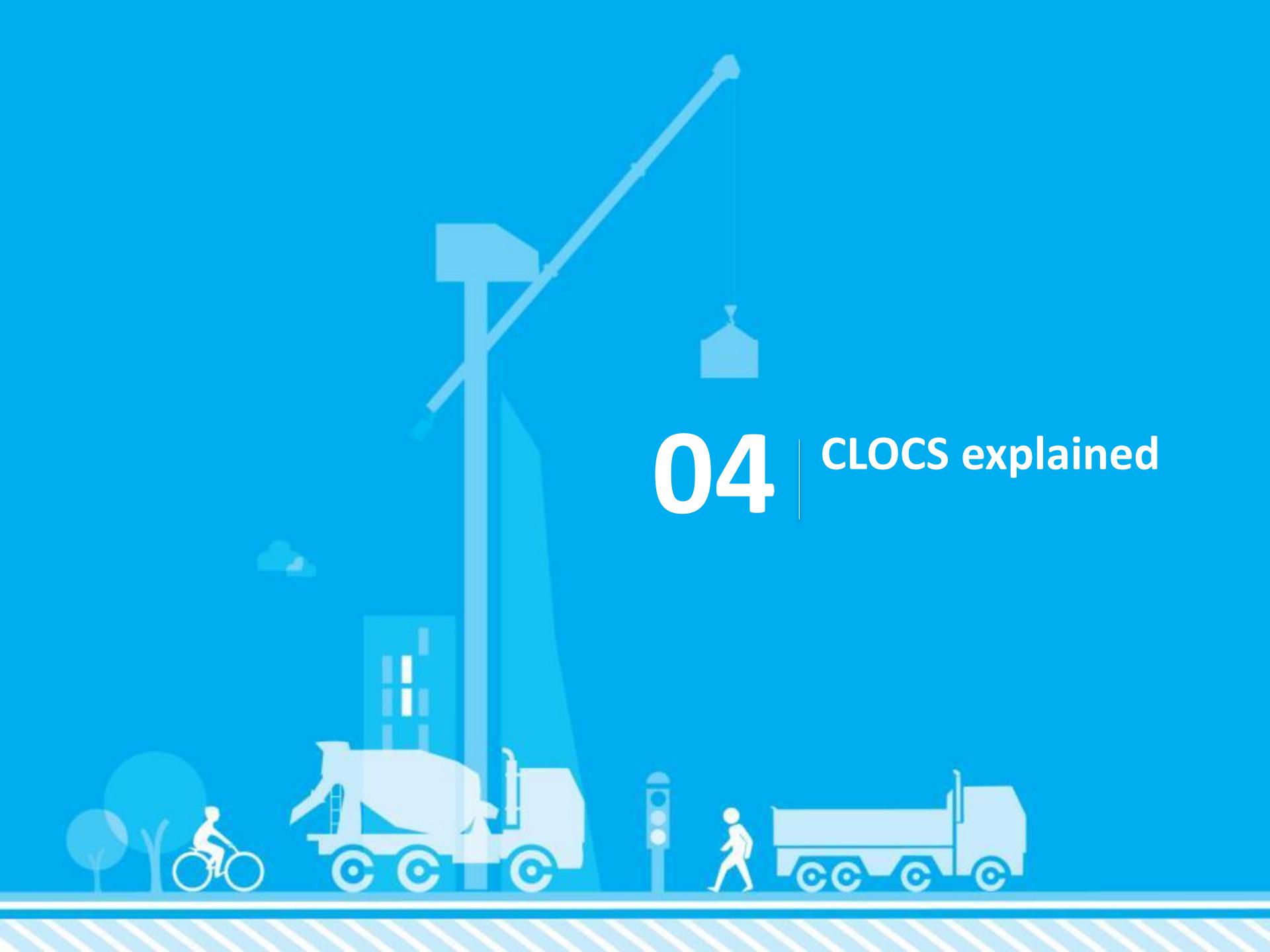
Quality approved:  
J Stannard  
(Project Manager) 

A Parkes  
(Technical Referee) 

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# Questions





## 04 | CLOCS explained

## Our approach: The right people around the table

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- **High level representation** - TfL Commissioner wrote to senior representatives to communicate the findings of CLOCS research
- **Action plan** - developers, principal contractors, fleet operators and vehicle manufacturers asked to respond to report recommendations
- **Gain buy-in** - Commitment cemented at inaugural CLOCS event
- **Collaborative approach** – programme detail developed with industry



# Taking the lead: Industry led response



# Governance: Engagement, debate, ownership

## Working groups

- Approx. 60 industry representatives
- Every 2-3 months
- Updates from TfL
- External presentations
- Discussion and debate



## 'Task and finish' groups

- Approx. 8-10 representatives
- As required
- Focussed discussion on single topic
- Deliverables and outputs e.g Supplementary guidance

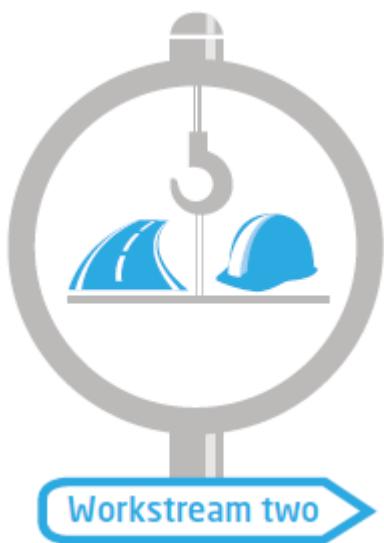
Over **2,200** working group hours  
dedicated by industry

# A structured programme: CLOCS Workstreams



Workstream one

Improving vehicle safety through manufacture and design



Workstream two

Addressing the safety imbalance between on site and work related road safety

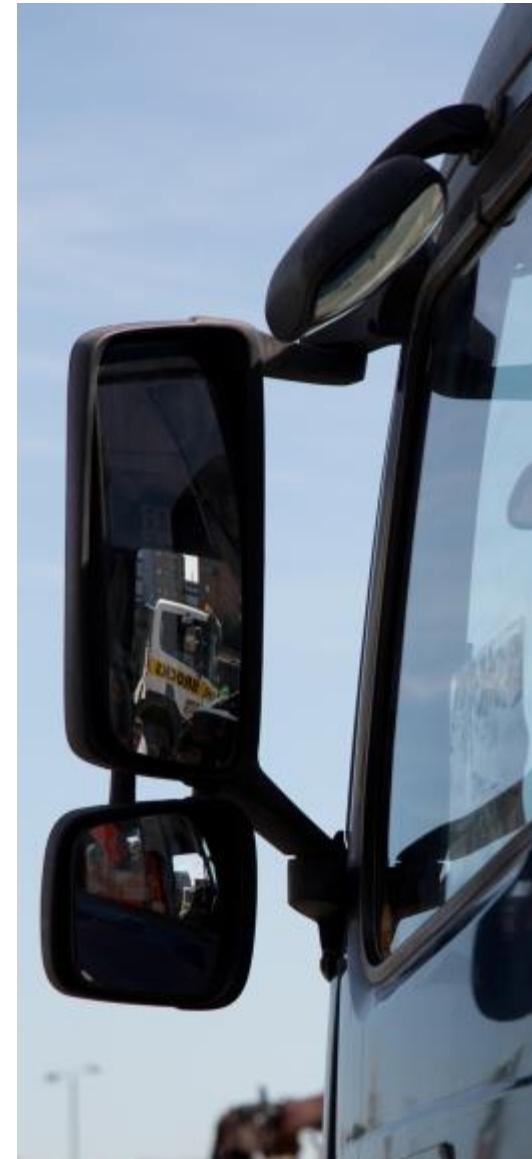
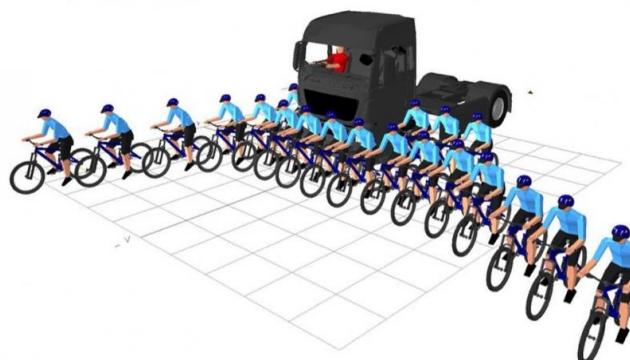


Workstream three

Encouraging best practice in the construction logistics industry

# Improving vehicle safety: Existing fleets and new designs

- Engagement with vehicle manufacturers to influence design of new vehicles
- Encourage fitment of fit for purpose safety equipment to existing vehicles
- Commissioning research to greater understand blind-spots and direct vision
- Lobbying to change European regulation to enable safer designs



# Addressing the safety imbalance: A cultural shift



Workplace Health & Safety is established and taken seriously as an accepted working culture within the construction industry

CLOCS is taking ownership of **Work Related Road Safety** to ensure it is considered with the same importance

# Encouraging best practice: A common national standard

In 2013 there were 11 standards, codes of practice and guides

We could have been faced with...



85% of industry want one common standard

CLOCS  
Standard for construction logistics

Managing work related road risk



Looking out for vulnerable road users

# CLOCS Standard: The requirements

## Logistic operations requirements

- Quality operation
- Collision reporting
- Traffic routing

## Vehicle requirements

- Warning signage
- Side under-run protection
- Blind-spot minimisation
- Vehicle manoeuvring warnings

## Driver requirements

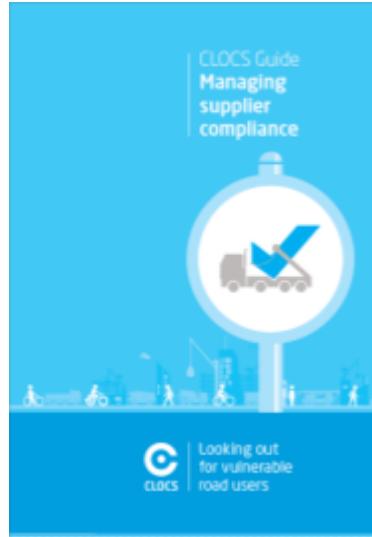
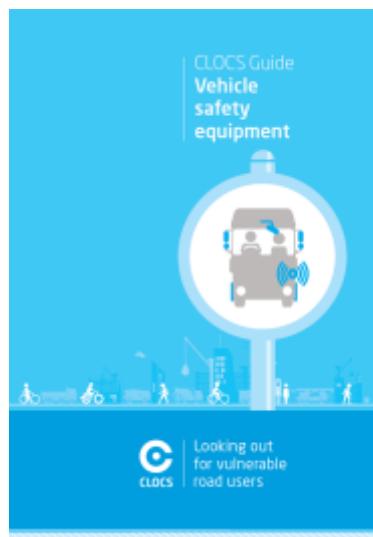
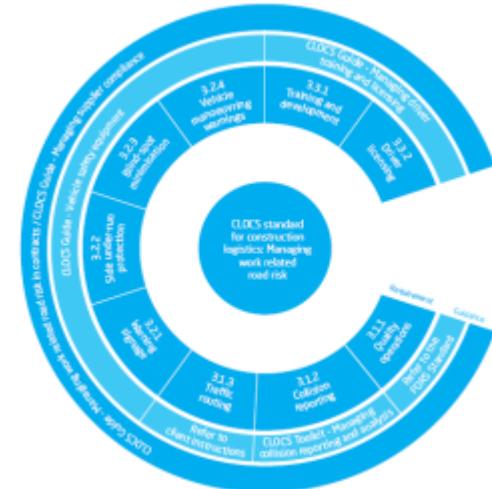
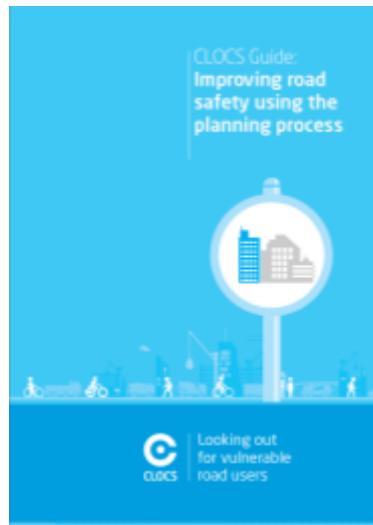
- Training and development
- Driver licensing

## Construction client requirements

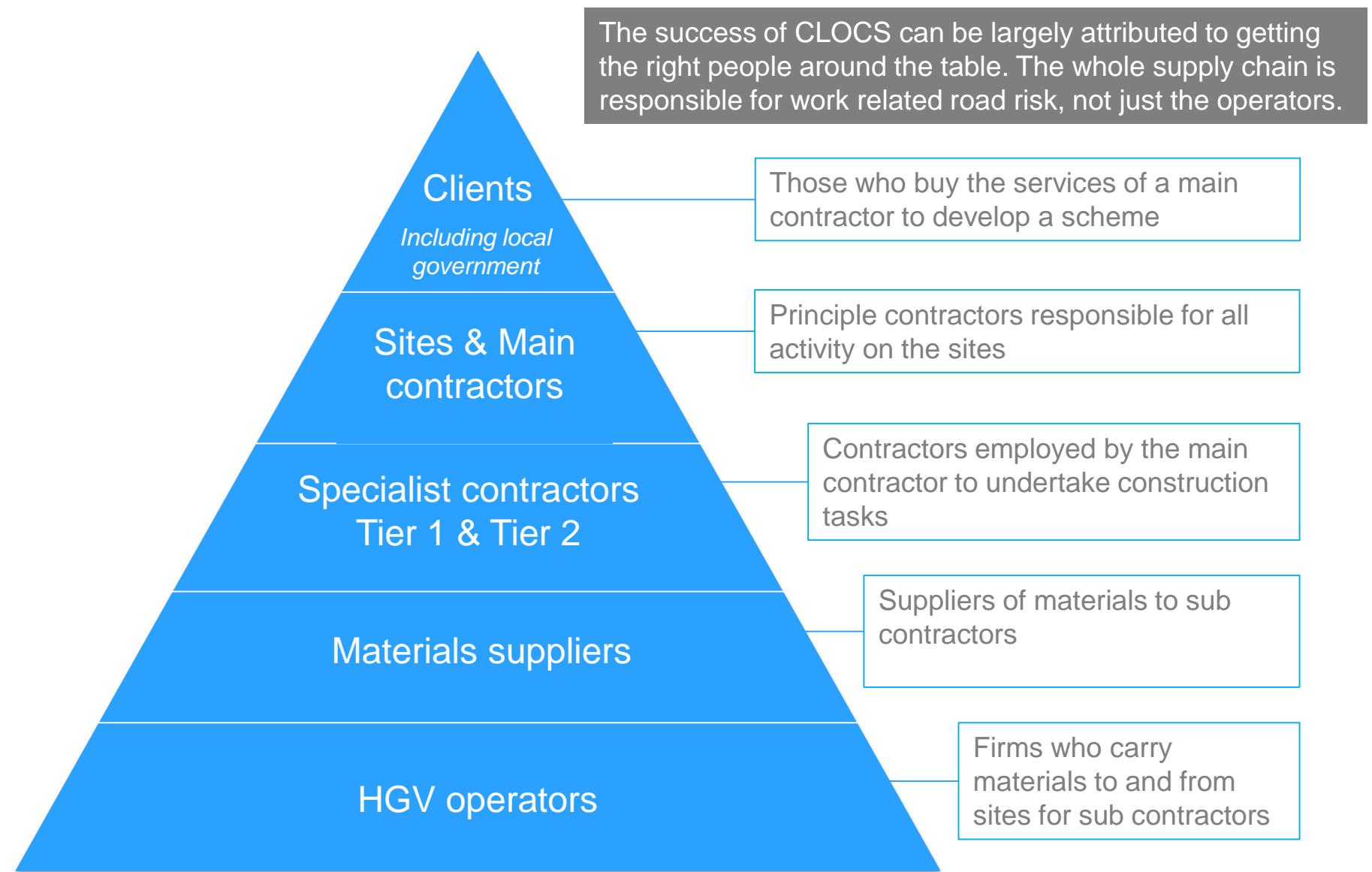
- Construction Logistics Plan
- Suitability of site for vehicles fitted with safety equipment
- Site access and egress
- Vehicle loading and unloading
- Traffic routing
- Control of site traffic, particularly at peak hours
- Supply chain compliance



# Supporting implementation: Supplementary guidance



# Who is responsible? Importance of the supply chain



# The power of procurement: influencing the supply chain

## Client procurement

Using contracts and procurement to leverage change down the supply chain

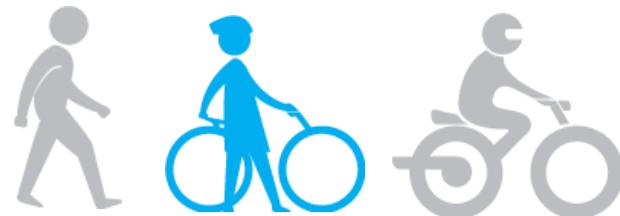
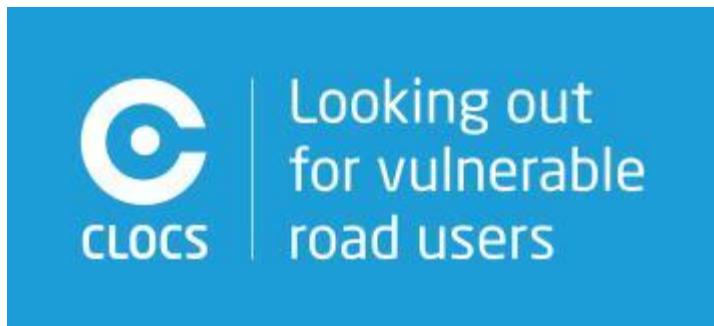
- Employing the safest contractors and operators
- Treating work related road risk in the same way as on-site health & safety



**DON'T BREAK THE CHAIN**



# Branding: An identity for CLOCS



# Questions





## 05 | Achievements to date

# Maintaining momentum

## CLOCS progress events

- May 2013, December 2013, July 2014, February 2015, March 2016
- Next event - March 2017
- Over 650 delegates
- Exhibition with safer truck designs and safety equipment display
- Conference – independent chair, keynote speaker (TfL commissioner), industry presentations, shared experiences and lessons learnt
- Looking back and a look to the future



# The numbers: is CLOCS working?

**20,000**

trucks fitted with enhanced safety features, an estimated investment of

**>29,000**

drivers trained through Safe Urban Driving



**>250**



high vision trucks on the roads

**>320**

CLOCS Champions committed to implementing the CLOCS Standard



**£5,000,000**



industry investment in high vision trucks

**43**

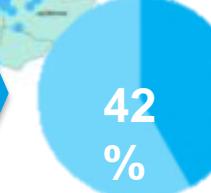
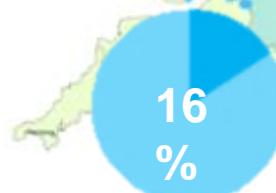
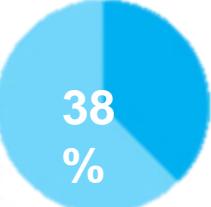
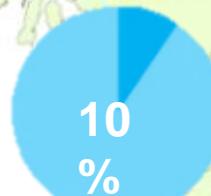


Client, developer and principal contractor champions signed up

## Change in awareness 2014 - 2016



Standard Adopted



# Awards: Internationally recognised for road safety

## Prince Michael International Road Safety Premier Award

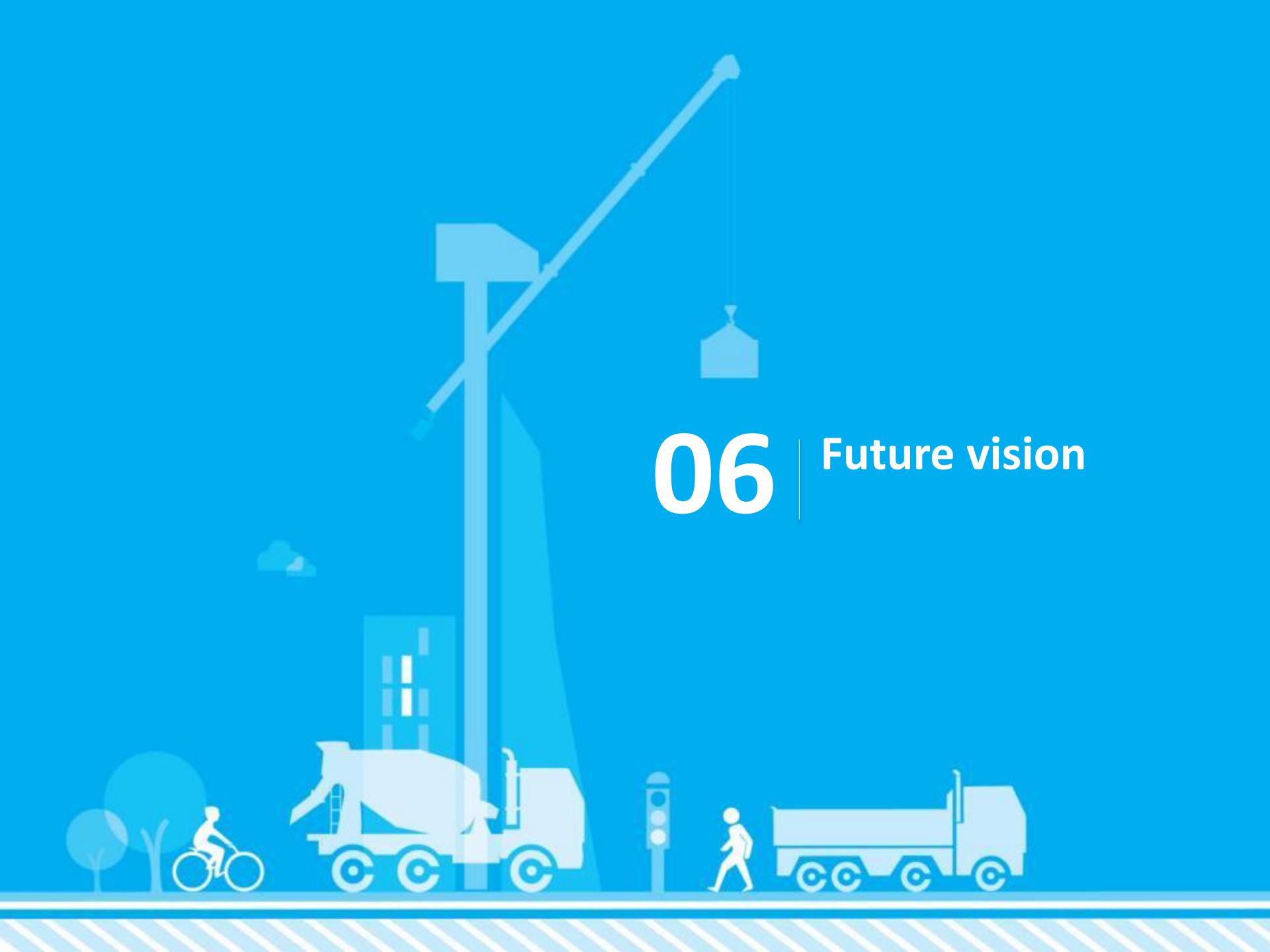
December 2015

CLOCS was awarded the Premier Prince Michael International Road Safety Award for its rapid success in improving HGV road safety



“ The private sector can make a huge contribution, especially when working closely with public authorities. In our cities, especially in London we face a continuing challenge to keep our pedestrians and cyclists safe. So it is with great delight that this year my Premier Award goes to the team behind the CLOCS programme – a fine example of successful cooperation. ”

**HRH Prince Michael of Kent**



## 06 | Future vision



everyone  
home safe  
every day



A STATE OF MIND



Safety first. Second nature.



ZERO HARM



# Questions



# Thank you for your participation today

For further information, please contact:

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[VickySims@tfl.gov.uk](mailto:VickySims@tfl.gov.uk)