CLOCS | Construction Logistics and Community Safety

CLOCS **Standard**

Version 5

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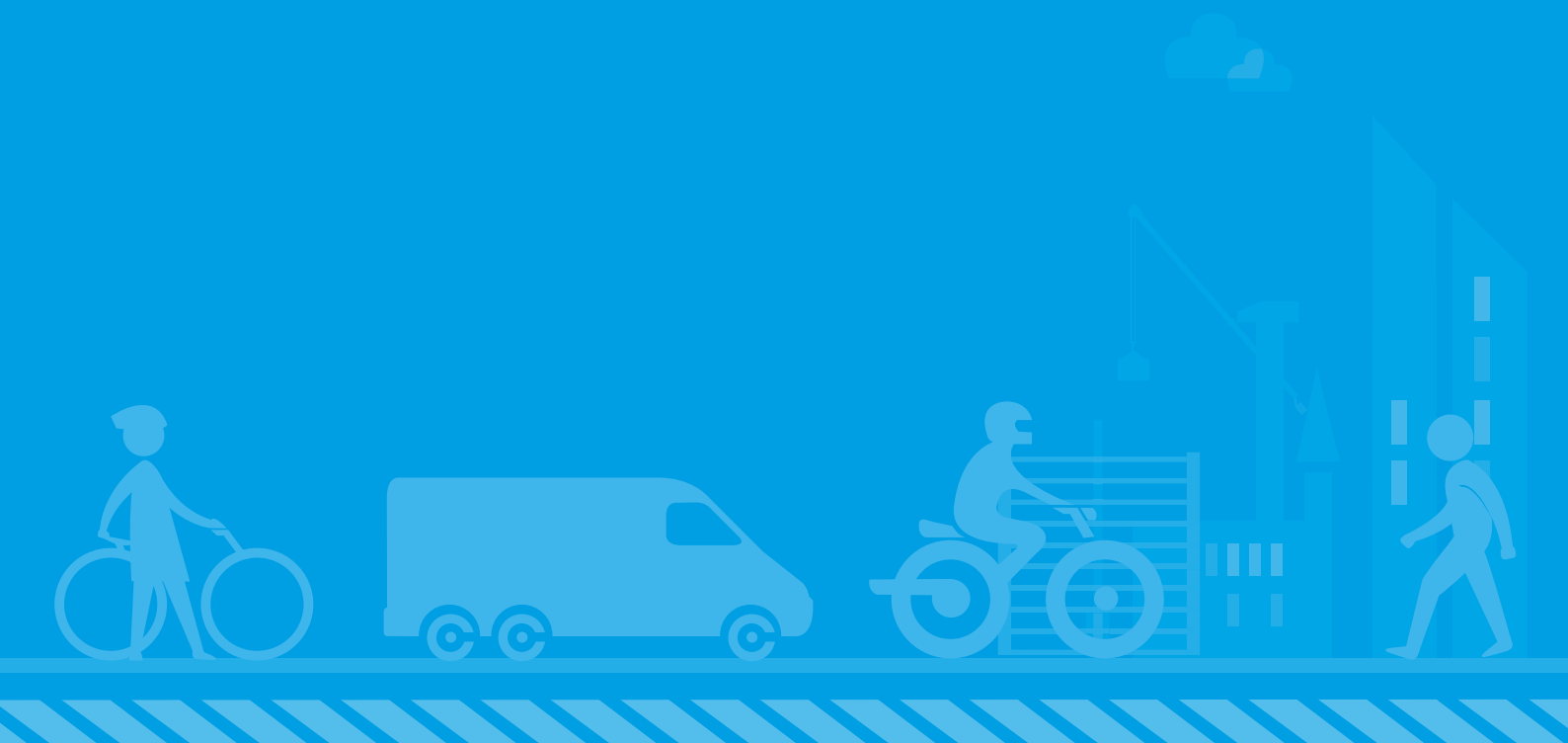
Together we are driving safer, leaner and greener construction logistics



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1. Introduction

Construction vehicles continue to be significantly and disproportionately involved in life-changing road collisions.

Under Regulations 4 and 13 of the 2015 CDM regulations, clients and principal contractors have a duty to ensure that the construction work they procure is carried out, so far as is reasonably practicable, without risk to the health or safety of any person affected by the project including the wider community and all vulnerable road users.

Almost every UK town and city has government policies to improve air quality, ease congestion and reduce obesity by encouraging more people to travel by foot and bike. This is dramatically increasing the number of people sharing the road. Combine that scenario with increased construction activity to meet demand for more homes and infrastructure, then you also have more construction logistics vehicles on the roads, in the community and in close proximity to people.

Additionally, air pollution affects everyone, but the most vulnerable groups like children, older people and those with heart and respiratory conditions are most affected. In recent years, the UK has seen the introduction of clean air zones and other quality initiatives across multiple towns and cities with aims to reduce the amount of toxic air created by vans and trucks.

Recognising that the movement of construction vehicles in populated areas can present hazards for the community, clients and principal contractors should prioritise and promote the use of safer vehicles, improved driver standards, more effective logistics planning and greater engagement with the community on road safety initiatives.

The CLOCS Standard is a national industry standard developed to ensure the safest, leanest and greenest construction vehicle journeys.

It defines the primary requirements placed upon the regulator, the client, the principal contractor controlling the construction site and the supply chain including site operators and the operators of any vehicle servicing that project.

Through the wider adoption of the CLOCS Standard across UK construction projects and supply chains, the risk of road trauma involving construction vehicles will be reduced and the efficiency of construction logistics improved.

2. Overview

2.1. Aims

To facilitate, support, and drive the development of safer, leaner, and greener construction logistics to:

- reduce risk to vulnerable road users of collisions with construction vehicles through greater industry engagement with CLOCS.
- improve efficiencies through greater implementation of Construction Logistics Plans.
- improve air quality by reducing emissions from construction vehicle journeys.
- provide an environment that improves public confidence in the construction industry and encourages active travel.

2.2. Key stakeholders

CLOCS brings key stakeholders together to work collaboratively to maximise the many commercial and social benefits associated with safer, leaner and greener construction logistics.

- regulators and planning authorities
- clients and developers
- principal contractors
- site operators
- fleet operators

2.3. The CLOCS Standard

The CLOCS Standard is the direct result of collaboration between the construction and fleet sector to address shared issues.

Representatives from different stakeholder organisations – regulators, construction clients, principal contractors, site operators, fleet operators, vehicle manufacturers, suppliers of relevant products and services and community groups - are involved in the adoption, implementation and promotion of CLOCS ensuring a united response to promoting the safest, leanest and greenest vehicle journeys.

The CLOCS Standard draws together best practice from across the construction industry to provide an industry standard that can be implemented by the key stakeholders, with detailed requirements for each group to drive a collaborative approach to work-related road risk. Each requirement has been developed with the aim of reducing the risk of harm to the community from construction vehicle journeys.

The compliance levels in this Standard are:

- must – to indicate an element which is mandatory to demonstrate the requirement has been met.
- should – to indicate an element which is recommended as best practice.
- may – to indicate an element that is allowed.

2.4. Scope and application

Clients must specify whether the CLOCS Standard applies within contracts based on their assessment of risk and in accordance with local authority requirements. Unless otherwise stated it is:

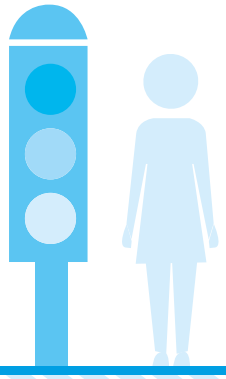
- applicable to all construction projects that require deliveries, collections or servicing by construction vehicles during construction and refurbishment activities.
- applicable to all Heavy Goods Vehicle (HGV) operations and specifically construction vehicles over 3.5 tonnes gross vehicle weight servicing construction projects, including abnormal loads and engineering plant.

Queries regarding applicability at specific projects should be directed to, and dealt with, by the client or principal contractor.

A client may specify within their own contracts if this Standard also applies to vehicles under 3.5 tonnes gross vehicle weight but this should be clearly articulated and would not normally be considered in the scope of compliance with the CLOCS Standard. The fleet operator will agree with the client how compliance for this group of vehicles will be demonstrated. This may include a risk assessed need or appropriate accreditation schemes.

All parties must strive to comply with the CLOCS Standard from the planning stage and maintain compliance with the Standard through to the completion of all relevant construction activity.

The CLOCS Standard does not include all the necessary provisions of a contract. Users are responsible for its correct application.



2.5. Exemptions

Exemptions are not normally permitted but the following may be considered at client and/or regulator discretion:

- unplanned or unforeseen critical delivery or emergency visits.
- escorted abnormal indivisible load deliveries.
- transient or temporary sites e.g. roadworks.
- non-contracted utility companies – services that are not contracted by the client but have a statutory undertaking to access their own assets on site.

If special exemptions are granted, risks must be assessed, minimised and monitored.

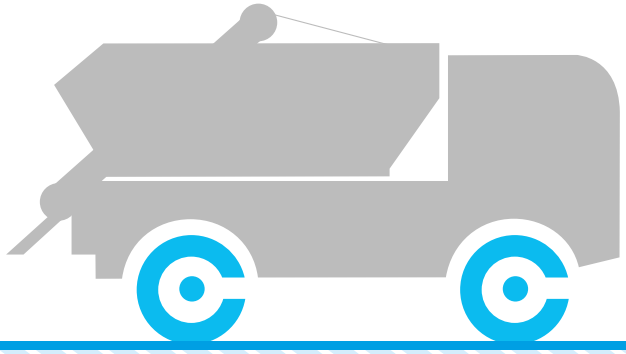
2.6. Alignment with other schemes and standards

A number of schemes aim to support and improve the management of work-related road risk and promote a positive road safety culture. It is important that these schemes work together to maintain a level of consistency across the industry.

The Fleet Operator Recognition Scheme (FORS) is an international accreditation scheme designed to help road fleet operators in all sectors improve safety, environmental and operational performance. CLOCS is aligned with FORS so that the requirements described as Silver in the FORS Standard demonstrate compliance with the CLOCS Standard.

Other fleet accreditation/management schemes are available such as DVSA Earned Recognition, Mission Zero and ISO:39001, and can be used by fleet operators to demonstrate a level of performance. It is the responsibility of a procurer to establish whether a scheme demonstrates compliance with the CLOCS Standard.

Details of fleet accreditation schemes are available on the CLOCS website.



2.7. Key terms and definitions

CDM	The Construction (Design & Management) Regulations 2015 (CDM) are the main set of regulations for managing the health, safety and welfare of construction projects. CDM applies to all building and construction work and includes new build, demolition, refurbishment, extensions, conversions, repair and maintenance.
Clients and developers	Organisations that procure the construction or operation of a site which requires construction vehicle journeys and which typically employ principal contractors to manage site operations. The client team is assumed to include the principal consultants.
Community considerations	Relate to facilities and locations over which particular care should be taken to understand and minimise the negative impacts of construction logistics activity on the local community.
Construction Logistics Plan (CLP)	Provides the framework for understanding and managing construction vehicle activity into and out of a proposed development and gives the planning authority an overview of the expected logistics activity during the construction programme. • an Outline CLP accompanies the planning application. • the Detailed CLP is submitted to a planning authority at the post-granted discharge of conditions stage.
Construction Traffic Management Plan (CTMP)	Developed to help identify hazards and apply appropriate controls so that the movement of vehicles and pedestrians on and around a construction site is managed and co-ordinated. Where works are to be carried out on live roads the requirements of Chapter 8 and Temporary Traffic Management Guidance must be considered and implemented as required.
Construction vehicles	All vehicles operated by a fleet operator to transport procured services including materials, equipment, abnormal indivisible loads and engineering plant. The term 'vehicles' includes cars, vans, lorries, low-loaders and mobile plant such as excavators, lift trucks and site dumpers etc.
Construction projects	Sites, programmes or any other work/activity conducted in connection with the construction, alteration, conversion, fitting-out, commissioning, renovation, repair, maintenance, refurbishment, demolition, decommissioning or dismantling of a structure where there is an impact on local communities and/or vulnerable road users.
Delivery Management System (DMS)	A tool used to streamline the vehicle delivery process from start to finish, and used to improve operations by supporting the planning and management of vehicle bookings and optimising site resources to increase the efficiency of deliveries.

Fleet operators	Organisations or part thereof which operate one or more construction vehicles to deliver procured services.
Heavy Goods Vehicles	Vehicles that have a gross vehicle weight (GVW) or aggregate trailer mass (ATM) of more than 3.5 tonnes. The GVW of a vehicle is the maximum it can weigh when fully loaded, as specified by the manufacturer.
Killed or Seriously Injured (KSI) collision	• killed – casualties that died within 30 days as a consequence of a collision. • seriously injured – injury resulting from a collision which was worse than cuts, bruises, whiplash and/or shock and could range from broken bones through to life changing injuries and severe permanent disability including loss of limbs.
Planned measures	Specific techniques that are agreed and committed to through the planning permission process. They are used to influence behaviours that reduce road risk, environmental impact and congestion and can include designated routes, delivery scheduling, freight by rail and/or water, off-site manufacture, holding areas, consolidation centres, re-use of materials on site, smart procurement, adoption of safety and environmental standards and programmes, and collaboration, cooperation and coordination.
Principal contractors	Organisations that are responsible for the construction of the project, with management and control of the workplace(s) where the construction work will take place. Principal contractor's responsibilities include the planning and procurement of supplies and services that require construction vehicle deliveries to and from the Principal Contractor's construction project.
Regulator	Organisations responsible for setting policies and planning conditions. Typically planning and highway teams in local authorities.
Risk assessment	A thorough examination of potential hazards and risks in the traffic management operations associated with a site. It's an essential part of ensuring workplace safety and can help identify strategies to mitigate identified hazards.
Site	The location at which the principal contractor is conducting the construction works.
Site operator	An organisation that provides on-site logistical support or construction services to the principal contractor
Vulnerable Road User (VRU)	The collective term used to describe groups who lack physical impact protection in the event of a collision with a vehicle thereby putting them at greater risk of injury. These groups will include pedestrians, cyclists, motorcyclists, e-scooter users, equestrian or persons of reduced mobility.

3. Regulators

Regulators are responsible for granting planning permission for construction activity and issuing conditions as part of the approval process for the construction project. These typically include planning authorities, Local Councils, Local Authorities and London Boroughs.

They have a responsibility to ensure community impact and risks to vulnerable road users are minimised and are likely to have an agenda to drive down congestion and improve air quality in their areas.

3.1. Planning conditions

Regulators must:

a) publicly demonstrate their commitment to reducing the risk to vulnerable road users by referencing CLOCS in the Local Plan, Statutory Planning Guidance and other relevant documents, and by including CLOCS requirements in the planning policy and process.

b) define the scope and specific requirements for CLOCS compliance based on type, value and duration of construction projects, impacts on the community and their assessment of risk.

c) ensure, where a construction project is assessed to be within scope, that conditions of planning approval issued to the client specify that the construction project take all reasonably practicable measures to mitigate the risks and impacts to vulnerable road users from construction logistics activities through complying with the CLOCS Standard.

3.2. Construction Logistics Plans

Regulators must:

a) identify the scope of requirement for a Construction Logistics Plan (CLP). This could be defined by area or on a project-by-project basis or based on construction type, value or duration. This will be published in policies and procedures.

b) require in-scope planning applications to provide an outline CLP as part of planning consent and/or a detailed CLP as a pre-commencement condition.

Regulators should:

c) request that the CLOCS CLP Guidance and CLP template be used as the default recommended framework document.

d) have relevant personnel formally trained on CLP adoption and implementation.

e) recommend formal CLP training to all applicants.

3.3. Monitoring

Regulators must:

a) obtain evidence that the CLOCS Standard is being upheld by requiring periodic (approximately six-monthly) independent formal CLOCS site monitoring assessments.

Regulators should:

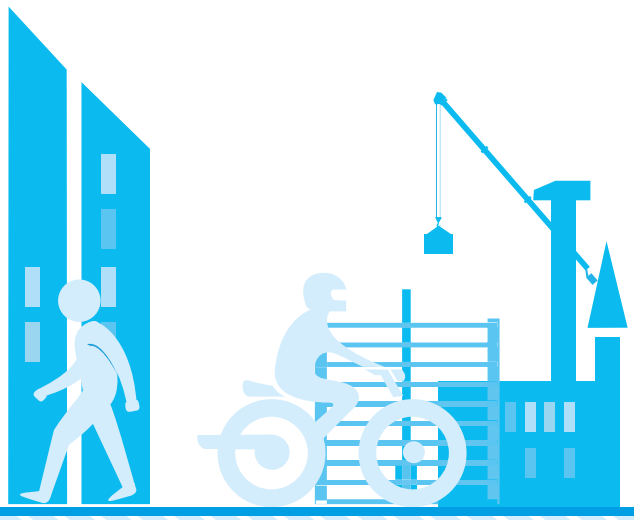
b) consider conducting on-site spot checks of in-scope projects to ensure that the CLP is being properly implemented and enforced, and that the project is complying with the requirements of the CLOCS Standard.

3.4. Corrective actions

Regulators must:

a) use planning approval to stipulate that any breaches are to be immediately identified and communicated to the regulator, rectified within an agreed timeframe and an action plan developed to prevent future occurrences.

b) review any notified breaches to ensure any risks to vulnerable road users have been mitigated in an appropriate manner and that impact on the local community is minimised.



4. Clients

Clients and developers are responsible for commissioning and funding contracts to construction principal contractors to design and construct infrastructure or other building developments.

4.1. Planning and design

Clients must:

a) ensure that risk assessments during the planning and/or design phase of the construction project identify and assess risks to vulnerable road users as a result of construction logistics activities within the surrounding environment and other locations, and consider factors including the local environment, volume, frequency and type of vehicle movements involved, other road user demand, and historical crash data and incident trends (where available).

b) investigate, consider and specify, where reasonably practicable, measures to reduce heavy vehicle movements related to the project's construction sites. Options may include:

   i. procurement of land, for example for the purposes of laydown, materials consolidation, vehicle marshalling, etc.

   ii. use of alternative transport modes.

   iii. re-use of materials/spoil on-site.

   iv. prefabrication at an off-site location.

   v. vehicle marshalling facilities.

4.2. Procurement

Clients must:

a) define the scope and specific requirements for CLOCS compliance, considering the risk assessments completed.

b) ensure CLOCS requirements are included in their procurement strategy, tender documentation, contracts and any conditions of contract or equivalent.

c) ensure contracts awarded to principal contractors for in-scope projects specify that compliance with the CLOCS Standard must be met by the principal contractor and that the principal contractor must ensure that all appropriate sub-contracted site and fleet operators and any other parties procuring vehicle supply for the project comply with the CLOCS Standard.

d) ensure, where engaging in contracts directly with a fleet operator, that contracts awarded specify compliance with the CLOCS Standard.

Clients should:

e) require principal contractors and site operators to be CLOCS members.

4.3. Construction Logistics Plans

Clients must:

a) ensure the project team develop, implement and monitor a Construction Logistics Plan (CLP) that, as a minimum, will:

   i. have input from significant site and fleet operators.

   ii. have identified community considerations.

   iii. have considered planned measures.

   iv. have risk-assessed and specified safest vehicle routes and defined last mile vehicle routes to and from site.

   v. require use of a delivery management system.

   vi. require competent site access traffic marshals.

   vii. remain responsive to changing requirements.

Clients should:

b) use the CLOCS CLP Guidance and CLP template as the default recommended framework document.

c) have relevant personnel formally trained on CLP adoption and implementation.

d) recommend formal CLP training to all principal contractors or third parties developing CLPs on the client's behalf.

4.4. Monitoring and reporting

Clients must:

a) ensure effective monitoring of compliance with the CLOCS Standard and obtain evidence that the Standard is being upheld by requiring:

   i. periodic (approximately six-monthly) independent formal CLOCS site monitoring assessments.

   ii. reports on the performance of vehicle deliveries identifying trends and any proposed remedial action.

   iii. reports of any serious incidents related to construction vehicles servicing the project, including fatalities and serious injuries, vehicular crashes, loss of load, impacts with infrastructure, near misses and unsafe behaviour, and verify that appropriate actions are taken to prevent recurrences.

   iv. action plans to address all key issues where non-compliance is identified.

Clients should:

b) consider conducting on-site spot checks of in-scope projects to ensure that the CLP is being properly implemented and enforced, and that the project is complying with the requirements of the CLOCS Standard.

4.5. Corrective actions

Client must:

a) use the contract to stipulate that any serious incidents related to construction vehicles servicing the project are investigated to a level commensurate to the severity of the incident and/or complaint, rectified within an agreed timeframe and an action plan developed to prevent future occurrences.

b) review any notified incidents to ensure that any risks to vulnerable road users have been mitigated in an appropriate manner and that impact on the local community is minimised.

5. Principal contractors

Principal contractors are appointed by the client and are responsible for project safety and the coordination of site activities during construction of the project. This includes the planning and procurement of goods and services that require construction vehicle movements to and from the project.

5.1. Risk assessment

Principal contractors must:

a) ensure that risk assessments throughout the life of the construction project identify and assess risks to vulnerable road users as a result of construction logistics activities within the surrounding environment and other locations, and consider factors including the local environment, volume, frequency and type of vehicle movements involved, other road user demand, and high-risk roads, junctions and routes using historical crash data and incident trends (where available).

5.2. Construction Logistics Plans

Principal contractors must:

a) develop, implement, and maintain a project-specific Construction Logistics Plan (CLP) which provides the framework for planning and managing vehicle movements into and out of the construction project and which demonstrates that the project's potential impact on the community and other vulnerable road users has been properly risk-assessed.

b) ensure that the CLP:

   i. has input from significant site and fleet operators.

   ii. has considered, agreed and committed to planned measures where reasonably practical, to minimise the impact of construction logistics.

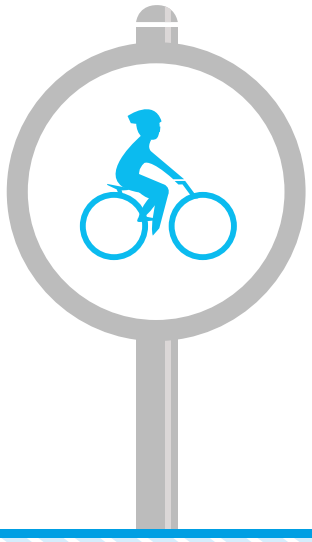
   iii. has risk-assessed and specified the safest vehicle routes, identified acceptable reasons for deviation and defined 'last mile' vehicle routes to and from site.

   iv. requires use of a delivery management system.

   v. requires competent site access traffic marshals.

   vi. demonstrates coordination with any neighbouring projects.

c) ensure the CLP remains a live document by ensuring it is appropriately reviewed and updated prior to the start of each new phase of construction.



Principal contractors should:

d) use the CLOCS CLP Guidance and CLP template as the default recommended framework document.

e) have relevant personnel formally trained on CLP adoption and implementation.

f) recommend formal CLP training to any third parties developing CLPs on the principal contractor's behalf.

5.3. Construction Traffic Management Plan

Principal contractors must:

a) develop, implement, and maintain an overarching Construction Traffic Management Plan (CTMP) which describes how traffic will be managed when construction works are being carried out, the work activities being proposed, their impact on the roadway and road users, including vulnerable road users, independent risk assessments by qualified professionals, and how these impacts are being addressed.

b) ensure the CTMP incorporates traffic guidance schemes and vehicle movement plans, with pedestrian movement plans and cyclist movement plans also incorporated where relevant.

c) develop CTMPs in accordance with any local requirements for traffic management around construction projects.

5.4. Procurement

Principal contractors must:

a) include CLOCS requirements in their procurement strategy, all tender documentation, contracts and relevant site management documentation.

b) define the scope and specific requirements for CLOCS compliance, if not otherwise defined by the client.

c) ensure contracts issued to all applicable and appropriate site and fleet operators directly, or via sub-contracted site or fleet operators, including independent operators, specify compliance with the CLOCS Standard.

d) ensure fleet operators engaged through contracts directly, or via sub-contracted site or fleet operators, including independent hauliers, provide evidence of compliance with the CLOCS Standard to the principal contractor, site operator or fleet operator as required.

e) where CLOCS compliant fleet operators cannot be engaged, agree to a CLOCS implementation plan over an agreed timeframe. In the interim, the principal contractor or site operator must have in place processes to verify and validate the fleet operator's existing road transport safety management systems and demonstrate that all risks to vulnerable road users have been considered and addressed.

Principal contractors should:

f) require site and fleet operators to be CLOCS members.

5.5. Delivery management systems

Principal contractors must:

a) ensure use of an effective delivery management system (DMS) to minimise congestion, disruption and emissions and manage deliveries to and from site that:
   i. plans and schedules delivery times.
   ii. captures vehicle and driver details and approved fleet management system.
   iii. controls and reduces peak hour traffic.
   iv. includes the complexity of holding areas.
   v. communicates routes and site rules to the operator.

5.6. Vehicle routing

Principal contractors must:

a) conduct preliminary risk assessments of proposed vehicle routes servicing the construction project, to assess and select the safest routes to and from the construction site and considering the potential for conflict with vulnerable road users.

b) ensure that the vehicle routes to and from site committed to in the project CLP are specified and communicated.

c) make all sub-contractors, fleet operators and service suppliers aware of the requirement to use specified routes to and from site at all times through a robust communication process and distribute maps or other routing information to all operators accessing the site.

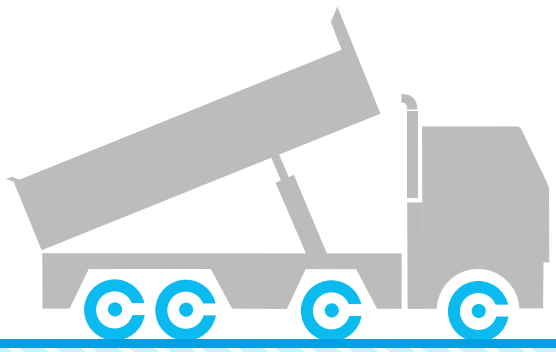
d) clearly communicate permitted deviations, such as temporary road closure or road traffic incidents.

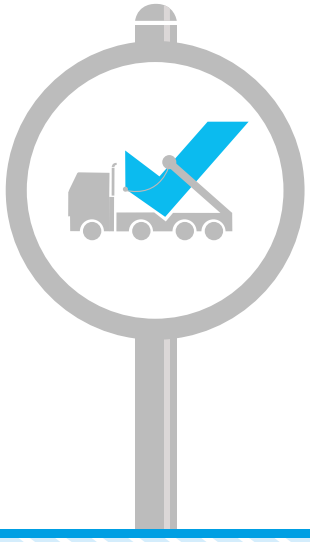
Principal contractors should:

e) ensure any deviations from designated, permitted or controlled routes be justified, with unauthorised deviations being investigated and reported to the client.

f) ensure the reasons behind adopting a specific vehicle route are clearly communicated.

g) provide drivers with route information upon egress from site.





5.7. Ground conditions

Principal contractors must:

a) ensure the ground conditions of the site are suitable for the vehicles servicing the site, particularly those fitted with safety features.

b) conduct regular reviews of the ground conditions of the site and where necessary implement diversions as the site ground conditions change.

Principal contractors should:

c) ensure sites are suitable for access by low entry vehicles with increased direct vision.

d) assess and rate the ground conditions using the CLOCS Handbook 'Assessment for on-site ground conditions'. These assessments should be passed on to all fleet operators with copies available at site access points for any drivers where required.

5.8. Access and egress

Principal contractors must:

a) ensure that access to and egress from the site is clearly marked and understood, appropriately managed and clear of obstacles.

b) ensure that effective traffic management principles are adhered to by:

   i. minimising potential hazards e.g. using one-way systems, avoiding reversing manoeuvrers, avoiding left-hand turns, having physical separation of pedestrians and vehicles, traffic lights and calming measures.

   ii. using appropriate additional equipment, for example wide angled mirrors to aid the driver's view of the road.

   iii. displaying appropriate signage such as speed limits and site rules.

c) fully engage with fleet operators where issues are identified to ensure a timely resolution.

5.9. Site access traffic management

Principal contractors must:

a) manage site traffic in the context of the CTMP ensuring vulnerable road users are not at risk.

b) appoint competent site access traffic marshals who have received formal approved traffic marshal training that has included practical experience, for example CLOCS SATM training.

c) ensure that vehicles and drivers meet the requirements of the CLOCS Standard through general observation and frequent formal checks using an appropriate checklist with records being properly maintained.

d) ensure any instances of non-compliance are immediately risk-assessed, and appropriately mitigated and addressed through contract management.

e) ensure site access traffic marshals are ever vigilant for issues that may impact on the safety of vulnerable road users and site personnel, for example vehicle defects, load issues, driver concerns, uneven surfaces, left-hand turns, potential security issues, etc.

Principal contractors should:

f) report any non-compliant fleet operators to the relevant accrediting body.

5.10. Loading and unloading

Principal contractors must:

a) ensure that vehicles are loaded and unloaded on-site as far as is practicable by providing a stable, graded surface on-site for vehicle loading and unloading.

b) ensure that any off-site area used for loading or unloading is only put in place where appropriate consent has been given and having been properly risk-assessed to ensure that it doesn't present an additional risk to vulnerable road users.

5.11. Monitoring and reporting

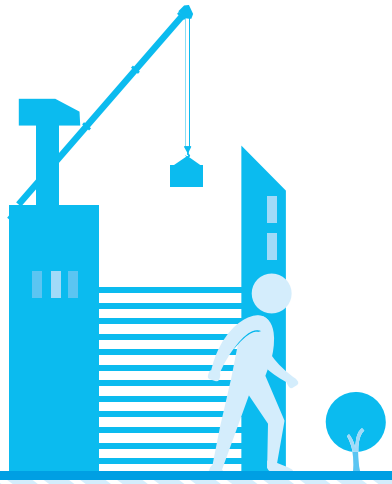
Principal contractors must:

a) ensure effective monitoring of compliance with the CLOCS Standard and provide evidence to the client that the Standard is being upheld by arranging periodic (approximately six-monthly) independent formal CLOCS site monitoring assessments.

b) maintain records of the performance of vehicle deliveries identifying trends and any proposed remedial action.

c) provide the client with quarterly reports throughout the duration of the project that include performance of both fleet and site operations, including the results of the site access gate checks, confirming any trends and proposed remedial actions.

d) report serious incidents related to construction vehicles servicing the project to the client as soon as is reasonably practicable, including fatalities and serious injuries, vehicular crashes, loss of load, impacts with infrastructure, near misses, community complaints and unsafe behaviour, and confirm that appropriate actions are taken to prevent recurrences.



5.12. Corrective actions

Principal contractors must:

a) ensure any serious incidents related to construction vehicles servicing the project are investigated to a level commensurate to the severity of the incident and/or complaint, rectified within an agreed timeframe and an action plan developed to prevent future occurrences.

b) review any independent formal CLOCS site monitoring assessments where non-compliance is identified, and obtain and monitor an action plan to address all key issues.

c) review the results of the site access gate checks and where non-compliance is identified, obtain and monitor an action plan to address all key issues.

d) review action plans to ensure that any risks to vulnerable road users have been mitigated in an appropriate manner and that impact on the local community is minimised.

5.13. Community engagement

Principal contractors should:

a) consider engaging with local schools and communities to educate about the risks of construction site traffic thereby promoting safety and fostering positive relationships. They can do this by:

   i. arranging local school visits and workshops where construction professionals can deliver age-appropriate presentations about the dangers of construction site traffic, sharing experiences and encouraging discussions on the importance of safety.

   ii. providing educational materials, such as posters and booklets, that illustrate key safety tips.

   iii. partnering with schools to integrate construction safety into their curriculum or citizenship education program.

   iv. partnering with local law enforcement and traffic safety organisations to run joint campaigns focused on construction site traffic awareness.

   v. keeping the community informed about ongoing construction activities, changes in traffic patterns, and updated safety information through newsletters, social media, or a dedicated website.

6. Site operators

Site operators are appointed and/or managed by the principal contractor and contracted duties may include responsibility for the day-to-day operational delivery of many of the site logistical arrangements during construction of the project.

Where a site operator with construction logistics responsibilities is appointed by the principal contractor, the contract should specify compliance with the CLOCS Standard.

In real terms, this will require compliance with specific requirements detailed in the principal contractor section of the CLOCS Standard. This may include the development of a construction logistics plan and support with the development and implementation of the construction traffic management plan, for example the provision of competent traffic marshals.

The specific requirements to be complied with will depend upon the nature of the agreed contract and the site operator's day-to-day operational responsibilities and may vary from project to project.

6.1. Complying with CLOCS

Site operators must:

a) ensure they comply with any of the principal contractor requirements as detailed within the CLOCS Standard for which they are responsible.

b) procure any fleet operations in line with the CLOCS Standard.

c) operate their own fleet of construction vehicles as per the fleet operator requirements as detailed within the CLOCS Standard.

7. Fleet operators

Fleet operators are any organisation procured directly by the principal contractor or via a subcontracted site operator that is responsible for controlling or directing the use of construction logistics vehicles to deliver to/from a construction project.

Fleet operators that subcontract any vehicle activities to any other organisation are responsible for ensuring full compliance by those other parties to all relevant requirements of the CLOCS Standard where they apply.

7.1. Fleet accreditation

Fleet operators must:

a) ensure they are part of a recognised independent fleet accreditation scheme or have a suitable management system in place that addresses the issues of management, vehicles, drivers and operations.

b) in selecting their fleet accreditation, ensure all construction logistics heavy goods vehicle operations meet the standards and requirements as described as Silver in the FORS Standard. Note that attainment of FORS Silver accreditation is not a CLOCS requirement and that alternative fleet accreditation schemes or management systems may be used to demonstrate compliance.

c) provide acceptable evidence to demonstrate that requirements have been met, as defined and requested by the procurer.

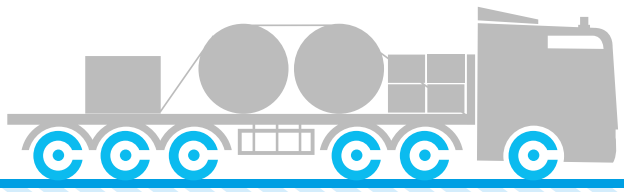
Fleet operators should:

e) ensure all construction logistics vehicles under 3.5 tonnes gross vehicle weight, including vans and cargo bikes, have appropriate fleet accreditation or management systems in place that address the issues of management, vehicles, drivers and operations, to ensure that vehicles are safe and drivers are trained.

f) have in place a drug and alcohol testing programme for all drivers regardless of vehicle type and/or fleet accreditation.

Fleet operators may:

g) define their own scope for fleet compliance accreditation to respond to specific client requirements and their own business needs. This could require separate accreditation for vehicles under and over 3.5 tonnes gross vehicle weight that operate within the same fleet.



8. Implementation

8.1. Guidance and support

Various resources and supplementary guidance documents have been developed to complement the CLOCS Standard, and to provide further information and support with implementation.

- CLOCS CLP Guidance
- CLOCS Guide - How to embed CLOCS into the planning process to improve community safety
- CLOCS Guide – How to embed CLOCS in procurement
- CLOCS Guide - Managing Supply Chain Compliance
- CLOCS Handbook -Assessment for onsite ground conditions
- CLOCS Compliance toolkit

All CLOCS Guides can be found in the Support & Resources section of the CLOCS website.

8.2. CLOCS site monitoring visits

CLOCS can be implemented on a project-by-project basis and compliance at site level can be evidenced by a formal CLOCS site monitoring visit.

CLOCS site monitoring visits have been developed in partnership with CLOCS Strategic Partner, the Considerate Constructors Scheme (CCS) to help companies understand and improve site compliance and safety.

The CLOCS site monitoring team provides a detailed report containing helpful advice on areas for improvement and scores in key areas relating to the requirements of the CLOCS Standard. Overall scores and reports can be used as:

- evidence of compliance to your client or a planning authority.
- internal performance monitoring.
- a benchmark for future clients.

Importantly a visit will identify areas of under achievement that can be quickly addressed.

There is a nominal charge for site monitoring visits – the fee schedule can be found on the CLOCS website.

The checklists and other associated documents can be found on the CLOCS website.

9. The CLOCS community

9.1. CLOCS Champions

A CLOCS Champion is an organisation that commits to implementing the CLOCS Standard across its business operations.

Being a CLOCS Champion makes a clear corporate statement of an organisation's commitment to reduce the risk of harm to the community from construction vehicle journeys by consistently implementing the CLOCS Standard and by collaborating with its customers, suppliers and other CLOCS Champions.

To find out more about becoming a CLOCS Champion and to learn about the many benefits of being part of the CLOCS community, visit the CLOCS website.

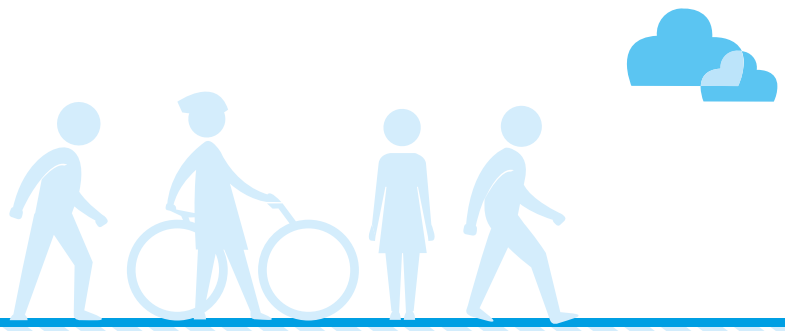
9.2. CLOCS Delivery Partners

CLOCS Delivery Partners recognise the positive impact that CLOCS has in reducing risk to vulnerable road users, improving air quality and increasing efficiencies, and look to support and enhance that work though the products or services that they offer.

Whether through training those who work in vehicles or on projects, providing knowledge or expertise through consultancy services or developing new and innovative safety equipment, CLOCS Delivery Partners play a vital role in driving up standards.

9.3. CLOCS Strategic Partners

CLOCS Strategic Partners are organisations, trade associations, industry bodies, professional institutions, lobby groups or charities with aligned aims and objectives and who are working to raise standards in protecting vulnerable road users. Importantly, they recognise the impact that CLOCS has in making construction logistics safer, leaner and greener and encourage all those working within construction to support this valuable initiative.



9.4. CLOCS Strategy, Standards and Governance Board (SSGB)

The SSGB is made up of CLOCS members representing the various stakeholder groups, and provides balanced guidance, oversight and governance to the CLOCS team.

The SSGB informs, approves and reviews progress of CLOCS strategies, policies, and activities to ensure they remain appropriate and adequate to achieve the CLOCS mission.

It ensures CLOCS remains progressive and pragmatic in addressing the shared ambition of ensuring the safe and efficient movement of construction vehicles.

Membership is rotated every 3 years and all members are invited to nominate a representative for consideration.

9.5. The CLOCS team

The CLOCS team is responsible for implementation of the Standard and driving industry awareness. Their role is also to support CLOCS Champions in achieving the goals of their implementation plan. Sponsored by TfL, led by SECBE as the executive team, with proactive public support of Transport for Greater Manchester, the Construction Clients' Leadership Group, Build UK and the Considerate Constructors Scheme.

10. Acknowledgements

This version was created with input and recommendations from CLOCS members representing regulators, clients, principal contractors, site operators, fleet operators, Delivery Partners and Strategic Partners.

Particular thanks is given to the following organisations involved in the 2024 CLOCS Standard Revision task group:

CLOCS

Construction
Logistics and
Community Safety

www.clocs.org.uk