



Calling all drivers and contractors

CLOCS Standard: Vulnerable Road User (VRU) Safety - what does it mean for you?

Why does it matter?

- Every year there are deaths and serious injuries to cyclists, pedestrians, motor cyclists and other vulnerable road users following collisions with construction delivery vehicles
- The mineral products and construction industries work very hard to minimise incidents and injuries on site and the same attitude should be applied to what happens on the road
- Professional industry drivers are skilled and do not want to harm other road users – the VRU initiative aims to help and support drivers and other road users
- This is not just about drivers – action is taking place to improve cyclist awareness and behaviour and to identify and improve road and junction layout

What's happening?

- All parts of the construction industry and supply chain are now working together to improve VRU safety
- The national Construction Logistics and Cyclist Safety (CLOCS) Standard sets out requirements for companies and drivers delivering construction materials and contractors/clients. MPA is a CLOCS champion and leading contributor to the Standard
- MPA's Vulnerable Road User Safety Policy (launched in 2012) which sets out requirements for members, is now aligned with CLOCS

What should you do?

Companies and drivers delivering construction materials should:

- Have an approved independent fleet management audit – eg Fleet Operator Recognition Scheme (FORS) – introduced by TfL in London but now rolled out nationally
- Have a procedure to check that driving licences are valid
- Have a system to identify and report road collisions involving VRUs
- Stick to agreed delivery routes unless directed otherwise
- Fit warning signs to help alert VRUs to potential dangers
- Ensure tippers have side under-run protection offside and nearside
- Eliminate all driver blind spots by fitting mirrors and sensors/cameras
- Fit audible warnings for turning left and reversing
- Undertake vulnerable road user safety training for drivers

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Contractors and Clients should:

- Implement a construction logistics plan in partnership with delivery businesses
- Ensure that construction sites are suitable for vehicles with safety features such as side under-run protection
- Ensure sites have safe access and egress for vehicles
- Ensure that sites have safe conditions for vehicle unloading and loading
- Ensure that suitable routing to sites is agreed and communicated with delivery businesses
- Consider options to minimise peak/rush hour deliveries in partnership with delivery businesses

MPA policy also requires:

- Delivery vehicles to be conspicuous – light coloured and /or have reflective side and rear markings
- All tippers to be sheeted for delivery

What does all the jargon mean?

CLOCS – Construction Logistics and Cyclist Safety, the national standard for construction logistics. **The most current CLOCS Standard can be found at www.clocs.org.uk**

FORS – Fleet Operator Recognition Scheme (introduced by Transport for London in London and now rolled out nationally) - **www.fors-online.org.uk**

MPA – Mineral Products Association. Represents the aggregates, asphalt, cement, concrete, dimension stone, lime, mortar and silica sand industries. Operates a Vulnerable Road User Safety Policy which is aligned with CLOCS - **www.mineralproducts.org**

MPQC – Mineral Products Qualifications Council. Runs CPC approved Driver VRU training courses which meet CLOCS requirements. **Sign up for the MPQC Safeguarding Vulnerable Road Users course at www.mpskills.co.uk or by calling the Driver Skills Card Number - 0115 983 5755**

MWRRR – Managing Work Related Road Risk (ie by operating to CLOCS)

TfL - Transport for London. TfL has taken a leading role in VRU safety and facilitated the development of CLOCS - **www.tfl.gov.uk**

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The Mineral Products Association is the trade association for the aggregates, asphalt, cement, concrete, dimension stone, lime, mortar and silica sand industries.

For further MPA information visit www.mineralproducts.org

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