

TEACHING MATERIAL GUIDANCE

1. Title of the material

CLOCS – Construction Logistics and Community Safety

https://www.clocs.org.uk/resources/clocs_standard_march_2019_single_page_view.pdf

2. Which section of the SUMP it is relevant to?

It is relevant to Section 4.1 which refers to developing scenarios of the potential future. Detailed guidance on construction logistics considered in various actor obligations allows to assess the challenges in developing a sustainable urban transport system.

3. Which Mobility Manager knowledge this material is the most relevant to?

The scope of this report is related to logistics and urban freight management (Section 4) regarding the type of movements covered, but content-wise is it related also to strategic planning and public administration involvement (Section 1.f).

4. Problem approached and content overview

CLOCS is a national standard in the UK introduced in London that requires all stakeholders involved in the construction process to take responsibility for health and safety beyond the hoardings of a construction site. It means the consideration of all transport activities related to the construction site as a shared responsibility of all parties. This Standard is directly related to another national standard applicable to the construction sector, namely, CLP (Construction Logistics Plans). CLP is an obligatory document that regulates logistics activities in the direct vicinity of the construction site, while CLOCS reaches further for all parties in the construction process and its logistics supply chain.

The CLOCS requires collaborative actions to prevent fatal or serious incidents between vehicles serving construction projects and vulnerable road users: pedestrians, cyclists and motorcyclists. It is oriented at vehicle operators, principal construction, and investors using the power of policy making to minimise the impact of construction projects and eliminate harm to communities. The main objectives are:

- zero collisions between construction vehicles and the community,
- improved air quality and reduced emissions
- fewer vehicle journeys
- reduced reputational risk.

The general idea of CLOCS application is presented below:



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The CLOCS is applicable to:

- all construction sites that require deliveries, collections or servicing by commercial vehicles during construction and refurbishment activities,
- all vehicle operations and specifically commercial vehicles over 3,5t GVW servicing construction sites, including abnormal loads and engineering plant.

An overview of requirements for regulators and clients are presented below:



Regulators (particularly planning and highway authorities) shall >>

- embed the requirement to operate to the CLOCS Standard into policy and guidance documents
- ensure the planning process requires submission and approval of an outline and/or detailed Construction Logistics Plan (CLP) that addresses the main transport impact/risks in delivering the project safely before consent is granted
- require a project to have effective CLOCS implementation monitoring mechanisms and to provide to the authority (if requested) CLOCS compliance performance data
- have in place effective enforcement mechanisms to secure prompt action by the project team should a breach occur



Clients shall >>

- specify in tender and contract documents for all stakeholders to comply to the CLOCS Standard
- ensure the project team develops and implements a suitable and sufficient CLP (Construction Logistics Plan)
- ensure effective monitoring of compliance to the CLOCS Standard
- obtain and monitor the contractor's action plan to address all identified issues and non-compliances
- ensure that all collisions that result in harm (and near miss incidents) that occur on journeys associated with the project are quickly investigated and actions taken to prevent recurrence

5. Who could be interested in this material?

The content of the CLOCS standard might be useful for local decision-makers investigating methods to reduce the impact of construction logistics on communities. It requires supporting a law framework imposing the involvement of all actors, but shows how complex problems might be addressed by influencing the right users. Students might benefit by enhancing their understanding of relations in construction logistics and their impact on the whole process.



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6. What is worth mentioning as an innovative factor for the reader?

- direct example of market oriented set of actions applicable to all construction logistics supply chain actors
- better understanding of construction logistics complexity

7. Limitations

No major limitations were identified, however it must be noticed that CLOCS refers to a formal framework established in UK and might not be directly transferable elsewhere.

