

Protecting vulnerable road user's policy

1.0

Forward:

The purpose of this policy is to provide consistent control in the protection of vulnerable road users across all Skanska UK Operating Units. This will be achieved through Operating Units demonstrating documented compliance with the requirements of this policy.

2.0

Policy:

Every year there are a large number of road traffic incidents involving HGV's (heavy goods vehicles over 3.5 tonnes) and a disproportionate number of these are construction vehicles. This has led to construction related initiatives in the form of both FORS (Fleet Operators Recognition Scheme) and CLOCS (Construction Logistics and Cyclist Safety Scheme), both of which are designed to support vulnerable road users by developing standards for construction logistics.

Skanska has been involved in the development of both of these schemes and is in full support of their shared vision;

To fundamentally change the way the construction industry manages work related road safety by focussing on three areas;

- 1) Improve vehicle safety through design and maintenance of safer new vehicles and fitting of appropriate safety equipment to existing vehicles
- 2) Addressing the imbalance in the construction industry by ensuring road safety is considered as important as site safety
- 3) Encouraging wider adaptation of best practice across the construction industry

In line with Skanska's commitment to improving the management of road related risk, and the work of both FORS and CLOCS, Skanska commits to the following (where the project is under Skanska control):

- 1) Ensuring a site specific traffic management plan and risk assessment is in place, communicated and implemented
- 2) Ensuring suitable vehicle routes have been identified and that this route accounts for vulnerable road users
- 3) Ensuring that suitable waiting/parking areas have been identified
- 4) Ensure that agreed routes are communicated to suppliers and contractors and are briefed during inductions

Skanska requires that all parties who bring vehicles to a Skanska location will;

- 1) Operate in line with the sites traffic management plan and use designated routes to access site and relevant booking systems, where advised

In addition, organisations who operate a fleet of HGV's will;

- 1) Be Signed up to the CLOCS 'Memorandum of Understanding' and become a CLOCS champion to show their commitment to the Standard and the measures to be taken to improve the management of road related risk
- 2) Partake in vehicle and compliance checks at site locations in line with the CLOCS Standard
- 3) Hold UK wide FORS Silver accreditation covering all operating centres

Additional information:

FORS website: <http://www.fors-online.org.uk/cms/>

CLOCS website: <http://www.clocs.org.uk/>

Vehicle Exemptions: <https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely/safer-lorry-scheme>

Skanska Guidance:

- An overview of FORS and CLOCS requirements (EHS009 G01)
- A comparison of previous FORS standard and the revised FORS standard (EHS009 G02)
- Vehicle requirements poster (EHS009 G03)

Compliant vehicles entering Skanska sites should have...

Mirrors

Fitted to all vehicles where they can be mounted with no part of the mirror being less than 2 meters from the ground

Rear warning sign

For vulnerable road users



Reversing alarm



Recommended – not mandatory but risk assess to identify risks during reversing



Close proximity sensors and blind-spot camera

Lenses can also be used

Left turn warning



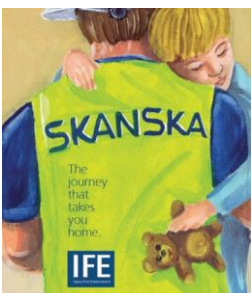
Indicator warning is both visible and audible

Reversing camera

Recommended – not mandatory but required to eliminate blind spots

Side under-run guards

For vulnerable road users – visible on both sides



Injury-Free Environment

All vehicles over 3.5 tonnes arriving must comply to the CLOCS and FORS standards for blind-spot minimisation.

To find out more please visit clocs.org.uk or fors-online.org.uk

Guidance – Comparison of previous FORS standards with revised FORS standards

Requirement	CLOCS requirement	Previous FORS Standard <i>Companies accredited, or registered prior to 9 July 2014 and audited up to the 13 October 2014</i>			Revised FORS Standard <i>Companies registered after 9 July 2014 and all audits after 13 October 2014</i>		
		Bronze	Silver	Gold	Bronze	Silver	Gold
Operators to achieve and maintain FORS accreditation (or equivalent)	✓		✓	✓	✓	✓	✓
Drivers to undertake approved training VRU safety e.g. Safe Urban Driving (SUD)	✓					✓	✓
Drivers have licence checks at regular intervals through DVLA	✓					✓	✓
Collision reports	✓	✓	✓	✓	✓	✓	✓
Bear prominent signage on the back of vehicle ^[1]	✓				✓	✓	✓
Class VI 'front close proximity' mirrors fitted to exempt vehicles	✓				✓	✓	✓
Side guards fitted to exempt vehicles	✓		To have plans to fit	To have plans to fit	✓	✓	✓
Blind spot minimisation e.g. close proximity blind spot warning system and vision-aid	✓			✓Over 18 tonnes only		✓	✓
		<i>Shaded if only applicable to vehicles over 3.5 tonnes</i>					

^[1] Vehicles over 3.5 tonnes ONLY. No longer mandating or enforcing cycle stickers on the back of vans or vehicles below 3.5 Tonnes. This was agreed with Cycle Safety Working Group stakeholders in June 2014

Guidance – Overview of FORS and CLOCS requirements

Requirement	CLOCS Standard		FORS Revised Standard			
			Bronze	Silver	Gold	
Management and operations	Applicable vehicles	All commercial vehicles ranging from vans over 3.5t to articulated vehicles over 44t, including abnormal loads and engineering plant		All vehicles	All vehicles	All vehicles
	Exemptions	Companies who deliver or service a site infrequently, where it is proved to be neither practical nor possible to comply with a requirement in that the functionality of the vehicle will be impaired. Utility companies who are not part of a the project but who have a statutory undertaking to access assets on site		N/A	N/A	N/A
	Applicable to subcontractors	✓		✓	✓	✓
	Traffic routing	Fleet operators shall ensure that any vehicle routes to sites or premises specified by clients are adhered to unless directed otherwise		To ensure the most efficient, safe and appropriate routes are used	To ensure the most efficient, safe and appropriate routes are used	To ensure the most efficient, safe and appropriate routes are used
	Collision reporting	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 Client or contracting entity. Reporting shall include lessons learned and remedial measures identified to help prevent re-occurrence of similar incidents.		Fleet operators shall ensure that incidents, traffic collisions and reported near-misses are recorded, investigated and analysed, implementing actions to address any lessons learned and identified trends.	Fleet operators shall ensure that incidents, traffic collisions and reported near-misses are recorded, investigated and analysed, implementing actions to address any lessons learned and identified trends.	Fleet operators shall ensure that incidents, traffic collisions and reported near-misses are recorded, investigated and analysed, implementing actions to address any lessons learned and identified trends.
	Compliance monitoring	The Client should request evidence from their supply chain that the CLOCS standard is being adhered to. There is a requirement for all to meet the standard of an approved independent fleet management audit, such as FORS which will specify its own compliance monitoring requirements		Re-certification annually, else onus on operator to declare any relevant changes.	Re-certification biennially, else onus on operator to declare any relevant changes.	Re-certification triennially, else onus on operator to declare any relevant changes.
Audit process	No audit by CLOCS – however the requirement is to meet the standard of an approved independent fleet management audit, with certification reviewed on an annual basis, such as FORS		Re-certification audit annually	Silver data report reviewed annually. Bronze re-certification audit biennially.	Gold and silver data reports reviewed annually. Bronze re-certification audit triennially.	
Vehicles	Mirrors	Class VI mirror	Fitted to all vehicles where they can be mounted with no part of the mirror being less than 2 meters from the ground	Fitted to all vehicles where they can be mounted with no part of the mirror being less than 2 meters from the ground	Fitted to all vehicles where they can be mounted with no part of the mirror being less than 2 meters from the ground	Fitted to all vehicles where they can be mounted with no part of the mirror being less than 2 meters from the ground
	Cameras/sensor s/driver alerts	Reversing camera	Recommended for vehicles up to 3.5 tonnes, however requirement to eliminate blind spots. Indirect vision aids are mandatory for vehicles over 7.5tonnes.	Recommended – not mandatory, however requirement to eliminate blind spots	Recommended – not mandatory, however requirement to eliminate blind spots	Recommended – not mandatory, however requirement to eliminate blind spots
		Reversing alarm	Recommended – not mandatory	Risk assess where risks identified from vehicle manoeuvring	Risk assess where risks identified from vehicle manoeuvring	Risk assess where risks identified from vehicle manoeuvring
		Left turn warning	✓	x	✓	✓
		Blind spot elimination (cameras/sensors/lenses)	✓	x	✓	✓
	Other equipment	Rear warning sign for cyclists	✓	✓	✓	✓
Side under-run guards		✓	✓	✓	✓	
Drivers	Driver checks	Licensing	Initial check with DVLA, rechecked on a regular basis depending on number of points held	Checked by a competent person (not DVLA), prior to driving and then at least every 6 months	Licence verified with DVLA, assessed against risk rating scale to determine frequency of future checks	Licence verified with DVLA, assessed against risk rating scale to determine frequency of future checks
		Eye sight	No specified requirement – however fleet operator must meet the standard of an approved independent fleet management audit, such as FORS	Checked prior to starting work and at least every 6 months	Checked prior to starting work and at least every 6 months	Checked prior to starting work and at least every 6 months
	Training	Theory	Progressive training to have an appropriate mix of theoretical and e-learning training specifically covering vulnerable road users	Ensure that drivers and line managers undergo approved progressive training and continued professional development with particular attention to the safety of vulnerable road users	Progressive training to have an appropriate mix of theoretical and e-learning training specifically covering vulnerable road users	Evidence provided to show initiatives and interventions implemented at FORS Silver are effective and contributing to operational improvements
		Practical	Progressive training shall also include the use and limitations of supplementary vehicle safety equipment and on cycle hazard awareness	No requirement for an on-cycle hazard awareness element. Requirement for sufficient qualified, trained and experienced staff to be in place	Progressive training shall also include the use and limitations of supplementary vehicle safety equipment and on cycle hazard awareness	Evidence provided to show initiatives and interventions implemented at FORS Silver are effective and contributing to operational improvement. Also transport managers should undertake a CPC refresher course or obtain a FORS practitioner certificate