

CLOCS Standard Version 5 Summary of changes

This document outlines all of the changes to the CLOCS Standard for Version 5. The new CLOCS Standard is published immediately but we understand that it will take time to adopt and implement any new requirements so the CLOCS Strategy, Standards and Governance Board have agreed that these changes come into full effect on 1st March 2025 and compliance from that point onwards will require adherence to these new requirements.

General

- All 'shall' statements have now been replaced with 'must' to make it clearer when something is a compliance requirement. 'Should' statements continue to indicate desired best practice and performance beyond compliance.
- Much of the CLOCS Standard has been rewritten to make the requirements clearer and more concise where possible.
- All requirements are now numbered for easier reference.

Introduction

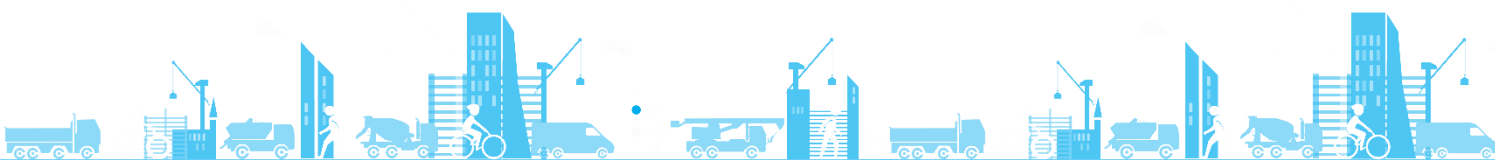
- Section 2.4 (scope and application) has been updated to make it clear that the compliance requirements of the CLOCS Standard apply to Heavy Goods Vehicle and that vehicles under 3.5 tonnes GVW are normally outside the scope of CLOCS compliance unless advised otherwise by the client.

Regulators and planning authorities

- Section 3.1 has been rewritten to make it clearer that planning approval must require compliance with the CLOCS Standard but that regulators may define the scope for CLOCS compliance based on type, value and duration of construction projects, impacts on the community and their assessment of risk.
- 3.2 has been updated to encourage regulators to use the standardised CLP templates and guidance, to have their own personnel trained in CLPs and encourage clients, developers and principal contractors to undertake formal CLP training, all as best practice.
- 3.3 has been updated to require independent formal CLOCS site monitoring assessments to confirm compliance with the requirement of the CLOCS Standard, and also encourages on-site spot-checks as best practice.

Clients

- 4.1 is a new requirement reflecting what is now standard practice across the industry in ensuring risk assessments consider the project's risk to vulnerable road users. It also



clarifies that the client should, through the planning and design process, consider measures to reduce heavy vehicle movements.

- 4.2 has been rewritten to clarify the requirements for client procurement making it clearer that CLOCS compliance is required and also referencing the need to ensure the requirement for CLOCS compliance is passed down the supply chain. It also now encourages clients to require principal contractors to become CLOCS members as best practice.
- 4.3 has been updated to encourage clients to use the standardised CLP templates and guidance, to have their own personnel trained in CLPs and encourage principal contractors to undertake formal CLP training.
- 4.4 has been rewritten to clarify the compliance requirements of having formal CLOCS monitoring visits, requiring reports from the principal contractor and requiring that any serious incidents related to construction vehicles servicing the project are reported to the client.
- 4.5 is a new requirement to ensure any incidents are reviewed and action taken to avoid recurrence.
- The previous requirement to require emissions and collisions data has been removed.

Principal contractors

- 5.1 is a new requirement to ensure that any project risk assessments consider risks to vulnerable road users.
- 5.2 has been updated to encourage principal contractors to use the standardised CLP templates and guidance and to have their own personnel trained in CLPs.
- 5.3 is a new requirement for the principal contractor to develop a Construction Traffic Management Plan (CTMP).
- 5.4 has been rewritten to clarify the compliance requirements for procuring site and fleet operators. A statement has also been added to clarify how to approach instances where FORS Silver is unavailable, in line with guidance published by CLOCS in 2022. It also now encourages principal contractors to require site and fleet operators to become CLOCS members as best practice.
- 5.8 has been updated to include reference to the need to provide separation of pedestrians and vehicles where possible and also the provision of appropriate site signage in relation to vehicle movements.
- 5.9 has been updated to ensure that traffic marshals receive formal training that has included practical experience to ensure TMs are adequately equipped to undertake this



vital role. It also confirms that a proper process/checklist must be used to ensure robust vehicle/driver checking takes place and that records are maintained.

- 5.10 has been updated to confirm 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 has been updated to clarify the compliance requirements of having formal CLOCS monitoring visits, providing the client with quarterly reports and reporting any serious incidents related to construction vehicles servicing the project to the client.
- 5.12 is a new requirement to ensure any incidents are reviewed and action taken to avoid recurrence.
- 5.13 is a new section outlining best practice around school and community engagement to educate and inform those affected by works on the risks from construction vehicles.
- The previous requirement to collate and report emissions and collisions data has been removed.

Site operators

- Site operators are now properly recognised within the CLOCS Standard to reflect the vital role they often play in the delivery of day-to-day operational logistics activities on a project.

Fleet operators

- 7.1 has been updated to make it clearer that the compliance requirements of the CLOCS Standard apply to Heavy Goods Vehicles.
- It also now clarifies that vehicles below 3.5 tonnes GVW should still be subject to fleet accreditation or appropriate fleet management process as best practice and that best practice is to have a drug and alcohol testing programme.

