

**ESSENTIAL  
STANDARDS  
no.21**

# **Large Commercial Vehicles on Public Highways & Construction Sites**



## KEY MESSAGES

- These mandatory requirements are to prevent injuries to vulnerable road users (VRUs) listed in Appendix A.
- Commercial vehicles must be suitable for the intended activity.
- Drivers must be competent to drive or operate the vehicle they are responsible for and must have received Safe Urban Driver or equivalent training.
- Fit all large vehicles with systems that improve all round visibility.
- Maintain all vehicles in a safe condition.

## 1. Introduction

All Thames Water employees and contractors must apply this standard when operating large commercial vehicles.

All large commercial vehicles (all vehicles over 3.5 tonnes) that service Thames Water sites must conform to the Construction Logistics and Community Safety (CLOCS) standard. CLOCS brings the construction logistics industry together to revolutionise the management of work related road risk (WRRR) and ensure a road safety culture is embedded across the industry.

Vehicle movement on public roads is one of our most significant risks. It involves frequent and regular interaction between Thames Water, our contractors, suppliers and the public.

Commercial vehicle traffic includes tankers, lorries, vans and other vehicles. For example:

- Tankers discharging effluent
- Construction traffic
- Visiting Thames Water staff, for example those vehicles carrying samples
- Delivery drivers
- Contractors with heavy goods vehicles and vans carrying out work on the network



## 2. Risk Assessment for Ensuring Safety of Vehicle Movements

Make sure that there is a suitable and sufficient risk assessment that takes into account the following considerations:

### *Design and planning of routes*

- Limit or eliminate the number of vehicle movements on public highways.
- Separate pedestrian and vehicle movements wherever possible on entries/exits to public highways.
- Ensure that vehicle routes are suitable for the type of vehicles.



## Vehicle suitability

Ensure the vehicle is suitable for the activity being carried out by considering:



The size of the roads and space for manoeuvring.



Required safety devices such as mirrors, warning lights and alarms.



Any obstructions such as weight limits, narrow bridges and height restrictions.



Compliance to Planning Conditions, for example sometimes it is mandated to only allow vehicle access outside of peak traffic hours.

## 3. Driver/Operator Competence

Make sure that anyone driving or operating vehicles is competent, this means:



They have the relevant licences



Driver/operator performance and behaviour is monitored regularly



Regular checks of licences are carried out



Drivers/operators are trained in the hazards and relevant control measures specific to the type of vehicle/plant they are driving



Records of licences and competence training are maintained



Drivers who drive large vehicles on public roads have attended the Safe Urban Driver training scheme or equivalent training



Refresher training is carried out and recorded

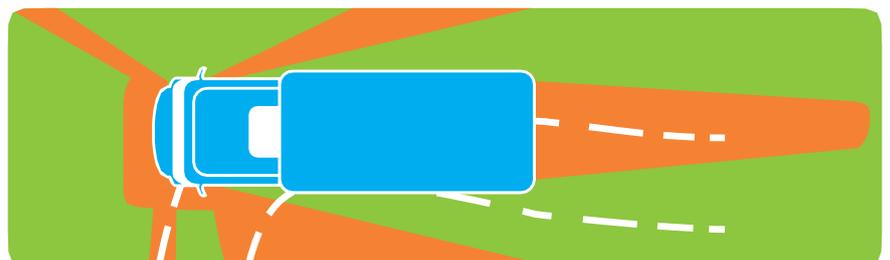
## 4. Fleet Operational Requirements

Ensure that fleet operators meet the requirements of the Fleet Operators Recognition Scheme (FORS) bronze standard, as well as this essential standard.

## 5. Improving Visibility Through Technology

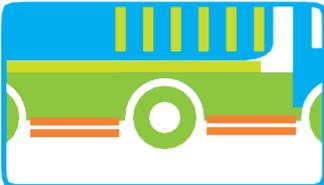
Ensure that vehicles include safety devices that warn drivers if a vulnerable road user, (VRU – see Appendix A), is nearby and that warn VRU if the vehicle is about to turn.

This diagram shows the potential blind spots on a large vehicle without appropriate safety equipment.



## 6. Thames Water Vehicle Safety Equipment Standards

To reduce the risk of injury to pedestrians, cyclists and other VRU's, you must ensure that all large commercial vehicles are fitted with the appropriate equipment:

Vehicle Safety Equipment		3.5 - 7 Tonne Lorries	>7 Tonne Lorries	Articulated vehicles
<p><b>Fresnel Lens –</b> provides a downwards view around the passenger door area.</p>				
<p><b>Side Guards –</b> fitted between axles to prevent VRUs from being dragged under the vehicle.</p>		Optional		
<p><b>Rear Warning Signs –</b> to alert VRUs to the dangers of undertaking these vehicles.</p>				
<p><b>Side Detection Sensors –</b> alert the driver of the presence of a VRU and of the potential danger of the vehicle moving forward or turning.</p>				
<p><b>Rear Camera –</b> mounted in the cab to alert the driver to the presence of VRUs behind the vehicle.</p>		Optional		
<p><b>Turning Left Audible Alarm –</b> activated automatically when the left turn indicator is applied to warn VRUs of the danger. <i>Note: consideration should be made for suppressing the alarm in areas where it could be a disturbance to residence.</i></p>		Optional		
<p><b>Class VI 'Cyclops' Mirror –</b> to provide the driver with a view of the road and people directly in front of the vehicle</p>				
<p><b>Class IV &amp; V Blind Spot Mirrors –</b> visibility of known blind spots</p>				

## 7. Maintenance and Inspection

All vehicles must be regularly inspected and maintained in accordance with the manufacturers' instructions. Maintenance records must be readily available to demonstrate that safe vehicle maintenance regimes are in place.



All drivers/operators must receive training on the daily and weekly checks that need to be carried out, as well as the process for reporting defects. Keep vehicle logs to allow the driver/operator to record these checks. Supervisors should check to see that daily or weekly checks are being carried out.

## 8. Operating Vehicles Safely

Provide everyone who operates vehicles on public roads with information and instruction on safe use. It should include at least the following instructions:

### General Instructions for Drivers

- |  |  |   |   |
|--|--|---|---|
|    | Do not operate a vehicle unless trained and competent to do so   |    | Report any defects with the vehicle so that they can be rectified                                       |
|   | Do not operate a vehicle if impaired or under the influence of drugs or alcohol  |   | Only carry out reversing operations in coned off areas or with the aid of a banksman or traffic marshal |
|  | Do not use a mobile phone  |  | Carry out loading and unloading operations away from passing VRU traffic and hazards                    |
|  | Take breaks from driving in accordance with legal requirements/ company procedures   |  | Always follow any site-specific instructions and comply with road signs and markings                    |
|  | Do not leave the vehicle unlocked and unattended   |  | Watch VRU's at all times but particularly when turning left   |
|  | Park in safe and secure locations that are considerate to other road users   |  | Never exceed speed limits   |
|  | Obey site PPE rules if you need to leave the vehicle, for example you may need to wear a hard-hat during loading and unloading |  | Do not smoke in any commercial vehicle  |
|  | Keep your vehicle tidy and free from items that could get in the way of the vehicle's controls                                 |  | Be considerate of other road users  |

## 9. Working on vehicles

Never climb onto the top of any commercial vehicle without a risk assessment and appropriate fall prevention measures. Make sure that a risk assessment is conducted and control measures implemented for any potential work from the top of a vehicle.

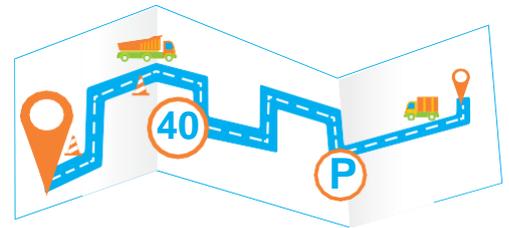


Implement a system to enable open top lorries that need a cover (i.e. cake removal lorries) to be controlled from the ground level, either automatically or manually.

## 10. Vehicle Logistics Plan

Ensure that contractors have a plan for their vehicle movements to and from site that avoids or minimises interaction with VRU's. For short duration works and reactive work, a generic plan is suitable. The logistics plan should take into consideration the site location, local community, neighbouring operations, etc. and should include:

- Limiting or eliminating the number of vehicle movements on public highways
- Separation of pedestrian and vehicle movements wherever possible on entries/exits to public highways
- Ensuring vehicle routes are suitable for the type of vehicles



## 11. Audits

Remember that compliance audits are undertaken to check for compliance with this standard:

- Thames Water Contractors will establish a programme to audit their own and supply vehicles.
- Thames Water Management will audit their vehicles and the vehicles of their suppliers.



## Appendix A: Vulnerable Road Users (VRU)



Pedestrians



Elderly



Children



Mobility Impaired



Tourists



Cyclists



Powered two-wheeler



Hire Bike Cyclists



Blind



Equestrians