



Monthly Newsletter #19

A good practice approach to  
protect all Australian road users.



# Contents



Welcome to the CLOCS-A Newsletter!	3
News	3
New CLOCS-A Website	4
Thank You Partners!	5
CLOCS-A Case Studies	6
Feature: Left Turn Audible Alarms Case Study	7
Feature: Side Underrun Protection Case Study	8
Acknowledgements	9

# Welcome to the CLOCS-A Newsletter!

CLOCS-A is centred around all road users sharing the responsibility for road safety in relation to construction logistics creating a win-win scenario for industry, government, truck drivers, major projects and the community.

This will be the final CLOCS-A Newsletter under the leadership of the National Road Safety Partnership Program (NRSPP) and will be handed over to its new Host as of 1 July 2023.

## News

- The NRSPP is proud to announce that CILTA has been awarded delivery of CLOCS-A, view [here](#).



# New CLOCS-A Website

As part of announcing the new CILTA as the new host, the CLOCS-A website has been updated and is now available and houses all of the new CLOCS-A content.

The final elements still under development include:

- o Guidance for Suppliers Page Registration
- o Collaborative Toolbox Talks by NRSPP and VicRoads Community Trucks and Community Safety:
  - Blind Spot Toolbox Talk
  - Cyclists Toolbox Talk
  - Pedestrian Toolbox Talk
- o 7 Case studies which are pending approval from the partners.



**Visit the New CLOCS-A Website Here.**

# Thank You Partners!

As part of the Development Stage of CLOCS-A the following has been produced thanks to the enormous in-kind contributions from so many partners:

- o CLOCS-A Case Study – A Proactive Approach to Protecting Vulnerable Road Users: Implementation of Side Underrun Protection Systems
- o CLOCS-A Case Study – Left-Turn Audible Alarms: Keeping Vulnerable Road Users Safe in Australia's Largest Transport Infrastructure Project
- o CLOCS-A Standard
- o CLOCS-A Project Rating Tool
- o CLOCS-A Tier Breakdown sheet
- o CLOCS-A Standard Fact Sheet
- o CLOCS-A Bronze Standard Fact Sheet
- o CLOCS-A Silver Standard Fact Sheet
- o CLOCS-A Gold Standard Fact Sheet
- o CLOCS-A Bronze Standard Poster
- o CLOCS-A Silver Standard Poster
- o CLOCS-A Gold Standard Poster
- o CLOCS-A - An Outlook: Full Guidance Report
- o CLOCS-A- A Snapshot: Shortended Guidance Report
- o 4x CLOCS-A Cautious Be Truck Aware Poster:
  - CLOCS-A Cautious Poster: Bicycles
  - CLOCS-A Cautious Poster: Be Truck Aware
  - CLOCS-A Cautious Poster: Motor Bike
  - CLOCS-A Cautious Poster: Motorists
- o Community Engagement Poster
- o CLOCS-A Incident Reporting Template
- o CLOCS-A Safety Alert Template
- o Membership Application Form
- o Accreditation Application Form
- o Entry and Accreditation Letters - Bronze, Silver and Gold
- o Accreditation Decals - Bronze, Silver and Gold
- o Heavy Vehicle Inspection Guide (Currently being Finalised)
- o Auditing Framework (To be laid out)
- o Three workshops - recordings and PPT available
- o CLOCS-A Charter



# CLOCS-A Case Studies

## Case Studies

### 1. Left Turn Audible Alarm

- a. Stakeholder: Transurban
- b. Focus: Preventing Left-Turn Incidents and Protecting Vulnerable Road Users in the West Gate Tunnel Project with Left Turn Audible Alarms.
- c. Status: Undergoing industry partner review

### 2. Left Turn Audible Alarm

- a. Stakeholder: MTIA
- b. Focus: Left-Turn Audible Alarms: Keeping Vulnerable Road Users Safe in Australia's Largest Transport
- c. Status: Undergoing industry partner review

### 3. Side Underrun Protection

- a. Stakeholder: Eather Group
- b. Focus: A Proactive Approach to Protecting Vulnerable Road Users: The Eather Group's Implementation of Side Underrun Protection Systems.
- c. Status: Finalised (View [here](#).)

### 4. Fleet Management Systems (Telematics)

- a. Stakeholder: John Holland/CPB Contractors
- b. Focus: Efficient Fleet Management: How Telematics Management Systems Transformed the Rozelle Interchange Project.
- c. Status: Pending industry partner approval Status: Pending industry partner approval

### 5. Be Truck Aware

- a. Stakeholder: Transport for NSW (TfNSW)
- b. Focus: TfNSW's Educational Campaign: Teaching the Community to 'Be Truck Aware' During Major Construction Projects.
- c. Status: Awaiting evaluation results

### 6. Truck Ride Along

- a. Stakeholder: Holcim CLOCS-A, Holcim and NRSP.
- b. Focus: Bridging the Gap between Heavy Vehicle Drivers and the Community.
- c. Status: Awaiting evaluation results

### 7. Contract Clauses

- a. Stakeholder: Sydney Metro
- b. Focus: Sydney Metro's Case Study Contract Clause Improving Contractor Safety Practices.
- c. Status: Being developed

### 8. High Impact Risk Assessment (HIRA) TOOL

- a. Stakeholder: Victorian Department of Transport and Planning.
- b. Focus: Application of tool which can be used to assist route selection and avoid sensitive land use areas/ local roads.
- c. Status: Being developed

### 9. High Impact Risk Assessment (HIRA) TOOL

- a. Stakeholder: Victorian Department of Transport and Planning.
- b. Focus: Application of tool which can be used to assist route selection and avoid sensitive land use areas/ local roads.
- c. Status: Being converted into Case Study template

### 10. Traffic Management (St Kilda Road)

- a. Stakeholder: Victorian Department of Transport and Planning.
- b. Focus: Safety management of traffic (trucks and vulnerable road users) on a major transport supply conduit for a major infrastructure project.
- c. Status: Being converted into Case Study template

### 11. Swapping Seats

- a. Stakeholder: Victorian Department of Transport and Planning.
- b. Focus: Focused community engagement where trucks feature at public events/spaces to sit in a truck and understand what a driver can and cannot see.
- c. Status: Completed being converted into Case Study template

# Feature: Left Turn Audible Alarms Case Study

## Left-Turn Audible Alarms: Keeping Vulnerable Road Users Safe in Australia's Largest Transport Infrastructure Project

The Melbourne Metro Tunnel Project, one of Australia's largest transport infrastructure undertakings, is being delivered by the Major Transport Infrastructure Authority and Cross Yarra Partnership. Given the large number of trucks required to transport tunnel spoil through the busy CBD, the safety of vulnerable road users (VRUs) was a top priority. One particularly urgent concern was addressing the hazards posed to VRUs by left-turning trucks, which have been responsible for a significant number of cyclist fatalities in Australia.

To address this, left-turn audible alarms were identified as a preventative measure after discussions with Transport for London, who had successfully championed the technology in the UK. These alarms activate a spoken message and/or audible alarm when the truck uses its left-turn indicator, warning other road users of the left-turn blind spot hazard.



### Case Study

Left-Turn Audible Alarms: Keeping Vulnerable Road Users Safe in Australia's Largest Transport Infrastructure Project

#### Major Transport Infrastructure Authority (MTIA) and Cross Yarra Partnership (CYP)

##### Key Safety Focus: Left Turn Audible Alarms

The Melbourne Metro Tunnel Project, one of Australia's largest transport infrastructure undertakings, is being delivered by the Major Transport Infrastructure Authority and Cross Yarra Partnership. Given the large number of trucks required to transport tunnel spoil through the busy CBD, the safety of vulnerable road users (VRUs) was a top priority. One particularly urgent concern was addressing the hazards posed to VRUs by left-turning trucks, which have been responsible for a significant number of cyclist fatalities in Australia.

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##### Implementation

To address the pressing concern of left-turning trucks, MTIA; Metro Tunnel Project team contractually mandated the installation of left-turn audible alarms for these heavy vehicles. A number of solutions exist in the market including the use of the Indicator Alarmlight Left Turn Talking Alarm 2 Pod Amber LED as one example of a suitable alarm model. This alarm emits a clear message with a noise level of 92dB(a) and features flashing LED lights to draw the attention of deaf or partially deaf road users.

**"STAND CLEAR, this vehicle is turning LEFT!"**

The installation cost of the alarm is approximately \$250, with an additional installation cost of \$250 per vehicle (taking 2-3 hours per vehicle). As such, the total estimated truck cost is \$500, which amounts to \$2.08 per workday over a year. The estimated weight penalty for the installation is less than 5kg per vehicle or combination.



# Feature: Side Underrun Protection Case Study

## A Proactive Approach to Protecting Vulnerable Road Users: Implementation of Side Underrun Protection Systems

Eather Group features how Side Underrun Protection systems (SUPs) are a vital safety technology that can shield vulnerable road users (VRUs), including pedestrians, cyclists, and motorcyclists, from severe or fatal injuries resulting from collisions with trucks. SUPs can help prevent a person from falling under the truck's wheels by pushing them away in the event of a crash, significantly improving crash survival rates. These systems are readily available across Australia and can be retrofitted into new and existing fleet vehicles.



### Case Study

A Proactive Approach to Protecting Vulnerable Road Users:  
Implementation of Side Underrun Protection Systems

#### Eather Group

##### Key Safety Focus:

Side Underrun Protection Systems

Side Underrun Protection systems (SUPs) are a vital safety technology that can shield vulnerable road users (VRUs), including pedestrians, cyclists, and motorcyclists, from severe or fatal injuries resulting from collisions with trucks. SUPs can help prevent a person from falling under the truck's wheels by pushing them away in the event of a crash, significantly improving crash survival rates<sup>1</sup>. These systems are readily available across Australia and can be retrofitted into new and existing fleet vehicles.

The Eather Group is engaged in several significant construction projects that require drivers to navigate densely populated areas such as the Sydney CBD. Acknowledging the substantial risks associated with truck and VRU interactions, the Eather Group proactively prioritised VRU safety by retrofitting SUPs on three fleet vehicles. This case study will explore the Eather Group's experience integrating SUPs into their fleet, emphasising SUPs as an effective and cost-effective solution for prioritising VRU safety in construction projects.

#### Implementation

To enhance VRU safety in highly populated areas like the Sydney CBD, the Eather Group made the decision to equip three of their vehicles with SUPs. Of these vehicles, two were newly acquired and had SUPs installed at an estimated cost of approximately \$5,500, while the third vehicle required retrofitting, incurring a cost of approximately \$2,000 and 10 hours off the road for installation. The SUPs were attached to both the front vehicle and the trailer it was pulling. SUPs for trailers are available on the Australian market. The additional cost for installation of SUPs per trailer was approximately \$2,000.

Despite the associated costs, the Eather Group recognised that the safety benefits of SUPs far outweigh the financial investment. By implementing SUPs, the company has proactively prioritised VRU safety, mitigating the potential financial and legal costs of incidents, while also protecting their employees' wellbeing.

"If you were to spread [the cost of implementing SUPs] over a three- or four-year project, it'd only be a few cents per tonne... for all the extra safety"

– Divinia Eather, Eather Group



# Acknowledgements

This newsletter has been developed by the National Road Safety Partnership (NRSP) on behalf of the CLOCS-A project.

We would like to acknowledge the CLOCS-A Steering Group, Supporting Partners and NHVR HVSI Funding.

## Steering Group



## Supporting Partners



We invite all organisations to sign onto the CLOCS-A Memorandum of Understanding, for more information please contact [Jerome.Carslake@monash.edu](mailto:Jerome.Carslake@monash.edu) Chair of the CLOCS-A Steering Group and Director of NRSP.

