

PRAISE

Preventing Road Accidents and Injuries for the Safety of Employees

Case study: Transport for London

ETSC's PRAISE project addresses the safety aspects of driving at work and driving to work. Its aim is to promote best practice in order to help employers secure high road safety standards for their employees.

In this interview, **Glen Davies, Programme Manager, Freight & Fleet Programmes** at Transport for London discusses the organisation's approach to integrating road risk management in its supply chain for public works and contracting services.

**FACTFILE**

Company: Transport for London (2015 ETSC PRAISE Awards – Public authority award)

Sector: Public authority

What are Transport for London's role and responsibilities as a public service operator and how do you integrate work-related road safety in your road safety policies?

Transport for London (TfL) is the local government body responsible for the planning and delivery of the majority of London's transport system and services in Greater London.

Embedding work-related road safety in our culture is critical if we are to develop the skills and capability to manage and embrace inevitable population growth and increasing demand for travel within the Capital. We want London to be the best and the safest place for people to live, work and do business in, to continue to attract visitors and support the UK economy.

TfL has been actively involved in reducing the number of collisions, seriously injured or killed people (KSIs) in the city and at the same time reducing both the visible and invisible emissions from London's vehicles, including our own fleets.

We have committed to reducing death and serious injury on London's roads by 50% by 2020.

TfL has taken a lead in managing Work Related Road Risk (WRRR) within our own supply chain by introducing WRRR requirements into our procurement contracts. We also help and encourage other organisations and industries, such as the construction industry, to improve road safety within their supply chains.

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How did the CLOCS standard come about?

The CLOCS movement started in London in response to cycling fatalities in the Capital and the desire of the construction industry to take steps to reduce the risks posed by its vehicles to cyclists and other vulnerable road users.

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The UK construction industry has used procurement to manage WRRR through the Construction Logistics and Cyclist Safety (CLOCS) Standard. A set of contractual road safety clauses developed in collaboration with TfL and aligned to TfL's WRRR contractual requirements. The CLOCS Standard is implemented through procurement contracts enabling construction clients to mandate road safety improvements throughout their supply chains. The Standard is free for use and can be downloaded from the website at:

http://www.clocs.org.uk/wp-content/uploads/2016/01/CLOCS-Standard-v2-DEC_2015-.pdf

CLOCS aims to reduce the risk of collisions between vulnerable road users and construction vehicles. The immediate goals are to:

- Improve vehicle safety through the design and manufacture of safer new vehicles and by retrofitting appropriate equipment to existing vehicles;
- Establish a culture in the construction industry where it is normal to take both road and site safety seriously;

- Encourage the construction logistics industry to adopt best practice more widely by creating positive examples, and by developing a common set of national standards for the industry.

CLOCS has since grown to become a national movement, as contractors and operators see the business value of having a consistent standard they can apply throughout their fleets and supply chains. To date more than 35 construction clients, with a combined annual turnover of over £23bn, have signed up to implement the standard throughout their UK supply chain.

What does Transport for London do in terms of work-related road risk (WRRR) contract clauses?

TfL has adopted a responsible procurement approach and has included WRRR requirements in all contracts with suppliers since 2012. Commitment to managing the organisation's road safety has been given top level support from TfL's Commissioner and senior managers across the organisation.

TfL only want to work with, and be seen to be working with the safest operators. Compliance checks are carried out at TfL sites, and serious non-compliance can lead to vehicles being turned away from the gate, which would constitute a breach of contract. TfL has developed a WRRR Policy which all staff have a

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responsibility to follow, much in the way that all staff have a responsibility to follow the workplace Health and Safety Policy.

WRRR is seen as part of TfL's core business activities and in keeping with the TfL 'every journey matters', and the staff Code of Conduct which states that 'the safety of the public is our highest priority'.

Can you explain how are the requirements are applied to potential suppliers and how the scheme functions?

TfL has varied more than 400 existing contracts to include the WRRR requirements, and from 2012 all new contracts include requirements for vehicles, drivers, management and operations. These WRRR requirements are included in contracts for business as usual activity and large transport infrastructure projects in Greater London.

The WRRR requirements are communicated throughout the procurement from pre-qualifying stage all the way to contract award.

Suppliers are given 90 days from the start of the contract to achieve full compliance and TfL monitors compliance levels across its supply chain. Suppliers are offered help and guidance to support them to achieve compliance. TfL suppliers can access free vulnerable road user training and various tools and information for suppliers is available via the FORS website.

TfL is also working with partners who manage other large infrastructure projects in the region, such as Crossrail, Thames Tideway Tunnel and High Speed 2, to ensure that WRRR is managed throughout supply chains.

What are TfL's WRRR contract clauses and specific requirements that contractors have to comply with?

We encourage a wider adoption of this approach, using a common set of WRRR requirements, which can be mandated through procurement and contract clauses. Using a consistent set of requirements ensures that good practice in quality operations is shared, that fleet operators are able to comply and that there is not confusion of different standards. Operators across the UK can use the Fleet Operator Recognition Scheme (FORS), a voluntary accreditation scheme for commercial vehicle operators, also developed by TfL, to demonstrate that they are a quality operator and meet the WRRR requirements.

TfL's WRRR includes specific requirements for the vehicle. These recognise that the basic legal minimum requirements are insufficient to ensure a safe vehicle in an urban environment and protect vulnerable road users. TfL has worked with industry to determine existing good practice and applied vehicle requirements throughout our supply chain. These include:

- Vulnerable road user warning signage;
- Side under-run protection on both sides;
- Audible alert for vehicles turning left;
- Front, side and rear blind spot minimised as much as is practical through direct and indirect vision aids, such as class VI mirrors and audible driver alerts.,

In Greater London, TfL encourages local authorities to use both their 'buying power' and their statutory powers to manage WRRR within their boroughs. TfL encourages all London boroughs to take the following steps:

- ensure borough support fleets are the safest in London and demonstrate this by membership of an industry accreditation scheme, such as FORS;
- Including WRRR requirements into procurement contracts to address the safety of vulnerable road users, and monitor compliance across the supply chain;
- Using planning conditions and to mandate WRRR requirements, such as the CLOCS Standard, for construction developments within the borough.

Are there any requirements that drivers working on construction sites in London need to comply with?

Yes, TfL's WRRR clauses ensure that drivers have:

- A valid licence for the vehicle they are driving, which are regularly checked for penalties and convictions against the DVLA database;
- Provided evidence of attendance at an approved progressive training specifically covering the safety of vulnerable road users and use of safety equipment.

In order to meet the progressive training requirement TfL has also developed a training course, Safe Urban Driving, to train drivers in how to operate safely in urban areas and protect vulnerable road users. This training course includes an on-road cycling practical module, which gives drivers first-hand experience of what it feels like to be a vulnerable road user on busy urban roads. Since this training was developed in 2011 over 21,000 drivers have attended the course.

TfL has developed all the tools needed so that other contracting organisations and local authorities, such as City of London and London borough of Camden can implement these WRRR requirements. In Camden, all building developments must commit to meeting WRRR standards throughout their supply chains. As a public body with a duty to manage safety on the roads, TfL sees the value of managing WRRR through public procurement, in the region.

The scheme below simplifies and summarises the procurement procedures and acts as an easy step-by-step checklist for public authorities wanting to implement a similar operating scheme in their supply chain management.

1

Drivers

- Have a valid driving licence for the vehicle they are driving
- Provide proof that they have received approved WRRR training that includes the safety of vulnerable road users, such as the Safe Urban Driving (SUD) course. A list of approved training courses can be found on the FORS website
- Provide proof that they have completed a FORS e-learning safety module in the last 12 months

2

HGV and Van Operators

- Be FORS accredited to a minimum Bronze level or equivalent. Accreditation to Silver level or above ensures that all WRRR Requirements are met
- Report, investigate and analyse collisions using a reporting tool, such as CLOCS Manager

3

Heavy Goods Vehicles

Vehicles over 3.5 tonnes must be fitted with additional safety equipment including, but not limited to, these features:

- Blind spot minimisation through direct or indirect visual aids e.g.
 - Class V and VI mirrors
 - Fresnel Lens
 - Camera systems
- Side guards
- Audible left turn warnings
- Rear warning signs
- Proximity warning systems

Partners

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