



ETSC PRAISE Conference 20 October 2015

Case study: Influencing road safety in public procurement

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Transport for London

30 million people journeys a day

- 6.3 million by bus
- 3 million by Tube
- 1.4 million by rail
- 150,000 on the DLR
- 11 million by car or motorcycle
- 7 million on foot
- 333,000 by bicycle
- And deliveries and servicing?



London's growth

- **Population: +1.7 million by 2030**

POPULATION
(MILLIONS)



Key issue – Regulatory compliance



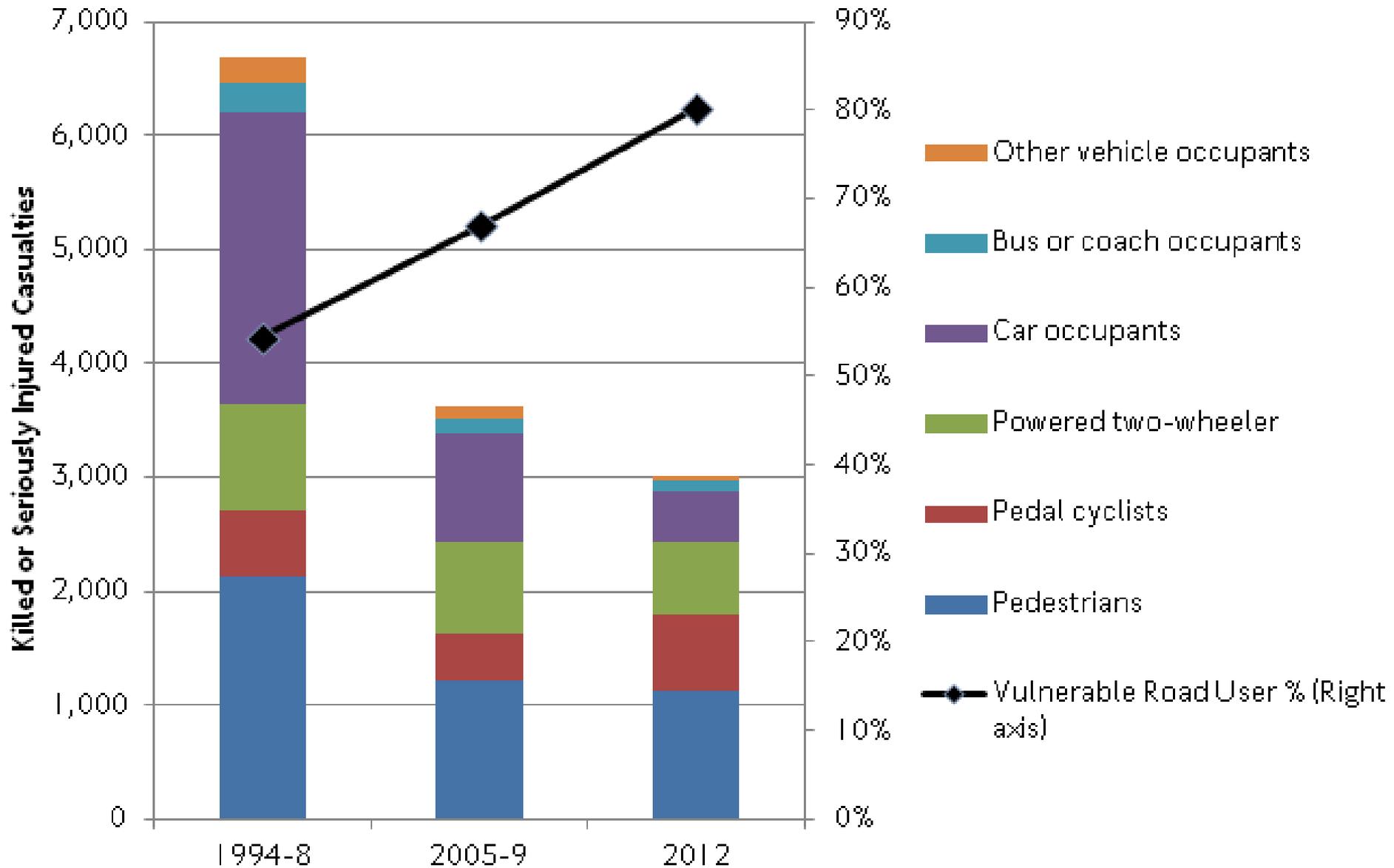
Over 70% of Police HGV roadside stops identify regulatory infringements

Key issue: Van safety and compliance



Over 50% of vans fail
MOT first time

Key issue – Safety of the vulnerable



The scale of the safety issue

Evening
Standard

HOLBORN:
CYCLIST
DIES IN
LORRY
CRASH

Evening
Standard

- Between 2008 and 2014 53% of cycling fatalities involved an HGV
- In 2014, 25% of pedestrian fatalities involved an HGV
- Provisionally this year, 7 of the 8 cyclist fatalities involved an HGV
- HGVs represent less than 4% of London's road miles driven

Understanding the safety issue

...it can be seen that the blindspot on the mixer is 50% greater than that of the curtain side - Page 15

...the management of work-related road risk clearly lags behind the management of more general health and safety - Page 10

...there is a need for adherence to a nationally recognised standard on work related road safety - Page 22

Transport Research Laboratory
Creating the future of transport



PUBLISHED PROJECT REPORT PPR640

**Construction logistics and cyclist safety
Summary report**

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Prepared for: Transport for London (TfL)

Quality approved:

Stannard
(Project Manager)

A Parkes
(Technical Referee)

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**FREIGHT
& FLEET**

SAFETY

Industry led response

Industry bodies



Logistic operators



Regulatory bodies

MAYOR OF LONDON

C
CLOCS | Looking out
for vulnerable
road users

Contractors



SKANSKA



SCANIA

DENNIS EAGLE

Vehicle manufacturers



TRANSPORT
FOR LONDON
EVERY JOURNEY MATTERS

The TfL position



TfL must employ, and must be seen to employ, the safest fleet operators in London

In February 2012, we introduced Work Related Road Risk (WRRR) clauses into our new **and** existing contracts, to mitigate the risk of a vulnerable road user being killed or seriously injured by one of our suppliers,

Safer Lorry Scheme

- The scheme requires all vehicles over 3.5 tonnes to be fitted with:
 - Class V and Class VI mirrors
 - Side guards
- The scheme launched on 1 Sep and will operate across London, 24 hours a day, seven days a week, covering the same area as the LEZ
- The scheme will be enforced by the police and DVSA and drivers found to be in charge of a non-compliant vehicle may be issued with a
 - £50 Fixed Penalty Notice or a,
 - Potential fine of £1000



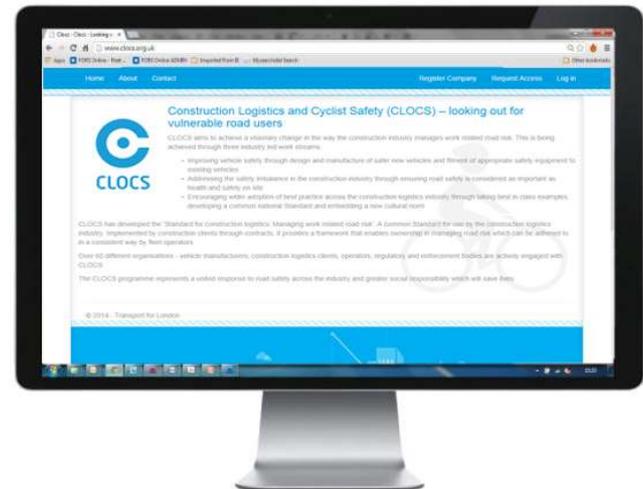
The Safer Lorry Scheme is coming

Make sure your vehicle is compliant by 1 September 2015

The scheme legally requires all HGV lorries over 3.5 tonnes gross vehicle weight driving in London to have side guards and extended view mirrors to protect cyclists and pedestrians.

Visit tfl.gov.uk/safer-lorry-scheme

TfL contractual requirements



- Class VI Mirror
- Vehicle Operator must be certified at minimum FORS Bronze level
- VRU trained driver
- Prominent vulnerable road user warning stickers
- Side under-run protection on both sides
- Audible left turn alarm
- One working method of mir the vehicle left hand side bl
 - camera system +/-or
 - sensor system +/-or
 - fresnel Lens

CLOCS workstreams



- 1.1** Increased availability and uptake of new lorries with 100 percent all round vision and maximum driver direct vision
- 1.2** All existing lorries are fitted with appropriate all round vision equipment as standard



- 2** For work related road safety cultures within construction logistics operations to be considered as important as that of health and safety culture on construction sites



- 3** A common standard for the construction logistics sector that enables transparency and ownership of work related road risk for developers, their clients and construction logistics operators.

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SAFETY



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SAFETY



Evolution of HGV design

1970



1980



1990



2000



2010



Very little change in cab profile and improvement to driver direct vision

2014



2015



2015



Blindspot modelling

Objectives

To scan and model the areas around different HGVs by make, model and body type which are:

- Directly visible by the driver through the cab windshield and windows
- Indirectly visible by the driver through the mandatory mirror set
- Neither directly, nor indirectly visible by the driver (i.e. the blind spots)





Evaluating blindspot technology

Objectives

Define performance criteria for evaluating effectiveness of safety equipment

- Establish a robust and consistent process for independently evaluating safety equipment
- Inform operator purchasing decisions

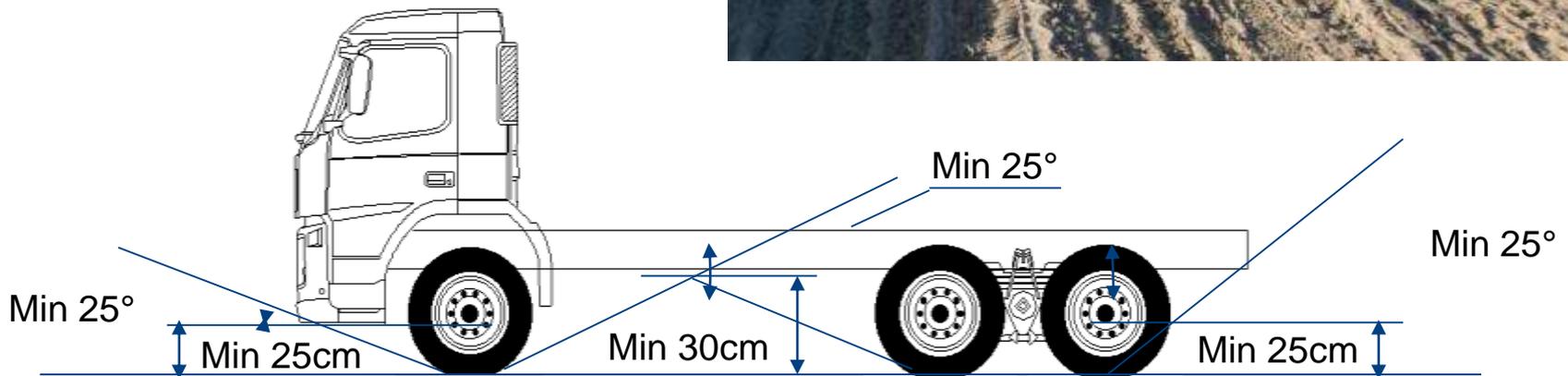


Operational ground conditions

Too many off road capability vehicles are used on urban roads

We need to:

- Increase understanding of on road vehicle capability
- Improve confidence in site and landfill ground conditions



Addressing the safety imbalance



Reporting: Accident v collision



Reporting accidents and incidents at work

A brief guide to the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 2013 (RIDDOR)



There is a wealth of health and safety resources available on the HSE website

CLOCS Toolkit
Managing collision reporting and analysis

Looking out for vulnerable road users

MAYOR OF LONDON



“In six months, the construction industry has achieved more than the insurance industry has in thirty years”
Insurance Broker

Raising awareness

“ The industry doesn't know that these accidents are occurring...the industry is not going to do much about it until they're told...how do you get everybody else to [improve their safety] unless you're telling them that these things are going on? ”

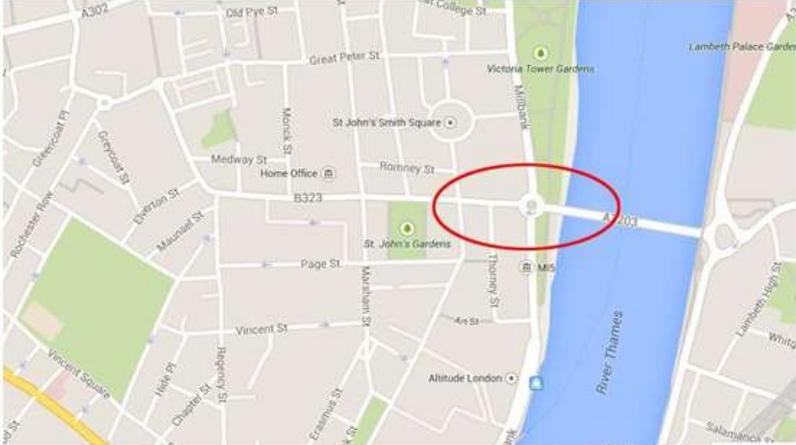
 Looking out for vulnerable road users 09 April 2015

Cyclist killed in collision with HGV

Incident: Cyclist fatality
A female cyclist has been killed in a collision with an HGV

When: Thursday 09 April, approx 09:30

Where: Millbank roundabout / Millbank, SW1
The incident occurred at the junction of Millbank roundabout and Millbank, City of Westminster



CLOCS alerts: 2015



A common standard



CLOCS Standard

- CLOCS Working Group has defined effective solutions to meet the CLOCS Standard
- Solution set includes a range of guidance documents, toolkits and services
- Standard default solutions cover the **operation, vehicle** and **driver** requirements of the CLOCS Standard

CLOCS
Standard for
construction
logistics

Managing work
related road risk



Looking out
for vulnerable
road users

FREIGHT
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SAFETY



FORS is the
Yin to the
CLOCS Yang”

Commercial Motor
February 2015



Looking out
for vulnerable
road users



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Clients: Take
ownership of road
safety in your
supply chains

The CLOCS Standard enables a fair and consistent approach to managing safety beyond the site gate, aiming for zero harm across all construction operations.

- CLOCS is a fair national standard for operators to adhere to
- Work together to raise safety standards and ensure compliance
- Become an integral part of raising road safety standards and protecting vulnerable road users

Ensure your fleet
operators meet the
CLOCS Standard

For CLOCS visit
www.clocs.org.uk



Operators:
Demonstrate
compliance to CLOCS
through FORS

FORS is an accreditation scheme delivering safety, environmental and efficiency benefits for fleet operators by encouraging the adoption of best practice industry standards.

- Demonstrate compliance with the CLOCS Standard through FORS
- Show your commitment to being a safe and compliant operator
- Become an integral part of raising road safety standards and protecting vulnerable road users

Discover how your
operation can benefit
from FORS - *register now!*

To register with FORS
www.fors-online.org.uk



Why FORS?

MANAGEMENT	VEHICLES
✓ Responsibilities & authority	✓ Road worthiness
✓ Competent Person	✓ Insurance
✓ Communication	✓ Fleet performance

DRIVERS	OPERATIONS
✓ Training and assessment	✓ Routing and scheduling
✓ Driving at work	✓ Transport control
✓ Fitness and health	✓ Fines and charges



Who is FORS accredited?



2900

OPERATORS



230,000

VEHICLES



300

OPERATORS



24,000

VEHICLES



100

OPERATORS



17,000

VEHICLES

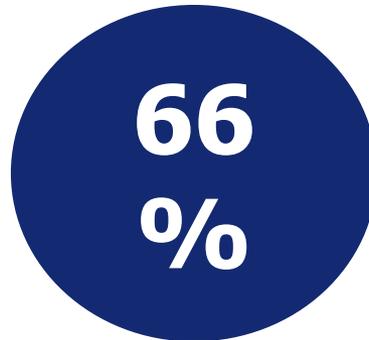
Where are FORS operators?



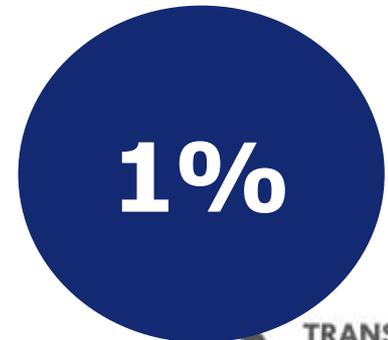
LONDON



UK



EUROPE



Improving management skills

FORS Practitioner:



Developing road transport policy



Managing work related road safety



Managing driver fitness and impairment



Managing driver assessment and training



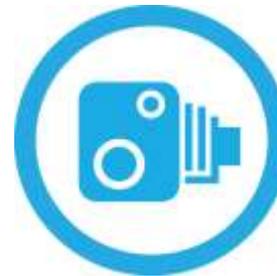
Post-collision procedures and analysis



Safe and efficient fleet management



Reducing fuel use and minimising environmental impacts



Minimising transport fines and charges



Monitoring and measuring road fleet performance

Improving driving standards

Driver CPC Training:



Safe Urban Driving



Staying Legal



Green City Driving

E-learning modules:



Road
Safety



Cycle
Safety



Van
Safety



Fuel
Efficiency



Kerbside
Compliance



Does FORS work?

FORS operators:

Are less likely to be involved in...

- **76%** Licence/insurance offences
- **64%** Most Serious Infringements (MSI)
- **50%** drivers hours offences

Have demonstrated...

- **41%** reduction in injury collisions
- **25%** reduction in total collisions



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SAFETY

It's not just London.....



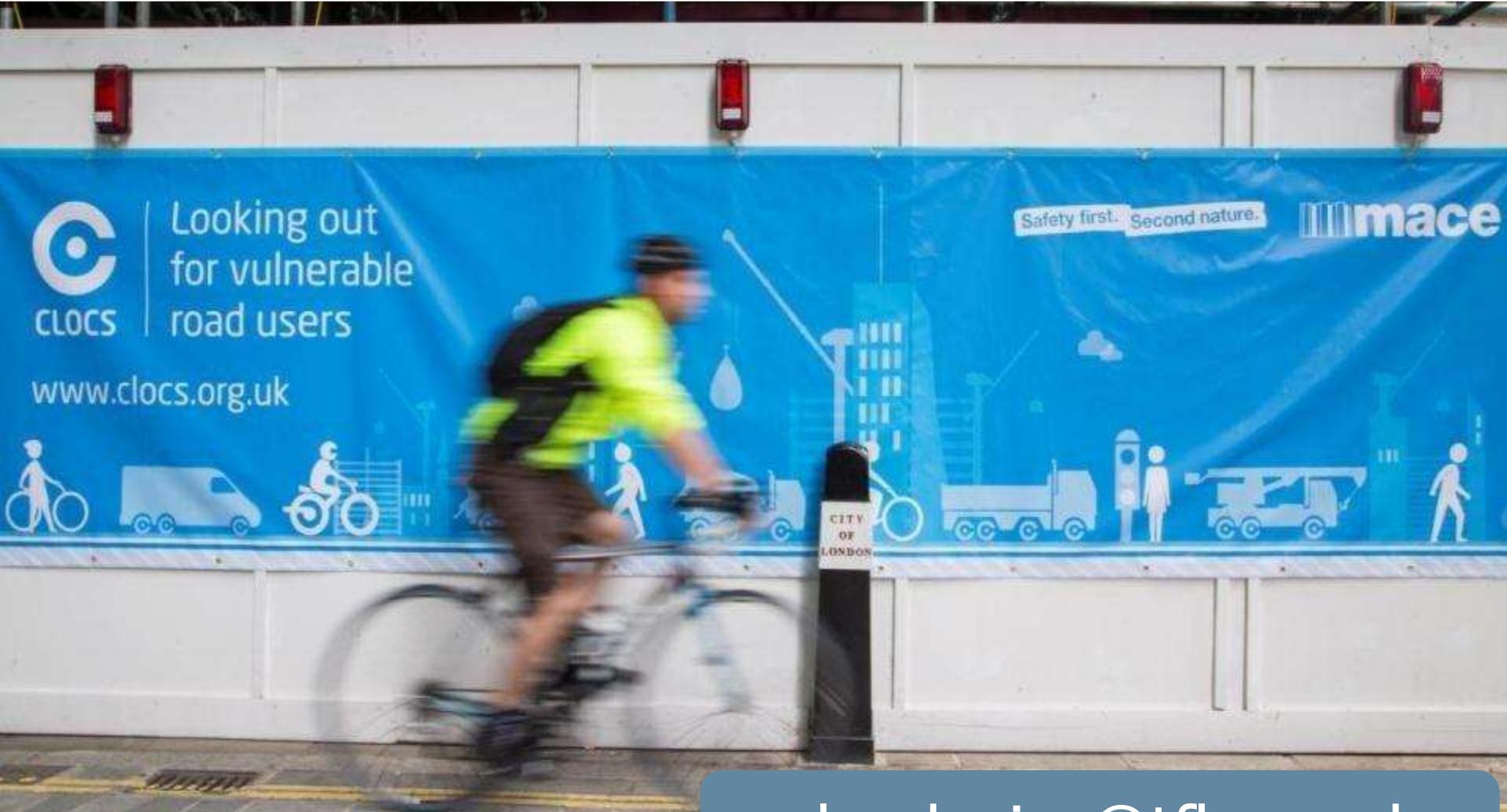
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Final thought



Questions



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