

City Match Event

28 Nov 24



Work Related Road Risk (WRRR)

Jason Ross – TfL Road Risk Manager







‘I am determined to make London’s streets safer..’

Our Vision Zero ambition – the elimination of all deaths and serious injuries from London’s streets by 2041 – will see a radical change to how London approaches road danger.

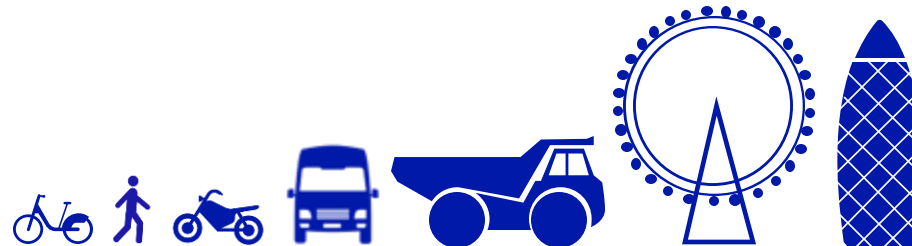
Statutory Duties for Local Authorities

Road Traffic Act 1988 (s39):

(2) Each relevant authority:

(a) if it is a local authority, must prepare and carry out a programme of measures designed to promote road safety, or

(b) if it is Transport for London, may prepare and carry out such a programme, and may contribute towards the cost of measures for promoting road safety taken by other authorities or bodies.



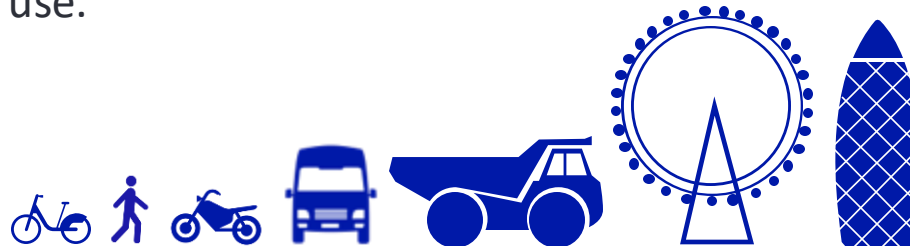
(3) Each relevant authority

(a) **must carry out studies into accidents arising out of the use of vehicles** on roads ..., (unless the secretary of state is the authority) within their area

(ii) if it is **Transport for London, on GLA roads** or parts of GLA roads,

(b) must, in the light of those studies, **take such measures** as appear to the authority to be **appropriate to prevent such accidents**, including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads for the maintenance of which they are responsible and other measures taken in the exercise of their powers for **controlling, protecting or assisting the movement of traffic on roads**, and

(c) in constructing new roads, must take such measures as appear to the authority to be appropriate to reduce the possibilities of such accidents when the roads come into use.



Statutory Duties for Local Authorities

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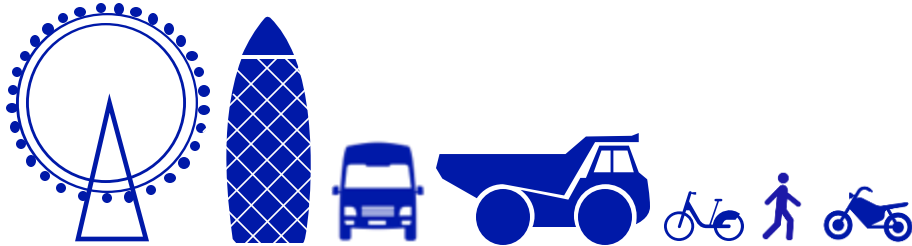
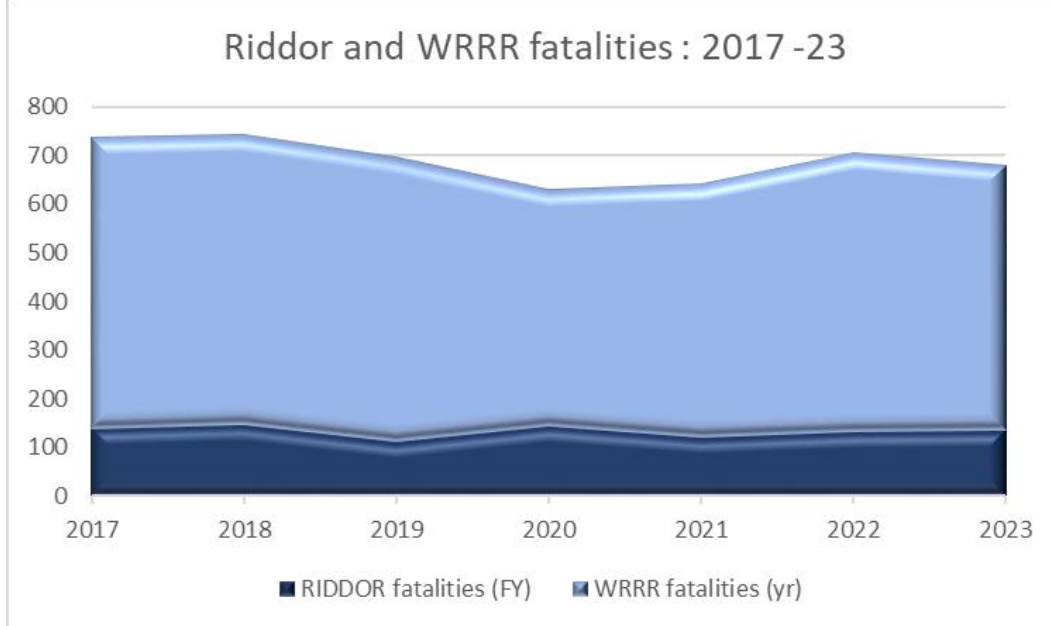
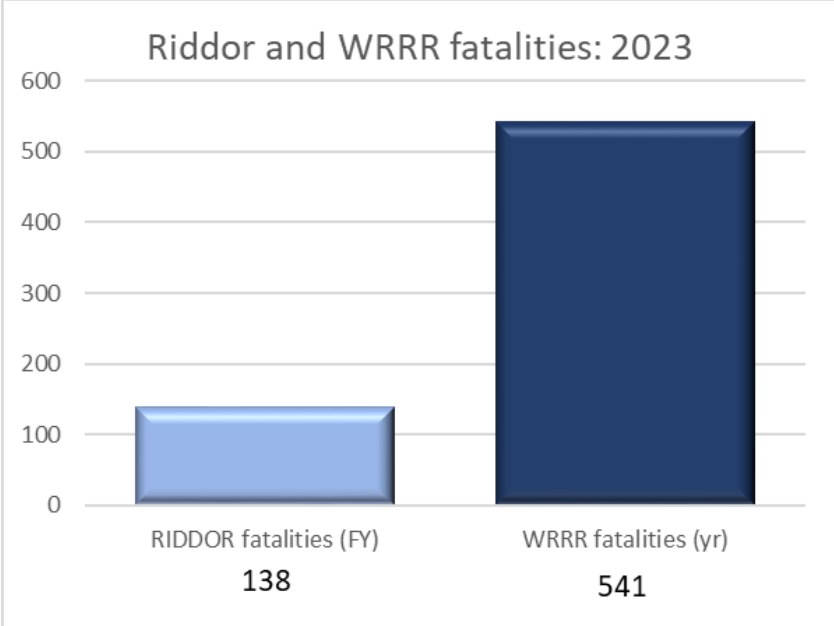
Recognising Road Risk

We are all too familiar with our obligations to minimise the risk of causing harm through work activities.

We know there are **LEGAL, FINANCIAL** and **MORAL** reasons for doing so.

Why is there a disparity when it comes to minimising the risk of causing harm on the road?

Activity most likely to cause harm (UK)



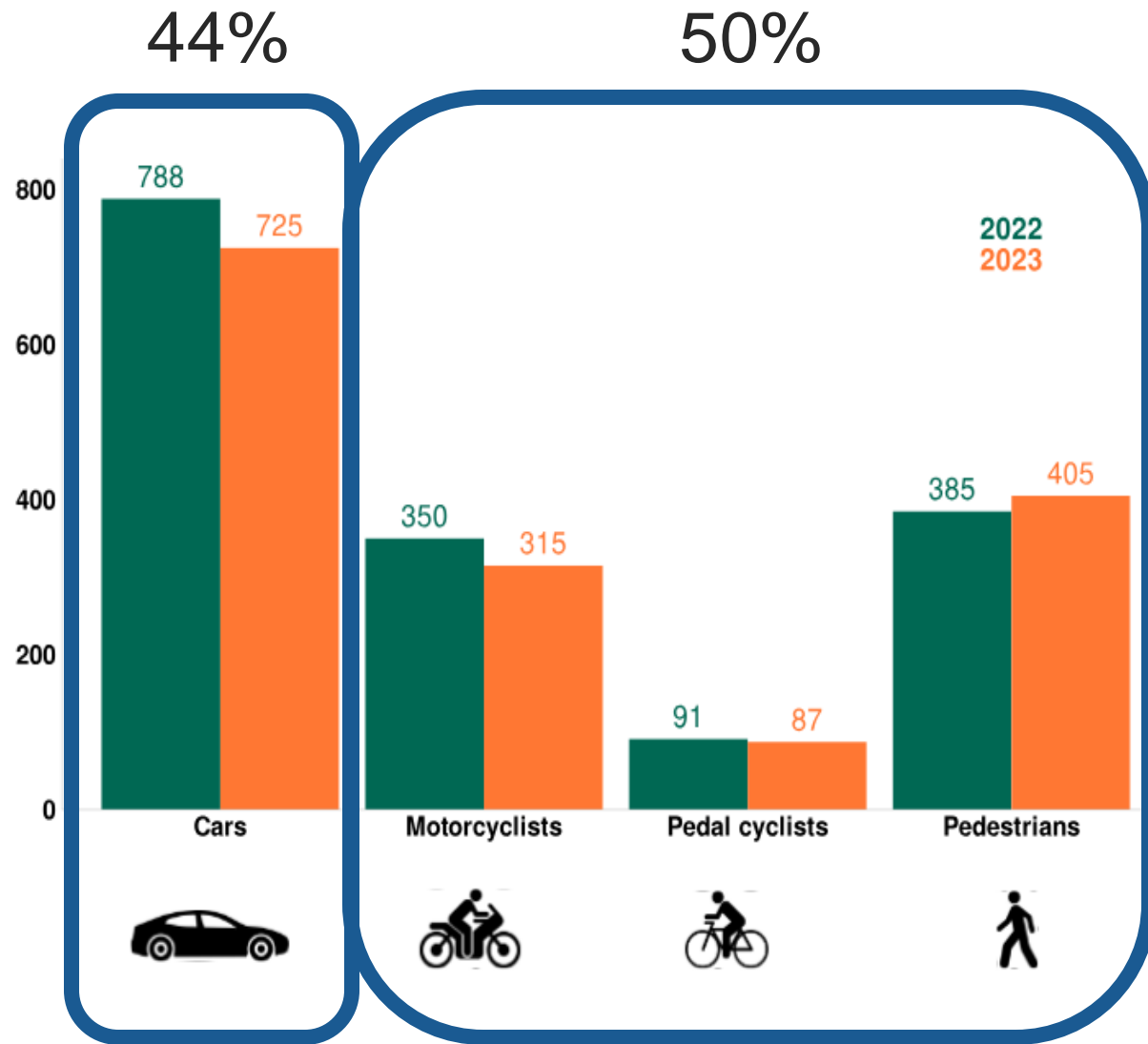
VZAP: ‘Every year more than 2,000 people are killed or seriously injured on London’s streets.’

Understanding Road Risk

UK wide we see that VRU's make up 50% of all road fatalities

Car occupants make up 44%

DfT Road Fatality Statistics (UK): 2023



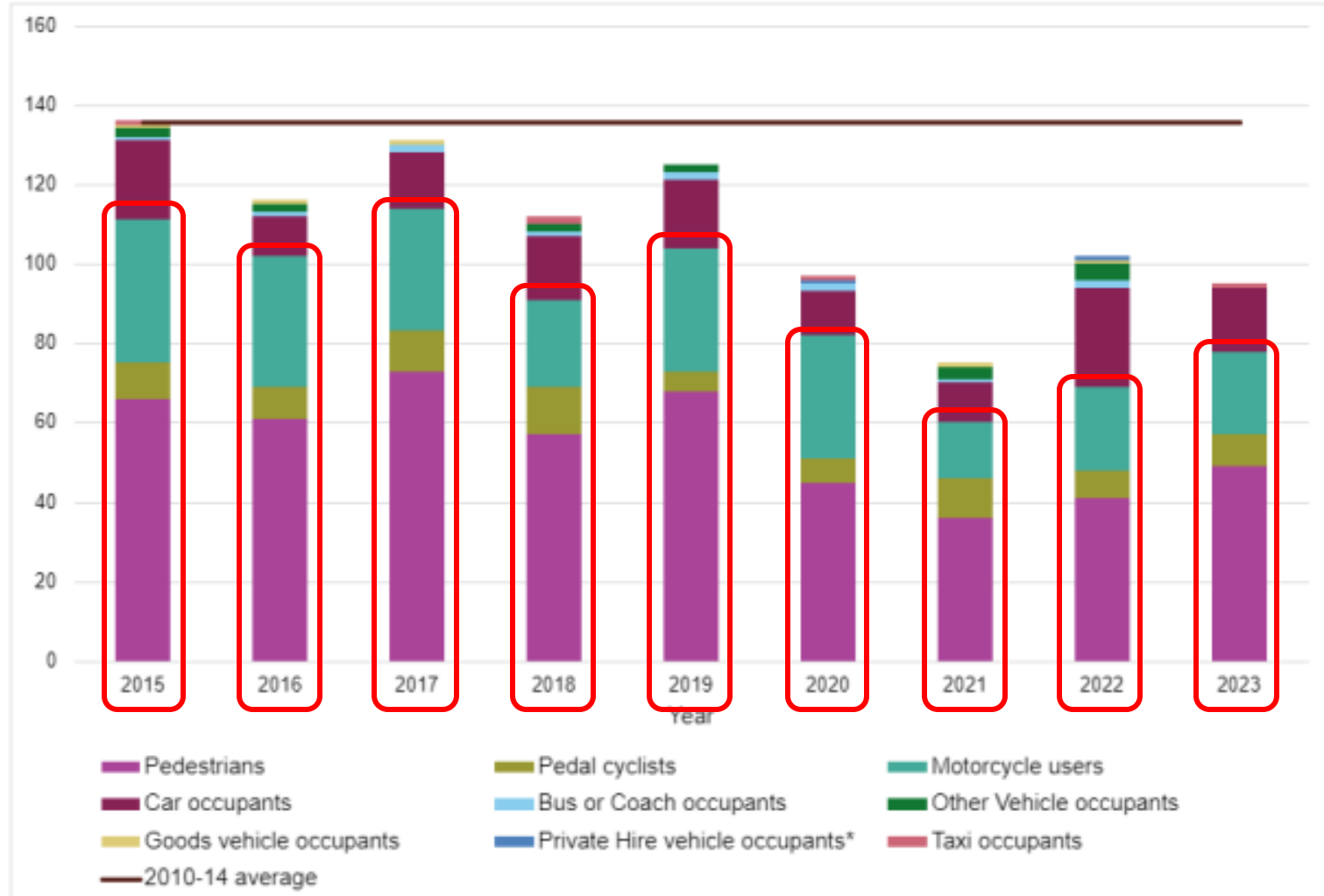
Understanding Road Risk

In London the situation is different as VRUs usually make up 80% of all road fatalities.

TfL Road Fatality Statistics (London) 2015-23



Figure 4. People killed on London's roads by mode of travel, from 2015 to 2023 (see [Data annex – Table 5](#)).



Addressing wider issues in London

HGVs are five times more likely to be involved in a collision resulting in a fatality relative to their share of traffic.



Over 70% of Police HGV roadside stops identify regulatory infringements



CPOS Operations



Addressing wider issues in London

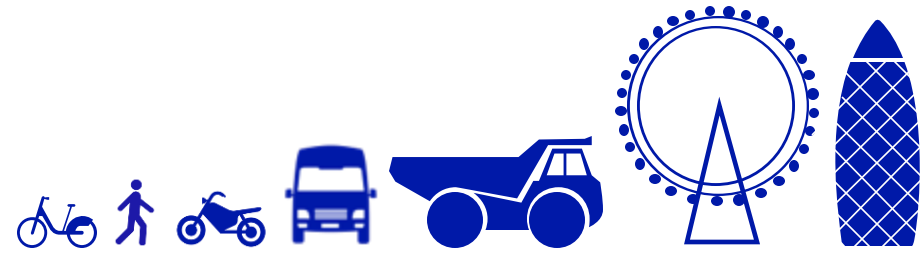


Over 50% of vans fail MOT first time



Opportunities to mitigate road risk

- 1. The fleets we own**
 - Recognising that work activities on the road are the activities most at risk of causing harm compared to the risks we naturally mitigate in the workplace
- 2. The fleets we procure**
 - The money spent on procuring goods and services has the potential to generate a significant amount of vehicle movements
- 3. Wherever we have influence to do so**
 - Councils can play a significant part through planning permissions and through their reach into the local community



Responsible procurement in action

Safer operations

- FORS accreditation

Safer people

- approved driver training

Safer vehicles

- specified safety features for HGVs

Safer supply chains

- flow down clauses for sub-contractors



Freight vehicles represent less than **16%** of the miles driven in London

2010-14 baseline = 24% of all road fatalities



12.5% (1 of 8) of cyclist fatalities in **2023** involved a freight vehicle

2010-14 baseline = 33% of cyclist fatalities



20% (10 of 49) of pedestrian fatalities in **2023** involved a freight vehicle

2010-14 baseline = 25% of all road fatalities

What is FORS

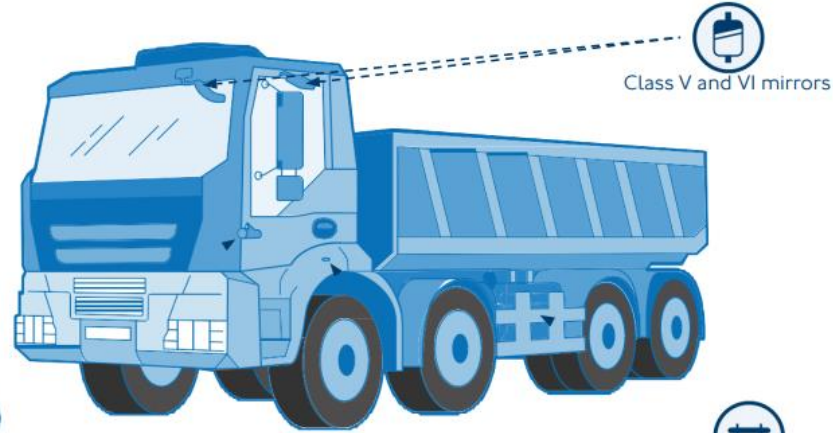


- FORS is the UK's leading fleet accreditation scheme
- Focuses on road safety, operational efficiency and environmental protection
- Includes specific requirements on vulnerable road user safety
- **Specifies training requirements to address current concerns**
- Helps improve performance and demonstrate best practice
- FORS Silver is the benchmark for GLA contracts and the construction sector



Safety equipment for HGVs

HGV Safe System



Class V and VI mirrors



Blind-spot cameras



Close-proximity sensors



Side under-run protection (on both sides)



Audible alert for vehicle turning left



Prominent pictorial warning signage



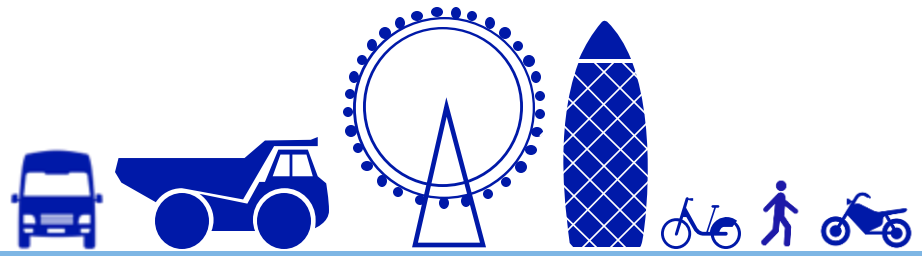
CPOS Operations



What is CLOCS

Developed by TfL following a review by the Transport Research Laboratory following a spate of cycling fatalities in London – to address:

- Lack of awareness of scale of problem
- Perceived to be an operator problem
- Lack of communication and collaboration
- Inconsistency of Standards
- Poor planning and little vehicle checking



CLOCS | Construction Logistics and Community Safety
www.clocs.org.uk

Working together to create safer, leaner and greener construction logistics

Direct Vision Standard (DVS) for HGVs

A measure

A rating

Application

- We have developed the world’s first and only HGV Direct Vision Standard
- An objective measurement of the ‘volume of space’ weighted by risk to other road users
- Will be converted to a simple “star rating” from zero (worst) to five (best)
- Research shows there is a limit to how much drivers can process “indirect” vision
- Drivers react more quickly when using direct vision through the windows



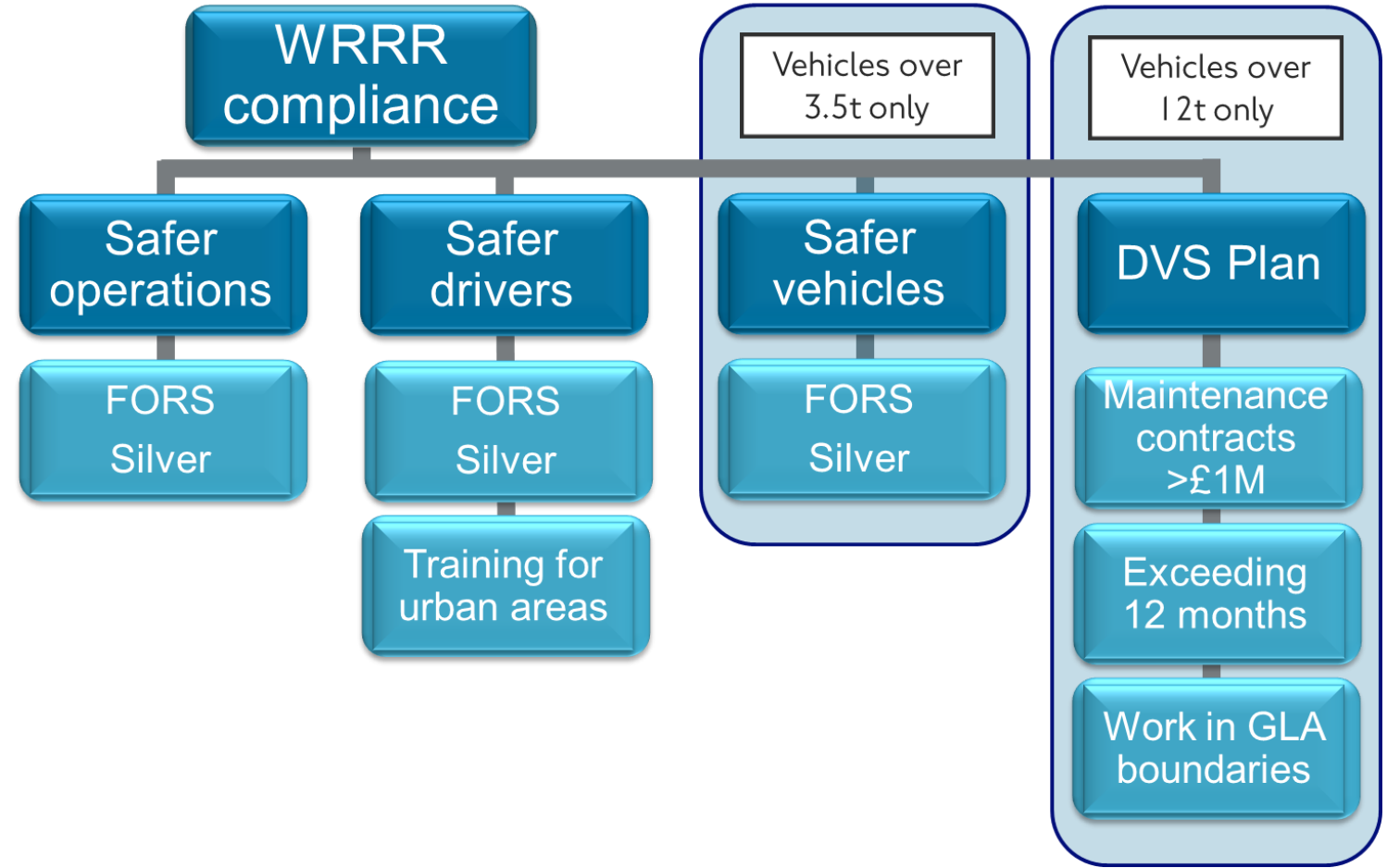
Example zero star ‘worst’ rated HGV



Example five star ‘best in class’ rated HGV

0	☆☆☆☆☆	Low
1	★☆☆☆☆	
2	★★☆☆☆	
3	★★★☆☆	Good
4	★★★★☆	
5	★★★★★	High

Responsible procurement in TfL contracts

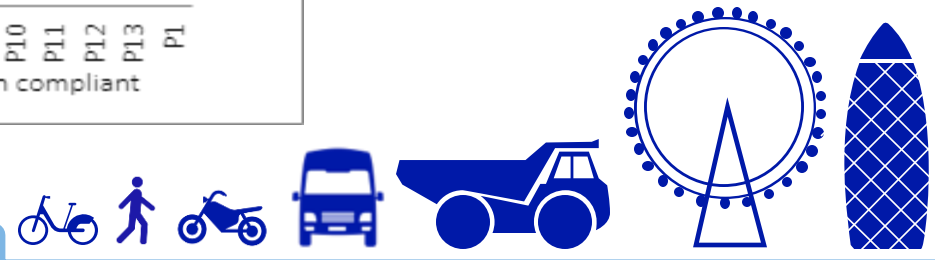
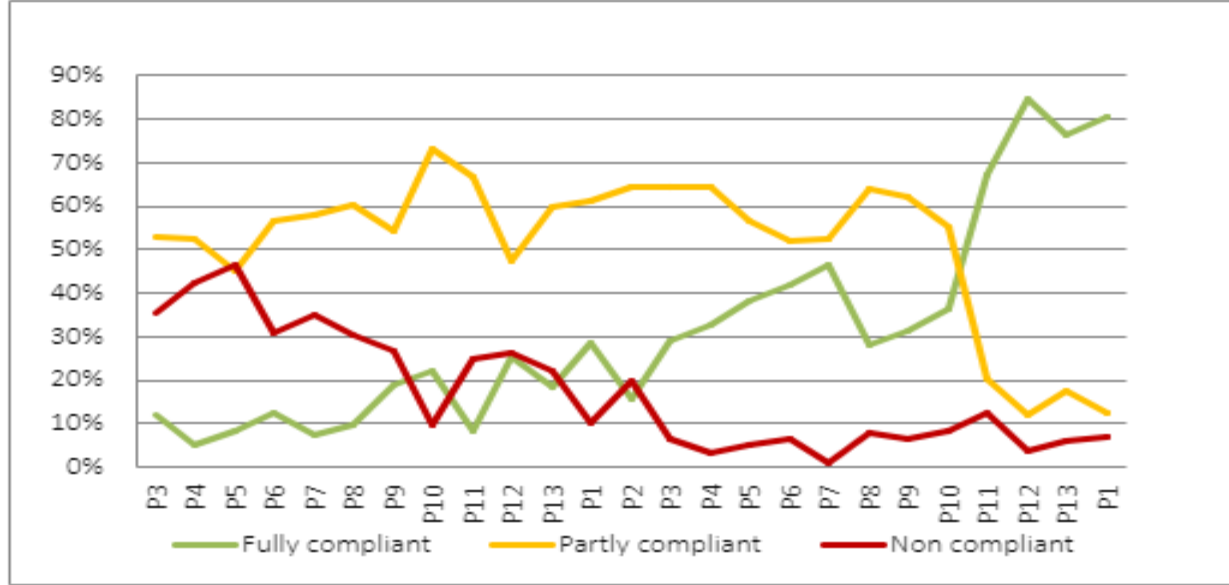
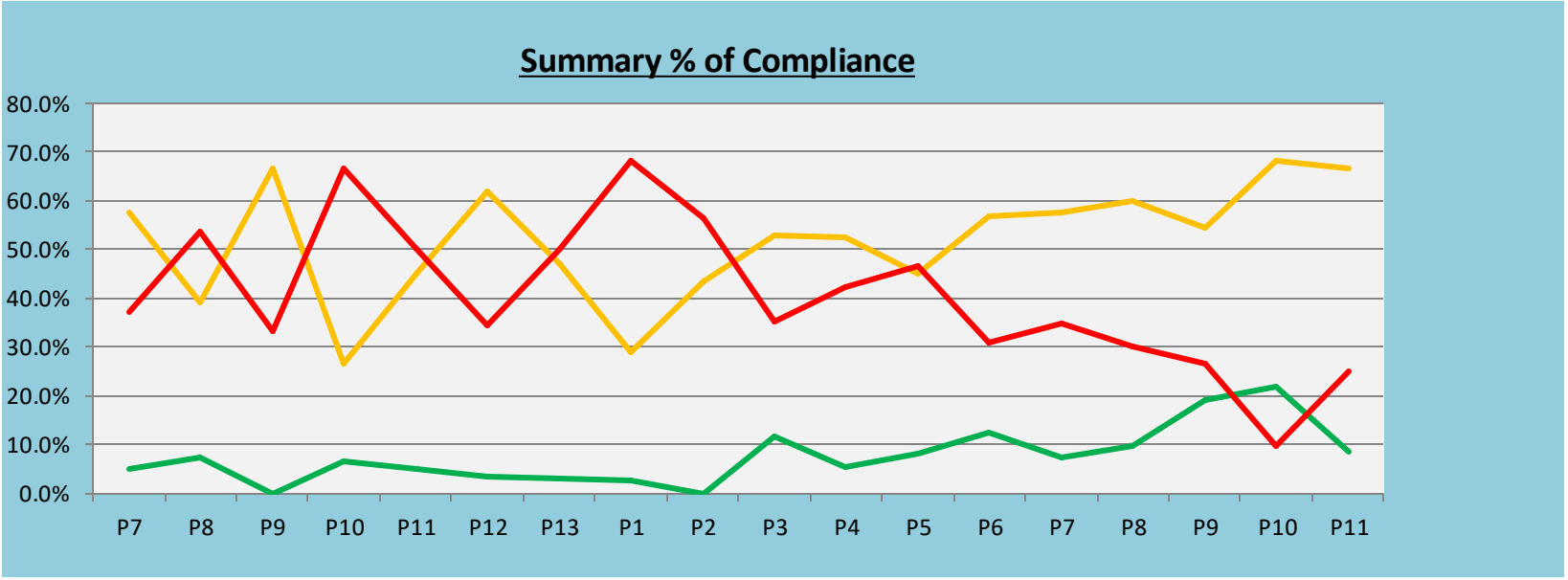


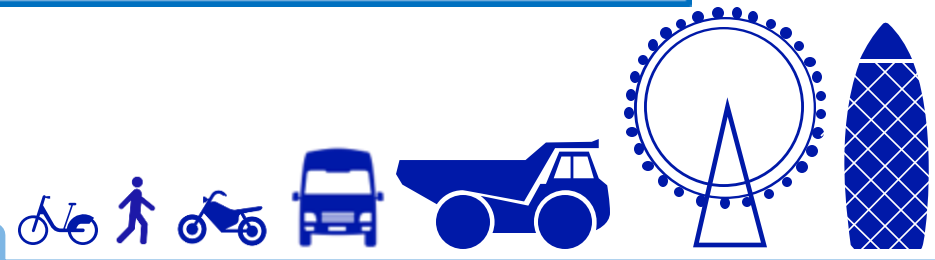
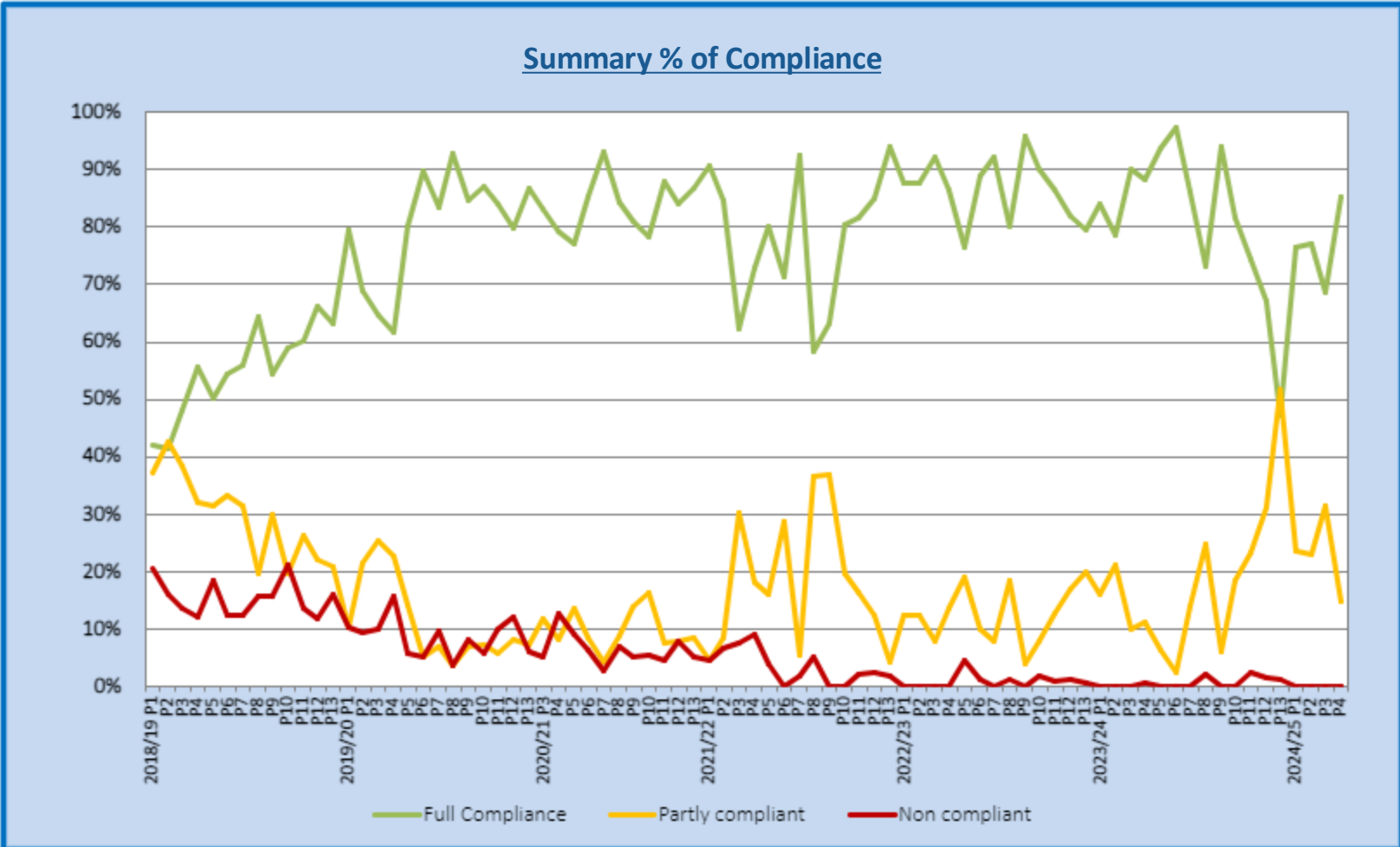
Construction Contracts:
 Principal contractors/ developers will be required so sign up to CLOCS (Construction Logistics and Community Safety) standard for managing WRRR



CLOCS Standard:
Requires sites to be audited against the CLOCS Standard as part of the Considerate Constructors Scheme







Summary

Responsible procurement provides opportunities to address issues

Monitoring is all important

1. The fleets we own

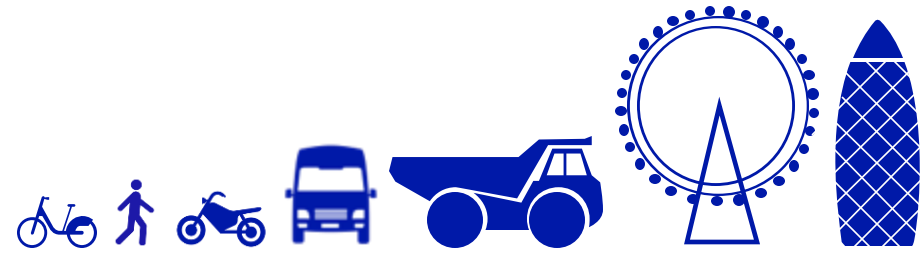
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Any questions,
concerns,
observations?

