

ROAD SAFETY AT WORK: THE PRAISE PROJECT & Good practice in the workplace

Examples from Transport for London and BT

Madrid, November 2016

Luana Bidasca

Project Manager

European Transport Safety Council



European Transport Safety Council



ETSC Network



OUR WORK



Advocacy at EU level on Transport policies



Preventing Road Accidents for the Safety of Employees



iSAFER
INTELLIGENT SPEED ASSISTANCE
FOR EUROPEAN ROADS

26,313

people died in road traffic in the
EU in 2015

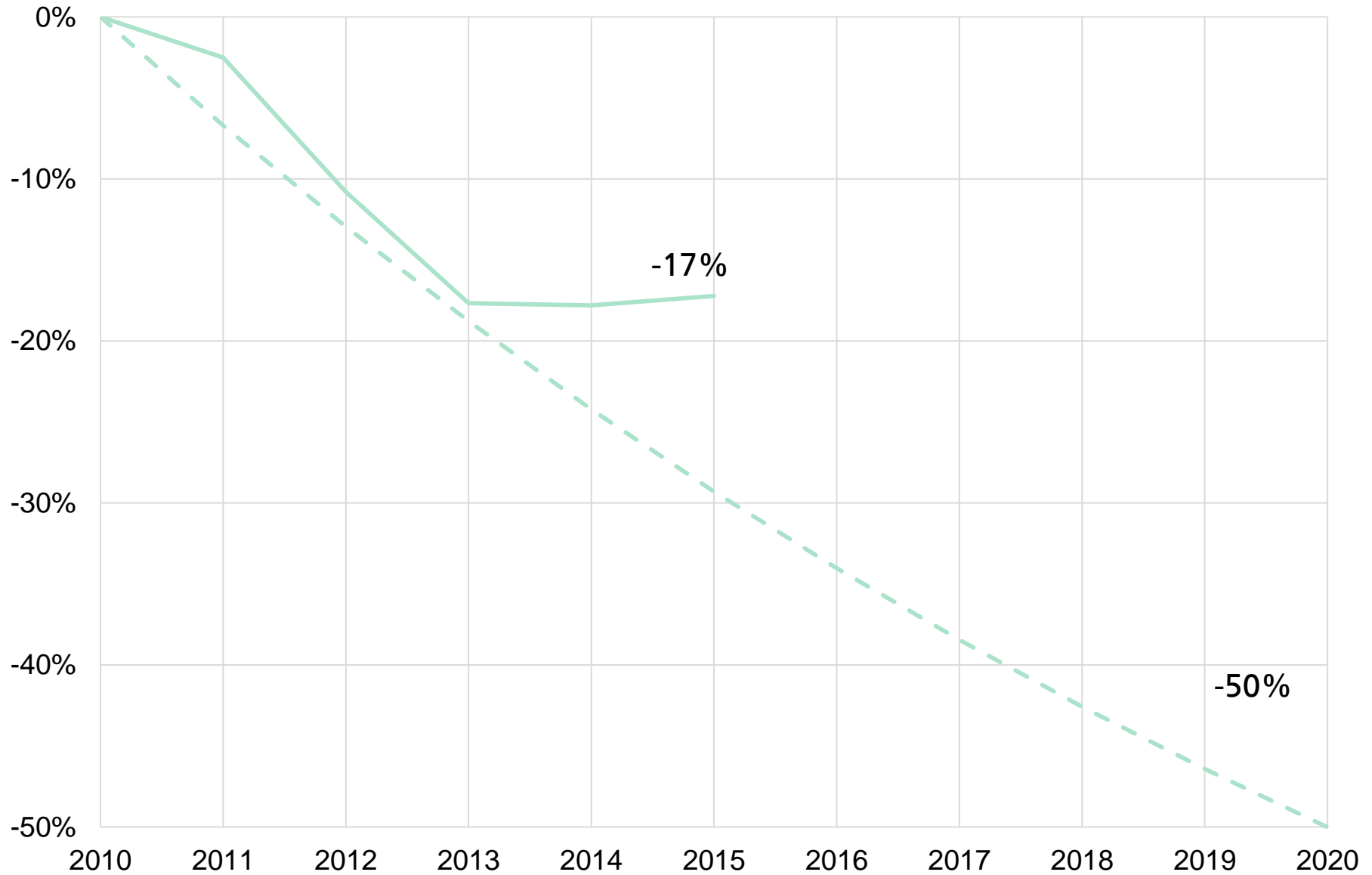
+1%



First increase in road
deaths since 2001



EU target at stake



ROAD SAFETY AT WORK IN THE EU

- **Six out of ten** work accidents resulting in death are road crashes, including both crashes while driving for work and commuting crashes (Eurogip)
- **40%** of all road crashes involve people 'on duty' and people driving to work or returning from work (ORSA)

THE PRAISE PROJECT



Advancing knowledge on
the need for work-related
road safety management.



European Transport Safety Council



FUNDACIÓN **MAPFRE**



Deutscher
Verkehrssicherheitsrat e.V.

BIVV-IBSR



Dräger Foundation

THE PRAISE PROJECT

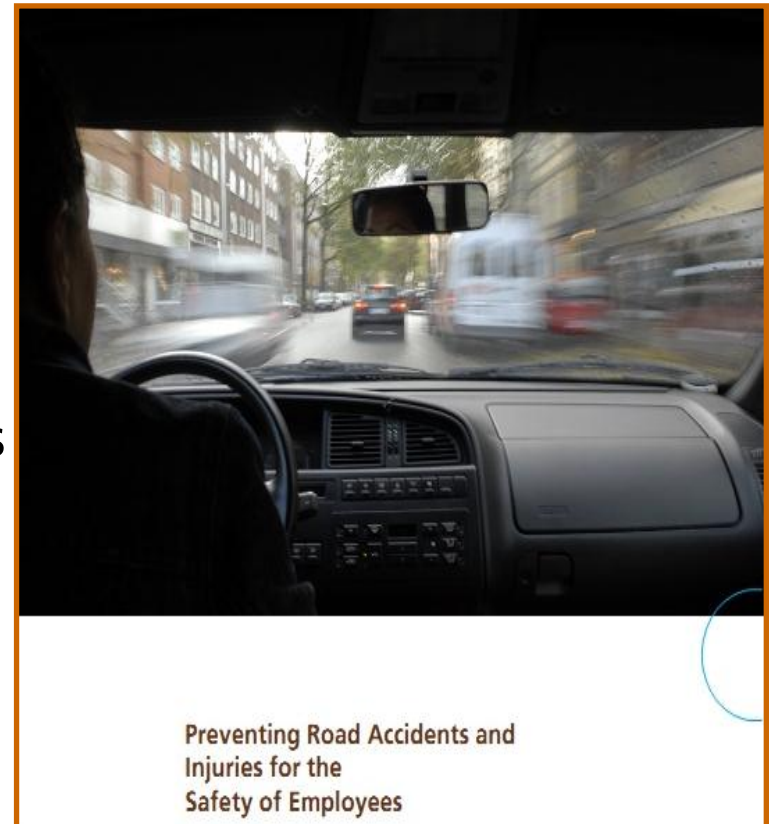
- Thematic Reports
- Case Studies
- Awards
- Country Seminars
- Annual events
- Advocacy



PRAISE Handbook - Themes

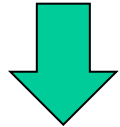
9 Thematic Reports

- Work Related Road Safety Management Programmes
- In-vehicle Safety Equipment
- From Risk Assessment to Training
- Fitness to Drive
- Safer Commuting to Work
- Minimising In-Vehicle Distraction
- Road Safety at Work Zones
- Fatigue: EU Social Rules and HGV Drivers
- Driving for Work; Managing Speed



European PRAISE Competition

- Annual Award to employers (SME and larger) for outstanding contribution in the field of work related road safety.
- 70 applicants and 5 Winners



- Recognition of efforts
- Press coverage
- Exchange of best practice with other companies at an event in Brussels
- New business opportunities
- Employee satisfaction



THEMATIC REPORTS 2014



THE BUSINESS CASE FOR MANAGING ROAD RISK AT WORK

May 2014



MANAGING THE ROAD RISK OF VAN FLEETS

October 2014



THEMATIC REPORTS 2015

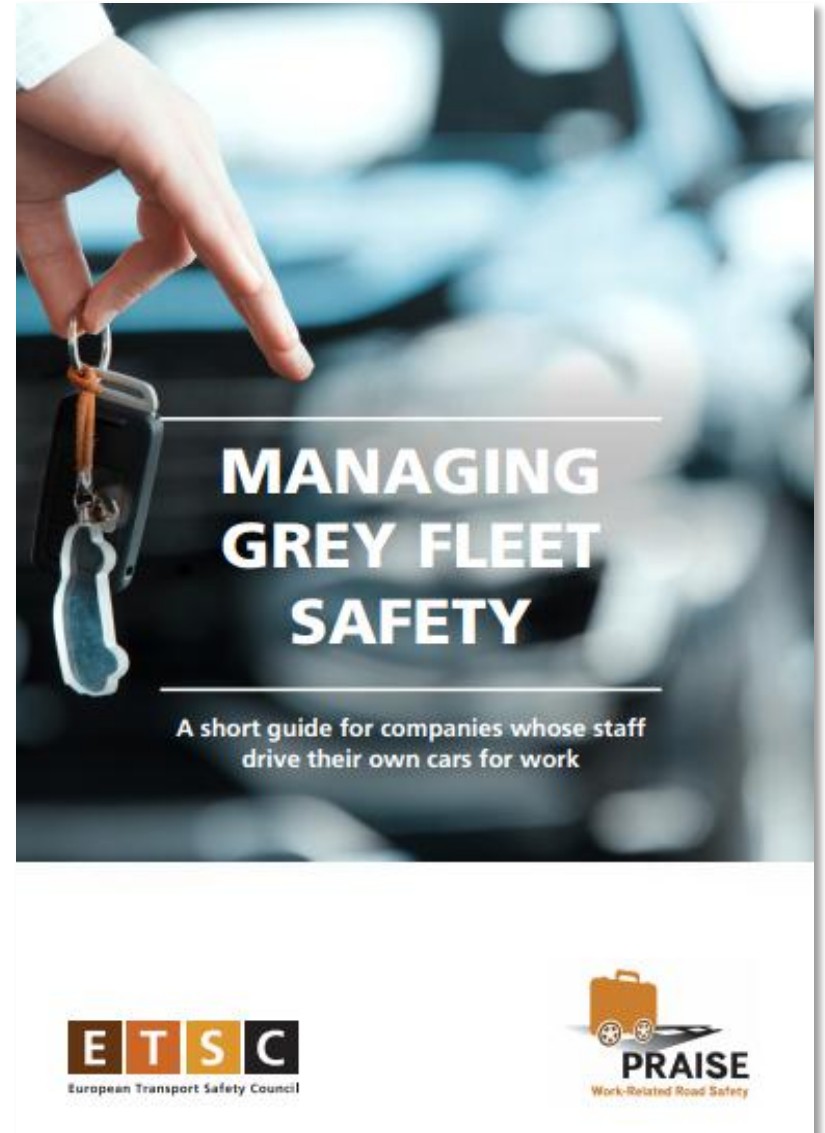
REDUCING ROAD RISK AT WORK THROUGH PROCUREMENT



MANAGING YOUNG DRIVERS AT WORK

May 2015

THEMATIC REPORTS 2016



Fact Sheets: Success Stories

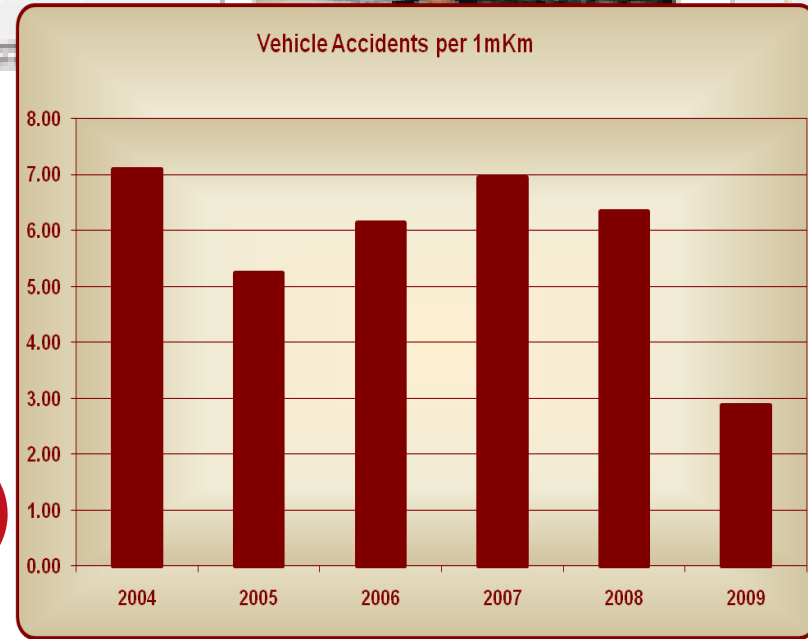
- Case Study of a company/ organisation
- Interviews
- Lessons and illustrations of the thematic reports



15 Completed:

- Large/Int companies
- SMEs

Suckling Transport



How can you get involved?

- Use our materials: thematic reports
- Be inspired by our Case Studies
- Participate in our Competition
- Sign up to receive our reports
- Sign up to our newsletter

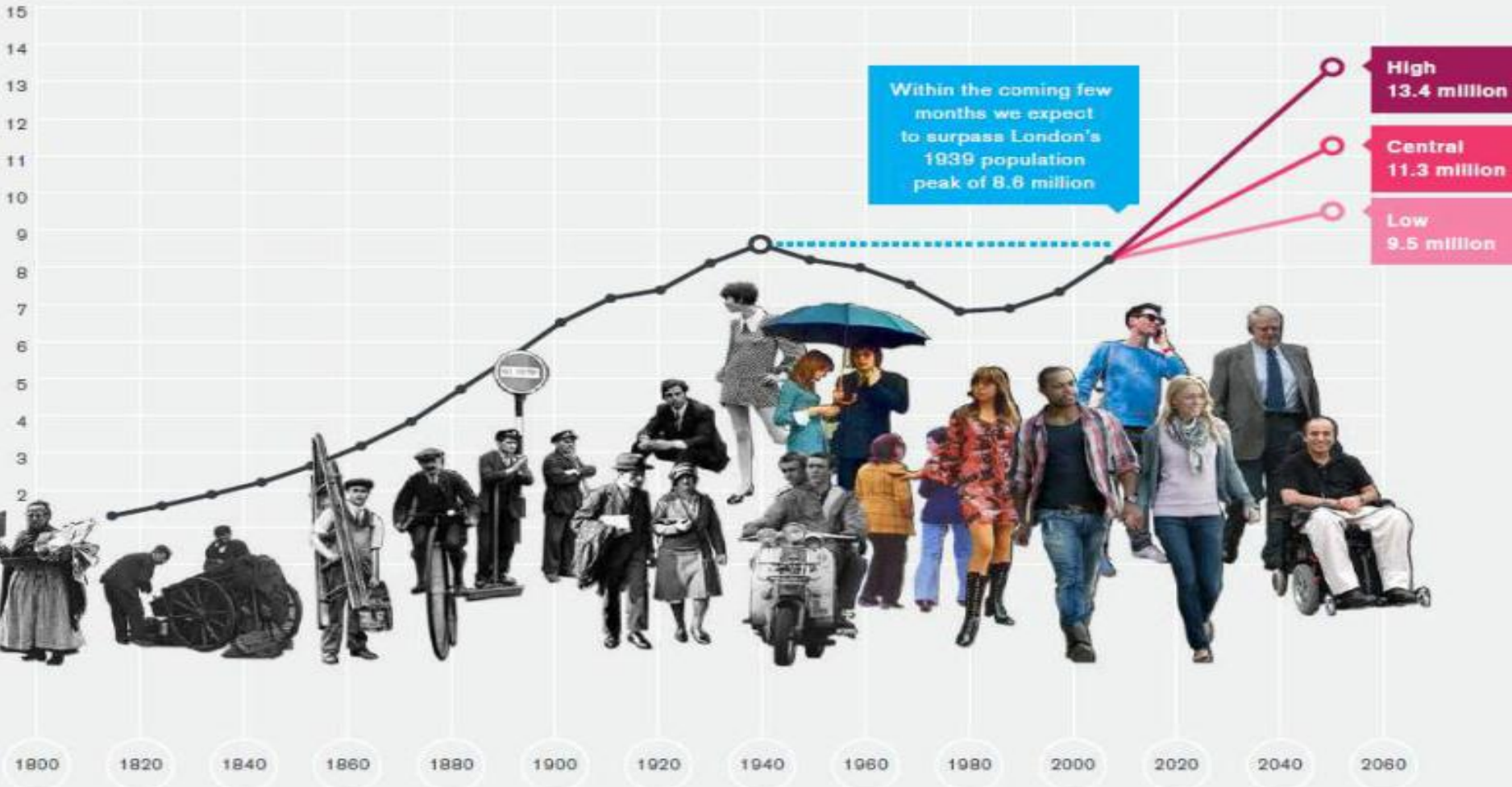
Transport for London

- Influencing road safety in public procurement
- PRAISE Award winners for Public authorities in 2015
- 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



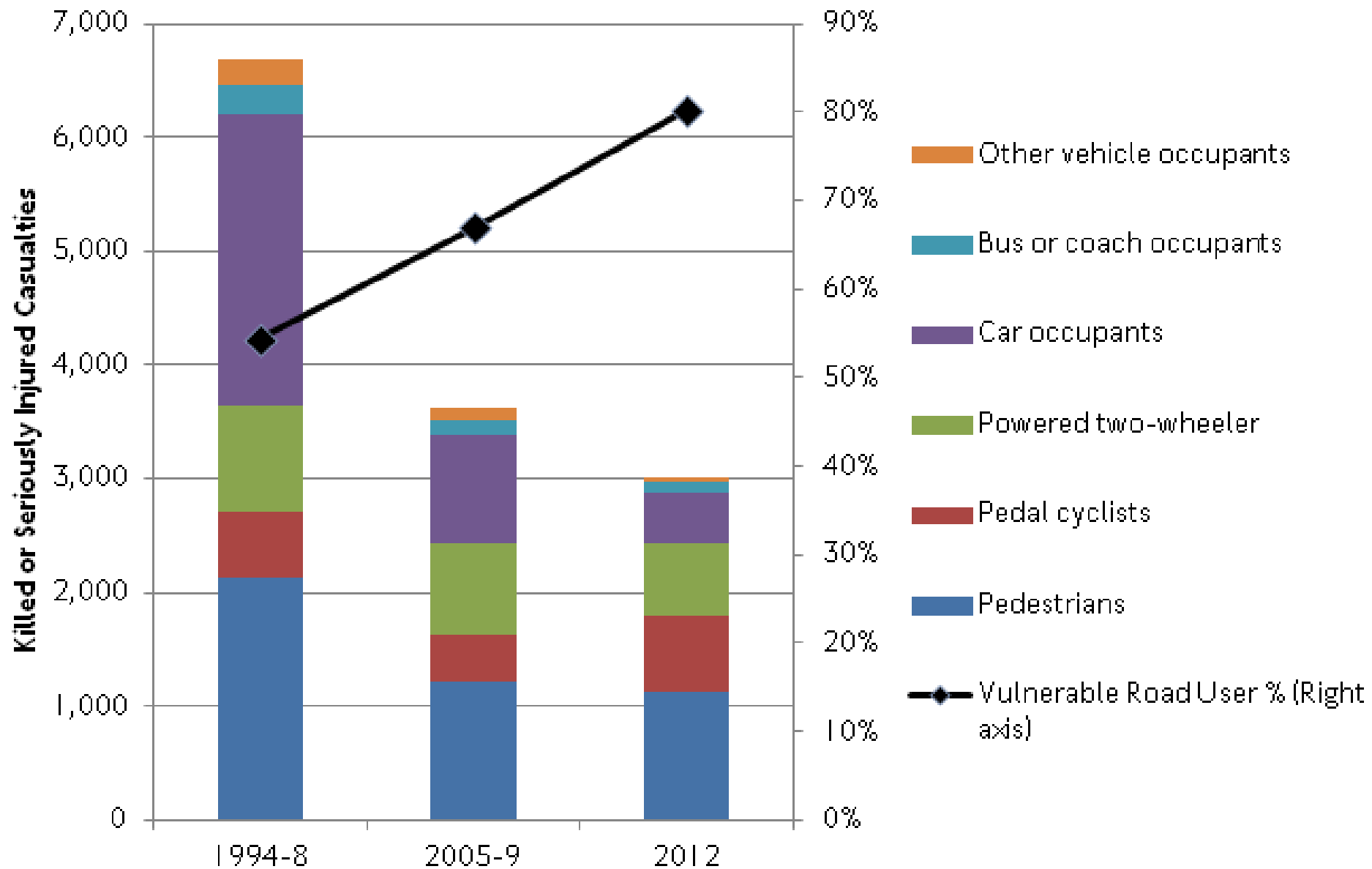
Over 70% of Police HGV roadside stops identify regulatory infringements

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



- 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

S Helman, E Delmonte, J Stannard

Prepared for: Transport for London (TfL)

Quality approved:

J Stannard
(Project Manager)

A Parkes
(Technical Referee)

© Transport Research Laboratory 20123

Industry led response

 Looking out for vulnerable road users

Industry bodies



Clients



Logistic operators



Contractors



Regulatory bodies



Vehicle manufacturers



SKANSKA



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 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

Evolution of HGV design

1970



1980



1990



2000



2010



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

2014



2015

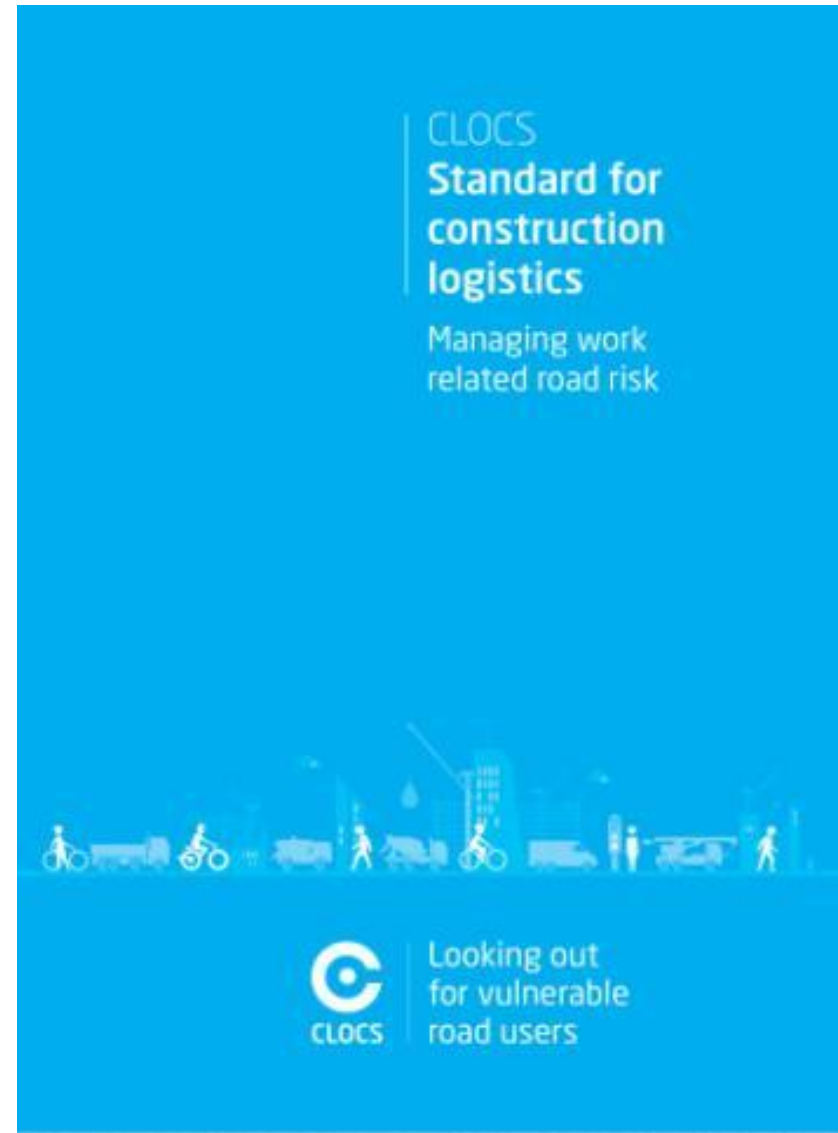


2015

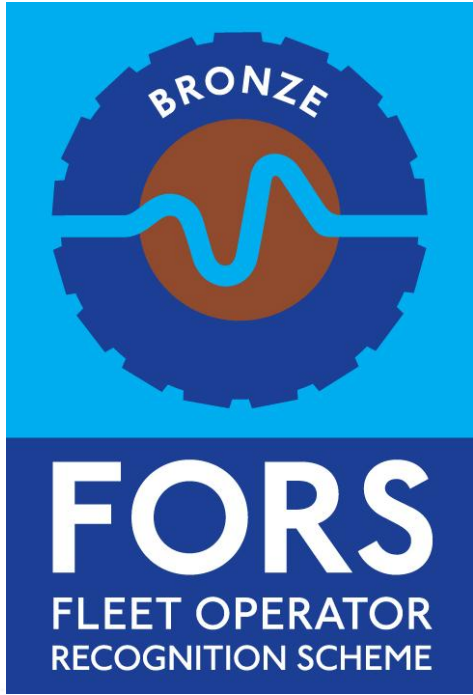
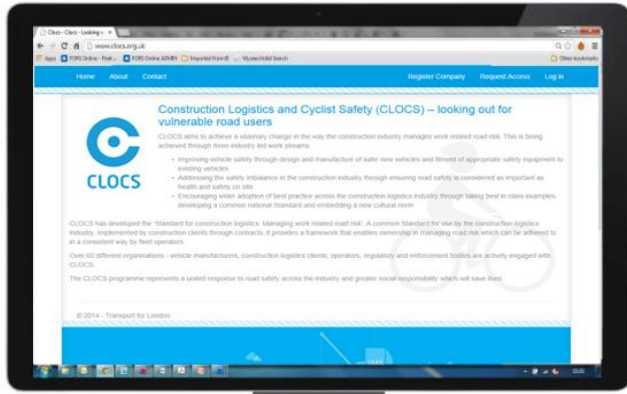


A common Standard - CLOCS Standard

- **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**



TfL contractual requirements



- Class V
- 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 minimising the vehicle left hand side blind spot:
 - camera system +/-
 - sensor system +/-
 - fresnel Lens

“ **FORS is
the Yin to
the CLOCS** ”
Yang
Commercial Motor
February 2015



Looking out
for vulnerable
road users



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 visit www.fors-online.org.uk

Who is FORS accredited?



2900

OPERATORS



230,000

VEHICLES



300

OPERATORS



24,000

VEHICLES



100

OPERATORS



17,000

VEHICLES

Where are FORS operators?



LONDON

33%



UK

66%



EUROPE

1%

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
-



It's not just London.....



British Telecom (BT)

- operations in 170 countries
- In the UK - 33,000 vehicles
- 27,800 commercial vehicles (mostly light vans),
- 5,200 cars and a significant grey fleet, as well as many rental vehicles.
- The company has 77,000+ employees in total in the UK & Ireland, including approximately 55,000 who drive on BT business.
- 15,000 people work outside of the UK and Ireland, where the work-related road safety programme is also now being piloted and rolled out.

The start: management

- Drivers
- Line Managers
- Senior Managers and Policy Makers
- Health and Safety Specialists
- Risk Managers
- External Consultants
- Fleet Managers
- Insurers
- Trades Unions



Grey fleet drivers

- 20% of people currently Drive their own or a rental vehicle on BT business
- DVL licence check
- online questionnaire
- Risk Assessment -> coaching
- MOT/Roadworthy certification
- Insurance
- Maintenance
- Young driver training

Driver and vehicle type	Total	%
Rental vehicle	5,731	8%
Company vehicle	27,527	37%
Pool vehicle	2,503	3%
Private vehicle	8,982	12%
Total drivers	44,743	60%
Non drivers	24,767	33%
Yet to start Safe Driving Program	4,933	7%
Total population	74,443	

Interventions

- Computer Based and Simulator training
- Manager Training
- Risk Foundation
- Education to Foster Behavioural Change
- Communications Programme
- Friends and Families Programme



The business case


Table 1

BT claim and cost (£s) reductions by financial year 2001–2012.

Year	Claims	Costs	Vehicles	Monthly claims per 1000 vehicles	Cost per claim	Cost per vehicle
2001–2002	32,610	25,583,981	46,028	59	785	556
2002–2003	28,142	20,889,596	45,608	51	742	458
2003–2004	26,556	17,173,742	45,188	51	647	380
2004–2005	17,001	11,682,083	44,768	32	687	261
2005–2006	17,170	18,227,418	44,280	32	1062	412
2006–2007	19,017	19,261,503	43,800	36	1013	440
2007–2008	15,626	15,362,492	43,320	30	983	355
2008–2009	15,449	12,481,242	41,616	31	808	300
2009–2010	14,707	14,624,665 ^a	37,488	33	994	390
2010–2011	12,625	11,691,842	34,558	30	926	338
2011–2012	11,154	10,431,326	33,830	27	935	308

^a Includes a single claim of several million pounds.

Future developments

A quote by Michelangelo is displayed over a background image of a sunset over a body of water. The text is centered and reads: "The greatest danger for most of us is not that our aim is too high and we miss it but that it is too low and we reach it."

"The greatest danger for most of us
is not that our aim is too high
and we miss it
but that it is too low
and we reach it."

Michelangelo

- Reward and Recognition
- Innovation
- Tele-matics
- Data Led Interventions and Profiles
- Impact of interventions

FIND OUT MORE

www.etsc.eu/praise

TFL case study <http://etsc.eu/wp-content/uploads/Case-Study-TfL.pdf>

BT case study

[http://etsc.eu/wp-content/uploads/PRAISE_Case_Study_BT](http://etsc.eu/wp-content/uploads/PRAISE_Case_Study_BT_Grey_Fleet.pdf)



[Grey_Fleet.pdf](#)

@LuanaBid



European Transport Safety Council

