ROAD SAFETY AT WORK: THE PRAISE PROJECT & Good practice in the workplace
Examples from Transport for London and BT

Madrid, November 2016
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European Transport Safety Council
ETSC Network
OUR WORK

Preventing Road Accidents for the Safety of Employees

Advocacy at EU level on Transport policies

SMART
SOBER MOBILITY ACROSS ROAD TRANSPORT

BIKE PAL

iSAFER
INTELLIGENT SPEED ASSISTANCE FOR EUROPEAN ROADS
26,313 people died in road traffic in the EU in 2015
First increase in road deaths since 2001

+1%
EU target at stake
• 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)
Advancing knowledge on the need for work-related road safety management.
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
THE BUSINESS CASE FOR MANAGING ROAD RISK AT WORK
May 2014

MANAGING THE ROAD RISK OF VAN FLEETS
October 2014

ETSC
European Transport Safety Council
PRAISE
Work-Related Road Safety
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
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
...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
Industry led response

Industry bodies
- FTA
- Considerate Contractor
- British Safety Council

Logistic operators
- RHA
- Port of London Authority
- PTEG

Regulatory bodies
- IOSH
- ICE
- MPA

Clients
- British Land
- Berkeley Group
- Westfield

Contractors
- Landsecurities
- Lendlease
- Crossrail

Vehicle manufacturers
- DAF
- Volvo
- MAN
- Scania

DENNIS EAGLE
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 (WRERR) 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:
  o Class V and Class VI mirrors
  o 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
  o £50 Fixed Penalty Notice or a,
  o Potential fine of £1000
Evolution of HGV design

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
“FORS is the Yin to the CLOCS Yang”

Commercial Motor
February 2015

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

CLOCS

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

Looking out for vulnerable road users
Who is FORS accredited?

- **BRONZE**
  - 2900 OPERATORS
  - 230,000 VEHICLES

- **SILVER**
  - 300 OPERATORS
  - 24,000 VEHICLES

- **GOLD**
  - 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 Assessement -> coaching
- MOT/Roadworthy certification
- Insurance
- Maintenance
- Young driver training

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

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

a Includes a single claim of several million pounds.
Future developments

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

"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
FIND OUT MORE

www.etsc.eu/praise

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