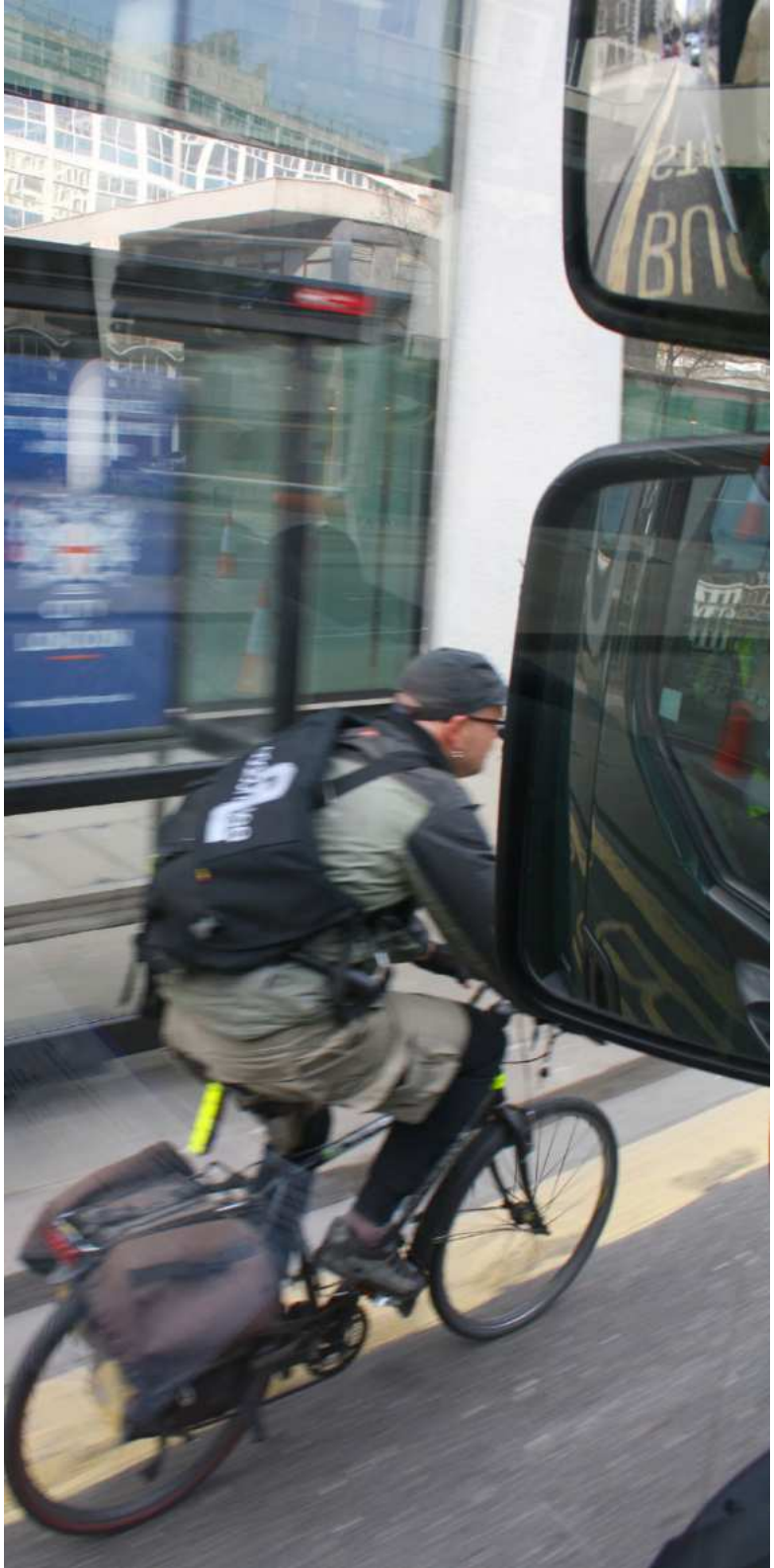


Construction logistics and vulnerable road user safety

Hannah White

Project Manager – Freight & Fleet
Transport for London

11 February 2014

The scale of the issue

Tragically, between 2008 and 2012 53% of cycling fatalities involved HGVs

This includes a disproportionate number of construction vehicles

HGVs represent 4% of London's road miles driven

Operator compliance

Over 70% of HGV roadside stops discover regulatory infringements

Identifying causes and improving evidence

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

‘there seems to be an underlying attitude that managing road risk is not a legitimate use of time.’ Page 12

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

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)

Construction Logistics Safety Project

Project vision:

'To revolutionise the treatment of work related road safety within the construction industry'

Project outcomes:

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.

Workstream 1:

Improving vehicle safety

Workstream 2:

Addressing the safety imbalance

Workstream 3:

Encouraging adoption of best practice

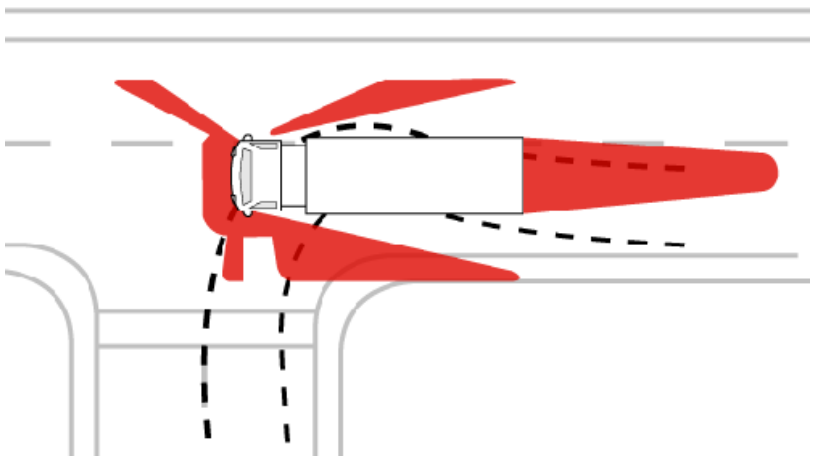
Workstream 1: Improving vehicle safety (1)

Influence the design and manufacture of safer **new** vehicles through working with vehicle manufacturers

Working with industry to generate sufficient demand, and manufacturers on specifications and legislative bodies.

Workstream 1: Improving vehicle safety (2)

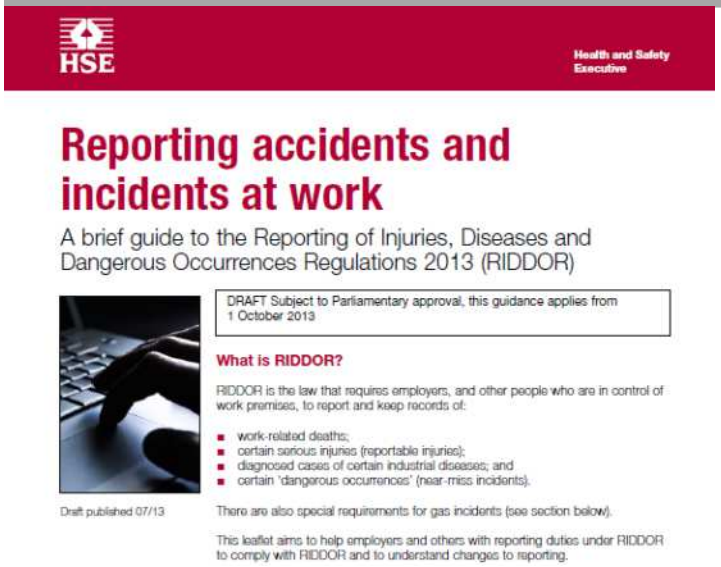
Understand and improve the safety of **existing** vehicles



Additional research:

- Driver distraction
- Construction vehicle blind spots
- Understanding technology
- Evaluating safety equipment

Workstream 2: Addressing the safety imbalance



HSE

Health and Safety Executive

Reporting accidents and incidents at work

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

DRAFT Subject to Parliamentary approval, this guidance applies from 1 October 2013

What is RIDDOR?

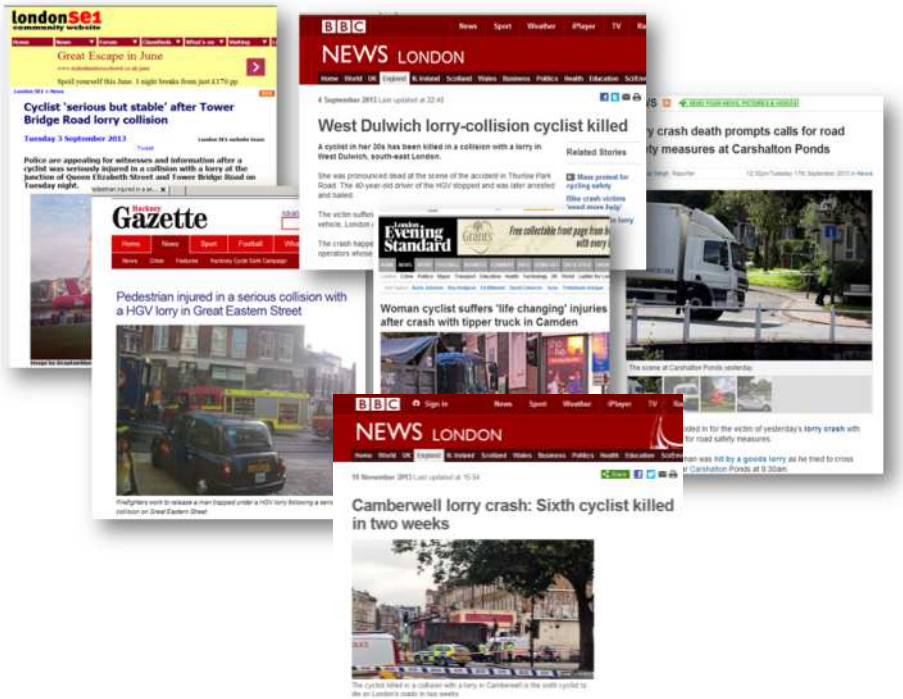
RIDDOR is the law that requires employers, and other people who are in control of work premises, to report and keep records of:

- work-related deaths;
- certain serious injuries (reportable injuries);
- diagnosed cases of certain industrial diseases; and
- certain 'dangerous occurrences' (near-miss incidents).

Draft published 07/13

There are also special requirements for gas incidents (see section below).

This leaflet aims to help employers and others with reporting duties under RIDDOR to comply with RIDDOR and to understand changes to reporting.

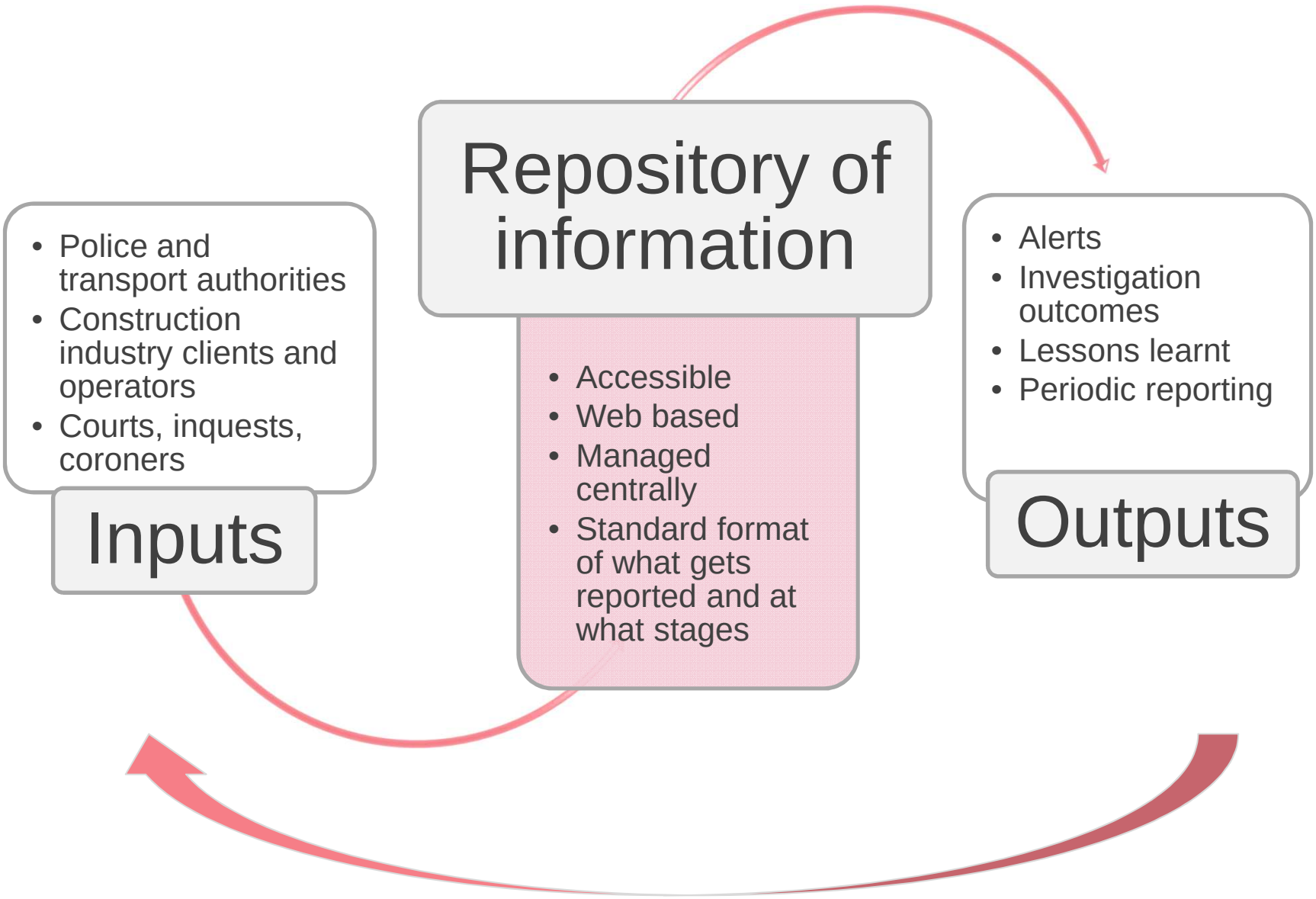


The construction industry has led the way in improving work place and on-site health and safety over the last 30 years

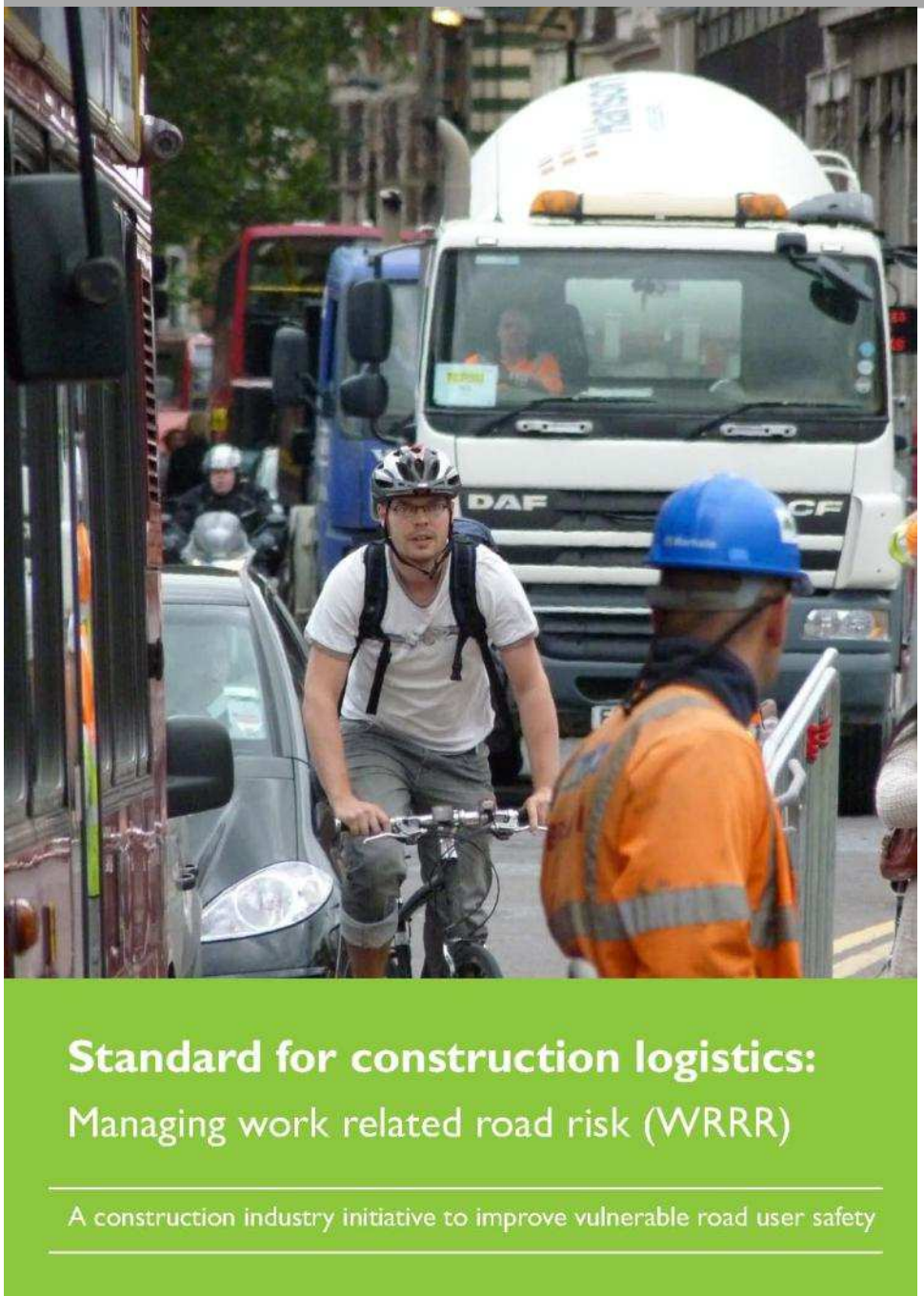
The industry has a good understanding of what happens in the course of work on-site – project by project and on a national basis

In contrast, very little is known about what happens on the road and this work stream aims to address this

Addressing the safety imbalance (cont)



Workstream 3: Standard for construction logistics: Managing work related road risk



- Developed by the construction logistics industry for use by the industry
- Includes 16 requirements all aimed at reducing the risk of a collision with a vulnerable road user:
    - For Operators
        - *Operations*
        - *Vehicles*
        - *Drivers*
    - For construction clients
- Provides case studies, further information and advice for implementation
- Launched on 9 December 2013

Standard for construction logistics (cont)

Production of supplementary guidance to accompany the standard

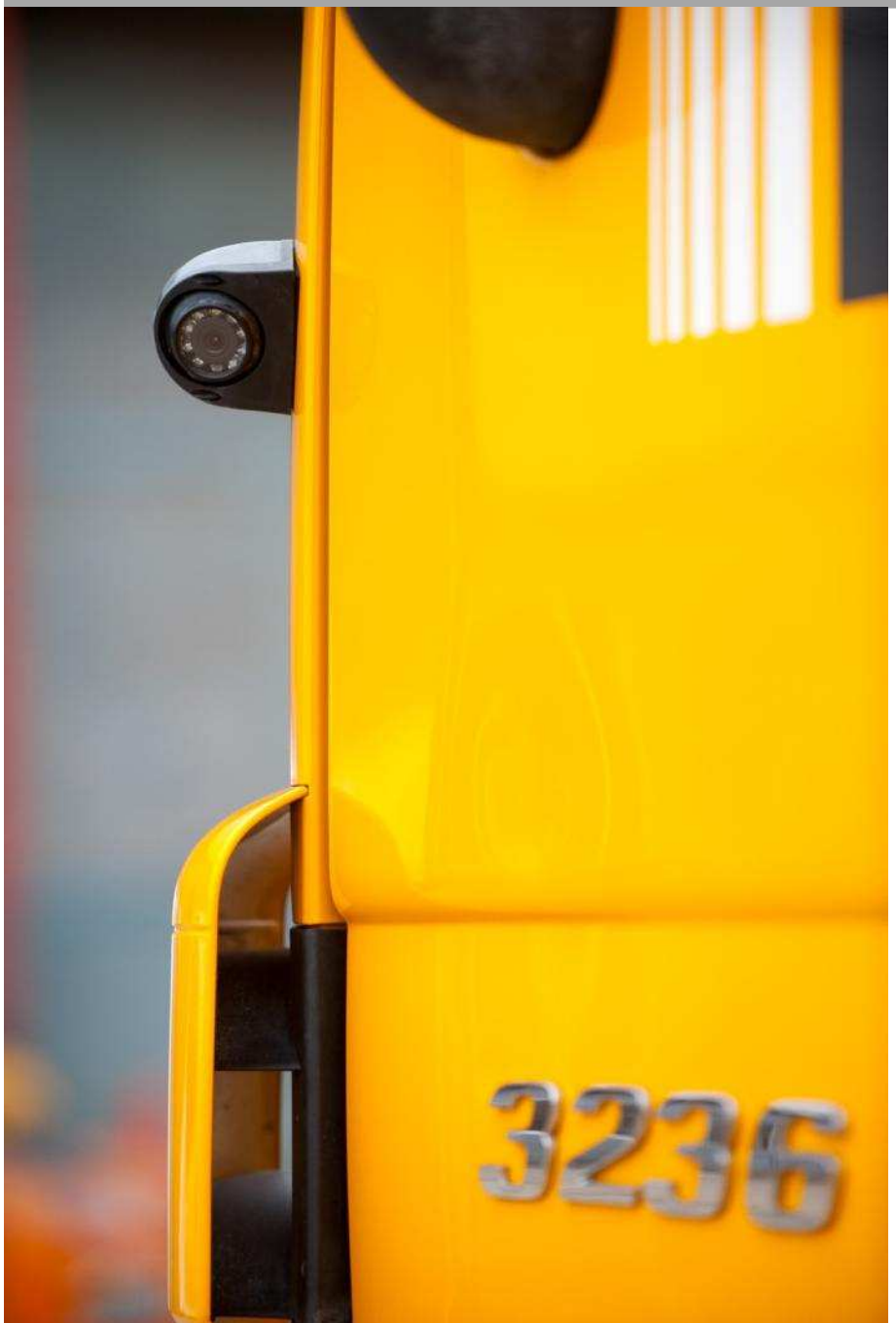
Seek wider adoption and implementation by the industry

Establish a monitoring and evaluation mechanism for implementation of the standard and requirements

Explore options for ownership of the standards

Next steps

- Funding secured for a two-year programme
- Continue focus on the industry working groups
- Maintain momentum and broaden interest in the programme beyond London, but across the UK and Europe
- Progress events every 6 months (10 July)
- Build the evidence and business case for change



Questions

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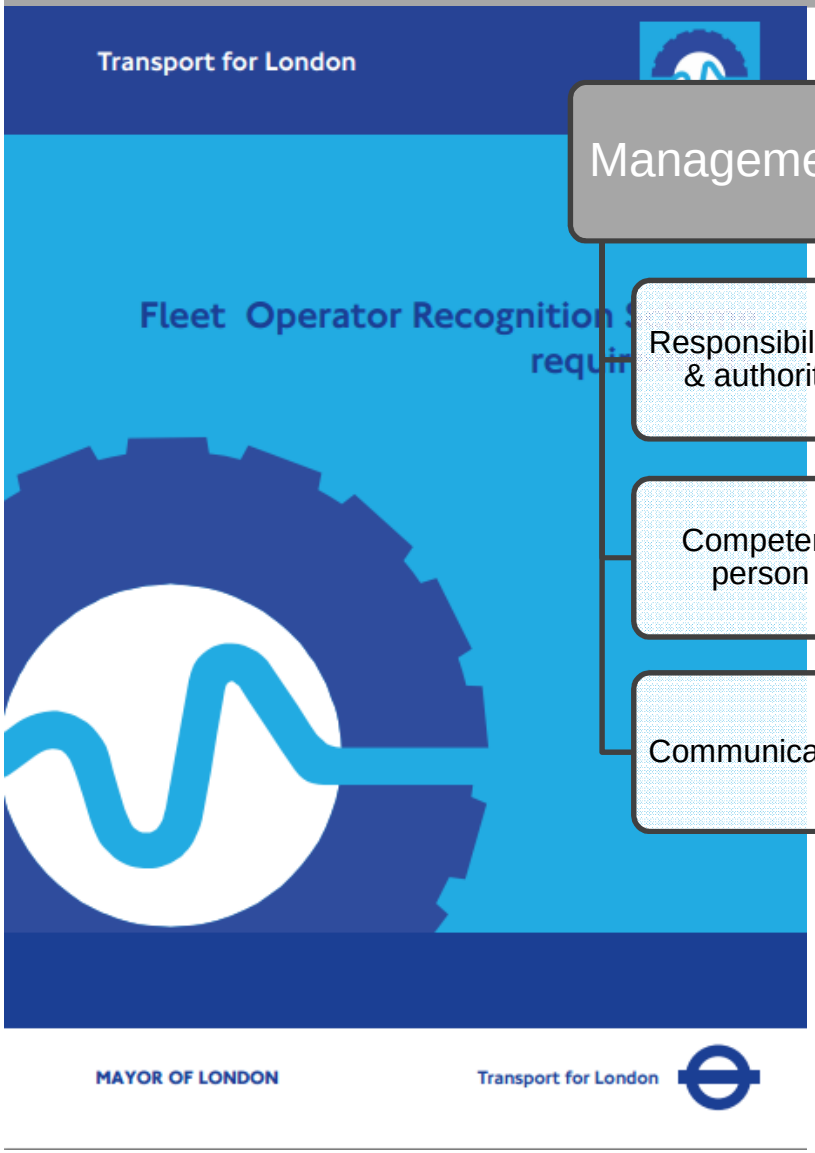
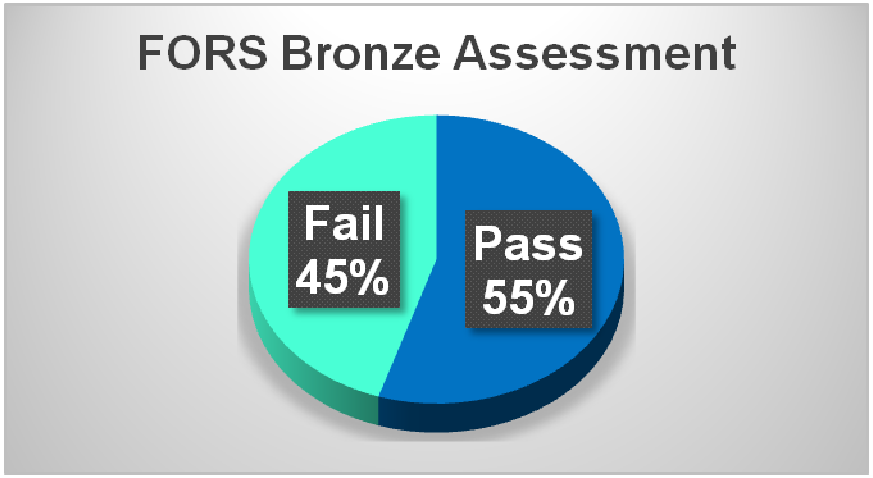
Raising industry standards



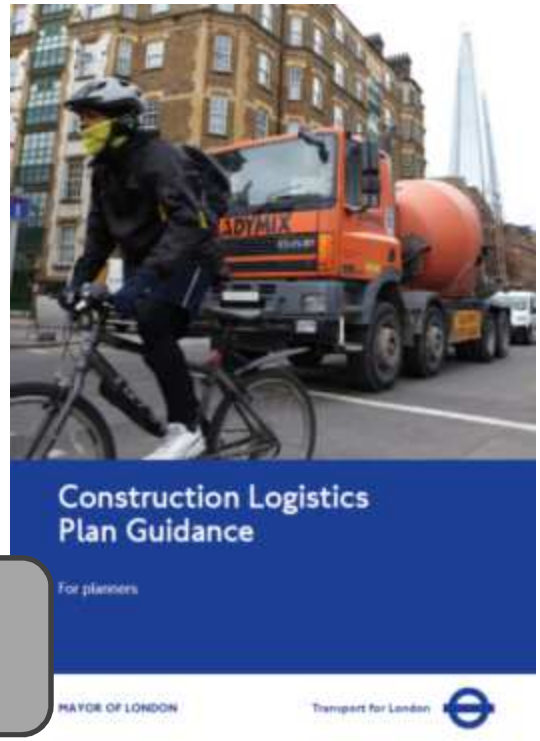
- Management
  - Responsibilities & authority
  - Competent person
  - Communication
- Vehicles
  - Roadworthiness
  - Documentation
  - Fleet performance
- Drivers
  - Training & assessment
  - Driving at work
  - Fitness & health
- Operations
  - Transport safety
  - Transport control
  - Accident investigation
  - Specialist goods



Influencing safety and compliance

Through procurement and contracts

Through education and raising awareness



Through planning consent process

Construction projects in London

New projects have the opportunity to write in requirements for managing work related road risk from the beginning

- **Crossrail** - largest construction project in Europe
- Standards set in 2008 with high level of compliance
- Raised the profile of the issue and demonstrated what is possible e.g. Side guards
- **Thames Tideway Tunnel** - looking at how to adopt best practice and implement through its supply chain