

Committee:	Date:
Finance Committee	2 May 2017
Subject: Road Danger Reduction Clause in City Procurement contracts	Public
Report of: Director of the Department of Built Environment City of London Police Commissioner	For Decision
Report author: Rory McMullan, Road Danger Reduction and Behaviour Change Manager	

Summary

Road Danger is a Red Risk for the Corporation: “The City’s reputation and credibility is adversely impacted with businesses and the public considering that the Corporation is not taking sufficient action to protect vulnerable road users; adverse coverage on national and local media.”

The various engineering, educational and enforcement measures taken over recent years have achieved a reduction in the risk of being injured on the City’s streets. However, the City’s casualty targets are based on absolute numbers, set in compliance with the Mayor’s Transport Strategy, and as such a reduction will not be met by the target year 2020. This means more radical action is required to meet our targets for reducing danger on the streets of the City.

Officers are proposing a wide range of measures (detailed further in the Appendices) aimed at reducing casualties further, these include:-

- Physical Engineering Measures
- Closer working with City businesses to target messages to City workers
- A broad range of Education Training and Promotion (ETP) including schools but particularly focused towards City workers
- Targeted enforcement by the City of London Police (CoLP)
- Implementing ‘City Mark’, an extension to Considerate Contractors Scheme.

It is also proposed that a Road Danger Reduction clause be included in the procurement processes of the Corporation. This would require suppliers to the Corporation to achieve Fleet Operators Recognition Scheme (FORS) Bronze status, or acceptable equivalent standard. This would require additional driver qualifications and vehicle safety devices to be fitted as standard to goods vehicles supplying the Corporation. It follows the lead taken by Transport for London (TfL), Crossrail and neighbouring Borough’s such as Camden, and meets the commitment made in the Responsible Procurement Strategy.

This item was approved by the Planning and Transportation Committee on 21st March 2017. It is deemed appropriate that approval also be sought from Finance Committee, due to the potential commercial implications of enhanced contractual requirements.

Recommendations

Members are asked to:

- a) Approve the addition of the Road Danger Reduction requirements presented, within relevant contracts.
- b) Agree to the decision making process outlined in paragraphs 11 and 12 below, passing the responsibility for making regular, increasingly rigorous contractual requirements from Committee to Officer level.

Main Report

Background

1. The City Corporation has agreed clear targets for reducing casualties on its streets. These are set out in the City of London Local Implementation Plan (LIP) 2011 and the targets are designed to be consistent with the Mayor of London's Transport Policy. The current targets require the City Corporation to:
 - reduce the total number of persons injured in road traffic collisions to 30% below the 2004–2008 annual average by 2020, i.e., to a three-year rolling average of 258.0 casualties per annum by 2020.
 - reduce the number of persons killed or seriously injured (KSI) in road traffic collisions to 50% below the 2004–2008 annual average by 2020, i.e., to a three-year rolling average of 24.7 casualties per annum by 2020.
2. To put these figures into context the latest three year rolling average figures from 2013-2015 is a total of 374 casualties per annum and 53 KSI per annum.

Working with the Freight Sector to improve Work Related Road Safety

3. Goods vehicles have been disproportionately represented in the KSI and casualty statistics for a number of years. As the largest vehicles on the streets, they pose the most danger to the network and therefore sit near the top of our Work Plan.
4. The City Corporation is one of the leading organisations in managing safer freight deliveries. We are registered as Gold status in the Fleet Operators Recognition Scheme (FORS) and are a Construction Logistics and Community Safety (CLOCS) Champion. The City Corporation have been working with TfL and leading manufacturers on development of safer direct vision goods vehicles, the use of which will be promoted through the City Mark scheme.
5. The City of London Police support the compliance of goods vehicles and drivers to road safety legislation through the activities of the commercial vehicles unit; which stopped and inspected over 1200 goods vehicles in 2016.

RDR Clause to Procurement:

6. In order to provide further support to the City of London Corporation's Road Danger Reduction Plan and improve the safety of freight movements within the

Square Mile, it is proposed that road safety requirements be included in contracts of a certain threshold and involving Heavy Goods Vehicles (HGVs), from 1st April 2017 onwards.

7. By making Fleet Operators Recognition Scheme (FORS) a requirement for construction logistics/ deliveries made by contractors to the City Corporation, we will demonstrate continued leadership in the management of safer goods vehicles in London. The Corporation will be following a number of our key stakeholders, such as TfL, Camden and Crossrail in implementing this change. The City Corporation is recognised as a leader in the field of work related road safety, it is a Construction Logistics and Community Safety (CLOCS) Champion, and has FORS Gold Accreditation. Our continued status would be threatened by failure to implement these changes.

8. The latest 3-year rolling average shows 1.33 vulnerable road users killed and 13 seriously injured due to collisions with goods vehicles. The changes to procurement are proposed to influence fleet operators to make it good for business to improve their safety procedures. Organisations such as TfL and Camden that have implemented this scheme, show no discernable effect on the costs of contracts. It is proposed that subsequent to the City Corporation adoption; this will be promoted to other employers in the City. When a number of City employers start requiring accreditation such as FORS, this will provide the impetus for this to become business as usual for fleet operators.

9. The proposed requirements, to be included in the terms and conditions of relevant contracts, and also referred to in Invitation to Tender (ITT) guidance, are outlined in Table 5 below:

Table 1 Proposed Work Related Road Risk Requirements to procurement

Contracts in scope:	Contract duration	Requirement	Deadline
Contracts involving the delivery of goods and services £250k and above	6 months and longer	Contractors are required to register with the Fleet Operator Recognition Scheme (FORS) and to have achieved Bronze accreditation or scheme, which in the reasonable opinion of the Corporation, is an acceptable equivalent to FORS. The requirement must be cascaded to any relevant sub-contractors.	Within 3 months of contract start
AND Works contracts valued at £400k and above	3 years and longer	Contractors are required to progress to Silver accreditation under the FORS or a scheme, which in the reasonable opinion of the City Corporation, is an acceptable equivalent to FORS. The requirement must be cascaded to any relevant sub-contractors.	Within 18 months of contract start

10. This builds upon the commitment already made within the Corporation's Responsible Procurement Strategy with a view to strengthening and expanding the scope of requirements over time. The original commitment was:

Commitment: The City Corporation will use procurement and contractual mechanisms to ensure that all relevant contractors take active steps to address the safety of construction vehicles use in the execution of contracts. This would include hiring/ leasing/ buying/ retrofitting vehicles with relevant safety features or working towards compliance with initiatives such as the Fleet Operator Recognition Scheme (FORS), the Construction Logistics and Community Safety (CLOCS) Standard and/or TfL's Work Related Road Risk (WRRR) requirements.

11. It is proposed that the decision-making process on the frequency and extent of these incremental changes be decided upon by the Construction & Property Services, Facilities Services and Land Management Category Boards, and the Transport Coordination Group, with proposals being brought forward by Built Environment's Road Danger Reduction team.
12. It is envisaged that collaboration on decision making between these groups will strike an appropriate balance between road safety/reputational risks and the operational/financial viability of proposed changes. The three category boards mentioned are those with the most significant interest in contracts that impose road danger risks and as a group are best placed to decide on the appropriateness of proposals according to market maturity and levels of anticipated competition. The Transport Coordination Group represents a wide variety of departments and has expertise in vehicles and both national and Corporate road safety standards, accreditation and requirements.
13. The Road Danger Reduction team will support contractors in terms of advice and providing or referring them to relevant training. We propose to provide internal staff training on how to undertake spot checks to make sure requirements are being implemented. The Road Danger Reduction team can also provide colleagues throughout the Corporation with advice on working with contractors to support them achieving the appropriate FORS standard.

Appendices

For information: Road Danger Reduction data and associated activities

- **Appendix 1:** Central LAs performance by KSI 2020 targets over baseline
- **Appendix 2:** All Road Casualty data for the City of London 2014 - 2015
- **Appendix 3:** Proposed 2017/18 RDR Engineering schemes and activities
- **Appendix 4:** City Mark example Road Safety sign for building site hoardings
- **Appendix 5:** DBE Road Danger Reduction Team – Action plan 2017/18
- **Appendix 6:** CoLP Roads Policing Enforcement Activity 2016/17
- **Appendix 7:** Commercial Vehicles Enforcement Activity 2016/17

Appendix 1 Central London Authorities performance by KSI 2020 targets over baseline

Borough name	Borough baseline period	Borough baseline KSIs	Borough long term (LIP) Target Year	Borough		% change in 2015 over borough baseline
				forecast KSI casualties in 2020 and % change*	2015 KSIs	
City of London	2004-08	49	2020	25 (-50%)	43	-13%
Westminster #	2006-08	284	2018-20	171 (-40%)	135	-52%
Camden #	2007-09	123	2018-20	92 (-25%)	76	-38%
Islington	2006-08	89	2020	55 (-38%)	89	0%
Hackney	2007-09	131	2030	80 (-39%)	82	-37%
Tower Hamlets #	2007-09	134	2018-20	85 (-37%)	68	-49%
Greenwich #	2004-08	120	2020	89 (-26%)	54	-55%
Lewisham #	2007-09	116	2018-20	97 (-17%)	53	-54%
Southwark #	2004-08	140	2018-20	93 (-34%)	89	-36%
Lambeth #	2004-08	175	2020	118 (-32%)	99	-43%

Appendix 2: All Road Casualty data for the City of London 2014 – 2015

CLASSIFICATION	January to December 2015				January to December 2014			
	FATAL	SER.	SLIGHT	TOTAL	FATAL	SER.	SLIGHT	TOTAL
PEDESTRIANS		23	93	116	1	18	98	117
PEDAL CYCLES	1	10	128	139	3	20	115	138
POWERED 2 WHEEL		6	45	51		8	71	79
CAR OR TAXI		1	50	51		2	27	29
P.S.V.		3	17	20		2	21	23
GOODS			9	9		1	3	4
OTHER				0			1	1
Total Casualties	1	43	342	386	4	51	336	391

Appendix 3: Proposed 2017/18 RDR Engineering schemes and activities

Scheme location & description	Expected output	Anticipated delivery date
City-wide. Analysis of collisions at hotspots across the City's highway network. This also includes consideration of potential engineering measures to improve road safety.	Collision trends (if any) and potential engineering measures identified. Provide feedback to inform other road safety activities	Mar-18
Newgate Street/Warwick Lane junction.	Implementation of a signalised junction. Expected to save an average of 2.6 collisions per year.	Summer 2017
Puddle Dock/Queen Victoria Street. Detailed options, design and enabling works to reduce collisions	Detailed options evaluated, measures designed and approved for implementation. Commence enabling works	Mar-18

<p>City-wide. Design & implement measures to reduce collisions.</p> <p>Potential sites include: Holborn Viaduct/Snow Hill Cheapside, London Wall, Cannon Street & West Smithfield</p>	<p>Locations and RDR engineering measures evaluated.</p> <p>Designs approved and implemented where possible.</p> <p>More complex measures for further development in 2018/19</p>	<p>Mar-18</p>
<p>Cycle Quietways Phase 2</p>	<p>Routes identified & outline options approved</p>	<p>Mar-18</p>
<p>Other cycling improvement measures</p>	<p>Improvement measures identified & delivered</p>	<p>Mar-18</p>
<p>Facilitation of TfL's North - South Cycle Superhighway Phase 2</p>	<p>TfL delivers their N-S Phase 2 Cycle Superhighway.</p> <p>Measures which benefit the City is incorporated</p>	<p>Mar-18</p>

Appendix 4: City Mark example Road Safety sign for building site hoardings

**CityMark
Hoarding Panel
With QR Code**

Blue and yellow icons.
Green title with red footer bar.

This design is proportionate to 1220 x 1500mm landscape format.



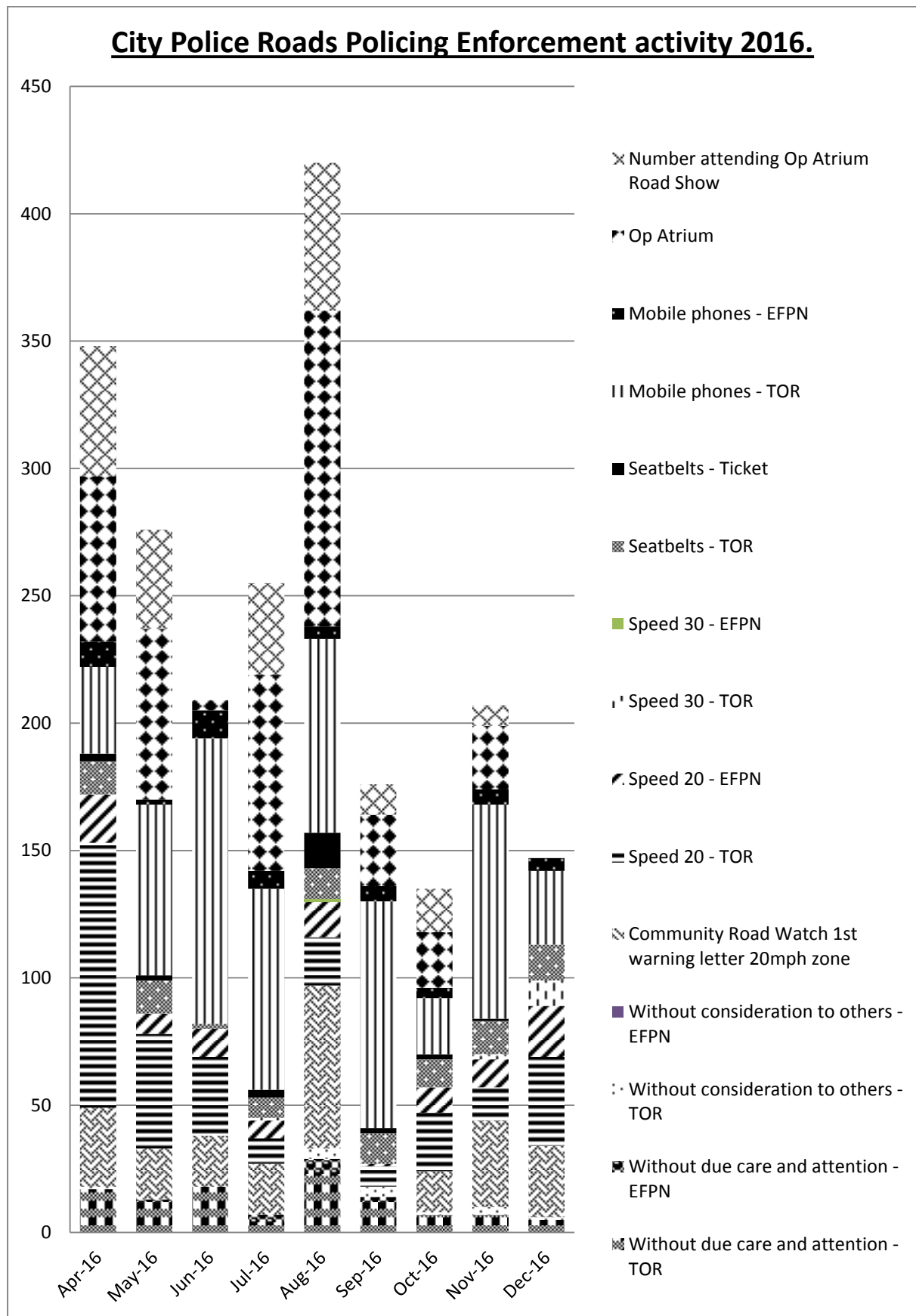
Appendix 5 – DBE Road Danger Reduction Team – Action plan 2017/18

TOP PRIORITY ITEMS – which can be funded from current LIP Allocation			
Priority	Activity	Partnerships	Cost
1	Road Danger Reduction and Active Travel Strategy – Consultation with members, key stakeholders, experts and practitioners	Planning and Transportation Committee Streets and Walkways Committee Road Danger Reduction Partnership Active City Network	£5K
1	Research to input into Strategy and to inform Work Programme delivery – Attitudinal Surveys, Stake-holder meetings, desk-top study, consultation with academics and senior practitioners.	TfL, City Police, RDRP	£10K
1	Business Engagement - Active City Network – expand engagement with City employers to provide channel for communications about road danger. Organise seminars and networking events for businesses, Produce Best Practice Guide for businesses Promote the Active City Network, expand membership Develop package of support for businesses – induction for new staff, cycle training, management of freight deliveries	RDRP City Employers City Police	£25K
1	Community Engagement – promote road danger reduction through activities at major events. (Nocturne, Ride London, Lord Mayors Show, Open House, St. Patricks Day)	Multi-partnership	£5K
1	City Mark – Work with developers, fleet operators, contractors to increase compliance with Construction Logistics Community Safety and Fleet Operators Recognition Scheme to improve safety of supply chain	Developers, TfL, Highways team, CCS	£45K
1	Support City procurement in implementing Fleet Operators Recognition Scheme (FORS) for deliveries on all new contracts – develop engagement, e-learning and workshops for departments and suppliers affected	City Procurement – essential to allow influencing of other employers	£5K
1	Communications Plan delivery – City Wide Campaign – Targeting all road users to ‘Make Eye Contact’	Launch a targeted campaign with on street events, press releases, engagement	£25K
1	Driver Assessments for all City of London Corporation drivers develop e-learning and assessments for all City drivers	All Departments – led by Transportation and Cleansing	£0 (cost neutral)
Total Cost High Priority items			£120K

Appendix 5 – DBE Road Danger Reduction Team – Action plan 2017/18

Second & Third Priority Items – dependent on funding being secured from Sponsorship or TfL grants			
1 (but high level of difficulty)	Multi-channel marketing campaign on Road Danger Reduction. Launch at a major event as part of the European Mobility Week in September. Envisaging part of the City without traffic, combined with cultural events. Propose at Bank or Eastern Cluster. Coordinate with Open House, City Cultural teams, Guildhall School of Music, Lord Mayors Appeal, Active City Network.	All City departments, GLA, TfL, European Cities, Open City, Mainstream media, Barbican, Guildhall School of Music	£100K
1 (funding being sought)	Cycling campaign – Launch and Promotion of Quietways – encourage cyclists to use the Quietways as a safer route to work – launch event at Guildhall coordination with Nocturne, City Cultural hub	All departments	£35K
2	Motorcyclists – Safer riding campaign in spring – promote safer motorcycling training – engage with delivery riders	City Police	£5K
2	Pedestrian Campaign – As part of Make Eye Contact develop a campaign to target pedestrians through distribution of branded umbrellas outside of main train stations	Active City Network – Living Streets (Pedestrian Association)	£5K
2	Operation Atrium – Changing Places – support with roadshow giveaway items	City Police	£5K
3	Continue the campaign on improving taxi driver behaviour (avoid U-turns, giving cyclists room, look for cyclists before opening doors) – extension to Uber and Addison Lee	LTDA	£5K
3	Promotion of 20mph Awareness	Active City Network	£5K
Items with no financial cost – staff time only			
1	Bank Junction - Support the promotion of the changes during the Experimental Traffic Order	Major projects	£0K
2	Schools – Work with schools to deliver pedestrian training, awareness of sustainable modes of travel, Youth Travel Ambassadors.	Schools	£0K
2	Better Air Quality promotion - Support the air quality initiatives around the LEN	Air quality team	£0K
1	Data and seasonal led activities –monitor data and seasonal trends to develop appropriate interventions	RDRP	£0K
1	Deliver Road Safety Audits to review the safety of new projects from design phase through to completion	Major Projects Network performance	£0K
2	Highway Monitoring – constant review of existing roads for safety	Highways	£0K
BUDGET shortfall	To be made up through applications of grants and sponsorship		£160K

Appendix 6 CoLP Roads Policing Enforcement Activity 2016/17



Appendix 7 Commercial Vehicles Enforcement Activity 2016/17

		Cvu Ops Per Month	Vehicles Stopped	Number with Offences	Number of Offences
January		16	111	62	92
February		10	87	63	110
March		12	117	89	167
April		11	83	58	136
May		11	116	74	189
June		16	136	79	209
July		13	121	89	222
August		8	70	49	117
September		14	91	63	122
October		12	91	60	105
November		15	105	69	165
December		14	101	60	194
Total		152	1229	815	1828