

"PRAISE": Preventing Road Accidents and Injuries for the Safety of Employees

November

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Fact Sheet

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ETSC interview with Transport for London (TfL)



ETSC's PRAISE project, "Preventing Road Accidents and Injuries for the Safety of Employees" aims at mobilising knowledge needed to create work-related road safety leadership. This Fact Sheet complements the PRAISE Report "Safer Commuting to Work" published in October 2010. Transport for London (TfL) has a scheme aimed at providing a free parking slot at the TfL HQ buildings for its employees who commute with a Powered Two Wheeler provided they meet certain criteria including safety criteria.

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Transport for London Introduction

Transport for London (TfL) is the local government body responsible for most aspects of the transport system in Greater London in England. Its role is to implement the transport strategy and to manage transport services across London.

Interview with Steve Connolly, Road Safety Unit, Transport for London

Steve is the co-ordinator of the London team for the European Safer Urban Motorcycling (eSUM) Project.

Working within the London Road Safety Unit of Transport for London, Steve works for the London Motorcycle Policy Unit and the London Safety Camera Partnership, to reduce the number and severity of powered two-wheeler (PTW) casualties in London.

He is the Task Leader for the eSUM Work Package for Rider Training/Driver Awareness Demonstrations, as well as contributing documentation and data for other Work Packages regarding Safety Cameras, Advanced Stop Lines, PTWs in Bus Lanes, Route Analysis, BikeSafe for Employees and Safer PTW Vehicles and Features.

On completion of the eSUM Project at the end of 2010, Steve will be responsible for the TfL Travel Plan, as well as co-ordinating TfL's Travel Plan Demand Management plans for the 2012 Olympics.

Traffic Safety Management at TfL

1. Do you think that a public organisation has a duty to act as a role model? If yes, can you illustrate how?

By providing clear messages and campaigns on road safety directed at all modes of the travelling public, TfL shows itself to be an employer of choice and recognises its responsibilities not only to its staff, but also to the population of London as a whole.

2. How are transport safety decisions taken concerning employees' safety?

It is widely recognised that a key element of managing Health, Safety and Environment (HSE) effectively is to have a systematic approach to it. This is usually and most effectively done through the implementation of documented HSE Management Systems (HSE MS). A TfL Group HSE MS has been issued. This lays down the over-arching policy, which describes HSE roles and responsibilities at Group level, defines - at a high level



- the common processes across the Group and provides guidance to the businesses on the content of their HSE MSs.

The various Modes within TfL have documented HS&E management systems in place, which are aligned to meet the requirements of the TfL Group HSE MS.

3. What safety measures do you have concerning your fleet of vehicles?

Under the HSE MS described above, the Modes within TfL produced their own guidelines and procedures to best suit their individual operational guidelines.

With over 28,000 employees spread across 37 central London head office locations, as well as non-centralised offices, stations and depots for Buses, Tubes, Rail and Trams, it would not be possible to have one standardised document to cover all staff.

The Modes know how their own business operates, so will be in the best position to decide on how individual safety measures are addressed.

4. Do you have a Travel Plan for your employees?

A 22 page document showcases travel planning within TfL; it provided details of what has been delivered to date, what the aims of the plan are and how we propose to deliver these aspirations. It also presents employees' existing travel behaviours and opportunities for change, based on surveys across the organisation.

In addition, the plan outlines ambitious objectives for achievement by 2011, the strategy and measures to meet these targets, and the means by which we will monitor and review future progress.

TfL is actively promoting the introduction of travel planning to both public and private sector organisations in London.

We have already produced 'Best Practice for Workplace Travel Planning for New Development' – further details at <http://www.tfl.gov.uk/businessandpartners/15392.aspx>.

This has led to some impressive results, including an average 13 per cent reduction in car use at work sites where travel plans have been implemented and post-implementation monitoring has taken place.

Commuting at TfL

1. Do you have any data tracking road collisions while commuting/travelling for business?

We do hold data on road collisions involving our staff driving official TfL vehicles on work business; this information is analysed to identify any patterns or circumstances which may need to be addressed.

We will only be made aware of road collisions involving staff commuting to work, if they are driving a TfL vehicle or if they are off sick from work, as a result of the collision.

2. What overall measures and objectives do you have to improve your employees commuting safety?

TfL currently offers free cycle training to encourage staff to switch to a more active mode of commuting.

In addition, TfL staff can participate in a BikeSafe rider skills assessment day free of charge. BikeSafe is a national programme to reduce motorcycle casualties in which police motorcyclists provide advanced rider training to members of the public.

3. Do you know what the modal split for commuting is like?

For our head office-based staff, the modal split for the main mode of commuting (used for the longest part of the journey), was: Train 48%, Tube 40%, Bus 4%, Cycling 3% and Walking 2%.

The modal split varies considerably when considering our operational staff, who undertake shift work at numerous depots and stations on the Buses, Underground, Overground, Light Railway, Trams and River Services networks across the Greater London area.

TfL and Powered Two Wheelers safety

1. Which requirements do you have for riders to qualify for your parking scheme?

In order to take advantage of the free PTW parking offered at TfL HQ buildings, staff have their documentation - driving licence, insurance certificate, MOT certificate- checked, as well as providing evidence of participation on an enhanced/ advanced PTW training course.

The riders also have to sign a Code of Practice to ensure that compliance with the Guidelines governing the use of the secure parking area. Any violation of these Guidelines will result in a warning being issued, with the possibility that access to the parking area will be removed.

2. Which sort of rider training do your employees have to undergo to apply to the scheme?

The enhanced/advanced rider training can be any one of the recognised schemes being operated in the UK – documentary evidence will need to be provided, to show proof of participation.

3. What is the response of your employees to the scheme?

Our employees have been very positive about the scheme, and have shown an eager willingness to participate on enhanced/advanced training for PTWs.

4. How do you think this scheme will improve riders' road safety?

By improving their skills and awareness, the chances of our riders being involved in a road collision – with associated injuries - are reduced.

5. Is this an incentive for employees to start commuting with PTWs?

One of the main barriers preventing staff commuting is the lack of a secure PTW parking area in the vicinity of their workplace. By providing such a facility, TfL has encouraged a number of riders to start using a PTW to commute to and from work.

6. How does the scheme help ensure that riders perform correct maintenance of their vehicles?

By checking the validity of their vehicle's documentation, staff are encouraged to maintain their PTW.

Within the agreed Guidelines signed by staff, the riders are aware that their access to the secure parking area may be removed if their machine is leaking oil.

7. Do you plan to expand the scheme?

The intention is to roll out this scheme to include all TfL HQ buildings, where appropriate space exists to provide suitable PTW parking, and then to expand the scheme to our depots and stations across the whole of the Greater London area.

8. Will you propose this scheme to other employers in London?

No formal approach has been made to other employers to introduce a similar scheme at the present time. We are, however, featuring the scheme as part of our on-line Travel Advice Planning and Support (TAPAS) package to businesses, recently published.

9. What is TfL doing to improve PTWs in London city?

TfL currently funds 12 full-time Police Officers (2 Sergeants and 10 Constables), who form the Motorcycle Tasking Team (MMT).

The MTT has been tasked with the delivery of BikeSafe and ScooterSafe Assessments to motorcyclists in London (www.bikesafe-london.co.uk/), to undertake specific PTW enforcement activity targeting riding standards and rider/vehicle documentation, and to provide an educational resource for potential or existing young riders to help them understand the issues of riding PTWs.

TfL is also involved in specific advertising campaigns at various times throughout the year, raising the awareness of both riders and car drivers to PTW safety issues.

We are one of four partner cities – along with Barcelona, Paris and Rome – involved in the eSUM (European Safer Urban Motorcycling) Project, which has produced an on-line Good Practice Guide showcasing successful PTW safety interventions around the world. Further details can be found at www.esum.eu.

At the conclusion of the Project at the end of the year, eSUM will deliver an Action Pack - both a framework and guidance on the introduction of PTW safety interventions and/or safety plans – for the use of road safety practitioners and local authorities/municipalities across the whole of the EU.

ETSC would like to thank Steve Connolly for his precious contribution.

Questions to Steve can be sent to:

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