

## Work Related Road Risk (WRRR) Contractual Requirements for TfL Suppliers

### Frequently Asked Questions

#### 1. Why is TfL doing this?

Between 2008-2013 goods vehicles<sup>i</sup> were involved in 60 per cent<sup>ii</sup> of cyclist fatalities in London while representing only 16 per cent of road miles. As a Transport Authority responsible for Road Safety in London, TfL must employ, and be seen to employ, the safest operators in London. The WRRR requirements have been introduced to manage the risk of a road user being killed or seriously injured by a vehicle delivering to, collecting from or servicing a TfL project, premise or site.

#### 2. What are the WRRR requirements for suppliers operating freight vehicles supplying TfL?

The requirements for TfL suppliers are:

WRRR Requirement	Van <3.5 tonnes MAM <sup>iii</sup>	HGV 3.5 tonnes> MAM
Operators to achieve and maintain FORS bronze accreditation	✓	✓
Drivers undertake approved training in Safe Urban Driving	✓	✓
Drivers have licence checks at regular intervals through DVLA	✓	✓
The operators have system in place for collision reporting	✓	✓
Bear prominent blind spot warning signage on back of vehicle	NA	✓
Class VI 'front close proximity' mirrors fitted to exempt vehicles	NA	✓
Side guards fitted to exempt vehicles	NA	✓
Close proximity blind spot warning system or vision-aid	NA	✓

For more information on FORS, visit [www.fors-online.org.uk/](http://www.fors-online.org.uk/) and see the tools for suppliers in TfL WRRR Toolkit by visiting <https://www.tfl.gov.uk/cdn/static/cms/documents/wrrr-toolkit-september-14.pdf>

### **3. Is there any tool available to report collision?**

Yes, the suppliers can use CLOCS Manager to log and monitor their own road safety data as well as to look at anonymised data, lessons learnt and remedial interventions from other organisations free of charge by visiting [www.clocs-manager.org.uk](http://www.clocs-manager.org.uk). This online tool enables logistics operators to log collisions and near misses and improve work related road risk.

### **4. How long do new suppliers have to comply with the WRRR requirements?**

All new contracts awarded must include the requirements and be fully compliant within a time period of 90 days.

### **5. What vehicles are in scope of the WRRR requirements?**

HGVs (goods vehicles over 3,500 kilograms MAM) and vans (goods vehicles under 3,500 kilograms MAM) are in scope of the requirements. This means any vehicle delivering to, collecting from or servicing a TfL project, operational premise, head office location or construction site.

### **6. Do the WRRR requirements apply to sub contractors?**

Yes.

### **7. If I hire a vehicle, does this need to comply with these requirements?**

Yes, hired vehicles must comply with the requirements. The onus is on the principle supplier to make sure the vehicles they use to service TfL sites/projects meet the requirements.

### **8. If I use a hired or agency driver, must they meet these requirements?**

Yes, hired drivers must comply with the requirements. The onus is on the principle supplier to make sure their drivers are trained appropriately.

### **9. What happens if a supplier ignores these requirements?**

Failure by the supplier to comply with WRRR contractual requirements is a material breach of the contract and TfL may refuse the supplier access to its sites. This will be registered as a 'failed delivery'.

### **10. Do small contracts with limited deliveries to a TfL location need to implement these Contractual Requirements?**

Yes, the requirements apply across all of TfL's contracts and subcontracts. Refusal to comply could be treated as a breach of contract and access refused to TfL sites.

### **11. What classes as a goods vehicle?**

A goods vehicle means a HGV or a Van; a HGV means a vehicle with an MAM exceeding 3,500 kilograms; van means a vehicle with a MAM not exceeding 3,500 kilograms including a van, a car-derived van or other vehicles designed for carrying freight (excludes passenger cars, motorcycles, mopeds and bicycles).

### **12. What is The Fleet Operator Recognition Scheme (FORS)?**

The Fleet Operator Recognition Scheme (FORS) is an accreditation scheme for businesses operating van and HGV fleets of all sizes. It offers impartial, independent advice and guidance to help improve lawfulness, environmental, social and economic performance. Unlike many other recognition schemes, it requires evidence of performance against the many regulatory and environmental requirements facing the industry.

The operator is required to undertake an audit, providing evidence of systems, procedures and documentation that demonstrates that their company can meet the required standards to FORS bronze accreditation. Once registered, operators can access workshops, approved training, use the FORS logo on material and vehicles and access a range of exclusive discounted products and services. For more information on FORS, visit [www.fors-online.org.uk/](http://www.fors-online.org.uk/)

### **13. What is a Class VI Mirror**

A Class VI Mirror means a mirror fitted to a Freight Vehicle that allows the driver to see what is immediately in front of the vehicle and that complies with Directive 2003/97/EC.

### **14. What is a Close Proximity Sensor?**

A Close Proximity Sensor is a device consisting of a sensor system that detects objects in a vehicle's blind spot and alerts the driver via in-cab visual and/or audio stimuli and which alerts other road users to the planned movement of the vehicle when the vehicle's indicators are engaged;

### **15. What is a Fresnel Lens?**

Fresnel Lens means a clear thin plastic lens that is press fitted to a lorry window on the passenger side and allows the driver to see that which is in the vehicle's blind spot.

### **16. What are Sideguards?**

Sideguards are lateral under-run protection fitted between the front and rear axles of a HGV. Certain vehicles are legally exempt from this safety feature. However, under the WRRR requirements, these exempt vehicles such as construction tippers and skip loaders are required to fit them in accordance with EC Directive 89/297/EEC and the Road Vehicles (Construction and Use) Regulations 1986.

## 17. How much does the equipment cost?

The costs can vary depending on what equipment you choose. However, suppliers will be able to reduce the cost of meeting these requirements by taking advantage of exclusive discounts available through the FORS scheme.

## 18. Are there any discounts available?

FORS membership enables you to access free and discounted products and services. Through FORS, operators can obtain free approved driver training, access to e-learning 'Work Related Road Safety' module and 'Blind spot – Take Care' stickers. The FORS team has also negotiated discounts on blind spot warning systems, Fresnel lenses and a Driver Licence Checking service. For more information on the FORS benefits, visit: [http://www.fors-online.org.uk/index.php?page=POL\\_INTRO&return=P\\_WHY\\_INTRO](http://www.fors-online.org.uk/index.php?page=POL_INTRO&return=P_WHY_INTRO)

## 19. What is Approved Driver Training

Approved Driver Training means the Safe Urban Driving course as accredited by the Joint Approvals Unit for Periodic Training details of which can be found at: [www.fors-online.org.uk/](http://www.fors-online.org.uk/)

## 20. Are there any other schemes that require similar safety requirements for commercial vehicles?

Yes, the following schemes/projects address such safety requirements:

- **CLOCS Standard for Construction Logistics:** A common national [Standard](#) for managing WRRR, implemented through construction sector procurement contracts. This was produced in response to the construction sectors' overrepresentation in cyclist fatalities. It brought together requirements from 11 different WRRR standards (including TfL's) to a single standard implemented by construction clients and which adhered to in a consistent way by fleet operators. Those complying with TfL's WRRR requirements, or who have achieved the revised FORS silver standard will also be compliant with the CLOCS Standard. Details can be found on CLOCS website by visiting [www.clocs.org.uk](http://www.clocs.org.uk)
- **FORS Silver:** A level of accreditation under the Fleet Operator Recognition Scheme
- **Safer Lorry Scheme:** TfL is currently consulting on the [Safer Lorry Scheme](#). Should this come into effect, the scheme would mandate side guards and Class VI mirrors to exempt vehicles. All those complying with TfL WRRR, CLOCS and FORS Silver standards will be fully compliant with the safer lorry scheme.
- **Crossrail:** Has implemented similar contractual requirements since 2011.

## **21. The procurement of new safety equipment will increase our operating cost.**

TfL is investing significantly to improve the safety of vulnerable road users. It is our expectation that our suppliers will co-operate with us in minimising work related road risk (WRRR). Through FORS (<http://www.fors-online.org.uk/cms/>), the operators can access best practice workshops for transport managers, safe urban driver (SUD) training which is aligned to the regulatory Driver Certificate of Professional Competence, use the FORS logo on material and vehicles, and access a range of exclusive discounted products and services. The operators can use CLOCS Manager (see No 3 above), a free online tool developed to log collisions and near misses in managing WRRR. We have also made available the WRRR compliance management tools and guidance for operators free of charge.

The operators may wish to propose appropriate alternative safety measures to reduce the risk of vulnerable road users being killed or seriously injured. However, failing to satisfactorily mitigate the risks highlighted may impact the renewal of existing TfL contracts, or awarding new contracts to those suppliers who are not willing to meet our safety requirements.

## **22. We signed an old contract which is still current and did not sign up to the variation. Does it apply to us?**

TfL is leading from the front to address significant safety risks identified in their supply chain. As such, all new contracts contain specific requirements as a condition of awarding those agreements. TfL would encourage its suppliers to embrace their efforts and adopt the additional requests. Failure to do so may affect the renewal of existing contracts, or awarding new contracts.

## **23. If we are FORS Bronze accredited, does it meet the requirements?**

No, FORS Bronze accreditation is only one of the WRRR requirements. In addition to FORS Bronze accreditation, you also need to meet the other requirements of WRRR which are outlined in Question 2 above. However, companies audited to the new FORS Silver standard on or after 14 October 2014 will automatically be fully compliant with the WRRR requirements.

## **24. We are a company that sits on a TfL framework but we do not have any live contract with TfL at the moment. Do we have to comply with WRRR requirements?**

No, if you are not actually on a live TfL contract, you do not have to be compliant as the vehicle and driver will not actually be delivering to, collecting from or servicing a TfL site. However, should your status changes and having signed up

to the WRRR contractual clauses then yes, you need to comply with WRRR requirements.

**25. We have a driver who drives our company van but he holds a European member state driving licence. Does he still need to have the SUD training? And how does DVLA checks work in this case?**

Yes, the driver would need to be SUD trained and his licence checked with the equivalent body, ensuring that the licence is recognised in the UK for the required category for driving the vehicle in question.

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i Includes light, medium and heavy goods vehicles plus other large vehicles e.g. refuse trucks, skip lorries, coded as 'Other Motor Vehicle' in STATS 19

ii Is an average based on previous years (2008-2012)

iii MAM - Maximum Authorised Mass of a vehicle or trailer. Also known as Gross Vehicle Weight (GVW)