

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

Frequently Asked Questions

1. What is WRRR?

Work Related Road Risk (WRRR) refers to the risks vulnerable road users are exposed to when vehicles are used to fulfil TfL contracts. Our suppliers are required to evaluate and address the risks posed by their vehicles and drivers in the same way as they would evaluate and address any other workplace health and safety risk. Therefore, our suppliers need to assess the safety-risk of their vehicles, their drivers and their fleet management procedures in order to satisfactorily manage WRRR.

Suppliers should note that WRRR must be managed throughout their supply chain, and that the requirements apply to sub-contractors as well as main contractors. Not only is compliance with WRRR a TfL contractual requirement, but it is also a demonstration of commitment to quality, safety and social responsibility. Satisfactorily managing such risks also reduces the potential for reputational damage, cost and delay caused by a vehicle being involved in a serious collision.

TfL incorporates WRRR requirements into its contracts in order to ensure that the businesses it works with take appropriate measures to make their vehicles as safe as possible.

2. Why is TfL doing this?

Between 2008-2013 goods vehiclesⁱ were involved in 60 per centⁱⁱ 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.

3. What are the WRRR requirements for TfL suppliers or sub-contractors operating vehicles?

The requirements for TfL suppliers are:

WRRR Requirement	Van <3.5 tonnes MAM ⁱⁱⁱ	Lorry 3.5 tonnes> MAM
Operators to achieve and maintain FORS bronze accreditation	✓	✓

All drivers undertake approved training in Safe Urban Driving (SUD)	✓	✓
All drivers undertake an approved safety e-learning module	✓	✓
All drivers have licence checks at regular intervals through the DVLA	✓	✓
Operators to ensure they have an appropriate system in place for collision reporting	✓	✓
Bear prominent signage warning of the dangers of passing the lorry on the inside.	NA	✓
Equipment for eliminating / minimising blind spots fitted to Lorries (vision aids and driver audible alerts)	NA	✓
Side guards fitted to exempt lorry	NA	✓
Audible means of warning other road users of the Lorry's imminent left manoeuvre fitted	NA	✓

For more information on FORS, visit www.fors-online.org.uk/. Useful tools for suppliers can be found in the TfL WRRR Toolkit by visiting <https://www.tfl.gov.uk/cdn/static/cms/documents/wrrr-toolkit-september-14.pdf>

4. What tools are available to report collisions?

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. This online tool enables logistics operators to log collisions and near misses and improve work related road risk.

5. How long do suppliers have to become a minimum of FORS Bronze accredited?

Suppliers must achieve FORS Bronze accreditation within a time period of 90 days from contract commencement.

6. What vehicles are in scope of the WRRR requirements?

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

7. Do the WRRR requirements apply to sub-contractors?

Yes.

8. A supplier to TfL uses a sub-contractor on a one-off basis. Does this particular sub-contractor have to comply with the WRRR requirements?

Yes, WRRR is included not only in TfL standard contracts but also in TfL's purchase order terms and conditions. Suppliers using sub-contractors, even on a one-off or infrequent basis, must ensure they are WRRR compliant.

9. If I hire a vehicle, does it need to comply with the WRRR requirements?

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

10. If I use a hired or agency driver, must they meet the WRRR requirements?

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

11. 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'.

12. 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.

13. What is classed as a goods vehicle?

A goods vehicle means a Lorry or a Van; a Lorry 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).

14. What is the Fleet Operator Recognition Scheme (FORS)?

The Fleet Operator Recognition Scheme (FORS) is an accreditation scheme for businesses operating van and lorry 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 for 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/

15. 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 complies with Directive 2003/97/EC.

16. 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.

17. What is a Fresnel Lens?

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

18. 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.

19. 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.

WRRR requirements represent best practice and should be supported, given they are intended to save lives and make our roads safer. Additionally, these requirements are increasingly becoming mandatory requirements with contracting entities (not only with TfL). Therefore, implementing any additional measures now could assist in winning future contracts.

20. 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 the 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

21. What is Approved Driver Training?

Approved Driver Training means the Safe Urban Driving course as accredited by the Joint Approvals Unit for Periodic Training. The details can be found at: www.fors-online.org.uk/

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

Yes, the following schemes/projects also demand similar 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 the CLOCS website by visiting 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 been implementing similar contractual requirements since 2011.

23. Won't the procurement of new safety equipment increase our operating costs?

TfL is investing significantly to improve the safety of vulnerable road users. It is our expectation that 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. Operators can also use CLOCS Manager (see No 4 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.

Operators may wish to propose appropriate alternative safety measures to reduce the risk of vulnerable road users being killed or seriously injured. However, suppliers unwilling to meet our safety requirements may find that failure to satisfactorily mitigate the risks highlighted may impact the renewal of existing TfL contracts, or the awarding of new contracts.

24. We signed our contract some time ago. It does not include the WRRR requirements and we did not sign up to a variation. Do the WRRR requirements still apply to us?

TfL is leading from the front to address significant safety risks identified in our supply chain. As such, all new contracts contain mandatory WRRR clauses as a contractual requirement. TfL would encourage its suppliers to embrace these principles and sign up to the WRRR requirements.

25. We are FORS Bronze accredited. Does this meet the WRRR 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 3 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.

26. We are on a TfL framework but do not currently have a live contract. Do we have to comply with the WRRR requirements?

No, because you will not be delivering to, collecting from or servicing a TfL site. However, should you enter into a call-off contract with TfL which contains the WRRR clauses then you will need to comply.

27. 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 do the DVLA checks work in this case?

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

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)