

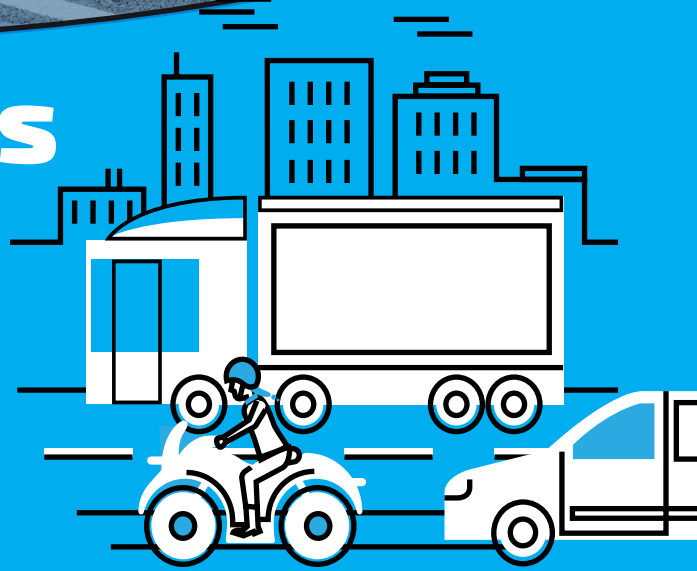


**FORS**  
FLEET OPERATOR  
RECOGNITION SCHEME



# Local authorities

How to drive up road standards  
across the transport industry



# A responsibility to act - now!

Local authorities have a key role to play in making the UK's roads a safer place to work and do business.

Road safety is a major concern for the transport and logistics industry, as well as for the general public. According to the Department for Transport, there were 1,558 reported road deaths and 27,450 killed or seriously injured (KSI) casualties in Great Britain in 2021. Of these, 246 deaths and 4,269 KSI casualties involved heavy goods vehicles (HGVs), and 38 deaths and 1,020 KSI casualties involved light goods vehicles (LGVs).

Commercial vehicles are involved in a disproportionate number of road traffic collisions, considering their share of traffic. In 2021, HGVs accounted for 5 per cent of motor vehicle traffic but 16 per cent of road deaths, while vans accounted for 16 per cent of motor vehicle traffic but 2 per cent of road deaths.

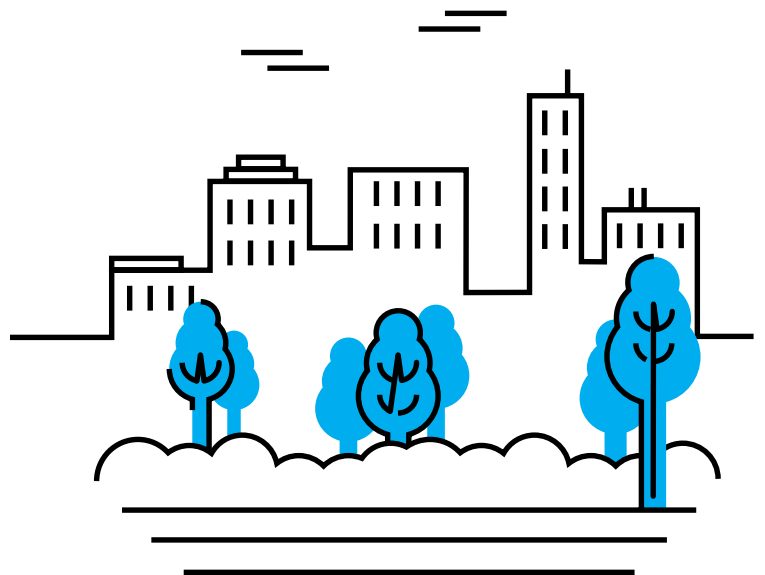
Moreover, commercial vehicle accidents tend to have more severe consequences, especially for vulnerable road users such as pedestrians, cyclists and motorcyclists.

There are many factors that contribute to commercial vehicle accidents, such as driver behaviour, vehicle condition, road environment, weather conditions and traffic volume. However, one of the most effective ways to reduce the risk and severity of accidents is to improve the safety standards and practices of commercial vehicle operators.

In recent years, we have seen a significant increase in numbers of vulnerable road users, ie pedestrians and cyclists, using UK streets as various initiatives have been implemented to encourage active, healthy travel. This increase is set against a comparable growth in construction and development in our towns and cities. Alongside routine delivery and servicing vehicles, such a growth in infrastructure generates significant volumes of freight traffic and, therefore, a resultant increase in road risk.

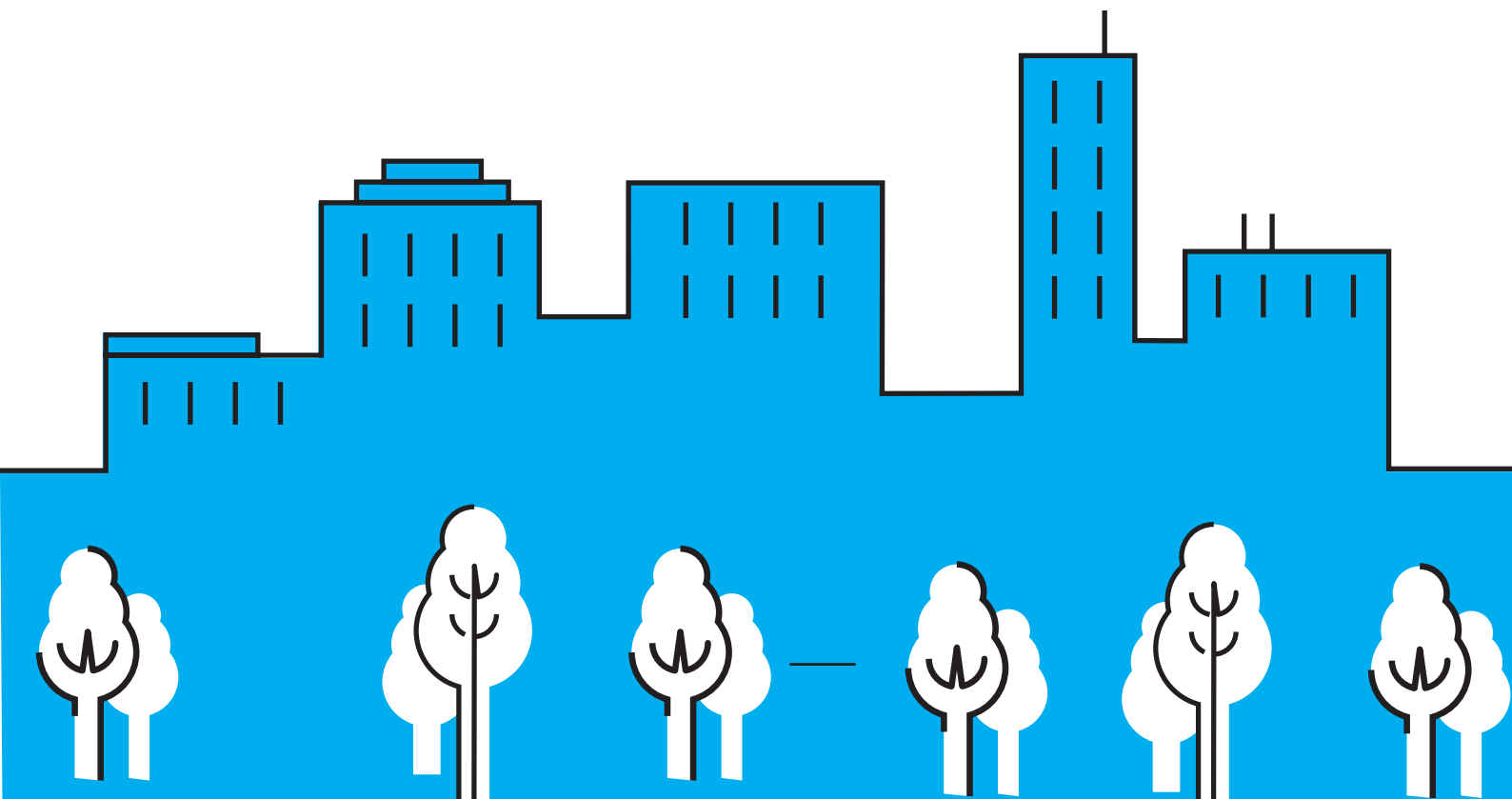
The public sector has a major part to play in managing and reducing this risk, thus blazing a trail for others to follow:

- **Demonstrate leadership:** The public sector occupies an influential and respected position within society and all stakeholders should recognise their role to act in the right way, embedding best work related road risk practices across the organisation and demanding high standards of safety and compliance from suppliers and contractors.



- **Use your procurement power:** Local authorities generate a large supply chain by procuring goods and services from a range of contractors. This undoubted buying power should be used to affect real change throughout the public sector contracted fleets. Embed work-related road risk requirements in tenders and contracts to drive safety and sustainability on the roads.
- **Use your planning power:** Ensure the same contracted work related road risk standards are required as planning conditions when development consent is granted. By implementing a requirement for safety measures and controls as part of new construction projects, for instance, local authorities are able to embed a culture of efficiency, safety and respect in their area of influence.

It is easy to turn blind eye to the contractor, and even easier to either knowingly or unknowingly overlook the actions of the sub-contractor. However, a 'not my problem' attitude not only has the potential to shatter lives, but it increases an organisation's reputational risk. It is vital that local authorities and public bodies take ownership of the risks that their supply chains generate and take action to minimise them.



# Increasing road usage – increasing the risk of collision

With the government's aim to make 'active travel' part of everyday life by 2040, £200m of funding was made available from February 2023 to help promote a range of active travel projects across the UK. In line with the government's investment, local authorities are also working to improve significantly active travel infrastructure and networks.

Assuming such initiatives are successful in encouraging the public to take to the streets on foot and by bicycle, it is also inevitable that there will be an increased risk of conflict between vehicles and other road users. It is therefore fundamental that local authorities and other public sector organisations, irrespective of funding schemes, use their influential buying power and planning power to reduce road risk and to help protect the safety of the communities they serve.

Reducing road risk in supply chains is generally well received if implemented consistently. Responsible logistics operators welcome the application of benchmarked, industry-wide safety standards that help flush out those who might sometimes cut corners in a price-driven market.

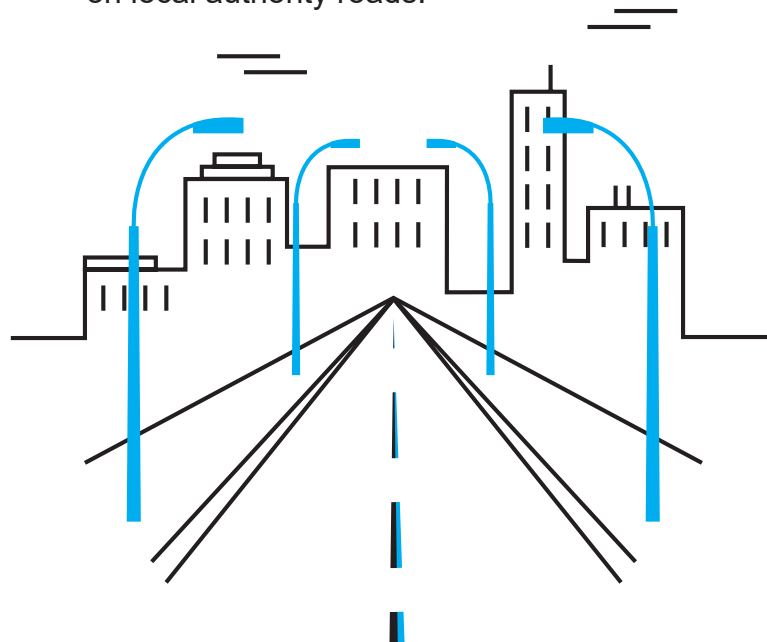
The latest road death statistics should be reason alone to provide the impetus for local authorities and public sector bodies to learn lessons and to take action. Specifying road risk requirements as a fundamental requirement of a contract (or sub-contract) and in development planning conditions could avoid a recurrence of similar tragedies.

## Case for change

The progress that has been made over the years to reduce and manage workplace risk now needs to be replicated to reduce and manage work-related road risk. In the interest of public safety, there is a clear need for this to become a new 'cultural norm'.

The public sector has the levers at hand to lead this change contractually within its supply chains and within its own organisations:

- **Local Authorities run a vehicle fleet** – ensure the fleet operation to meet the road risk standards expected on local authority roads.
- **Local Authorities contract suppliers** – require them to demonstrate how they meet the road risk standards expected on local authority roads.
- **Local Authorities grant development planning consent** – require construction supply chains to meet the road risk standards expected on local authority roads.



## Drop-in: look to London

Great strides have been made in the capital. The construction sector in particular has been extremely successful in improving and embedding safety cultures on-site and remains well placed to take this proven safety culture onto the roads.

With construction vehicles being disproportionately represented in both pedestrian and cyclist fatalities in London, the Construction Logistics and Community Safety (CLOCS) initiative has been developed. Through CLOCS, the construction and logistics sectors have demonstrated commitment to change and continue to lead a revolution in reducing road risk in supply chains.

CLOCS is now a common national standard and is regarded as 'the' road risk standard for the construction sector. It also paves the way as the contractual standard for other industry sectors to follow.

As such, the Construction industry standard: Managing work-related road risk is now widely implemented by construction clients. This includes a series of contractual requirements that provide client contractors and fleet operators with the consistency it needs to collectively reduce road risk.



# Reducing road risk in supply chains

## Responsible procurement – the only way

It is evident that change is needed to help improve the safety of all road users, but particularly pedestrians and cyclists. Reducing the risks posed to, and by, vulnerable road users through contractual agreement is a simple step that any organisation with purchasing power can make. Responsible procurement means adopting many ethical measures but should include a commitment to manage any activity that has the potential to cause harm. It also demands a mindset change by individuals throughout the supply chain.

The good news is that the way has already been paved by the construction industry, which has provided a clear framework others can follow. To maximise success, the campaign to reduce road risk in supply chains requires collaboration, consistency and collective buying power.

Reducing road risk in supply chains - aims to normalise the employment of safe fleet operations through the common application of contractual road risk requirements.

These include:

- Safer management.

Meeting the standard of an approved independent fleet management audit

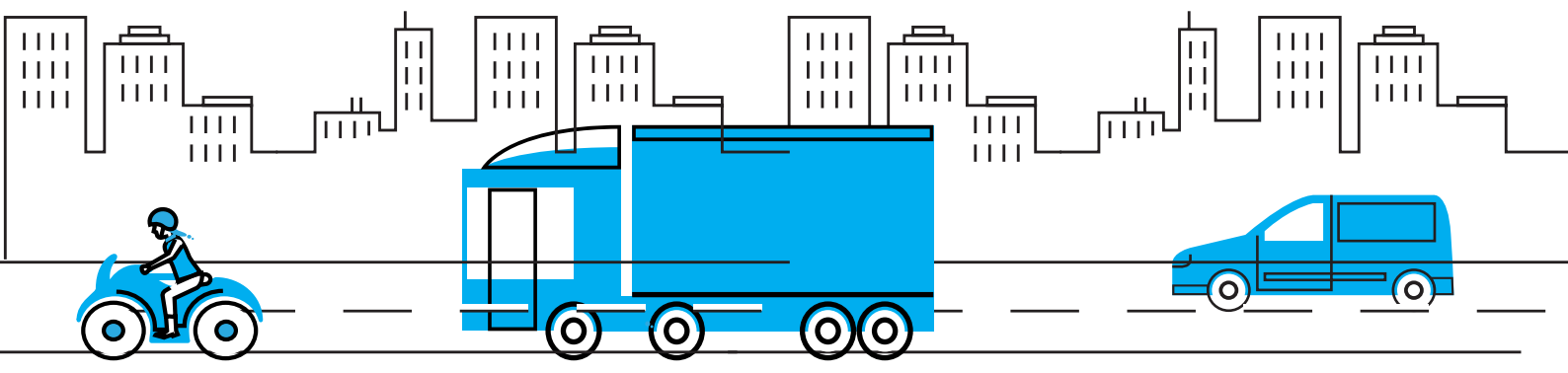
- Safer drivers.

Confirming drivers are medically fit, are trained on road risk and their driving licences checked through DVSA

- Safer vehicles.

Ensuring vehicles are roadworthy and fitted with safety equipment to help protect drivers and vulnerable road users

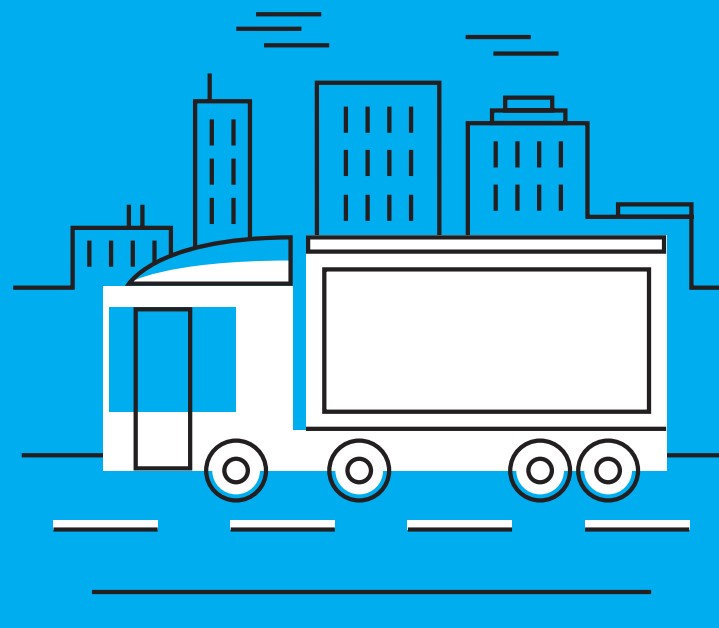
Implementing simple, cost-effective control measures to existing responsible procurement practices demonstrates that reducing road risk is an operational prerequisite, and road risk is being managed and monitored, which will ultimately save lives.



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