

Reducing Bridge Strikes in West London

LoBEG Annual Workshop
Hounslow Civic Centre

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Content

- The West London Freight Quality Partnership
- Review of bridge strikes by GVs in West London
- Proposed Actions



What is Freight?

- The movement of goods and services by any mode
- Essential to the local economy
- A joint responsibility
 - infrastructure, regulation and enforcement
 - logistics: supply chains, storage and distribution

West London Sub-Region

Area of 33,733 ha

Over 1.6 million population

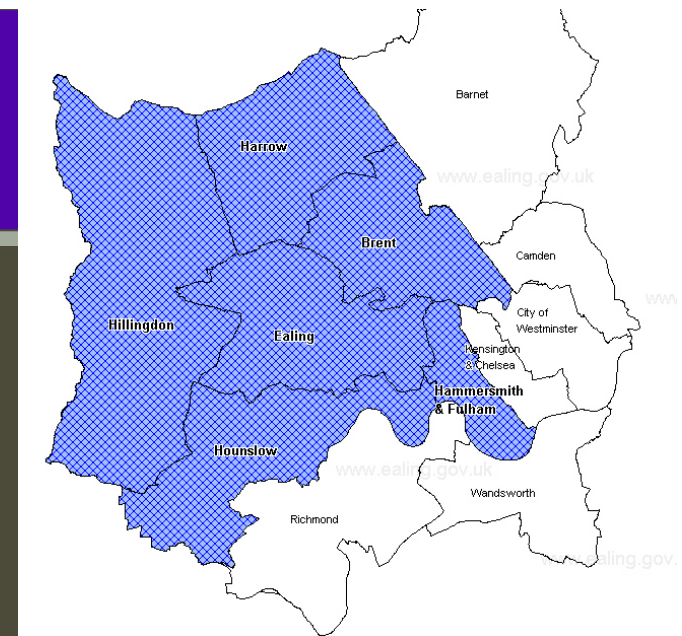
553,000 households

780,000 employees

Produces £27bn GVA per annum

(About the same size economy as Frankfurt or Dublin)

- Heathrow - UK passenger and air freight hub
- Major town centres – Ealing, Wembley, Hammersmith, Hounslow etc.
- Good road network - M40/A40, M4/A4 and A406



The West London Freight Quality Partnership (WLFQP)

- Formed in June 2003 with BAA funding following workshops with key stakeholders
- 6 West London Boroughs LB's of Brent, Ealing, Hammersmith & Fulham, Hillingdon & Hounslow
- Freight improvements are delivered through annual sub-regional funding from TfL
- Priority of schemes agreed on a Partnership basis
- Steering Group – WL Boroughs, TfL, Met Police, BAA, DHL, Linova, Wincanton, Freightliner, Royal Mail, FTA, RHA
- 130 members including Town Centre Management, Local Chamber of Commerces, Park Royal Partnership, West London Business, Regeneration Partnerships

WLFQP Objectives

“ to develop understanding of distribution issues and problems in the West London sub-region (LB’s Harrow, Brent, Hillingdon, Ealing, Hounslow and Hammersmith & Fulham)”; and

“to promote constructive sustainable solutions which reconcile the need for access for goods and services, particularly in urban centres and at Heathrow, with local economic, environmental, road safety and social concerns”

See www.westlondonfqp.com or www.londonsfqs.co.uk for further information

WLFQP Processes

Freight Studies

Identify and Quantify Issues
Develop Recommendations for Improvement
Win Stakeholder Support

Implementation

Preliminary and Detailed Design
Implementation work
Handover

Engagement

Promoting Best Practice
Dissemination of Information
Training and Development

Monitoring

Meeting Performance Indicators
Lessons for the Future

Background

In 2008/09 the WLFQP looked at measures to reduce bridge strikes in South Ruislip (NR/LUL bridge)

Concern of limited sharing of information on bridge strikes

Adjacent industrial estate adds to the risk

- => Can we develop a strategy to reduce bridge strikes in a more effective way in West London



Review of bridge strikes by GVs in West London and to identify common solutions

Objectives

- Develop a West London bridge strike inventory (with support from NR/LUL)
- Review measures that are implemented to advise GV drivers of low bridge
- Develop a common West London wide strategy on measures to reduce bridge strikes

Key Issues

Understanding of what the signs mean?

TRL research revealed that 28% did not know the difference 56% understood them wrongly



Mandatory Height Limit Sign
(Diagram 629.2)



Warning Height
Limit Sign
(Diagram 530)

Is signing adequate?

Do foreign drivers understand imperial units ?

The Challenge

TRL Research and the CSS report "Prevention of Bridge Strikes over Highways"

- a need for a joined up approach to resolve bridge strikes
- focuses on actions by local authority, rail stakeholders (network Rail, LUL etc.), Met Police
- More could be done by businesses and by the industry

Closer Working with the Industry

We need to understand why bridge strikes occur

- Surely not the case of drivers intentionally driving into low bridges

Better to take action against businesses if their drivers were to be involved in bridge strike

- Both drivers and businesses share the blame

HSE and ORRM requirement that businesses take all practicable measures to reduce work related risks within their organisation

Closer Working with the Industry

Businesses must train drivers on:

- Low bridges enroute and in the vicinity of premises which they are delivering to or collecting from
- Identifying alternative appropriate routes
- Knowing the height of their vehicle (and being able to measure it if necessary)
- What to do in case of a bridge strike/ when the vehicle is stuck at the bridge



Making it obvious to the driver

- Clear and efficient signage should be adequate to warn drivers of low bridges ahead and to allow the driver to take alternative routes
- Compulsory for businesses to display vehicle height and width data in the cab for drivers
- It should be compulsory for drivers to know and to check their vehicle height and width before each journey
- Businesses must supply sufficient guidance to enable their drivers to avoid low bridges

Thank You

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