

# Work related road risk / Driving at Work

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# There is a problem

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- For most, driving will be the most dangerous activity they do as part of their work.
- About **1 in 3 road deaths**, **1 in 5 serious injuries** connected with those who drive for work.
- Recently quoted in UCL's report on Driving for Work [final\\_report\\_ward\\_christie\\_walton\\_dec\\_2020.pdf \(ucl.ac.uk\)](#)
- Massive impact on individuals, families, lives
- Cost to businesses caused by congestion on the road network through road traffic incidents
- Scale, level, range and complexity of industry, numbers of dutyholders and their diversity AND pace of change collectively present a real challenge to health and safety

# Changing world of work

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- Effect of Covid on e-commerce and online retail
- Gig economy – meeting delivery schedules
- Couriers – employed and self employed
- Ageing workforce
- Connectivity - telephones
- Driving for work as main activity vs ancillary to main activity
- Grey fleet

# Looking forward

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- To meet that challenge...
- Key – agencies, authorities and other organisations play to respective strengths
- Through guidance, advice, support and using enforcement powers where appropriate for our roles.
- Managing risk well, benefits business and benefits society as a whole.

## Role of HSE / health and safety law

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- HSE's role in work related road incidents: [OM 2009/02 - HSE's role in the investigation of work-related road accidents and advice on responding to enquiries on managing work-related road safety](#)
- Logistics and transport plan: [logistics.pdf \(hse.gov.uk\)](#)
  - Developing role in work related road risk
  - Load security

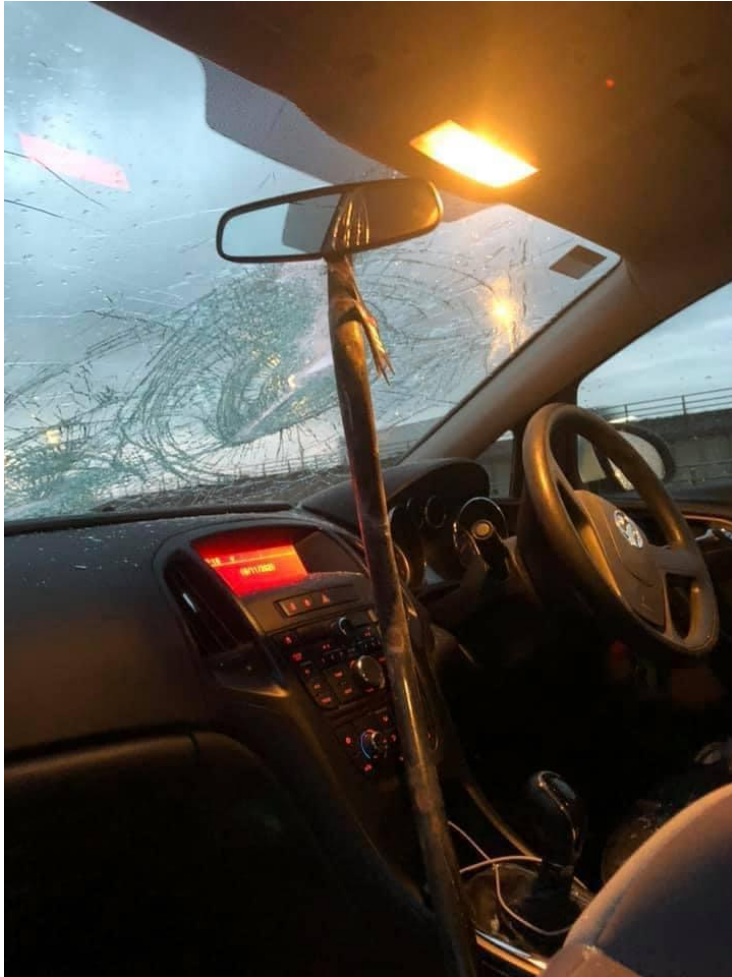
# Work related road risk

- Review of joint HSE / DfT guidance [Driving at work: Managing work-related road safety INDG382\(rev1\) \(hse.gov.uk\)](#)
- **Safe journey:** planning, time, weather, telematics and technology, mobile phones
- [TRL | Update of INDG382 to include vehicle safety technologies](#)
- **Safe Driver:** training, instruction, health and fitness, fatigue, the gig economy,
- **Safe Vehicle:** fit for purpose, safe
- Interactive webpages
- Aim to publish new guidance on HSE website for Driving for Work by summer 2021

# A tragic case

- May 2020 prosecution by Office of Rail and Road (ORR) under the Health and Safety at Work etc Act 1974
- Two young men died when travelling in a company van after a night shift in the early hours and crashed into a parked articulated lorry.
- Failures by the company were in relation to fatigue management – policies were not enforced properly to ensure workforce was not too tired to work
- Judge's remarks
  - *'Managers knew what they were supposed to do in relation to fatigue but lip service was paid to these systems'*
  - *'...serious and systemic failure..'*
- Failure to protect own employees, others on the road and carry out a suitable risk assessment

# Load security



- Travelling to work on the motorway
- Steel pole off a lorry and smashes into windscreen
- A few inches to the right?



# Load security

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- Subject matter expert - Nina Day
- Training police forces via two day training course – over half of 43 forces trained in load security standards
- Supporting road side check initiatives and programmes – police, DVSA and HE
- Working with police to develop accessible e-version of the training to promote continuous learning
- Recent joint inspection programme with Local Authorities in Q3 of 2020 to check organisational approach to load security – remedial actions secured

# Risk management and looking forward

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- Driver seen as person to blame and sanctions invariably against them – correct in some cases
- Not enough to say that driver solely responsible
- Organisations, their leadership and industry fail the driver – poor safety culture and do not see road risks as part of their safety regime
- HSE cannot tackle issues on our own but committed to improving road safety through:
  - Working with and supporting partners,
  - Providing advice and guidance to dutyholders
  - enforcement where appropriate