

Work Related Road Safety Current Initiatives

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Introduction

- HSE – national regulator
- Local Authorities – some activities
- Numbers – 30% of those KSI on the roads – work related element
- Transport – second biggest killer in the workplace.
- Safe Site/Safe Vehicle/Safe Driver
- Future – automated and connected vehicles

- Policy and Delivery of Health & Safety
- HSE Strategies – 19 Industry sectors
- Transport Strategy – 3 strands
 - Load Security
 - MSDs – Parcel Carriers
 - Review our approach to WRRR

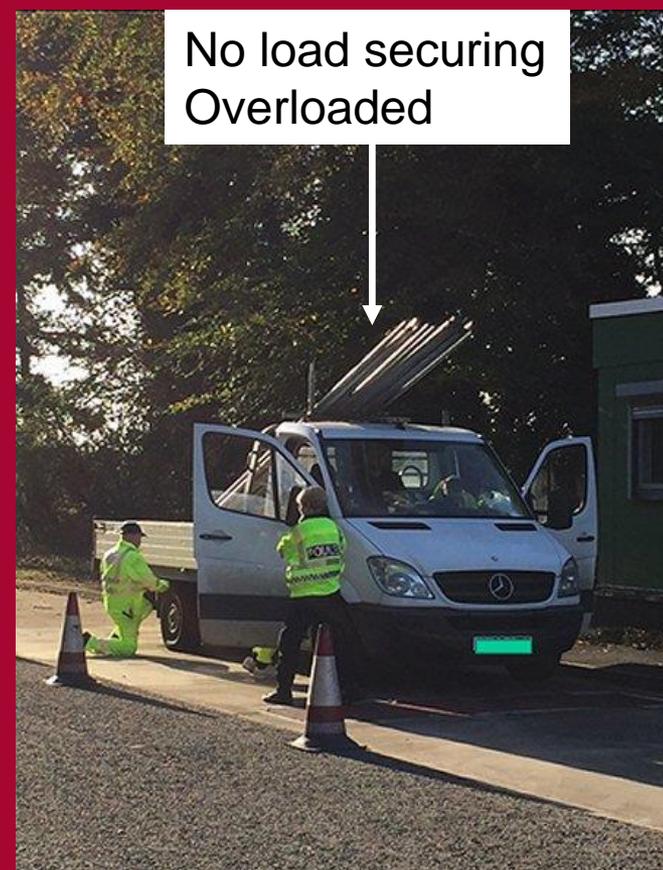
HSE Statistics

- 2017/18
- 1.4 Millions work-related illness
- 144 fatal accidents
- 555,000 injuries at work
- 30.7 Million working days lost
- £15 Billion cost to economy
- Excludes road deaths – estimate 500 per year

- Road transport underpins almost every other industry sector in the UK;
- HSE shares regulatory responsibilities with a number of other agencies;
- We need to take a strategic approach and work with others.



- HSE is working closely with DfT, DVSA, NPCC, Highways England, industry associations, the College of Policing, and others to become more strategically engaged in our approach to work-related road safety.



Background

- Risk-based safety – management responsibilities v individual
- Our current approach OM 2009/02
- Cause and Permit
- Sentencing Guidelines
- HSWA S3
- Various police led groups
- Linking priorities

Leading Indicators

- Telematics
 - Establish blame
 - Or
 - Use as leading indicator to identify trends and improve performance
 - Identify training requirements

Transport Sector Plan: Work-related road risk (WRRR)

- INDG382 – Driving at Work joint publication
 - Safe driver: competent and capable, trained, instructions to keep safe and fit and healthy,
 - Safe Vehicle: fit for purpose, maintained,
 - Safe Journey: routes planned, realistic work schedules, allowing time, poor weather

Transport Sector Plan: Work-related road risk (WRRR)

- HSE has commissioned internal research
- See what other guidance is available
- How do companies use the information
- What good looks like
- Possible review of INDG382 – Driving at Work

The Gig Economy

- Self employed or employed tests
- Health and Safety law still applies
- Risks must still be managed
- INDG382 – Driving for work

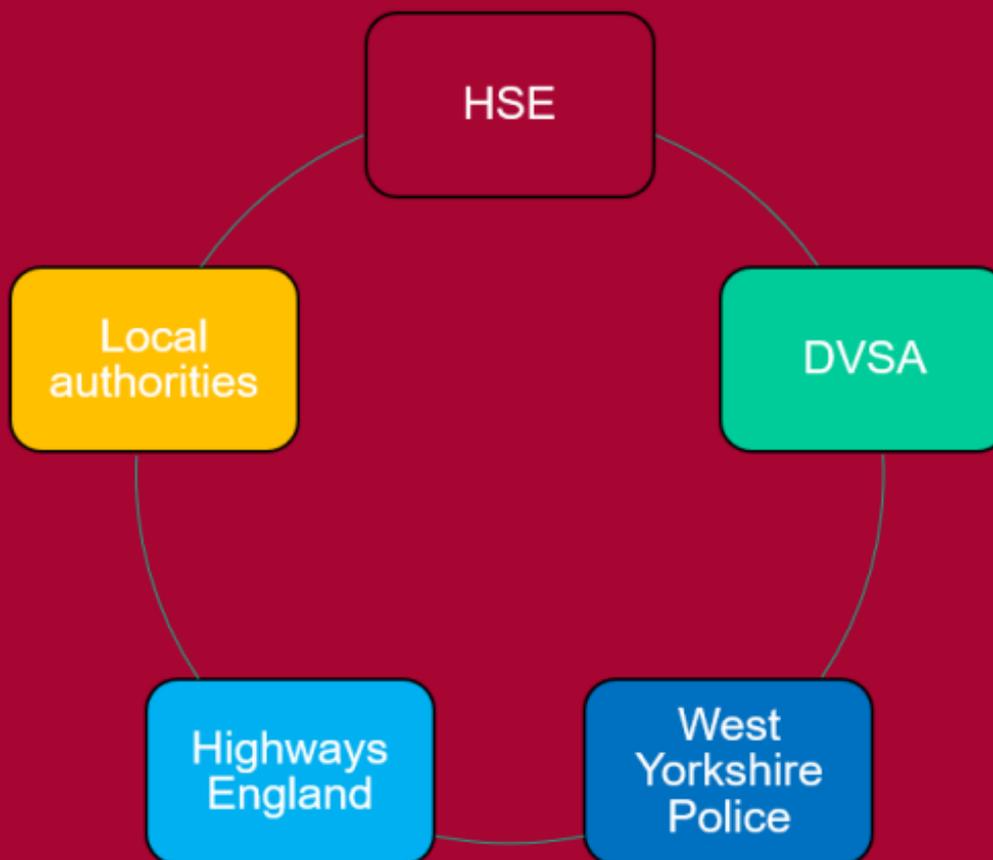
Gig Economy

- All workers entitled to work in a safe environment where risks to their health and safety are properly controlled.
- The nature of the work and the contract arrangements does not change what an employer must do- they have a duty to manage workplace risks and should treat all workers the same.
- Regulations can also place a duty upon a person in control of work, regardless of employment status

Changing nature of employment

- Following closely to identify and explore possible health and safety impacts.
- Nature of the work and the contract arrangements does not change what the employer must do. An employer has a duty to manage workplace risks and should treat all workers the same.
- Our temporary workers guidance: <http://www.hse.gov.uk/vulnerable-workers/agency-temporary-workers.htm> .

West Yorkshire Pilot



What are we trying to address?

- Anything transported on the public highway must be secured to protect the driver, other road users, and those involved in unloading.
- If a load is not secured, it can move relative to the vehicle.
- Loads can either fall out on the road, or fall off the vehicle once it is opened for unloading.
- Many are put at risk including those clearing up 'shed loads'

Why is poor practice happening?

- Risk is not considered or managed properly
- Insufficient training and information
- Time and/or cost pressures
- Customer demands
- Misinformation and misconceptions
- Historically inconsistent enforcement

So what are we doing?

- Training for roads policing officers;
- Joint operations and data sharing to identify systemic problems;
- Sharing outcomes with industry to help drive improvements and encourage innovation.

Load securing assessment

Type A	Type B	Type C
Metal pipes, sheet or bar	Timber	Clothing
Reinforced concrete	FIBCs/bulk powder	Wood chip
Bricks, stone or concrete	Roll cages	Waste paper
Vehicles (including scrap)	Bagged aggregate	Coal bags
Plant machinery	Empty skips stacked 3 high	Bulk material (in tipper)
Reels (steel, wire or paper)	Heavy palletised goods (1)	Packaging material
Keys and barrels		Single loaded skips
Stacked loaded skips		Empty skips < 3 high
Empty skips stacked > 3 high		Light palletised goods (2)
Metal castings		
Glass		
Containers/work cabins		

Category 1	Category 2	Category 3
No load securing	>30cm gap between load and vehicle headboard (5)	Lashings on ropehooks (6)
>1m gap between front of load and vehicle headboard(3)	Unsheeted load in bulk tipper or skip	Minor damage to headboard not affecting structural integrity
Unstable load affecting vehicle stability or likely to topple from vehicle	Inadequate load securing leading to likely risk of harm	Unsuitable load securing
Severe structural damage to headboard or gaps in headboard that would allow load penetration	Unsuitable stacking of load items likely to lead to risk of harm	Poor condition of securing equipment
Items loaded over height of headboard (4)	Height of load likely to affect vehicle stability	Unsuitable vehicle for load

Load type	Defect category		
	1	2	3
A	P	P	A
B	P	P/A	A
C	P	A	A

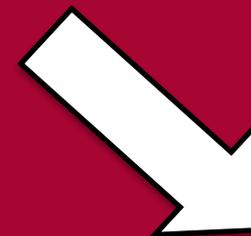
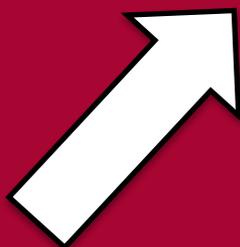
What does the data tell us?

- Since August 2018, over 200 PG9 prohibitions have been issued as part of the pilot for insecure loads;
- Certain load types and industry sectors are featuring significantly in the data;
- Follow-up visits to consignor premises by local authorities have been identified and carried out;
- Evaluate the data and prioritise

Safe, efficient transport is achievable

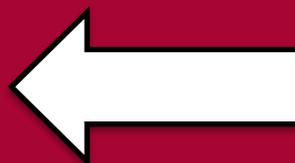


Driver and loader have the training
and equipment for the job



Vehicle and
equipment are
suitable and
maintained

Clear chain of
responsibility in the
transport chain



Getting it right benefits everyone

- Fewer delays and disruption on the roads;
- Reduced product damage and lost time for hauliers and customers;
- Reduced risk of injury or death for drivers, other road users, and unloading staff;
- Reduced costs – not just economic – to society as a whole.

Thank you

Any questions?