



Work Related Road Safety

Aside from the, often tragic, human cost and the impact to an individual and their families, there are direct costs to business and more wide-ranging economic costs such as time lost at work and health care costs.

In 2017, the Department estimated that the average economic cost of a fatality on our roads was close to **£2 million** (Source: DfT Statistics RAS60001, GB 2017)



The relevant primary legislation is:

The Road Traffic Act (RTA), 1988 (as amended);

The Road Vehicles (Construction and Use)
Regulations, 1986;

The Health and Safety at Work Act, 1974;

The Management of Health and Safety at Work
Regulations, 1999.



Road Traffic Act ([Section 40A](#)) indicates that anyone who “...causes or permits another to use, a motor vehicle or trailer on a road...” also has responsibility. Employers are likely to have duties towards their own drivers and/or anyone else affected by their work activities if there are underlying systemic management failings.



Challenges

Drivers involved in road traffic collisions while driving for work won't always be recorded consistently, and few incidents on the road necessarily need to be reported to the HSE under the Reporting of Injuries, Diseases and Dangerous Occurrence Regulations (RIDDOR).

Best estimates show that, sadly, last year 76 people were killed and 1357 people were seriously injured whilst either driving or riding as part of work.





Challenges

The second greatest cause of fatal accidents at work involved someone being struck by a moving vehicle (HSE).

Recent UCL research reiterated that contributory risk factors to work related road casualties continue to be higher mileages, fatigue, mobile phone use, time-pressures and (often due to those pressures) driving at higher speeds.





Challenges

Motorcycle users accounted for 18% of all road deaths in 2016.

In 2018, the Department for Business, Energy and Industrial Strategy estimated that:-

- 4.4% of the GB population had done some work in the gig economy in the last 12 months - about 2.8million people;
- a quarter of these live in London;
- are generally young (56% aged 18–34 years);
- with the majority in transport services, such as parcel and food delivery.





“The emergence of the gig courier as a way to work to satisfy the public’s appetite for fast delivery of goods, food and people could give rise to a perfect storm of risk factors affecting the health and safety not just of the people who work in the economy but for other road users.”

The health and safety risks for people who drive for work in the gig economy

Nicola Christie and Heather Ward, Centre for Transport Studies, University College London



Refreshed Road Safety Statement

Ensuring the safety of anyone working on our roads is just as important as ensuring the safety of those travelling on them.



The Department plans to publish a refreshed road safety statement and two-year action plan to focus on four priority areas: motorcyclists, rural road users, older and vulnerable road users and young road users.



Embedding a strong culture of work related road safety can help deliver in all of these areas.





Driving for Better Business



The Programme aims to help employers in both the private and public sectors reduce work-related road risk, decrease the associated costs and improve compliance with current legislation and guidance.





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Council



Councils and Local Authorities have always played an important role in road safety.

The DfT and Highways England are implementing a Government programme to help reduce the number of collisions and casualties on our roads and in doing so reduce the considerable pressure on resources, both human and financial nationally in dealing with road incidents involving who use our roads for work.

I would like to invite your authority's commitment to this Government programme by registering with the form below.

I would also like to encourage you to review your own risk assessments, policies and procedures, adopting the Driving for Better Business **7-Steps to Excellence** to ensure that we are not in a position to be challenged as we seek to engage with UK business.

Ben Rimmington

Director – Road Safety, Standards & Services
Department for Transport





DfBB Business Champion Case Studies



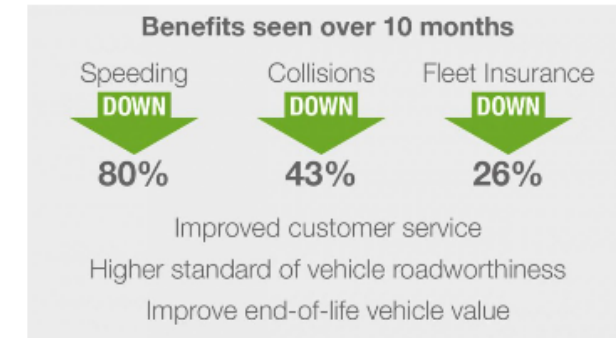
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Support for Driving for Better Business



Jim O'Sullivan
Chief Executive
Highways England

The Driving for Better Business programme works on the simple idea that employers have a role to play in the safety of drivers.

The programme provides all sorts of information and resources to companies to help them make effective interventions with their drivers and vehicles to improve safety. The absolute clincher in making companies adopt this is that it saves more than it costs.

It is genuinely better business!



Martin Temple CBE
Chairman
Health and Safety Executive

We in HSE have the powers to go up the chain of activities to bring to account those people and organisations who fail the drivers and the public through the unreasonable conditions they impose on their drivers.



NFCC
National Fire
Chiefs Council



Sean Bone-Knell
Road Safety Lead, NFCC
Director of Operations, Kent FRS

Having a branded fleet means your vehicles are much more visible across the county, which means driving behaviour comes under much more scrutiny. Improving how we do things has led to better safety and vehicle utilisation as well as significant reductions in fuel use, fleet insurance and emissions.



**Driver & Vehicle
Standards
Agency**



Becky Thomas
Director of Strategy and Policy
Driver & Vehicle Standards Agency

Through our partnerships with Driving for Better Business, Highways England and the Police, we can educate people about what, not just good, but best practice looks like, and then focus our resources on the non-compliant fleets to raise standards.



Alison Hernandez
Road Safety Lead, APCC
PCC for Devon, Cornwall
& The Isles of Scilly

Driving for Better Business is definitely one of the things that we're really keen for local businesses to do but you need to lead by example so I'm signing up Devon & Cornwall Police, and my office, to Driving for Better Business and we will be working to drive this through the whole country.



European Transport Safety Council

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PRAISE Preventing Road Accidents and Injuries for the Safety of Employees

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 About

 PRAISE award




Promoting best practice in road safety at work

Using the roads is a necessary part of our working lives. But it's an ordinary activity that leads to an incredibly high level of injury and death.

ETSC's PRAISE project addressed the safety aspects of driving at work and driving to work. Its aim was to promote best practice in order to help employers secure high road safety standards for their employees.

It is estimated that in Europe six out of ten work accidents resulting in death are road crashes, including both crashes while driving for work and commuting crashes. Source: Eurogip

PRAISE aims:

-  advance the need for work-related Road Safety Management and provide the know-how to employers who must take on that challenge;
-  raise the work-related road safety standards of EU Member States and carry out advocacy work at the EU level;
-  communicate the message that work-related road safety should include road safety at work (driving on duty) but also road safety to work (commuting).





Infographic: Fitness to Drive

April 15, 2019 Publications

FIT TO DRIVE?
Driving is a demanding task and it's important that drivers are both physically and mentally fit to drive. This is especially true for those driving for work who can face an increased risk from issues like fatigue and stress.

It's the responsibility of both the driver and the organisation to help manage the risks and reduce the risks.

PROMOTING GOOD HEALTH IN THE WORKPLACE
A wide range of factors can affect someone's fitness to drive and many are closely linked to a person's health and well-being.

FATIGUE

- Long hours
- Night shift/unusual shift patterns
- Poor night's sleep/ sleep disorders
- Alcohol/medication
- Travelling home

STRESS

- Work pressures
- Deadlines
- Deliveries/stop
- Schedules and routes
- Weather and driving conditions
- Personal life

USE OF ALCOHOL AND DRUGS

- Drinking the night before driving
- Long-term drinking
- Drinking to relieve stress and pressure
- Combining alcohol and drugs
- Using medicines without prescriptions
- Using drugs to counter fatigue

MEDICAL FITNESS

- Age
- Medications
- Eyeglasses
- Temporary illnesses (e.g. a cold)
- Long-term conditions (e.g. diabetes)
- General health and wellbeing

Without proper management, these can lead to:

- Speeding
- Aggressive driving
- Distraction and lack of concentration
- Falling asleep at the wheel
- Overconfidence
- Low alertness
- Poorer reaction times

Download the infographic below as a pdf to download

AS AN EMPLOYER

- Lead by example and encourage others
- Consult and discuss with staff
- Raise awareness
- Train managers
- Set clear rules
- Zone relevant
- Establish

CONSIDER THE

- Drivers with
- Programme
- Drivers with
- Older and
- Drivers of

AS A DRIVER

- Never drink
- Only use one
- Try to avoid
- Take action
- Discuss any

Infographic: Driving for Work: Managing Speed

February 8, 2019 Publications

DRIVING FOR WORK: MANAGING SPEED
Speed is a major killer on the roads that affects all drivers. Even when respecting speed limits, drivers can drive at inappropriate speeds or have an inappropriate driving style that increases their risk of being harmed in a collision.

WHAT CAN CAUSE WEATHER WHEN DRIVING FOR WORK?

- Time pressures
- Delivery/stop schedules
- Pay per mile/telemetry
- Distractions
- Route planning
- Stress
- Unfamiliar locations

HOW DOES SPEED INCREASE RISK ON THE ROAD?

- Reduces reaction time
- Increases stopping distances
- Reduces a vehicle's ability to protect occupants
- Increases the risk to vulnerable road users outside the vehicle

SPEEDING CAN AFFECT ALL DRIVERS IN ALL VEHICLE TYPES

Company cars, Grey fleet, HGVs, Buses and coaches, Motorcyclists, LGVs

IMPORTANT TO REMEMBER!
Even when respecting speed limits, drivers can travel at inappropriate speeds or have an inappropriate driving style that increases their risk of being harmed in a collision. Even vehicles equipped with top speed limiters can breach lower speed limits.

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HOW TO START TACKLING SPEED...

Establish a 'speed policy' as part of a work-related management

Assess and train drivers in the techniques of encouraging safe and lower speed

UTILISE

Intelligent ITSA uses a speed and/or GPS to monitor drivers of their driving to automatically adjust as needed. For

Interested in Europe

Infographic: Driving for Work: Using Telematics in Professional Vehicle Fleets

March 11, 2019 Publications

USING TELEMATICS IN PROFESSIONAL VEHICLE FLEETS

WHAT ARE TELEMATICS?
Vehicle telematics are used to monitor the driving of a vehicle.

Event Data Recorders:

- Record data immediately before, during and after an event
- Usually triggered by a collision occurring
- The information can then be used for analysis of that event

Journey Data Recorders:

- Continuously monitor data through an entire journey
- Collect information about collisions but also driving style
- The information can be used for collision analysis and feedback

How can telematics be fitted in a vehicle?

- Installed using a 'black box'
- Used through a smartphone app
- Built-in to the vehicle

WHAT CAN THEY DO?
Telematics can be used to monitor a range of driving elements:

- Journey start and end times
- Speed
- Stops
- Vehicle location
- Braking
- Seatbelt usage
- Acceleration
- Cornering
- Use of Safety Technologies
- Fuel consumption

Advanced systems can even be used to monitor driving conditions, congestion and weather.

REMEMBER!
There will always be elements of driving that telematics cannot capture. They can't solve everything and should be used as part of a comprehensive work-related road risk management programme.

HOW CAN TELEMATICS HELP?

Driver specific issues	Company wide issues	General road safety issues
<ul style="list-style-type: none"> Identify strengths, weaknesses and areas of concern Provide immediate, relevant feedback Enable driver training and education Develop reward schemes 	<ul style="list-style-type: none"> Identify issues linked to the type of work/operations carried out, e.g. fatigue, overloading, idling Inform changes to shift patterns and driving times to avoid those that are riskier/more expensive 	<ul style="list-style-type: none"> Highlight key risk factors like speeding and fatigue Collision data can be used by police, insurers and researchers

MAKING THE MOST OF TELEMATICS

Feedback

- Real-time feedback can be provided while the driver is in the vehicle
- Proactive feedback can be delivered after the journey, straight to the driver or by a manager
- Make sure feedback is relevant, clear and continued in the long-term

Part of a programme

- Integrate telematics into your road safety management programme
- This should include clear policies on key road safety issues like speeding, drink-driving and fatigue
- Use telematics data proactively to help improve your programme

Handling Data

- Take care to abide by the relevant data protection rules
- Give staff a proper explanation of how the telematics work, how you use the data and who has access to it
- Always make sure that data is assigned to the correct drivers

Leadership and Buy-in

- Management, staff and staff associations should all be consulted and involved in the process
- Consider establishing a 'Telematics Policy' that sets out what is expected of employers and employees

Using telematics can lead to significant savings:

- Increased insurance premiums
- Reduced fuel consumption
- Reduced maintenance and repair costs

WITH SUPPORT FROM

Driver Foundation, MAFPFE, MUX TELEMATICS, DASH

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Fleet safety - what we've been doing

Home > Sustainable procurement: the GBS for transport (vehicles)

Department for Environment Food & Rural Affairs

Guidance Government Buying Standards for transport 2017

Updated 21 December 2017

Contents

- [Before procuring vehicles](#)
- [Minimum mandatory standards](#)
- [Best practice standards](#)
- [Why we have these standards](#)
- [Support for procurement of zero and ultra low emission vehicles](#)

Public sector organisations must use the product specifications set out in the Government Buying Standards (GBS) when procuring goods or services.

All central government departments and their related organisations must ensure that they meet the mandatory GBS standards when buying goods and services for the product groups covered. We also encourage the wider public sector to specify the mandatory standards in tenders.

The best practice standards have more or stricter criteria. Any organisation concerned about sustainable procurement may choose to follow them or to specify them in tenders.



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The Official Site of The European New Car Assessment Programme

LATEST SAFETY RATINGS

NEW



2019 ★★★★★

Range Rover Evoque
Standard safety equipment



NEW



2019 ★★★★★

Citroën C5 Aircross
With safety pack



NEW



2019 ★★★★★☆

Citroën C5 Aircross
Standard safety equipment



ALL RESULTS



Minimum mandatory standards

If you are procuring vehicles on behalf of a central government department or a related organisation you must meet the minimum mandatory buying standards. The wider public sector is encouraged to meet these standards.

For cars:

1. The default is zero or ultra low emission at tailpipe with alternatives considered only in exceptional circumstances: any diesel car alternative must be certified as meeting Real Driving Emissions (RDE) standards ([Euro 6d-TEMP or Euro 6d](#)) where possible Euro 6d.
2. Procurement decisions contribute towards meeting the Government Fleet Commitment¹ to electrify 25% of cars in central government department fleets by 2022.
3. Fleet average of no more than 130 grams/kilometre of carbon dioxide (CO2) emissions aiming for no more than 95 grams/kilometre from 2020 reflecting Regulation (EC) No 443/2009 setting emission performance standards for new passenger cars as part of the Community's integrated approach to reduce CO2 emissions from light-duty vehicles.
4. New cars must have a minimum [Euro NCAP](#) safety rating and a minimum 'Pedestrian Protection' score (to be defined).



What local authorities can do

- Speak to your immediate colleagues and stakeholders, especially your supply chains. Encourage them to participate in the Driving for Better Business Initiative.
- Pitch Euro NCAP safety standards to anyone who is involved in fleet management..
- Look at your local Gig economy. Is there any way you can raise awareness of work related safety benefits to those businesses?



Department
for Transport

Thank you for listening