

IMPROVING WORK RELATED ROAD SAFETY

Foreword by Sir Trevor Chinn, Chairman, Motorists' Forum

The Motorists' Forum was asked by the Department for Transport (DfT) to look at the issue of Work-Related Road Safety (WRRS) and advise on how companies and other organisations can be encouraged and helped to raise their road safety standards.

We are very pleased to respond to this request. The issue is serious, with as many as 1,000 road deaths and 13,000 serious injuries a year involving people who were at work at the time.

Under the Chairmanship of John Mumford of BP, we set up a WRRS Working Group comprising of senior people from the Forum including Roger Putnam of Ford, Michael Roberts of the Confederation of British Industry and John Lewis of the British Vehicle Rental and Leasing Association, together with representatives from the Institute of Advanced Motorists, the Parliamentary Advisory Council for Transport Safety, the Royal Society for the Prevention of Accidents and the Association of British Insurers. Additionally, the HSE and DfT acted as advisors to the group.

There were two findings immediately apparent to the group. Firstly, in addition to the many benefits that can arise through the effective management of WRRS, **companies could also make substantial cost savings** by adopting such practices. Whilst there are few definitive studies in this area, anecdotal evidence suggests that at least 25% of fleet accident costs is saveable and that in some cases, 75% might be achieved.

Secondly, it was apparent that **there is already a plethora of sources of good advice on how to improve safety**. Therefore, we do not feel that there is anything to be gained by the Forum attempting to produce a further good practice guide.

We have concluded that by organisations introducing the following simple measures:-

- identifying the risks associated with the typical journeys performed by employees
- disseminating and promoting a policy to employees that addresses these risks
- giving employees relevant training to make them aware of risks and give them the skills to manage them
- monitoring accidents (and near misses) and using this information to improve training
- consulting and involving employees in this process

they could make cost savings of the order of hundreds of pounds per vehicle per annum, get better motivated employees and avoid the risks of prosecution or death of key employees. The question we have attempted to answer is therefore why are companies not introducing such measures?

In our view, the main problem is 'market failures' which stand in the way of organisations taking the measures which would prevent accidents and deaths, and reduce their business costs, by making good WRRS practice an integral part of health and safety management processes. To try to overcome these obstacles, we have made a series of recommendations.

Our study has throughout emphasised the need for self-help by industry and other organisations in raising their standards, rather than looking to Government or 'someone else' to solve the problem.

And reflecting this, most of the recommendations relate to the role we see for champions – people who have adopted and benefited from good practice in their organisations, and are prepared to give freely of their time and effort - to spread the word to their business peers, by speaking at business networking events and generally reaching out to other organisations with a significant workplace driving activity.

Members of the Motorists' Forum themselves will play their part in this process. And we know that there are many other people who are ready and willing to be engaged. But to make a real difference to road deaths and injuries, this voluntary outreach needs to be marshalled and deployed on a significant and systematic basis. For this to happen, Government needs to provide funding that will allow for a substantial increase in the activities undertaken. This will require focussing a significant amount of funding resource, possibly of the order of up to £500,000 per annum for 3 years, in this area in order to support a concentrated programme of outreach.

This sum will, we believe, unlock the voluntary effort available, and should be viewed in the light of the annual toll of injuries and deaths with a resource cost estimated at between £2.6bn - £2.9bn in recent research and which we estimate could be even higher.

So we do commend this possibility, and hope that the DfT and the HSE would be able to support it. There are a number of organisations who we are sure would be interested in offering their ideas and proposals on a competitive basis.

There are four other issues which involve Government.

The first concerns employers' duties to report incidents relating to on-the-road work activities under the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 1995 (RIDDOR). At present, there is no requirement to include road accident injuries within RIDDOR. However, we consider that the introduction of such a measure would send an important signal to all occupational health and safety officers/managers that road injuries are within

their remit and therefore should be managed like other Occupational Safety and Health risks. Accordingly, we recommend that such a requirement to report serious incidents relating to on-the-road work activities under RIDDOR should be introduced at the earliest opportunity and we will be responding to the recently issued HSE consultation document on this issue in this vein.

The second of these concerns our recommendation that the DfT should act as a champion with other Government Departments and public bodies. During the course of our work our attention was drawn to a Parliamentary Question in which Government Departments were asked to specify their work related driving policies. From the answers given, there is clearly room for improvement. We see real value in DfT taking the lead in stressing the benefits of good WRRS management practices to these bodies.

The third issue concerns the exemptions from seat belt requirements that many professional drivers enjoy. We note, and welcome, the requirement that from 1 March 2005, users of goods vehicles engaged in delivering or collecting will have to wear seatbelts if travelling more than 50 metres. However, there are still other exemptions in place and we hope these will be kept under consideration as such exemptions can potentially undermine a road safety culture.

Finally, we welcome the Driving at Work – Managing work-related road safety guidance document which DfT and the HSE jointly published in 2003. But we recommend some early evaluation of how effectively it is getting to organisations and leading to the necessary changes.

I hope that Government finds this Report helpful. It is absolutely clear that there are major wins to be gained – both in reduced road casualties and to the bottom lines for organisations – by this matter being tackled in a robust manner. I hope Government will continue to work with us on this matter as the recommendations are taken forward.

SIR TREVOR CHINN

RECOMMENDATIONS

RECOMMENDATION 1 - GOVERNMENT ENGAGEMENT

- 1.1 **We recommend that a requirement for employers to report serious incidents relating to on-the-road work activities under the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 1995 (RIDDOR) should be introduced.**
- 1.2 **We recommend that the Department of Transport should act as a *champion* with other Government Departments and public bodies.** The role of a champion within government would be the same as a business champion (see 3 below) but would focus on engaging government departmental support for the concept and encouraging agencies with large workplace driving activity to implement the above processes.
- 1.3 **We recommend that the exemptions from seat belt requirements that many professional drivers enjoy should be reviewed in the light of the negative signal this sends about the government's commitment to road safety.**
- 1.4 **We recommend that an early evaluation should be carried out on the effectiveness of the various road safety campaigns aimed at work-related safety. This review should similarly evaluate the impact and effectiveness of the Driving at Work guidance document in getting to organisations and influencing them to adopt good practice.**

RECOMMENDATION 2 - SUPPORT FOR A PROGRAMME OF CHAMPION OUTREACH

- 2.1 Many people from across the range of work sectors, and large and small organisations are willing to talk to business peers about their success in raising road safety standards, and the financial and other benefits to be gained. **We recommend that there is a systematic programme of outreach; that the Government should be prepared to support the organisation required for this, with funding potentially up to £500,000 per annum, for a concentrated programme over 3 years; and that this is taken forward through an open competition.**

RECOMMENDATION 3 - SUPPORT FROM OTHER BODIES

- 3.1 **We recommend that the police, HSE Inspectors, Trade Union H&S representatives, local authority road safety officers and other local occupational and road safety groupings should take every opportunity to engage in publicity campaigns and speaking engagements to raise awareness.**

RECOMMENDATION 4 - LARGE EMPLOYER ENGAGEMENT

4.1 Many large employers already have effective work-related risk management strategies in place. **We recommend these employers should be enrolled as sector champions, identifying specific issues in particular sectors and acting as advocates working through networks and associations in their sector, contributing to the programme of outreach described in recommendation 2 above.**

RECOMMENDATION 5 - SMALL & MEDIUM SIZE EMPLOYER ENGAGEMENT

5.1 Medium and small sized employers have been notably slower to endorse the practice of adopting work-related risk management strategies. **We recommend that such employers should be engaged through business networks like the CBI, Business Links and Trade Associations, also contributing to the recommended programme of outreach.**

RECOMMENDATION 6 - COMMUNICATIONS

6.1 **We recommend co-ordinated promotion and publicity campaigns between key players.**

IMPROVING WORK RELATED ROAD SAFETY

A STUDY LED BY THE MOTORISTS' FORUM
AT THE INVITATION OF THE DEPARTMENT
FOR TRANSPORT

May 2005

EXECUTIVE SUMMARY

This study has been initiated by the Motorists' Forum in response to a request from the Secretary of State for Transport for advice on how employers could be encouraged to give a higher priority to road safety for those who drive cars or vans as part of their work.

It is estimated that currently there are about 1000 deaths on UK roads each year involving people who were at work at the time, with a further 13000 seriously injured. In other words, between one-quarter and one-third of all road accidents involve someone who was working.

However, on-the-road work activity is the aspect of work-related safety which receives least attention by employers with recent research showing that 79% of respondents had yet to compile a vehicle fleet risk management strategy. The activity is also often overlooked by, or even excluded from, public road safety initiatives.

The study concludes that:

- this is an area where some employers have already achieved remarkable reductions in accidents through the introduction of relatively simple measures;
- there is a strong business case for employers to improve safety in this area; and
- there is ample advice on good practice which will help employers achieve major improvements.

The missing element appears to be awareness and management focus. The study therefore recommends a number of measures to address this aspect:

- making it clear to employers that workplace health and safety legislation applies equally to work related travel and should be applied in the same way as in the workplace;
- support for an organisation undertaking a systematic programme of outreach designed to coordinate a network of employer champions drawn from public, private, and voluntary sectors who will work through employer networks and associations to deliver awareness;
- using government funded advertising and major events as platforms to extend awareness; and
- a Government review of its existing guidance in this area to assess its effectiveness and market penetration.

Our recommendations require no primary legislation and have a cost that equates to the saving of half a life per annum. Nor should they impose greater regulatory burdens on business as we are not recommending a swathe of new requirements, merely the extension of existing health and safety processes to cover work related travel.

INTRODUCTION

Work-related road safety affects anyone who is travelling as part of their work. This does not just affect people who are professional drivers, it affects anyone whose work takes them to different locations and therefore requires them to travel. Indeed, while professional drivers receive extensive training, it is the wide range of other drivers - the sales representative visiting clients, the care worker doing home visits, the manager rushing to a business meeting, the tradesman in the white van - which provide particular challenges for improving work-related road safety.

The Motorists' Forum initiated this study in response to a request from the Secretary of State for Transport because it appeared that this is an area of road safety which is often overlooked both in workplace health and safety processes and public road safety initiatives. Indeed surveys suggest that some 79% of companies have not even recognised this as a risk area. Yet it is an area where some organisations have achieved remarkable reductions in accidents through relatively simple measures. Study members include BP (chair), ABI, BVRLA, CBI, Ford, IAM, PACTS and RoSPA. The Department for Transport and Health and Safety Executive also sit on the study group.

This paper looks at the case for doing more to improve the safety performance of people driving as part of their work. It demonstrates that there is a sound business case for doing more; demonstrates that there is a plethora of sources of good advice on how to improve safety; and proposes action to raise employers awareness of the opportunities to improve safety and save money.

THE BUSINESS CASE

Basic data

It is estimated that there are about 1000 deaths on UK roads each year involving people who were at work at the time, with a further 13000 seriously injured. In other words, between one-quarter and one-third of all road accidents involve someone who was working. (*Work-related Road Safety Task Group Report*)

Employees who drive more than 25000 miles a year have at least a one in 8000 chance of dying behind the wheel of their company vehicle – a risk similar to that of miners dying at the coal face. (*RoSPA*)

In the UK, there are about 4.7 million business vehicles and a further 2.1 million private cars used on company business each year. (Data relates to private sector and does not include public sector). (*BVRLA*)

65% of all company vehicles typically will be involved in an incident during a year. (*ALD Automotive Guide to Fleet Management*)

The estimated cost to industry of at work road accidents is put at £2.6bn - £2.9bn per year. (*Kwik-Fit Fleet – Profit through Safety: A Boardroom Plan for Action*)

However this could be an underestimate. The latest accident cost figures are from Table 1 of *Highways Economics Note No 1, 2003 Valuation of the Benefits of Prevention of Road Accidents and casualties*, Department for Transport, December 2004. These quote:

- Fatal injury £1,312,260
- Serious injury £147,000
- Slight injury £11,370.

The figures are in June 2003 prices and cover lost output, medical and ambulance costs, and human costs. The document notes that '*...because some elements of accident values are not quantified, total accident values may be regarded as minimum estimates.*'

Average vehicle repair costs following an accident range between £750 - £4500 per claim. (*ALD Automotive Guide to Fleet Management*)

The true cost of an accident (including lost working time and contracts, not just bent metal) can be anywhere between 4 and 54 times the amount of repairing the car. A factor of 10 seems a reasonable figure for most calculations – meaning an accident with vehicle repair charges of £1000 can cost £10000. (*Lloyds TSB Autolease – Duty of Care at a Glance*)

The basic data about road related road safety therefore suggests that there are around 1,000 incidents costing well over £1 million, plus a further 13,000 incidents each costing well over £100,000, plus several million minor incidents with costs ranging from £1,000 upwards.

Legal Responsibilities

The Health and Safety at Work Act 1974 Act requires employers to ensure, so far as is reasonably practicable, the health and safety of all employees while at work. Employers have a duty to ensure that others are not put at risk by their work-related driving activities. Employees have a duty not to put their own or other people's health and safety at risk and to co-operate with their employer.

These duties are expanded in the Management of Health and Safety at Work Regulations which require employers to establish systems, carry out risk assessments, carry out health surveillance, train, monitor, protect young/ pregnant workers, etc.

Health and Safety (H&S) law also places duties on the self-employed not to put their own or others health and safety at risk. This also applies to part time or temporary staff whether using vehicles provided or hired by the

organisation or using their own vehicle during the course of their work (but excluding commuting journeys).

Volunteer drivers also have a responsibility to guard against work-related driving incidents. Although H&S law does not specifically apply to such workers (as they are not employed or self-employed), there may be circumstances where the legislative framework does apply.

Employers also have duties under road traffic law eg the Road Traffic Act and Road Vehicle (Construction and Use) Regulations, which are administered by the police and other agencies such as VOSA. An employer can be convicted of causing or permitting the commissioning of a road traffic offence when a vehicle is used as part of the employers' business. Such offences require proof of knowledge on the part of the employer that the vehicle, driver or activity was unlawful.

For employers to comply with their duty of care under H&S law, they should:-

- Have a H&S policy supported by management (a written policy if a company employs five or more people);
- Consult employee representatives about H&S at work on the road;
- Have road safety management procedures in place, including risk assessment and implement safe practices that eradicate or minimise risk so far as is reasonably practicable;
- Ensure employees are given relevant information, training where necessary and supervision to be safe on the road; and
- Regularly monitor the safety of journeys, investigate accidents and incidents, review performance and amend policies and procedures accordingly if new risks are identified.

The company directors, company secretary and other managers all have legal duties. Failure to comply could lead to enforcement action by any of the enforcing authorities involved.

Corporate manslaughter

Prosecutions under existing laws of manslaughter have been rare. However, the Government is consulting on a draft Bill which would introduce a new offence of Corporate Manslaughter. This offence will be designed to target corporate failings and is intended to help deter flagrant disregard for health and safety law. The Home Office have indicated in consultations with employers that individuals will not be liable for the new offence although directors will remain liable to prosecution.

Benefits from managing work-related road safety

The basic data above demonstrates that there is a direct cost of the order of £425 per vehicle per annum from road accidents. The key question is how much of this can be saved with simple measures. There are few definitive

studies in this area. However anecdotes suggest that at least 25% is saveable and in some cases 75% might be achieved.

Case studies – benefits

Research by Kwik-Fit Fleet, shows that 47% of companies surveyed considered that fleet costs had been reduced through managing fleet safety.

Early indications from BP's work-related management systems suggest that cost savings will exceed 50%. In addition, staff opinion surveys have shown a very positive morale impact because it is perceived as the company doing something for the benefit of its staff.

The CORGI work-related road risk management process has resulted in a 60% reduction in the number of CORGI vehicles involved in collisions over the past 18 months.

Smaller firms, such as Alide Plant Ltd, have achieved a significant drop in accident frequency and a 50% reduction in insurance premiums within 2 years by integrating road safety into their HSE systems. Staff morale increased, shown by reduced staff turnover, and the operation was able to expand and continue to thrive.

There are many other benefits arising from managing work-related road safety effectively:-

- A potential reduction in insurance premiums depending on previous claims record, fleet size and composition at a time when insurance premiums are rising.
- Reduced running costs and environmental impact through better driving standards eg fuel consumption improvements and reductions in wear and tear on tyres, brakes and clutches.
- Improved business performance eg fewer missed orders and business opportunities.
- Improved public image – damaged vehicles do little to inspire confidence, especially if they have the company name on them!
- Fewer days lost due to injury, reduced risk of work-related ill health, reduced stress and improved morale.
- Fewer vehicles off the road for repair and less lost time due to work rescheduling.
- Less need for investigation and paperwork and less chance of key employees being banned from driving.

Conversely, companies that have not implemented a road safety management strategy risk increased costs, claims for compensation, reputation damage and, in extreme cases, prosecution.

HOW ORGANISATIONS CAN ACHIEVE THE BENEFITS

Best Practice

It is not the intention of this paper to give detailed guidance on how work-related road safety should be managed (although examples of good practice in the main areas that need to be addressed are set out below).

There is currently a plethora of information available about good practice, including the *Driving at Work* guidance document produced jointly by the DfT and the HSE. This should be essential reading for those involved in drawing up work-related road safety policies.

Information on managing work related road safety can be obtained from the organisations set out in Annex A to this paper. (List provided courtesy of Local Authorities Road Safety Officers' Association (LARSOA).) Also, the Occupational Road Safety Alliance (ORSA) brings together over 80 organisations committed to raising awareness of the need for action and has a comprehensive web portal (www.orsa.org.uk).

How to manage work-related road safety

The guidance document *Driving at Work - Managing work-related road safety*, published jointly by the Department for Transport and the Health and Safety Commission in September 2003, advises that work-related road safety is best managed if it is integrated into a company's policy, organisation and arrangements for managing health and safety at work. Companies should look at their health and safety systems and consider whether they adequately cover this area of work.

The main areas that need to be addressed are:-

- **Policy.** The risks associated in the work related driving should be assessed and appropriate health and safety policies developed to deal with these risks. Guidance on risk assessments is covered in the *Driving at Work* guidance document and by material issued by other providers.

Case Study – example of a policy

BP applies the following policy to every BP employee who operates any vehicle on BP business and to every BP vehicle.

Vehicle Requirements:

- The vehicle is fit for the purpose, and has been maintained in safe working order, with seatbelts installed and functional
- The number of passengers does not exceed manufacturer's specification for the vehicle
- Loads are secure and do not exceed manufacturer's specification and legal limits for the vehicle

Driver Requirements:

- They are appropriately assessed, licensed, trained, and medically fit to operate the vehicle
- They are appropriately rested and alert
- They do not use a mobile phone or other two-way communication device while operating the vehicle
- In specific high-risk countries risks of the journey have been assessed and journey risk management plans in place
- Seatbelts are worn by all occupants at all times whenever a vehicle is in motion
- They are not under the influence of alcohol or drugs, or any other substance or medication that could impair their ability to drive
- Safety helmets are worn by rider and passengers of motorcycles, quads, snowmobiles and similar types of vehicle

- **Responsibility.** There should be top-level (ie board) commitment to work-related road safety in an organisation, with clearly defined responsibilities throughout the management chain.
- **Organisation and Structure.** In all organisations, there should be clear lines of accountability. The principles of organisation for road safety are no different to the principles of health and safety in other areas. The system must ensure that managers and drivers are competent to play their part.
- **Systems.** Companies should have adequate systems for carrying out risk assessments and delivering training.

Case Study – examples of specific systems

Some organisations have put in place detailed policies on issues such as speed, fatigue, drugs and alcohol and mobile phones etc.

Some organisations have a policy that full details of all accidents must be registered with key factors identified. Incidents are investigated in order to gain a learning outcome and ensure the accident is not repeated in future.

Some organisations check driving licences once a year and provide eyesight and medical checks to ensure drivers do not have a condition which affects their driving ability.

Many organisations provide guidance on how and when to carry out basic safety checks, such as oil, tyres and washer fluid.

Many organisations require their higher risk drivers to pass an advanced driving test.

- **Monitoring.** Performance should be monitored to ensure that a work-related road safety policy is effective. Employees should be encouraged to report all work-related incidents without fear that punitive action will be taken against them. Sufficient information should be collected to ensure informed decisions can be made about the effectiveness of existing policies and the need for change.

ENROLLING MORE ORGANISATIONS IN THIS APPROACH

The conclusion from the above is that by introducing simple measures companies could make cost savings of the order of hundreds of pounds per vehicle per annum, get better motivated staff and avoid the risks of prosecution or death of key staff. In essence all organisations need to do is:

- Identify the risks associated with the typical journeys performed by staff.
- Disseminate and promote a policy to staff that addresses these risks.
- Give staff relevant training to make them aware of risks and give them the skills to manage them.
- Monitor accidents and near misses, and use this information to improve training.
- Consult and involve staff in this process.

Yet the majority of companies (a group shown as 79% of respondents in recent research) have yet to compile a car fleet risk management strategy.

So why aren't companies doing it? It would appear that the missing element is those promoting good practice lack access to effective employer networks. How can this be fixed? The recommendation from the study is that more should be done to energise and empower the networks that exist and that the issue of work related driving be given a much higher profile, both within government and within employer organisations. The objective is to stimulate awareness and communicate the good practice which is already out there. The study would like all organisations to see work related driving as an integral part of their health and safety management processes and afford it the management priority it deserves.

Central support

Energising of networks requires resource and coordination. A number of members of the Motorists' Forum will play their part in this process, and there are many other people who are prepared to act as 'champions', giving their time and effort to reach out to their business peers.

But to make a real difference to road deaths and injuries, this voluntary outreach by champions needs to be marshalled and deployed on a significant and systematic basis. This also needs to be backed by national advertising to reinforce the message.

We believe that a dimensional increase in outreach can be achieved in this way – but will require financial support from Government which we estimate at being up to £500,000 a year for a concentrated programme over three years.

This financial requirement needs to be viewed in the context of the 1,000 work-related deaths and 13,000 serious injuries a year, with an economic resource cost of over £3,200 million each year.

A number of organisations could be interested in offering their ideas and proposals for organising the programme of outreach on a competitive basis. These include the individual members of the Occupational Road Safety Alliance (ORSA) such as PACTS, RoSPA and RoadSafe.

We regard two other elements as critical. Firstly, government needs to positively affirm that it sees work-related driving as a key aspect of workplace health and safety, and to place work-related road safety monitoring on the same platform as workplace safety.

The HSE has recently published a consultation document seeking views on the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 1995 (RIDDOR). The document includes a specific question as to whether at work-related road traffic incidents should be reportable under RIDDOR. The Motorists' Forum will be responding to this proposal, recommending that such accidents should be so reportable under RIDDOR or any other system that may replace RIDDOR.

Secondly, Government should ensure that it sends more positive messages about work-related road safety. In this regard it should consider removing some of unhelpful exemptions from road safety legislation that certain sectors of work related driving enjoy (eg seat belt exemptions) and also avoid policy statements that belittle the issues of work-related road safety.

There are other issues we consider Government should address, including early evaluation of the effectiveness of the various road safety campaigns aimed at work-related safety, and similar evaluation of the impact and effectiveness of the *Driving at Work* guidance document in getting to organisations, and influencing them to adopt good practice.

Generating engagement

One of the key roles of the suggested programme will be to engage a network of champions, working to spread the message to peer organisations.

Many large corporations and other organisations already have effective work-related risk management strategies in place. Indeed, some have been at the cutting edge of producing such strategies and promoting them through their contractual relations with their business partners and through sector bodies. These companies should be enrolled as sector champions who can identify specific issues in particular sectors and act as advocates working through networks and associations in their sector.

The role of champion is equally important within government, where the focus is government agencies with large workplace driving activity, and within the voluntary sector, where the focus is on organisations such as care agencies that may have very large number of disparate volunteers using their own vehicles.

It is recognised that finding champions within the small and medium size employer (SME) area is harder. However, there are many organisations which work closely with SME's and these would provide an engagement link. Examples include British Vehicle Rental and Leasing Association, Association of Car Fleet Operators, Federation of Small Business, Chambers of Commerce, Business Link, Confederation of British Industry and many safety orientated organisations.

CONCLUSION

The study has highlighted relatively simple measures that can mobilise the existing good practice and disseminate it through more focussed use of employer networks to create awareness and the wider application of conventional health and safety management practices to deliver safety improvements.

The recommended changes require no primary legislation and have a cost that equates to the saving of half a life per annum. In practice we estimate these measures could save many hundreds of lives.

***Motorists' Forum Secretariat
May 2005***

Key Sources of Information

Department for Transport/HSE

Driving at Work - Managing work-related road safety
www.hse.gov.uk/roadsafety/index.htm

Local Authority Road Safety Officers' Association

Driving your business risk down
www.larsoa.org.uk/resources/larsoa_resources.html

Occupational Road Safety Alliance

www.orsa.org.uk

Driver Training/Risk Assessment Providers

Your local Road Safety Unit, found in the library section, may be able to provide these services or indicate local providers - particularly if your organisation has a very small number of drivers.

AA Training Services

15th Floor, Castlemead, Lower Castle Street, Bristol, BS1 3AG

Tel: 0870 850 1434 Fax: 0117 930 8285

www.aadrivingschool.com or fleetdrivertraining@theaa.com

will liaise with clients to devise training programmes tailored to their requirements to help reduce the human and financial costs of poor driving of all types of business vehicles, from delivery vans to executive cars. They ensure the resultant programmes will be both right for the drivers and can be implemented without upsetting the company's smooth running, ensuring the achievement of maximum cost-effectiveness.

AcciDONT driving logic

18 Talbot Street, Whitwick, Leicester, LE67 5AW

Tel: 01530 451347 Fax: 01530 459248

www.accidont.co.uk or peter.williamson@accidont.co.uk

and at 30 – 34 West King Street, Helensburgh, Argyll & Bute, G84 8EB.

Tel: 01436 451347 Fax: 01436 678808 simon.johnston@accidont.co.uk

AcciDONT driving logic can carry out risk assessment surveys and tailor driver training needs for all classes of drivers, vehicles and situations.

Active Risk Management

Rarrigini and Rosso group Ltd., The Marketing Centre, 10 –12 Flag Business Exchange, Vicarage Farm Road, Peterborough, PE1 5SL

Tel: 01733 426000 Fax: 01733 342223

www.activeriskmanagement.co.uk or enquiries@fleetriskmanagement.arrange Driver Awareness training Promoting vehicle reversing safety systems (Brigade Electronics Ltd.) and the use of Accident Data Recorders (VDO Kienzle UK).

Applied Driving Techniques

17 Tavy Close, Chandlers Ford, Hampshire, SO53 4SN

Tel/Fax: 023 8027 6511

www.applieddrivingtechniques.com or enquiry@applieddrivingtechniques.com

Applied Driving Techniques offer businesses and companies consultancy on all aspects of occupational

road risk management. Services include occupational road safety audits, risk assessments (covering all aspects of road safety) and software, crash analysis and software and in-house training such as mobile phone awareness training. They also help employees raise and maintain their awareness of road safety issues through newsletters, seminars and in-house competitions.

ATC Driver Training

Hangar 1, Hurricane Way, North Weald Aerodrome, Epping, Essex, CM16 6AA

Tel: 01992 522287

www.driver-training.co.uk or atc@driver-training.co.uk

ATC Driver Training provide driver training and skid-car training and undertake analysis of fleet and driver accident data and provide a risk profile of the organisation for appropriate and targeted solutions to manage the risk to at-work drivers.

Bespoke Driver Training

Vienna House, International Square, Birmingham International Park, Bickenhill Lane, Solihull, B37 7GN

Tel: 0121 706 3734 Fax: 0121 707 3671

www.bespokedrivertraining.co.uk or enq@bespokedrivertraining.co.uk

Bespoke Driver Training will undertake a road risk management audit based on previous accidents, plan a driver protocol, design a drivers handbook and tailor a bespoke package of training to the company needs as well as driver training based on individual risk assessments.

BSM see RAC

Creative Training

P.O. Box 50, Rugby, Warwickshire, CV22 7QE

Tel/Fax: 01788 816250

www.creativetraining.co.uk or information@creativetraining.co.uk

have produced an easy to use, FREE, on-line pre-assessment facility to assist employers knowledge test their employees. This can be administered at the employer's convenience so time off to attend courses is not an issue. They have also produced a defensive driving/planned education package, endorsed by the Driving Standards Agency, in the form of a CD (which includes the film "Safer Driving" by Tiff Needell) and a workbook which can be downloaded FREE.

Defensive DRIVER TRAINING

Douglas House, 217 Long lane, Halesowen, West Midlands, B62 9JT

Tel: 0121 422 2222 Fax:0121 422 4499

www.ddtgroup.com or admin@ddtgroup.com

Defensive DRIVER TRAINING undertake insurance claims analysis, health and safety audits and driver risk assessments leading to a targeted driver training programme.

The Defensive Driving Consultants

Litton House, 52/56 Buckingham St., Aylesbury, Bucks. HP20 2LL

Tel: 01296 611411 Fax:01296 611414

www.defensive-driving.co.uk or info@defensive-driving.co.uk

The Defensive Driving Consultants can design continuous improvement programmes tailored to client needs and train all classes of drivers in all types of vehicles.

Drive Alive UK Ltd

Diss Business Centre, Dark Lane, Diss, Norfolk, IP21 4HD

Tel: 01379 651044 Fax: 01379 651045

www.drivealive.co.uk or dauk@drivealive.co.uk

Drive Alive UK Ltd undertake comprehensive fleet risk evaluation and audit and tailor courses to precisely fit client's needs for all classes of vehicles and all types of drivers with most of their consultants/trainers holding a Police Class 1 Advanced driving certificate.

Drive and Survive UK plc.

Enstone Airfield, Chipping Norton, Oxon. OX7 4NP

Tel: 0870 121 8339 Fax:0870 120 8370

www.driveandsurvive.co.uk or enquiries@drivesurvive.co.uk

Drive and Survive UK plc. offers a wide range of driver risk management interventions suitable for all classes of drivers and vehicles, available throughout the UK and abroad. Also provides a turnkey operation for the delivery of driving-orientated events that can meet many different objectives

Drive Safe at Goodwood

Goodwood Motor Circuit, Chichester, West Sussex, PO18 0PH

Tel: 01243 528815 Fax: 01234 771522

www.mithril.co.uk or chris@mithril.co.uk or enquiries@mithril.co.uk

Drive Safe at Goodwood carry out risk assessments of company fleets to develop the best strategy for training and conduct courses tailored to the clients requirements. Training and support is offered nationwide through a network of regional accredited instructors all working to a documented set of training standards. They have recently linked up with Mithril Racing, operators of a wide variety of driving activities, based at Goodwood Motor circuit.

DriveTech (UK) Ltd.

Telford Avenue, Transport Research Laboratory, Crowthorne, Berkshire, RG45 6XA.

Tel: 01344 773144 Fax: 01344 773148

www.drivetech.co.uk or info@drivetech.co.uk

DriveTech (UK) Ltd. undertake accident analysis and offer flexible and comprehensive training programmes tailored to the specific needs of the company.

Driving Dynamics

Maple House, East Street, Saffron Walden, Essex, CB10 1LS

Tel: 01799 516888 Fax: 01799 505613

drivingdynamics@btinternet.com

Driving Dynamics provide Powerpoint seminar presentations on systematic driving techniques, organise and run corporate events and undertake:

‘On-Road’ courses of advanced driver development training for drivers of all classes of vehicles - and -
‘Off Road’ courses in skid pan and skid car training.

Driving Management Ltd.

Thruxton Race Circuit, Andover, Hampshire, SP11 8PW

Tel: 01264 771074 Fax: 01264 771075

www.skidpan.org.uk

Driving Management Ltd. cover all types of driver training, for all situations, on and off road and all vehicles. They also have courses for high performance driving and skid pan training.

Driving Services UK Ltd

The Old Barn, Ledsham Village, Ledsham, Cheshire, CH66 0NE.

Tel: 0151 347 4500 Fax: 0151 347 4501

www.drivingservices.com or safety@drivingservices.com

Driving Services UK Ltd can provide seminars, courses and driver training of all sorts (initial, refresher, defensive, skid prevention, 4x4 etc.) and for all vehicles.

DSE Fleet Training Limited

3 Bank Street, Elie, LEVEN, Fife, KY9 1BW

Tel: 01333 330851 Fax: 01333 330030

www.D-s-e.co.uk or info@d-s-e.co.uk

Southern office - Unit 54, The Enterprise Centre, Bryn Road, Tondy, Bridgend, South Wales, CF32 9BS

Tel/Fax: 01656 729622

dsesouthwales@fsbdial.co.uk

conduct driver training for those who drive as part of their work, in all types of vehicles, anywhere in the UK. under the guidance of fully qualified, high quality driving instructors, all registered on the DSA Fleet Register. All training is structured to the needs of the company. They also carry out risk assessments, examine current operating procedures and advise accordingly.

Fleet Interventions Ltd

First Floor 23, IMEX Business Park, Shobnall Road, Burton upon Trent, DE14 2AU
Tel: 01283 741494 Fax: 01283 845735

www.fleetinterventions.co.uk or info@fleetinterventions.co.uk

Fleet Interventions Ltd undertake company and driver risk assessments and accident analysis, review risk controls, structure seminars and courses for managers and employees, and provide driving courses for all standard on-road vehicles.

Fleet Driver Selection

Digswell Park Lodge, Digswell Park Road, Welwyn, Hertfordshire, AL6 0ST

Tel: 01707 391391 Fax: 01707 390030

www.fleetdriverservices.co.uk or safety@fleetdriverservices.co.uk

hold ISO 9002 accreditation, are BSI registered and have gained IIP recognition as part of their commitment to quality and safety standards to provide tailored, cost-effective driver training courses, driver awareness seminars, specialist driver training, defensive, advanced, minibus driver training, UK & Europe familiarisation and many other courses nationwide, aimed to raise the standards of company drivers.

IAM Fleet Training

IAM House, 510 Chiswick High Road, London, W4 5RG

Tel: 0208 996 9700 Fax: 0208 996 9701

www.iamfleet.com or enquiries@iamfleet.com

IAM Fleet Training undertake risk assessments and arrange courses/seminars, train all classes of drivers in all vehicles (including LGV, PCV and minibus) both on and off road plus towing and skid avoidance courses.

IDRIVE intelligent driving

268 Bath Street, Glasgow, G2 4JR

Tel: 0141 331 0555 Fax: 0141 331 0444

www.idrive.org.uk or i-drive@btconnect.com

provide driver training and driver improvement programmes for everyone from the small business man to large multinational companies. They supply risk assessments of all drivers, tailor courses to individual requirements and implement a complete solutions package including free access to their Management Advisory Service to assist in implementing safe working practices. Drivers will be re-educated and given the knowledge of modern day driving techniques and current legislation to assist fleets comply with Health and Safety "provision and use of work equipment" regulations 1998, regulation 9.

Minding Driving Ltd

2 The Highcroft, Connahs Quay, Flintshire, CH5 4SD

Tel: 01244 823227 Fax: 01244 823221 mob: 07944 080032

www.mindingdrivingltd.co.uk or georgef.smith@virgin.net

take driver training one step further. They look at conventional methods including risk and driving assessments, designing policy and tailoring courses to customers needs. Their unique behavioural approach looks at individual and corporate needs from a different viewpoint including lifestyle, attitude and behaviour, aggressive driving traits and the problematic driver requiring special attention.

Peak Performance Management Ltd.

The Stables, Walton, Chesterfield, Derbyshire, S42 7LG

Tel: 01246 568953 Fax: 01246 569755

www.peak2000.co.uk or enquiries@peak2000.co.uk

Peak Performance Management Ltd. undertake crash investigation and analysis, risk assessments, produce management reports, arrange training and workshop sessions and provide driver training tailored to requirements. They also have an on-line safety management system to help companies manage Occupation Road Risk.

Pro-Drive

Suite 6, St. Albans House, St. Albans Road, Stafford, ST16 3DP Tel: 01785 227722 Fax: 01785245063

www.pro-drive.co.uk or pro-drive@dial.pipex.com

a leading Fleet Risk Management and Driver Training company, has the resources and ability to cover the whole of the UK and the rest of the world. All courses are tailored to each individual driver's requirements at the same time as being customised to the company's requirements. They aim to develop driver's skills through improving their concentration, observation, ability to anticipate and plan approaches to hazards. Above all they aim to change driver's attitudes towards safe driving. Seminars, interactive presentations and courses can be arranged for all classes of drivers using both on and off-road vehicles.

RAC Business Solutions

RAC House, Thomas Street, Stretford, Manchester, M32 0HX

Tel: 0870 606 2606 or 08000 156 638

www.racbusiness.co.uk or www.rac.co.uk or riskmanagement@rac.co.uk

RAC Business Solutions undertake safety and fuel economy training, driving assessments and risk management seminars. They have also produced an interactive CD covering drivers attitude, perception, knowledge and behaviour.

Risk Answers

Transport Research Laboratory, Telford Avenue, Crowthorne Business Estate, Crowthorne, Berkshire, RG45 6XA

Tel: 01344 467893 Fax: 01344 773148

www.riskanswers.com or jeremy.hay@riskanswers.com

Risk Answers can undertake risk assessments and audits of company fleets, analysis of findings and structure training programmes for drivers of all classes of vehicles as well as recommending systems to be put in place to manage at-work driving risks.

Risk Mapping On-Line Ltd

1 Elford Crescent, Plymouth, PL7 4BT

Tel: 01752 339487 Fax: 01752 347305

www.RMO-L.com or enquiries@RMO-L.com

provide internet based driver risk assessments for company fleets of any size, over any number of sites. Driver risk assessments can be conducted at any time of day and a series of detailed reports are issued to drivers and drivers' managers immediately. Assessments, scores and reports are held on-line for instant access by the client, providing a clear audit trail of risk assessment, identification and action.

RoSPA Driver and Fleet Solutions

RoSPA House, Edgbaston Park, 353 Bristol Road, Edgbaston, Birmingham, B5 7ST

Tel: 0870 777 2105

www.rospa.com or fleetsolutions@rospa.com

For over 80 years RoSPA has been providing expert advice on health and safety management. Through vast experience and an unrivalled reputation for quality, RoSPA has become one of the UK's leading training organisations, providing a range of courses for drivers of all classes of vehicle and tailored to suit both individual and group requirements, such as Fleet Management Training, Road Accident Investigation and Defensive Driving.

The Advanced Driving School Ltd.

Royal Welsh Showground, Builth Wells, Powys, LD2 3SY

Tel: 0845 6445101 Fax: 0870 4113542

www.advanceddrivingschool.com or fleet@advanceddrivingschool.com

The Advanced Driving School Ltd. can assist in evaluating your current driving risks and help administer a cost-effective Health and Safety compliant training schedule. They will develop packages to address specific needs, structure a course and can provide seminars and driver training. The Advanced Driving School has produced the first occupational drivers guide in the UK. "Fleetcraft". Endorsed by the Police Federation and based on 'Roadcraft' it contains valuable information relating to the numerous health and safety issues faced by today's occupational drivers as well as a wealth of driving principles which will help your employees become safer, smoother drivers and save you money.

13/Fifty Driver Services

35 The Paddocks, Burwell, Cambridge, CB5 0HQ

Tel: 01638 610522 Fax: 01638742352

www.13-50.co.uk or training@13-fifty.co.uk

13/Fifty Driver Services provide assessment and training structured to the special needs of the client as well as awareness, familiarisation, minibus vocational licence and refresher courses for all standards of drivers.

UK Road Safety Ltd

2440 The Quadrant, Aztec West, Almondsbury, Bristol, BS32 4AQ

Tel: 01454 877647 Fax: 01454 878647

www.uk-roadsafety.co.uk or training@uk-roadsafety.co.uk

UK Road Safety Ltd work closely with clients to provide high quality driver education programmes tailored to clients needs to place emphasis on the development of appropriate attitudes and behaviour changes to the driving task through the development of client driven and orientated theory and on-road driver education programmes.

Zurich Risk Services

Park House, Bristol Road South, Rubery, Birmingham B45 9AH

Tel: 0121 456 1311 Fax: 0121 456 1754

www.zurich.co.uk/riskservices or riskservices@uk.zurich.com

Zurich Risk Services undertake fleet risk management audits, provide a report of the effectiveness of existing practices and make recommendations for risk improvements. They can provide Fleet Management Seminars for those actively involved in vehicle and driver management and a CD-ROM called 'Reading the Road' to test individual drivers and enable managers to target suitable training. They have also produced a booklet, approved by the Driving Standards Agency called 'Steering Your Business Safely' designed for fleet managers and drivers to provide a systematic approach to follow in order to reduce road risk and produce a crash-free culture.

Other companies providing these services may be found in 'Yellow Pages' or your local Road Safety Officer may be able to advise.

A national list of qualified driving instructors can be found on the Driving Standards Agency's Fleet Register on the DSA website.