

Christmas is coming! December 2008

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ROAD RISK

It has been estimated—Department for Transport (DFT) — that up to one in three road incidents involve someone at work. Lorry driver, bus driver, representatives, travelling between locations, taxi driver & service engineers etc .

Every week around two hundred road deaths and serious injuries may involve individuals who are driving whilst at work.

Have you considered driving for work or whilst at work under a risk assessment? Have you considered the potential impact to your organisation should a fatality occur whilst one is at work driving a company owned vehicle or driving whilst at work?

See our "NEWS BRIEF" issue 38 on 'CORPORATE MANSLAUGHTER & CORPORATE HOMICIDE ACT (CMCHA)'.

The "Health and Safety Executive" and the "DFT" are clear in their messages that health and safety laws will be applied to road incidents.

Therefore it is recommended that you consider the following: -

Ensure drivers hold licence to drive – check and confirm every twelve months as a minimum — *they may have had incidents that have added point to the license, that you are not aware of.*

Set in place a drugs and alcohol policy – not to drink on duty, before duty, inform staff that random screening is to be introduced.

Drivers to complete daily checks on the condition of vehicles. *This should include lights and other visible damage.*

Ensure vehicles have appropriate MOT's and are in date.

Ensure that vehicles have appropriate tax for the class of vehicle and is in date.

Ensure that eye sights are checked, by a competent person, if wearers of prescription glasses ensure eyes are checked routinely. *Eye sight can alter over the years.*

Do not allow the use of sun / tinted glasses at night.

Do you allow the use of mobile phones whilst driving? Risks still exist with "blue-tooth" head sets, restrict use as far as possible. *Set in place a policy to drive to a nearby location and take / make the call from a safe place.*

As part of the companies overall commitment to manage occupational road risk, the organisation should have clear statements in place which indicate that it will take steps to ensure the competence of its employees to drive safely whenever they are required to drive vehicles as part of their job. *Have checks been made that the individual is fit and healthy to drive the vehicle?*

Remind all drivers to drive responsibly and within the recognised speed limits. *We all need reminding of this!*

You should make it clear that it wishes to achieve a record of continuous improvement in individual, key group and corporate standards of driving competence.

To this end you should set targets for improvement in assessed standards of driving competence for individual, key group and corporate standards of driving competence.

Re-assessment should take into account of the attitude, driving skill knowledge, age, experience, accident history and past training records

Inform drivers not to accept responsibility if involved with road traffic accident.

For drivers who may be "high risk" perhaps due to their attitude, "in-car" training may be suitable.

Various organisations including ROSPA can provide details and training courses.

Some individuals use their own vehicles and they are reimbursed for expenses. Therefore you must agree conditions on the suitability of the vehicle, MOT and tax in place, roadworthy, carry goods, suitable insurance cover etc.

Other reviews should include checks on their license, have they points that restrict driving, have they had eye tests, do they have or need glasses for driving, have they had their eyes re-tested—time between tests have to be determined by professionals. Are they fit—to-drive? Are they restricted by other means i.e. medical restrictions? Have you asked them for evidence?

Check your selection and training procedures - that all drivers of company operated / owned or contracted vehicles (other vehicles with logo or bearing the name of the organisation) that your drivers / operators and other employees are capable of performing their work activities in a safe and responsible manner.

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Are checks made on previous experience of the drivers / operators and are tests performed to ensure they are competent.

Is the training provided on how to do the job and information given on various potential hazards – including risk assessment.

Is there a planned programme of refresher training for all drivers and other employers to ensure their continued competence?

Monitoring and Review.

Do the drivers / operators drive with care? Use the correct routes? Drive within the local recognised speed limit – on the public roads and on other roads?

Do they park safely and in safe location?

Are the employees working using safe systems of work? When loading / unloading securing the load completing routine maintenance?

Do they have to rush to complete their work on time?

Is there a risk of accidents caused by fatigue as a result of excessive hours?

Consultation with Employees.

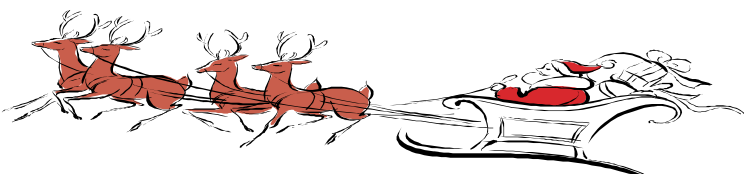
Are the supervisors, drivers and other employees including contractor drivers and operators aware of the rules? Are they aware of their responsibilities in terms of maintaining safe working practices?

Our suggested list of actions: -

- Safe Driving Competence.
- Assessment.
- Minimum Standards..
- Prioritised Driver Development.
- Monitoring and Review.
- Continuous Improvement.
- Targets.
- Leadership by Example.
- Recognition of Achievement.
- Raising Awareness.

Send an e-mail and we can help fill in the gaps.

Recommend viewing www.dvla.gov.uk/media/pdf/medical/aagv1.pdf.



G R O V E S E R V I C E S (U K) L i m i t e d

Sunnyhill House. 3 -7, Sunnyhill Road.
LONDON. SW16 2UG. United Kingdom.

Telephone and fax details.

Telephone 020 8696 6200.

Fax number 0870 9128387.

General e-mail address: -

Newsbrief@groveservices.co.uk

Visit our web page
www.groveservices.co.uk.

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