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HEALTH AND SAFETY COMMISSION

Work related road safety Progress Report

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Issue

1. To update the Commission on HSE's progress on its programme of work on work-related road safety (WRRS).

Timing

2. Routine.

Recommendation

3. The Commission is recommended to note the report.

Background

4. HSE advised the Commission of its prioritised programme of work to implement the recommendations of the independent Work-related Road Safety Task Group, at its meeting on 24 September 2002 (Ref HSC/02/112). Details of the programme were set out in an annex (attached at annex 1 for ease of reference). This paper updates the Commission of progress since then.

Progress

5. Key achievements on the priority objectives of the work programme are:

- **Definitive statement clarifying employers duties (Item 1.v)** – this has been merged with the production of the generic guidance (see below). The guidance contains a statement about employers' responsibilities and HSC's policy on investigation and enforcement. This is a more cohesive approach that also allows the guidance to be set in a proper context.
 - **Intelligence and data (Item 4)** The acquisition of information and data on work-related road accidents and establishing meaningful benchmarks continues to prove difficult. The revision of Stats 19, the Home Office form used by the police to record details of road accidents, has been deferred until 2005. The review of HSE's own system of recording at work accidents (RIDDOR) may provide an opportunity to include details of at-work road accidents. We will continue to input to policy discussions to assess the feasibility of this.
 - **Investigation and enforcement (Item 5)** We are embarking on a project to clarify arrangements and increase cooperation between HSE and the Police. The Metropolitan Police Service (MPS) have seconded an officer on a part-time basis to assist with this work. The project will examine, developing checklist criteria the police can use to identify management failings and, drafting guidelines on the circumstances where HSE should be consulted about road traffic incidents. The aim is to equip police investigating officers with the knowledge to make informed judgements about the need to involve HSE and to avoid excessive demands being made on HSE. Work on updating internal guidance for HSE inspectors is also being progressed.
 - **Research Programme (Item 6)** Work on a major research project funded by the Department for Transport (DfT) is in hand. The aim is to identify the relationship between the safety culture of organisations, their accident liability and the attitudes of their drivers. Results are expected by end of 2003. This will help inform HSC/E judgements about the deployment of effort.
 - **Guidance and publicity (Item 7)** Generic guidance on WRRS has been developed in consultation with external and internal stakeholders. Its primary aim is to alert employers and the self-employed to their responsibilities under HSW law. The guidance will be jointly published by HSE and DfT in September 2003. We are discussing launch plans with DfT. A copy of the agreed draft has been forwarded to DIAS for final editing and is attached at annex 2 for information. It will be a free publication and will also be downloadable, without charge, from the HSE web site. DfT have agreed to undertake initial distribution.
6. Additionally, we have targeted effort towards developing and making effective use of our networks with external stakeholders. For example we have worked with the Occupational Road Safety Alliance (ORSA), which brings together employers, trade unions, local authorities, the police and others to encourage the production of industry based guidance and the development of good practice case studies. We are also pursuing an initiative with fleet insurers to encourage them to pursue policies that help develop a positive safety culture amongst their customers.

Consultation

7. This paper was produced after consultation with internal stakeholders.

Presentation

8. Work-related road safety continues to attract media attention and is a growing concern for many companies, insurers, trainers and workers. The publication of generic guidance by HSE will be seen by many as a step change, in confirming employers responsibility for the health and safety of their employees when driving at work.
9. DfT are consulting stakeholders to gauge demand for the generic guidance. This is expected to be high and media coverage is expected particularly in trades press and journals. Organisations such as ORSA and PACTS (Parliamentary Advisory Committee for Transport Safety) are planning events and conferences based around the guidance. We are in discussion with DfT about details of the launch of the guidance. We are not planning a high profile event. Our aim is to present the guidance as a pragmatic and practical reaffirmation of how HSW law should be applied to WRRS. Nevertheless the Commission needs to be alert that expectations of stakeholders are likely to increase.

Costs and Benefits

10. N/A

Financial/Resource Implications for HSE

11. DIAS is meeting the cost of printing the generic guidance from current budget allocation. DfT will meet the cost of initial distribution.
12. The Metropolitan Police Service is meeting the cost of the secondment to HSE.
13. The expected level of interest in this subject may lead to increased demands on front line staff to handle reactive work. This effort would have to be managed within existing resources and be considered alongside other priorities.

Environmental Implications

14. Effective management of WRRS may result in the use of less fuel and damage to the environment.

Other Implications

15. No new implications.

Action

16. The Commission are asked to note the content of this paper