

Footwear and modifications to goods vehicles in the UK road haulage sector

A survey of goods vehicle drivers

Prepared by the **Health and Safety Laboratory**
for the Health and Safety Executive 2010

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A survey of goods vehicle drivers

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The central aim of this survey was to produce a set of baseline data, based on the opinions of HGV drivers, that described practices within the UK road haulage sector relating to slip, trip and falls risk factors. The survey explored risk factors relating to footwear and vehicle safety fittings eg ladders, steps, handrails and load bed covering. The research employed face-to face sample survey methodology that allowed reasonable generalisation to the UK population of HGV drivers.

Only two thirds of the sampled drivers were issued with footwear specially designed for their work. Usage levels of slip resistant footwear were high at 88%. Ladders/steps were more common than handrails. However, where fitted, handrails were more likely to be used than ladder/steps (82% compared to 56%). Load beds were much more likely to have been subjected to a cleaning process (79%) during the previous year than either replaced (6.5%), or repaired (23%).

The survey showed a clear association between size of organisation and the likelihood of drivers being provided with work specific footwear. The data also show a statistically significant association between organisation size and:

- risk taking behaviour (ie jumping down to the ground from a vehicle without using ladders/steps); and
- the likelihood that vehicles are checked/inspected for problems that may cause slip, trip and fall related accidents.

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EXECUTIVE SUMMARY

Aims and Objectives

This survey was undertaken to produce a set of baseline data, based on the opinions of drivers, describing current practices within the road haulage sector that relate to slip, trip and falls risk factors. The overarching aim of the research is to inform policy makers in HSE of differences, should they exist, between organisations of differing size with regard to behaviours and practices.

The specific aims were :

1. To determine the proportion of employers who provide personal protective equipment to employees in the form of appropriate non-slip footwear.
2. To determine the proportion of employers who equip their vehicles with the correct safety features in the form of ladders/steps, handrails, and load bed covering.
3. To determine the level of use of non-slip footwear.
4. To determine the level of use of the correct safety equipment in the form of steps/ladders and handrails.
5. To determine changes to footwear, steps/ladders, handrails and load bed coverings in the last 12 months.

Main Findings

1. A substantial proportion (around one third) of the drivers sampled reported that their employer did not provide them with footwear for work.
2. Of those who are provided with footwear, the reported level of use of the footwear is high (88%). However, this still leaves approximately 10% of the sample who admit not using the footwear on certain occasions, or not using it at all. The majority (91%) of drivers wearing work specific footwear reported that it was less than 12 months old.
3. Ladders/steps are more common than handrails on the vehicles driven by the sampled drivers. Substantially more drivers (just over half) reported that the vehicle they were driving is fitted with ladders/steps, compared with (about a third) who reported the vehicle being equipped with handrails.
4. The data indicate that, where fitted, handrails are more likely to be used than ladder/steps (82% compared to 56%).
5. The reported rates for the retro-fitting, in the last 12 months, of ladders/steps and handrails is roughly similar (around 16%).
6. The data indicate that load beds are much more likely to have been subjected to a cleaning process (79%) over the past year than have been either replaced (6.5%) or repaired (23%).

Conclusions

1. The survey shows a clear association between size of organisation and the likelihood of drivers being provided with work specific footwear. The one third of the sampled drivers who reported that their employer did not provide them with footwear for work are more likely to work for small and medium sized companies.
2. Drivers that provided their own footwear were more likely to report that their footwear is:
 - not specifically designed for work
 - over 12 months old.
3. The data show a statistically significant association between risk taking behaviour (i.e. jumping down to the ground from a vehicle without using ladders/steps) and organisation size. Drivers working for small organisations were more likely to report that they jumped down from their vehicle when compared to drivers employed by larger companies.
4. The data show a statistically significant association between organisation size and the likelihood that vehicles are checked/inspected for problems that may cause slip, trip and fall related accidents. Drivers working for small organisations were more likely to report that their vehicles were not checked/inspected.
5. Drivers working for large organisations were more likely to report engaging in “task and finish” working practices when compared to drivers employed by small and medium sized enterprises.

1 BACKGROUND AND INTRODUCTION

Slips, trips and falls from vehicles are a significant cause of injuries in the road haulage industry. Around 2000 injuries per year are attributable to slips, trips and/or falls, with 483 major injuries and 1473 over-3-day injuries reported in 2006/07-work year. However, key control measures that have the potential to mitigate the risks are clearly the responsibility of, and are at the discretion of duty holders (e.g. owners and fleet managers) who have the power to influence the physical state of vehicles. Known risk factors include poorly maintained vehicles, the design of loading/unloading schedules and the use of inappropriate footwear.

Given the pivotal role of managers and fleet operators, HSE addressed these issues in late 2007 and early 2008 through a Falls from Vehicles Campaign, the aim of which was to raise awareness of slip, trip and fall issues amongst these groups. In view of the efforts expended, there is an expectation in HSE of a degree of positive change, manifesting in the form of:

- Purchase of appropriately equipped new vehicles
- Improvements in the fabric of existing vehicles and
- An increase in the use of appropriate non-slip footwear.

This research will not attempt to evaluate the impact of the 2007 campaign and will not seek to attribute any change in circumstances that may be found to the 2007 campaign.

It will produce a set of baseline data that describes current practices within the road haulage sector.

2 RESEARCH AIMS AND OBJECTIVES

2.1 AIMS

This survey was undertaken to produce a set of baseline data, based on the opinions of drivers, describing current practices within the road haulage sector that relate to slip, trip and falls risk factors. The overarching aim of the research is to inform policy makers in HSE of differences, should they exist, between organisations of differing size with regard to behaviours and practices.

2.2 OBJECTIVES

The survey has the following specific research objectives:

1. To determine the proportion of employers who provide personal protective equipment to employees in the form of appropriate non-slip footwear.
2. To determine the proportion of employers who equip their vehicles with the correct safety features in the form of ladders/steps, handrails, and load bed covering.
3. To determine the level of use of non-slip footwear by drivers.
4. To determine the level of use of the correct safety equipment in the form of steps/ladders and handrails.
5. To determine changes to footwear, steps/ladders, handrails and load bed coverings in the last 12 months.
6. To determine current practices regarding HGV maintenance and drivers' ways of working.

3 METHODOLOGY

3.1 SAMPLING STRATEGY AND RATIONALE

Making contact with individual goods vehicle drivers for the purpose of gathering survey data is not straightforward. The lack of a readily available sampling frame is a key barrier, and the peripatetic nature of the job adds further complexity. This set of limitations led the researchers to select face-to-face interviews as the preferred method of contacting drivers. Reasons for selecting a face-to-face approach to data collection included:

- The lack of a clearly defined sampling frame to provide basic contact details (e.g. addresses).
- Goods vehicle drivers being constantly on the move.
- The fact that goods vehicle drivers gather, and are readily accessible in reasonable numbers at motorway service areas.

The research team determined that motorway service areas offered ideal locations to conduct face-to-face interview with goods vehicle drivers. With the objective of obtaining a sample of drivers that were representative of the industry, the following geographically dispersed service area sites were identified:

- Lanarkshire (Abington) (M74)
- South Mimms (M25)
- Stanstead (M11)
- Cardiff Gate (M25)
- Bristol (Gordano) (M5)
- Leicester Forrest East (M1)
- Preston (Charnock Richard) (M6)
- Warrington (Burtonwood) (M62)

The locations of these sites on the national motorway network are such that it is a reasonable assumption that customers will include a diverse array of goods vehicle drivers. The intention was to sample drivers driving a range of vehicle types, including long-haul national and international traffic, shorter haul regional traffic and some traffic that is specifically local in nature (e.g. vehicles making local delivery trips). The location and mix of the interview sites offered, in the opinion of the researchers, good opportunities to obtain a representative sample of goods vehicle drivers in face-to face interviews.

Formal permission was obtained from the service area operator company to conduct survey interviews on the chosen sites.

3.2 QUESTIONNAIRE DESIGN

The questionnaire was designed in close consultation with the primary customer to elicit the information specified in the research objectives i.e. to gather data about driver's footwear, safety specific vehicle fittings (ladders, steps and handrails), slip trip and fall incidents and demographic data concerning size of employer, annual mileage and type of vehicle driven on the day. The demographic data questions were included to allow the sample to be broken down into relevant sub-categories. The capability to analyse the sample into these sub-categories has the potential to add considerable value to the outputs of the research.

Given the expected time constraints for the interviews (i.e. goods vehicle drivers being on time limited rest breaks), the researchers designed a 27-item questionnaire that would take no longer than four to five minutes to complete. In order to accommodate these time constraints, the questionnaire was designed using highly structured, closed questions that could be asked quickly, making it easy for interviewers to record responses. A small-scale pilot was undertaken to test the administration time and appropriateness of the questions. The final version of the questionnaire is included as Appendix 1.

3.3 DATA COLLECTION

Researchers worked in pairs for periods of between six and eight hours at the service areas, asking goods vehicle drivers to participate in the survey. The researchers approached drivers as they walked to, and from, the lorry parking areas to the shop and restaurant areas. To maximise both the participation rate, and also the value of researcher time, a decision was made to offer the drivers an incentive to encourage participation. The incentive took the form of a £5 voucher that could be exchanged for, or put towards the cost of, a meal or other goods available at the service area retail outlets.

After agreeing to participate in the survey, the researchers collected the data using face-to-face interviews structured by the questions on the questionnaire. The researchers recorded responses manually, resulting in the primary data being paper based.

A target sample size was set at 600. This is large enough, in the opinion of the researchers, to yield reliable estimates upon which to base statistically significant conclusions about the wider population of goods vehicle drivers. The final obtained sample size was 603. Please see section 6 for details about possible limitations relating to sample size.

3.4 DATA ANALYSIS

The completed paper questionnaires were converted into electronic format (a Microsoft Excel[®] spreadsheet file) using a commercial data input service. To ensure the accuracy of this conversion process, a random five percent check was carried out on the electronic version of the data set. This involved comparing the data on the questionnaires with the data as it appeared in the keyed electronic file. No inaccuracies or inconsistencies were found, therefore it was concluded that the conversion process had been performed satisfactorily. Following this, a further quality check was done involving the data set being examined manually to identify and correct any obvious keying errors and other anomalies.

The statistical analysis was performed using STATA[®] SE for Windows[®] (version 10). After checking and correcting, the Microsoft Excel[®] spreadsheet file was imported into STATA[®] and converted to STATA[®] data file format. The statistical analysis involved two steps:

1. Tabulating the data to obtain the both counts and percentages of respondents answering each question.
2. Cross-tabulating relevant questions with the objective of detecting relevant associations and relationships between topics, and between topics and the distribution of demographic data.

Missing data was excluded from tabulations and cross-tabulations.

To determine if the cross-tabulated data showed the existence of statistically significant associations, the researchers used, where appropriate, the Fisher Exact Test for contingency tables. This test was chosen as it supplies exact p-values and is robust in cases where the expected frequencies of one or more of the cells in the cross-tabulated data is less than five. Where the size of cross-tabulations is too large for the efficient calculation of the Fisher Exact Test, the Chi Square Test of association was used instead.

The data obtained in this survey was analysed on the assumption that the obtained sample is a simple, random sample, of goods vehicle drivers i.e. that it is representative of the distribution of goods vehicle drivers across the UK road haulage industry. As such, the researchers decided that there was no need to:

- Weight the data in any way (e.g. employ sampling weights).
- Treat the different sites as clusters. The researchers thought it unlikely, given the peripatetic nature of the industry, that the responses of different drivers attending the same site would be correlated.

A complete listing of the tabulations and cross-tabulations summarising the data can be found in Appendix 2.

3.5 ETHICAL CONSIDERATIONS

As all drivers were “invited” to participate (i.e. each had the option of refusing to take part), a positive response was assumed to indicate consent. All drivers who participated in the survey were offered full explanations of the background to, and purpose of, the research.

4 FINDINGS

4.1 DATA PRESENTATION

The proportion and count data are presented in the form of bar charts indicating the relative percentages of the sample responding to the different questions. All charts illustrate percentages.

The cross-tabulation data are also presented in bar chart form, but using a 100% column stacked format. The stacked bar charts compare the percentage that each value contributes to the total across all categories. The stacked bar charts show both proportions and count data. In order to make the cross-tabulations more meaningful and also to help with the statistical analysis, the data for organisation size annual mileage and type of vehicle were combined together into a smaller number of categories.

4.2 SAMPLE CHARACTERISTICS

The key characteristics of the sample are summarised in the following charts:

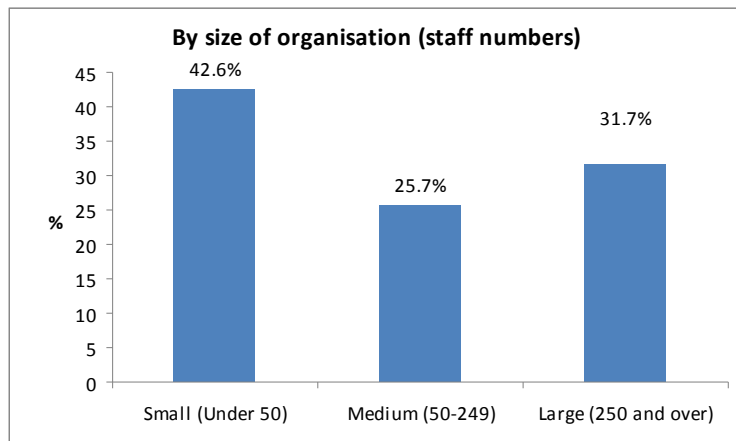


Figure 1

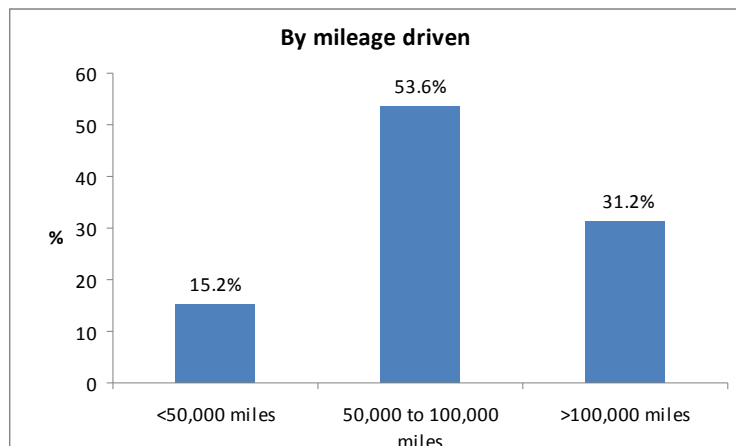


Figure 2

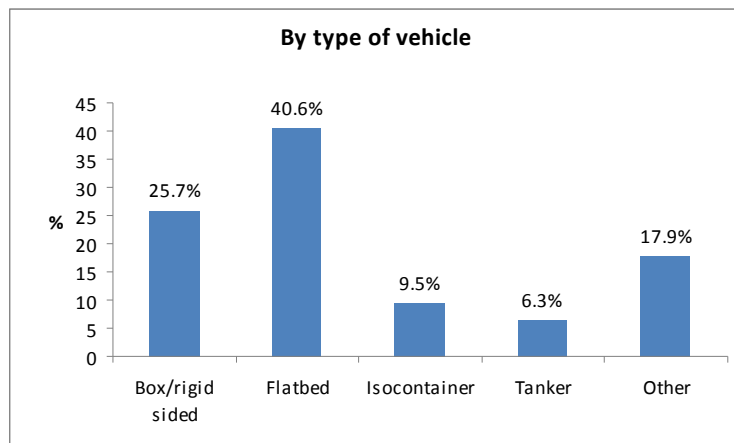


Figure 3

Drivers working for small organisations make up the majority (43%) of the sample, followed by large organisations (32%). This appears reasonable given that small organisations comprise around 97% of the organisations in the sector¹. Two thirds of the drivers sampled (about 66%) drove either box/rigid sided or flatbed vehicles, with the majority of drivers reporting an annual mileage between 50,000 and 100,000 miles.

The following table shows counts of drivers sampled at individual service stops, broken down by organisation size:

Table 1

<i>Location</i>	<i>Small</i>	<i>Medium</i>	<i>Large</i>	<i>Total(N)</i>	<i>Total(%)</i>
Abington	15	10	10	35	5.8
Bristol	47	17	26	90	15
Cardiff gate	22	14	16	52	8.7
Leicester forest east	56	39	29	124	20.7
Preston	40	21	21	82	13.7
South Mimms	17	17	40	74	12.4
Stanstead	19	12	9	40	6.7
Stansted	18	8	18	44	7.3
Warrington	21	16	21	58	9.7
Total	255	154	190	599²	100

¹ *UK Business: Activity, Size and Location – 2007, Statistical Framework Division, Office of National Statistics.*

² *This total is less than the total sample of 603 because of missing data relating to organisation size.*

With the exception of South Mimms, the data show that roughly similar proportions of drivers from different sizes of organisation were sampled at the different sites. It is assumed that the South Mimms data reflect both the location (i.e. on the M25 and proximity to the Channel ports) and the specialised nature of the site (i.e. a specialised truck stop area with dedicated facilities for goods vehicle drivers).

4.3 FOOTWEAR

4.3.1 Headline Findings

Around two thirds of the sample said that their employer provides the footwear they wear for work:

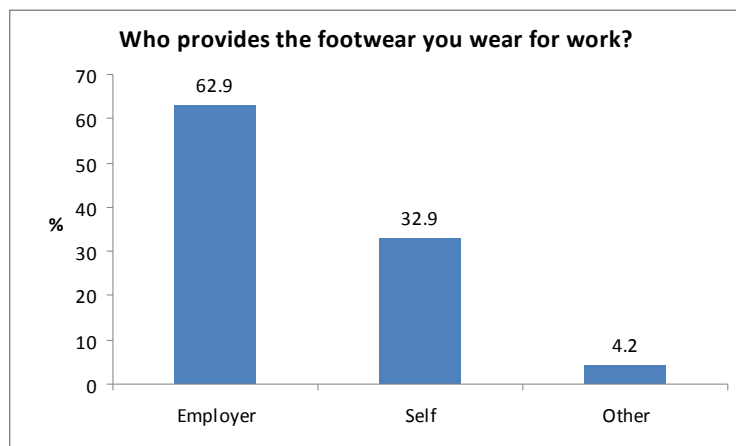


Figure 4

A majority of respondents reported that their work footwear is specially designed for work and that it was acquired during the last 12 months:

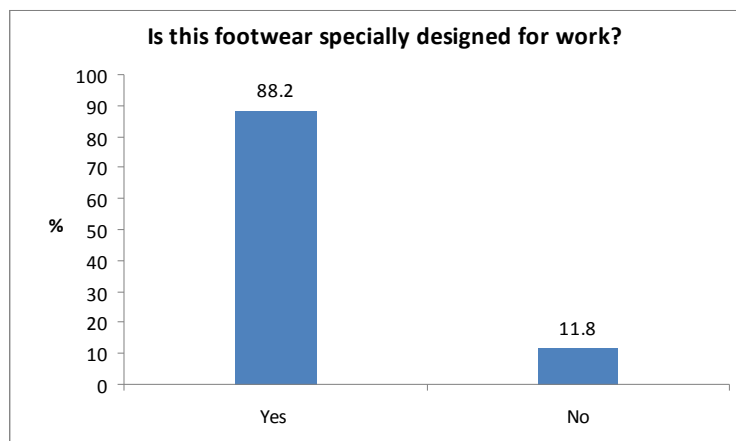


Figure 5

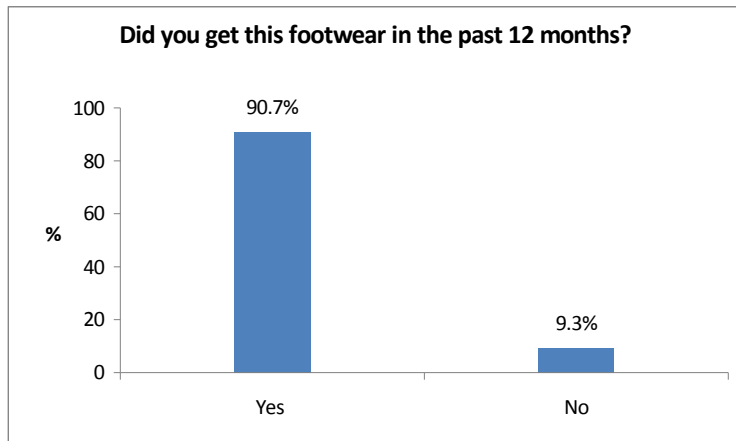


Figure 6

A majority of respondents also reported wearing the footwear when working on and around their vehicle and that the footwear offered good protection against slipping:

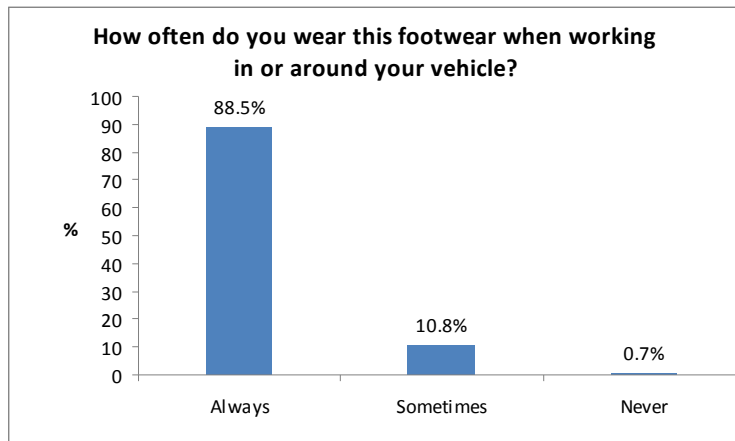


Figure 7

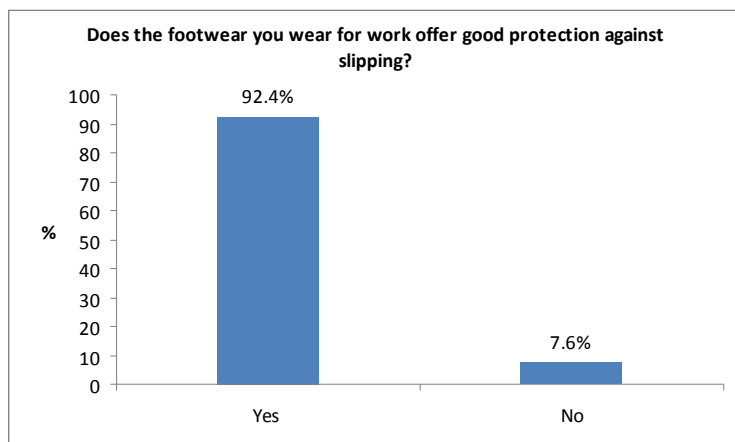


Figure 8

4.3.2 Footwear – Patterns in the Data

4.3.2.1 Larger Employers More Likely To Provide Footwear

When cross-tabulated by organisation size, a (statistically significant) greater proportion of respondents employed by larger companies reported being provided with footwear for work (the numbers on the bars in the stacked bar charts represent numbers of drivers in each category):

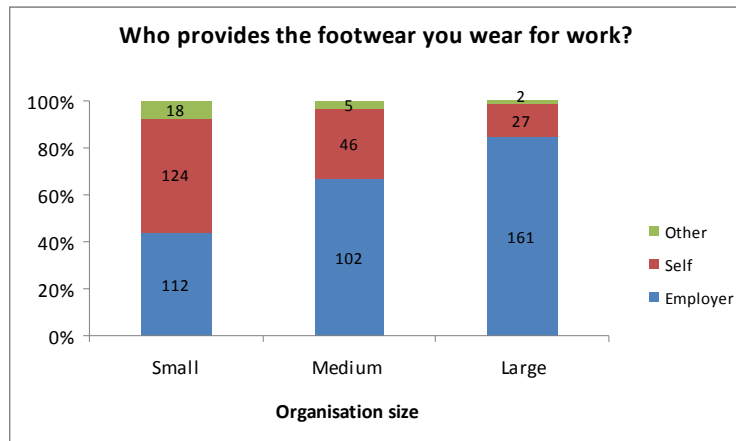


Figure 9

4.3.2.2 Employer Supplied Footwear More Likely To be Specially Designed

A (statistically significant) greater proportion of respondents whose footwear is supplied by their employer report that their footwear is specially designed for work:



Figure 10

4.3.2.3 Employer Supplied Footwear More Likely To Be Newer

Similarly, a (statistically significant) greater proportion of respondents whose footwear is supplied by their employer had footwear supplied in the last 12 months:



Figure 11

4.4 LADDERS AND STEPS

4.4.1 Headline Findings

The sample is almost evenly split in terms of drivers reporting that their vehicle is equipped with either ladders or steps:

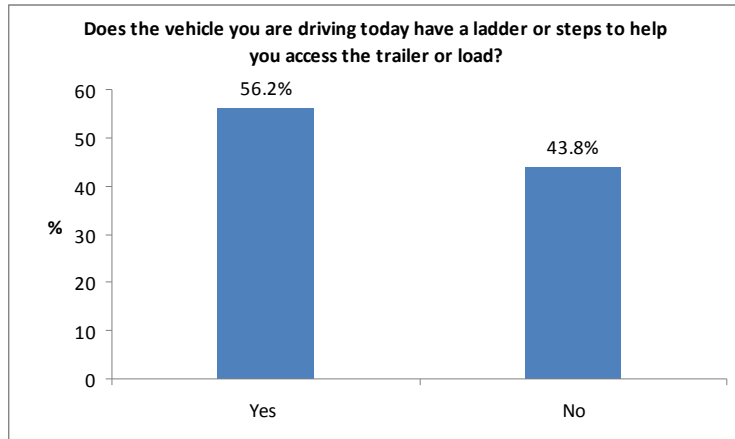


Figure 12

Of those drivers reporting that their vehicle is equipped with ladders or steps, just over half of the sample always make use of the equipment, with a similar proportion admitting jumping to the ground without using the ladder/steps:

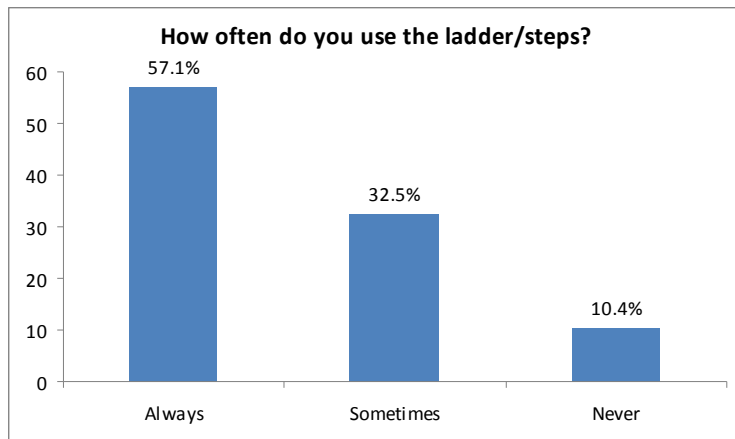


Figure 13

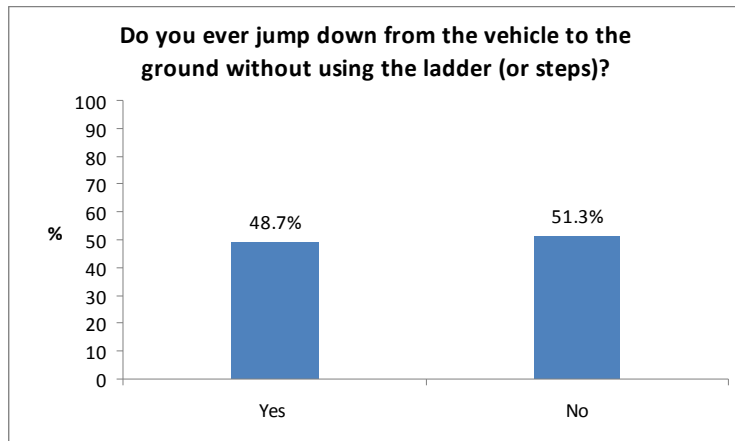


Figure 14

4.4.2 Ladders and Steps – Patterns in the Data

4.4.2.1 Risk Taking Behaviour Is More Prevalent in Smaller and Medium Sized Organisations

Cross-tabulating with size of organisation shows (statistically significant) higher proportions of respondents working for small and medium sized organisations reporting jumping from their vehicle without using the available ladders or steps.

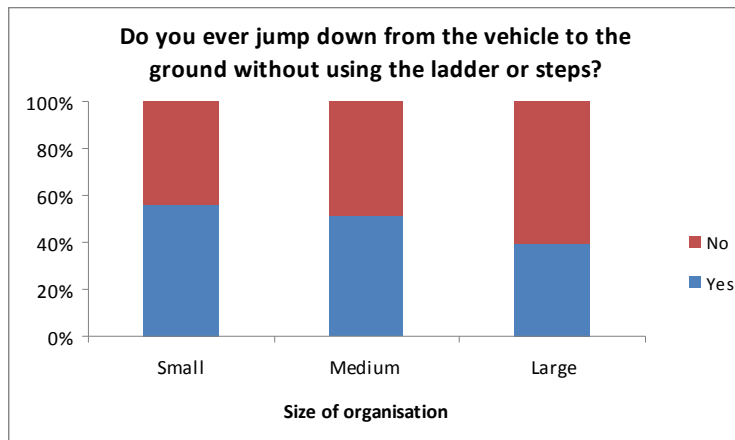


Figure 15

4.4.2.2 Risk Taking behaviour and Type of Vehicle Driven

A greater (statistically significant) proportion of drivers of box/rigid and flatbed vehicles are likely to engage in risk taking behaviour.

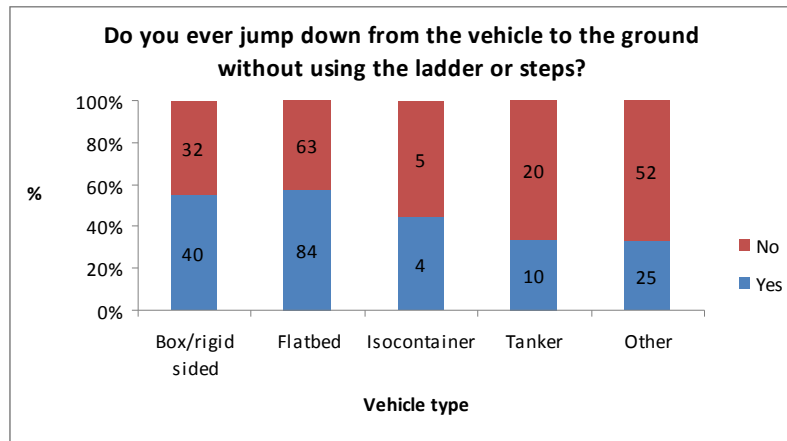


Figure 16

4.5 HANDRAILS

4.5.1 Headline Findings

Around a third of respondents reported that their vehicle is fitted with handrails:

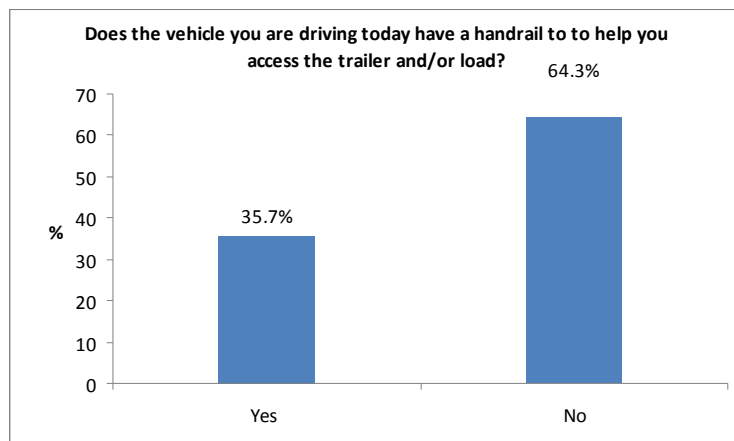


Figure 17

Of the respondents driving vehicles fitted with handrails, just over four fifths reported using them in all situations:

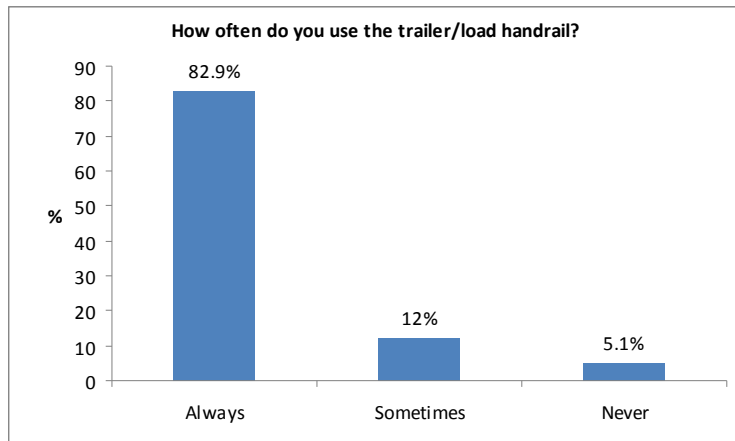


Figure 18

4.5.1.1 Changes to handrails during the last 12 months

Nearly four fifths of respondents said that their vehicle had not been fitted with new handrails over the past 12 months:

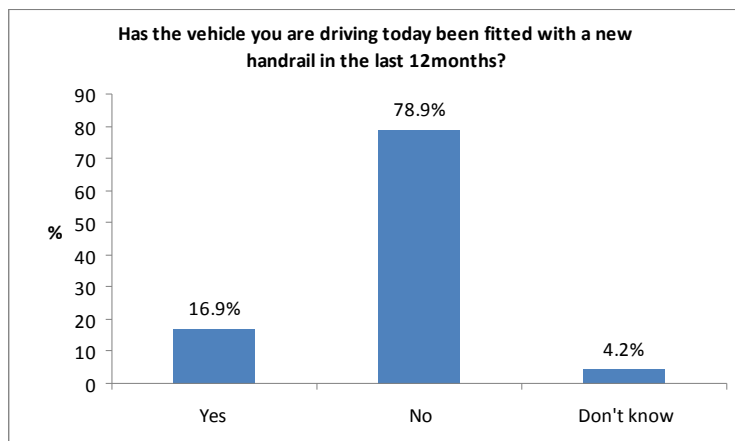


Figure 19

4.6 LOAD BEDS

4.6.1 Headline Findings

Three quarters of drivers said that the vehicle they were driving had a load bed.

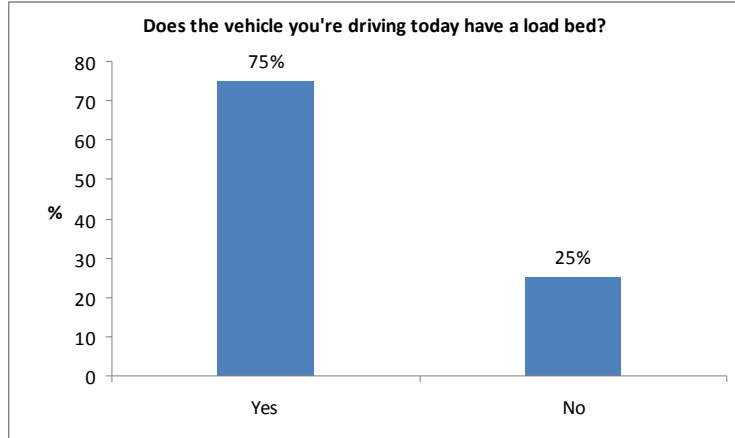


Figure 20

4.6.2 The load beds were made out of the following materials:

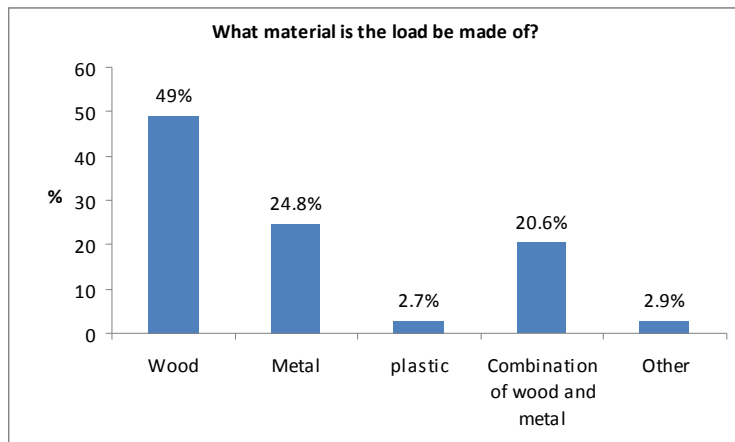


Figure 21

4.6.3 Almost nine tenths of respondents said the load bed of their vehicle provided sufficient grip for walking:

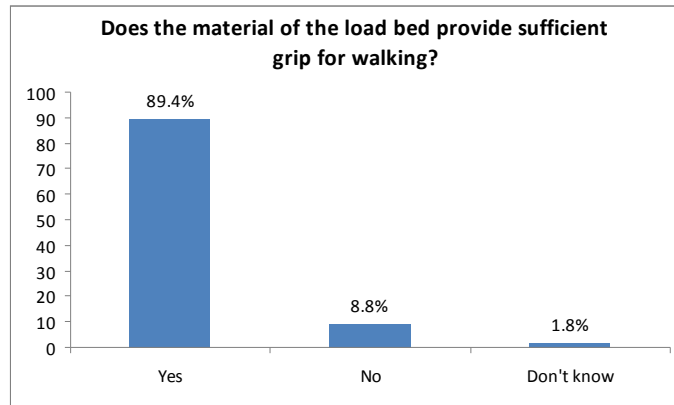


Figure 22

4.6.4 Less than one tenth of respondents whose vehicle has a load bed said that the material of the load be had been changed during the last 12 months:

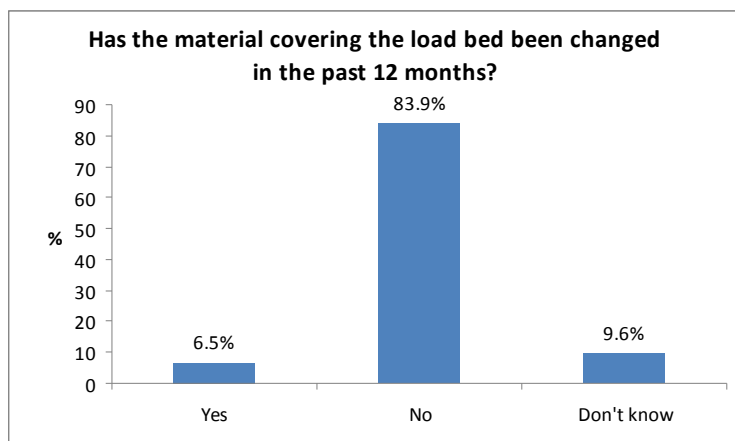


Figure 23

4.6.5 In contrast, almost four fifths of respondents whose vehicle has a load bed said that the load bed had been cleaned during the last 12 months.

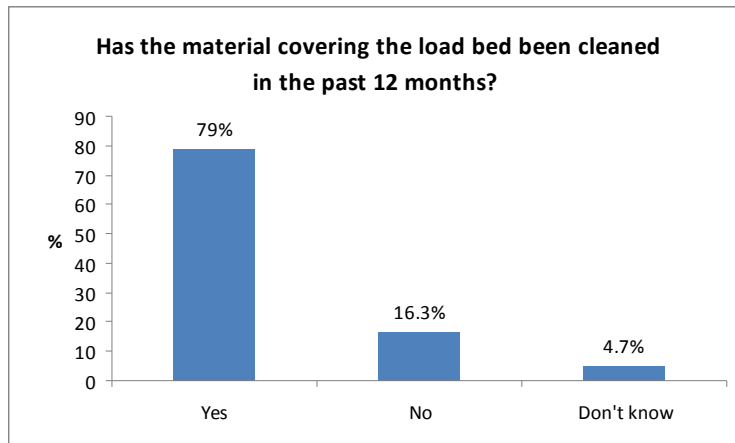


Figure 24

4.6.6 Around a quarter of residents whose vehicle has a load bed said the load bed had been repaired during the last 12 months.

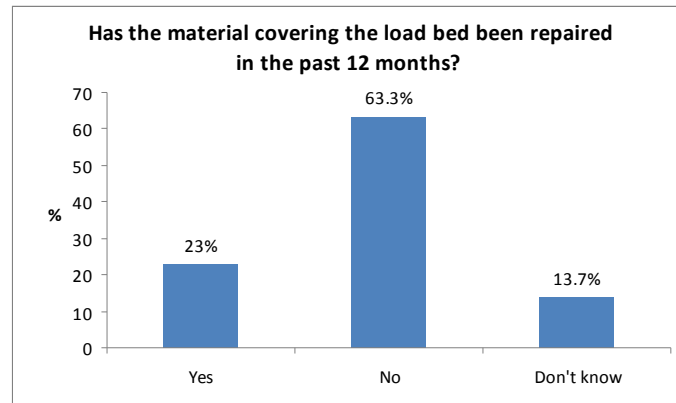


Figure 25

4.7 VEHICLE CHECKS

4.7.1 Just over three quarters of respondents said the vehicle they were driving had been checked for issues that might cause slip, trip or fall risks.

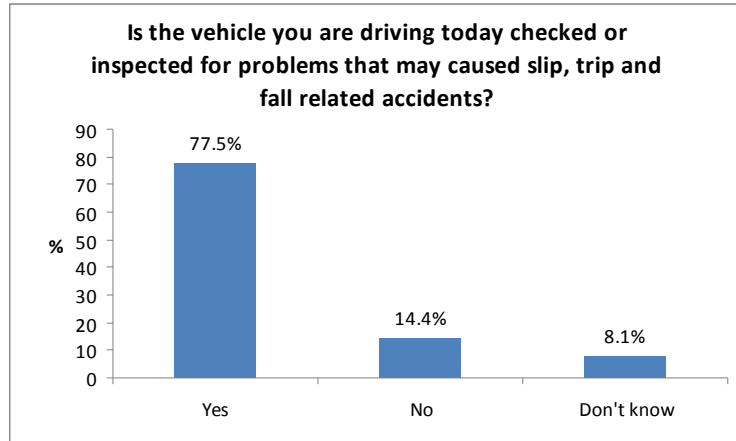


Figure 26

4.7.2 A greater (statistically significant) proportion of drivers employed by small and medium size organisations reported that their vehicles were not checked for problems.

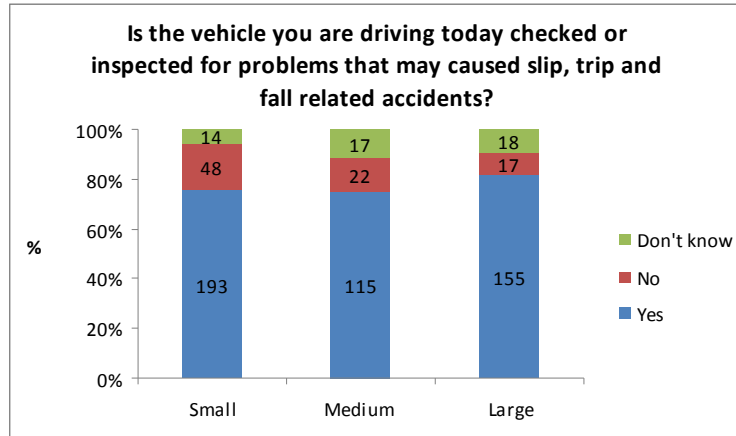


Figure 27

4.7.3 Levels of inspection vary according to vehicle type, lesser (statistically significant) proportions of drivers driving isocontainers and flatbeds reported that their vehicles were not checked for problems.

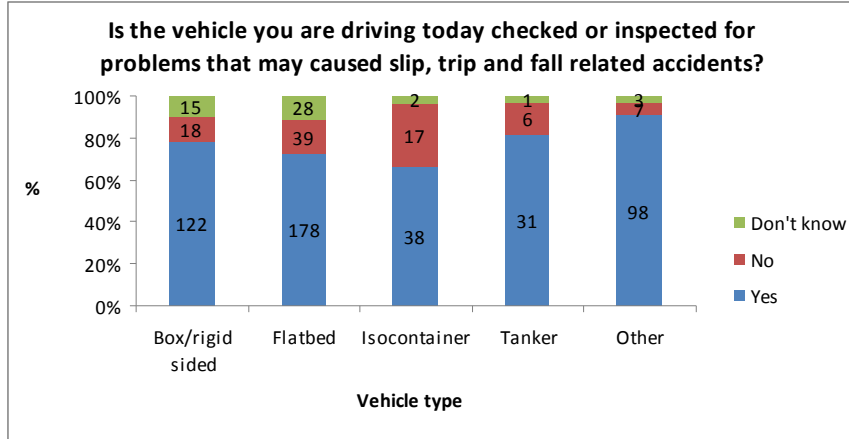


Figure 28

4.8 SLIPS, TRIPS AND FALLS INCIDENTS

4.8.1 The slip, trip and fall reported accident “rate” for the prior 12-month period is just fewer than nine per cent.

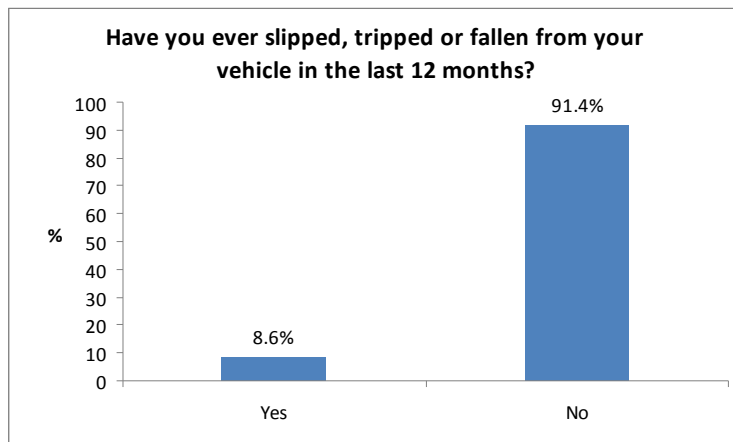


Figure 29

4.9 TASK AND FINISH

4.9.1 Drivers working for larger organisations reported (statistically significant) task and finish practices more frequently.

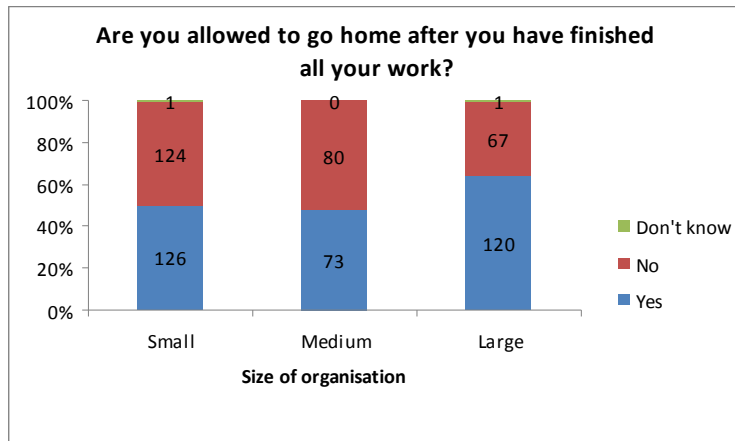


Figure 30

4.9.2 Task and finish practices also varied by mileage driven, with the practice reported more by lower mileage drivers.

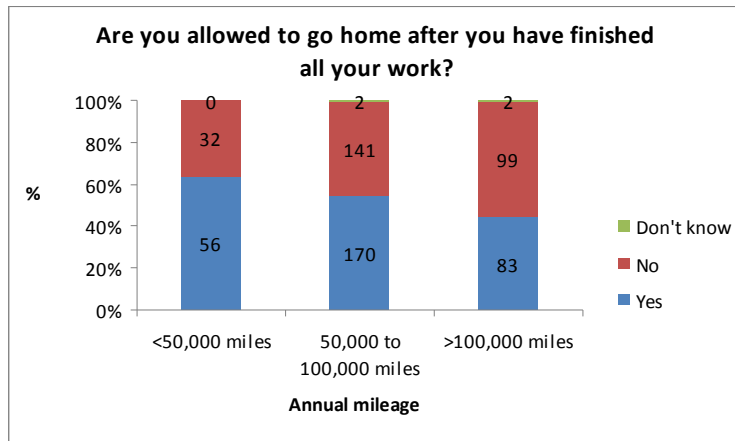


Figure 31

Please see Section 6 for an explanation of possible issues relating to the wording of the task and finish question.

5 CONCLUSIONS

1. The survey shows a clear association between size of organisation and the likelihood of drivers being provided with work specific footwear. The one third of the sampled drivers who reported that their employer did not provide them with footwear for work are more likely to work for small and medium sized companies.
2. Drivers providing their own footwear were more likely to report that their footwear is:
 - not specifically designed for work
 - over 12 months old.
3. The data show a statistically significant association between risk taking behaviour (i.e. jumping down to the ground from a vehicle without using ladders/steps) and organisation size. Drivers working for small organisations were more likely to report that they jumped down from their vehicle compared to drivers employed by larger companies.
4. The data show a statistically significant association between organisation size and the likelihood that vehicles are checked/inspected for problems that may cause slip, trip and fall related accidents. Drivers working for small organisations were more likely to report that their vehicles were not checked/inspected.
5. Drivers working for large organisations were more likely to report engaging in “task and finish” working practices compared to drivers employed by small and medium sized enterprises.

6 LIMITATIONS OF THE RESEARCH

1. Although the sample size of 603 is reasonable given the aims of the research, a larger sample size (e.g. in excess of 1000) would give greater credibility to the survey findings. Sampling error (i.e. the level of uncertainty associated with a particular finding such as the proportion of the sample answering a question in a particular way) is more likely to be large in cases where the proportion of respondents approaches 50 per cent.
2. Despite the steps taken to ensure the representativeness of the sampling process, it is impossible to rule out the presence of sample bias³. It is difficult to demonstrate that the data collection methods used do not systematically over or under sample some groups of goods vehicle drivers, e.g. drivers of types of vehicles that are less likely to use the motorway network, and hence visit service areas.
3. Feedback given by the survey research interviewers about the “task and finish” question cast doubt that all respondents interpreted its meaning in a consistent way. In the light of this uncertainty, the findings and conclusions relating to this topic should be treated with a degree of caution.

³ *Sample bias occurs where, for whatever reason, the obtained sample has different characteristics from a randomly obtained sample.*

7 APPENDIX 1- THE QUESTIONNAIRE

HGV DRIVER QUESTIONNAIRE - SLIPS, TRIPS AND FALLS FROM VEHICLES

Location.....

Voucher number.....

Section 1: Questions About Footwear

1. Who provides the footwear you wear for work?

- Your employer?
- You buy it yourself?
- Other – please specify

2. Is this footwear specially designed for work?

- Yes
- No

3. Did you get this footwear in the last 12 months?

- Yes
- No

4. How often do you wear this footwear when working on or around your vehicle?

- Always
- Sometimes
- Never

5. In your opinion, does the footwear you wear for work offer good protection against slipping?

- Yes
- No

Section 2: Questions About Ladders/Steps

6. If you need to access the load or trailer of your vehicle, do you think a ladder or steps would help you do this more safely?

- Yes
- No
- Don't know

7. Does the vehicle you are driving today have a ladder (or steps) to help you access the trailer and load?

- Yes Go to question 8
- No Go to **Section 3**

8. How often do you use the trailer/load ladder (or steps)?

- Always
- Sometimes
- Never

9. Do you ever jump down from the vehicle to the ground without using the ladder (or steps)?

- Yes
- No

10. Has the vehicle you are driving today been fitted with a new ladder (or steps) in the last 12 months?

- Yes
- No
- Don't know

Section 3: Questions About Handrails

11. Do you think that handrails could help you access the trailer and/or load more safely?

- Yes
- No
- Don't know

12. Does the vehicle you are driving today have a handrail to help you access the trailer and/or load?

- Yes go to question 13
- No Go to **Section 4**

13. How often do you use the trailer/load handrail?

- Always
- Sometimes
- Never

14. Has the vehicle you are driving today had a new handrail fitted in the past 12 months?

- Yes
- No

Section 4: Questions About Load Beds

15. Does the vehicle you are driving today have a load bed?

- Yes go to question 16
- No Go to **Section 5**

16. What material is the load bed made of in the vehicle that you are driving today?

- Wood
- Metal
- Plastic
- Combination of wood and metal
- Don't know
- Other please specify

17. Does the material of the load bed provide you with sufficient grip for walking?

- Yes
- No
- Don't know

18. Has the material covering the load bed been changed in the past 12 months?

- Yes
- No
- Don't know

19. Has the material covering the load bed been cleaned in the past 12 months?

- Yes
- No
- Don't know

20. Has the material covering the load bed been repaired in the past 12 months?
- Yes
 - No
 - Don't know

Section 5: Questions About Loading/Unloading Your Vehicle

21. Do you have access to any of the following equipment to help you load/unload your vehicle?

	Yes/No	If yes, do you use it? Yes/No
21(a) Crane		
21(b) Tail lift		
21(c) Forklift		

Section 6: Questions About Slip, Trip And Fall Incidents

22. Is the vehicle that you are driving today checked or inspected for problems that may cause slip, trip and fall related accidents?
- Yes
 - No
 - Don't know

23. Have you ever slipped, tripped or fallen from your vehicle in the last 12 months?
- Yes
 - No

Section 7: Questions About You

24. How many people does your company employ?

Is it approximately?

- 0 to 4
- 5 to 9
- 10 to 19
- 20 to 49
- 50 to 99
- 100 to 249
- Over 250

25. Approximately, how many miles do you drive in a year when driving a goods vehicle?

Is it approximately

- less than 50,000 miles
- between 50,000 and 59,999 miles
- between 60,000 and 69,000 miles
- between 70,000 and 79,999 miles
- between 80,000 and 89,999 miles
- between 90,000 and 99,999 miles
- 100,000 miles or more

26. Are you allowed to go home when you have completed all your work?

- Yes
- No
- Don't know

27. What sort of vehicle are you driving today?

- Box/ Rigid sided
- Flatbed
- Isocontainers
- Curtain-sider
- Tanker
- Bulk carrier
- Tipper
- Van/ less than 3.5 tonne
- Other

8 APPENDIX 2 – THE DATA

8.1 COUNTS AND PROPORTIONS

Question 1 (Who provides the footwear you wear for work?)

	Freq.	Percent	Cum.
Employer	378	62.90	62.90
Self	198	32.95	95.84
Other	25	4.16	100.00
Total	601	100.00	

Question 2 (Is this footwear specially designed for work?)

	Freq.	Percent	Cum.
Yes	532	88.23	88.23
No	71	11.77	100.00
Total	603	100.00	

Question 3 (Did you get this footwear in the last 12 months?)

	Freq.	Percent	Cum.
Yes	546	90.70	90.70
No	56	9.30	100.00
Total	602	100.00	

Question 4 (How often do you wear this footwear when working on or around your vehicle?)

	Freq.	Percent	Cum.
Always	533	88.54	88.54
Sometimes	65	10.80	99.34
Never	4	0.66	100.00
Total	602	100.00	

Question 5 (In your opinion, does the footwear you wear for work offer good protection against slipping?)

	Freq.	Percent	Cum.
Yes	548	92.41	92.41
No	45	7.59	100.00
Total	593	100.00	

Question 6 (If you need to access the load or trailer of your vehicle, do you think a ladder or steps would help you do this more safely?)

	Freq.	Percent	Cum.
Yes	467	78.22	78.22
No	118	19.77	97.99
Don't know	12	2.01	100.00
Total	597	100.00	

Question 7 (Does the vehicle you are driving today have a ladder (or steps) to help you access the trailer and load?)

	Freq.	Percent	Cum.
Yes	336	56.19	56.19
No	262	43.81	100.00
Total	598	100.00	

Question 8 (How often do you use the trailer/load ladder (or steps)?)

	Freq.	Percent	Cum.
Always	193	57.10	57.10
Sometimes	110	32.54	89.64
Never	35	10.36	100.00
Total	338	100.00	

Question 9 (Do you ever jump down from the vehicle to the ground without using the ladder (or steps)?)

	Freq.	Percent	Cum.
Yes	163	48.66	48.66
No	172	51.34	100.00
Total	335	100.00	

Question 10 (Has the vehicle you are driving today been fitted with a new ladder (or steps) in the last 12 months?)

	Freq.	Percent	Cum.
Yes	53	15.96	15.96
No	242	72.89	88.86
Don't know	37	11.14	100.00
Total	332	100.00	

Question 11 (Do you think that handrails could help you access the trailer and/or load more safely?)

	Freq.	Percent	Cum.
Yes	343	57.26	57.26
No	243	40.57	97.83
Don't know	13	2.17	100.00
Total	599	100.00	

Question 12 (Does the vehicle you are driving today have a handrail to help you access the trailer and/or load?)

	Freq.	Percent	Cum.
Yes	214	35.73	35.73
No	385	64.27	100.00
Total	599	100.00	

Question 13 (How often do you use the trailer/load handrail?)

	Freq.	Percent	Cum.
Al ways	180	82.95	82.95
Someti mes	26	11.98	94.93
Never	11	5.07	100.00
Total	217	100.00	

Question 14 (Has the vehicle you are driving today had a new handrail fitted in the past 12 months?)

	Freq.	Percent	Cum.
Yes	36	16.90	16.90
No	168	78.87	95.77
Don't know	9	4.23	100.00
Total	213	100.00	

Question 15 (Does the vehicle you are driving today have a load bed?)

	Freq.	Percent	Cum.
Yes	449	74.96	74.96
No	150	25.04	100.00
Total	599	100.00	

Question 16 (What material is the load bed made of in the vehicle that you are driving today?)

	Freq.	Percent	Cum.
Wood	221	49.00	49.00
Metal	112	24.83	73.84
Plastic	12	2.66	76.50
Combination of wood and metal	93	20.62	97.12
Other	13	2.88	100.00
Total	451	100.00	

Question 17 (Does the material of the load bed provide you with sufficient grip for walking?)

	Freq.	Percent	Cum.
Yes	398	89.44	89.44
No	39	8.76	98.20
Don't know	8	1.80	100.00
Total	445	100.00	

Question 18 (Has the material covering the load bed been changed in the past 12 months?)

	Freq.	Percent	Cum.
Yes	29	6.49	6.49
No	375	83.89	90.38
Don't know	43	9.62	100.00
Total	447	100.00	

Question 19 (Has the material covering the load bed been cleaned in the past 12 months?)

	Freq.	Percent	Cum.
Yes	355	79.06	79.06
No	73	16.26	95.32
Don't know	21	4.68	100.00
Total	449	100.00	

Question 20 (Has the material covering the load bed been repaired in the past 12 months?)

	Freq.	Percent	Cum.
Yes	102	22.97	22.97
No	281	63.29	86.26
Don't know	61	13.74	100.00
Total	444	100.00	

Question 21a (Do you have access to a crane to help you load/unload your vehicle?)

	Freq.	Percent	Cum.
Yes	26	4.34	4.34
No	573	95.66	100.00
Total	599	100.00	

Question 21aa (Do you use the crane?)

	Freq.	Percent	Cum.
Yes	25	96.15	96.15
No	1	3.85	100.00
Total	26	100.00	

Question 21b (Do you have access to a tail lift to help you load/unload your vehicle?)

	Freq.	Percent	Cum.
Yes	117	19.53	19.53
No	482	80.47	100.00
Total	599	100.00	

Question 21bb (Do you use the tail lift?)

	Freq.	Percent	Cum.
Yes	106	94.64	94.64
No	6	5.36	100.00
Total	112	100.00	

Question 21c (Do you have access to a forklift to help you load/unload your vehicle?)

	Freq.	Percent	Cum.
Yes	32	5.34	5.34
No	567	94.66	100.00
Total	599	100.00	

Question 21cc (Do you use the forklift?)

	Freq.	Percent	Cum.
Yes	27	90.00	90.00
No	3	10.00	100.00
Total	30	100.00	

Question 22 (Is the vehicle that you are driving today checked or inspected for problems that may cause slip, trip and fall related accidents?)

	Freq.	Percent	Cum.
Yes	467	77.45	77.45
No	87	14.43	91.87
Don't know	49	8.13	100.00
Total	603	100.00	

Question 23 (Have you ever slipped, tripped or fallen from your vehicle in the last 12 months?)

	Freq.	Percent	Cum.
Yes	52	8.64	8.64
No	550	91.36	100.00
Total	602	100.00	

Question 24 (How many people does your company employ?)

	Freq.	Percent	Cum.
1 to 4	45	7.51	7.51
5 to 9	48	8.01	15.53
10 to 19	58	9.68	25.21
20 to 49	104	17.36	42.57
50 to 99	87	14.52	57.10
100 to 249	67	11.19	68.28
over 250	190	31.72	100.00
Total	599	100.00	

Question 25 (Approximately, how many miles do you drive in a year when driving a goods vehicle?)

	Freq.	Percent	Cum.
<50,000 miles	90	15.25	15.25
50Kto59,999	63	10.68	25.93
60Kto69,999	74	12.54	38.47
70Kto79,999	69	11.69	50.17
80Kto89,999	51	8.64	58.81
90Kto99,999	59	10.00	68.81
>100,000	184	31.19	100.00
Total	590	100.00	

Question 26 (Are you allowed to go home when you have completed all your work?)

	Freq.	Percent	Cum.
Yes	320	53.69	53.69
No	274	45.97	99.66
Don't know	2	0.34	100.00
Total	596	100.00	

Question 27 (What sort of vehicle are you driving today?)

	Freq.	Percent	Cum.
Box/rigid sided	155	25.70	25.70
Flatbed	63	10.45	36.15
Isocontainer	57	9.45	45.61
Curtain-sider	182	30.18	75.79
Tanker	22	3.65	79.44
Bulk carrier	16	2.65	82.09
Tipper	23	3.81	85.90
Van/less than 3.5 tonne	11	1.82	87.73
Other	74	12.27	100.00
Total	603	100.00	

8.2 COUNTS AND PROPORTIONS FOR RECODED VARIABLES: ORGANISATION SIZE, ANNUAL MILEAGE DRIVEN AND VEHICLE TYPE

Question 24 (How many people does your company employ?)

Organisation Size	Freq.	Percent	Cum.
Small	255	42.57	42.57
Medium	154	25.71	68.28
Large	190	31.72	100.00
Total	599	100.00	

Question 25 (Approximately, how many miles do you drive in a year when driving a goods vehicle?)

Annual mileage	Freq.	Percent	Cum.
<50,000 miles	90	15.25	15.25
50K to 100,000 miles	316	53.56	68.81
>100,000 miles	184	31.19	100.00
Total	590	100.00	

Question 27 (What sort of vehicle are you driving today?)

Vehicle type	Freq.	Percent	Cum.
Box/rigid sided	155	25.70	25.70
Flatbed	245	40.63	66.33
Isocontainer	57	9.45	75.79
Tanker	38	6.30	82.09
Other	108	17.91	100.00
Total	603	100.00	

8.3 CROSS-TABULATIONS – FOOTWEAR QUESTIONS

Question 1 by organisation size (Who provides the footwear you wear for work?)

	Organisation Size			Total
	Small	Medium	Large	
Employer	112 44.09	102 66.67	161 84.74	375 62.81
Self	124 48.82	46 30.07	27 14.21	197 33.00
Other	18 7.09	5 3.27	2 1.05	25 4.19
Total	254 100.00	153 100.00	190 100.00	597 100.00

Fisher's exact = 0.000

Question 2 by organisation size (Is this footwear specially designed for work?)

	Organisation Size			Total
	Small	Medium	Large	
Yes	215 84.31	140 90.91	173 91.05	528 88.15
No	40 15.69	14 9.09	17 8.95	71 11.85
Total	255 100.00	154 100.00	190 100.00	599 100.00

Fisher's exact = 0.053

Question 3 by organisation size (Did you get this footwear in the last 12 months?)

	Organisation Size			Total
	Small	Medium	Large	
Yes	230 90.55	142 92.21	170 89.47	542 90.64
No	24 9.45	12 7.79	20 10.53	56 9.36
Total	254 100.00	154 100.00	190 100.00	598 100.00

Fisher's exact = 0.717

Question 4 by organisation size (How often do you wear this footwear when working on or around your vehicle?)

	Organisation Size			Total
	Small	Medium	Large	
Always	218 85.83	137 88.96	174 91.58	529 88.46
Sometimes	35 13.78	17 11.04	13 6.84	65 10.87
Never	1 0.39	0 0.00	3 1.58	4 0.67
Total	254 100.00	154 100.00	190 100.00	598 100.00

Fisher's exact = 0.057

Question 5 by organisation size (Does the footwear offer good protection against slipping?)

	Organisation Size			Total
	Small	Medium	Large	
Yes	231 92.40	140 92.11	173 92.51	544 92.36
No	19 7.60	12 7.89	14 7.49	45 7.64
Total	250 100.00	152 100.00	187 100.00	589 100.00

Fisher's exact = 1.000

Question 1 (Who provides the footwear you wear for work?) by Question 2 ((Is this footwear specially designed for work?))

Provider	Specially designed footwear		Total
	Yes	No	
Employer	348 65.66	30 42.25	378 62.90
Self	161 30.38	37 52.11	198 32.95
Other	21 3.96	4 5.63	25 4.16
Total	530 100.00	71 100.00	601 100.00

Fisher's exact = 0.001

Question 1 (Who provides the footwear you wear for work?) by Question 3 ((Did you get this footwear in the last 12 months?))

Provider	Less than 12 months old		Total
	Yes	No	
Employer	354 65.07	24 42.86	378 63.00
Self	171 31.43	27 48.21	198 33.00
Other	19 3.49	5 8.93	24 4.00
Total	544 100.00	56 100.00	600 100.00

Fisher's exact = 0.002

Question 1 (Who provides the footwear you wear for work? by Question 5 (In your opinion, does the footwear you wear for work offer good protection against slipping?))

Provider	Good protection against slipping?		Total
	Yes	No	
Employer	346 63.37	24 53.33	370 62.61
Self	178 32.60	19 42.22	197 33.33
Other	22 4.03	2 4.44	24 4.06
Total	546 100.00	45 100.00	591 100.00

Fisher's exact = 0.338

8.4 CROSS-TABULATIONS – LADDERS/STEPS QUESTIONS

Question 6 by organisation size (If you need to access the load or trailer of your vehicle, do you think a ladder or steps would help you do this more safely?)

	Organisation Size			Total
	Small	Medium	Large	
Yes	202 79.84	121 79.61	141 75.00	464 78.25
No	47 18.58	27 17.76	43 22.87	117 19.73
Don't know	4 1.58	4 2.63	4 2.13	12 2.02
Total	253 100.00	152 100.00	188 100.00	593 100.00

Fisher's exact = 0.660

Question 7 by organisation size (Does the vehicle you are driving today have a ladder (or steps) to help you access the trailer and load?)

	Organisation Size			Total
	Small	Medium	Large	
Yes	129 50.99	90 59.60	114 60.00	333 56.06
No	124 49.01	61 40.40	76 40.00	261 43.94
Total	253 100.00	151 100.00	190 100.00	594 100.00

Fisher's exact = 0.103

Question 8 by organisation size (How often do you use the ladder steps?)

	Organisation Size			Total
	Small	Medium	Large	
Always	72 55.38	52 57.14	66 57.89	190 56.72
Sometimes	44 33.85	32 35.16	34 29.82	110 32.84
Never	14 10.77	7 7.69	14 12.28	35 10.45
Total	130 100.00	91 100.00	114 100.00	335 100.00

Fisher's exact = 0.811

Question 9 by organisation size ((Do you ever jump down from the vehicle to the ground without using the ladder (or steps)?)

	Organisation Size			Total
	Small	Medium	Large	
Yes	73 56.15	46 51.11	44 39.29	163 49.10
No	57 43.85	44 48.89	68 60.71	169 50.90
Total	130 100.00	90 100.00	112 100.00	332 100.00

Fisher's exact = 0.030

Question 10 by organisation size (Has the vehicle you are driving today been fitted with a new ladder (or steps) in the last 12 months?)

	Organisation Size			Total
	Small	Medium	Large	
Yes	15 11.90	14 15.56	24 21.24	53 16.11
No	98 77.78	65 72.22	77 68.14	240 72.95
Don't know	13 10.32	11 12.22	12 10.62	36 10.94
Total	126 100.00	90 100.00	113 100.00	329 100.00

Fisher's exact = 0.382

Question 7 (Does the vehicle you are driving today have a ladder (or steps) to help you access the trailer and load?) by Question 9 (Do you ever jump down from the vehicle to the ground without using the ladder (or steps)?)

Vehicle has ladder / steps	Jump down without using ladder or steps		Total
	Yes	No	
Yes	161 98.77	171 99.42	332 99.10
No	2 1.23	1 0.58	3 0.90
Total	163 100.00	172 100.00	335 100.00

Fisher's exact = 0.614
1-sided Fisher's exact = 0.480

Question 8 (How often do you use the trailer/load ladder (or steps)?) by Question 9 (Do you ever jump down from the vehicle to the ground without using the ladder (or steps)?)

Frequency of use of ladder / steps	Jump down without using ladder or steps		Total
	Yes	No	
Always	70 43.21	120 69.77	190 56.89
Sometimes	68 41.98	41 23.84	109 32.63
Never	24 14.81	11 6.40	35 10.48
Total	162 100.00	172 100.00	334 100.00

Fisher's exact = 0.000

8.5 CROSS-TABULATIONS – HANDRAIL QUESTIONS

Question 12 by organisation size (Does the vehicle you are driving today have a handrail to help you access the trailer and/or load?)

	Organisation Size			Total
	Small	Medium	Large	
Yes	73 28.85	60 39.47	80 42.11	213 35.80
No	180 71.15	92 60.53	110 57.89	382 64.20
Total	253 100.00	152 100.00	190 100.00	595 100.00

Fisher's exact = 0.008

Question 13 by organisation size (Does the vehicle you are driving today have a handrail to help you access the trailer and/or load?)

	Organisation Size			Total
	Small	Medium	Large	
Always	61 82.43	51 82.26	67 83.75	179 82.87
Sometimes	8 10.81	8 12.90	10 12.50	26 12.04
Never	5 6.76	3 4.84	3 3.75	11 5.09
Total	74 100.00	62 100.00	80 100.00	216 100.00

Fisher's exact = 0.940

Question 14 by organisation size (Has the vehicle you are driving today had a new handrail fitted in the past 12 months?)

12 mo	Organisation Size			Total
	Small	Medium	Large	
Yes	13 17.81	8 13.56	15 18.75	36 16.98
No	58 79.45	47 79.66	62 77.50	167 78.77
Don't know	2 2.74	4 6.78	3 3.75	9 4.25
Total	73 100.00	59 100.00	80 100.00	212 100.00

Fisher's exact = 0.767

8.6 CROSS-TABULATIONS – LOAD BED QUESTIONS

Question 18 by organisation size (Has the material covering the load bed been changed in the past 12 months?)

	Organisation Size			Total
	Small	Medium	Large	
Yes	13 6.63	7 6.60	9 6.34	29 6.53
No	169 86.22	89 83.96	116 81.69	374 84.23
Don't know	14 7.14	10 9.43	17 11.97	41 9.23
Total	196 100.00	106 100.00	142 100.00	444 100.00

Fisher's exact = 0.673

Question 19 by organisation size (Has the material covering the load bed been cleaned in the past 12 months?)

	Organisation Size			Total
	Small	Medium	Large	
Yes	160 81.63	87 81.31	106 74.13	353 79.15
No	32 16.33	13 12.15	28 19.58	73 16.37
Don't know	4 2.04	7 6.54	9 6.29	20 4.48
Total	196 100.00	107 100.00	143 100.00	446 100.00

Fisher's exact = 0.094

Question 20 by organisation size (Has the material covering the load bed been repaired in the past 12 months?)

	Organisation Size			Total
	Small	Medium	Large	
Yes	44 22.56	29 27.62	29 20.57	102 23.13
No	134 68.72	62 59.05	84 59.57	280 63.49
Don't know	17 8.72	14 13.33	28 19.86	59 13.38
Total	195 100.00	105 100.00	141 100.00	441 100.00

Fisher's exact = 0.036

Question 17 (Does the material of the load bed provide you with sufficient grip for walking?) by Question 4 (How often do you wear this footwear when working on or around your vehicle?)

Sufficient grip	Frequency of use of footwear on and around your vehicle?			Total
	Always	Sometimes	Never	
Yes	354 89.85	41 85.42	3 100.00	398 89.44
No	32 8.12	7 14.58	0 0.00	39 8.76
Don't know	8 2.03	0 0.00	0 0.00	8 1.80
Total	394 100.00	48 100.00	3 100.00	445 100.00

Fisher's exact = 0.464

8.7 ADDITIONAL CROSS-TABULATIONS

Question 25 (Approximately, how many miles do you drive in a year when driving a goods vehicle?)

Mileage	Organisation Size			Total
	Small	Medium	Large	
<50,000 miles	44 17.67	17 11.26	27 14.52	88 15.02
50Kto59,999	33 13.25	15 9.93	15 8.06	63 10.75
60Kto69,999	27 10.84	22 14.57	23 12.37	72 12.29
70Kto79,999	16 6.43	18 11.92	35 18.82	69 11.77
80Kto89,999	17 6.83	15 9.93	19 10.22	51 8.70
90Kto99,999	28 11.24	23 15.23	8 4.30	59 10.07
>100,000	84 33.73	41 27.15	59 31.72	184 31.40
Total	249 100.00	151 100.00	186 100.00	586 100.00

Pearson chi 2(12) = 33.9128 Pr = 0.001

Question 26 by organisation size (Are you allowed to go home when you have completed all your work?)

	Organisation Size			Total
	Small	Medium	Large	
Yes	126 50.20	73 47.71	120 63.83	319 53.89
No	124 49.40	80 52.29	67 35.64	271 45.78
Don't know	1 0.40	0 0.00	1 0.53	2 0.34
Total	251 100.00	153 100.00	188 100.00	592 100.00

Fisher's exact = 0.005

Question 26 (Are you allowed to go home when you have completed all your work?) by Question 9 (Do you ever jump down from the vehicle to the ground without using the ladder (or steps)?)

Allowed To go home	Jump down from vehicle without using ladder or steps?		Total
	Yes	No	
Yes	83 51.88	92 53.80	175 52.87
No	77 48.13	77 45.03	154 46.53
Don' t know	0 0.00	2 1.17	2 0.60
Total	160 100.00	171 100.00	331 100.00

Fisher' s exact = 0.522

**Question 26 (Are you allowed to go home when you have completed all your work?)
by Question 25 (Approximately, how many miles do you drive in a year when driving a goods vehicle?)**

Allowed to go home	Miles driven in a year when driving a goods vehicle							Total
	<50,000 m	50Kto59,9	60Kto69,9	70Kto79,9	80Kto89,9	90Kto99,9	>100,000	
Yes	56 63.64	36 59.02	43 58.11	33 48.53	29 56.86	29 49.15	83 45.60	309 53.00
No	32 36.36	25 40.98	30 40.54	35 51.47	22 43.14	29 49.15	99 54.40	272 46.66
Don' t know	0 0.00	0 0.00	1 1.35	0 0.00	0 0.00	1 1.69	0 0.00	1 0.34
Total	88 100.00	61 100.00	74 100.00	68 100.00	51 100.00	59 100.00	182 100.00	583 100.00

Pearson chi 2(12) = 17.8827 Pr = 0.119

Question 27 (What sort of vehicle are you driving today?) by Question 9 (Do you ever jump down from the vehicle to the ground without using the ladder (or steps)?)

Vehicle type	Jump down without using ladder or steps?		Total
	Yes	No	
Box/rigid sided	40 55.56	32 44.44	72 100.00
Flatbed	12 41.38	17 58.62	29 100.00
Isocontainer	4 44.44	5 55.56	9 100.00
Curtain-sider	72 61.02	46 38.98	118 100.00
Tanker	4 25.00	12 75.00	16 100.00
Bulk carrier	6 42.86	8 57.14	14 100.00
Tipper	6 31.58	13 68.42	19 100.00
Van/less than 3.5 ton	1 33.33	2 66.67	3 100.00
Other	18 32.73	37 67.27	55 100.00
Total	163 48.66	172 51.34	335 100.00

Pearson chi 2(8) = 21.1260 Pr = 0.007

Question 9 (Do you ever jump down from the vehicle to the ground without using the ladder (or steps)?) by Question 23 (Have you ever slipped, tripped or fallen from your vehicle in the last 12 months?)

Jump down without using ladders or steps	Slipped, tripped or fallen in the last 12 months		Total
	Yes	No	
Yes	18 11.04	145 88.96	163 100.00
No	11 6.40	161 93.60	172 100.00
Total	29 8.66	306 91.34	335 100.00

Fisher's exact = 0.173
1-sided Fisher's exact = 0.094

Question 25 (Approximately, how many miles do you drive in a year when driving a goods vehicle?) by Question 26 (Are you allowed to go home when you have completed all your work?)

Annual mileage	Allowed to go home			Total
	Yes	No	Don't know	
<50,000 miles	56 63.64	32 36.36	0 0.00	88 100.00
50K to 100,000 miles	170 54.31	141 45.05	2 0.64	313 100.00
>100,000 miles	83 45.60	99 54.40	0 0.00	182 100.00
Total	309 53.00	272 46.66	2 0.34	583 100.00

Fisher's exact = 0.027

Question 27 (What sort of vehicle are you driving today?) by Question 9 (Do you ever jump down from the vehicle to the ground without using the ladder (or steps)?)

Vehicle Type	Jump down without using ladder or steps?		Total
	Yes	No	
Box/rigid sided	40 55.56	32 44.44	72 100.00
Flatbed	84 57.14	63 42.86	147 100.00
Isocontainer	4 44.44	5 55.56	9 100.00
Tanker	10 33.33	20 66.67	30 100.00
Other	25 32.47	52 67.53	77 100.00
Total	163 48.66	172 51.34	335 100.00

Fisher's exact = 0.002

Question 27 (What sort of vehicle are you driving today?) by Question 22 (Is the vehicle that you are driving today checked or inspected for problems that may cause slip, trip and fall related accidents?)

Vehicle type	Checked or inspected for problems			Total
	Yes	No	Don't know	
Box/rigid sided	122 78.71	18 11.61	15 9.68	155 100.00
Flatbed	178 72.65	39 15.92	28 11.43	245 100.00
Isocontainer	38 66.67	17 29.82	2 3.51	57 100.00
Tanker	31 81.58	6 15.79	1 2.63	38 100.00
Other	98 90.74	7 6.48	3 2.78	108 100.00
Total	467 77.45	87 14.43	49 8.13	603 100.00

Pearson chi 2(8) = 29.9883 Pr = 0.000

Footwear and modifications to goods vehicles in the UK road haulage sector

A survey of goods vehicle drivers

The central aim of this survey was to produce a set of baseline data, based on the opinions of HGV drivers, that described practices within the UK road haulage sector relating to slip, trip and falls risk factors. The survey explored risk factors relating to footwear and vehicle safety fittings eg ladders, steps, handrails and load bed covering. The research employed face-to face sample survey methodology that allowed reasonable generalisation to the UK population of HGV drivers.

Only two thirds of the sampled drivers were issued with footwear specially designed for their work. Usage levels of slip resistant footwear were high at 88%. Ladders/steps were more common than handrails. However, where fitted, handrails were more likely to be used than ladder/steps (82% compared to 56%). Load beds were much more likely to have been subjected to a cleaning process (79%) during the previous year than either replaced (6.5%), or repaired (23%).

The survey showed a clear association between size of organisation and the likelihood of drivers being provided with work specific footwear. The data also show a statistically significant association between organisation size and:

- risk taking behaviour (ie jumping down to the ground from a vehicle without using ladders/steps); and
- the likelihood that vehicles are checked/inspected for problems that may cause slip, trip and fall related accidents.

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