



**Commercial
Vehicle Safety**

The challenges & opportunities

commercialvehiclesafety.co.uk #cvsnorthwest

Delivering a Safer Network - A Collaborative Approach

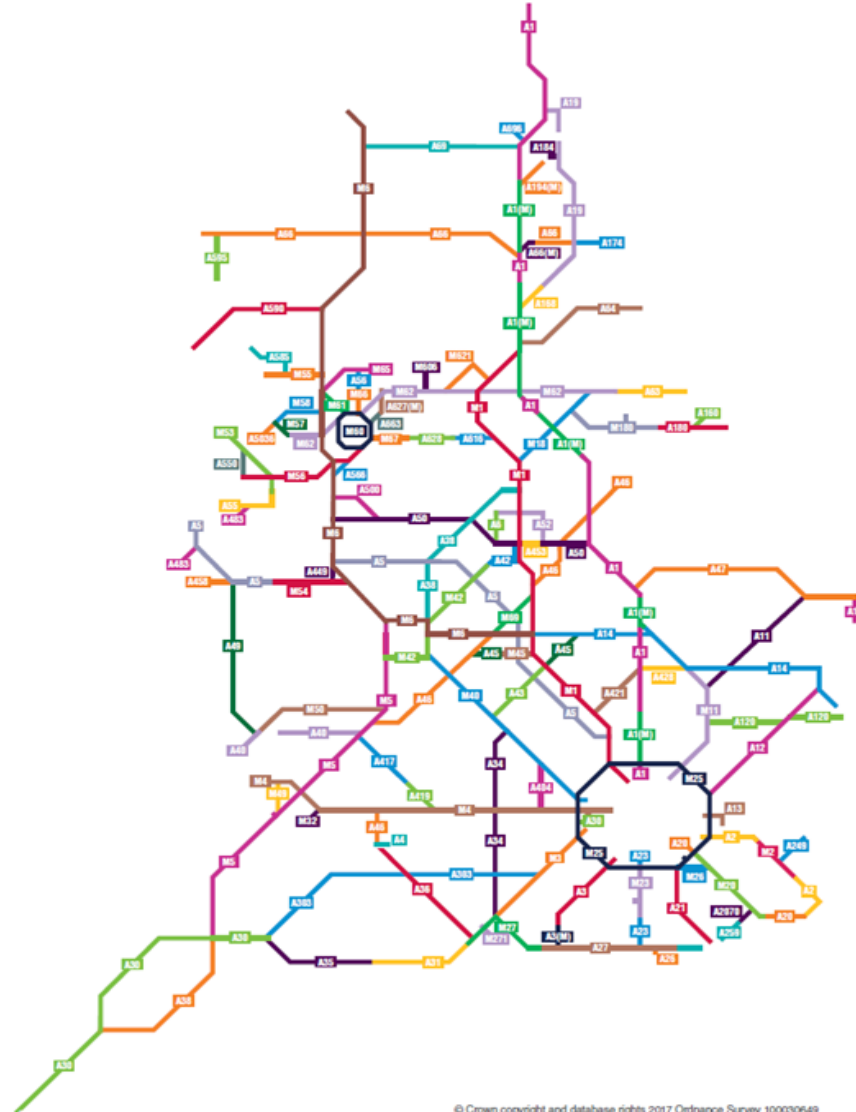
Commercial Vehicle Safety – The Challenges & Opportunities

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Highways England

England's economic success depends on the Strategic Road Network



Motorways **42%** Major A-roads **58%**



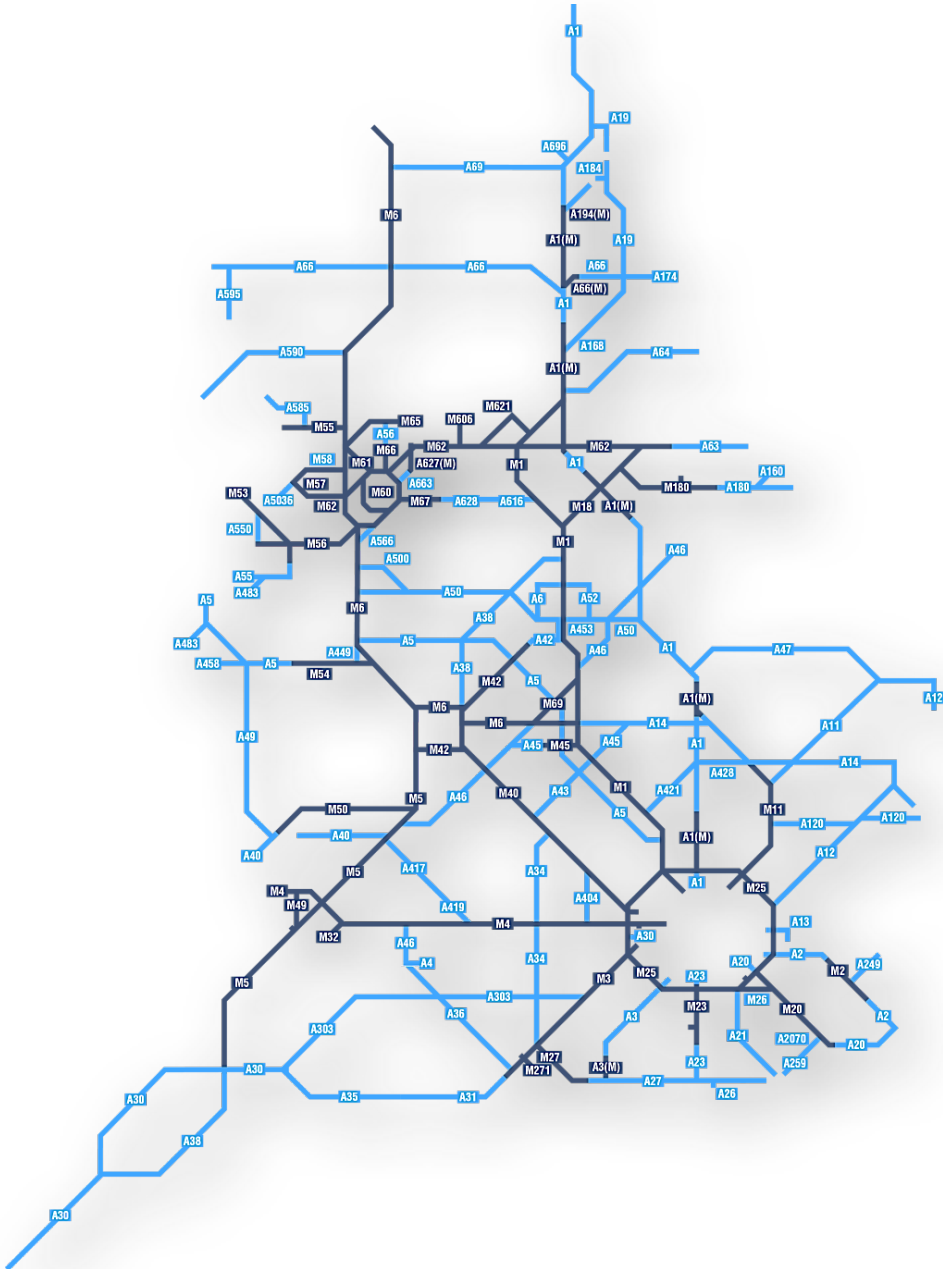
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NO ONE SHOULD BE **HARMED**
WHEN WORKING OR TRAVELLING
ON OUR NETWORK

A Safe System Approach

home
safe
and **well**



Being safe and feeling safe



- Safety isn't just about statistics, it is about making sure every person gets to their destination safely
- We are determined to continue to improve both safety and customer perceptions of safety
- We have made the distinction between **being safe** and **feeling safe** to ensure we fully understand and address the concerns of our customers and stakeholders

Being safe is about a focus on evidence, data and facts

- Monitoring the actual safety performance and levels of non-compliance

Feeling safe is about a focus on the experience of our customers

- We're enhancing features and communications to improve their awareness and confidence

Strategic Roads User Survey

2018/19 Summary



Feeling
safe



94%

A Multi-Organisational Approach

Leadership and strategic direction, developing our understanding and interventions to deliver improvements and providing detailed specialist technical advice.

Strengthen partnership working to improve intelligence and our understanding of key safety drivers and how to influence.

Multi-Organisational Approach

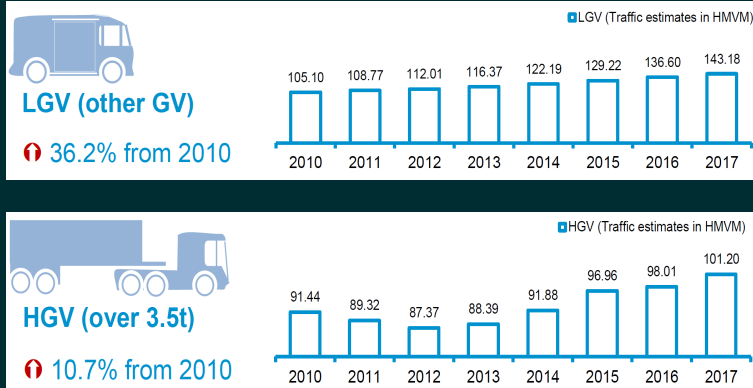
Work with our partners to support research and development, innovation and behavioural change programmes.

Build on our Compliance Framework: Set Expectations; Monitor Behaviour; & Respond to Non-Compliance.

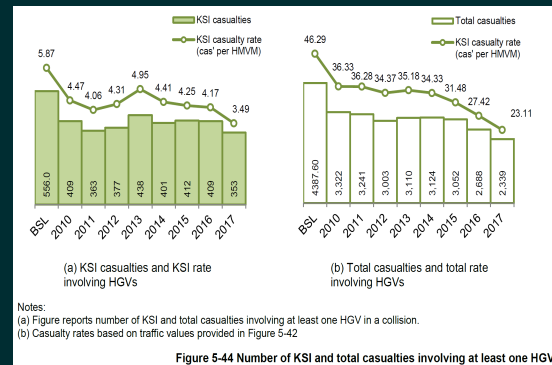
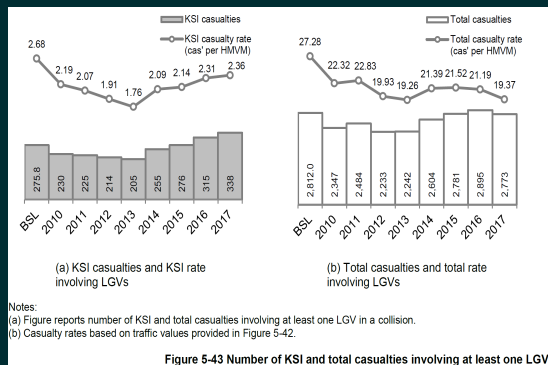


Why this is important?

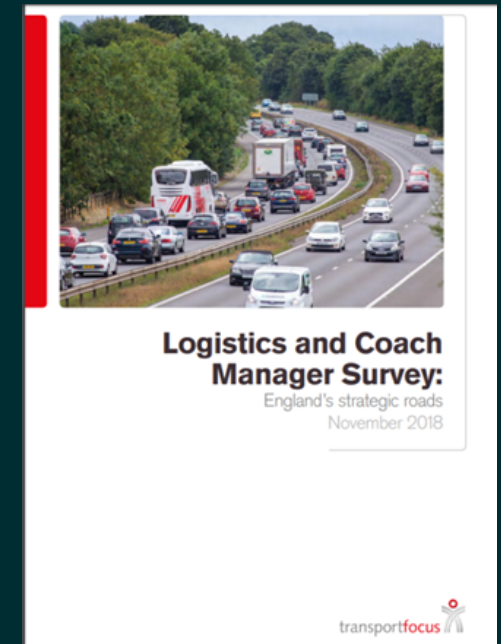
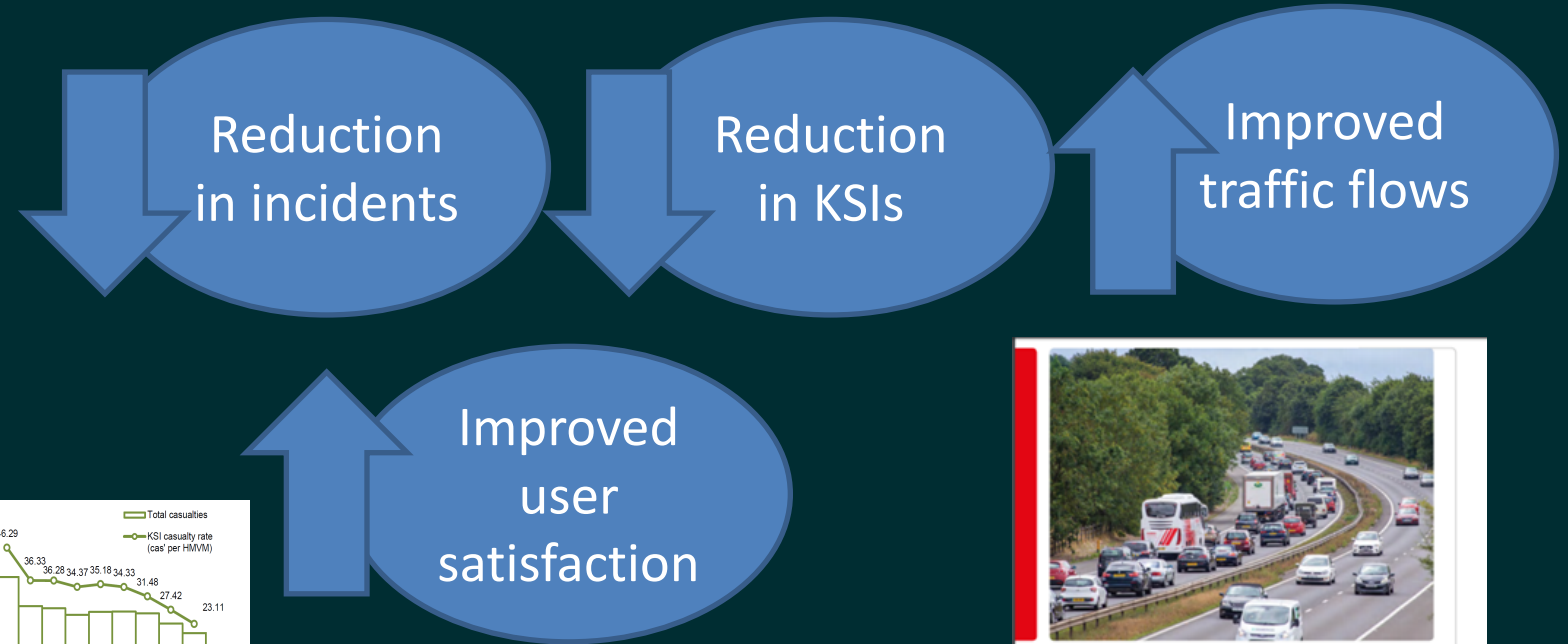
Good's vehicle traffic is increasing:



Collision statistics tells us:



Our interventions aim to improve safety and contribute towards:



Specifically in the North West.....

Traffic volumes:

13.2 billion HGV vehicle miles travelled on the strategic road network

1.8 billion HGV vehicle miles travelled in the North West

Top roads for HGV traffic in the North West:

M6	M62	M56	M60
M61	M53	M58	M57

Top roads for HGV traffic as a proportion of total traffic on each road:

M6	A66	M62	M60	A556
M58	M56	A5036	A627(M)	M61

Incidents in the North West:

In 2017, there were 235 HGVs involved in collisions on our network in the North West.

A high number HGV collisions occur when the vehicle is changing lanes colliding with a blind spot.

Collisions involving HGVs are more likely to result in severe injuries than other vehicle types.

Our Programme

Commercial Vehicle Incident Prevention Programme

Safer vehicles

Encourage deployment of improved vehicle safety technologies for both active and passive safety.

- Police use of HGV tractor units
- Driver hours
- Tyre, brake and axle incident detection - roadside detection
- Load security and straps
- Joint working at Dartford
- Joint on-road working at Doxey
- Data sharing between traffic officers and DVSA
- Prevention of diesel spillages
- North west commercial vehicle unit research pilot
- Prevention of HGV fires

Communications enablers

- Understanding the Goods Vehicle Industry
- Multi stakeholder communication plan
- Highways England promotion within the Goods Vehicle Sector

Research

- Tyre management / tyre debris
- Vehicle weights
- Vehicle fires

Safer people

Develop intelligence led innovation programmes to improve road user behaviour with measurable outcomes.

- Blind spot technology
- Non commercial vehicle road user knowledge and attitudes
- Promote enhanced driver training for drivers of smaller good vehicles
- Monitoring goods vehicle driver behaviours
- Communication campaigns and products for overseas' commercial vehicle drivers

Key: ■ Complete and nationally implemented ■ Ongoing / In development ■ Not started

Commercial Vehicle Incident Prevention Projects

 Commercial Vehicle Incident Prevention Programme	Case study 1 August 2019	 Commercial Vehicle Incident Prevention Programme	Case study 2 August 2019	 Commercial Vehicle Incident Prevention Programme	Case study 3 August 2019	 Commercial Vehicle Incident Prevention Programme	Case study 4 August 2019
Operation Tramline – Targeting dangerous driver behaviour		Driver fatigue – Roadside checks of drivers' hours		Improving commercial vehicle load security		Highways England joint working with DVSA	
 Commercial Vehicle Incident Prevention Programme	Case study 5 August 2019	 Commercial Vehicle Incident Prevention Programme	Case study 6 August 2019	 Commercial Vehicle Incident Prevention Programme	Case study 7 August 2019	 Commercial Vehicle Incident Prevention Programme	Case study 8 August 2019
Driving in the UK – Providing information to overseas commercial vehicle drivers		Load security for private motorists		Prevention of diesel spillages		Tyre technology and tyre debris	
 Commercial Vehicle Incident Prevention Programme	Case study 9 August 2019	 Commercial Vehicle Incident Prevention Programme	Case study 10 August 2019	 Commercial Vehicle Incident Prevention Programme	Case study 11 August 2019	 Commercial Vehicle Incident Prevention Programme	Case study 12 August 2019
Highways England DVSA data sharing partnership		Highways England/DVSA joint working at Dartford		Virtual reality blind spots smartphone app		Joint working with Motorway Buddy	
 Commercial Vehicle Incident Prevention Programme	Case study 13 August 2019	 Commercial Vehicle Incident Prevention Programme	Case study 14 August 2019	 Commercial Vehicle Incident Prevention Programme	Case study 15 August 2019	 Commercial Vehicle Incident Prevention Programme	Case study 16 August 2019
North west commercial vehicle unit research pilot		Prevention of HGV fires		ANPR/WIMS (Weigh in Motion)		Bridge strikes prevention	



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Operation Tramline – Unmarked HGV ‘Supercabs’

- 3 x HGV tractor units: North, Midlands and South
- Operated by 22 police forces
- Commenced in May 2018
- Vehicles stopped: **9,674**
- Vehicle offences: **10,926**
- Interventions being dispensed: **11,338**

Top offences

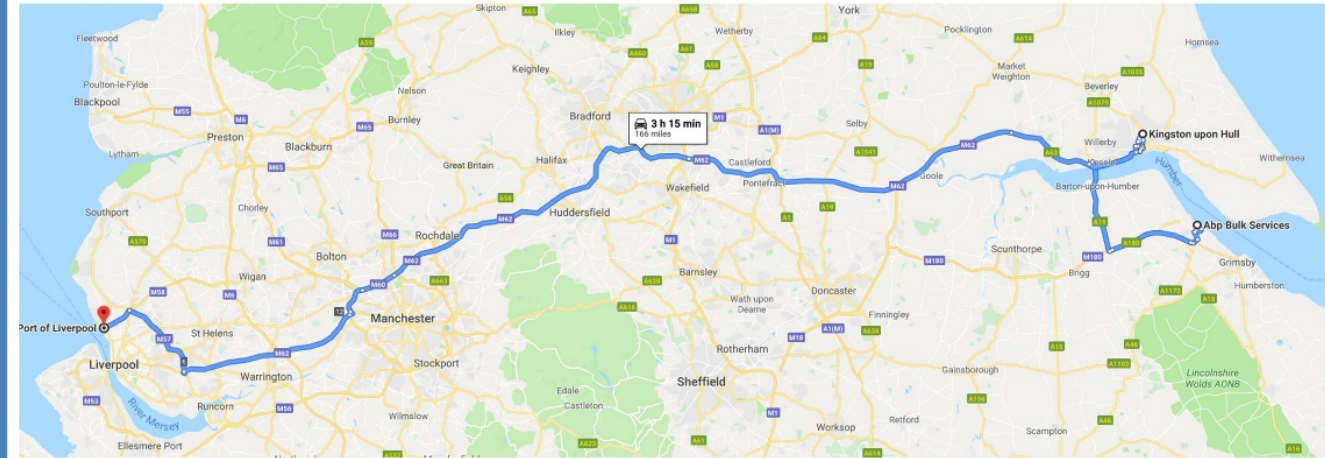
Mobile
phone use

Seat belt
offences

Not in
proper
control

M62 - Operation Pennine

- Operation Pennine commenced on 23 September and involves:
 - NW Commercial Vehicle Unit, including police forces and HSE
 - Ports
 - Traffic Officers and Regional Safety coordinators
 - Operation Tramline
- Data collection allows Highways England to capture details of the offence which can be fed back into Driving for Better Business
- The pilot is split into two linked initiatives:
 - Near the ports
 - Roadside



The pilot aims to target both LGVs and HGVs travelling to and from ports

M6 Compliance Event Case Study



On the 16 September on the M6 at Corley Services, a multi-agency operation including; Warwickshire Police, Highways England, DVSA, HMRC and the Environment Agency, took place to combat over-laden, under-secured and potentially dangerous loads.

- ✓ 54 vehicles were stopped with an 87% hit rate.
- ✓ 47 of the vehicles stopped had at least one offence identified.
- ✓ Two people were arrested for motor vehicle theft.
- ✓ Immediate prohibitions were given to 23 overweight vehicles, 7 were delayed.
- ✓ One vehicle was reported as being 78% overweight.
- ✓ Four vehicles were found to have unsecured loads.
- ✓ Three drivers were not in accordance with their driving licences.

Driver Fatigue – Roadside Drivers Hours Checks

- Commenced in January 2017 and continues till March 2020
- Supporting 26 police forces to conduct drivers' hours compliance checks
- 31,000 checked
- 32,000 offences
- 2000 prohibitions



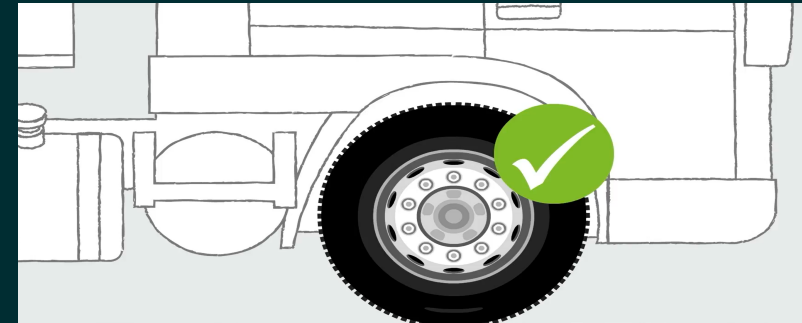
Tyre technology – measuring tyre pressure, tread depth, weight, & axle temperature



- Worked closely with other operators to develop and agree service level agreements for the installation of technology to measure tyre pressure, tyre tread depth, weight, and axle temperature.
- The technology has been installed at three sites; AW Jenkinson (M6 Cumbria), John Lewis (M1 Milton Keynes) and the DVSA check site at Cuerden (M6/M65).
 - ✓ Over 22,000 vehicles passed through the technology systems in first 15 weeks with nearly 200,000 tyres inspected.
 - ✓ Reduction in underinflated tyres at both operators depots and improved fault identification.

Tyre safety

This work builds on research undertaken collaboratively with Bridgestone which identified that good tyre husbandry could prevent the majority of commercial vehicle tyre failures.



Please check your tyres regularly to ensure they're in good condition before your journey begins.

Ratchet straps What you need to know



- Partnership working between the police, HSE, DVSA and Highways England
- Training for roads policing officers to enable effective load security compliance checks
- Ratchet strap guidance leaflet to allow officers to better engage with drivers
- DVSA policy change to allow inspection of closed trailers.

Load security



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- HGV fires cause a great deal of disruption and attracts significant costs in delays, infrastructure, resurfacing and resourcing.
- Identify and better understand the common route causes
- Implement intelligence driven interventions to reduce the frequency and severity of HGV fires on the SRN



Prevention of HGV fires research

259 HGV*
fires – 2018

* HGV over 7.5 tonne

5 hours
average
delay per
incident

Road closure
of 4 lanes,
over 4 hours
= **£1,082,880**
to UK PLC

Diesel spillages

Diesel Spillages Cost and Impact

[Home](#) > [Resources](#) > [Commercial Vehicle Fleets](#) > [Diesel Spillages Cost and Impact](#)



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This document presents four case studies of incidents that have occurred on the strategic road network (SRN), provides a brief overview of the process our response team follows during an incident and highlights useful contact numbers for fleet operators and commercial vehicle drivers.

Who is it for?

This document is for commercial vehicle drivers and fleet operators and aims to highlight the importance of preventing and minimising diesel spillages on the SRN.

How should this document be used?

This document should be used in conjunction with our accompanying document Diesel Spillage: Best Practice Guide. The Best Practice Guide highlights how both commercial vehicle drivers and fleet operators can prevent and reduce the impact of diesel spillages by conducting daily vehicle checks, installing aftermarket safety equipment, investing in spill kits and following a response plan in the event of a spillage occurring.

Diesel Spillages Best Practice

[Home](#) > [Resources](#) > [Commercial Vehicle Fleets](#) > [Diesel Spillages Best Practice](#)



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What is the purpose of this guide and who is it aimed at?

The aim of this guide is to inform commercial vehicle drivers and fleet operators of the importance of preventing and minimising diesel spillages in order to reduce their frequency and severity on the strategic road network (SRN).

This guide presents useful information about the root causes of diesel spillages, what we do to manage these and the impact and effects of them on our network.

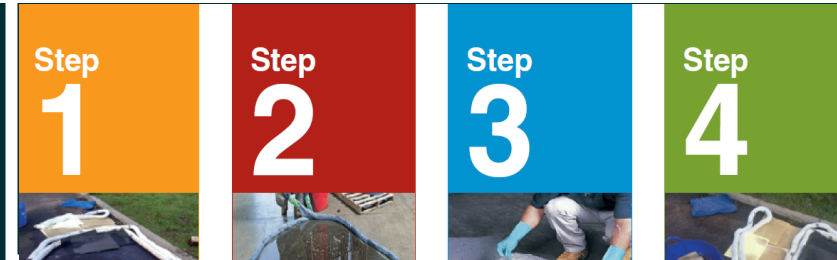
It also provides specific guidance for drivers and operators about what can be done to prevent spills and what actions should be taken if they are unfortunate enough to be involved in a diesel spillage.

Who is it for?

This guide is for commercial vehicle drivers and fleet operators who need to establish or update their processes for preventing and dealing with diesel spills.

Operators and drivers of other vehicles may also find it useful as the principles of preventing and dealing with diesel spillages are transferable to all.

- Commercial vehicle drivers and fleet operators
- Preventing and minimising the impact of diesel spillages
- Root causes of diesel spillages, what we do to manage these
- What actions should be taken if such an incident does occur?



Commercial Vehicle Fleets

[Home](#) > [Resources](#) > [Commercial Vehicle Fleets](#)

Commercial Vehicle Fleet Challenges



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Diesel Spillages Best Practice



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The Cost of Diesel Spillage



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Incident Prevention Case Studies



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Improving Collaboration

- Collaboration is central to our approach
- Built on sharing best practice and improving our collective understanding
- Compliance activities support this and highlight the ongoing challenges we face
- Everyone Home Safe and Well



To view our Commercial Vehicle Incident Prevention resources
and read more about our programme, visit;
www.highwaysengland.co.uk/commercialvehicles



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