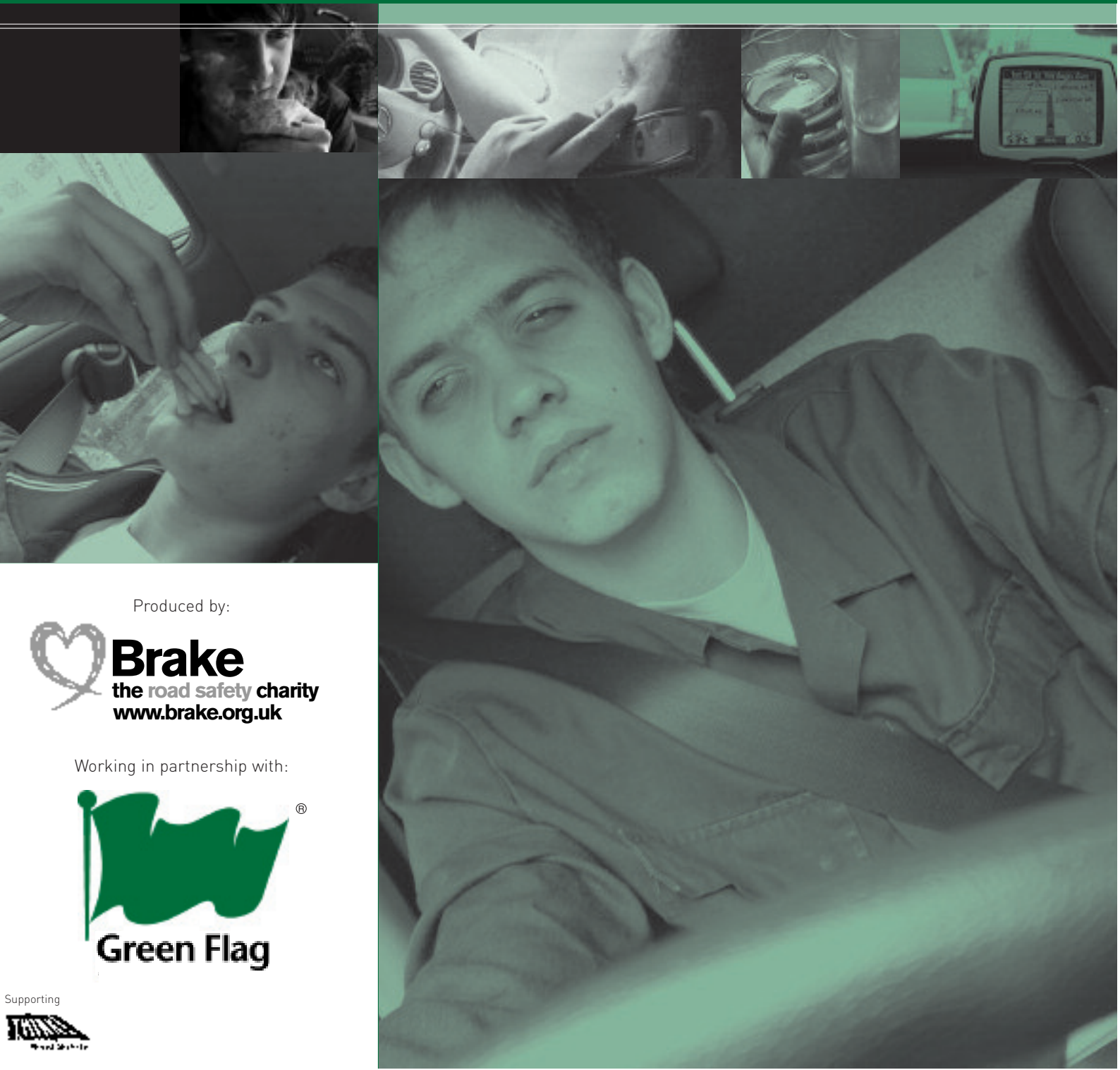


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# The Green Flag Report on Safe Driving **PART SEVEN**

## At-work drivers



Produced by:



Working in partnership with:



Supporting



# INTRODUCTION

**Mary Williams** OBE, Brake's chief executive, says:

"Every week, 16 people die and 116 are seriously injured as a result of at-work crashes. This report gives an insight into why people driving for work may be involved in so many crashes. It reveals that in addition to clocking up more miles than other drivers, people driving for work are also more likely to take life-threatening risks such as speeding or talking on a mobile phone while driving.

If the daily carnage of crashes involving people driving for work is to be tackled effectively, it is essential that at-work drivers are able to recognise their own risky driving behaviour and take action to improve their safety on roads. This means never driving tired, never drinking and driving, never speeding and always planning journeys carefully.

While each individual must take responsibility for their own actions, companies also need to play a more active role in encouraging their employees to drive safely, by making sure they put policies in place to reduce road risk and keep up-to-date with the latest developments in road safety. Reading this report is a good start, and Brake's Fleet Safety Forum can provide more information and advice (see page 6).

The Government has recently started to wake up to the need to improve the safety of at-work drivers, but decisive, cross-departmental action is necessary. In particular, as outlined at the end of this report, Brake is urging the Government to close loopholes in regulations that require companies to analyse on-site dangers to their employees, but allow them to ignore on-road dangers. Brake is also calling for the Government to step up publicity aimed at people who drive for work about the risks they face."



**Abi Clark**, spokesperson for Green Flag, says:

"As a leading rescue and recovery provider, Green Flag is committed to supporting the road safety charity Brake to raise drivers' awareness of the risks on our roads. This collaboration sees us working together in order to try to prevent the unnecessary deaths and injuries caused everyday on Britain's roads.

This report, compiled by Brake, delivers a strong message about the significant number of people involved in crashes whilst driving for work. It also highlights the range of reasons why people who drive for work are involved in so many road crashes. Many spend more time on the road and the report suggests they are more likely to take risks such as eating food at the wheel, speaking on a mobile phone or driving when tired. We want drivers to be aware of the risks involved in driving under these conditions and to take positive steps to minimise the danger to themselves, their passengers and other road-users.

As a company with safety at the forefront of its operation, we are committed to road safety initiatives within our own workforce and we also welcome the opportunity to provide all drivers with practical advice in order to make our roads a safer place."



## About this report

This report is the seventh in a series of reports that make up the Green Flag Report on Safe Driving 2004-2007. All reports are available from Brake by calling 01484 559909 or visiting [www.brake.org.uk](http://www.brake.org.uk). In this report, Brake examines the differences in the attitudes and behaviour of drivers who drive for work ('at-work' drivers) and drivers who do not drive for work. In the context of this report, 'at-work' driving means driving during work time or on the way to and from work appointments, but does not include everyday commuting. The report is based on the results of several surveys, which

questioned 4,640 drivers about their attitudes towards driving and behaviour on roads, including 2,510 at-work drivers. The report also includes case studies of people killed and seriously injured by at-work drivers, and life-saving advice for drivers on using the roads safely when driving for work. The surveys were carried out by Brake volunteers across the UK, between 2003 and 2006. The volunteers questioned a cross-section of drivers and motorbike riders, in a variety of locations. Every effort was made to ensure that a wide variety of people responded. Brake thanks all volunteers who helped conduct the surveys and collate the results.



**THE FACTS – DRIVING FOR WORK**

- At-work drivers have crash rates that are 30–40% higher than those of other drivers.<sup>2</sup>
- One in seven (15%) vehicles involved in crashes in 2005 were being driven for work. This equates to 151 at-work vehicles involved in crashes every day on British roads. A further 9% of vehicles in crashes are being driven to or from work. The real figure may be even higher as it is possible that there is under-reporting of at-work crashes.<sup>3</sup>
- Company drivers who drive more than 80% of their annual mileage on work-related journeys have more than 50% more injury crashes than similar drivers who do no work-related mileage.<sup>4</sup>
- There are an estimated three million company cars on the roads, with roughly one in three involved in a crash each year.<sup>4</sup>
- The annual risk of dying in a road crash while driving for work is significantly greater than the risk of dying as a result of all other workplace ‘accidents’.<sup>5</sup>

**LOST LIVES**

**Annette Sykes, aged 34**

Leigh Chitty was jailed for three years for causing death by dangerous driving, after he ran over and killed a Lincolnshire mother-of-three after dozing off at the wheel. Chitty told Lincoln Crown Court he was tired after working three 15-hour shifts as a long-distance lorry driver. His car hit and killed 34-year-old Annette Sykes as she walked home from the pub in October 2004. Chitty was asleep at the wheel and was woken by the impact, but drove away.<sup>6</sup>

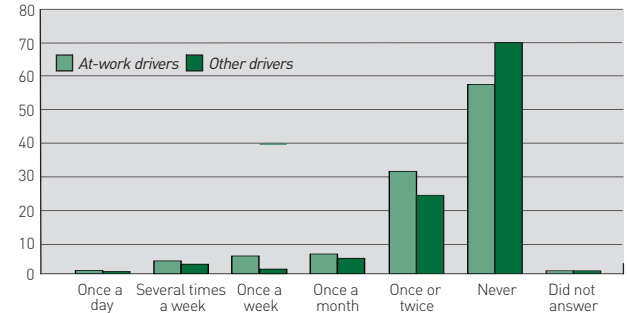
**Q1: Within the past 12 months, have you ever driven while talking on a hand-held mobile?**

At-work drivers flout the mobile phone ban more often, risking more lives, than other drivers. More than four in ten at-work drivers (41%) admit talking on a hand-held mobile phone while driving, compared to more than a quarter of other drivers (26%). Frighteningly, more than one in ten at-work drivers (11%) uses their mobile phone while driving once a week or more often, compared to one in 20 other drivers (5%).

- 1% of at-work drivers have driven once a day or more frequently while talking on a hand-held mobile phone, compared to 0% of other drivers
- 4% of at-work drivers have driven several times a week while talking on a hand-held mobile phone, compared to 3% of other drivers
- 6% of at-work drivers have driven once a week while talking on a hand-held mobile phone, compared to 2% of other drivers
- 6% of at-work drivers have driven once a month while talking on a hand-held mobile phone, compared to 5% of other drivers
- 24% of at-work drivers have driven once or twice while talking on a hand-held mobile phone, compared to 16% of other drivers

- 58% of at-work drivers have not driven while talking on a hand-held mobile phone, compared to 73% of other drivers
- 1% of at-work drivers and 1% of other drivers did not answer

Figure 1: Drivers who have driven while talking on a hand-held mobile in the past 12 months

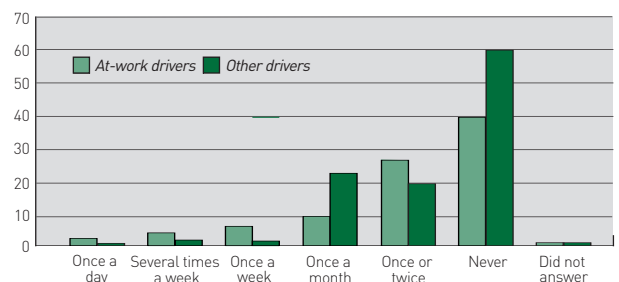


**Q2: Within the past 12 months, have you eaten a meal while driving?**

One in seven at-work drivers (15%) tuck into food while driving once a week or more frequently, inevitably taking their eyes and mind off the road. Only one in 25 drivers who don't drive for work (4%) succumb to hunger and eat at the wheel. At-work drivers are more likely to drive long distances regularly than other drivers, and may be skipping food breaks to complete their journeys more quickly.

- 2% of at-work drivers have driven once a day or more frequently while eating, compared to 0% of other drivers
- 5% of at-work drivers have driven several times a week while eating, compared to 2% of other drivers
- 8% of at-work drivers have driven once a week while eating, compared to 2% of other drivers
- 13% of at-work drivers have driven once a month while eating, compared to 7% of other drivers
- 28% of at-work drivers have driven once or twice while eating, compared to 25% of other drivers
- 43% of at-work drivers have not driven while eating, compared to 63% of other drivers
- 1% of at-work drivers and 1% of other drivers did not answer

Figure 2: Drivers who have eaten a meal while driving in the past 12 months



### THE FACTS – DRIVER DISTRACTIONS

- Using a hand-held mobile phone (and other gadgets such as hand-held GPS navigation devices) while driving was made a specific offence in December 2003.
- Although use of hands-free phones is not a specific offence, drivers risk prosecution if they fail to keep proper control of their vehicle while using a hands-free phone.
- Research shows that using a hands-free phone is a dangerous distraction. Hands-free phones, like hand-held phones, impair driving by slowing reaction times. Drivers are four times more likely to crash while using a hand-held or hands-free mobile phone.<sup>6</sup>
- Adjusting gadgets such as stereos and satellite navigation can be a dangerous distraction because the driver's eyes and attention are away from the road.
- Listening to loud music while driving can slow drivers' reaction times when responding to hazards outside their direct line of vision.<sup>7</sup>
- Satellite navigation systems with built-in screens may encourage drivers to take their eyes off the road.<sup>8</sup>

### ADVICE FOR AT-WORK DRIVERS - AVOIDING DISTRACTIONS

- Switch off your mobile phone while driving and pick up your messages during breaks.
- Limit conversations with passengers – don't get involved in any heated debates.
- Don't snack, drink or smoke at the wheel. Schedule in breaks for these activities.
- Plan your route before setting off. If you get lost, pull over somewhere safe – never look at a map or satellite navigation system while driving.
- Be aware of other vehicles and their movements but concentrate on your own driving. Remain calm and keep a safe distance from other vehicles at all times. Driving aggressively puts both drivers and other road users at risk.

### Q3: Within the past 12 months, have you drunk alcohol when driving, and if so, how much?

People who drive for work are far more likely to gamble with their licence, lives and jobs by drink-driving, and when they do, they are more likely to drink large amounts of alcohol than other drink-drivers. While 14% of at-work drivers have drunk three or more units of alcohol before driving, this is true of only 6% of drivers who don't drive for work. (Three units is equivalent to three small glasses of wine, or one and a half pints of average strength beer.)

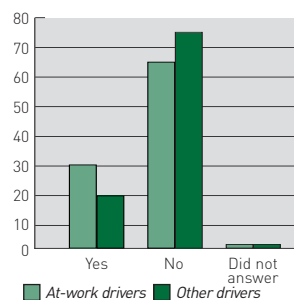
- 7% of at-work drivers have driven after drinking four units of alcohol or more compared to 3% of other drivers
- 7% of at-work drivers have driven after drinking three units of alcohol, compared to 3% of other drivers
- 18% of at-work drivers have driven after drinking two units of alcohol, compared to 19% of other drivers
- 26% of at-work drivers have driven after drinking one unit of alcohol, compared to 17% of other drivers
- 42% of at-work drivers have not driven after drinking alcohol, compared to 58% of other drivers

### Q4: Within the past 12 months, have you ever driven first thing after drinking a lot of alcohol the night before?

Many at-work drivers seem oblivious to the morning-after risks that follow a night's heavy drinking. A third of at-work drivers (33%) admitted driving first thing after having drunk a lot of alcohol the night before, compared to a fifth of other drivers (21%).

- 33% of at-work drivers have driven after drinking a lot the night before, compared to 21% of other drivers
- 65% of at-work drivers have not driven after drinking a lot the night before, compared to 77% of other drivers
- 2% of at-work drivers and 2% of other drivers did not answer

Figure 3: Drivers who have driven first thing in the morning after drinking a lot of alcohol the night before in the past 12 months



### ADVICE FOR EMPLOYERS - MANAGING AT-WORK DRIVERS

- Appoint a senior manager to have responsibility for safety and make safety a priority throughout your company.
- Write a safe driving policy, communicate it throughout the organisation and review it regularly.
- Check drivers' licences regularly to ensure they are still clean and valid.
- Conduct a comprehensive assessment of your drivers' skills, attitudes and knowledge at least once a year.
- Monitor your drivers to help you identify and deal with poor driving before a driver's assessment is due.
- Develop a procedure to report all incidents, no matter how small, and analyse incident reports as often as possible to identify incident-prone drivers.
- Ensure drivers do not work shifts that are too long.
- Raise drivers' awareness of the consequences of risk-taking on roads and steps they can take to keep themselves and others safe.

### Q5: Within the past 12 months, have you ever driven after taking illegal drugs?

Appalling numbers of drivers are getting behind the wheel with their judgement, coordination and reactions impaired by drugs. One in 33 drivers (3%) admitted risking life and limb by drug-driving. Despite their need to drive for a living, at-work drivers are just as likely as other people to drive after taking drugs.

- 3% of at-work drivers have driven after taking illegal drugs the night before, compared to 3% of other drivers
- 96% of at-work drivers have not driven after taking illegal drugs the night before, compared to 95% of other drivers
- 1% of at-work drivers did not answer, compared to 2% of other drivers



### THE FACTS – DRINK AND DRUG DRIVING

- Even small amounts of alcohol (such as half a pint of lager) affect drivers' reaction times, judgment and co-ordination.<sup>9</sup>
- Alcohol prevents drivers assessing their own impairment. It creates a false sense of confidence, causing drivers to take risks and believe they are in control when they are not.<sup>9</sup>
- It is impossible to calculate how much alcohol you have in your blood or how long it will stay in your system. As a broad rule of thumb, the alcohol in a drink is fully absorbed about an hour after the drink is finished.<sup>10</sup>
- Illegal drugs and some medication can affect your mind, body and ability to drive safely. The effects can last for hours or even days.<sup>9</sup>
- About 18% of people killed in road crashes have traces of illegal drugs in their blood. Cannabis is the most common.<sup>11</sup>

### ADVICE FOR AT-WORK DRIVERS - DRINK AND DRUG DRIVING

- Never drink any alcohol if you're driving later the same day.
- Never drink if you're driving early the next morning. If you know you have an early morning start, do not drink more than one or two small drinks the night before.
- Take responsibility for others – never buy a drink for someone who is driving.
- Tell your employer immediately if you catch a colleague drink-driving – for their own safety and that of other road users.

### Q6: Within the past 12 months, how often have you fallen asleep at the wheel?

Despite Government ads warning of the dangers of tired driving, one in ten at-work drivers (10%) admits having actually fallen asleep at the wheel, compared to less than one in 20 drivers who don't drive for work (4%). Research shows that drivers who work long, irregular hours are particularly likely to doze off, being most at risk when driving at night and in the early afternoon.<sup>12</sup>

- 2% of at-work drivers have fallen asleep at the wheel three times or more, compared to 0% of other drivers
- 2% of at-work drivers have fallen asleep at the wheel twice, compared to 1% of other drivers
- 6% of at-work drivers have fallen asleep at the wheel once, compared to 3% of other drivers
- 89% of at-work drivers have not fallen asleep at the wheel, compared to 94% of other drivers
- 1% of at-work drivers did not answer, compared to 2% of other drivers

### LOST LIVES



#### Charlie Mitchell, aged 20

On 9 May 1995, Charlie Mitchell died when a lorry hit his moped from behind on the A1 near Cromwell, in Nottinghamshire. The lorry driver had fallen asleep at the wheel after driving 600 miles in 15 hours without taking his legally-required breaks. Charlie was the youngest son of Ken and Christine, who are devastated at their loss.

### THE FACTS – DRIVER TIREDNESS

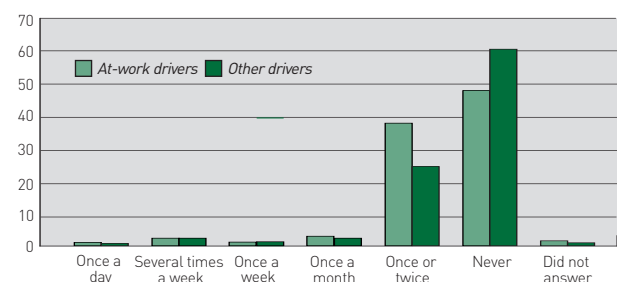
- Too little sleep radically affects your ability to drive safely. After five hours' sleep you only have a one in ten chance of staying fully awake on a lengthy journey.<sup>13</sup>
- Research estimates that 300 people are killed each year as a result of drivers falling asleep at the wheel.<sup>14</sup>
- About four in 10 tiredness-related crashes involve someone driving a commercial vehicle.<sup>14</sup>
- Research shows that normal sleep does not occur without warning. Warning signs include: increased difficulty concentrating; yawning; heavy eyelids; eyes starting to 'roll'; and head drooping.<sup>13</sup>
- Some people suffer with a medical condition called sleep apnoea, which can cause daytime sleepiness and falling asleep at the wheel. Sleep apnoea sufferers are about seven times more likely to have car crashes.<sup>15</sup>

### Q7: Within the past 12 months, how often have you driven after less than five hours' sleep the night before?

At-work drivers are less likely than other drivers to go to bed on time when they have to drive the next day, putting themselves and others at risk by driving after less than a full night's sleep. Half of at-work drivers (50%) get behind the wheel after less than five hours' sleep, compared to more than a third of drivers who don't drive for work (35%).

- 1% of at-work drivers have driven once a day or more frequently after less than five hours' sleep, compared to 1% of other drivers
- 3% of at-work drivers have driven several times a week after less than five hours' sleep, compared to 3% of other drivers
- 2% of at-work drivers have driven once a week after less than five hours' sleep, compared to 2% of other drivers
- 4% of at-work drivers have driven once a month after less than five hours' sleep, compared to 3% of other drivers
- 40% of at-work drivers have driven once or twice after less than five hours' sleep, compared to 26% of other drivers
- 49% of at-work drivers have not driven after less than five hours' sleep, compared to 65% of other drivers
- 1% of at-work drivers and 0% of other drivers did not answer

Figure 4: Drivers who have driven after less than five hours' sleep the night before in the past 12 months



**ADVICE FOR AT-WORK DRIVERS - AVOIDING TIREDNESS**

- If you think your driving hours are too long, speak to your employer. Employers have responsibilities under road traffic law which mean that they should not set unrealistic schedules.
- If you regularly travel to meetings or appointments, consider alternative modes of transport, such as trains or planes. You may be able to avoid travelling altogether by using telephone or video conferencing.
- Always plan ahead and allow time for regular breaks. The Government recommends that drivers take breaks of at least 15 minutes at least every two hours.
- If you feel tired sooner, find somewhere safe to rest straight away. Drink two cups of coffee or a high-caffeine drink. Have a short 10-15 minute nap. When you wake up the caffeine will have kicked in and you may be ready to drive. If you still feel tired, don't continue your journey.
- If you often feel excessively tired while driving, or have trouble sleeping, see your doctor.

**LOST LIVES**

**Steve Dunn, aged 39**



Steve Dunn was killed by a tired driver, Gary Hart, on 28 February 2001. Hart was on his way to a building job having had no sleep the night before when he fell asleep at the wheel on the M62 near Selby. His vehicle left the motorway and went down a bank and onto a train line, causing a passenger train to derail and hit a freight

train travelling the other way. Steve, who was driving the freight train, and nine other men died in the crash. Hart was sentenced to five years in jail for causing death by dangerous driving.

**Q8: Within the past 12 months, how safe do you think your driving has been?**

Some at-work drivers are conscious that they take extra risks on the road, with six in ten (61%) admitting that their driving is not always safe, compared to just more than half of drivers who don't drive for work (52%).

- 39% of at-work drivers think their driving is always safe, compared to 47% of other drivers
- 59% of at-work drivers think their driving is usually safe, but that they occasionally take risks, compared to 49% of other drivers
- 2% of at-work drivers often take risks with their driving, compared to 3% of other drivers
- No at-work drivers think their driving is always dangerous, nor did any other drivers
- No at-work drivers did not answer, compared to 1% of other drivers

**Q9: As a proportion of all deaths that happen in the UK, how many deaths do you think occur on the road?**

Driving is the most dangerous daily activity for most people, but many drivers are astoundingly ignorant of the risks involved. Despite driving as part of their job, at-work drivers are more likely to underestimate the proportion of UK deaths due to road crashes (43% of at-work drivers, compared to 38% of other drivers).

- 26% of at-work drivers think one in 20 deaths occur on the road, compared to 26% of other drivers
- 31% of at-work drivers think one in 200 deaths occur on the road, compared to 36% of other drivers
- 25% of at-work drivers think one in 2,000 deaths occur on the road, compared to 23% of other drivers
- 13% of at-work drivers think one in 20,000 deaths occur on the road, compared to 9% of other drivers
- 3% of at-work drivers think one in 200,000 deaths occur on the road, compared to 5% of other drivers
- 1% of at-work drivers think one in 2 million deaths occur on the road, compared to 0% of other drivers
- 1% of at-work drivers and 1% of other drivers did not answer

**LOST LIVES**

**Lisa Dodson, aged 21**



Lisa Dodson died after her car was struck from the rear by a tanker. The tanker that killed Lisa was itself hit from behind by another lorry in heavy fog. Lisa's car was stationary in traffic on the M42 near Kidderminster when the crash happened.

The lorry driver pleaded guilty to dangerous driving.

**Q10: Within the past 12 months, how often have you left less than a two-second gap between your vehicle and the vehicle in front on motorways?**

At-work drivers are 50% more likely to menace other drivers and endanger themselves by driving too close. More than six in ten at-work drivers (61%) admit leaving less than a two-second gap between their vehicle and the vehicle in front, compared to four in ten other drivers (40%). Shockingly, more than one in ten at-work drivers (11%) take this risk every day, compared to one in 16 drivers who don't drive for work (6%).

- 11% of at-work drivers have left less than a two-second gap once a day or more frequently, compared to 6% of other drivers
- 14% of at-work drivers have left less than a two-second gap several times a week, compared to 6% of other drivers
- 10% of at-work drivers have left less than a two-second gap once a week, compared to 5% of other drivers
- 11% of at-work drivers have left less than a two-second gap once a month, compared to 8% of other drivers
- 15% of at-work drivers have left less than a two-second gap less than once a month, compared to 15% of other drivers
- 39% of at-work drivers have not left less than a two-second gap, compared to 60% of other drivers
- No drivers did not answer



**Q11: Within the past 12 months, how often have you driven at 35mph or faster in a 30mph zone area?**

At-work drivers are much more likely to pose a threat around homes and schools by breaking 30mph speed limits by 5mph or more. A horrifying one in six at-work drivers (16%) admits doing this every day, compared to one in 17 drivers (6%) who don't drive for work. While at-work drivers may be under more pressure to meet deadlines, this does not excuse speeding in areas where children are most likely to be out and about on foot and bikes.

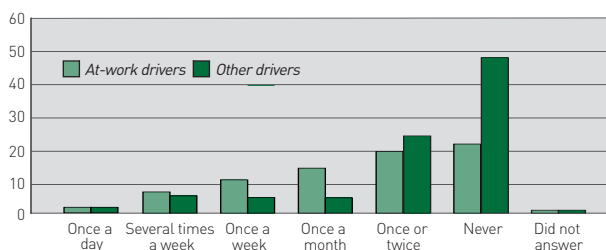
- 16% of at-work drivers have driven at 35mph in a 30mph zone every day, compared to 6% of other drivers
- 14% of at-work drivers have driven at 35mph in a 30mph zone several times a week, compared to 10% of other drivers
- 17% of at-work drivers have driven at 35mph in a 30mph zone once a week, compared to 16% of other drivers
- 12% of at-work drivers have driven at 35mph in a 30mph zone once a month, compared to 9% of other drivers
- 18% of at-work drivers have driven at 35mph in a 30mph zone less than once a month, compared to 21% of other drivers
- 22% of at-work drivers have not driven at 35mph in a 30mph zone, compared to 36% of other drivers
- 1% of at-work drivers did not answer, compared to 2% of other drivers

**Q12: Within the past 12 months, how often have you driven at 80mph or faster on a motorway or dual carriageway?**

The vast majority of at-work drivers drive at illegally high speeds on motorways, which drastically affect their ability to stop quickly and increase their chance of dying in the event of a crash. Almost three-quarters of at-work drivers (74%) admit driving at more than 80mph on a motorway, compared to half of drivers (47%) who don't drive for work.

- 9% of at-work drivers have driven at 80mph or faster once a day or more frequently, compared to 2% of other drivers
- 13% of at-work drivers have driven at 80mph or faster several times a week, compared to 6% of other drivers
- 13% of at-work drivers have driven at 80mph or faster once a week, compared to 4% of other drivers
- 17% of at-work drivers have driven at 80mph or faster once a month, compared to 7% of other drivers
- 22% of at-work drivers have driven at 80mph or faster less than once a month, compared to 28% of other drivers
- 24% of at-work drivers have not driven at 80mph or faster, compared to 50% of other drivers
- 2% of at-work drivers did not answer, compared to 1% of other drivers

Figure 5: Drivers who have driven at 80mph or faster on a motorway or dual carriageway in the past 12 months



**ADVICE FOR AT-WORK DRIVERS - PLANNING YOUR JOURNEY**

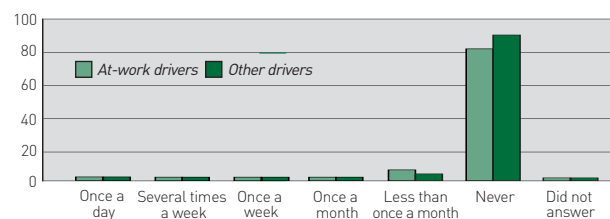
- Careful planning can reduce your journey time without breaking the speed limit, and can prevent the temptation to take risks like eating or using a mobile phone at the wheel.
- Plan your journey to make use of major trunk roads and avoid narrow rural roads and 'rat-runs' through residential areas.
- Plan where you can park and unload. Don't read a map or sat nav or make calls for directions on a mobile phone while you are driving.
- Plan where you will stop for breaks - you need a short break from driving at least every two hours. Use the time to stretch your legs, eat and drink, call the depot or the next customer, and check your texts and voicemails. You should also spend at least 15 minutes resting quietly, or having a short nap.
- Check for bad weather or roadworks before you set off and allow time for potential hold-ups. You can check [www.highways.gov.uk](http://www.highways.gov.uk) for updates on road and weather conditions that may affect your journey.

**Q13: Within the past 12 months, how often have you overtaken when there was a chance you could have hit something you couldn't see?**

Almost twice as many at-work drivers as other drivers are dicing with death by risking a head-on smash. One in seven at-work drivers (14%) takes the outrageously dangerous risk of overtaking when they can't see what is coming, compared to one in twelve other drivers (8%).

- 2% of at-work drivers have overtaken when they couldn't see what was coming once a day or more frequently, compared to 1% of other drivers
- 1% of at-work drivers have overtaken when they couldn't see what was coming several times a week, compared to 1% of other drivers
- 2% of at-work drivers have overtaken when they couldn't see what was coming once a week, compared to 1% of other drivers
- 2% of at-work drivers have overtaken when they couldn't see what was coming once a month, compared to 1% of other drivers
- 7% of at-work drivers have overtaken when they couldn't see what was coming less than once a month, compared to 4% of other drivers
- 85% of at-work drivers have not overtaken when they couldn't see what was coming, compared to 91% of other drivers
- 1% of at-work drivers did not answer, compared to 1% of other drivers

Figure 6: Drivers who have overtaken when there was a chance they could have hit something they couldn't see in the past 12 months



# GOVERNMENT

## Brake's Recommendations for Government Action

Brake calls on the Government to:

- encourage companies to implement a safe driving policy which includes: a commitment to plan all journeys carefully, including the need to make the journey in the first place; a ban on distractions while driving, such as using mobile phones and eating at the wheel; and careful monitoring of drivers' welfare, to ensure they are fit to drive;
- require all companies to report, record and analyse crashes, including near-misses, in order to manage their road risk effectively. RIDDOR (Reporting of Injuries, Diseases and Dangerous Occurrences Regulations) should cover at-work drivers as well as on-site employees;
- investigate all fatal and serious injury crashes involving someone driving for work, through the Health & Safety Executive (HSE);
- step up publicity campaigns to warn at-work drivers and fleet managers of specific risks associated with at-work driving and provide advice on how to manage and cut crashes;
- increase numbers of traffic police and front-line enforcement staff working for the Vehicle & Operator Services Agency (VOSA), to enable adequate levels of enforcement checks on drivers and vehicles;
- introduce tougher penalties against any company flouting maintenance, driver hours or licensing rules, or putting pressure on its drivers to break the law and drive dangerously.

### LOST LIVES



#### Stephen Halliwell, aged 49

Stephen Halliwell died in 1997 after a speeding lorry travelling along the A43 between Stamford and Corby in the opposite direction swerved to avoid a car waiting at a junction and crashed into Steve's car. Steve's death left his wife Janet devastated.



This report was produced by Brake, the road safety charity (charity no. 1093244), with assistance from Green Flag

Research and production: Cathy Keeler, Jools Townsend, Rachel Burr.

For more advice on safe driving, visit Green Flag's website, [www.greenflag.com](http://www.greenflag.com)

For advice on safe driving, general information on road safety and details of road safety campaigns and events, including Road Safety Week, call Brake on 01484 559909, e-mail [brake@brake.org.uk](mailto:brake@brake.org.uk), or visit [www.brake.org.uk](http://www.brake.org.uk) or [www.roadsafetyweek.org](http://www.roadsafetyweek.org)

For more information on Government campaigns on safe driving, visit the Department for Transport's *Think!* website, [www.thinkroadsafety.gov.uk](http://www.thinkroadsafety.gov.uk)

Supporting



helping companies to be safe on the road

The Fleet Safety Forum is an essential low-cost

service run by Brake for fleet managers. It provides vital, up-to-date guidance on a range of fleet safety issues through information sheets and regular newsletters. Issues covered include reporting and recording crash data, driver eyesight and dealing with stress. Expert speakers give advice to subscribers through workshops and national best practice conferences. For more information about the Fleet Safety Forum, call 01484 559909 or email [fleetsafetyforum@brake.org.uk](mailto:fleetsafetyforum@brake.org.uk)



The FedEx & Brake Road Safety Academy provides a free one-day training course and resources to enable fleet managers, or an experienced driver, deliver awareness-raising presentations to people who drive for work about the importance of driving safety. Academy resources include a

comprehensive powerpoint presentation to deliver to drivers, leaflets on key road safety issues to distribute to drivers, and on-going support and resources from Brake. For more information about the FedEx & Brake Road Safety Academy, call 01484 559909 or email [academy@brake.org.uk](mailto:academy@brake.org.uk).

### BROKEN BONES

#### Matthew Hunt, aged 25



Matthew Hunt was on his way to work on 23 May 2005 when he overtook a lorry near a crossroads and failed to notice a car pulling out into the road. While swerving to avoid the collision he lost control, spinning his car and hitting a large road sign before being catapulted into the air.

Matthew was thrown with such force across the car that his stomach smashed into his spine and broke the bone in two. Matthew was saved from paralysis because his spinal cord coiled around the bone breakage and stayed intact.

### End Notes

- <sup>1</sup> Road Casualties Great Britain 2005, (Department for Transport, 2006)
- <sup>2</sup> Department for Transport, [www.dft.gov.uk/drivingforwork](http://www.dft.gov.uk/drivingforwork)
- <sup>3</sup> Department for Transport, Road Casualties Great Britain 2005 (2006)
- <sup>4</sup> Department for Transport, Road Research Report No. 51 (2004)
- <sup>5</sup> Sleeping Death Driver is Jailed (BBC News Online, 2 February 2006)
- <sup>6</sup> Burns, PC; Parkes, A; Burton, S; Smith, RK; Burch, D. How Dangerous is driving with a mobile phone? Benchmarking the impairment to alcohol, TRL report 547 (TRL, 2002)
- <sup>7</sup> Ben, H; and Hirst, R. (University of Sydney, 1997)
- <sup>8</sup> Auto Express, (December 2006)
- <sup>9</sup> Department for Transport, *Think!*, [www.thinkroadsafety.gov.uk](http://www.thinkroadsafety.gov.uk)
- <sup>10</sup> Alcohol Concern, [www.howsyourdrink.org.uk](http://www.howsyourdrink.org.uk)
- <sup>11</sup> Driving for Work: Drink and Drugs, (ROSPA)
- <sup>12</sup> National Highway Safety Administration, Drowsy driving and automobile crashes (1998)
- <sup>13</sup> Loughborough University Sleep Research Centre, [www.lboro.ac.uk/departments/hu/groups/sleep](http://www.lboro.ac.uk/departments/hu/groups/sleep)
- <sup>14</sup> Department for Transport, Road Research Report No. 51 (2004)
- <sup>15</sup> Sleep Apnoea Trust, Website: [www.sleep-apnoea-trust.org](http://www.sleep-apnoea-trust.org)