



Van and professional - young working drivers

This white paper examines the road risk facing van and professional (v/p) young drivers while driving for work, in terms of their involvement in collisions compared to v/p working drivers of all ages, and to v/p young drivers in general. It is based on analysis carried out for a report commissioned in 2016 by DriveTech from Road Safety Analysis. It provides detailed insights into drivers involved in reported injury collisions while driving for work. Some specific information in this paper is additional to the conclusions drawn in the main report.

Some aspects of road risk experienced by v/p young working drivers are revealing. While certain results may be explained by known traffic patterns and working practices, others exhibit unique risk patterns compared to the rest of the driving population as a whole and other young drivers. The circumstances surrounding at-work driver collision involvement may guide managers in mitigating road risk faced by employees who drive for work.

Van and professional young working drivers are defined as follows: Drivers aged between 16 and 29 of vans and other professional vehicle types which are designed and driven mainly for work purposes, and who were explicitly recorded as driving as part of work but not commuting when involved in a collision. In the 5 years (2011 -2015) 12,888 such drivers were involved in recorded injury collisions, including: goods vehicles under 3.5 tonnes, including car based vans (7,302 drivers); goods vehicles over 3.5 tonnes (2,642 drivers); buses and coaches (2,253 drivers); tractors and other agricultural vehicles (685 drivers); and trams or other light rail vehicles (6 drivers).

Key insights

Van and professional (v/p) young working drivers are identified by an attending police officer as having contributed to a collision:

- less frequently than all v/p young drivers (aged under 30).
- more frequently than v/p older working drivers (aged 30 and over).

Van and professional young working drivers are most over-represented in collisions:

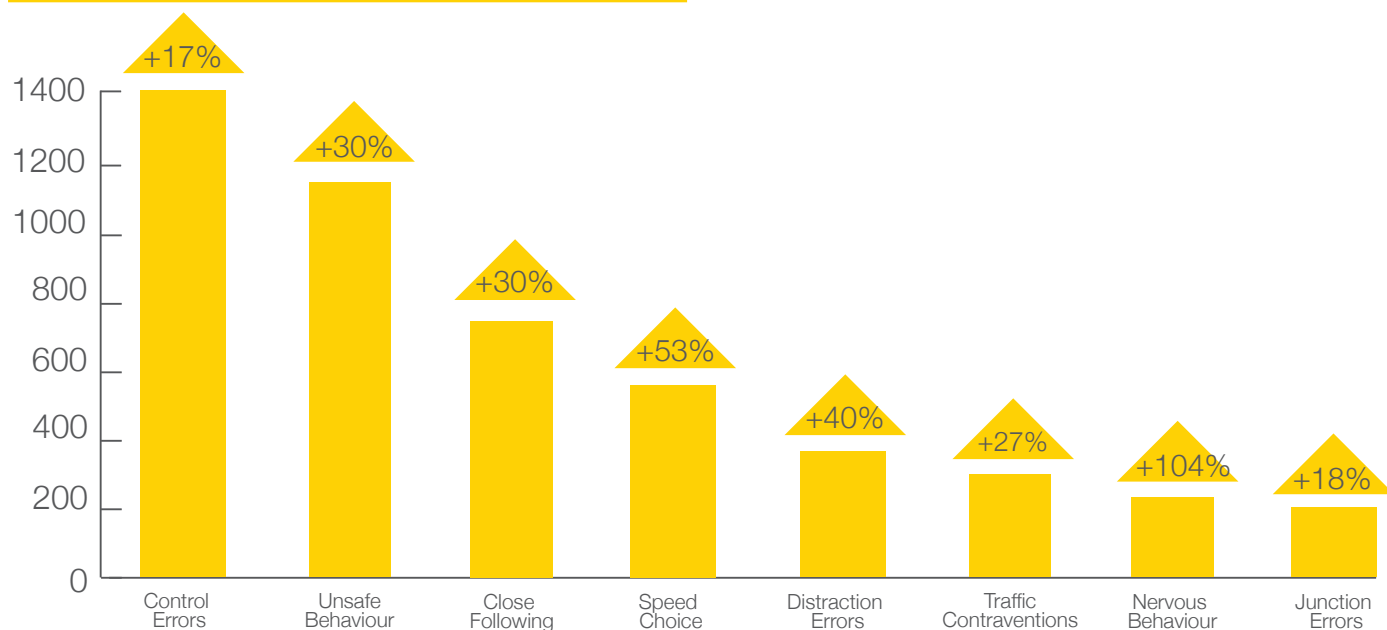
- 6-9am compared to v/p *working drivers of all ages*
- 9am-3pm compared to all v/p *young drivers*
- rural roads compared to v/p *working drivers of all ages*
- urban single A & B roads compared to all v/p *young drivers*
- at Give Way/Stop signs compared to v/p *working drivers of all ages*
- driving on bends, U-turns/reversing and turning right compared to v/p *working drivers of all ages*.

Of all assigned contributory factors (CFs), v/p young working drivers are most likely to contribute through observation errors.

v/p young working drivers are more likely than older working drivers to contribute to collisions from:

- Speed Choices +53%
- Distraction +40%
- Close Following +30%
- Unsafe Behaviour +30%
- Traffic Contravention +27%
- Fatigue +26%
- Junction Errors +18%
- Control Errors +17%
- Observation Errors +15%

How van and professional young working drivers contribute to collisions

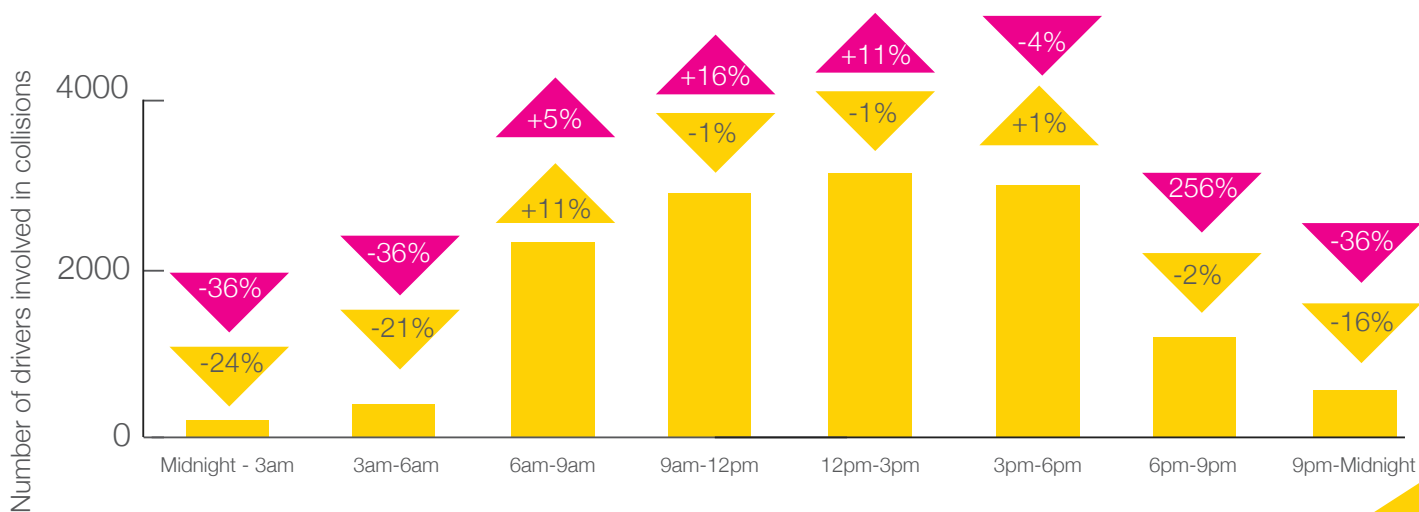
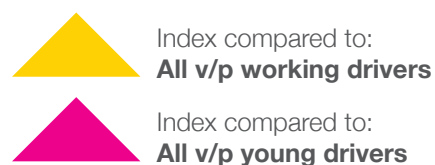


Van and professional young working drivers have contributory factors assigned to them by attending officers more often than older drivers of the same category. Around 66% of van and professional young working drivers involved in attended collisions had any factor assigned, compared to around 58% of van and professional drivers of other ages (30+).

When van and professional young working drivers are most often involved in collisions

Van and professional (v/p) young working drivers are:

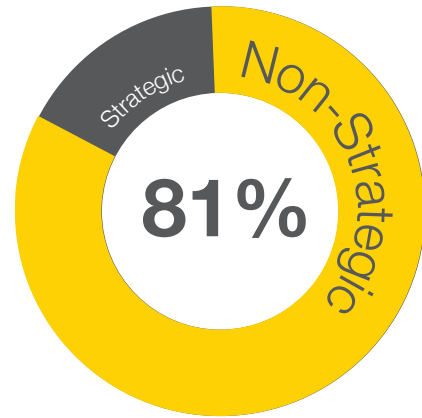
- over-represented 6-9am compared to v/p working drivers of all ages, but under-represented late night and early morning 9pm-6am.
- over-represented 9am-3pm compared to all v/p young drivers, but under-represented 6pm-6am.



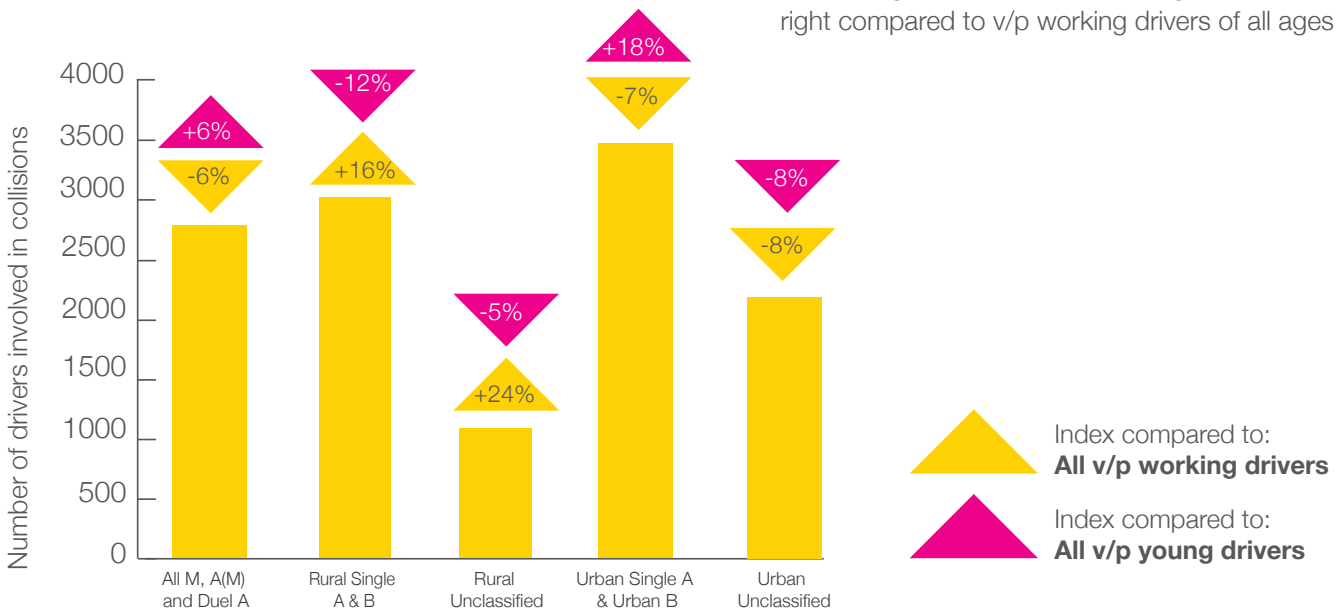
Where van and professional young working drivers are most often involved in collisions

Van and professional (v/p) young working drivers are over-represented:

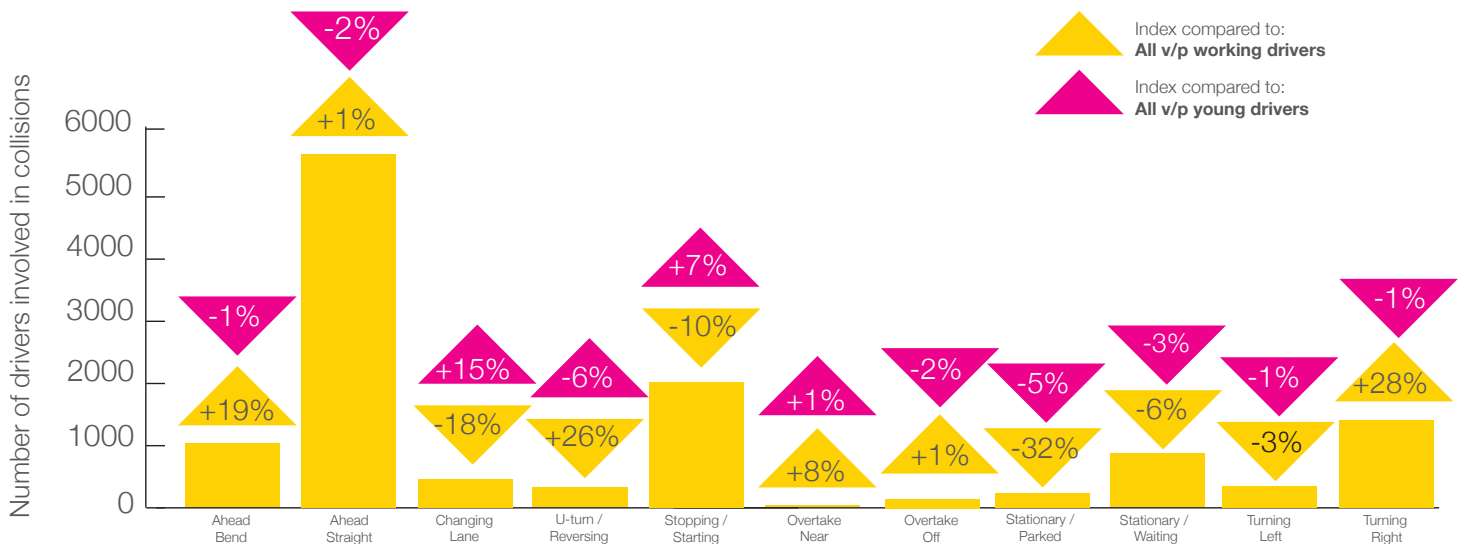
- on rural roads, compared to v/p working drivers of all ages
- on Urban Single A and B roads compared to all v/p young drivers
- on non-built up 50-60mph roads compared to v/p working drivers of all ages
- on non-built up 70mph roads compared to all v/p young drivers



- for all recorded collisions involving v/p young working drivers; 19% were on strategic roads, and 81% on non strategic roads.
- v/p young working drivers are also over-represented in collisions when travelling ahead at bends, when performing U-turns, when reversing and when turning right compared to v/p working drivers of all ages.



- in collisions in the East, South East and Wales, over represented compared to v/p working drivers of all ages
- in collisions in Scotland, London and North East, under represented compared to v/p working drivers of all ages
- in collisions in the East Midlands, over-represented compared to all v/p young drivers
- in collisions in the South West, under-represented compared to all v/p young drivers



- v/p young working drivers are under-represented while changing lanes and when stationary or parked compared to v/p working drivers of all ages.
- v/p young working drivers are over-represented when changing lanes compared to all v/p young drivers.

Scope

This analysis is based on incidents reported to the police between 2011 and 2015, involving over 1.3 million drivers. It focuses primarily on 12,888 van and professional young working drivers, including drivers of all vans including car based vans, goods vehicles over 3.5 tonnes, buses and coaches, tractors/agricultural vehicles, and trams or other light rail vehicles.

Contributory factor analysis covers almost one million motor vehicle drivers who, in the view of an attending police officer, contributed to an injury collision in Britain in one or more ways. Only 1.1% of these contributing drivers were categorised as van and professional young working drivers. Collisions are likely to be under-reported, and police officers only attend some reported incidents, so this represents only a sample of the total road user population.

Comparative Groups

Van and professional working drivers of all ages: Drivers (regardless of age) of vans and other professional vehicle types which are designed and driven mainly for work purposes, and who were explicitly recorded as driving as part of work but not commuting when involved in a collision. In the 5 years (2011 -2015) 88,781 such drivers were involved in recorded injury collisions, including: all goods vehicles of all weights, including car based vans (59,894 drivers); buses and coaches (26,646 drivers); tractors and other agricultural vehicles (2,149 drivers); and trams or other light rail vehicles (92 drivers).

All van and professional young drivers: Drivers aged between 16 and 29 of vans and other professional vehicle types which are designed and driven mainly for work purposes, regardless of recorded journey purpose. In the 5 years (2011 -2015) 20,167 such drivers were involved in recorded injury collisions, including: all goods vehicles of all weights, including car based vans (16,792 drivers); buses and coaches (2,553 drivers); tractors and other agricultural vehicles (814 drivers); and trams or other light rail vehicles (8 drivers).