



Driving trucks for work

This white paper examines the road risk facing large goods vehicle drivers, in terms of their involvement in collisions compared to other drivers. It is based on analysis carried out for the report commissioned by DriveTech in 2014 from Road Safety Analysis. It provides detailed insight 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 faced by large goods vehicle drivers are revealing. While certain results may be explained by known traffic patterns and working practises, others exhibit unique risk patterns compared to the rest of the driving population. The circumstances surrounding at-work driver collision involvement may guide managers in mitigating road risk faced by employees who drive for work.

Key insights

Drivers of large goods vehicles are **most likely to contribute to collisions** because they:

- are close following
- commit manoeuvre errors

Drivers of large goods vehicles are **less likely than other drivers to contribute to collisions** because they:

- disobey traffic signs or signals
- are impaired by alcohol or drugs

Drivers of large goods vehicles are **most over-represented in collisions**:

- in the early morning
- on motorways and A roads

Drivers of large goods vehicles are under-represented in collisions on minor roads

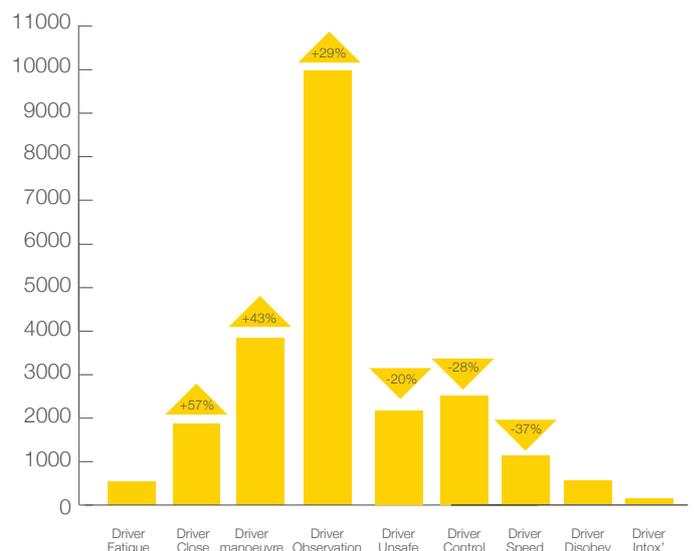
How truck drivers contribute to collisions

Drivers of large goods vehicles are **more likely to**:

- be close following (57% higher)
- commit manoeuvre errors (43% higher)
- commit observation errors (29% higher)
- be fatigued (111% higher, although sample sizes are small)

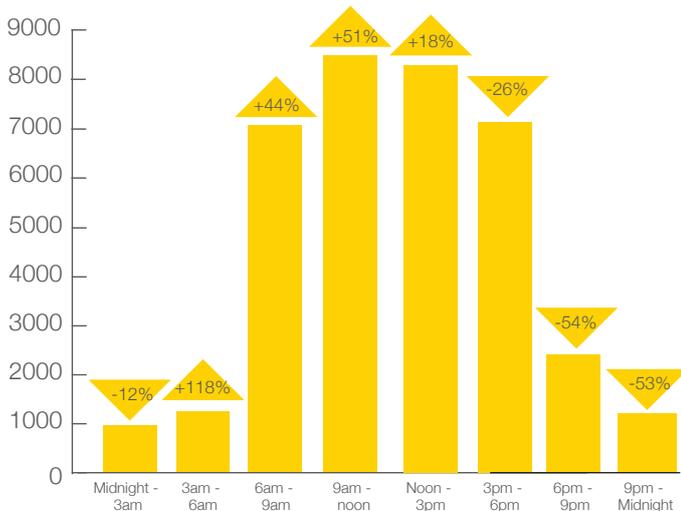
Close following among drivers of large goods vehicles is reported more than any other category of working driver, except working van drivers.

Drivers of large goods vehicles, like working drivers generally, contribute to collisions less frequently than other drivers through substance impairment (including impairment by alcohol). Large goods vehicle drivers are also less likely than the norm to contribute by disobeying traffic signs or signals, unsafe behaviour or loss of control errors.



Truck drivers contributing to attended injury collisions 2008-2012

When working truck drivers are most often involved in collisions



Attended injury collisions 2008-2012 involving truck drivers, by time of day.

Compared to all drivers, large goods vehicles are:

- more than twice as likely to be involved in collisions in the 3am to 6am period
- over-represented in all collisions between 6am and noon
- less likely to be involved in collisions in the evening
- are over-represented in collisions earlier in the working week (Mondays and Tuesdays)
- slightly more likely to be involved in collisions in February, but slightly less likely in May

Scope

This analysis is based on incidents reported to the police between 2008 and 2012, involving over 1.4 million drivers. It focuses primarily on 37,502 drivers of large goods vehicles: all drivers of goods vehicles over 3.5 tonnes mgw (regardless of recorded journey purpose).

Contributory factor analysis covers well over half a 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.

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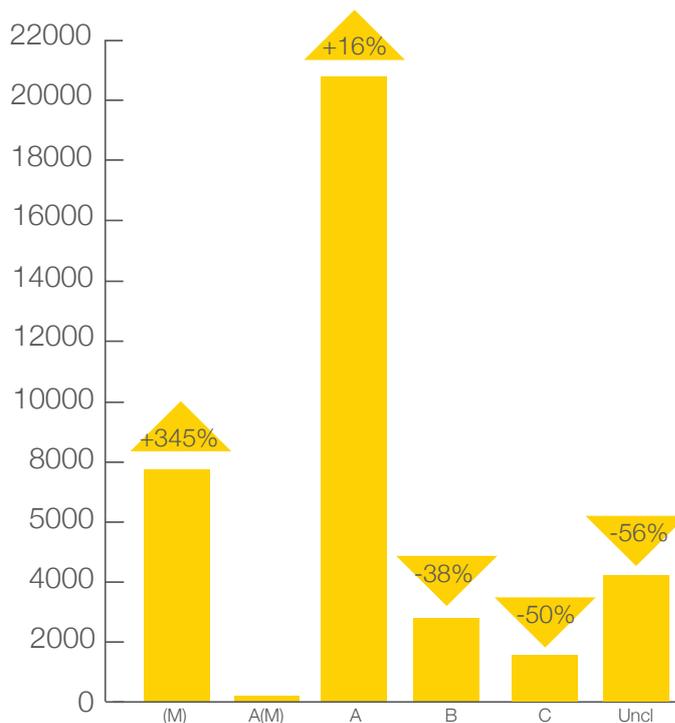
Where working truck drivers are most often involved in collisions

Where working truck drivers are most over-represented in collisions:

- strategic network roads (usually connecting cities, ports and airports)
- roads with 50mph and 60mph limits
- both main and unclassified rural roads

Drivers of large goods vehicles exhibit these traits to a greater extent than any other category of working driver, and also crash more frequently on 70 mph limit roads than any other category of driver. As a consequence of these trends, they are less frequently in collision on urban roads, in 30 mph speed limits and at junctions.

Drivers of large goods vehicles are most frequently recorded in collisions in the East and East Midlands of England, and least frequently recorded in London and the North East of England.



Around 2.5% of these contributing drivers were categorised as drivers of large goods vehicles. Collisions are likely to be under-reported, and police officers only attend some reported incidents, so again this represents only a sample of the total road user population.