

Commercial Vehicle Incident Prevention Programme

Operation Tramline – Targeting dangerous driver behaviour

Aim

To collaborate with the Police at a national level to target dangerously driven commercial vehicles, other high sided vehicles and private cars to improve compliance and to reduce the number of incidents caused by unsafe driver behaviour on the strategic road network.

Activity

Since April 2015 Highways England have funded and coordinated the use of an unmarked HGV tractor unit that Police Forces use to patrol the strategic road network to capture distracted HGV drivers and private motorists using mobile phones,

laptops, reading/cooking or other unsafe activities whilst driving. From November 2017 the number of HGV tractor units increased to three, one focused on the North, the second the Midlands, and the third the South.

Results

Since April 2015, 28 police forces have stopped 11,268 vehicles, detected 12,628 offences and issued 13,111 interventions. Top three offences from this initiative are; mobile phone use, seat belts and not in proper control of the vehicle. As a result of this success the project has been extended until November 2020.



Commercial Vehicle Incident Prevention Programme

Driver fatigue – Roadside checks of drivers' hours

Aim

Fatigue is a major cause of commercial vehicle incidents. Our aim is to support the Police in undertaking roadside checks of drivers' hours, in order to reduce the number of casualty collisions involving fatigued commercial vehicle drivers.

Activity

Since 2009 Highways England has provided technology to support the Police with drivers' hours' checks. In 2017 a new operating model was developed which offers support to the Police based on the amount of driver's hours' checks undertaken. The new model gives the Police more discretion on how to use the support and provides a more targeted model.

Results

30 Police Forces are participating in this initiative. Since January 2017, 39,260 checks have identified 39,710 individual offences. Most offences are dealt with by the Police issuing a fine. Over this period, 2,519 vehicles that pose an immediate danger to the roads have been prohibited from continuing their journey. Examples of the more serious offences discovered is a driver who had driven for 22 hours in the preceding 28 hours. Another driver had only taken for 4 hours 20 minutes of rest in 49 hours of driving and on another occasion had only taken 4 hours 45 minutes of rest during 41 hours of driving.



Commercial Vehicle Incident Prevention Programme

Improving commercial vehicle load security

Aim

To collaborate and work with partners and the industry to improve commercial vehicle load security and thereby reduce the number of load security related incidents on the strategic road network.

Activity

Expert Police Training: Since 2016, Highways England have worked with the Health & Safety Executive (HSE) to develop and deliver expert load security training to police forces across England. The police have utilised this training to identify poorly loaded commercial vehicles, educate drivers and, where necessary, undertake enforcement action to deal with poor load securing. The delivery of the police training is now an ongoing business as usual activity.

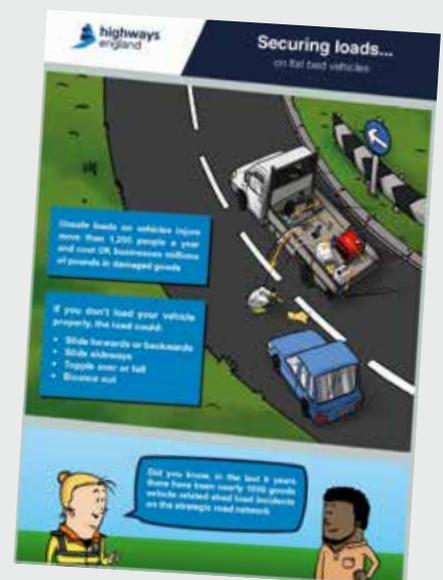
Ratchet Webbing Straps: Misuse and poor management of ratchet straps used to secure loads can lead to strap failures and loads falling from vehicles. Building on research Highways England have published guidance for drivers which was launched at the 2018 Commercial Vehicle Show.

North East Load Security Pilot: Highways England has worked with the HSE, West Yorkshire Police and DVSA to pilot a new collaborative approach to load security compliance. Enhanced intelligence sharing is used to allow these partners

to better identify poor load security practise and target where the issue sits in the chain of responsibility.

Load Security Safety Card

The 4th Safety Card in our series is aimed at improving load securing in light goods vehicles and is due to be launched at the 2020 CV Show. The safety card highlights both good and bad load securing practice, explains the consequences of insecure loads and advises where to find detailed guidance.



Ratchet straps - quick reminder

Webbing ratchet straps can be used to secure most types of loads, but it's important to make sure that you use and store them properly.

When you're not using straps you should store them in a weatherproof container or compartment so they don't get damaged.

As a general rule, if you're transporting palletised goods, boxes and stillages, you will need at least one strap per row.

5518 Incidents involving ratchet straps in 2019

✓ If you carry loads like steel, concrete, and scrap metal that can damage the strap material, use corner protectors or webbing sleeves to protect the straps.



✗ Never use a knot in any part of the strap that's under tension.

✗ Cuts, tears, water, rock salt and oil contamination can lead to straps wearing out.

If you're transporting pipes or poles, it's often better to use loop lashing, where the strap wraps around the load to make sure the load stays together.

✓ Choose straps that are strong enough to secure the loads you carry.
✓ Check your straps regularly.

Results

Expert Police Training has led to regular load security focused compliance events occurring across the SRN, coordinated by our Regional Safety Coordinators.

Ratchet strap leaflets are being distributed to drivers by DVSA and police forces across the country. They have also been provided directly to vehicle operators.

A pilot in the NE has led to a change of policy at DVSA, enabling their examiners to routinely check loads inside enclosed vehicles and improved intelligence sharing between police and the HSE.



Commercial Vehicle Incident Prevention Programme

Case study

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April 2020

Highways England joint working with DVSA

Aim

The aim of this pilot was to assess and determine if training Highways England traffic officers to act as 'stoppers' for the Driving and Vehicle Standards Agency (DVSA) would enhance the capabilities of both organisations and increase the number of unsafe vehicles being removed from the strategic road network.

Activity

The objectives of the joint on road working with DVSA were to increase the detection of serious traffic offences and dangerous vehicle defects, improve examiner efficiency by increasing vehicle throughput, and to enhance DVSA enforcement flexibility by enabling simultaneous checks to be carried out in both directions of a motorway.

Results

Pilot Summary: During the pilot period (April 2017 – February 2018), a total of 782 vehicles were escorted back to Doxey check site by Highways England traffic officers. The prohibition rate of the vehicles stopped by Highways England traffic officers was 45.9% (which is in line with DVSA's stoppers). The efficiency of DVSA's Traffic Examiners and Vehicle Examiners improved which is attributable to the extra vehicles brought to the check site. Traffic officers carried out 136 joint working shifts at Doxey during the pilot period and carried out 699.45 hours of stopping duties whilst attending 99 Highways England incidents.

There were 0 instances of non-compliance and there was no negative impact on performance.

Next steps: The initiative has now been transferred into business as usual activities by Highways England's Operations Directorate. This is currently business as usual in the West Midlands with support for further roll out. Additional sites will be identified and analysed for suitability.



Commercial Vehicle Incident Prevention Programme

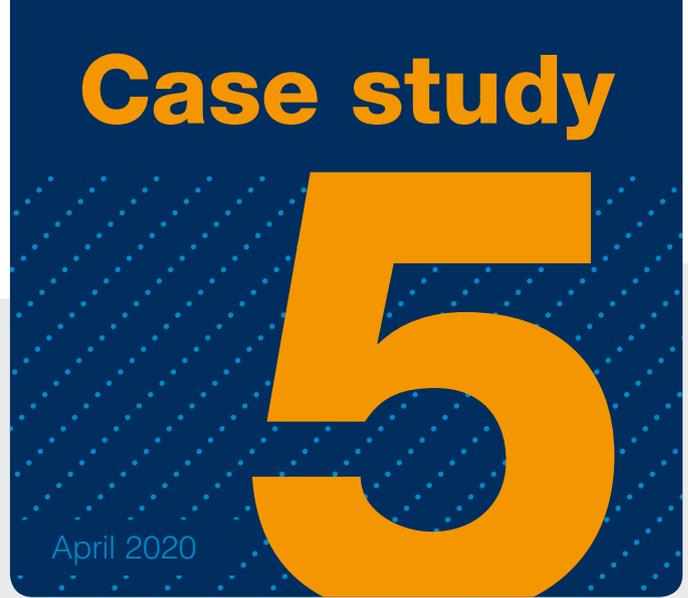
Driving in the UK – Providing information to overseas commercial vehicle drivers

Aim

The overall aim of this initiative is to aid overseas commercial drivers to use the network safely, thus contributing to the reduction of incidents on the strategic road network (SRN).

Activity

The current project consists of developing a product which contains key information for driving on the SRN and highlights a number of key areas, including; safe and good practice driving (including blind spot awareness), illegal/inappropriate parking, breakdown information, speed limits/conversions and motorway driving (including Red X's).



Results

We have carried out two insight surveys via our partnering survey company to gain valuable insight into the information required by overseas' commercial vehicle drivers, when they are using our network. This has been reviewed and the results of which have been incorporated into the development of a leaflet. The leaflet has undergone user testing with end users and quality reviews from various stakeholders such as the Department of Transport and Driver and Vehicle Standards Agency. An English version of the leaflet is due for completion and publication in the Summer and the translated versions are due in Autumn.



Commercial Vehicle Incident Prevention Programme

Load security for private motorists

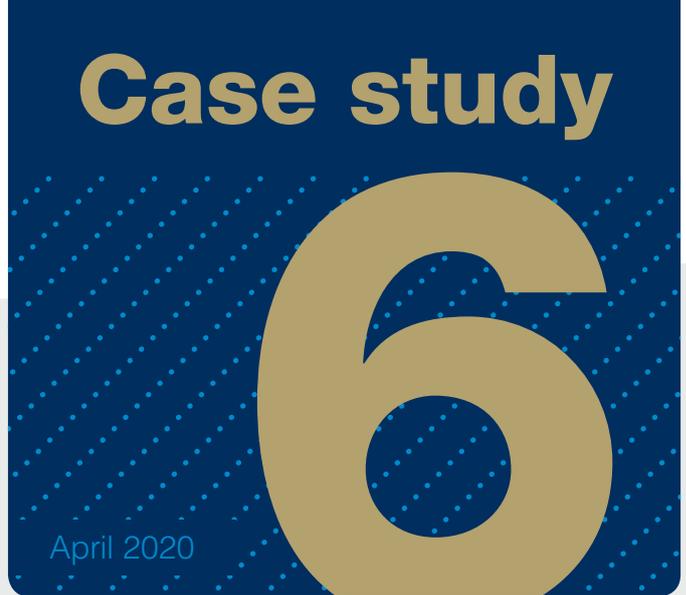
Aim

The aim of this intervention is to reduce the amount of shed load/debris incidents on the network by educating our road users. A research project was carried out in 2015 by the Health and Safety Laboratory, at a popular retail store located near the M1 motorway, following reports from Highways England Traffic Officers that they were experiencing a high number of shed load/debris incidents in the East Midlands region.

Activity

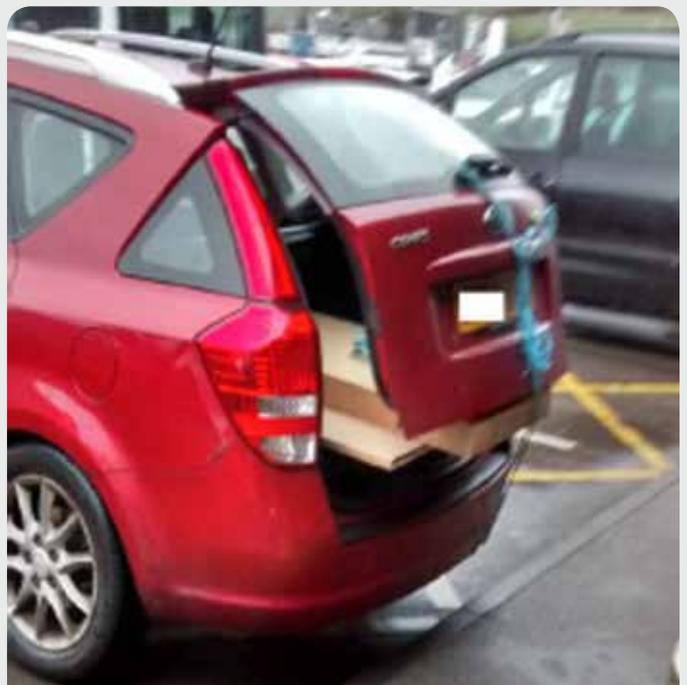
The research study was commissioned which involved a number of observations at the store. Within the first day of observations no methods were used by private motorists to secure loads. It was observed that the reasons for load instability were due to poor stacking and the load being too large for the vehicle the items were being transported in.

It was concluded that private motorists are not fully aware of the risks associated with load security, posing a safety risk to their passengers, themselves, other motorists using our network and our staff who risk their lives to clean up the damage post incident.



Results

Complete: A national campaign was developed to raise awareness to the public of the dangers of poor loading and encouraging them to think about how they transport their goods, passengers and themselves to get “home in one piece”. The campaign is formed of a set of animated GIFs which display a series of safety messages. These were published on Highways England’s social media accounts; Twitter, Instagram and Facebook over the early May bank holiday and we hope to continue to use these animations at key shopping periods throughout the year.



Commercial Vehicle Incident Prevention Programme

Case study

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April 2020

Prevention of diesel spillages

Aim

The overall aim of this initiative is to reduce the frequency and severity of incidents associated with diesel spillages from commercial vehicle drivers on the Strategic Road Network (SRN).

In 2019, Highways England recorded 342 diesel spillages involving HGVs, causing a range of events including journey time delays, risk to life and environmental issues. The cleaning up of diesel spillages is expensive and time consuming. Diesel exposure to the road surface for approximately 120 minutes has been shown to result in significant damage. This can cause further future disruption to the network with repair work to the carriageway and associated costs.

Many operators who have not had an involvement in diesel spillage incidents are not fully aware of the cost/damage and have not invested in the diesel spillage protection or equipped their vehicles to have spill kits on board. Highways England have carried out research to identify interventions to assist commercial vehicle drivers and operators in preventing diesel spillages.

Activity

Highways England have developed a diesel spillages best practice guide for commercial vehicle drivers and operators which will include, why spillages occur, steps taken to prevent spillages and the procedure to follow in the event of a spillage. To complement this a cost impact document has

been developed to raise awareness of the financial impacts of diesel spillages on the SRN.

Results

The *Diesel spillages: best practice guide* and *What is the impact and cost of a diesel spillage?* documentation are aimed at commercial vehicle drivers and operators and seek to improve awareness around the impacts of diesel spillages as well as improve understanding on the actions to take in the event of a diesel spillage. The overall aim is to reduce the frequency and severity of diesel spillages on the SRN. The documents were launched in April 2019 and ongoing reviews and evaluations are being carried out to ensure the guides remain fit for purpose and are distributed and promoted as best as possible amongst the commercial vehicle industry.

These publications can be found at highwaysengland.co.uk/commercialvehicles/



Commercial Vehicle Incident Prevention Programme

Tyre technology and tyre debris

Aim

Sophisticated technology to measure tyre pressure and tyre tread depth as commercial vehicles travel over a pressure pad was installed at M6 Keele Motorway Service Area in March 2015 and remained in place until December 2015. During the 9 month trial over 100,000 tyres were checked with 1 in 12 commercial vehicle tyres found to be significantly under inflated, posing a safety risk.

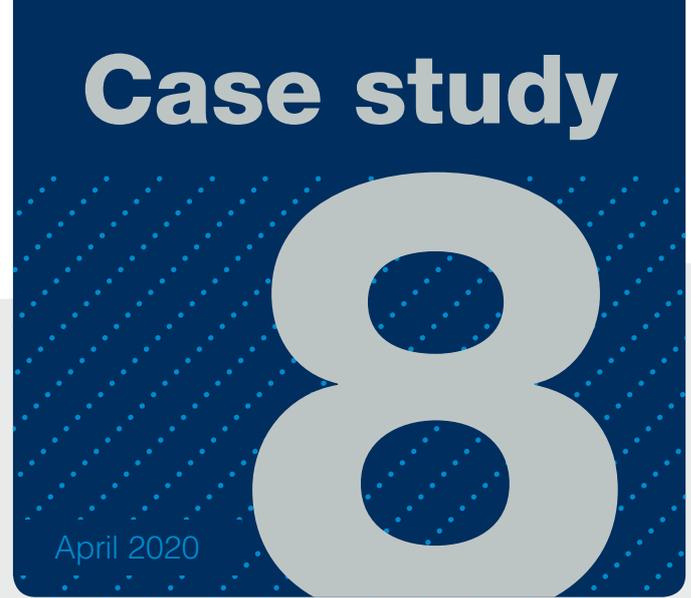
Activity

Highways England has engaged with the tyre industry and the Driving and Vehicle Standards Agency (DVSA) to seek support for installing the tyre measurement technology at key locations across the strategic road network. The feedback has been positive and we are working to develop service level agreements with organisations interested in installing the technology.

Also, Highways England has worked with Bridgestone to analyse over 1,000 pieces of tyre debris from the strategic road network. The main cause of tyre failure is debris and under inflation.

Results

In progress (technology): Work is now well advanced to develop service level agreements for the different type of installations; ports, distribution



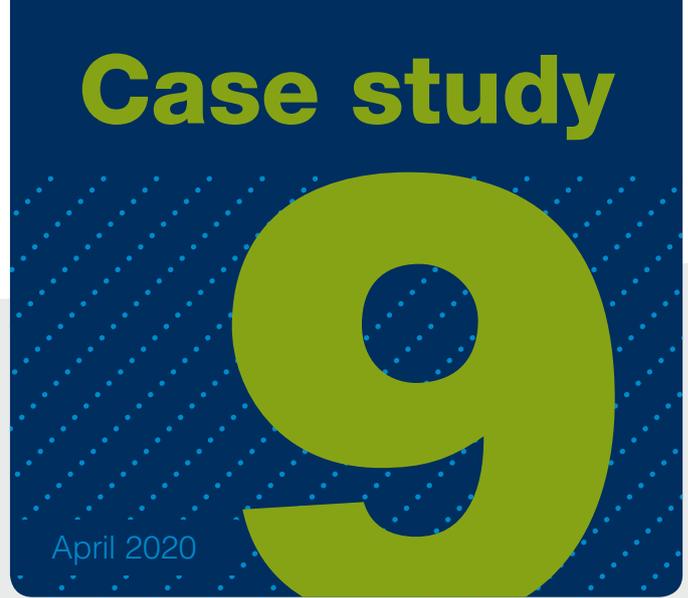
centres, commercial vehicle operator depots and DVSA check sites.

During February 2019 tyre technology has been installed at the following strategic sites; AW Jenkinson Penrith, DVSA check site M65 Cuerden and John Lewis (Magna Park) Milton Keynes. Further sites have been identified for 2019/20 and in parallel we will work with the tyre industry to raise the importance of effective tyre husbandry within the commercial vehicle sector.

Complete (debris): A joint Highways England and Bridgestone tyre debris report, press release and video was launched at the Commercial Vehicle Show on 24 April 2018.



Commercial Vehicle Incident Prevention Programme



Highways England DVSA data sharing partnership

Aim

Highways England Traffic Officer Service is sharing intelligence about dangerous or poorly maintained commercial vehicles, seen by traffic officers on their patrols, with DVSA.

Activity

A pilot project in 2016/17 with Highways England traffic officers in the North East and West Midlands successfully provided intelligence to DVSA on unsafe commercial vehicles they encounter on the network. During the pilot the traffic officers kept paper records of dangerous vehicles they encountered on their patrols, but the collection process has been simplified by developing a simple proforma which runs on traffic officers' tablets. Data from the tablets is passed electronically to DVSA's Intelligence Team for assessment and further action, including enforcement, where appropriate.

Results

Since June 2016, traffic officers have shared over 2600 pieces of intelligence with DVSA for further investigation and possible enforcement action. The single biggest category recorded has been vehicles taking tachograph breaks on the hard shoulder. We are now exploring how best to tackle this particular safety issue. The successful pilot was rolled out as a national business as usual process for all traffic officers in June 2018.



Commercial Vehicle Incident Prevention Programme



Highways England/DVSA joint working at Dartford

Aim

Highways England traffic officers currently operate the Traffic Management Cell from Dartford's control room. Their role involves monitoring traffic entering the tunnel and dealing with tunnel safety issues. Specific tasks involve control room staff 'pressing the button' to activate signs and signals stopping traffic and directing vehicles into the Dartford compound for safety purposes.

Driver and Vehicle Standards Agency (DVSA) work on the same site as Highways England, however, they have difficulties undertaking compliance and enforcement activities as they usually stop target vehicles using their on-road vehicles following intelligence received from base. Due to the volume of traffic and nature of traffic management at Dartford, DVSA cannot easily use their on-road vehicles to bring target vehicles back for examination and DVSA were unable to ask Highways England to stop traffic for compliance purposes as Highways England do not have the legal powers to do this.

The aim of the pilot was for DVSA to delegate relevant stopping powers to Highways England control room staff at Dartford enabling them to legally stop traffic for compliance purposes. DVSA informed Highways England control room staff of vehicles they needed to examine for compliance purposes (max. 3 vehicles per hour) and Highways England control

room staff activated the necessary signs and signals to direct target vehicles into the check site.

Actions

To maximise the effectiveness of the DVSA check site whilst minimising the impact on traffic, DVSA maintained full control of decision making in relation to selecting target vehicles, and a two-way communication process was agreed whereby Highways England control room staff, Highways England traffic officers and DVSA regularly liaise with each other to coordinate safety and compliance check activities, whenever possible. Highways England Airwave radios have been loaned to DVSA under a Memorandum of Understanding (MoU).

Following the pilot, recommendations were made to handover the activity into business as usual and close down the project. This was approved and is now a business as usual function at Dartford.

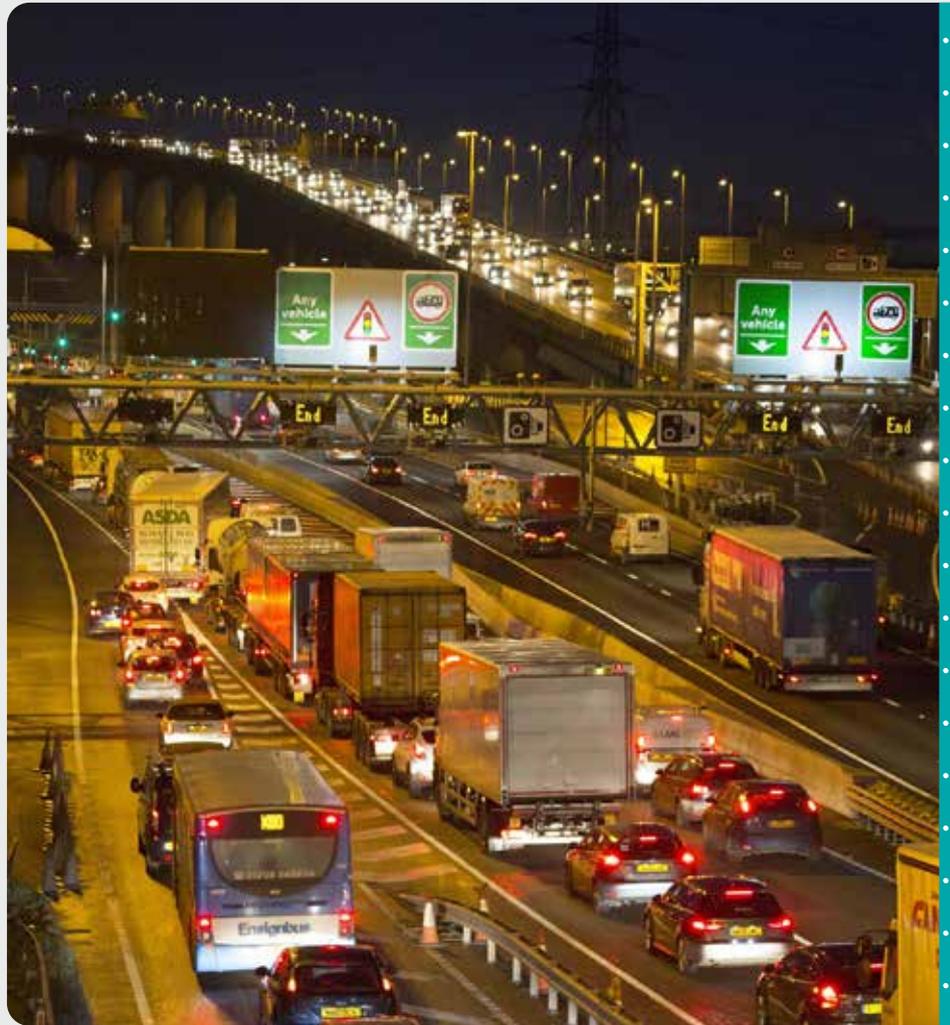
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Results

Between November 2016 and December 2017 there were 4973 extractions from lanes 1 and 2 and 866 extractions from lanes 3 and 4, totalling 5839 extractions.

DVSA's data shows that for 8 months prior to the joint working, 1314 prohibitions were issued and during the 8 months of joint working, 1523 prohibitions were issued.

Feedback from colleagues (both Highways England and DVSA) indicated that this activity had very little impact on the operations and traffic flow at Dartford. In addition to this, DVSA have been very pleased with the results and are pleased that this is now a business as usual activity.



Commercial Vehicle Incident Prevention Programme

Blind spots: safety cards and virtual reality app

Aim

To use virtual reality to raise awareness of HGV blind spots in both commercial and private motorists, with the aim of reducing side swipe incidents on the SRN.

Activity

We have developed an interactive virtual reality smartphone app that gives the user the perspective of a HGV driver in a number of SRN scenarios where the vehicle's blind spots pose a risk of collision. The scenarios, for LHD/RHD HGVs in which both good/bad cases are observed were developed by the Transport Research Laboratory using evidence of real collision types occurring on the SRN and are summarised below:



Case 2 – HGV blind spots. Raises awareness of HGV blind spot areas (what are blind spots and their locations).



Case 3 – Slip road hazards. Raises awareness of blind spots and hazards on slip roads likely to arise on both sides of a HGV.



Case 1 – Correct HGV mirror adjustment. Raises awareness of the correct adjustment of HGV mirrors.



Case 4 – Safe lane change. Raises awareness of safe lane change and blind spot areas during lane change.



Case 5 – Leave sufficient distance. Raises awareness of leaving sufficient distance between vehicles – not leaving sufficient gap creates additional blind spots with the vehicle in front.

The blind spot app can be set for left or right hand drivers and uses affordable Google Cardboard compatible goggles and is available on both Apple and Android platforms.

Two safety cards have been developed to accompany the app which can be used as an engagement tool to talk through issues relating to blind spots. One card is specifically for HGV drivers with the other aimed at drivers of other vehicles. This can be viewed on our website: www.highwaysengland.co.uk/commercialvehicles

Results

The app was launched at The Commercial Vehicle Show 2018 at the NEC in Birmingham where it was demonstrated on the Highways England stand. The app received very positive feedback with interest from drivers and those involved in driver training. Feedback has shown a demand for a version of the app aimed at drivers of other vehicles, to help them stay safe around HGVs. A new version of the app has been developed in collaboration with driving instructors aimed at learner and new car drivers and is hosted on the Driving Hub website. The new updated version was released in April 2019.

highways england

Blind spots...

Your quick reference guide

Always check your mirrors

Other drivers might be unaware that they are in your blind spot

Your blind spot areas

LH RH

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Blind spots...

staying safe around HGVs

HGVs have blind spots... these create danger zones...

HGV drivers find it hard to see cars

Left hand drive HGV danger zones

Right hand drive HGV danger zones

Do not linger in these zones

Concentrate... maintain a safe distance

Commercial Vehicle Incident Prevention Programme

Joint working with Motorway Buddy

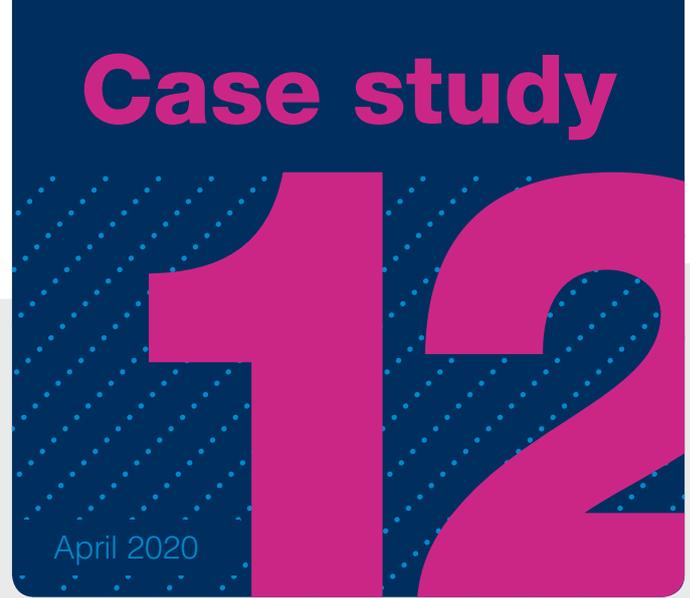
Aim

The aim of this initiative is to provide tools and information to UK and overseas commercial vehicle drivers to enable them to make informed decisions on where they can take breaks and park safely to reduce the number of illegal/inappropriate parking on the Strategic Road Network (SRN).

Actions

Motorway Buddy is an app that includes a database of information on commercial vehicle truck stops, such as location, directions from your current position, prices and facilities available at each truck stop. It is a well-used app and contains the most comprehensive, accurate and up to date information available for truck stop sites in the UK.

It is recognised that illegal/inappropriate parking by commercial vehicle drivers on the SRN is a significant nationwide problem. Highways England have supported the development of the app by funding the translation into Polish and Romanian to enable more drivers to have access to the app and the information it contains, thus encouraging more drivers to use truck stops to park, and reducing the amount of illegal/inappropriate parking on the SRN. Polish drivers form the largest percentage of overseas commercial drivers



coming to the UK, with Romanian drivers forming the second largest according to this [report](#) from the DfT.

Results

The Motorway Buddy app has been downloaded via the Polish app store more than 1600 times following the first translation. The number could be greater than this due to the way iOS records the data.

Further promotions of the app, both from Highways England and Motorway Buddy will take place in the future to ensure the app reaches the target audience via the best possible platforms.

This includes demonstrating the apps at events such as the Commercial Vehicle Show and via our Regional Safety Co-ordinators at regional events such as Truckfest.

Motorway Buddy can be downloaded on iOS and Android.

Website: www.motorwaybuddy.co.uk

Commercial Vehicle Incident Prevention Programme

Case study

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April 2020

North west commercial vehicle unit research pilot

Aim

We have developed a pilot with North West Motorway Police Group, DVSA, Port of Liverpool Police, and HM Revenue and Customs to deliver a regional based approach to commercial vehicle compliance checks.

Activity

This pilot brings together commercial vehicle specialist officers from Cheshire, Greater Manchester and Merseyside police forces together with a Vehicle Examiner seconded from DVSA into a single NW regional commercial vehicle unit (CVU).

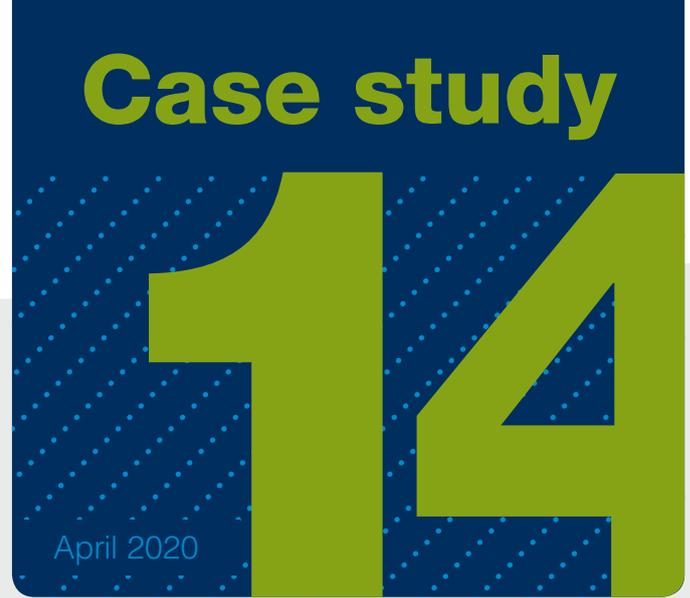
The CVU will deliver pre-planned targeted compliance activity across the NW SRN and for the first time working outside core hours, including nights and weekends. They will also be working collaboratively with Port of Liverpool Police and HMRC to obtain a “joined up” regional force. The CVU will collect and share detailed data with Highways England on the types of non-compliance, which will be included in the final report. A key area of focus in 2019 are light goods vehicles. The report will look to detail the nature of commercial vehicle non-compliance on the SRN and the effects of enhanced compliance checks by the NWCPU.

Results

The NW CVU launched in July 2018 with four dedicated police officers and an embedded DVSA vehicle examiner. The pilot period ran to December 2019 and has demonstrated the effectiveness of this way of working. The NW CVU is now sustained as a business as usual activity funded by the police, with DVSA committing to the ongoing provision of a full time examiner. The unit has so far conducted over 4000 vehicle checks, identifying over 3800 separate offences with over 900 dangerous vehicles prohibited from continuing their journeys. The enhanced intelligence data collected continues to give valuable insight into the nature of non-compliance on the SRN, allowing us to break down the non-compliance by offence type, vehicle weight class location, and operator, allowing us to better target future road safety initiatives.



Commercial Vehicle Incident Prevention Programme



Prevention of HGV fires

Aim

HGV fires on the strategic road network (SRN) cause a great deal of disruption and attracts significant costs in delays, infrastructure, resurfacing and resourcing. Highways England have been gathering information and data to build a clearer picture of the common route causes so we are able to better understand why these types of fires occur. Through enhancing our knowledge we will be able to implement intelligence driven interventions to reduce the frequency and severity of HGV fires on the SRN.

Activity

Data obtained from Highways England's incident reporting system (Control Works), illustrated a total of 344 fire related incidents in 2016 and 357 in 2017, giving an accumulative total of 701 incidents from 1st January 16 – 31st December 17.

Communicating closely with the Emergency Planning Officer for the West Midlands, we were able to obtain some on scene photographs of recent incidents. An example would be a HGV fire that took place on 23rd February 2018 on the M5 J3-4. This instance took place south of Frankley services and required 4 fire service units to tackle the blaze. This incident resulted in a full road closure and significant delays to both southbound and northbound traffic. This HGV was said to be carrying fabric and homeware.

Through liaising with Highways England's Green Claims department, we were able to obtain some indicative costs of such incidents. In 2016, infrastructure damage caused by fire damage resulted in costs totalling to £91,389 over four incidents alone. This figure does not include costs such as those associated with delays and resourcing. Reports in the media showed that across 12 incidents the average road closure was approximately 5 hours per incident. To put this into perspective, a road closure of three lanes over a 4 hour period is estimated to cost the UK PLC £473,760 and a closure of 4 lanes over a 4 hour period is estimated to cost £1,082,880.

Information obtained via a Freedom of Information request illustrated that in 2017, Greater Manchester Fire Service attended 23 HGV fire related incidents specifically on the strategic road network. Over half of these incidents were wheel or break related.



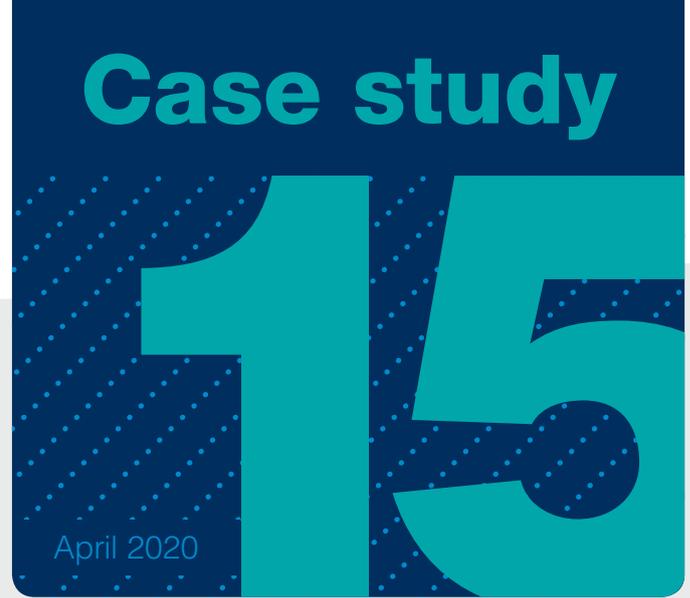
Results

Highways England are nearing completion of a research project which has obtained information into the common causes of such incidents being; mechanical problems, load types, electrical faults and road traffic collisions. This research has investigated correlations between other factors such as weather, season and topography and highlighted key hot spot areas across the network.

These findings will provide direction to allow us to make informed decisions on the implementation of recommended interventions identified which will be progressed during our second road investment period to reduce the frequency and severity of commercial vehicle fires on the network.



Commercial Vehicle Incident Prevention Programme



ANPR/WIMS (Weigh in Motion)

Aim

Overweight commercial vehicles are not only a safety issue (they are more likely to be unstable and put more strain on axles and tyres) but they damage the carriageway.

The damage caused by a load is roughly related to the load by a power of four and the passage of one legal HGV is roughly equivalent to the movement of 10,000 cars.

If the drive axle on a 2+3 articulated HGV is illegal, that single axle causes as much road wear as approximately 18,000 family sized saloons – 4th power law.

The lifetime of a road can be severely reduced by illegal HGV's necessitating costly repairs and journey time delays. The number of "active" ANPR/WIMS sites in the strategic road network has fallen over the last few years and Highways England is looking to establish next generation sites at strategic locations on the strategic road network.

Activity

These sites will have the latest quartz sensors and cover all carriageway lanes to monitor the compliance of both heavy and light commercial vehicles.

As well as supporting day to day weight a compliance checks the sites will provide valuable intelligence, including commercial vehicle weights/weight distribution, volumes, vehicle speed, and close following data.

To take forward this strategy a pilot site on the M6 Southbound (J27/J28) has been established with polymer piezo sensors in all lanes and an additional quartz sensor in lane 1. The pilot will run for 12 months and provide valuable intelligence about commercial vehicle traffic on the M6, the benefit of installing weigh in motion sensors in all lanes and the viability of using quartz sensors to accurately record vehicle weight.

Results

The pilot site on the M6 started to collect data in June 2019. We will collect summary anonymised data for each vehicle class, listed in the following link https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/211948/simplified-guide-to-lorry-types-and-weights.pdf. Lane 1 will collect data from for the piezo sensor and separately for the quartz sensor. The site sensors will be calibrated regularly and also checked against the DVSA weighbridge at the Cuerden check site.

The aim at the end of the 12-month pilot is to have a clear picture of the ANPR/WIMS technology and supporting processes that Highways England and DVSA should be installing at key locations on the strategic road network.

Commercial Vehicle Incident Prevention Programme

Bridge strikes prevention

Aim

Each year vehicles hitting Highways England's bridges results in significant damage, injury to drivers, cost and delays to other road users and to the economy. Damaged structures must be inspected and repairs completed as necessary.

Most of these incidents are caused by large commercial vehicles carrying large loads of variable height - often plant machinery. In the last 10 years, 3 structures on the SRN have had to be decommissioned because of a bridge strike.

Activity

To reduce the number of these incidents Highways England is proposing a targeted communication initiative – provisionally titled 'Don't Knock It' - to raise awareness of the issue and to encourage drivers and transport managers to check that loads are secured appropriately and that the load heights are suitable for planned routes.

To achieve this, we will develop a set of key messages in collaboration with partners such as DVSA and Network Rail and supporting information materials - to be distributed through existing industry channels and forums, through our supply chain, and through targeted media or industry events.

Results

At the 2019 NEC Commercial Vehicle Show we launched the 3rd in our series of Safety Cards, this one on the topic of bridge strikes. The card gives simple advice to drivers and industry on how to avoid striking a structure. The card is intended for use by companies and driver trainers to engage with their staff on this important topic.



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