Occupational Road Risk

Background

Occupational Road Risk is one of nine significant risks on which the National Highways (NH) Supply Chain Safety Leadership Group (SCSLG) have chosen to focus their attention. This risk relates to any accidents or incidents that occur for members of the NH supply chain whilst driving as part of their work duties on the Strategic Road Network (SRN).

The intention of the Group is to ensure that incidents occurring whilst driving for work are handled with the same level of seriousness as incidents that occur on site. Our approach intends to ensure that suppliers have necessary controls in place to reduce significant risk and develop and embed a culture of safe driving across the SRN that naturally extends into their supply chain. This will therefore eradicate instances of harm related to Occupational Road Risk whilst driving for work between work locations on the public highway.

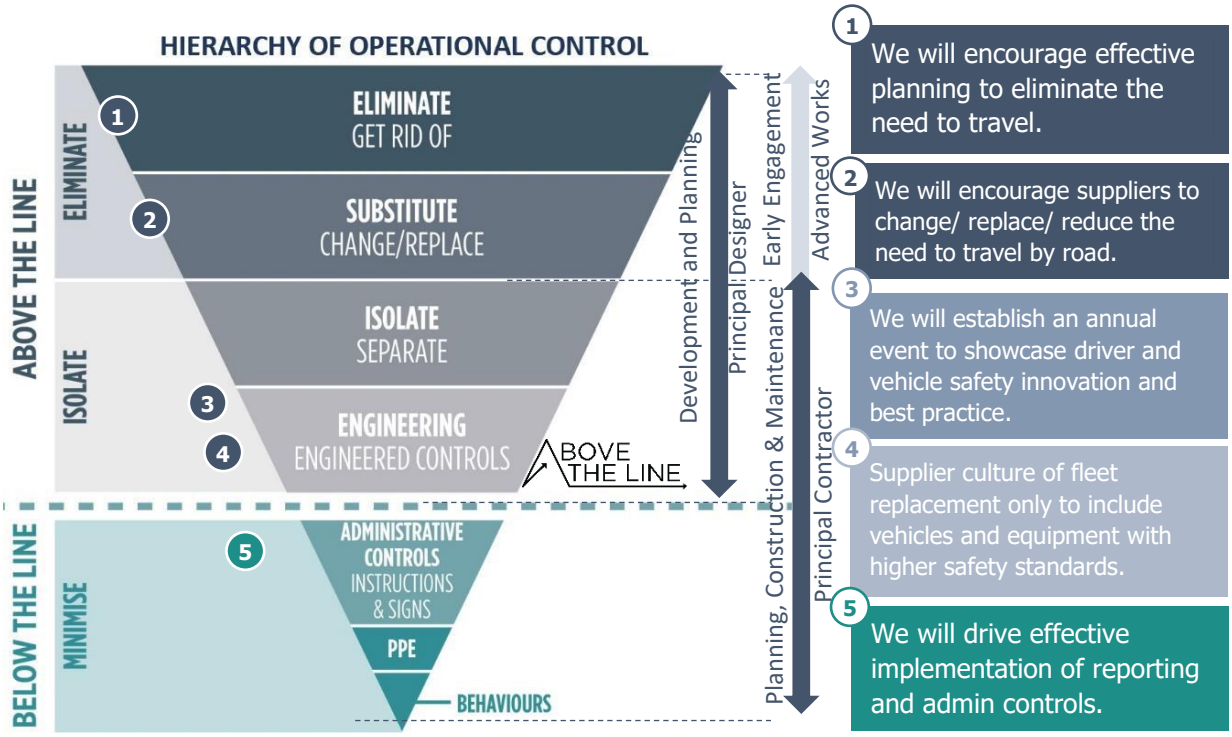
Vision

No user of the road space shall suffer harm through the actions of National Highways' Supply Chain and its vehicles.

Principles of Approach to be Adopted (incl Application of Hierarchy of Control and Hierarchy of Intervention Effectiveness)

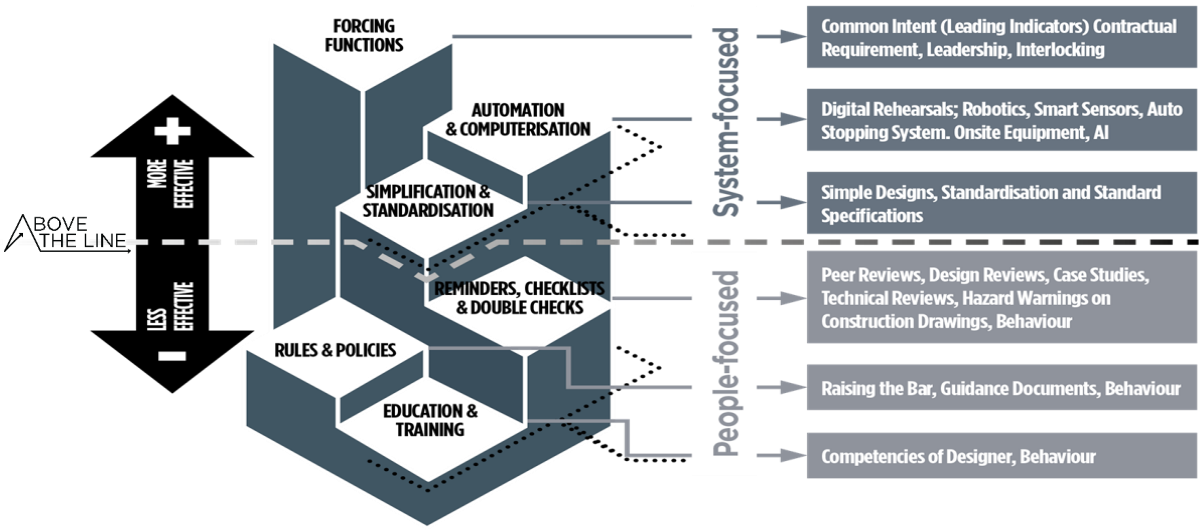
Overview

As a supplier community we have agreed to adopt the following approach as a common standard. The approach applies to **ALL** driving for work activities undertaken by both National Highways and its supply chain, related to the movement of People, Products, or Plant. This document covers fleets operated by National Highways, directly contracted suppliers and their associated supply chain deployed on National Highways projects, including 'Grey Fleet' (personally owned, leased, or hired vehicles used for business).



As well as following the above principles of prevention and adopting a hierarchy of controls with an emphasis on adopting 'Above the Line' Control Measures, the supplier community has also agreed to adopt a hierarchy of

intervention effectiveness as described below, with an emphasis on 'Above the Line' System Focused Control Measures to be adopted strategically and tactically across our own organisations and the sector as a whole.



Key Principles

The principles of this approach are:

Fleet management

- We will ensure suppliers are registered with the Driving for Better Business (DfBB) Programme and complete an initial DfBB risk assessment and subsequent annual gap analysis and improvement action plan for their 'driving at work' activities.
- We will require that suppliers implement a 'driving for work' policy aligning with the common intent using the DfBB Policy Builder tool to develop new policies and verify existing ones are appropriate.
- We will ensure suppliers obtain and maintain an appropriate[1] industry fleet accreditation relative to size/ type/ turnover.
- We will encourage direct suppliers to manage their associated supply chain by the same sensible standards appropriate to their organisation/ fleet size.
- We will encourage effective fleet management and programming approaches to reduce fatigue and unnecessary pressures on driving employees.
- We will ensure suppliers investigate and report incidents that occur whilst driving for work in the same way as site incidents. Guidance is available within DfBB online resources.

Safe Drivers

- We will develop a culture of safe driving across direct and wider supply chain.
- We will encourage suppliers to prioritise drivers' health, wellbeing and fitness to drive and will work with Driving for Better Business to develop and share associated supporting resources.
- We will ensure appropriate means of monitoring and measuring driver behaviour and fleet activity/ planning are adopted as part of wider H&S compliance systems.
- We will introduce a standard in driver requirements as part of the NH Passport to ensure anyone driving for or on behalf of NH are competent to do so.
- We will expect consistent and appropriate levels of training are provided by suppliers to their teams with a driving for work responsibility.
- We will ensure drivers report incidents that occur whilst driving for work.

Safe vehicles

- We will engage with NH and with other suppliers in sharing and adopting new innovations of above the line engineering controls. We will expect that both NH and supply chain will **always** ensure that only the most suitable vehicles for the job are deployed.

[1] Basis to be determined but maybe in line with Raising the Bar 16 Transport & Logistics Management and Raising the Bar 37 Vehicle Roadworthiness or be based on size of fleet/ annual turnover

- We will expect suppliers to ensure that their fleet is robustly controlled and necessary vehicle check/ audit processes are in place and monitored.
- We will expect that suppliers ensure their vehicles have suitable safety equipment installed
- As part of suppliers' next fleet replacement cycles (within the next 5 years) we will expect that replacement vans will be Euro NCAP Gold rated as a minimum standard.

Improvement

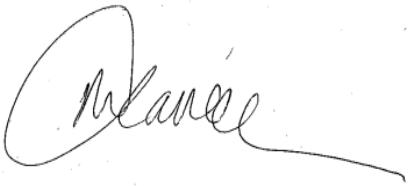
- We will collectively lobby changes to the minimum safety and equipment standards for commercial vehicles to ensure they are the same as non-commercial vehicles i.e. NCAP ratings/ air bags/ etc.
- We will provide a platform to showcase and share innovation and best practice with supply chain.

Reporting

- We will ensure NH, its direct suppliers and their supply chain investigate and report occupational road traffic incidents involving their respective fleet whilst on NH related works/ business, with lessons shared with the wider supply chain (e.g. via Safety Alert) in line with GG128. Direct suppliers will be responsible for ensuring the requirement to report against leading indicators is cascaded and monitored through their associated supply chain.

Additional Documentation/Detailed Guidance

Document Approval Record

	Name	Signed	Dated
Working Group Chair	**Nick Holt**		**05/12/2025**
SCSLG Chair	**John Dowsett**		**05/12/2025**
NH Sponsor	**Mel Clarke**		**05/12/2025**