

National Towing Working Group Safety Framework

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Foreword

Road safety data¹, related to personal injury accidents on public roads that are reported to the police and recorded using STATS19 show that in 2017, there were **41 fatalities, 313 serious injuries and 1,456 slight injuries** resulting from incidents involving towing in Great Britain. The financial cost of these casualties² is estimated to be around **£168.4 million**, highlighting the significant cost of towing incidents on the GB road network. Improving safety on our roads reduces physical, mental and emotional harm to individuals. A safer network also improves journey time reliability, contributing to economic output. There is also a significant increase in risk to safety and maintenance personnel attending and clearing incidents, emotional impact on families and reputational implications for employers whose employees are involved in incidents.

The National Towing Working Group (NTWG) is a strategic alliance set up and chaired by Highways England to deliver actions within current legislation to help prevent towing related incidents and improve the levels of awareness and compliance.

This framework has been produced to outline how Highways England and the other partners of the NTWG will address towing safety together and deliver their mission to reduce towing related incidents, both domestic and business on all roads such as breakdowns, loss of load and road traffic collisions. To work together to reduce towing related incidents, both domestic and on business, such as breakdowns, loss of load, and road traffic collisions.

Framework Approach

The NTWG will apply a safe systems approach to managing incidents to deliver actions that target both forms of towing:

- 1) Towing for business
- 2) Domestic towing

The strength of this group is the intelligence led approach and direct contact with those who tow, which enables the sharing of resources and messages to a significant audience via wider NTWG membership, event outreach and campaigns.

Strategic issues

Our programme comprises various initiatives and actions to prevent towing related incidents and improve levels of awareness and compliance within current legislation. Figure 1 demonstrates some of the key issues being targeted by the NTWG via these initiatives and actions.

These key issues have been raised by the NTWG, are based around education and awareness, compliance and infrastructure. By addressing these issues, the NTWG can work towards the aim to see that everyone gets home safe and well.

¹ <https://data.gov.uk/dataset/cb7ae6f0-4be6-4935-9277-47e5ce24a11f/road-safety-data>

² <https://www.gov.uk/government/statistical-data-sets/ras60-average-value-of-preventing-road-accidents#accident-and-casualty-costs-excel-data-tables>



Figure 1: Key issues targeted by the NTWG

1. Introduction

The National Towing Working Group (NTWG) is a strategic alliance set up and chaired by Highways England. The alliance is working together to deliver actions which will improve towing safety and reduce the number and impact of towing related incidents.

The group comprises representatives from public, private and voluntary sectors. By working collaboratively, NTWG can maximise its impact through each organisation's activities their membership and audience reach and partnership compliance engagement events.

Our Aim	Our Ambition	Our Mission
Prevent towing related incidents and improve the levels of awareness and compliance within current legislation	Ensure everyone gets home safe and well	To work together to reduce towing related incidents, both domestic and on business, such as breakdowns, loss of load, and road traffic collisions

This framework sets out the key safety issues and towing related data and our approach to meet this challenge. Importantly, our approach focusses on both towing for business and towing for domestic purposes:

- 1) **Towing for Business:** towing undertaken for the purpose of work, where employers are responsible for the activities of their employees.
- 2) **Domestic Towing:** towing undertaken for recreational and social purposes.

It is recognised that different types of towing comprise of different issues and need to be addressed in different ways.

NTWG Commitment Statement

The NTWG will work collaboratively to reduce the number and impact of towing related incidents within current legislation, by disseminating information and good practice, supporting our members and educating road users through safety and compliance initiatives.

Our action plan sets out what we propose to achieve in the short, medium and long term. These actions will help realise the following primary benefits for those who tow and ultimately all road users

- Safer journeys for all
- Fewer incidents on the road network
- Reduced costs from incident clearance and repairs
- Less disruption and congestion on the road, with fewer breakdowns
- Reduction in risk to road users, road workers and emergency services
- Reduced impact on families affected by injury or loss of life from towing related incidents

2. Together for a Safer Future: NTWG

The National Towing Working Group was formed in 2016 and comprises representatives from across the towing community (Figure 2). Further information on the organisations that make up the NTWG can be found in Section 8. The group's role is to work collaboratively to deliver actions that will help reduce the number and impact of towing related incidents.



Figure 2: National Towing Working Group representation

The strategic partners within the NTWG include representatives from:

- Government
- Road and vehicle safety organisations
- Emergency services
- Caravan user organisations
- Caravan and trailer sales and manufacture
- Farming and livestock

Across these groups of representatives, the entirety of the NTWG has a role to play in reaching audiences from business and domestic towing via correspondence and outreach to members via their webpages or during events.

3. Safe Systems Approach

Our overall approach has been informed by Highways England’s National Incident Casualty Reduction Plan (NICRP) which is based on a safe system approach which supports our commitment to reduce the number of towing incidents on the network.

This approach is underpinned by four fundamental principles:

1. People make mistakes that can lead to collisions.
2. The human body has a known, limited physical ability to tolerate collision forces before harm occurs.
3. While drivers have a responsibility to act with care to the law, a shared responsibility exists with those who design, build, manage, maintain and use roads and vehicles to prevent collisions resulting in serious injury or death. There is also a responsibility for authorities to provide post-crash care.
4. All parts of the system must be strengthened in combination to multiply their effects and road users are still protected if one part fails.

Therefore, we must all take responsibility for ensuring we do everything we can to reduce the number of incidents and casualties on the road network. The safe system will move us away from the traditional road safety delivery model of a reactive fixing approach once collisions and casualties have occurred to a preventative intelligence led delivery model, working with partners and stakeholders to achieve safety ambitions. This approach underpins the delivery of our commitment and will help the NTWG to realise the aim, ambition and mission.

The NICRP focusses on those using the road network and sets out the challenging long-term vision that ‘no one should be harmed whilst travelling or working on the strategic road network (SRN)’. This supports Highways England’s commitment to work ‘towards the goal of bringing the number of people killed or injured on the network as close as possible to zero by 2040’. It also aligns with Highways England’s Health and Safety Five Year Plan, which details how they will deliver wider improvements in health, safety and wellbeing for staff, suppliers and wider road users and their ambition ‘everyone home safe and well’. The NICRP identifies the challenge we are facing to reduce casualties and incorporates a safe system approach (Figure 3) to proactively improve safety on the road network.

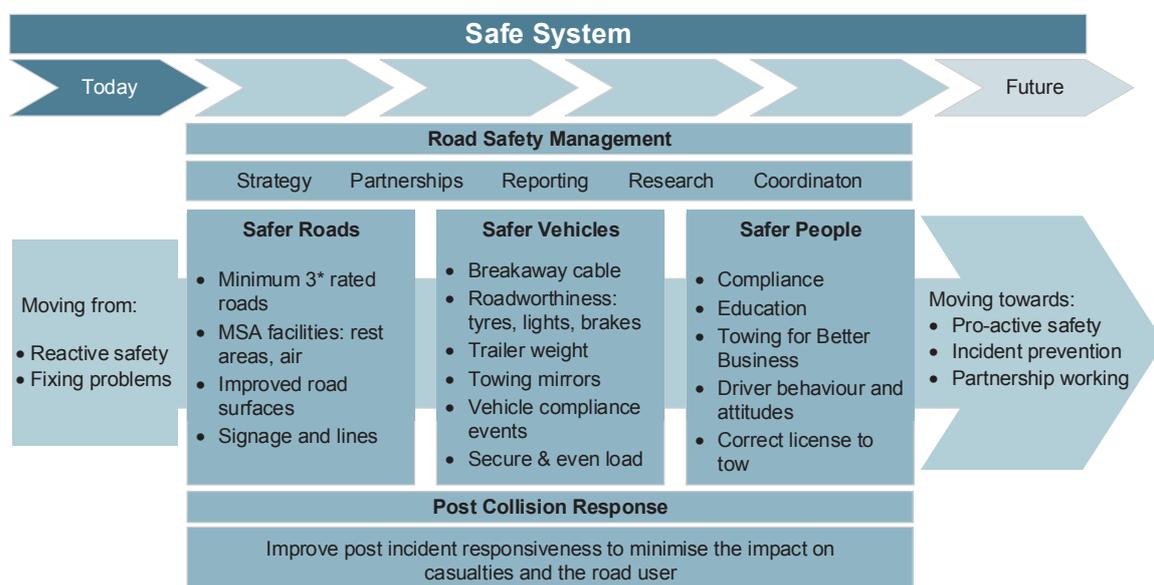


Figure 3: The five pillars of a safe system

4. The Challenge

A combination of personal injury collision data, SRN incident data and information from roadside compliance engagement events has been analysed to evaluate the extent of the challenge regarding casualties, network disruption and roadworthiness compliance.

4.1. Collision and casualty data

Road safety data³, related to personal injury collisions on public roads that are reported to or by the police and recorded using STATS19 form is the most comprehensive dataset for Great Britain. The STATS19 data analysis comprised towing vehicle involved in a collision with one of the following type of tow sub-categories assigned.

- **Caravan:** A caravan means a two-wheeled or four-wheeled trailer designed for accommodation, or as a mobile office etc.
- **Single Trailer:** Is any rigid vehicle towing a drawbar trailer or trailer with fixed axle(s) other than a caravan via a rigid bar.
- **Other Tow:** Is any other towing arrangement not defined above and includes vehicles towing by rope and breakdown trucks towing another vehicle by crane-mounted tow or a towing bar, but it specifically excludes any drawbar trailer.

The sub-categories 'no tow or articulation' and 'articulated vehicle' were not included in the search criteria for collisions involving a towing vehicle.

In 2017 there were 1,329 collisions across GB involving a towing vehicle which equates to an average of almost 4 injury collisions a day.

Almost 4 injury collisions a day on the GB network involve a towing vehicle

These collisions resulted in 1,810 casualties comprising:

41 fatalities (2%)

313 serious injuries (17%)

1,456 slight injuries (80%)

The number of casualties from such collisions represents just over 1% of total casualties on the GB road network; a total of 170,993 casualties were recorded on the GB road network in 2017. Figure 4 shows the number of casualties related to collisions involving a towing vehicle both on the whole GB road network and the SRN.

³ <https://data.gov.uk/dataset/cb7ae6f0-4be6-4935-9277-47e5ce24a11f/road-safety-data>

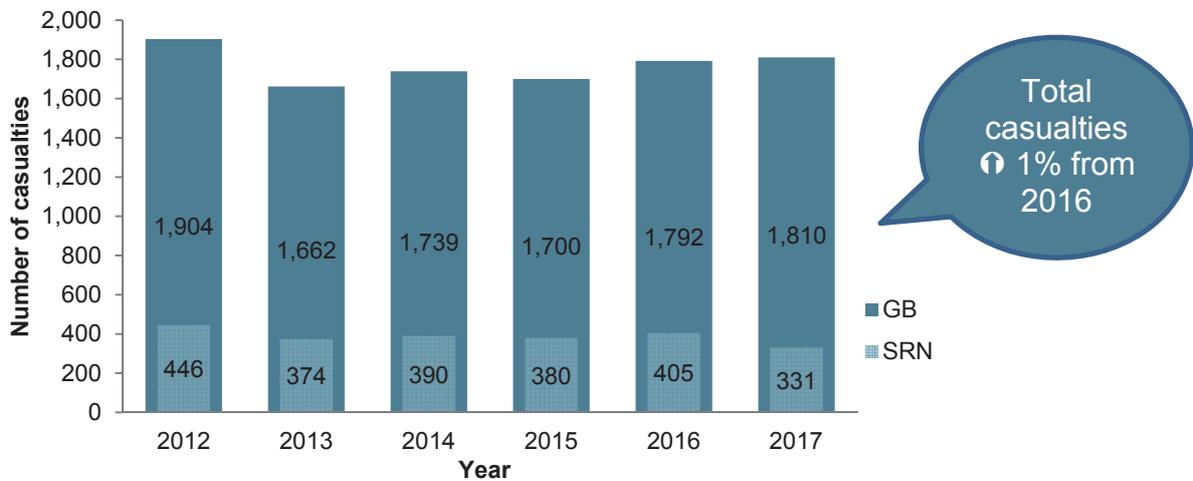


Figure 4: Total casualties related to collisions involving a towing vehicle on GB roads and the SRN

A breakdown of these casualties by severity and year is shown in Figure 5.

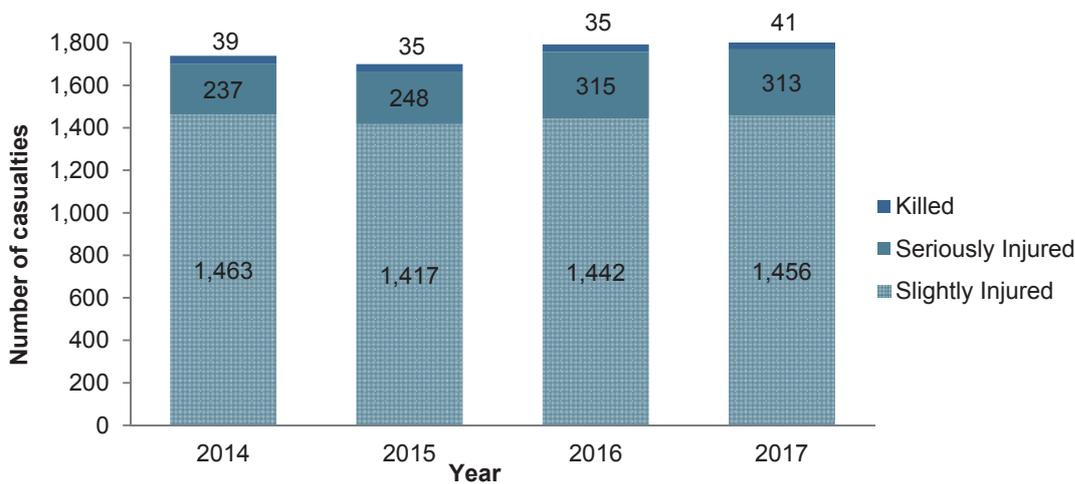


Figure 5: Casualties from collisions involving a towing vehicle on GB roads by severity and year

The number of casualties related to collisions involving a towing vehicle varies throughout the year (Figure 6) with a slight increase during the summer months. In August there were 208 casualties related to collisions involving a towing vehicle which is 51% higher than January 2017.

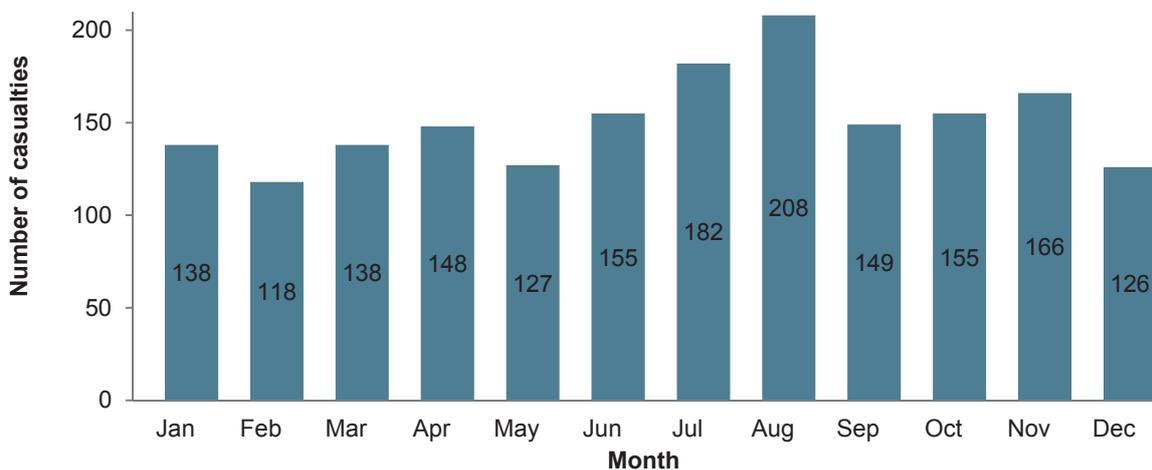


Figure 6: Casualties from collisions involving a towing vehicle on GB roads in 2017 by month

4.1.1. Contributory factors

Table 1 shows the top 10 contributory factors recorded in collisions with at least one towing vehicle in 2017. Table 2 shows the top 10 contributory factors assigned to the towing vehicle for collisions involving at least one towing vehicle in 2017.

Most contributory factors assigned to collisions involving a towing vehicle were classed as driver/rider error or reaction factors, the top three relate to an error in judgement for all vehicles involved. Behaviour and injudicious actions also played a role. Overloaded or poorly loaded vehicle or trailer ranked sixth for towing vehicles (Table 2).

Table 1: Collisions involving towing where at least one of the specified contributory factors was recorded

Rank	Code	Contributory Factor	2017
1	405	Failed to look properly	337
2	406	Failed to judge other person's path or speed	272
3	403	Poor turn or manoeuvre	182
4	602	Careless, reckless or in a hurry	145
5	410	Loss of control	136
6	408	Sudden braking	72
7	409	Swerved	68
8	308	Following too close	67
9	307	Travelling too fast for conditions	62
10	103	Slippery road (due to weather)	55

Note:

- Table reports the number of collisions involving at least one towing vehicle by contributory factor
- Up to six contributory factors may be assigned to one collision
- Values include contributory factors assigned to towing and/or non-towing vehicles involved in the collision
- Values exclude articulated vehicles and data missing⁴

Table 2: Collisions involving towing where at least one of the specified contributory factors was assigned to the towing vehicle

Rank	Code	Contributory Factor	2017
1	405	Failed to look properly	165
2	406	Failed to judge other person's path or speed	111
3	403	Poor turn or manoeuvre	107
4	410	Loss of control	69
5	602	Careless, reckless or in a hurry	66
6	405	Overloaded or poorly loaded vehicle or trailer	32
7	406	Road layout (e.g. bend, hill, narrow carriageway)	30
8	403	Swerved	29
8	410	Following too close	29
9	602	Sudden braking	28

Note:

- Table reports the number of collisions involving at least one towing vehicle by contributory factor
- Up to six contributory factors may be assigned to one collision
- Values include contributory factors assigned to towing vehicles involved in the collision
- Values exclude articulated vehicles and data missing

⁴ Where contributory factors have not been recorded.

4.1.2. Towing type

Table 3 shows the number of injury collisions involving at least one towing vehicle by type of tow during 2017. Table 4 shows the number of casualties related to collisions involving at least one towing vehicle by towing type. The sum of values in Table 3 and Table 4 are greater than the number of collisions and casualties stated in the previous section as some incidents involved more than one towing vehicle and the collision / casualty is assigned to each vehicle.

Table 3: Collisions involving at least one towing vehicle by type of tow and severity, 2017

Severity \ Type of tow	Fatal	Serious	Slight
Caravan	4	35	118
Single trailer	29	163	588
Other tow	7	66	276

Note: Values do not sum to total collisions (1,329) as collisions involving multiple towing vehicles are assigned to each towing vehicle

Table 4: Casualties from collisions involving at least one towing vehicle by type of tow and severity, 2017

Severity \ Type of tow	Killed	Seriously injured	Slightly injured
Caravan	4	40	171
Single trailer	29	188	859
Other tow	8	74	372

Note: Values do not sum to total casualties (1,810) as casualties resulting from collisions involving multiple towing vehicles are assigned to each towing vehicle

Single trailer is the most represented type of tow followed by other tow and caravan. This may be indicative of the proportion of single trailers on the GB road network compared to the other categories rather than symptomatic of a higher risk category.

4.1.3. Manoeuvre and junction details

Table 5 shows the number of towing vehicles involved in a collision by type of tow and junction detail. The majority occur not at a junction or within 20 metres for all towing types. The junction type with the most towing vehicles involved in collisions is T or staggered junction followed by crossroads and roundabout.

Table 5: Number of towing vehicles involved in collisions by type of tow and junction detail, 2017

Junction detail	Single trailer	Other tow	Caravan	Double or multiple trailer	Total
Not at junction or within 20 metres	466	177	93	34	770
T or staggered junction	155	107	29	7	298
Crossroads	43	19	11	2	75
Roundabout	39	23	7	5	74
Other junction	24	28	8	1	61
Private drive or entrance	34	7	4	0	45
Slip road	15	7	5	1	28
Junction - more than 4 arms (not roundabout)	11	7	0	0	18
Mini-roundabout	4	4	1	0	9
Data missing or out of range	0	3	0	0	3

The most common manoeuvre assigned to towing vehicles in collisions at T or staggered junctions, crossroads and roundabouts is going ahead other. Turning right is the second most common manoeuvre assigned to towing vehicles in collisions at T and staggered junctions and crossroads. Whereas moving off is the second most common manoeuvre assigned to towing vehicles in collisions at roundabouts.

4.1.4. Towing and journey purpose

Table 6 shows the number of towing vehicles involved in collisions by journey purpose and type of tow. Most towing vehicles involved in collisions are cars (588), 108 of these were recorded as on a journey as part of work, however, journey purpose was not specified for 370 records. The highest number of towing vehicles involved in collisions on a journey as part of work are HGVs (181) followed by agricultural vehicles (178).

Table 6: Number of towing vehicles involved in collisions by journey purpose and vehicle type, 2017

Journey Purpose	Car	Goods vehicle	HGV	Motor-cycle	Cycle	Agricul-tural vehicle	Bus or Coach	Other	Total
Commuting to/from work	29	13	4	6	2	2	0	1	57
Journey as part of work	108	131	181	2	0	178	6	30	636
Taking pupil to/from school	1	0	0	0	0	0	0	0	1
Pupil riding to/from school	0	0	0	0	2	0	0	0	2
Data missing or out of range	370	65	39	21	18	47	1	17	578
Other	80	5	2	6	0	4	0	4	101
Total	588	214	226	35	22	231	7	52	1,375

Note: A total of 1,381 towing vehicles were involved in collisions. In addition to the 1375 reported in the table there were 4 ridden horses and 2 data missing and out of range.

4.2. Strategic road network incident data

Highways England records incidents and Traffic Officer's network observations on the Control Works database. The extract of records with the V11 qualifier code (representing trailer / caravan) is summarised in Table 7. The type of tow is not clearly defined, and the dataset includes information reported by third parties which may be incomplete or incorrect. However, the dataset provides an indication of incidents on the SRN.

Table 7: Number and type of incidents involving a towing vehicle on the SRN in 2017

Incident Type	Trailer	Caravan	Not specified	Total
Breakdown	852	857	1,210	2,919
Traffic collision	71	127	276	474
Network monitoring	85	39	66	190
Obstruction	29	28	85	142
Other	57	30	44	131
Abandoned vehicle	73	21	27	121
Fire	10	12	24	46
Duplicate	3	2	3	8
Pedestrian	0	0	4	4
Oncoming vehicle	1	1	1	3
Animal on network	1	0	1	2
Infrastructure defect	1	0	1	2
Non-incident	1	0	1	2
Spillage	0	1	1	2
Total	1,184	1,118	1,744	4,046

In 2017 a total of 4046 incidents involving a towing vehicle were recorded in the database (Table 7), the majority (2919) were breakdown related. Approximately one third of the breakdown records specified details, 431 of these were tyre related incidents (such as blow out or puncture). Table 8 shows the majority of tyre related breakdown records are associated with the trailer / caravan and only 41 are on the towing vehicle. The table also shows an even distribution between caravan and trailer tyre related breakdowns. However, 124 records did not specify whether the tyre related incidents were associated with the towing vehicle, caravan or trailer.

Table 8: Tyre related breakdowns on the SRN in 2017

	Caravan	Trailer	Towing vehicle	Not specified	Total
Number	133	133	41	124	431

4.3. Compliance and engagement event data

Six multi-agency compliance and engagement events were conducted across England, Table 9 shows the level of compliance ranged from 13% to 68%. The key issues for noncompliance were incorrect licence and load, no or incorrectly fitted breakaway cable or mirrors. Further details from the compliance engagement events are given in Section 7.2.1.

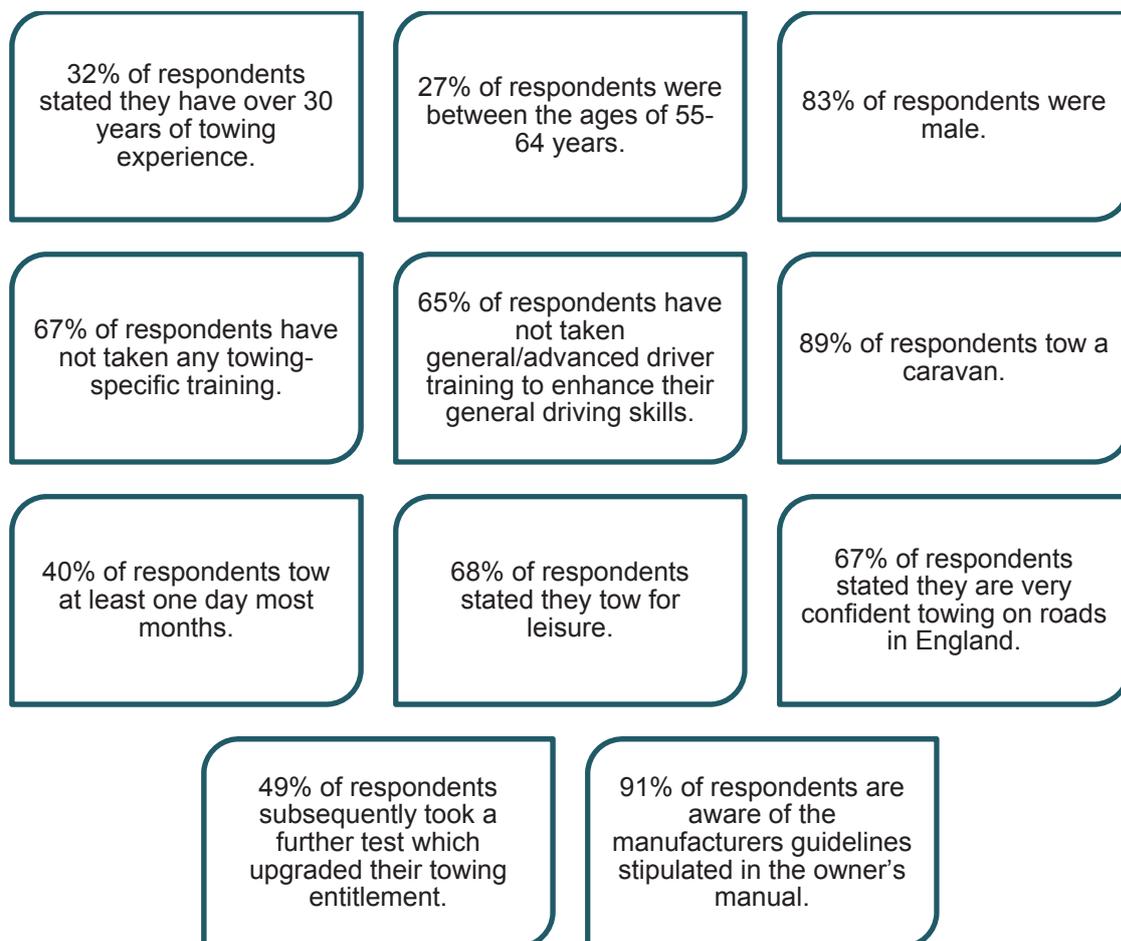
Table 9: Results from compliance and engagement events

Event	Vehicles stopped	Trailer	Caravan	Compliant Number	%	Key issues
1	28	16	12	9	32	load, licence
2	44	22	22	30	68	breakaway cable, mirrors
3	22		22	3	14	not specified
4	32			7	22	breakaway cable, mirrors
5	31			4	13	breakaway cable, mirrors
6	30			6	20	breakaway cable, licence

4.4. Towing Survey 2017

In 2017 a towing survey was carried out by the NTWG to engage and listen to customers in the towing community to gain their views on what they felt were the most significant issues during their towing experiences. From gaining this insight, we can improve the satisfaction, safety and support for the towing community to improve their overall experience.

In total 778 responses were received, this was only possible through the collaboration of the National Towing Working Group and the ability to cascade the survey directly to the towing community via participating organisations.



5. Towing for Business

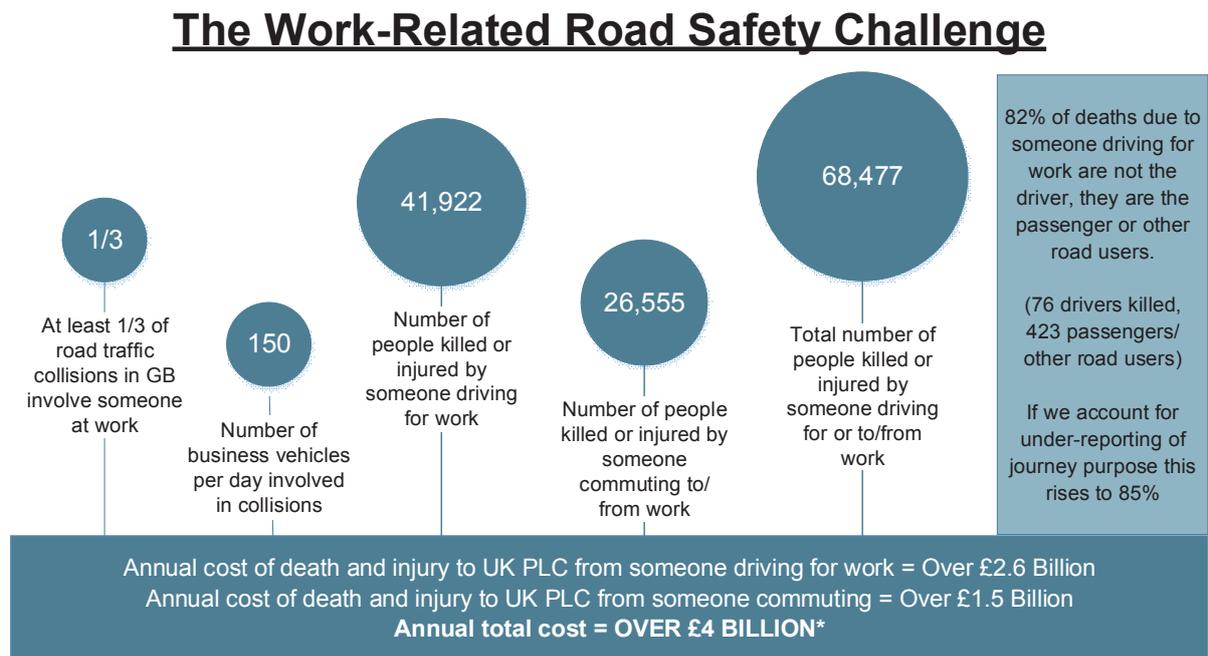
Every day more than 150 vehicles driven on company business are involved in a collision resulting in injury. In 2017, 62,645 vehicles involved in injury collisions were on work-related journeys, 693 of these were towing vehicles (Table 6).

Cost to the British economy from work-related road incidents = **£4.1bn**

Those who tow for business are also included in these costs and it is estimated that:

The cost of prevention of the 41 fatalities in 2017 equated to **£77.8 million**.
 The cost prevention of KSI casualties from a collision involving a towing vehicle in 2017 equated to around **£168.4 million**.

Figure 7: Cost impact from driving on business (inclusive of towing)



Known to be significantly under reporting true scale of the problem
 Academic research suggest only 20% of collisions record journey purpose

5.1. Driving for Better Business Campaign

Highways England is delivering the Driving for Better Business⁵ (DfBB) programme. This will be achieved by a strategic programme of alliances with key partners and organisations drawn from public and private sectors to raise awareness of the importance of compliance with current British legislation, HSE guidance and industry good practice. By using advocates drawn from these communities to:

- 1) Improve awareness of the importance of managing work related road safety and the business benefits this will bring.
- 2) To increase the number of organisations operating compliantly, in accordance with current guidance and legislation and who make the DfBB commitment.
- 3) To go beyond compliance and promote good practice.

Within the DfBB campaign also sits the TfBB (Towing for Better Business) campaign, which specifically targets those who tow for work purposes and supports this strategy.

5.2. Legislation

There are various laws that require drivers and their employers to manage risk effectively ensuring that driving for work activities do not endanger drivers or other road users.

Legislation covering towing for work including the company, its directors, staff and drivers:

- Health and Safety at Work Act
- Management of Health and Safety at Work Regulations
- Corporate Manslaughter and Corporate Homicide Act
- Health and Safety Offences Act
- Road Traffic Act
- Road Safety Act
- Road Vehicles (Construction and Use) Regulations
- Carriage of Dangerous Goods Regulations

In essence, this means:

- The company must not do anything that puts drivers at risk
- The company's work-related driving activities must not endanger other road users
- Directors must put appropriate policies and procedures in place to ensure this is so
- All employees must follow those policies and procedures at all times
- Drivers must follow the guidance in the highway code
- Drivers must have a full legal licence to tow

Anyone who passed their driving test after 1 Jan 97 will have a restricted towing licence covered by the B only category. This allows the user to tow a car and trailer with a combined plated gross weight of 3500kg or tow a trailer up to 750kg as long as these are within the capacity of the tow vehicle. Drivers who passed their test prior to 1997 can usually tow a combination up to 8250kg. By passing the BE test you can:

- tow any size trailer as long as you passed this test before 19 January 2013
- tow a trailer with a MAM of up to 3,500kg if you passed your test on or after 19 January 2013

⁵ <https://www.drivingforbetterbusiness.com/>

6. Towing Summit

In January 2016 Karin Smyth MP for Bristol South raised the issues around current towing legislation and related factors with the then Transport Minister Andrew Jones, MP. This was because of the tragic death of 3-year-old Freddie Hussey in Bedminster Bristol who was killed when a trailer became loose from a vehicle as it was not secured properly.

The licensing and testing of trailers was discussed and there was a call for the government to keep the option of licensing open. The issue of driver behaviour was raised and there were calls for the DVSA to review:

- the advice they publish regarding the trailer coupling
- findings from safety checks that they have conducted
- how to communicate safety messages through relevant groups

The Rt Hon Andrew Jones MP said we need to consider:

“How we can communicate these issues to people towing trailers. For example, we can reach groups representing people towing caravans and horseboxes, although I appreciate that the trailer in this tragic incident was of a different type.”

In March 2017, Karin Smyth MP held a Trailer Safety Summit in south Bristol as part of the #towsafe4freddie campaign. This was attended by a wide representation of the towing community, government and public-sector bodies who are working together to improve towing safety. The existence of the NTWG was highlighted at this summit and it was agreed that this group was well placed to deliver a multi partnership approach to improving trailer/caravan safety on the main road network in England as part of the campaign.

A second Trailer Safety Summit was held in April 2018 and the progress of the campaign over the last year was presented including the NTWG survey, compliance events and the development of this National Towing Framework. Minister Jesse Norman MP attended this summit and thanked the attendees for all the hard work and offered his support to the ongoing activity in this area.



7. Our Approach

Our approach is to address two towing audiences listed below and a detailed action plan will be developed to drive delivery and will be reviewed on a quarterly basis:

- 1) **Towing for Business:** towing undertaken whilst under employment, where employers are responsible for the activities of their employees.
- 2) **Domestic Towing:** towing undertaken for recreational and social purposes.

Figure 8 illustrates how we will reduce towing related incidents, both on business and domestic and the basic requirements when towing, as well as good practice.

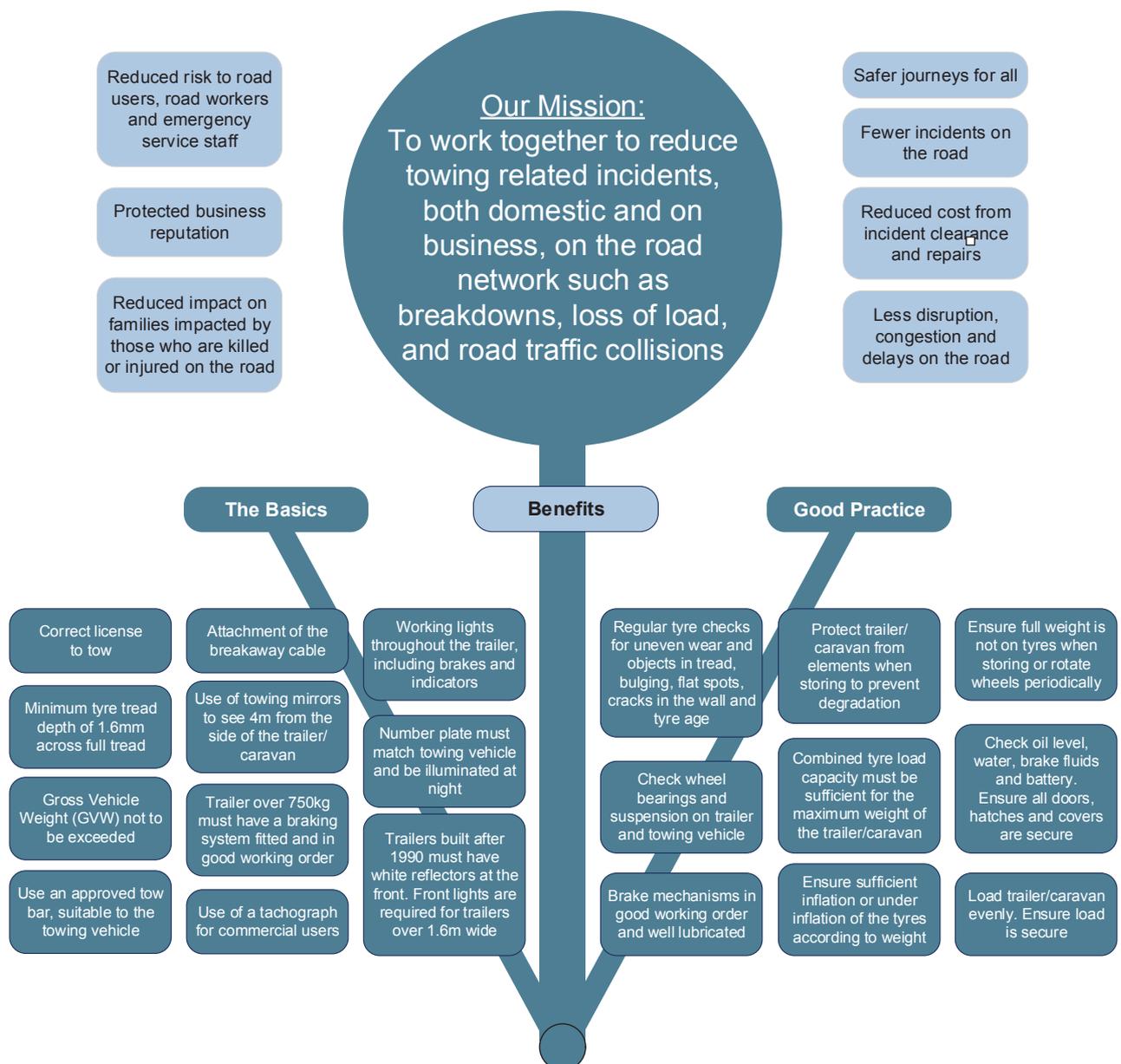


Figure 8: NTWG Mission

7.1. Effective communication

The NTWG comprises members from government, caravan and trailer industry, farming and livestock and wider road safety groups. Therefore, it has the capacity to target both towing for business and domestic towing. By working together as strategic partners, the NTWG can maximise the breadth and depth of engagement possible across both types of towing.

NTWG has a role to play in reaching domestic or business towing audiences through correspondence and outreach to members via their webpages and member's events. The collective outreach to organisational members, customers and wider groups relating to towing safety is outlined in Figure 9.

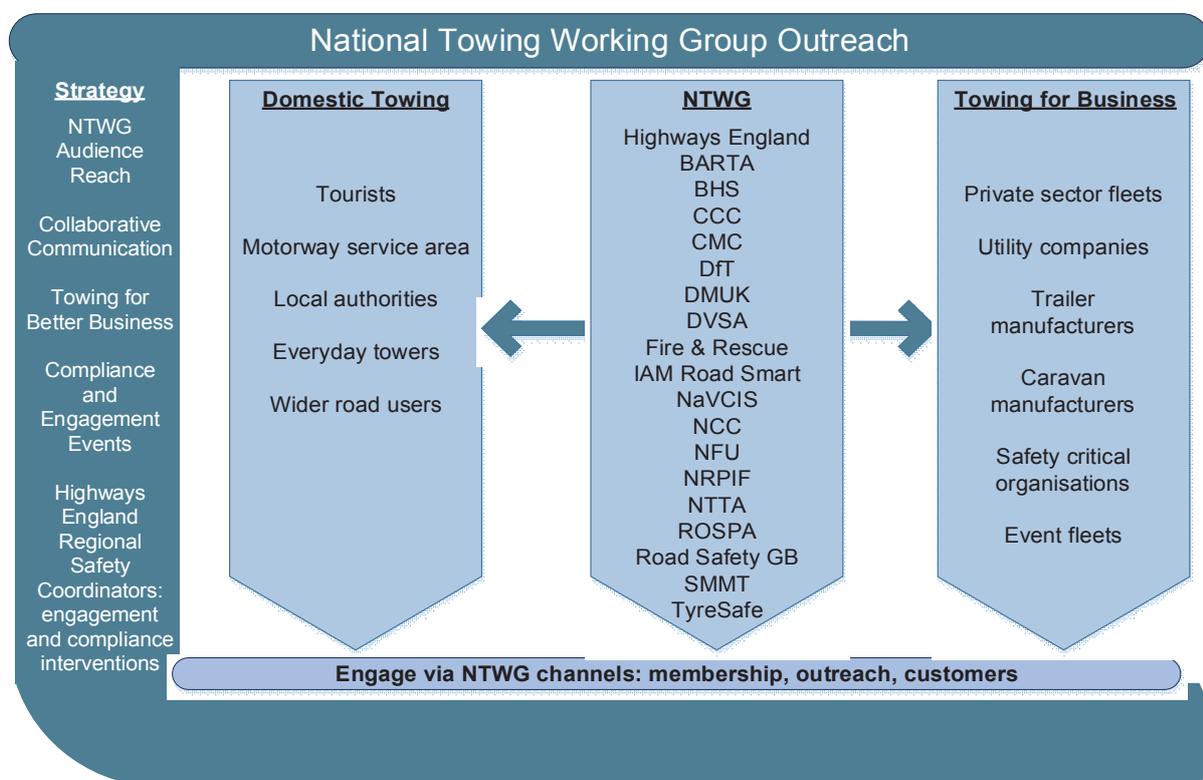


Figure 9: NTWG outreach

Our outreach includes:

The National Fire Chiefs Council, National Police Chiefs Council, all Police forces (roads policing units) across the UK as well as links with TISPOL (European Traffic Police Network).

British Veterinary Association, British Equine Veterinary Association, British Cattle Vets Association and the Royal Society for the Prevention of Cruelty to Animals.

7.1.1. Existing Tools and Guidance

NTWG strategic partners have a wealth of published guidance shared online to help their members or wider audiences become aware of towing safety checks.

Department for Transport	https://www.gov.uk/government/publications/towing-a-trailer-with-a-car-or-van
DVSA	https://www.gov.uk/towing-rules
Camping & Caravanning Club	https://www.campingandcaravanningclub.co.uk/helpandadvice/gettingstarted/newtocaravans/confidenttowing/
Caravan & Motorhome Club	https://www.caravanclub.co.uk/advice-and-training/
National Caravan Council	https://www.thencc.org.uk/con_advice/settingoff.aspx
SMMT	https://www.smmt.co.uk/member-services/publications/trailer-towing-guidance-and-the-law-eighth-edition-release/
British Horse Society	http://www.bhs.org.uk/advice-and-information/riding-out/transporting-your-horse
NTTA	http://www.ntta.co.uk/law/
TyreSafe	https://www.tyresafe.org/tyre-safety/caravan-tyre-safety/
IAM Road Smart	https://www.iamroadsmart.com/media-and-policy/news-and-insights/blogpostlist/a-checklist-to-towing-a-trailer-safely/2018/02/20/a-checklist-to-towing-a-trailer-safely
NFU	https://www.nfuonline.com/assets/6162

7.2. Regional Engagement

Regional engagement will be an element of the communication and delivery of actions by the NTWG. For instance, Highways England's Regional Road Safety Coordinators (RSCs) will have a key role to play in utilising local networks of road safety practitioners, such as those making up the Safer Roads Partnerships (SRPs). The RSCs will provide an inlet for the NTWG to identify and engage with regional partnership decision makers to cascade messages and actions relating to towing into these local groups.

Local Regional Driving for Better Business Managers will also promote and support the take up of DfBB and by extension TfBB (towing for better business) throughout their supply chains.

7.2.1. Compliance and engagement events

Case Study: Results from recent events

Boreham services lorry park, Chelmsford

40 vehicles were stopped at the services,

- 16 vehicles were towing trailers
- 12 were towing caravans

9 of the 28 towing vehicles were clear of faults

3 prohibitions were issued for overload

6 vehicles were issued delayed prohibitions for minor mechanical issues

2 drivers had an incorrect licence

1 vehicle had no tachograph

Boreham services, A12, Essex

44 vehicles were stopped at the services

22 vehicles were towing trailers

22 were towing caravans

30 of the 44 towing vehicles were clear of faults

12 vehicles had either

- incorrectly fitted or no breakaway cables, or
- no mirrors or number plates fitted.
- Some tyres fitted were over the recommended age of 5 years.

1 driver had an incorrect licence

1 vehicle was overweight

Strensham services, M5, Police led

32 vehicles stopped

7 of the 32 vehicles were clear of faults

17 vehicles had no mirrors or only one mirror

4 vehicles had incorrectly fitted breakaway cable

3 vehicles were overweight

8 vehicles had more than one fault

Strensham services, M5, Highways England led

22 cars and caravans were stopped

3 of the 22 vehicles were clear of faults

Keele services, M6, Staffordshire

31 vehicles were stopped

19 vehicles had no mirrors or only one mirror

9 vehicles did not have a breakaway cable or was incorrectly attached

4 vehicles had both mirrors and breakaway cables attached correctly

Humberside, Port of Grimsby, Humberside Safety Partnership led

30 vehicles were stopped

6 of the 30 vehicles were clear of faults

24 vehicles had defects ranging from

- defective tyres,
- not licensed to tow,
- defective lights on vehicle and trailer,
- unsafe loads - not secured, no covers or netting over the loads,
- over loaded trailers,
- no breakaway cable,
- using badly worn/torn straps.

7.3. Evaluation

A key element of the programme will be to undertake continuous evaluation of progress and effectiveness of activities. This will comprise various elements including surveys to the NTWG and its members, awareness and engagement numbers covering the outreach programme, direct engagement utilising website, media channels, mailing lists and partner communication channels. We will also continue to evaluate our processes and activities by monitoring the numbers of towing incidents reported each year as well as any reduction in non-compliance at compliance and engagement events.

8. NTWG Membership

Highways England - is charged with operating and maintaining England's strategic road network and is committed to improving safety for road users and workers alike. Highways England has the target of a 40% reduction in the number of people killed or seriously injured on the SRN by 2020.

British Animal Rescue and Trauma Care Association (BARTA) - provides advice, direction, training and accreditation for those involved in the rescue and trauma care of animals to maintain professional standards and competencies. BARTA's primary objectives are to safeguard the public and emergency responders and to improve the welfare and viability of animals at emergency incidents. Working together with our stakeholders to promote safer rescues, improve welfare and protect livelihoods.

The British Horse Society (BHS) - is proud to be part of the NTWG and be able to promote awareness of our work through education. Horse owners use trailers and transport horses on a regular basis, so it is most important that when travelling with horses all the safety considerations and expert advice is adhered to which will save lives of drivers, riders and horses.

The Camping and Caravanning Club (CCC) - is the world's oldest and largest Club for all forms of camping. We are proud to have over 720,000 members and 106 Club camp sites. Safe touring to and from campsites is at the forefront of what we do and being part of the NTWG allows the Club to support the wider community in a friendly and approachable manner by raising awareness and help to reduce the risk of incidents while towing.

The Caravan and Motorhome Club (CMC) – was founded in 1907 and represents the interests of over one million caravanners, motorhomers and trailer tent owners across the UK. We offer members access to 2700 quality UK sites and 300 more across Europe.

The Department for Transport (DfT) - is the government department responsible for the English transport network and a limited number of transport matters in Scotland, Wales and Northern Ireland that have not been devolved.

The Driver and Vehicle Standards Agency (DVSA) - is an executive agency sponsored by the Department for Transport. The DVSA carries out driving tests, approves people to be driving instructors and MOT testers, carries out tests to make sure lorries and buses are safe to drive, carries out roadside checks on drivers and vehicles and monitor vehicle recalls.

Disabled Motoring UK (DMUK) - is a national charity that works to improve access and mobility for all disabled drivers, passengers, Blue Badge holders, scooter and wheelchair users. DMUK wants to bring in expertise from a disabled driver perspective to the NTWG and highlight health and safety to its members, and emphasise safe towing.

IAM RoadSmart – is the largest Road Safety Charity in the UK with a mission to help you become a better driver or rider and the aim to inspire all road users to be the best they can be. IAM RoadSmart develops the skills of all licence holders through advanced courses, business programmes and introductory sessions.

The National Vehicle Crime Intelligence Service (NaVCIS) - is a British police unit working with industry and the public to ensure the safety and security of leisure vehicles.

The National Caravan Council (NCC) - is the UK trade association leading and promoting the caravan, motorhome, holiday and park home industries. The NCC represents over 800 businesses across an industry which contributes over £7bn to the UK economy each year, employs over 130,000 people and helps over one million caravan users enjoy 9.7 million domestic holidays each year.

The National Farmers' Union (NFU) - represents 55,000 members in England and Wales, involved in 46,000 farming businesses. There are 55,000 Countryside members with an interest in farming and the countryside. The trade association is the largest farming organisation in the UK, providing a strong and respected voice for the industry employing hundreds of staff to support the needs of NFU members locally, nationally and internationally.

National Roads Policing Intelligence Forum (NRPIF) - is an important and highly influential forum that is integrated into the NPCC Roads Policing structure. NRPIF's vision is to work in partnership for safe, secure and efficient roads in the UK with a focus on:

- Reducing the number of people killed and seriously injured on the roads.
- Combatting organised crime and terrorism through flexible enforcement based on intelligence, professional judgement and discretion.

NRPIF assists to coordinate projects involving police and partners providing the link between them. NRPIF's aim is to assist in providing a better road environment, creating safe, secure and efficient roads through collaboration with partner agencies and ensuring information is fed back to roads policing units from these working groups and coordinating the assistance of roads policing where required.

National Trailer & Towing Association (NTTA) – is a not for profit organisation representing the light towing industry.

Royal Society for the Prevention of Accidents (RoSPA) - is a registered charity with the vision 'Life, free from serious accidental injury' and mission is 'Exchanging life-enhancing skills and knowledge to reduce serious accidental injuries'. For 100 years, RoSPA has been working to change both legislation and attitudes surrounding road accidents. From the compulsory wearing of seatbelts and the campaign to stop drink driving, to the Cycling Proficiency Test and to the more recent ban on handheld mobile phones behind the wheel, RoSPA has been instrumental in shaping our society for the better, preventing millions of deaths and serious injuries along the way. RoSPA is committed to continuing this legacy of change through varied activities; campaigning, carrying out research, influencing legislation, informing and educating, auditing and providing expert consultancy to businesses.

Road Safety GB - is a national road safety organisation made up of representatives from groups across the UK, including local government road safety teams.

The Society of Motor Manufacturers and Traders (SMMT) - is one of the largest and most influential trade associations in the UK. SMMT represents more than 700 automotive companies in the UK, providing them with a forum to voice their views on issues affecting the sector, helping to guide strategies and build positive relationships with government and regulatory authorities. The Light Trailer and Trailer Equipment Section of SMMT represents the interests of members who manufacture, import, distribute or retail light trailers (not exceeding 3.5t), trailer kits, towing attachments for vehicles and trailer components or accessories. Regarding the National Towing Working Group, our aims are to work closely with our partners to develop initiatives to improve the safety and experience of towing road users on the strategic road network and to promote safe towing to all users.

TyreSafe - is the charity dedicated to raising awareness of the importance of correct tyre maintenance and the dangers of defective and illegal tyres.

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Job number MCR19_0054

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Printed on paper from well-managed forests and other controlled sources when issued directly by Highways England.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
Highways England Company Limited registered in England and Wales number 09346363