

Heavy Goods Vehicle
Incident Analysis

North West Region

Kathy Wilson-Ellis
NW Intelligence Analyst
Highways Agency

Heavy Goods Vehicle (over 7.5 tonnes)

Incident Analysis – North West Region

Data has been retrieved and analysed from the Highways Agency command and control incident database specifically looking at incidents involved Heavy Goods Vehicles (HGV's) in the North West region during a two year time period – 1st March 2007 to 1st March 2009

During 1st March 2007 and 1st March 2009 there have been 17,753 incidents recorded on the Highways Agency command and control incident database within the North West region alone.

The North West region ranks as second busiest in relation to number of recorded Heavy Goods Vehicle incidents with the East region ranking as the region with the highest number of incidents recorded.

Contents:

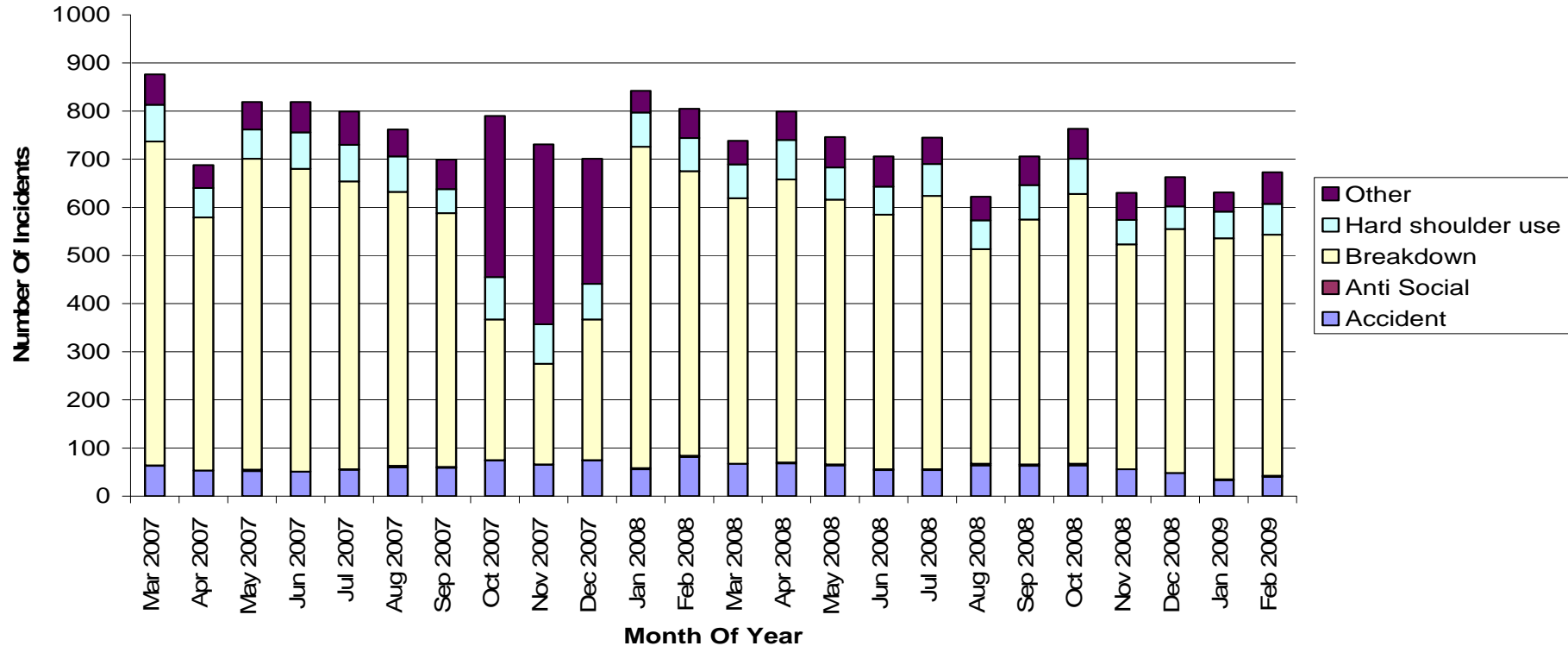
Facts and Figures	3
Graph – Number of HGV incidents in NW region	4
PRISM map – location of HGV incidents in NW region	5
Repeat Incidents – Details of HGV's involved in more than one occasion	5
HGV Breakdown Analysis	6
HGV Accident Analysis	12
HGV Hard shoulder use – Not Breakdowns	18

Below are facts and figures obtained from the Highways Agency Command and Control database.

During 1st March 2007 and 1st March 2009 in the North West region:-

- 228 of the incidents were classed as being a Foreign/Left hand drive vehicle
- 54 of the incidents recorded classed the driver as Poor English.
(This code is used to represent incidents when a translator could be required)
- 4 of the HGV incidents recorded used the code “suspected overweight”
- 12,499 HGV’s broken down on the North West Motorway Network. This equates to 70% of all North West HGV incidents.
- 1418 (8%) of the North West HGV incidents were recorded as accidents
- 1622 (9%) of the North West HGV incidents were recorded as hard shoulder use. This excludes breakdowns.
- 96% of all the North West HGV incidents required a Highways Agency Traffic Officer Patrol to assist.
- 17% of all the North West HGV incidents were graded as response level: Immediate
- 11% of all North West incidents involving a HGV involved some level of lane closure (i.e. 1,2 or 3 lanes closed)

Total Number Of Incidents Involving a HGV in the North West Region Between 1st March 2007 and 1st March 2009 Per Type

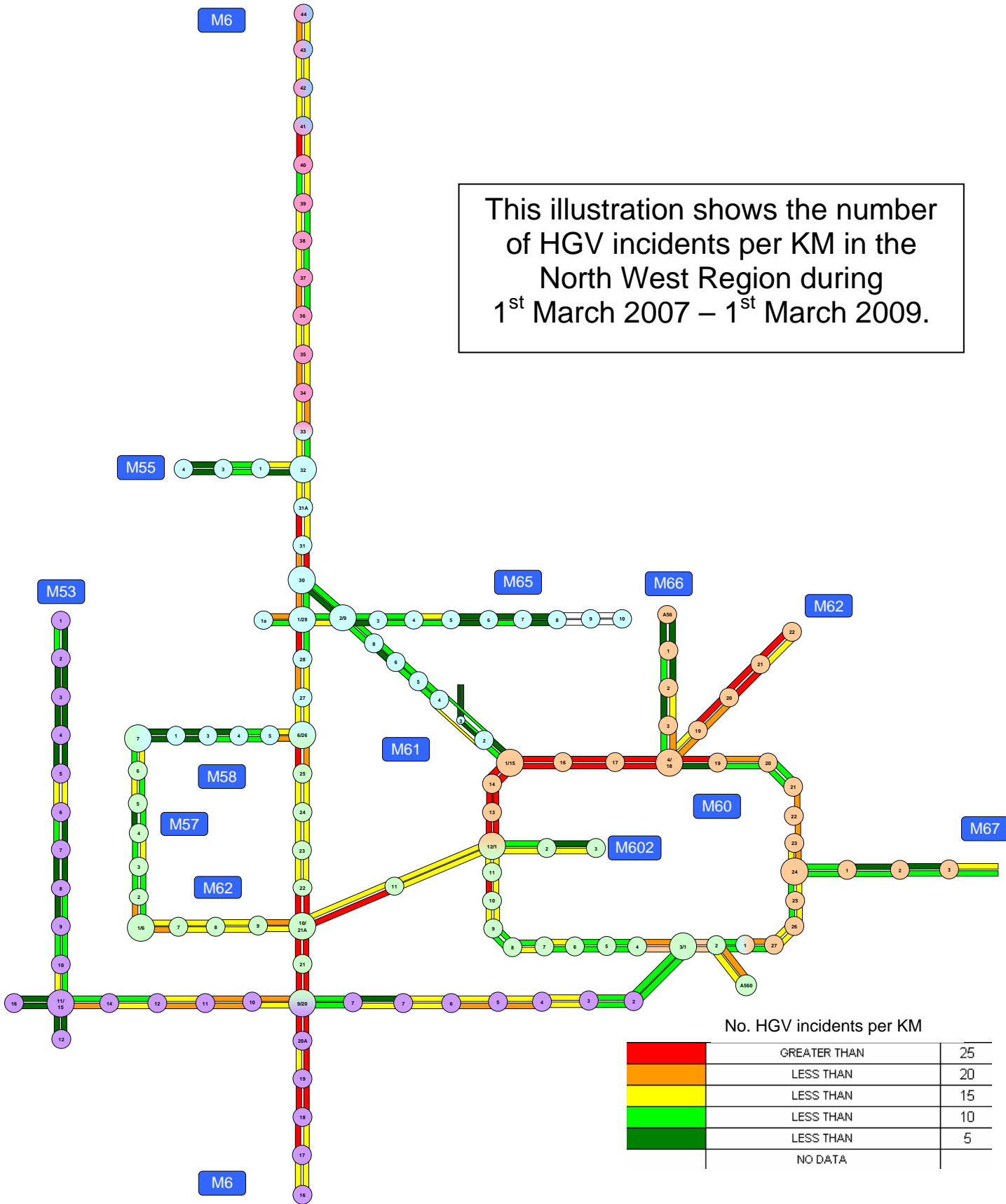


This graph clearly illustrates that the majority of incidents involving HGV's in the North Region are breakdowns.

The increase in "Other" incidents during October, November and December in 2007 is due to a sudden increase in the number of HGV's privately recovered (AA, RAC etc not contract recovery). It is possible that this three month spate is due to a change in recording mechanism but further investigation is required to identify true causation of the increase.

In the North West region between 1st March 2007 and 1st March 2009 there have been 17,753 incidents recorded on our command and control system that involved a HGV.

This illustration shows the number of HGV incidents per KM in the North West Region during 1st March 2007 – 1st March 2009.



Repeat Incidents

From the command and control incident database it is possible to identify heavy Goods Vehicles that have been involved in numerous incidents using the vehicle registration number recorded.

For example:-

The following eight vehicles are all Heavy Goods Vehicles that have been involved in 4 incidents in the North West region alone during 1st March 2007 – 1st March 2009.

<u>S858</u>		
1813hrs 11/03/08	Breakdown Live Lane	M60 J17/18
1203hrs 29/04/08	Breakdown hardshoulder	M62 J22 J slip
1457hrs 30/04/08	Debris	M62 J22/21
0628hrs 18/06/08	Breakdown hardshoulder	M62 J21/22

<u>RZ</u>		
1632hrs 23/09/08	Breakdown hardshoulder	M6 J36/37
1444hrs 29/09/08	Breakdown hardshoulder	M6 J42/41
0853hrs 03/10/08	Breakdown hardshoulder	M6 J38/39
1655hrs 04/10/08	Breakdown hardshoulder	M6 J36/37

<u>DK0</u>		
0016hrs 13/10/07	Breakdown-offside tyre change	M6 J31
0455hrs 12/11/07	Vehicle Recovered Privately	M56 J10/9
2018hrs 03/02/08	Breakdown hardshoulder	M6 J25
0507hrs 12/11/08	Breakdown hardshoulder	M55 J1/3

<u>DK53</u>		
2312hrs 01/05/07	Breakdown hardshoulder	M602 J2/1
2356hrs 10/05/07	Breakdown hardshoulder	M60 J15
1450hrs 25/05/07	Breakdown hardshoulder	M56 J12/14
1749hrs 18/06/07	Breakdown-offside tyre change	M6 J35/34

<u>MKS2</u>		
1431hrs 10/06/07	Breakdown hardshoulder	M6 J30/31
1513hrs 10/06/07	Breakdown hardshoulder	M6 J31 A/J32
1447hrs 17/09/08	Hardshoulder non legal use	M55 J3 K slip
0009hrs 09/01/09	Breakdown hardshoulder	M6 J27/28

<u>DX04</u>		
1310hrs 09/11/07	Vehicle Recovered Privately	M62 J12/11
0515hrs 07/07/08	Breakdown hardshoulder	M62 J21
0441hrs 28/11/08	Breakdown hardshoulder	M62 J21
1638hrs 25/02/09	Hardshoulder Tacho Break	M60 J24 K slip

<u>KTZ</u>		
0540hrs 15/06/07	Hardshoulder non legal use	M6 J35/36
0718hrs 15/06/07	Hardshoulder non legal use	M6 J37/38
1001hrs 02/02/08	Breakdown - Out Of Fuel	M6 J36/37
1917hrs 27/02/08	Anti Social Behaviour	M6 J36/37

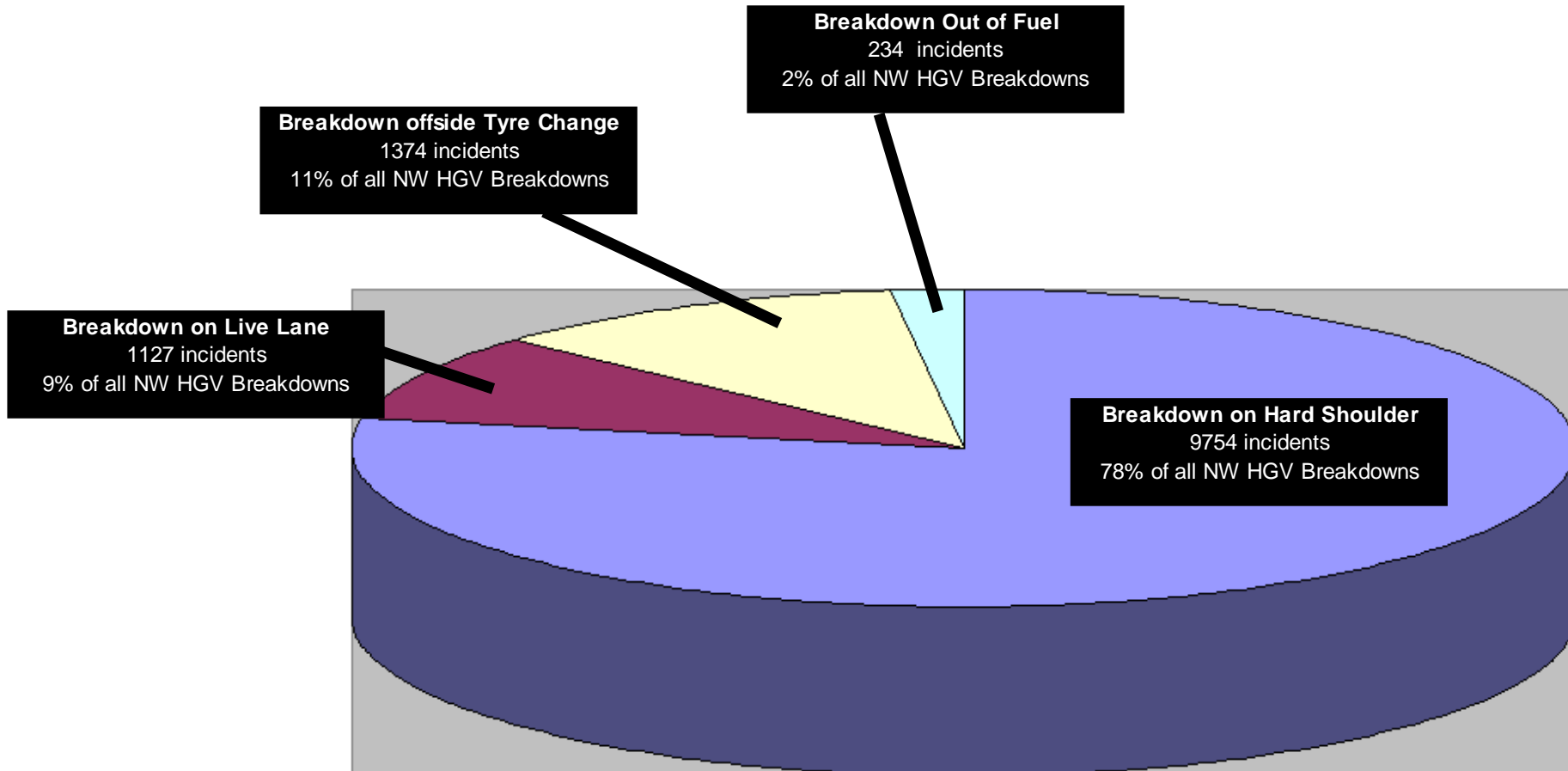
It is also possible to identify HGV's that have been involved in numerous incidents across the country.

For example one HGV has been involved in **7** incidents between 1st March 2007 and 1st March 2009 ranging from Hard shoulder – Tacho break to insecure load and breakdowns.

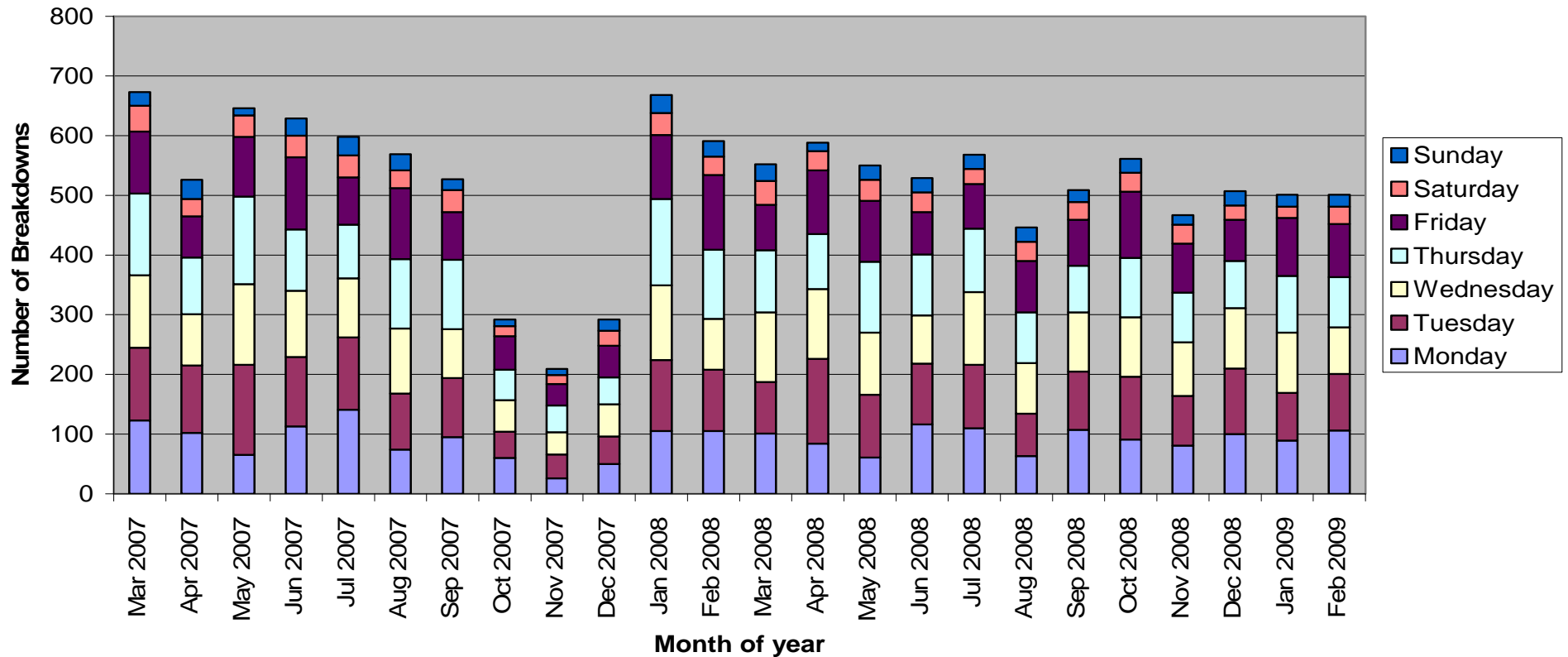
Breakdown Analysis Heavy Goods Vehicles (HGV's)

Breakdown's Involving HGV's 1st March 2007 – 1st March 2009

As previously stated, out of all the North West incidents recorded on our incident database that involved a HGV, 70% were due to a breakdown.

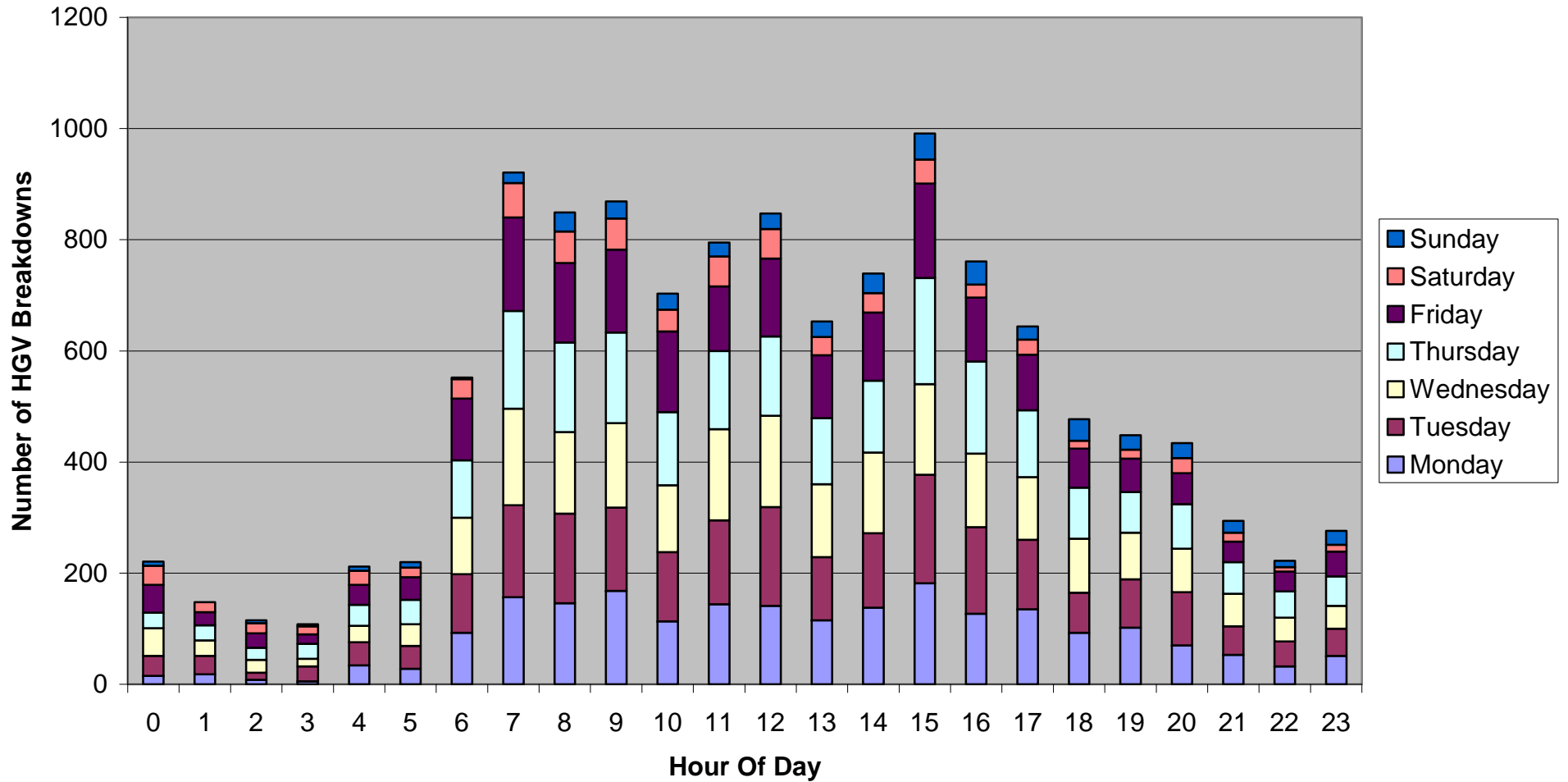


Number of Breakdown Incidents in North West Region Involving A HGV During 1st March 2007 and 1st March 2009 Per Month and Per Day



Again, please note the decline in number of breakdown incidents recorded during October – December 2007. Further investigation required to identify causation.

Number of Breakdowns Involving HGV's in North West Region Between 1st March 2007 - 1st March 2009 Per Day and Per Hour

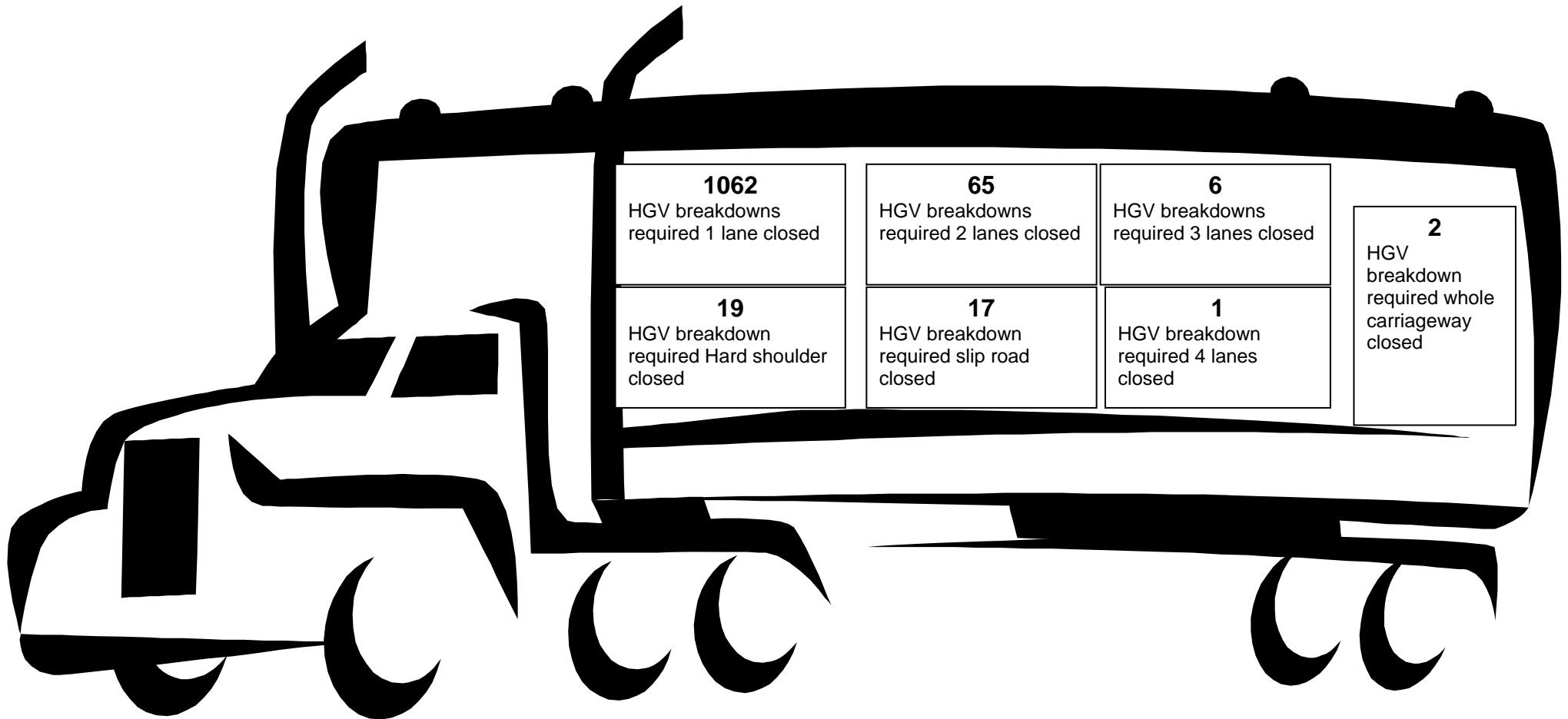


Repeat Locations

The map below illustrates the locations in the North West Region between 1st March 2007 and 1st March 2009 where there have been 10 or more breakdown incidents involving a heavy goods vehicle.



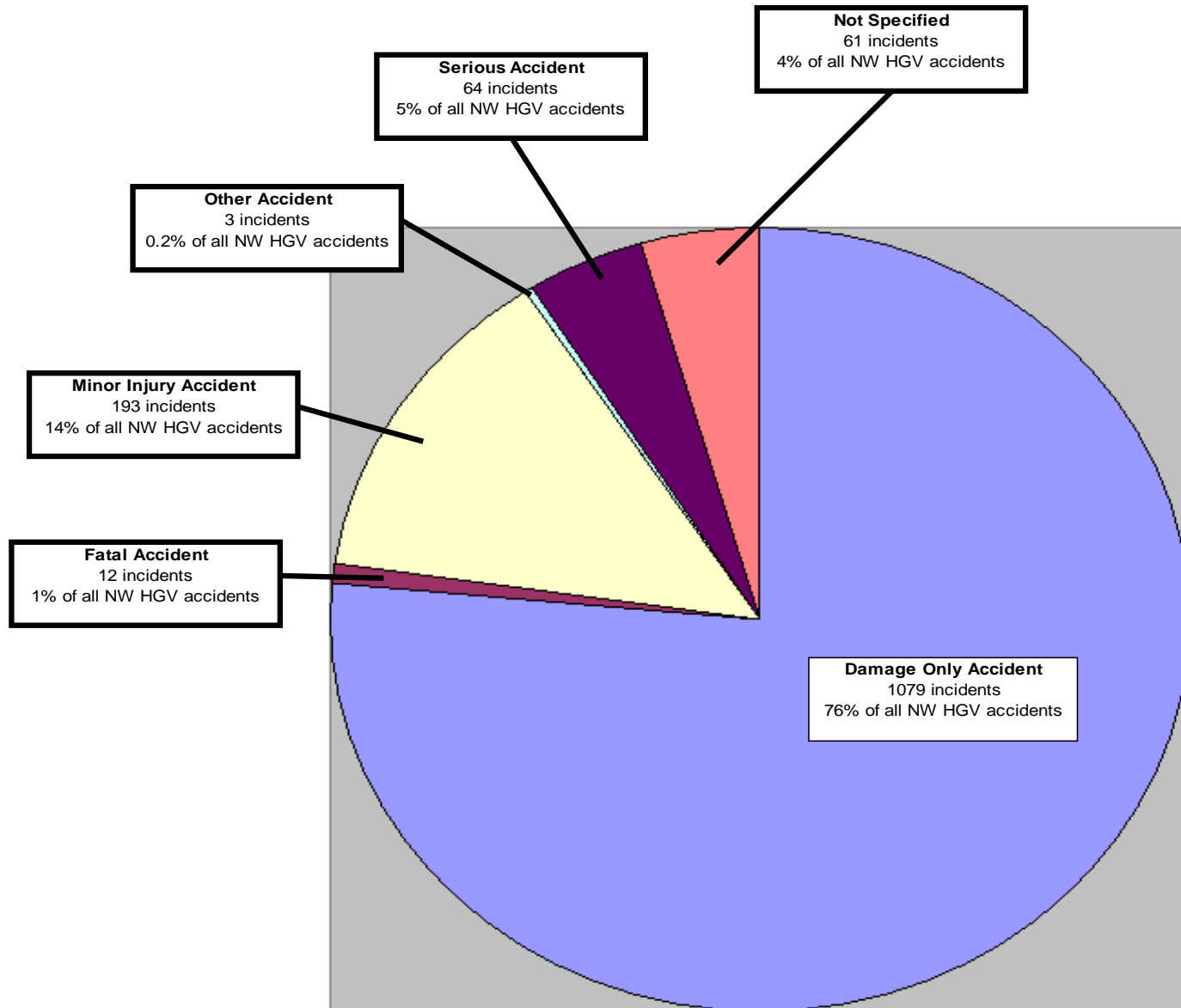
Effects



Accident Analysis Heavy Goods Vehicles (HGV's)

Accidents Involving Heavy Goods Vehicles 1st March 2007 – 1st March 2009 North West Region

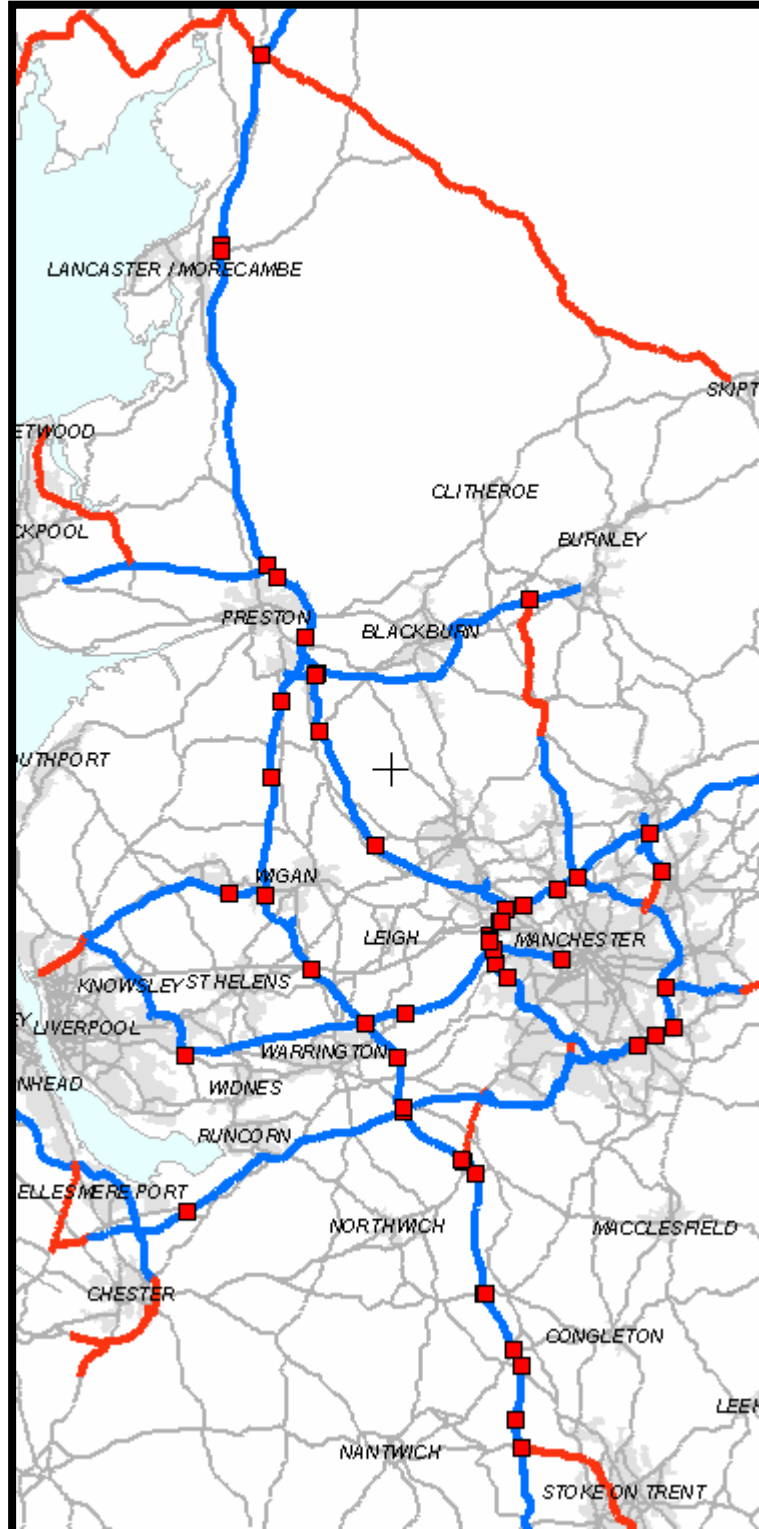
There have been 1,418 accidents recorded on the Highways Agency Command and Control database that involved a heavy goods vehicle in the North West region.



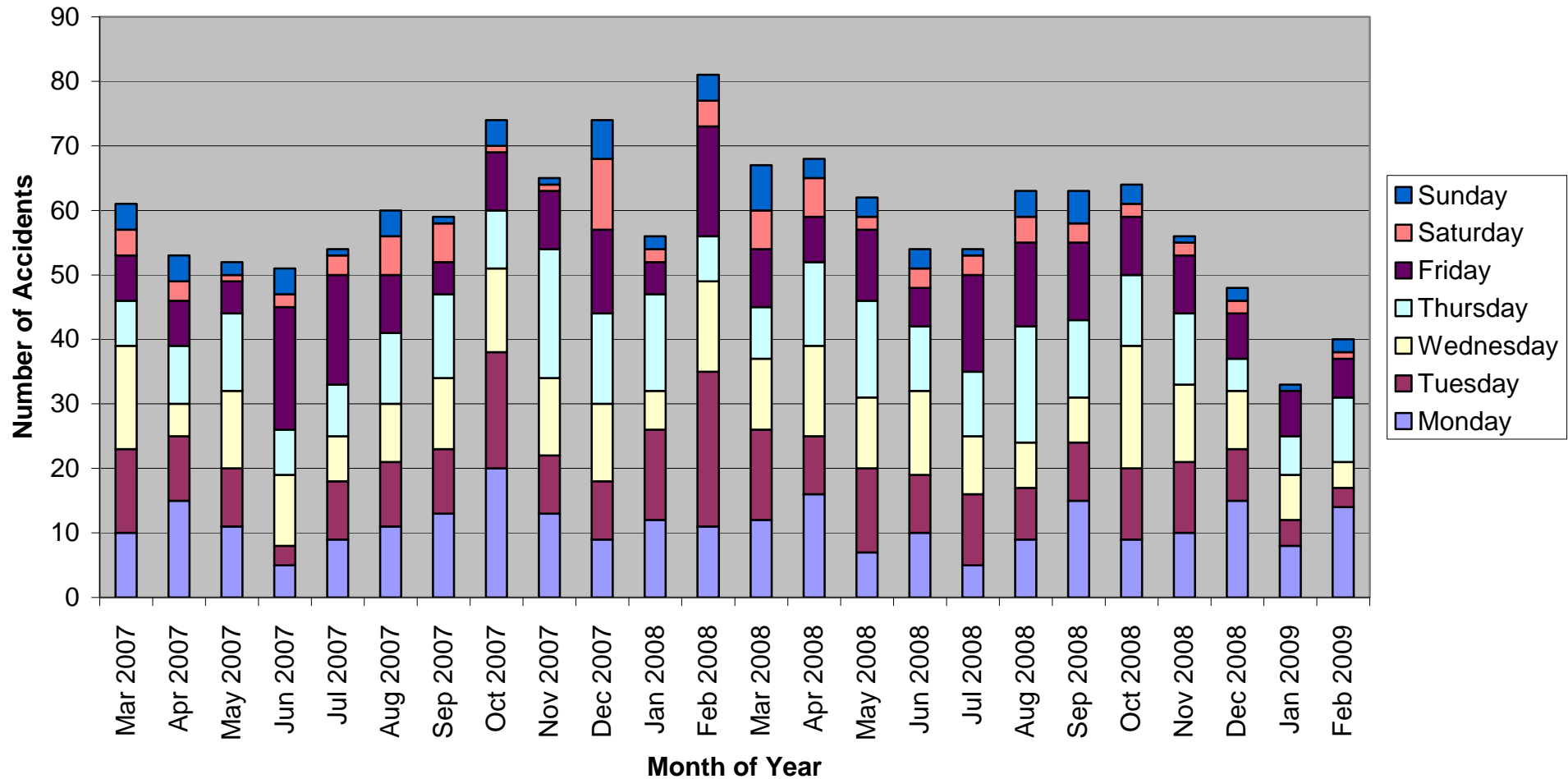
In the North West region during the two year period specified (Data from HA command and control database):-

- ❖ 24% of all fatal accidents in the North West region involved a HGV
- ❖ 12% of all injury accidents in the North West region involved a HGV

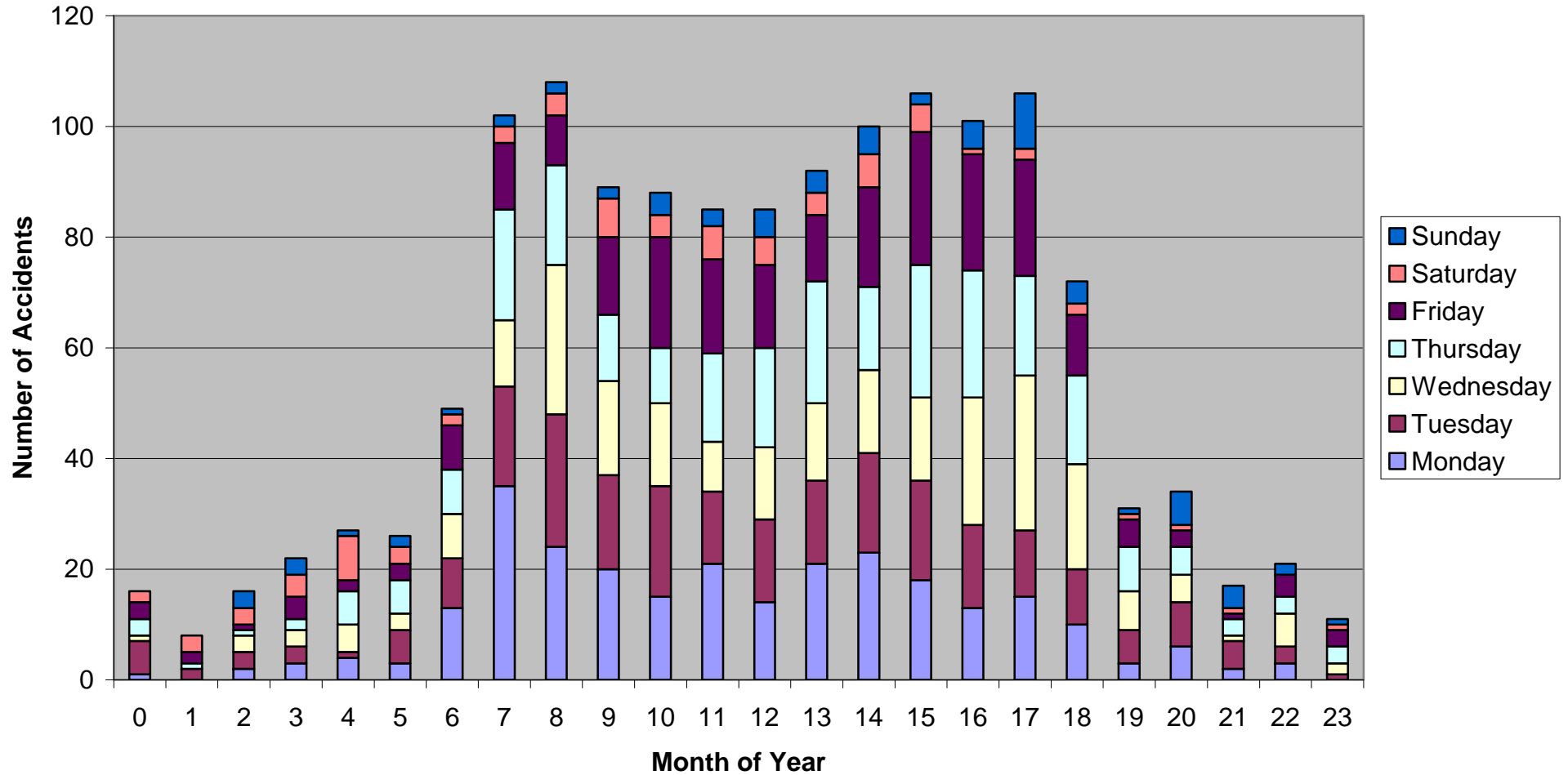
This map illustrates the locations in the North West region where there have been 3 or more accidents that involved a HGV between 1st March 2007 and 1st March 2009



Number of Accidents in North West Region Involved a HGV During 1st March 2007 and 1st March 2009 Per month and Per Day

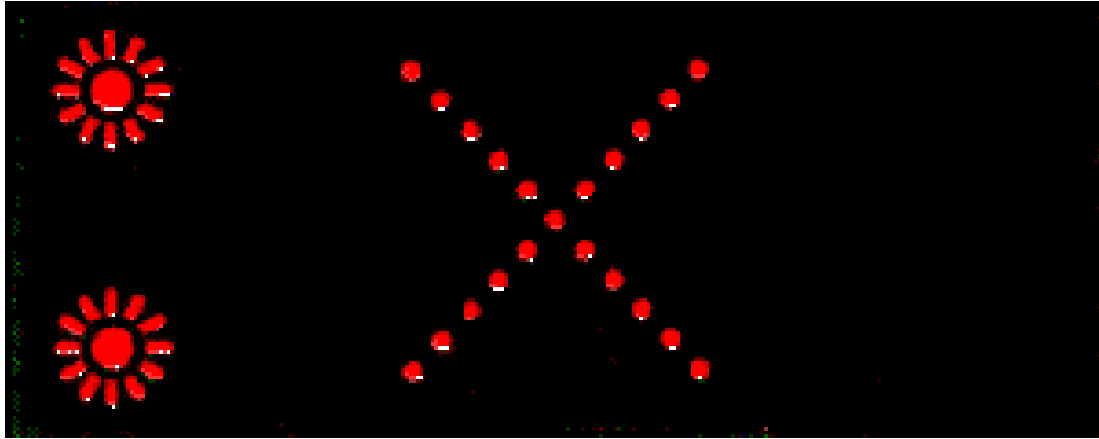


Number of Accidents in North West Region Involved a HGV During 1st March 2007 and 1st March 2009 Per Day and Per Hour



Effects

Out of the 1412 HGV accidents recorded 33% required some form of lane closure:-



- ➡ 278 HGV accidents required 1 lane closed
- ➡ 109 HGV accidents required 2 lanes closed
- ➡ 15 HGV accidents required 3 lanes closed
- ➡ 2 HGV accidents required 4 lanes closed
- ➡ 1 HGV accident required hard shoulder closed
- ➡ 1 HGV accident required junction to be closed
- ➡ 1 HGV accident required opposite carriageway closed
- ➡ 17 HGV accidents required slip road to be closed
- ➡ 6 HGV accidents required total closure
(Both directions)
- ➡ 37 HGV accidents required whole carriageway closed

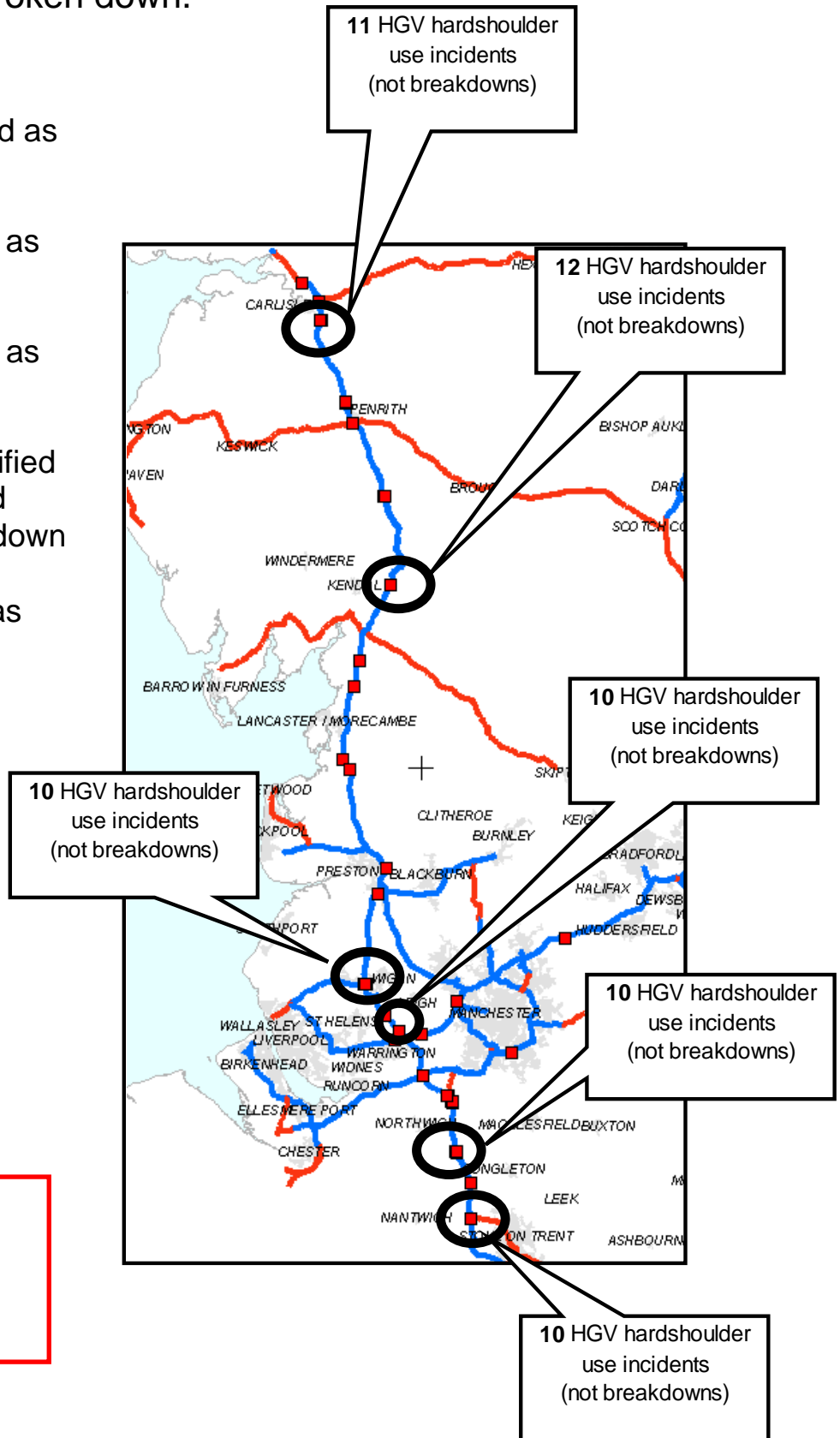
Hard Shoulder Use (Not Breakdowns)

Heavy Goods Vehicles (HGV's)

Hard shoulder Use

Between 1st March 2007 and 1st March 2009 1,622 incidents were recorded on the HA command and control database where a HGV in the North West region was stationary on the hard shoulder for another reason other than being broken down.

- 1065 HGV incidents classed as "Other non legal use"
- 331 HGV incidents classed as "Tacho Break"
- 155 HGV incidents classed as Drive Away
- 38 HGV incidents not classified but vehicle stopped on hard shoulder when not broken down
- 33 HGV incidents classed as "Medical Emergency"



Each red square on the map identifies the location where HGV's have been reported on 5 or more occasions as being parked on the hard shoulder when not broken