

## ULTRA ACCESS

# New UK Road Laws for HGV and “Goods-Carrying” Vehicles

The law has changed, and are you all aware of it..?

Many companies who transport materials from A to B in Britain are scrutinised quite strongly by the **DVLA** - Driver and Vehicle Licensing Agency, who deal primarily with vehicle licence registrations among other things (and also) **along with the bane of MANY scaffolding contractors... the dreaded VOSA**, which has now been folded into the **DVSA** - Driver and Vehicle Standards Agency who have taken over from VOSA, but continuing their focus on inspections of said vehicles and road traffic safety, etc.

VOSA was feared in the past by the various scaffolding contractors they used to enjoy targeting - as it was usually a guaranteed money maker through fines, but thankfully since then, many within the scaffolding industry have upped their game with regards to vehicle safety and compliance standards.

However, there have been significant changes to and updates of the laws surrounding HGV and “Goods-Carrying” vehicles, which most lorries/ and some trucks would be categorised under.

The main ones being the use of netting and/or sheeting to cover over and loose materials that otherwise cannot be secured with ratchet straps, rope, chains, etc - namely short materials, like Butts, Ties, Screwjacks, and Scaffold Fittings, to name a few.

You can also find actual **British Standards** that covers this found in **BS EN 12641-1**

And with a direct copy and paste of government guidelines below boxed in **RED**.

### Drop and fixed sided flatbeds

You cannot rely on the sides of drop or fixed sided flatbeds to secure a load by themselves. In some circumstances, load items could bounce over the sides.

You must:

- secure individual items using lashings wherever possible
- cover the load bed with a net or sheeting
- place items against the headboard or within 30cm of it wherever possible
- attach any lashings you're using to the vehicle chassis before fixing the vehicle sides

Most of these vehicles have a gate-type sided system. The sides are secured by being locked to anchor stanchions fitted to the bed of the vehicle. These must be kept in good condition. You must repair any defects as soon as possible.

You must make sure that the load cannot move backwards if the vehicle has sides but not a rear bulkhead. You can do this by using:

- additional lashing
- another method such as a rear tarpaulin secured by lashing

Those who fail to comply with these laws and are subsequently pulled over by the DVSA not only run the risk of fines and points on their personal licence, but their employers / the scaffolding contractor might have their Operators Licence suspended, and in worst case scenarios the driver themselves could be arrested and charged for violation of section 161 of the Road Traffic Act if anything was to fall off of the vehicle, with the potential to cause harm...

Section 161 of the act states: “If a person, without lawful authority or excuse, deposits anything whatsoever on the highway in consequence of which a user of the highway is injured or endangered, that person is guilty of an offence.”

Having a **PROACTIVE** (our favourite word at the moment, it seems) **Vehicle Safety Checklist** and a well written **Company Vehicle Policy**, that adheres to the current laws can help avoid all these additional stresses and worries when all you are trying to do is get your materials from the yard, to the place of work (and back), so the scaffolders can get the work done... and this is another thing that ULTRA ACCESS can help with.

ULTRA ACCESS  
Scaffold Technical Support

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