

# The relationship between dynamic risk assessment and the 'red mist'

Jon Godfrey

# Dynamic risk assessment

- The hierarchy of health and safety risk management
- Practical application in the workplace
- Legislative weight under the Health and Safety at Work Act 1974
- The road as a workplace
- A vehicle as work equipment

# The red mist

- Defined in Roadcraft as  
'A mental and physiological state which drivers experience when they are so determined to achieve some non-driving objective (such as pursuing a vehicle in front), that they are no longer capable of assessing driving risks realistically'
- Defined in a study of police drivers conducted by Dr Lisa Dorn at Cranfield University as  
'A narrowing of attention through heightened psychological and physiological arousal in pursuit of a goal (such as catching a suspect) during which officers may take undue risks'

# Why manage red mist

The duty of care obligations under the Health and Safety at Work Act 1974

- Section 2(2)(e) the provision and maintenance of a safe working environment for employees that is so far as reasonably practicable safe, without risks to health
- Section 3(1) the duty of every employer to conduct his undertaking in such a way as to ensure, so far as is reasonably practicable, that persons not in his employment who may be affected are not thereby exposed to risks to their health and safety
- Section 7 the duty of every employee whilst at work to take reasonable care for the health and safety of himself and of other persons who may be affected by his acts or omissions at work
- The relationship between this legislation and the Corporate Manslaughter and Homicide Act 2007

# Managing red mist in the context of dynamic risk assessment

- How is red mist recognised in your organisation?
- Is it sufficient to say 'it doesn't happen'?
- Documenting a dynamic risk assessment
- How can red mist be controlled

# Human factors

- Stress and ergonomic hazards must be managed
- Developing a positive driving safety culture
- The value of studies into driver behaviour
- How are human factor failings acted upon in your organisation?

# Response time targets

- Background and their effect on dynamic risk assessment
- The relevance of the Health and Safety at Work Act 1974 and the Corporate Manslaughter and Homicide Act 2007
- The consequences of an incident, failing or loss that can be attributed to the existence of these targets