

MPA Vulnerable Road User Safety Policy: Safeguarding Cyclists

CYCLE SAFE: **Why Does it Matter?**

The Mineral Products Association (MPA) is the trade association for the aggregates, asphalt, cement, concrete, dimension stone, lime, mortar and silica sand industries. Our industry is by far the biggest element of the construction supply chain.

MPA's Vulnerable Road User Safety Policy, launched in October 2012, forms part of MPA's national Cycle Safe campaign. The background to this policy initiative is the growing number of cyclists, particularly in urban areas, and consequently the increased risks of collisions between cyclists and motor vehicles, including lorries. As an industry that operates some 30,000 lorries, our policy is the most positive initiative taken by any sector with regard to improving vulnerable road user safety, which reflects our commitment to this issue.

MPA's Cycle Safe campaign is guided by a 6-Point Action Plan to: promote driver and industry awareness; promote cyclist and public awareness; improve driver training; encourage members to use appropriate technological adaptations to minimise risks to cyclists and exchange experience; liaise with schools; and work in partnership. Action has taken place and is underway in each of these areas.

There is joint responsibility for road safety. National and local government must ensure that roads and junctions are designed for safety and properly maintained, Large Goods Vehicle (LGV) operators and drivers must take action to minimize the risk of collisions and cyclists and other vulnerable road users must behave responsibly.

THE DETAIL: **MPA's Vulnerable Road User Safety Policy**

The policy applies to all (in-scope) vehicles delivering on behalf of MPA members (currently tippers, truckmixers, cement tankers) and focuses on driver training and vehicle safety equipment.

A. Driver Training

1. All drivers delivering on behalf of MPA members must hold MPQC Driver Skills Cards or equivalents (e.g. company courses approved by MPQC), with renewal within five years.
2. All drivers are required to undertake specific vulnerable road user training, based on a CPC-approved MPQC training course now available. Timing as follows:
 - i. *Directly employed drivers by December 2013*
 - ii. *Regular drivers (delivering on behalf of one member company for 100 or more days per year) by December 2014*
 - iii. *Less regular drivers by December 2015*

B. Vehicle Safety Equipment

All in scope delivery vehicles must be fully in accordance with current legislation and Construction and Use regulations.

Additional or Specified Equipment Requirements

MPA members are required to equip new vehicles to the standard set out overleaf and should use vehicles equipped to the standard in accordance with the indicated timings. Drivers using vehicles in environments with significant numbers of vulnerable road users should consider accelerating the fitting of recommended equipment.

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| Equipment type | New vehicles | Timing | Existing & all vehicles | Timing | Notes |
|---|-----------------|-----------------------------------|-------------------------|-----------|--|
| Reversing Alarm | Yes | Dec 2012 | Yes | Dec 2012 | Type sensitive to background noise |
| Rear view camera | Yes | Dec 2012 | Yes | Dec 2012 | Very widely fitted |
| Flashing lights/beacons | Yes | Dec 2012 | Yes | Dec 2012 | Compliant to HA chapter 8 |
| Vehicle Conspicuity | Yes | Dec 2012 | Yes | Dec 2017 | Either light coloured vehicles OR reflective rear and side markings |
| Daytime running lights | Yes | Possible future legal requirement | Yes | Dec 2012 | Recommendation that members consider for existing vehicles |
| Mirror Class VI | Yes | Dec 2012 | Yes | Dec 2013 | Widely used, regarded as effective. |
| Rear warning sign for cyclists | Yes | Dec 2012 | Yes | Dec 2013 | Signs can be placed on rear nearside of vehicle or on rear nearside mudflap |
| Side under run guards for tippers | Yes, both sides | Dec 2012 | Yes | Dec 2017 | Compliant to C and U regulations. Likely to be a legal requirement for new vehicles in the future. |
| Blind spot elimination devices (side sensors and/or cameras) | Yes | Dec 2012 | Yes | Dec 2017 | Positive response from drivers with experience of equipment. Technology developing. |
| Audible warning for cyclists, pedestrians, linked to low speed operation and left indicator AND additional side indicator linked to audible warning | Yes | Dec 2012 | Yes | Dec 2017 | Equipment designed for use in low speed, built up areas when turning left, which is recognised as a major hazard. Can be disabled where nuisance is an issue, subject to risk assessment |
| Sheeting of Tippers (existing policy) | Yes | immediate | Yes | immediate | Existing MPA policy |

The MPA policy has been designed to be practical and effective and demonstrates to drivers, vehicle operators, other road users, clients and contractors that MPA members are committed to reducing the risk of collisions between industry vehicles and vulnerable road users.

The policy enables operators and drivers to choose the most appropriate technology to eliminate nearside blindspots and the industry training organisation MPQC has introduced a high quality Safeguarding Vulnerable Road Users course, which is designed particularly for the mineral products and construction industries and which is approved for CPC purposes. MPA will continue to work with all interested parties to contribute to safer roads for all road users.

The Mineral Products Association is the trade association for the aggregates, asphalt, cement, concrete, dimension stone, lime, mortar and silica sand industries.

For further MPA information visit www.mineralproducts.org

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To sign up for the MPQC Safeguarding Vulnerable Road Users course, or for more information, contact maggi.pelling@mpskills.co.uk or visit www.mp-qc.org.

For more information on MPA's Cycle Safe campaign and Vulnerable Road User Safety Policy contact jerry.mclaughlin@mineralproducts.org, elizabeth.clements@mineralproducts.org, hilary.arrowsmith@mineralproducts.org or visit www.mineralproducts.org.

