



**Ensuring Compliance in Transport**

# **Vulnerable Road Users**

**29<sup>th</sup> January 2015**



# Vulnerable Road Users

Who is Vulnerable?.





# Vulnerable Road Users

VRUs are road users who are particularly vulnerable due to their lack of physical protection, their inexperience and their unpredictable behaviour. They include cyclists, pedestrians (including old people, children and the disabled), horse riders, motorcyclists and people with mobility scooters.





## Research

The Road Safety Charity Brake conducted a survey of 228 commercial vehicles operators, including company car fleets, vans, and employees who drive their own vehicles to business appointments.

The survey found:

More than half (54%) do not provide driver education on protecting pedestrians and cyclists

Two-thirds (68%) do not instruct drivers to slow down to 20mph around schools, homes and shops

Six in 10 (61%) do not instruct drivers on looking twice and checking mirrors at junctions for cyclists or motorcyclists



# Research

Nine in 10 (89%) do not plan routes to avoid schools and residential areas

Eight in 10 (80%) do not use blind spot sensors and seven in 10 (70%) do not use blind spot cameras on large commercial vehicles

Almost half (45%) do not use telematics to monitor driver speed, so have no way of knowing if drivers are routinely endangering others by driving too fast

.



## The Issues

Blind spots. Every professional driver should know to check their nearside frequently and whenever turning left or going round roundabouts. It is important to remember the particular blind spots. Beneath the nearside door and in front of the cab, especially on the nearside. This is particularly relevant in terms of cyclist and pedestrians in urban areas, where cyclists often cycle up the inside of vehicles and pedestrians may step into the road unseen.

Remember also the very wide blind area for an articulated vehicle after it has swung right to turn left.



## The issues

Drivers should be reminded to check that all their mirrors are accurately set. The mirrors which have no electronic operation tend to be the most critical in terms of VRUs.

Driver's daily walk-around check. This must be properly documented and audited, in order to ensure optimum safety and to protect both the operator and the driver should an incident occur.

The walk-around should include checks on any additional safety equipment which has been fitted.





# Training

**Toolbox talks**

**Discuss issues**

**Use a checklist**

**Provide guidance documents**

**Have a policy and use it**





# Driver awareness training especially as part of DCPC training essential

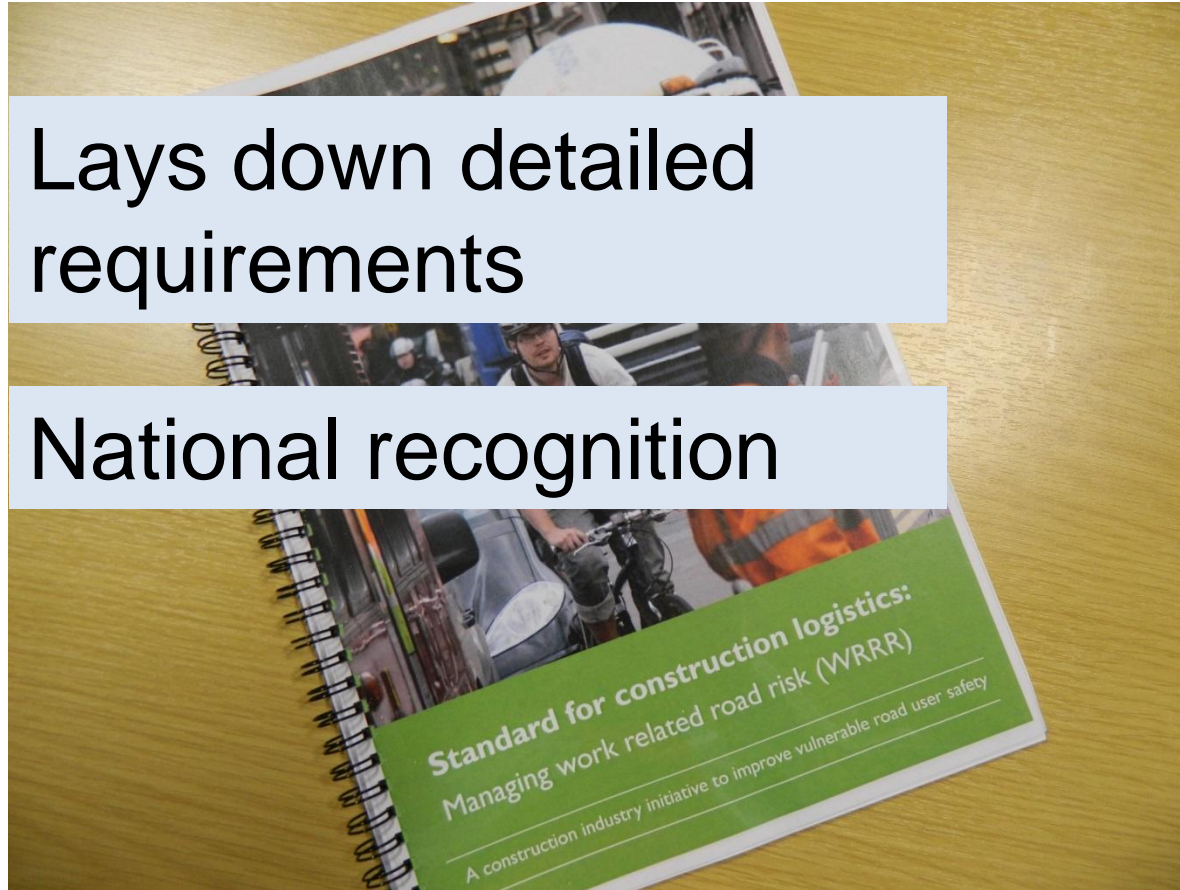




# New Construction Industry Standard

Lays down detailed requirements

National recognition







Ensure Compliance

Act today

Protect Vulnerable road Users

