MPA Vulnerable Road User Safety Policy and CLOCS

MPA launched its Cycle Safe campaign to prevent collisions between cyclists and lorries in 2011 and introduced a vulnerable road user (VRU) safety policy in 2012, with driver training and vehicle equipment requirements.

Increasing attention is being paid to VRU and cycle safety by road authorities and construction clients and contractors and numerous initiatives have been introduced in addition to the MPA policy.

To achieve clarity and consistency, construction and haulage interests facilitated by TfL have developed a national VRU Standard for Construction Logistics (known as the CLOCS standard) which is now being rolled out across the construction sector. MPA and MPA members have been leading contributors in the development of the CLOCS standard, which includes significant elements of the MPA policy (see link to CLOCS at end of this document).

In order to simplify and clarify the application of VRU safety standards in the construction sector, the MPA policy has now been extended to match the CLOCS standard as set out below.

THE DETAIL: MPA’s Vulnerable Road User Safety Policy

The policy applies to all vehicles delivering on behalf of members which are over 3.5 tonnes GVW and focuses on driver training and vehicle safety equipment.

A. Driver Training

1. All drivers delivering on behalf of members must hold MQPC Driver Skills Card or equivalents (e.g. company courses approved by MPQC) with renewal within 5 years.
2. All drivers delivering on behalf of members are required to undertake VRU safety training, based on MPQC CPC-approved course.
3. Timing: Directly employed drivers by December 2013. Regular drivers (delivering on behalf of one member company for 100 or more days per year) by December 2014. Less regular drivers delivering on behalf of members by December 2015.
4. VRU training should be progressive with a view to expanding training to include on cycle hazard awareness.

B. Vehicle Safety Equipment

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

C. Additional or Specified Equipment Requirements

MPA members are required to equip new vehicles to the standard and timings set out overleaf. Drivers using vehicles in environments with significant numbers of vulnerable road users should consider accelerating the fitting of recommended equipment.
MPA Vulnerable Road User Safety Policy: **Safeguarding Cyclists**

<table>
<thead>
<tr>
<th>Equipment type</th>
<th>New vehicles/timing</th>
<th>Existing and all vehicles/timing</th>
<th>Existing policy</th>
<th>New policy</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reversing Alarm</td>
<td>Yes/now</td>
<td>Yes/now</td>
<td></td>
<td>Y</td>
<td></td>
</tr>
<tr>
<td>Rear View Camera</td>
<td>Yes/now</td>
<td>Yes/now</td>
<td></td>
<td>Y</td>
<td></td>
</tr>
<tr>
<td>Flashing lights/beacons</td>
<td>Yes/now</td>
<td>Yes/now</td>
<td></td>
<td>Y</td>
<td>Compliant to HA chapter 8</td>
</tr>
<tr>
<td>Vehicle conspicuity</td>
<td>Yes/now</td>
<td>Yes/now</td>
<td></td>
<td>Y</td>
<td>Either light coloured vehicles or reflective side and rear markings</td>
</tr>
<tr>
<td>Daytime running lights</td>
<td>Yes/legal requirement for certain type approvals</td>
<td>Yes/legal requirement for certain type approvals</td>
<td>Y</td>
<td>Recommended for all vehicles</td>
<td></td>
</tr>
<tr>
<td>Mirror Class VI</td>
<td>Yes/now</td>
<td>Yes/now</td>
<td></td>
<td>Y</td>
<td></td>
</tr>
<tr>
<td>Rear warning sign for cyclists</td>
<td>Yes/now</td>
<td>Yes/now</td>
<td></td>
<td>Y</td>
<td></td>
</tr>
<tr>
<td>Side under-run guards for tippers – both sides</td>
<td>Yes/now</td>
<td>Yes/Dec 2017</td>
<td></td>
<td>Y</td>
<td>Compliant to C and U regulations</td>
</tr>
<tr>
<td>Blind spot elimination devices(sensors and/or cameras)</td>
<td>Yes/now</td>
<td>Yes/ Dec 2017</td>
<td></td>
<td>Y</td>
<td>Positive response reported from drivers</td>
</tr>
<tr>
<td>Audible warning for cyclists and pedestrians linked to low speed operation and left indicator AND additional side indicator linked to audible warning</td>
<td>Yes/now</td>
<td>Yes/Dec 2017</td>
<td></td>
<td>Y</td>
<td>Equipment designed for use in low speed, built up areas when turning left. Can be disabled where nuisance is an issue, subject to risk assessment.</td>
</tr>
<tr>
<td>Sheeting of Tippers</td>
<td>Yes/now</td>
<td>Yes/now</td>
<td></td>
<td>Y</td>
<td>Long term MPA policy</td>
</tr>
</tbody>
</table>

**D. Management of Haulage Operations**

Transport fleet operators are required to ensure that the management of transport operations meets the standard of an approved independent fleet management audit, for example the Fleet Operator Recognition Scheme (FORS).

**E. Collision Reporting**

Fleet operators are required to collect, investigate and analyse information collected in relation to collisions involving their vehicles which result in injury or damage to vehicles and property.

The most current CLOCS standard can be found at: http://www.clocs.org.uk

For more information contact: jerry.mclaughlin@mineralproducts.org, elizabeth.clements@mineralproducts.org, hilary.arrowsmith@mineralproducts.org

Sign up for the MPQC Safeguarding Vulnerable Road Users course at www.mp-qc.org

**F. Traffic Routing**

Members should ensure that delivery routes specified by clients/customers are adhered to unless directed otherwise.

**G. Construction Client Requirements**

To be applied where MPA members are acting as construction clients/contractors, but also indicating standards which clients and contractors should implement and which could improve general safety associated with materials delivery and unloading. These include planning of deliveries, good site access and egress and safe, flat areas for loading and unloading.

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

© Mineral Products Association 2014