

# MPA Vulnerable Road User Safety Policy: Safeguarding Cyclists

## 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.

Equipment type	New vehicles/ timing	Existing and all vehicles/timing	Existing policy	New policy	Notes
Reversing Alarm	Yes/now	Yes/now	Y		
Rear View Camera	Yes/now	Yes/now	Y		
Flashing lights /beacons	Yes/now	Yes/now	Y		Compliant to HA chapter 8
Vehicle conspicuity	Yes/now	Yes/now	Y		Either light coloured vehicles or reflective side and rear markings
Daytime running lights	Yes/legal requirement for certain type approvals	Yes/legal requirement for certain type approvals	Y		Recommended for all vehicles
Mirror Class VI	Yes/now	Yes/now	Y		
Rear warning sign for cyclists	Yes/now	Yes/now	Y		
Side under-run guards for tippers – both sides	Yes/now	Yes/Dec 2017	Y		Compliant to C and U regulations
Blind spot elimination devices(sensors and/or cameras)	Yes/now	Yes/ Dec 2017	Y		Positive response reported from drivers
Audible warning for cyclists and pedestrians linked to low speed operation and left indicator AND additional side indicator linked to audible warning	Yes/now	Yes/Dec 2017	Y		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.
Sheeting of Tippers	Yes/now	Yes/now	Y		Long term MPA policy

**D. Management of Haulage Operations**

Transport fleet operators are required to ensure that the management of transport operation 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.

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

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Sign up for the MPQC Safeguarding Vulnerable Road Users course at [www.mp-qc.org](http://www.mp-qc.org)

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

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