

Documents and information you can refer to in the toolbox talk – look at these before you begin!

- Sharing the road together drivers and cyclists: www.rospa.com/rospaweb/docs/advice-services/road-safety/cyclists/sharing-the-road.pdf
- Protecting Vulnerable Road Users: www.brakepro.org/assets/docs/practitioner-tools/FSFguidance-07-vulnerable-road-users.pdf
- FORS cycle safety e-learning: www.fors-online.org.uk/cms/training/online-driver-training/cycle-safety/
- CLOCS 'Looking out for vulnerable road users': www.clocs.org.uk/wp-content/uploads/2015/05/CLOCS-Standard-v1.2-APRIL_15.pdf
- Cycle safety warning signage: www.fors-online.org.uk/cms/warning-signage/
- FORS Safe Urban Driving (SUD): www.fors-online.org.uk/cms/%20training/driver-cpc-training-2/
- Crossrail Lorry driver inducting training: www.crossrail.co.uk/construction/road-safety-information/lorry-driver-training

1. Aim of toolbox talk

The aim of this toolbox talk is to communicate the importance of considering other road users, especially vulnerable road users (e.g. pedestrians, cyclists, motorcyclists, horse riders), and outline the techniques and equipment you should use to help protect them.

Your company needs to know that you:

- Understand what is meant by the term 'Vulnerable Road User (VRU)'
- Include all safety equipment as part of your daily walk around check
- Are able to adjust your mirrors correctly
- Recognise that the use of indirect vision systems is an integral part of your job

2. How this toolbox talk will help you

This toolbox talk will mention several techniques and approaches which should help you become a safer driver and protect other road users.

The most vulnerable road users are:

- Pedestrians (particularly children, the elderly or the disabled)
- Cyclists
- Motorcyclists
- Horse riders

The talk will end with some questions, so listen up!

3. Reason why

The numbers of cyclists and pedestrians across the nation's cities has risen considerably in recent years. This is because many more people now work in city centres and services are more centralised.

Every tenth vehicle on the road is a Light Commercial Vehicle (LCV). Vans are involved in 10 per cent of road traffic incidents and 11 per cent of these incidents result in serious injury or fatality, often to VRU's .

HGV's are involved in around a quarter of deaths despite comprising only 5 per cent of traffic in GB.

23 per cent of HGVs involved in accidents with a pedal cyclist were allocated the contributory factor 'passing too close to pedal cyclist'.

12 per cent of HGVs involved in accidents with pedal cyclists were allocated the vehicle blind spot contributory factor.

HGVs in particular are most commonly allocated the 'vehicle blind spot' contributory factor in accidents they are involved in with pedal cyclists. It is far harder for an HGV to see a pedal cyclist when manoeuvring in comparison with other vehicles such as cars.

Our company goal is to employ safe and professional drivers ensuring they are fully versed on the correct usage of direct and indirect vision aids. By driving considering the needs of other road users, we can minimise accidents and reduce the potential of you hurting or even killing someone.

Considering other road users means:

- You are less likely to be taken by surprise by the actions of other road users
- Giving VRU's the time and space they need

4. Common collision causes with cyclists

Collisions between heavy goods vehicles and cyclists often occur when:

- Drivers and cyclists are turning left at junctions
- Cyclists and drivers fail to allow enough space for each other
- Cyclists and drivers do not look properly and misjudge each other's path or speed
- Drivers overtake too closely to cyclists

FORS Toolbox Talk – V7 Vulnerable road user safety

5. How to help protect VRU's on the road

If your vehicle is over 3.5 tonnes gross vehicle weight it will be fitted with safety equipment to help protect VRU's. This is as follows:

| DfT, 2014 - www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2013

- Prominent warning signage to the rear of the vehicle to visually warn other road users not to get too close to the vehicle
- Side under-run protection to all vehicles over 3.5 tonnes gross vehicle weight that are exempt from fitment
- Class V and VI mirrors fitted

Other measures you can take to help protect VRU's include:

Before setting off on your journey

- Make sure all of your mirrors are correctly adjusted
- Ensure any warning signage fitted to the vehicle is clean and clearly visible to the road user
- Check any side under-run protection is fitted correctly and is serviceable

Whilst driving:

- Keep checking for cyclists, pedestrians and motorcyclists who may weave through stationary traffic
- Look out for cyclists, especially when checking your mirrors before indicating, varying your speed or changing direction
- 75% of collisions involving a bike happen at a junction, with the most common reason being drivers 'failing to look properly'. Keep scanning your mirrors when approaching junctions in case a cyclist enters your blind spot
- Before pulling away from junctions, look over the dashboard (even if you have Class V / VI mirrors fitted) and try to make eye contact with any cyclists around your vehicle so they know you've seen them
- Indicate in good time to allow others to react
- Check your nearside blind spot every time you turn left
- Use your indicators when turning or changing lanes, even if you don't think anyone is near you
- Give cyclists plenty of space so that they can manoeuvre to avoid potholes, drain covers or car doors
- When overtaking, give cyclists and motorcyclists at least as much space as you would a car
- Do not cross stop lines or encroach on Advanced Stop Lines at traffic lights
- Do not drive or park in a cycle lane marked by a solid white

line while it is operational, or drive or park in one marked by a broken white line unless it is unavoidable

6. Incentive

If we can ensure that all safety equipment is included within the daily walk around check and that all drivers recognise that the use of indirect vision systems is an integral part of their job it will help to:

- Minimise the probability and severity of under-run collisions and close proximity incidents with VRU's
- Make you better drivers and our operation more professional
- Reduce the opportunity for unintentional breaches of company policy and the associated disciplinary implications
- Reduce the likelihood of accidents and their associated cost, time and reputation loss
- Increase confidence in vehicle control and driving performance

7. Questions to ask to ensure that the talk has been understood

1. Who are the most vulnerable road users?
2. What are some common collision causes with cyclists?
3. Before setting off on your journey, what can you do to help protect vulnerable road users on the road?
4. What measures can you take to protect vulnerable road users whilst driving?

8. Final summary

To sum up, we need to make sure that all safety equipment is included within the daily walk around check – making sure that warning signage is clean and visible, mirrors are correctly adjusted and side under-run protection is correctly fitted and serviceable. It is also important to recognise that the use of indirect vision systems is an integral part of your job.

When at junctions, keep scanning your mirrors in case a VRU has entered your blind spot and always give other road users plenty of room.

Thank you for your time – and now I would like your feedback.