



HGV cycle safety technology Procurement guide



This guide is designed to assist you in procuring the right HGV safety equipment for your operation, helping you reduce the probability of collisions with cyclists.

TfL's Cycle Safety Action Plan is helping to ensure London's cycle revolution is backed by real action to make cycling in the capital safer. Whilst cycling casualty rates are falling, 40% of cyclist fatalities in 2010 involved an HGV or similar vehicle, highlighting the need to take action – which is where HGV safety technology can help.

The Mayor's Transport Strategy has called for a revolution in the way we travel round London. Cycling journeys in London have doubled in recent years and the Mayor's ambition is for cycling to have 5% modal share (currently 2%) by 2026. This would require a 400% increase in cycling by 2026, compared to 2000.

“Road deaths are not ‘accidents’ - unavoidable, unforeseeable, inevitable, unpreventable sequences of events. They have causes and they are all avoidable”

Cynthia Barlow, Chair, RoadPeace



Procuring HGV safety technology

The number of HGV safety technology choices is growing as the issue of HGV / cyclist collisions continues to gain profile. Whatever the size of your operation, selecting the right type of equipment for your fleet is essential in ensuring the maximum benefit for your drivers, realising the benefits for your business and helping to improve safety on London's roads.

HGV safety technology need not cost a fortune - systems can start at less than £150 - and regardless of the sector you work in, there's something for everyone. A 360° camera system, for example, may be more appropriate than a sensor system on a refuse vehicle which operates at slow speeds in streets lined with parked cars.

The flowchart opposite shows how to procure the right system for your operation by following four basic steps:

- Identify the need for the system and get support from all staff involved
- Select the right system type for your operation
- Implement the system across your fleet
- Monitor and improve the system to ensure that future developments and benefits are realised

There are currently two main types of HGV safety technology on offer – camera systems and sensor systems. Sensors detect cyclists and alert the driver either visually and/or audibly. Cameras allow a continuous view of blind spots and can be combined with recording systems for reporting and training purposes. Both of these in-cab alerts can be combined with external warnings to alert the cyclist or pedestrian of the vehicle's next manoeuvre.

Key points to remember:

- Different technology works better in some sectors than others
- There are options to suit all budgets

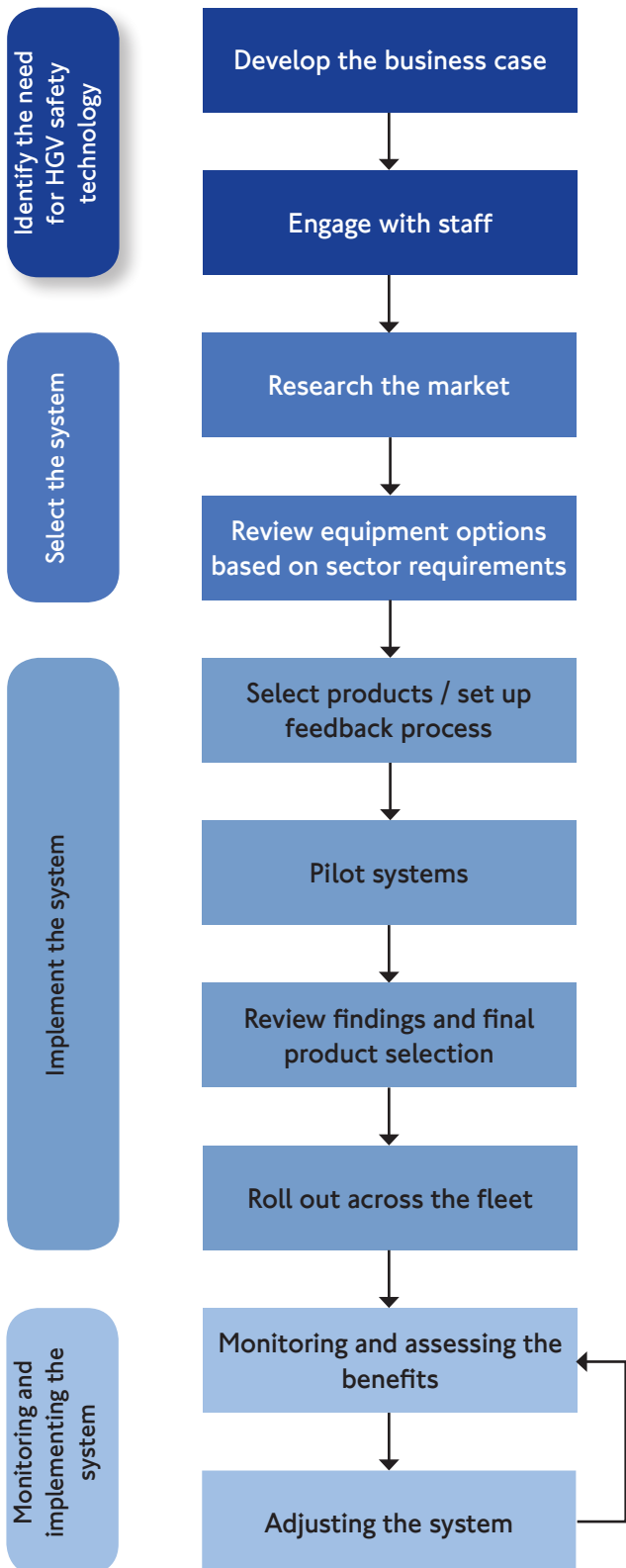
“Fitting one heavy goods vehicle with the sensors, camera and audible alert costs in the region of £600, a small price to pay for a reduction in casualties and loss of life.”

Pat Reily, Divisional Director, Eurovia Roadstone

Backwatch supplies visual and audible sensor technology designed to detect obstacles on all sides of the vehicle, together with a full range of vehicle safety devices. The equipment warns the driver, via an LED display, of another vehicle, cyclist or person in their blind spot. The sensors cover an area of 25m³ and will alert the driver when an obstacle is in range. www.reverse-aids.com



Key Steps in the Procurement Process



Brigade Electronics has a range of products to detect objects in vehicle blind areas.



These include camera-monitor systems, ultrasonic Sidescan, Stepscan and Cornerscan systems to eliminate vehicle damage and protect pedestrians. Backchat offers real speech warning to cyclists when vehicle is turning. The NEW generation Sidescan with improved sensitivity will be launched soon. www.brigade-electronics.com



ETS offers a full colour wireless 4 camera system



allowing the driver to monitor the rear view, near-side, off-side and forward view. An in-cab monitor shows the near-side view unless otherwise specified. When in reverse gear the camera will switch to the rear view. It can be fitted to articulated and rigid vehicles. www.etsuk.net



StepProtect is a low-cost 2 - 8 sensor system designed to reduce



blindspot accident damage and increase pedestrian safety. The driver is alerted to any unseen danger via an in-cab traffic light and warning tone. Can be combined with external left-turn voice command. TrafficAngel comprises StepProtect plus front, side and rear cameras as well as 24/7 recording facilities if required. www.trafficangel.co.uk



VT Live is a live recording system, designed with local authorities and private waste companies in mind. Incidents can be reviewed immediately as when the operator of the vehicle presses a button the system automatically records the previous 15 minutes and sends an alert to colleagues back at base. The equipment also has an audio system for communication between driver and base. www.vision-techniques.com



TfL and Barclays Cycle Superhighways HGV technology trial

Transport for London and Barclays Cycle Superhighways recently carried out a 4 week trial of the HGV safety technology featured in this guide. The trial was part of TfL's ongoing commitment to cycle safety in the Capital.

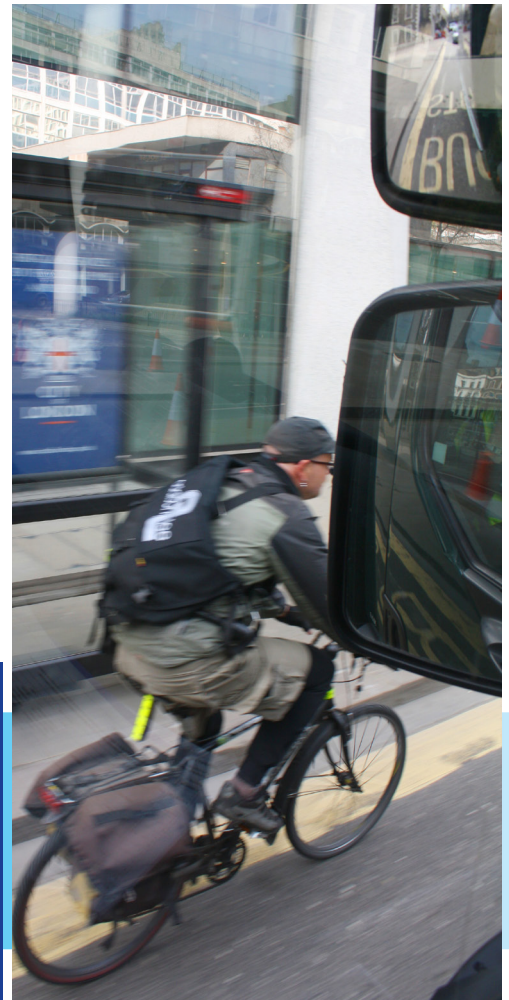
The trial identified that while HGV safety technology offers the primary benefit of reducing HGV / Cyclist incidents, it can also offer a secondary benefit in reducing vehicle damage (from other powered vehicles and street furniture) and therefore reducing costs and insurance premiums.

Operators and drivers concluded that the introduction of safety technology into their vehicles was a positive step in helping to reduce incidents between HGVs and cyclists.

100% of operators felt that there would be benefits to their company if their drivers used blind spot equipment

91% of operators surveyed found the HGV safety technology easy to use

Safety technology need not cost a fortune with some systems costing less than £150 - there's something for everyone



For further information on HGV cycle safety technology and the findings of the trial, please contact:

Email: forsworkshops@tfl.gov.uk

Phone: 08448 09 09 44

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