



## CYCLISTS' SAFETY

Transport of construction materials has attracted attention recently due to the disproportionate number of accidents involving cyclists, particularly in London. According to TfL, in 2011 seven deaths out of 16 in the capital involved construction vehicles. With roads only likely to get more crowded, the transport industry is increasing its efforts to minimise the risks.

The construction transport industry, for example, has created a Standard for Construction Logistics: Managing work-related road risk. This covers vehicle safety features such as warning signage, under-run side guards, blind-spot mirrors and audible alarms, along with driver training. Management of site access, delivery routes and loading and unloading are also included.

The industry efforts come at a time when legislation is getting tougher. Mayor of London Boris Johnson announced in January that he planned to combine his powers with those of London Councils to ban vehicles over 3.5 tonnes not equipped with safety equipment. This was criticised by the FTA, which warns that more mirrors on smaller vehicles could be low enough to endanger cyclists and pedestrians. Instead it wants new rules to be more directly targeted at construction traffic.

Many leading players have already made efforts in this area and would be compliant. Cemex, for example, uses all the features suggested in the standard, and has also developed proximity sensors and cameras around the vehicle. Craig Williamson believes that any enforcement measures should be brought in only after thorough consultation. "We support legislation as long as it is well thought out and creates a level playing field," he says.

Wilson James is another company that would be compliant. In addition, chairman Gary Sullivan believes greater use of consolidation centres to serve major projects would cut the number of vehicles and decrease the risks even more. On average, clients using its London Consolidation Centre reduce the number of vehicles arriving at a building site by 60%.

Drivers making deliveries directly from suppliers to a site might not be knowledgeable about the pinch points on the local roads. "Instead, using consolidation, products can be taken to the edge of the motorway network then delivered by our drivers who know the routes and have been given Fors cycle safety training," Sullivan explains.

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