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IT IS FOR THE RECIPIENT TO DECIDE WHAT ACTION MAY BE WARRANTED IN RESPONSE TO THE CONTENT.*

Externally Shared Learning

ROAD TANKER ACCIDENT RESULTING IN 3RD PARTY CYCLIST FATALITY

Who Could Be Interested in This?

Any operators i) using road transport contractors with heavy vehicle drivers, and/or ii) where operator-owned heavy vehicles are used

What Is This About?

A road tanker operated by a regional dedicated haulier, struck a cyclist whilst taking the first exit off a roundabout. The cyclist was travelling straight ahead and we understand that they planned to take the second exit off the roundabout.

What went wrong:



The road tanker struck the cyclist whilst taking the first exit off the roundabout whilst returning after completing a delivery at a retail site. Contributing to this incident where:

- The driver reported that they did not see the cyclist on approach to the roundabout, as they were solely focused on checking for vehicles on or entering the roundabout.
- The road layout encouraged the cyclist to remain on the nearside of the tanker in a designated cycle lane marked on the carriageway.
- The driver was not alerted to the presence of the cyclist on the nearside of the tanker, as the installed Direct Vision System (DVS) (local legislative requirement) did not operate because the tanker was travelling 1mph above the speed which would automatically activate the nearside camera, and the driver did not use the indicator to signal that the tanker was taking the 1st exit off the roundabout.

This incident has highlighted the continued importance of:

- Driver understanding and knowledge of limitations of installed safety systems.
- Importance of maintaining situational awareness including scanning for vulnerable road users.

What you might want to consider

- Suggesting that road transport contractors initiate a toolbox talk or safety time out with heavy vehicle drivers. The toolbox talk could cover the following topics: situational awareness, defensive driving principles, know your blind spots and vulnerable road users. The toolbox talk could also initiate a discussion with drivers, ask drivers to share their own experience of vulnerable road users taking local environment into account.

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- Enquire as to whether any on-the-road defensive driving training provided to heavy vehicle drivers covers vulnerable road users, taking local environment conditions and specific vulnerable road user risks into account, and update training content as appropriate and needed.
- Suggesting that road transport contractors check whether vehicle technology, which functionality may detect presence of vulnerable road users (for example Autonomous Emergency Braking (AEB), Direct Vision System (DVS) or blind spot indicators), is present. Suggest that drivers receive education on system functionality and its proper use as needed.

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