

# Vulnerable Road User Initiatives

May 2025



# Victorian Infrastructure Delivery Authority – VIDA Who We Are

## Level Crossing Removal Project

Removing 110 dangerous and congested level crossings by 2030

## Major Road Projects Victoria

Reducing congestion and travel times, improving safety and connecting communities

## North East Link Program

Bringing our road, bus and bike network together

## West Gate Tunnel Project

An alternative to the West Gate Bridge – reducing congestion and removing trucks from residential streets

## Metro Tunnel Project

A city-shaping project for Melbourne and Victoria

## Melbourne Airport Rail

Reducing congestion and travel times, improving safety and connecting communities

## Victorian Health Building Authority

Responsible for the planning and delivery of the Victorian Government’s multibillion-dollar health infrastructure program



# 2016 - 2019

**METROTUNNEL**

**Find your way**

Guidelines for the Consideration of Vulnerable Road Users at Construction Sites

**Amy Gillett FOUNDATION**  
*Safe together*

**SAFER ROADS AND ROUTES**

**SAFER DRIVERS**

**SAFER BEHAVIOURS**

**SAFER VEHICLES**

**CAPS**  
Construction and Public Safety

Anticipate Be seen Communicate

**ABC**

Anticipate Be seen Communicate

**ABC**  
SAFETY AROUND TRUCKS

Anticipate Be seen Communicate

**HIRA**  
HUMAN IMPACT ROUTE ASSESSMENT

**Blind spot**  
Take care

**Aurecon** **JACOBS** **Mott MacDonald** **GRIMSHAW**

**AJM**  
Joint Venture

\*Draft - Work in Progress: not for external distribution\*

# Typical Contract Requirements E.G.

## 6.1 Safety equipment on vehicles

Without limiting the Developer's obligations under the Heavy Vehicle National Law, the Developer must ensure that all heavy vehicles used during the performance of Oversight Development Works have:

- (a) side under run guards fitted (unless the Developer can demonstrate to the satisfaction of the State that the vehicle will not perform the function for which is intended if side under run guards are fitted);
- (b) front, rear and side blind spots completely eliminated or minimised as far as practical and possible, through the use of fully operational direct and indirect vision aids, sensors and audible or visual driver alerts;
- (c) equipment fitted with an audible means of warning other road users of a left manoeuvre; and
- (d) prominent signage on the vehicle to warn cyclists and other road users of the dangers of passing the vehicle on the inside or of getting too close to the vehicle.

## 6.2 Driver training

Throughout the performance of the Oversight Development Works, the Developer must ensure that all heavy vehicle drivers, including drivers employed by the Developer's subcontractors, undergo training (to include a mix of theoretical, e-learning, practical and on the job training) and continuous professional development covering the safety of

# Implementation Strategy

- Major urban projects first (Metro Tunnel, Westgate Tunnel, North East Link all have VRU requirements)
- Other projects – progressively requiring blind spot elimination / warning signs / driver training in contracts
- Some projects also requiring side underrun / left turn audible alarms dependent on project VRU risk profile.

# Challenges

- VRU requirements perceived as one way (onus on the industry, not the VRU's to comply)
- The construction industry needed time to understand how to operationalise the requirements – we asked for too much too quickly – needed to stage the implementation.
- Major contracts now require a VRU coordinator
- A joint working group developed a heavy vehicle specification to translate contractual requirements to operational requirements
- Truck fleet age is an issue for retrofitting of equipment such as side underrun where engineering certification was required

# Challenges

- Left Turn audible alarm technology was not readily available in Australia initially (there are now suppliers / installers)
- Not all aspects of the driver training program are accepted by industry (e.g. on bike)
- Managing / coordinating interfaces between:
  - Site access points and complex VRU movement zones
  - Placement / management of queuing trucks
  - adjoining project activities using heavy vehicles (not VIDA related) but presence of these trucks causes confusion and saturates local areas creating VRU hazards
- Pedestrian / Cyclist behaviour in urban environments (walking / riding into vehicles)

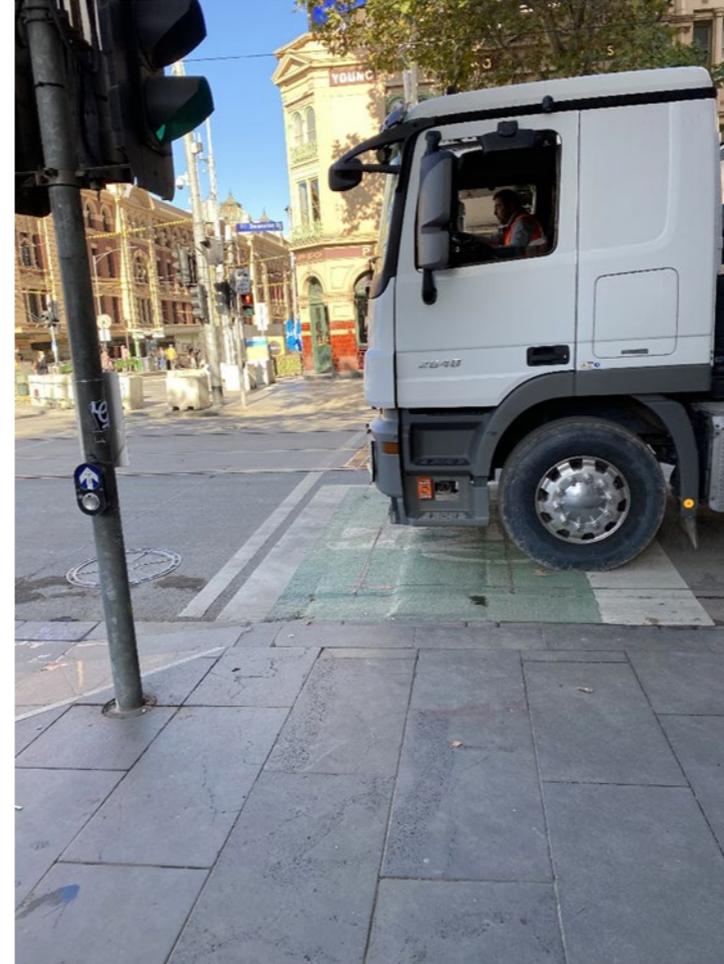
# VRU fitted Trucks – reference photos



# VRU – Site Photos



# VRU – Site Photos



# VRU Education is Critical (swapping seats)



# VRU Education is Critical (swapping seats)

- Truck drivers have no visibility of you when you're in front of the truck
- Visibility is so minimal
- I would have thought you could see a lot more from the truck than you can actually see by sitting up here
- Oh my god, just keep clear of trucks
- It helps people understand how trucks need to manoeuvre around tight corners in the city
- It only really comes to life when you're really sitting up in the truck
- In a nutshell, they (drivers) just can't see you, that's confronting
- From today, I think I will stop in different places around trucks
- That will be a bit of a tweak on my behaviour

**Thank You**





# Construction Trucks and Community Safety



Department of Transport and Planning

# Construction Trucks and Community Safety – supporting clause implementation

## Industry:

Development of industry tools and resources including:

- toolbox talks for truck drivers on blind spots, bicycles and pedestrians (in collaboration with NRSPP),
- new truck driver focussed films to support toolbox talk
- additional film and web-based interface for the HIRA tool
- various case studies.
- Industry outreach/presentations at conferences and through publication of articles in industry publications to encourage use of the project's resources.



## Public education/comms:

- A Swapping Seats activation was held at Docklands in late 2023 to educate the public about truck blind spots.
- A public education campaign was delivered in Feb-March 2024 with digital and above-the-line media on key safety messages for VRUs and truck drivers.
- A second wave public education campaign was delivered in March / April 2025 including designing truck curtains to carry the messages to the public.



# Vehicle Standards for CLOCS-A

The Victorian Construction trucks standard straddles bronze and silver of the CLOCS-A truck standard. The CLOCS-A standards offer an extension of the clauses that have been developed and implemented in Victoria over the past 10 years.

## Bronze

### Minimum Standard

Introduces the following measures and technologies that were identified as delivering meaningful safety improvements at low cost:

- ▶ Blind spot warning signage
- ▶ Class IV, V and VI mirrors
- ▶ Fresnel lenses
- ▶ Side Under-run protection

## Silver

### Higher Standard

Similar to the UK CLOCS standard and broadly aligned to the currently approach undertaken by current NSW and VIC government major projects:

- ▶ *All Minimum Standard technologies*
- ▶ Camera: near-side blind spot
- ▶ Camera: rear blind spot
- ▶ Audible warning system (for VRUs)
- ▶ Close proximity sensors (for drivers)
- ▶ Left hand turn audibles

## Gold

### Highest Standard

Encourages the implementation of world-class safety technologies:

- ▶ *All Higher Standard technologies*
- ▶ Auto Emergency Braking
- ▶ Active technologies: (LDWS/LKA)
- ▶ Euro VI standard for new vehicles
- ▶ Truck design restrictions to improve visibility of VRUs (e.g. restrictions on trucks with poor visibility)

## Potential future technologies

Rapid improvements in vehicle safety technologies are likely to continue, making advanced technologies more accessible and cost-effective to install and retrofit.

In conjunction with a more mature market following the launch of CLOCS-A program, Governments and industry may wish to continue to raise the bar in relation to heavy vehicle safety to include emerging technologies such as:

- ▶ Enhanced in-vehicle monitoring technologies
- ▶ Connected vehicle technology systems
- ▶ Enhanced daytime and night vision systems.

The aspiration is for all Victorian construction projects to eventually adopt Gold standards. This supports one of Victorian Road Safety Strategy 2021-2030 goals of 'Reducing the occurrence of old and unsafe vehicles as a contributing factor to road trauma'.

CLOCS-A standard goes beyond the Victorian clauses, with accreditation of businesses and auditing aspects to support delivery.

- Resources developed in Victoria are relevant to both sets of contract clauses.
- New resources:
  - Truck driver videos about how to drive near vulnerable road users.
  - Council Note outlining pathways to adopt clauses/standard
- Lots of scope to extend what has taken place already in Victoria into DTP Regional Offices, Councils sector, Utilities, and Developers

Further information available at:

Transport Victoria construction trucks

<https://transport.vic.gov.au/Business/Heavy-vehicles/Heavy-vehicles-road-safety/Construction-trucks-and-community-safety>



Department  
of Transport  
and Planning