

VRU-Proxi-34-05

The text below is provided by the expert from UK for discussion in VRU-Proxi-34

Points for considerations for VRU-Proxi

The following points are being presented to seek the views of contracting parties and industry on how to further improve safety of vehicles and provide the driver with better information on the safety of vulnerable road users around their vehicle. Some suggestions relate to vehicle use and may require some research activity from contracting parties, industry or on a pan-UNECE basis:

- Are camera monitor systems as effective as mirrors – are there any problems with driver use of CMS, for example older drivers who wear varifocal or bi-focal glasses;
- Is technology available to reduce the detection distance directly in front of the vehicle for the MOIS Regulation 159, currently 0.8m;
- Is technology available to improve the detection of cyclists alongside vehicles, Regulation 151;
- Should consideration be given to mandating both sensors and a camera where one of these is required for rearward vision, Regulation 158;
- Should consideration be given to a requirement in Regulation 46 for Class V and Class VI to be capable of adjustment by the driver while seated in the driving seat;
- How effective are the new UNECE driver vision Regulations in reducing collisions with VRUs;
- Is there anything further that can be done to improve safety for pedestrians around buses in relation to driver vision ? I'm aware of the work being done by GRVA on Acceleration Control for Pedal Error – there is an IWG.