

13 Appendix 4 Checking the Alignment of a Blind Spot Safety Mirror under Maintenance

Introduction

The below guide is intended for maintenance engineers attending site to check the alignment of the Blind Spot Safety Mirror. There is a separate guide to installing the mirrors on new installations.

The guide also details other tasks/checks that should be carried out under general maintenance.

Background

Blind Spot Safety Mirrors are designed to improve the visibility of cyclists that have entered a large good vehicle (LGV) driver's near side blind spot, thus reducing the risk of a collision between cyclists and LGVs, particularly when the LGV is turning left. These roadside safety mirrors have been installed at key junctions, primarily on the Barclays Cycle Superhighway routes.

Maintenance Tasks to be Carried Out During Inspection

- Check bracket for damage/wear and tear – replace if necessary and report nature of the problem.
- Check fixings for degradation/rust – the brackets are fitted using a standard bracket kit of parts.
- Clean mirror – if it is easier the mirror can be popped out of the red housing using a flat head screwdriver.
- Replace mirror if it is scratched, cracked or defaced and this cannot be repaired by cleaning or simple maintenance. It is acceptable for minor cracks to be on the mirror so long as they don't impede the overall visibility an HGV has of the cyclist or vice versa. If it is decided not to replace the mirror it will need to be reported that it was considered.
- There are spare bracket and mirrors already delivered to the install company's warehouse or soon to be available as free issue equipment from stores.
- Check alignment of mirror – please see the guide below on how to do this.

The below diagram shows how the left to right angle should be adjusted and where it should be pointing towards the offside corner of the lorry

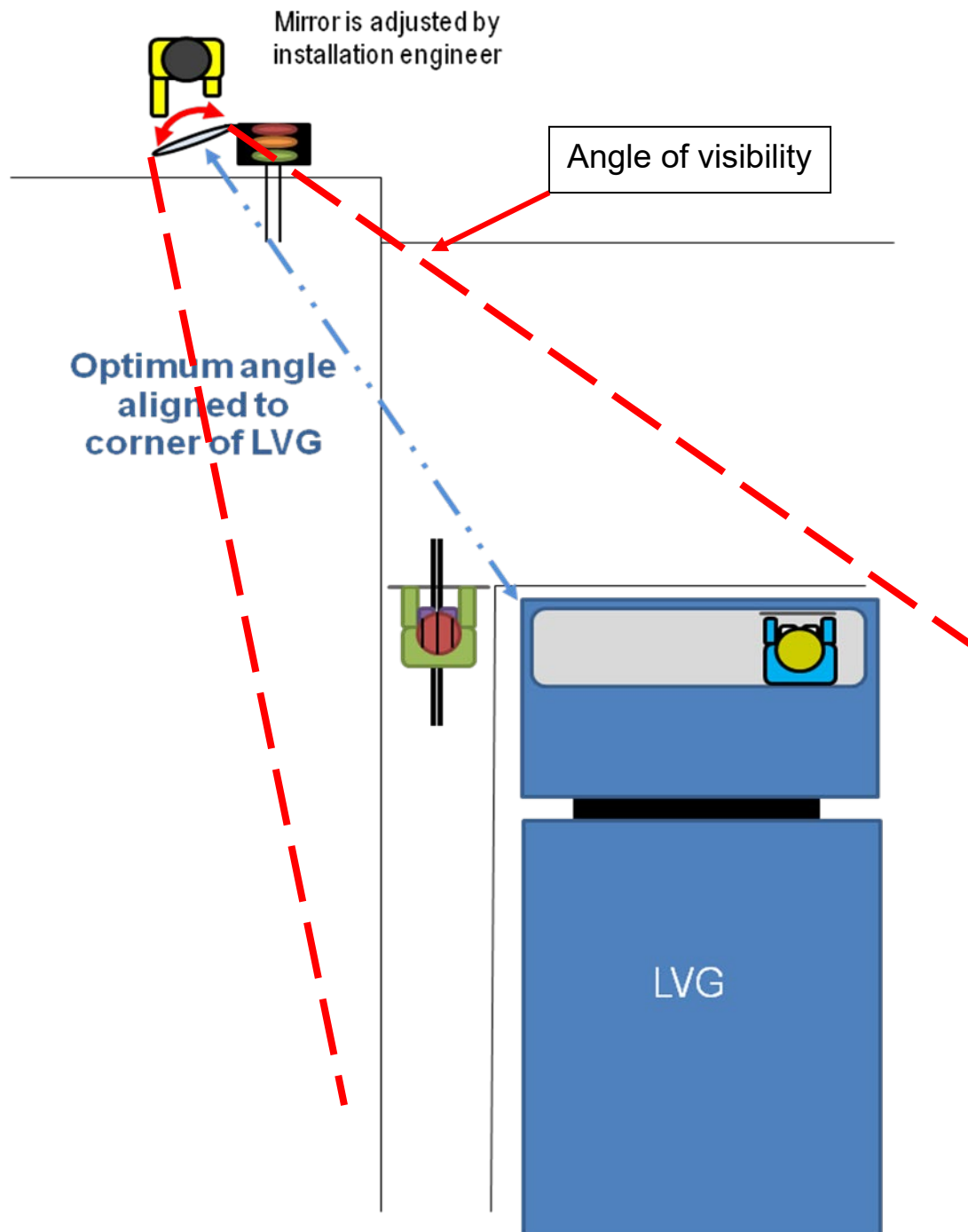


Figure 1 Mirror Aligning – During the testing, the mirror is pointed at the nearside corner of the LVG (the intersection of the stop line and outside edge of cycle lane) and the optimum pitch angle has been calculated as 2.08 meters above the intersection of the stop-line and cycle lane

From the Cyclists View – Cyclist should be able to see Driver in the cab of their lorry. As can be seen in the photo there is a car currently at the stop line. It can be imagined that a heavy goods vehicle driver will be in this position but slightly higher up than the driver of the car. If there was a lorry here, the cyclist would still be able to see the driver in their cab. This mirror is aligned correctly.



Photo E



Photo F

From the lorry driver's view – the driver should be able to see the cyclist waiting in the ASL area or approaching along the stop line. Again, it needs to be imagined the aligner is slightly higher, but they should be able to see everything contained within the cycle lane and in the vicinity.



Photo G



Photo H