

# Road and HGV danger in London

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# London and its transport networks

## London:

- 8.6m residents + 30m visitors
- 30m journeys per day
- 6.3m by bus
- 3m by underground
- 1.4m by rail
- 11m by car or motorcycle
- 7m on foot
- 700,000 by bicycle

## TfL manages:

- Underground, DLR, Tramlink
- Some Overground services
- 580 km of roads (5% of network)
- 6000+ traffic lights and Control Centre
- Taxi and Minicab licensing
- Transport Museum
- Coach Station

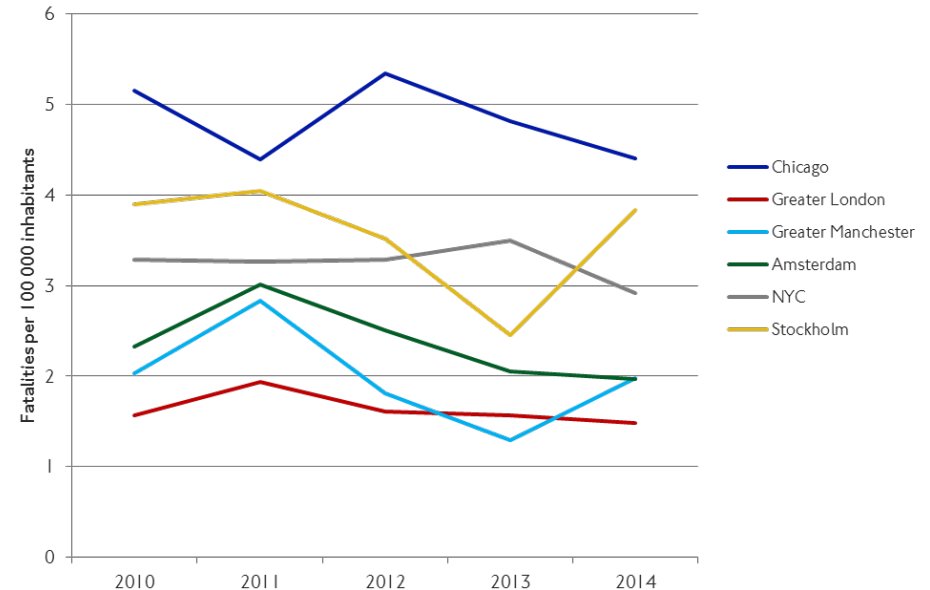
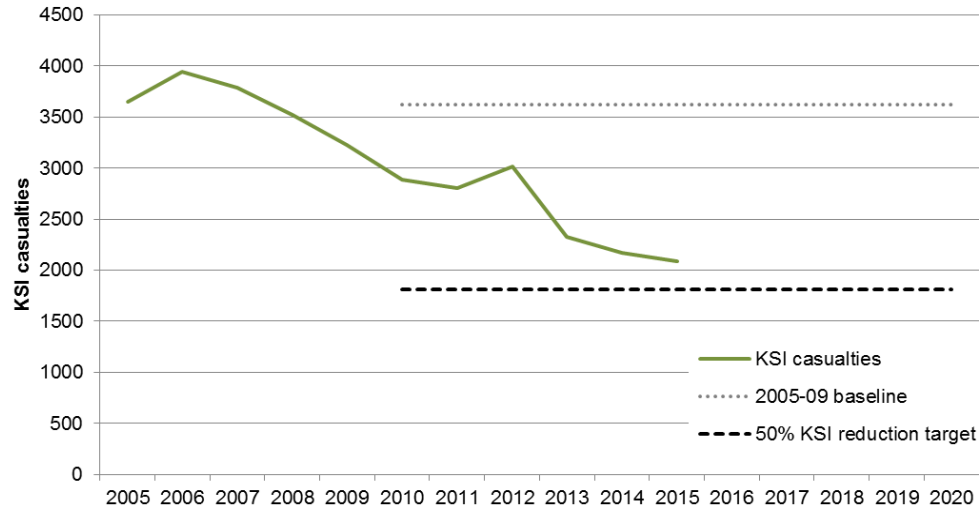


# Casualty reduction in London so far

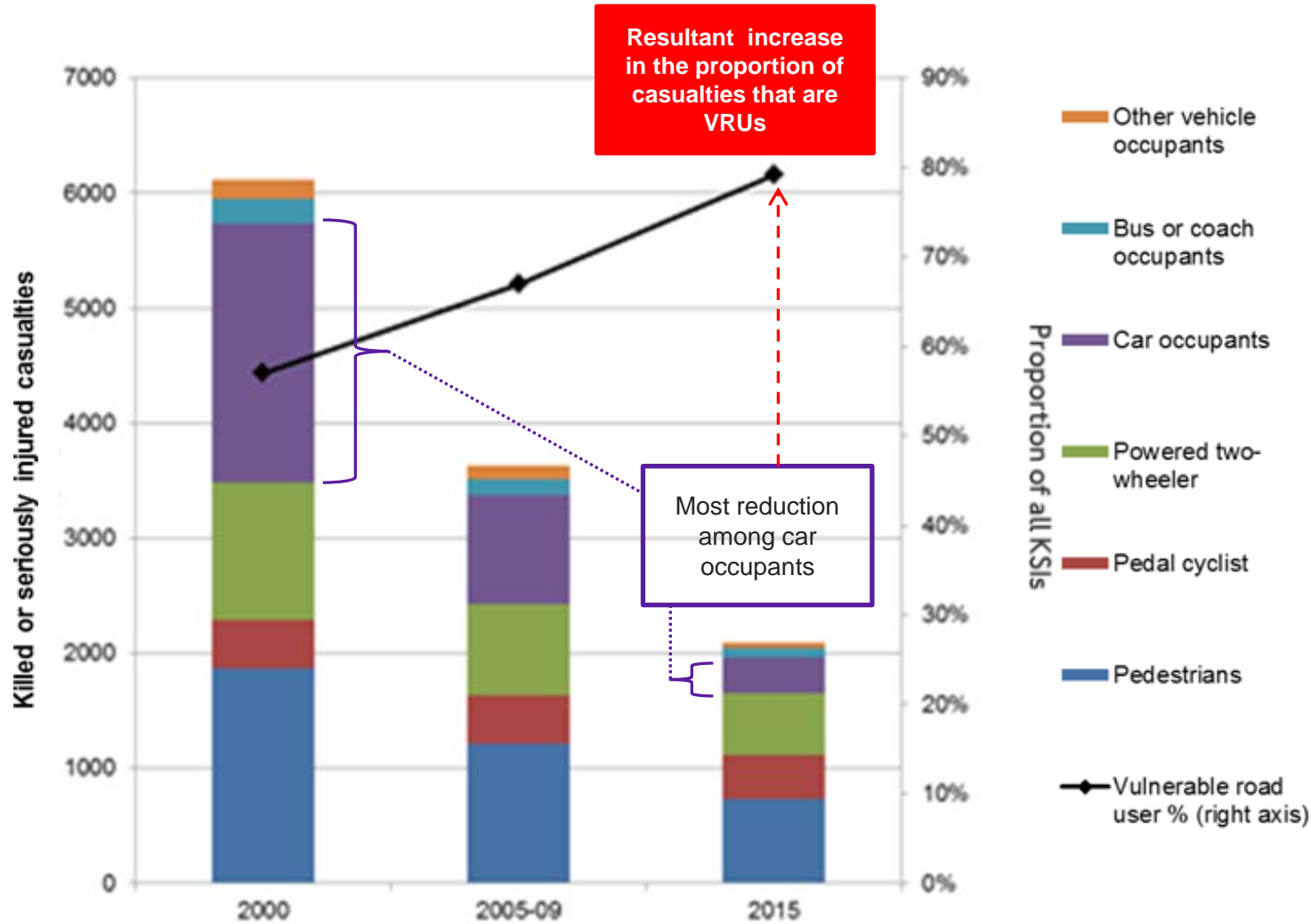


Vulnerable road user action plans

- 42% reduction in deaths and serious injuries in 2015 (from 2005-2009 baseline)
- Lowest casualty figures since records began



# Challenges remaining in London

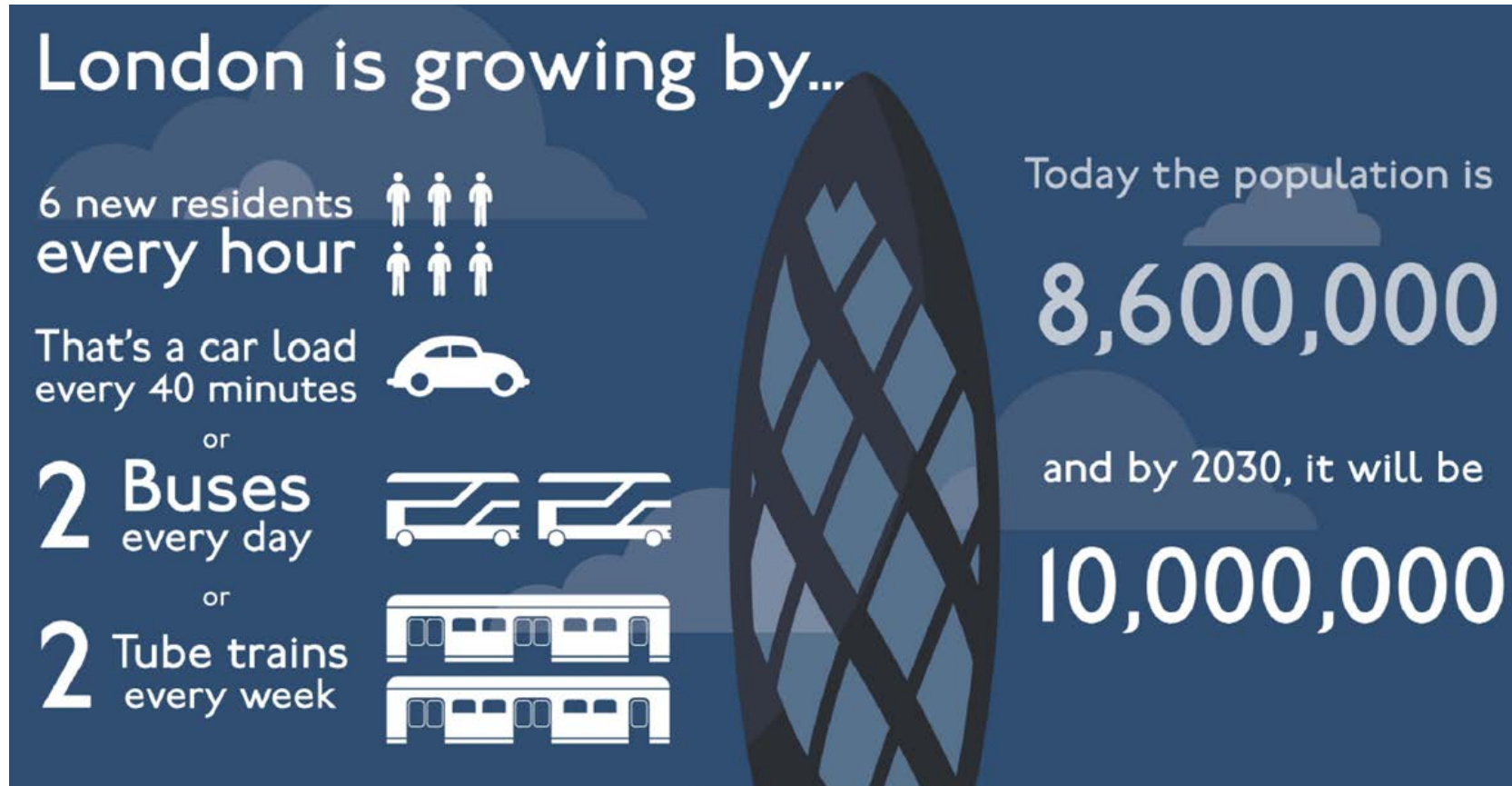


Vulnerable road users are disproportionately involved in collisions (80% of all KSIs)

Changing travel patterns and increased pressure from a growing and ageing population



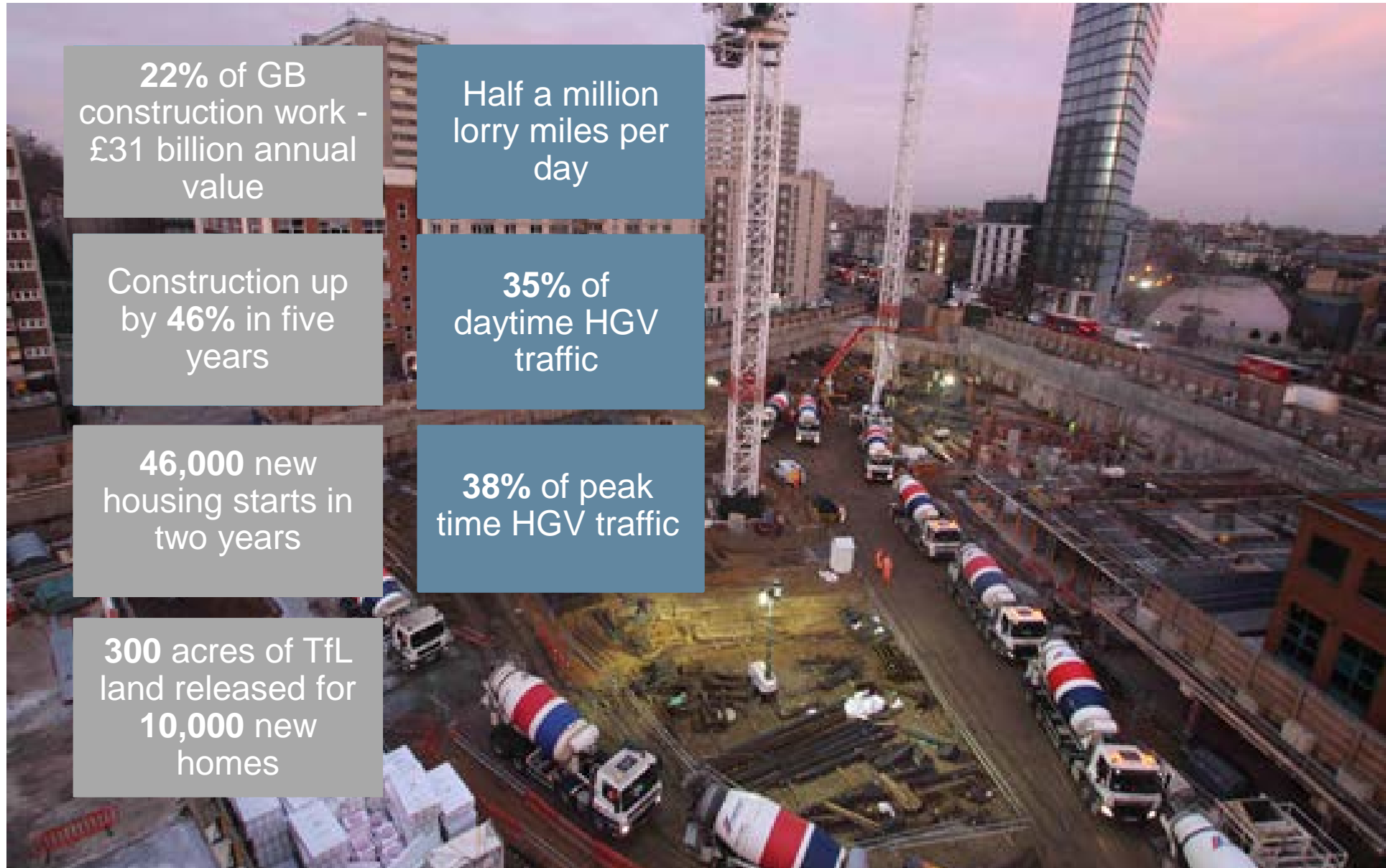
# Managing growth



Changing travel patterns and increased pressure from a growing and ageing population



# Meeting the demand - construction



# The Mayor has set a clear vision for London

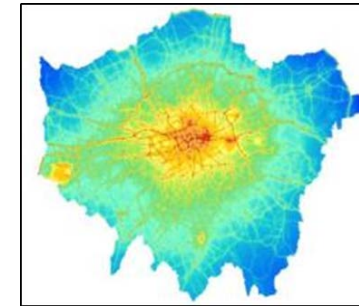
**Overall vision:** to create a **future London** that is not only home to more people, but is a **better place** for all of those people to live in.

I will adopt a '**Vision Zero**' approach to road safety, which puts the **elimination of road danger** at the very heart of the transport system.

**No loss of life is inevitable or acceptable.**



Minimising road danger is fundamental to the creation of streets where **everyone feels safe** walking, cycling and using public transport.



The Mayor's aim is that, by 2041, all Londoners do at least the 20 minutes of active travel they need to stay healthy each day. - Vision Zero will be central to the overall **success of the Healthy Streets Approach**.



# The Safe Systems approach

Three central principles underpin the **Safe Systems** approach:

## **“People make mistakes”**

*Road users can be unpredictable in their movements and adherence to laws, guidance and accepted behaviour, despite educational and behavioural interventions.*

## **“There are physical limits to what the human body can tolerate”**

*When a collision occurs, the impact energy can lead to trauma. The level of injury experienced is determined by many factors including the speed of impact, the design of vehicles and infrastructure and the susceptibility to injury, or frailty, of the road user.*

## **“All those with a role in designing, building, operating, managing and using the road network have a responsibility to improve safety”**

*We all have a responsibility to use and share the roads we travel on in a safe and responsible way, mindful of our own safety and the safety of others.*

***Fourth, all parts of the system must be strengthened in combination to multiply their effects, and road users are still protected if one part fails***





# The principles of Vision Zero for London

A fundamental conviction that **loss of life and serious injuries are not acceptable nor inevitable**

Requires **reducing the dominance of motor vehicles** and the targeting of **road danger at source**

Ensuring **road danger reduction** is a **common priority** central to all transport schemes

People make mistakes so the system needs to accommodate human error and ensure impact energy levels are not sufficient to cause fatal or serious injury.



**Safe Speeds**



**Safe Roads**



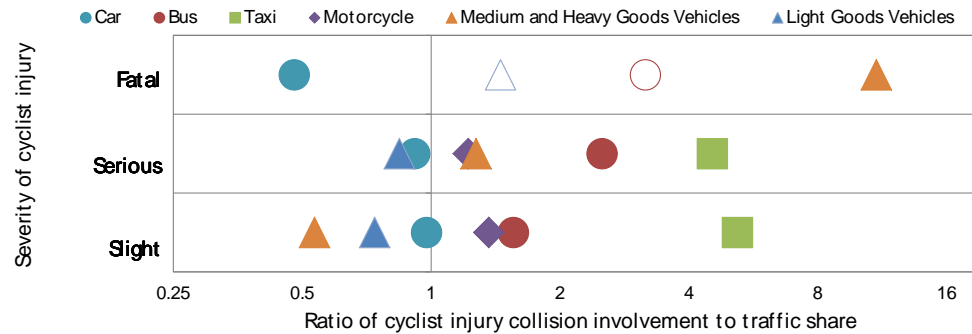
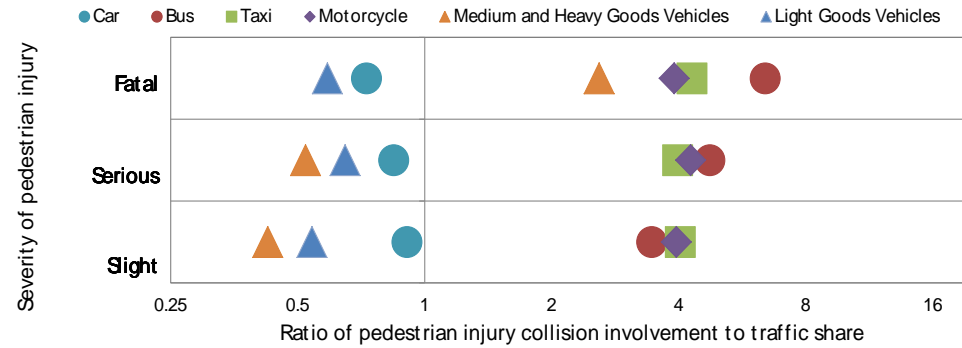
**Safe Behaviours**



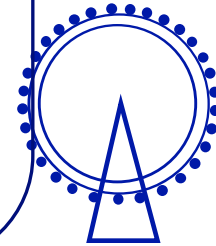
**Safe Vehicles**



## Vehicle involvement in collisions with vulnerable road users by traffic share



- **Medium and heavy goods vehicles** are disproportionately involved in fatal collision with cyclists and pedestrians given their mode share in London
- **Taxis and private hire vehicles** are disproportionately involved in cyclist and motorcyclists KSIs
- **Taxi and private hire vehicles, bus and coaches and motorcyclists** are disproportionately involved collisions with pedestrians



## Heavy Goods Vehicles are overrepresented



Construction vehicles further overrepresented in these figures

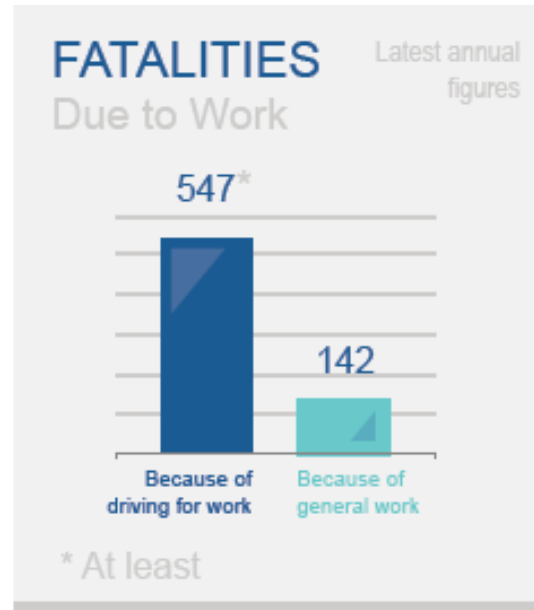
**Why are HGV lorries so dangerous and how can the industry make London's streets safer for cyclists?**

News > London

**Sixth London cyclist dies in 13 days in lorry crash in Camberwell**



## A safety imbalance?



Health & Safety is established and taken seriously as an accepted working culture within and across the workplace and other transport sectors



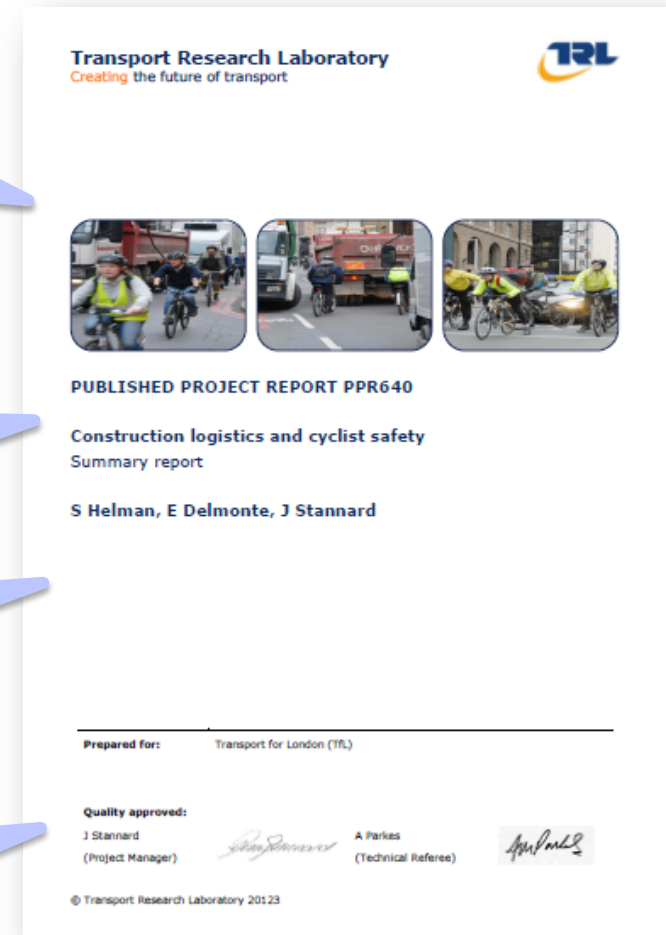
## Lessons from the construction industry

“the management of work-related road risk clearly lags behind the management of more general health and safety”

“there seems to be an underlying attitude that managing road risk is not a legitimate use of time”

“ people want to do the ‘right thing’, but there are no common standards to work to”

“ The blindspot on the mixer is 50% greater than a curtain side vehicle”



## Regulatory compliance?

*'Current levels of non-compliance – even with fundamental laws – are unacceptably high'*

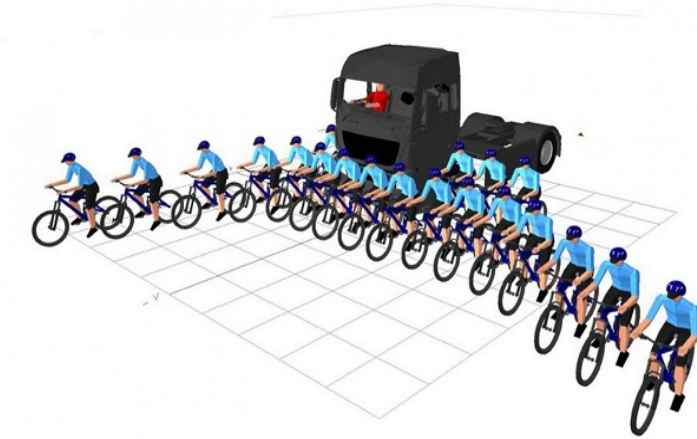
*74% of HGVs targeted stops found to be 'unsatisfactory'*

*'penalties for non-compliance are not a deterrent'*

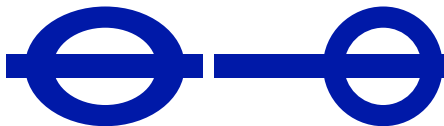
**'In general, regulatory non-compliance in HGVs increases their risk of being involved in a collision'**



# Equipment fit for an urban environment?



- The blind spot is a major contributory factor in cyclist and pedestrian fatalities involving HGVs
- Certain vehicles are exempt front and side protection - designed to work '*off-road*' but many spend 98 per cent of time *on road* in dense urban environments



# A comprehensive approach to truck safety

