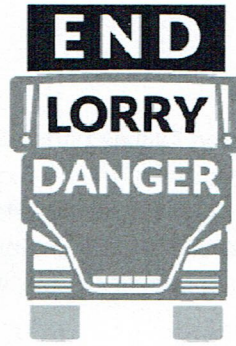


# London Cycling Campaign briefing: End Lorry Danger

In the first half of 2015, eight cyclists were killed on London's roads. Seven of those fatalities involved a lorry. The most recent cyclist to be killed was 26 year old Ying Tao, who was crushed under a lorry at Bank junction on 22 June 2015.



A disproportionate number of the heavy goods vehicles involved in cycling fatalities are construction vehicles. From 1 September 2015 the Mayor's Safer Lorry scheme will come into force, though in LCC's view - while a step in the right direction - this does not go far enough. It will require lorries to have basic safety equipment, which most lorries on London's roads already do.

LCC's End Lorry Danger campaign will call for urgent action in three areas:

## A rush hour lorry ban

**40% of cycling fatalities involving lorries occur in the morning rush hour. A ban on all lorries over 7.5 tonnes between 8am and 9.30am would enable the majority of people to cycle to work without having to share space with lorries.**

While there are still considerable numbers throughout the day, there is a strong argument for moving construction vehicle movements out of the rush hour. Construction vehicles are tied to construction site operational times which, with few exceptions start around 7.30 to 8am. Construction and waste industry vehicles account for a very high proportion of these fatalities.

In Paris there is complex regime linked to lorry size (area) to keep the largest lorries off the road in rush hour. However the lower size limit is 29m<sup>2</sup>, which would allow the standard tippers and cement mixers on the road at busy times. The Dublin limit only applies to the very large container vehicles over 40 tons. The main difference in risk between those cities and London is the very few number of construction industry vehicles on the road. A decade ago, during the Celtic Tiger building boom, Dublin had a similar problem to London with over half of the cyclist fatalities being lorry related.

The target of our rush hour lorry ban is the construction industry vehicles that are involved in almost all the fatal cyclist collisions at that time. Any rush hour ban in London, where 28% of the UK's development is currently taking place, must not exempt construction traffic.

London does have a night time lorry ban managed by London Councils and Transport for London. The main purpose for that ban is environmental and it has been hugely successful in keeping noise and pollution out of residential roads during the night. The permit system allows any essential deliveries to be made. At present most large delivery vehicles avoid the rush hour by sensible scheduling and are very rarely involved in rush hour collisions with cyclists.

## Improved driver vision

**One of the key reasons for the overrepresentation of HGVs in cycling fatalities is the severely restricted driver vision on most lorries, which makes safe working very difficult even for careful drivers. In around 80% of cycling fatalities involving lorries, the cyclist was initially hit when in the area to the front left of the vehicle (source: TfL Cycling Safety Action Plan). It is difficult for the driver to see what is in this area from a conventional lorry. From a 'direct vision' lorry, this area would be clearly visible. LCC is calling for a commitment from the mayor to ensure only direct vision lorries are used on GLA/TfL projects.**

Two years ago London Cycling Campaign commissioned an artist's impression for a "Safer Urban Lorry". This put the cab design of a modern refuse lorry together with the lower chassis from a construction lorry, and has the same load-carrying capacity. The seating position in our lorry is lower than in a conventional construction lorry, providing the driver with a much better view of what's going on around their vehicle. Larger windscreen and side windows further improve the visibility to the front and side.

Two years on, these trucks have become a reality. Mercedes-Benz now produce a tipper, a skip lorry and a concrete mixer, all with direct vision and lorry cabs about a metre lower than conventional cabs, improving visibility significantly and virtually eliminating blind spots.

It is also relatively straightforward and inexpensive to retrofit lorry cabs with glass doors, so the area to the front-left of the lorry is clearly visible. Yet the Safer Lorry scheme contains no requirements for freight operators to use lorries with improved direct vision – merely safety mirrors which do not solve the problem of the 'lorry blind spot'.

### **Stronger enforcement**

**London needs much stronger enforcement against operators who put profits before lives by allowing unlicensed, untrained lorry drivers, or unsafe vehicles, to operate on our roads. In its first month of enforcement the City of London Police Commercial Vehicle Unit found that in its first month of operation, 95 of the suspect 136 lorries they stopped had to be taken off the road for non-compliance or safety reasons, including lack of insurance, driving without the appropriate licence, with an unsafe load, or not accurately recording driver hours.**

Lorry driver Barry Meyer was unlicensed and uninsured when he ran over and killed Alan Neve in Holborn in July 2013, and had been banned from driving several times previously. While Mr Meyer was sentenced to three and a half years in jail, the police took no action to prosecute the operator that allowed Mr Meyer to drive without checking that he had a valid licence. The law must protect cyclists from the risk of death or serious injury by ensuring dangerous drivers are never allowed to drive a heavy goods vehicle on London's roads.

Much more attention needs to be given to the management of lorry operators, drivers and vehicle fleets. Best practice standards, as established by Transport for London's Fleet Operator Recognition Scheme (FORS) and its Construction Logistics and Cycle Safety (CLoCS) initiatives, should be a requirement in all contracts. The Traffic Commissioners and Health & Safety Executive need to be given greater powers and resources to act as effective safety regulators, to remove unsafe lorry operators from the roads.

Organisations which hire lorry operators must have access to information about lorry operators' safety records, known as Operator Risk Compliance Scores (O CRS). At present, O CRS data (which are based on operators' records in MOT tests, roadside checks, Traffic Commissioners' findings and other sources) are collected by the Driver and Vehicle Standards Agency, but are confidential, being available only to the operators themselves. Publishing this data would enable clients to show due diligence by avoiding operators with poor safety records when contracting.

**London Cycling Campaign will launch its campaign calling on the Mayor of London to End Lorry Danger on 22 July 2015. For more information on the campaign please contact Rosie Downes, Campaigns Manager at London Cycling Campaign: [rosie@lcc.org.uk](mailto:rosie@lcc.org.uk), 020 7234 9310/07979 757100.**