London’s road safety priorities – the role of safer vehicles

Lilli Matson
Head of Strategy & Outcome Planning
Transport for London
Overview

• TfL’s road safety strategy for London
• London’s success in reducing casualties
• Key achievements so far
• Improving Truck Safety in London
• Improving Bus Safety in London
• Vehicle technology research: solutions for the London vehicle fleet
• Summary
Safe Streets for London: The London road safety plan

2013

*Safe Streets for London* was launched in 2013

2020

An ambitious plan to reduce the number of KSI casualties by 40% by 2020 (2005-9 baseline)

1 Ambition: “Working together, towards roads free from death and serious injury”

5 Key actions themed by Safe Roads, Safe Vehicles, Safe People and Delivering in Partnership

3 Published 3 further action plans focused on improving safety for vulnerable road users

50 Achieved the Mayor’s road safety target and set a new target to reduce KSI’s by 50% by 2020
Safe London streets

• In October 2015, TfL published ‘Safe London streets: Our approach’

• Five main sources of road danger
  – Travelling too fast
  – Becoming distracted
  – Undertaking risky manoeuvres
  – Driving under the influence of alcohol or drugs
  – Failing to comply with the laws of the roads

• A need to understand the system better: how, when and where collisions and casualties can be prevented before they happen

• TfL’s programme is themed by Safe Roads, Safe Vehicles, Safe People and Delivering in Partnership

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<th>Safe System</th>
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<td>Safe Roads</td>
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<td>Delivering in Partnership</td>
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Three central principles underpinning TfL’s ‘safe system’ approach

1. People make mistakes
2. There are physical limits to what the human body can tolerate
3. We all have a responsibility to improve safety
London’s success in reducing casualties
• Number of KSIs fell seven per cent during 2014 to lowest levels since records began

• In 2014, pedestrians, motorcyclists and cyclists made up 80 per cent of KSIs in London
Improving safety of vehicles on London’s roads

• Analysis of collision data – disproportionate risk

  • In 2014, HGVs were involved in **25%** of pedestrian fatalities and **38%** of cyclist fatalities in London, despite only making up around **4%** of the miles driven in London.

  • Buses are **four times more likely** to be involved in a KSI collision with a pedestrian than would be expected for their share of traffic.

• Focus on trucks and buses

• Opportunity to influence the safety of vehicles

• Working in partnership achieves the best results
Targeting vehicle safety – a multi-pronged approach
LONDON’S ROAD SAFETY PRIORITIES – THE ROLE OF SAFER VEHICLES

Safer Vehicles: Approach

Improving truck safety

Safer Lorry Scheme (and consulting on next steps)

Direct vision trucks

Bus ISA trial

Safe Urban Driving

Bus Technology Trials

Safer buses
Improving Truck Safety in London
LONDON’S ROAD SAFETY PRIORITIES – THE ROLE OF SAFER VEHICLES

Improving Truck Safety

Reducing blindspots on trucks on London’s roads

Additional mirrors/cameras/sensors vs Direct vision

Managing overload of driver attention

Working together on safety

Looking out for vulnerable road users
Improving the safety of the current and future fleet

- Addressing the visual limitations of the current fleet
- TfL has commissioned research that expects to further our understanding

- Need to reduce blindspots with trucks fit for use in dense urban environments
- Working with manufacturers to develop safer, lower vehicles with improved direct visibility
Safer trucks ARE possible

*Lower*, with more panoramic *direct vision*, allowing more *direct eye contact* between the driver and other road users.
Improving Bus Safety in London
Safety technology trials on Buses

Pedestrian and Cyclist Detection - 2014

- Complex, developing technology
- Trialled retrofit of sensor technology on London buses

Intelligent Speed Assistance (ISA) – 2015/16

- Successful in speed limiting the vehicle (limits acceleration only)
- Particularly effective in 20mph speed limits
- Points of manufacture not retrofit - roll out on all new buses
- Results to be published this summer
Bus Safety Programme: Bus Safety Standard

- Six workstreams in the Bus Safety Programme

- Bus Safety Standard focuses on vehicle technology and design improvements for London Buses which will set a new standard for bus safety – for passengers and vulnerable road users

- Evidence based – STATS19 collision data and bus incident report data

- Effective solutions for real challenges
Vehicle technology research: solutions for the London vehicle fleet
Research: The benefits of vehicle safety technologies in London

- TfL keen to better understand the role of safety technologies in the wider London fleet
- Report builds upon research for the European Commission
- Technologies identified as having the greatest benefit to reducing casualties in London were
  - Intelligent Speed Assistance
  - Pedestrian Autonomous Emergency Braking
  - Pedestrian secondary safety features
  - Alcolocks
Vehicle safety technologies to reduce casualties in London

- **Intelligent Speed Assistance**: prevention of up to 649 car occupant and pedestrian KSI casualties in London by 2030

- **Pedestrian AEB system**: prevention of up to 328 pedestrian KSI casualties by 2030

- **Improved pedestrian secondary safety measures**: prevention of up to 183 pedestrian KSI casualties by 2030

- **Alcohol Interlocks**: prevention of up to 108 KSI casualties from drink drive collisions by 2030

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<td>KSI Casualty saving</td>
<td>26 649</td>
<td>7 183</td>
<td>12 328</td>
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Next steps/conclusions
Summary

• Real progress made in reducing KSI casualties in London

• A strategy fit for a modern road safety agenda

• Continuing to harness new technologies to improve safety of vehicles

• Delivering road safety in collaboration with our partners

• Influencing national and international legislators to improve safety in London
Thank you

Lilli Matson
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Transport for London