

Caroline Pidgeon MBE AM, Chair of the Transport Committee

Sir Peter Hendy CBE
Commissioner
Transport for London
Windsor House,
42-50 Victoria Street
London, SW1H 0TL

London Assembly
City Hall
The Queen's Walk
London, SE1 2AA

22 September 2014

Dear Peter

Transport Committee's response to TfL's consultation on the safer lorries scheme

I am writing, on behalf of the Transport Committee, to set out our response to TfL's consultation on the safer lorries scheme. This response draws on our past work on cycling and provides specific answers to the four scheme-related questions set out in the online consultation survey (questions 9 to 12).

We strongly agree with the proposals to introduce a ban across London that would affect all lorries over 3.5 tonnes that do not feature class V mirrors, Class VI mirrors and side guards. In our report on cycling safety, *Gearing Up?* (November 2012), we highlighted the importance of improving the safety of Heavy Goods Vehicles (HGVs) to improve cyclists' safety. More recently, our survey of over 6,300 cyclists (December 2013) showed that tackling the dangers posed by HGVs is a key issue for cyclists. 87 per cent of our survey respondents rated retrofitting HGVs with cyclist safety equipment as important or very important.

We strongly agree that these proposals will improve safety for cyclists and pedestrians. Our past work has highlighted that HGVs are often involved in serious road collisions with cyclists and pedestrians. For example, we note that last year HGVs were involved in nine of the 14 cyclist fatalities. These proposals should help to reduce the number of collisions involving HGVs and vulnerable road users.

We would urge TfL to review the list of vehicles exempt from the requirement to fit side guards and mirrors to ensure very few types of vehicles are exempt from the proposals. There should be very few, if any, lorries travelling on London's roads without side guards and mirrors so cyclists and pedestrians are safer. In particular, we ask for the removal of the exemption on side guards for most articulated lorries carrying shipping containers. Articulated lorries carrying shipping containers can be, and have been, involved in serious road collisions with cyclists.

Finally, we strongly agree that the ban should apply on all of London's roads. Cyclists and pedestrians can be involved in collisions with lorries on any streets in the capital. Vulnerable road users should be reassured that wherever they are making their journeys in London they are travelling alongside vehicles that are safe. We want the ban to be as comprehensive as possible, in terms of the lorries and roads it covers, to maximise its effectiveness and ensure it results in safer roads.

We look forward to hearing the outcomes of the consultation in due course.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Caroline Pidgeon', with a long horizontal flourish extending to the right.

Caroline Pidgeon MBE AM

Chair of the Transport Committee

Cc: Andrew Gilligan, Mayor's Cycling Commissioner