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For immediate release

BAN UNSAFE LORRIES FROM LONDON ROADS IF STANDARDS NOT MET

CTC calls for lorry ban if do not meet direct vision standard by 2025

CTC, the national cycling charity, responding to Transport for London's (TfL) consultation 'Further improving lorry safety in London', supports TfL's proposals to extend its existing Lorry Safety Scheme and has called for greater ambition through a commitment to direct vision lorries.

Despite making up 4% of London traffic, lorries are disproportionally involved in London cyclists' deaths. Between January 2008 and July 2015, 56 of the 99 cyclists killed in London were involved in incidents with lorries.

In response, TfL's Lorry Safety Scheme was introduced on 01 September 2015 and required lorries to fit side guards and extended side view mirrors. The latest consultation calls for further improvements with glass vision panels in the passenger side doors. This will improve drivers' direct vision of vulnerable road users on the cab's left hand side.

Supporting this important step towards road safety, CTC is also calling for TfL and all 33 London boroughs to express a preference towards direct vision lorries in all future bids for planning applications and publicly-funded contracts.

Direct vision lorries differ from traditional lorries, in that they give drivers a lower seating position in the cab, similar to the front of a London bus. This provides a much greater improvement in terms of driver visibility and consequently other road user safety.

CTC is therefore urging TfL to adopt a road map for the widespread introduction of direct vision lorries which would make their use a contractual requirement by 2020 for TfL and the boroughs, with a commitment to ban lorries which do not meet direct vision standards from London roads by 2025.

Supporters of these suggestions for Lorry Safety can show their agreement by writing to TfL using CTC's online tool at: www.ctc.org.uk/saferlorries

Duncan Dollimore, CTC's Road Safety Officer, said:

"With London lorry traffic set to increase as Crossrail comes to completion and HS2 starts in earnest, TfL's consultation on improving lorry safety is a timely step in the right direction. However, more can and must be done to protect London's most vulnerable road users.

"CTC wants to see TfL lay out a road map for the adoption of direct vision lorries. This will help

usher the single greatest danger to cyclists off London roads and into the history books.

"We're calling on all cyclists and vulnerable road users to back our call and show their support, which they can do via the CTC website at www.ctc.org.uk/saferlorries."

For more information contact the national CTC Press Office on 01483 238 315, 07786 320 713 or email publicity@ctc.org.uk.

Notes to editors:

CTC, the national cycling charity, inspires and helps people to cycle and keep cycling, whatever kind of cycling they do or would like to do. Over a century's experience tells us that cycling is more than useful transport; it makes you feel good, gives you a sense of freedom and creates a better environment for everyone. www.ctc.org.uk

1. CTC's full consultation response is available at:
   https://www.ctc.org.uk/sites/default/files/media_library/users/SamJones/ctc_response_to_transport_for_london.pdf
2. Public supporters of CTC's consultation response can write to TfL via the CTC website:
   www.ctc.org.uk/saferlorries
3. TfL's presentation 'Safer trucks in London' which explains their research 'High Vision HGV Evaluation – Phase 1' is available for download here. The presentation features feedback from lorry drivers who have used direct vision lorries on slides 11 and 12 indicating industry approval.
4. During the construction phase of HS2, lorry movements are expected to reach a peak of 1,440 per day on Camden streets alone.
5. Further information on direct vision lorries can be found on the Mercedes and Dennis Eagle websites:
   https://www.sbcommercials.co.uk/article/mercedes-benz-econic-direct-vision-cab and http://www.dennis-eagle.co.uk/