THE GLA ROADS AND GLA SIDE ROADS (LONDON SAFER LORRY SCHEME) (RESTRICTION OF GOODS VEHICLES) TRAFFIC ORDER 2015
(“Order No. 1”)

THE BOROUGH ROADS (LONDON SAFER LORRY SCHEME) (RESTRICTION OF GOODS VEHICLES) TRAFFIC ORDER 2015
(“Order No. 2”)

THE HEATHROW AIRPORT (RESTRICTIONS OF GOODS VEHICLES) No. 1 ORDER 2015
(“Order No. 3”)

Roads Traffic Regulation 1984
Airports Act 1986
Aerodrome Traffic (Heathrow) Order 1976

STATEMENT OF REASONS

Transport for London  London Councils TEC  Heathrow Airport Limited
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London  London  Stoneham Place
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1. **Transport for London** ("TfL") as regards Order No. 1 above, the **Environment and Transport Committee of London Councils** ("TEC") as regards Order No. 2 above, and **Heathrow Airport Limited** ("HAL") as regards Order No.3 above, (collectively referred to as the "Order Making Authorities") propose making the above named traffic orders ("the Proposed Orders").

2. The **combined** effect of the Proposed Orders will be to prohibit goods vehicles exceeding 3.5 tonnes maximum gross weight ("HGVs") from being used or driven on all roads in Greater London located within the boundary of the London Low Emission Zone (GLA Roads and GLA Side-Roads, remaining borough roads and roads at Heathrow Airport) unless fitted with both:

- a Class V mirror (a close proximity exterior mirror) on the passenger side and a Class VI mirror (front mirror) complying with the requirements for fitting such mirrors in Community Directive 2003/ 97 (including any corresponding provision in UN ECE Regulation 46 (Revision 5) and
- sideguards or lateral protection devices fulfilling the requirements for the fitting of such devices in Community Directive 89/ 297/ EEC;

as set out in the Proposed Orders and subject to exceptions, exemptions and conditions more particularly described in them.

   It is proposed that the restrictions will commence during the Summer of 2015.

3. The Proposed Orders provide that the prohibition will not apply to the vehicles or use in the circumstances set out in Article 4 of the Proposed Orders or the vehicles in respect of Class V and VI mirrors listed in Part 1 of the Schedule and in respect of Sideguards to the vehicles listed in Part 2 of the Schedule to the Proposed Order.

4. These Proposed Orders respond to a significant and disproportionate number of cyclist and pedestrian collisions involving heavy goods vehicles in Greater London, some of which are currently exempt from UK and European regulations on fitting extended view mirrors and sideguards.

5. A report by the Transport Research Laboratory (TRL) commissioned by TfL in 2014 indicated that between 2008 and 2012, HGVs were involved in 53% of London cyclist deaths despite making up only approximately 4% of all traffic. Provisional data states that in 2013 HGVs were involved in 9 out of 14 cyclist (64%) and 13 out of 65 pedestrian (20%) deaths in London. A full copy of the TRL report is available on TfL’s website at [http://www.tfl.gov.uk/cdn/static/cms/documents/safer-lorry-trl-report.pdf](http://www.tfl.gov.uk/cdn/static/cms/documents/safer-lorry-trl-report.pdf).
6. Although each accident is governed by its own set of circumstances it is considered by the Order Making Authorities that the presence on all HGVs driven in Greater London of:

- Class V and VI mirrors and of sideguards will allow drivers of such vehicles greater visibility of the presence of other road users (particularly cyclists and pedestrians) in close proximity to their vehicles thereby increasing the chances of the driver being able to take appropriate action to avoid a collision and thus reducing the number or likelihood of such accidents involving HGVs.
- The mandatory fitting of vehicle sideguards to a greater range of vehicles than presently required to do so, particularly construction traffic, will increase the chances of cyclists and pedestrians being deflected away from the vehicle, thereby preventing them from falling under the vehicle’s wheels, and reducing the severity of any such accidents.

will reduce the likelihood and severity of such accidents thereby reducing the number of persons killed and seriously injured (particularly cyclists and pedestrians) from current levels.

7. The Order Making Authorities have given careful consideration to the vehicles which are to be exempt from the requirement to fit mirrors or sideguards and have consulted widely on both the principle of introducing the prohibition and on the exemptions to it.


9. A total of 6865 people responded to the consultation through an online portal.

10. The responses from lorry drivers and owners with an HGV over 3.5 tonnes confirmed that many already have safety equipment installed, with the most common being sideguards; 75% of respondents had these on all of their vehicles. 66% had Class V mirrors and 63% had Class V1 mirrors on all of their vehicles.

11. In general, there was a very positive response to the proposals from all groups of respondents. Overall, 94% agreed with the proposal to ban lorries without Class V mirrors, 93% to the ban of lorries without Class V1 mirrors and 83% agreed to
the proposals regarding sideguards. The proposals were slightly less popular among stakeholders and lorry drivers, but were still supported by most: 85% of stakeholders and 75% of lorry drivers for Class V mirrors; 72% (stakeholders) and 76% (lorries) for Class V mirrors; 82% stakeholders and 76% (lorries) for sideguards.

12. Overall, 90% of respondents agreed that the proposals would improve cycle safety.

13. The results of the consultation were reported to and considered by Transport for London and the London Councils’ Environment Committee.

14. In the light of the consultation, a small number of changes were made to the proposed Orders to increase the vehicles to be exempted from the requirements to retrofit mirrors and sideguards "Showmen's" vehicles" were added to the list of vehicles exempted from the requirement to fit sideguards where the vehicle is fitted with a special type of body or structure forming part of the equipment of the show; and vehicles constructed before 1st January 1983 were added to the list of exemptions in Article 4 of the proposed Orders.

15. These changes exempt a very small number of vehicles and their addition to the list of exemptions would not in the view of the Order Making Authorities impact on the overall effectiveness of the proposed Orders.

16. A number of other detailed suggestions for exemptions were considered by the Order Making Authorities. After careful consideration, it was considered that a number of the requested exemptions were already covered.

17. A list of the 45 key stakeholders who responded to the consultation is appended to this Statement of Reasons.

18. Having regard to the 2014 TRL report and the results of the consultation undertaken during the late summer of 2014, the Order Making Authorities have decided to proceed with the making of the Orders with a view to their coming into effect during the Summer of 2015.

19. The Order Making Authorities consider it is expedient to make each of the Proposed Orders for all or any of the following reasons:

- For avoiding danger to drivers heavy goods vehicles, pedestrians and cyclists or for preventing the likelihood of any such danger arising;
- For facilitating the passage on the road of HGVs, cyclists and pedestrian traffic; or
- For preventing the use of the roads by HGVs without Class V and VI mirrors and sideguards which, without such equipment, renders them
unsuitable having regard to the existing character of roads in Greater London.
APPENDIX

KEY STAKEHOLDERS RESPONDING TO THE CONSULTATION
UNDERTAKEN BETWEEN 29 JULY 2014 AND 22 SEPTEMBER 2014
Campaign for Better Transport
Transport interest group

Road Rescue Recovery Association
Transport interest group

BRVLA
Transport interest group

Alliance of British Drivers
Transport interest group

Transport Northern Ireland, Dept of Regional Development
Government

Swiss Embassy to the UK
Embassy

London Borough of Ealing
London Borough

London Borough of Enfield
London Borough

London Borough of Redbridge
London Borough

Camden Council
London Borough

Royal Borough of Kingston Upon Thames
London Borough

Royal Borough of Greenwich
London Borough

Royal Borough of Hackney
London Borough

The Rt. Hon. Mrs Theresa Villiers MP
MP

Rt Hon Simon Hughes MP
MP

Zac Goldsmith MP
MP

Streatham Green Party
Political party

Southwark Liberal Democrat Council Group
Political party

Sustrans
Cycling interest group

Wheels for Wellbeing
Cycling interest group

Ealing Cycling Campaign
Cycling interest group

Greenwich Cyclists
Cycling interest group

Westminster Cycling Campaign
Cycling interest group

CTC, the national cycling charity
Cycling interest group

Road Haulage Association
Freight business/ interest group
Freight Transport Association
Freight business/ interest group

Thurrock Freight Quality Partnership
Freight business/ interest group

London Fire Emergency and Planning Authority
Public body

Metropolitan Police Service
Public body

UCL Hospitals NHS Foundation Trust
Public body

Kingston University
Public body

Crossrail Ltd
Public transport

Roadpeace
Road safety charity

Brake, the road safety charity
Road safety charity

The Showmen’s Guild of Great Britain c/o Blackhouse Jones
Business

John Lewis Partnership
Business

Mineral Products Association
Business

British Land PLC
Business

The Crown Estate
Business

Morrisons Supermarket
Business

BP
Business

Travis Perkins Plc
Business

JVC Europe Ltd
Business

inmidtown business improvement district (BID)
Business