Safer Urban Trucks
The evidence for change

What does the evidence show?

Research has shown that none of these cyclists can be seen through the vehicle windows.

But research showed:

Analysis of cyclist fatalities over the past three years showed:

- 70% involved HGVs with higher cabs designed to be driven off-road.
- 49% of those who use off-road vehicles said off-road conditions are never/rarely encountered.
- 47% of those questioned are not familiar with the difference between on-road and off-road trucks.

The right vehicle for the right job

‘You just need to sit in one of the old cabs then get in the new one and you realise how important this change is’

Transport Manager

Informing vehicle specifications

- Direct Vision Standard: Rates how much a driver can directly see of other road users in areas of greatest risk. The Standard provides safety information to aid vehicle purchasing decisions.
- Site Standards: Enables the grading of ground conditions at construction and waste sites, helping to identify if an off-road vehicle is necessary. This will help to give confidence to operators to specify the right vehicle for the right job.
- Safety Equipment Testing: Independently tests and reviews safety equipment to inform the purchase of the safest vehicle technology.

HGVs make up 4% of road miles but...

25% fatalities involve an HGV in London and...

90% of all freight is carried into the City by road.

Cameras, mirrors, sensors can help, but too many can lead to driver ‘cognitive overload’.

Find out more by reading the research at tfl.gov.uk/Safer-Trucks