



*****Embargoed until 06:00am on Monday, October 2*****

London bus collisions rise by over 5,000 in three years

- Over 5,000 more collisions since 2013
- 1,231 injuries last year alone
- 1,257 people taken to hospital over past four years
- 31 deaths since 2015
- Calls for Mayor to increase safety efforts and utilise modern technology

The number of bus collisions on London's roads rose by more than 5,000 in three years, figures uncovered by Keith Prince AM show.

Recorded incidents have grown year on year since 2013, with over 28,000 collisions in 2016 alone.

The number of injuries has also increased, with 1,231 people hurt last year compared with 1,184 in 2013.

The number of people requiring hospital treatment has fallen but still totals 1,257 over the past three and a half years.

Since 2015, there have been 31 deaths resulting from collisions on London's bus network.

Transport for London says it is looking at new initiatives to improve bus safety and is working towards the Mayor's target of zero fatalities on the network by 2030.

But London Assembly member Keith Prince believes TfL should be exploring new blind spot-detection technology [1] and bringing forward its 12-year target for zero deaths.

He said: "A 12-year target for zero deaths is not nearly ambitious enough – particularly when the number of collisions is getting worse.

"TfL's efforts appear largely focused on improving emergency braking, but technology exists that eliminates blind spots and can be retro-fitted to buses. These kinds of innovations should be explored.

"If Sadiq Khan is serious about having zero fatalities on London's roads he needs to utilise innovative technology to make TfL's bus fleet safer. If he does, he may be able to reduce fatalities sooner than 2030."

ENDS.

Notes

- Keith Prince AM is the GLA Conservatives' transport spokesman
- [1] Mobile Eye provided evidence to the London Assembly earlier this year on its Advance Driver Assist Systems, which includes blind-spot detection for pedestrians and cyclists. The system can be retro-fitted to buses and other vehicles.

For more information or to arrange an interview, please contact the press office below.

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Bus collisions data from TfL

Below is a table showing bus collision data for the last five years, compiled from injury data submitted by the bus operating companies contracted to us. Please note that the data for 2017 covers the period from January 2017 to June 2017.

The table shows the total number of collisions in a given year, including those that resulted in no harm to people or significant damage. The table also shows the number of injuries sustained as a result of collisions on the bus network, and the number of instances in which an injured person has been taken to hospital either for treatment or as a precaution following a collision.

Calendar year	Collision incidents	Total collision injuries	Collisions resulting in someone being taken to hospital
2013	22,676	1184	322
2014	24,045	1121	315
2015	26,556	1150	312
2016	28,035	1231	219
2017*	13,917	556	89

*Valid to Quarter 2 of 2017

Approximately 2.3 billion journeys are made on the London bus network every year. In 2016, the year with the highest number of collisions, there was one incident for every 10.5 million journeys which resulted in a person being taken to hospital.

We have sought to make our safety incident management system easier and quicker to use for bus operators, to encourage full reporting of incidents on the bus network. This may be partly responsible for the rise in recorded collisions over the years requested. However,

over the five year period there has been a steady decline in the number of instances in which an injured person has been taken to hospital.

We are developing a combination of initiatives including the Bus Safety Programme and Bus Safety Innovation Fund to reduce collisions and injuries on the bus network, and help us achieve the ambitious Vision Zero approach of no fatalities on the network by 2030. More details on this approach will be contained in our formal response to the London Assembly's Making London's Buses Safer report later this autumn.

As I mentioned I've been doing some work with Mobileye. Recently acquired by Intel for \$15.3bn, Mobileye is the leading supplier of software that enables Advanced Driver Assist Systems (ADAS). Their technology is installed in over 17 million vehicles worldwide, while independent studies confirm the safety benefits from their technology; including blind spot detection for cyclists and pedestrians; forward collision; pedestrian and cyclist detection that improves overall road safety. (I attach a 1-page summary of some research that was undertaken in Washington State).

Although their technology can be installed by the manufacturer, they also have a **retrofit product** which can be added to any vehicle, bus, lorry, van etc.

Earlier this year they submitted evidence to the Assembly Transport committee inquiry looking at bus safety. I've attached Mobileye's submission but in the subsequent report that was published in July, it was clear Automatic Emergency Braking (AEB) was the preferred technology. Of course this doesn't have blind spot detection and AEB can be complicated to apply to buses.

TfL is also developing their bus safety programme, but again the [emphasis is on AEB](#).

There does seem to be a missed opportunity here; Mobileye is rolling out their product in New York, Paris, Malaga and numerous other cities around the world.

In talking with Jonathan, he suggested that it might be of interest to have Mobileye to come in and present to you and your colleagues. I'm sure I could bring one of the senior people over from Israel for that.

Their safety technology is only element of the work the company is involved in. They are at the cutting edge of the autonomous vehicle revolution which can only be achieved with ADAS technology as well as HD mapping on the road network which is what the company is rolling out.