

Subject: Bus Safety

Report to: Transport Committee

Report of: Executive Director of Secretariat

Date: 2 February 2017

This report will be considered in public

1. Summary

- 1.1 This report sets out the background to a discussion with guests on the safety of London's bus network.

2. Recommendation

- 2.1 **That the Committee notes the report, puts questions on bus safety to the invited guests and notes the discussion.**

3. Background

- 3.1 The Transport Committee has decided to investigate bus safety. The scope and terms of reference for this investigation have been agreed by the Chair under delegated authority in consultation with party Group Lead Members. The terms of reference for the investigation are:
- To examine recent trends in the performance of London's bus network;
 - To assess progress to date of Transport for London's (TfL) bus safety programme; and
 - To identify further measures to reduce road collisions and other incidents involving buses.
- 3.2 Buses are the busiest form of public transport in London, with around 2.5 billion passenger trips made each year (around double that of the Underground). TfL commissions private operators to run bus services in London, awarding seven-year contracts to operate bus routes. Although bus safety (in terms of casualty numbers) has improved over recent years, there was a spike in bus collision fatalities in 2015.
- 3.3 While London's bus fleet is arguably one of the safest in the world, the number of collisions involving buses has increased in recent years. There were 4,297 injuries by the end of Q3 2014/15, compared with 4,196 over the same period the year before (and increase of 2.5 per cent). The number of casualties being taken to hospital decreased by 4.2 per cent, suggesting that the increase was driven by a rise in minor injuries.¹

¹ <http://content.tfl.gov.uk/sasp-20160310-p1-item08-bus-safety-programme.pdf>

- 3.4 This investigation will review how TfL is trying to improve bus safety, in part by assessing the first year of TfL's Bus Safety Programme (which was launched in February 2016). The investigation will also consider other factors that are likely to influence bus safety, such as speed and lateness targets set by TfL, bus driver training, plans for new safety technologies and the influence of road design on safety.

Bus Safety Programme

- 3.5 The previous Mayor and TfL launched the Bus Safety Programme as part of work to reduce the number of people killed or seriously injured on the capital's roads by 50 per cent by 2020.² It includes:
- Providing new, centralised TfL safety training to all bus drivers;
 - Publishing more bus collision data;
 - Putting more safety incentives in operator contracts; and
 - Trialling and introducing more on-board safety technology.
- 3.6 The Mayor, Sadiq Khan, has since committed to a Vision Zero policy approach to road safety.³ This meeting is an opportunity to consider how TfL plans to reduce incidents involving buses and whether the Bus Safety Programme is fit for purpose.

4. Issues for Consideration

The following guests have been invited to participate in the discussion:

- Gareth Powell, Director of Strategy and Service Development, TfL;
- Jane Lupson, Bus Collision Reduction Programme Manager, TfL;
- Amy Aeron-Thomas, Road Peace;
- Wayne King, Regional Coordinating Officer, Unite;
- Paul Russell, Chief Executive Officer, Ciras;
- Tony Wilson, Managing Director London and Surrey, Abellio; and
- Sarah Hope, a passenger representative.

5. Legal Implications

- 5.1 The Committee has the power to do what is recommended in this report.

6. Financial Implications

- 6.1 There are no financial implications arising from this report.

² <https://tfl.gov.uk/info-for/media/press-releases/2016/february/mayor-launches-world-leading-bus-safety-program>

³ https://www.london.gov.uk/sites/default/files/city_for_all_londoners_nov_2016.pdf

List of appendices to this report:

None.

Local Government (Access to Information) Act 1985
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List of Background Papers: None

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