**Draft report**

**GRSG VRU-Proxi Task Force on ‘bus and coach’**

Date: Monday 10 February 2025

Time: 10:30- 12:30 CET

Venue: online meeting

Chair: Donald Macdonald (UK), donald.macdonald@dft.gov.uk

1. **Welcome and introduction**

The Chair welcomed attendees and referenced the decisions by VRU-Proxi-35 to establish Task Forces (TF) exploring and, where appropriate, developing draft regulatory proposals in line with the new Terms of Reference. This TF, was tasked to explore whether there is scope for further improvements to UNECE Regulations to prevent bus and coach collisions which should be considered by the VRU-Proxi IWG.

1. **Adoption of the agenda**

The agenda, document TF\_BUS\_COACH-01-01, was adopted.

1. **UK information on bus and coach collisions with VRUs – STATS19**

The expert from the UK, presented on STATS19 KSIs and collision involving bus/coach and VRUs over the last 11 years. This data covers collisions on public roads and is unlikely to capture collisions in locations like bus stations. UK will continue to investigate with the Health and Safety Executive (HSE) whether they hold information on off-road collisions. **Action 1 UK**

Transport for London (TfL) noted that they do not see revering as a common problem in bus stations and confirmed that HSE should hold this data.UK was asked if they hold information on specific vehicles and whether there is a correlation with new technology. The STATS19 data is only collision statistics and cannot be linked to specific vehicles. Further analysis may be possible by interrogating the registration system. **Action 2 UK**

DE noted that these are relatively low numbers and asked whether there have been any improvements over a longer time period. There is a 2008 report on Commercial vehicle safety priorities which was conducted by Transport Research Laboratory (TRL) which used data from early 2000s which could be compared. The full report can be found here:

[TRL | Commercial vehicle safety priorities - ranking of future priorities in the UK. Based on detailed analysis of data from 2006-2008](https://www.trl.co.uk/publications/ppr486). **Action 3 All**

There was a question on the status of the EU GSR in the UK – this is in the process of being implemented.

OICA sought clarification on the term public highways. Public highways mean all public roads and it is assumed the low-speed manoeuvres would have occurred at bus stops or junctions are included. TfL confirmed this and mentioned that the GSR forms part of the TfL bus safety standard. TfL asked when the GSR work will be completed; there is no confirmed date at this time.

1. **UK information from TfL operators on collisions with VRU**

TfL advised that all reports are published on their website and these can be accessed here:

<https://tfl.gov.uk/corporate/publications-and-reports/bus-safety-data>

TfL follows a Safe System approach and for bus collisions their focus is on pedestrians as they are constantly the highest proportion of fatalities, with 10 in 2024. TfL’s data shows that nearly all fatalities are at the front; predominantly pedestrians crossing the front of the bus from the nearside. A lot of these collision are predicted to have a driver line of sight of less than 10m making stopping in time difficult. While there are a high proportion of nearside impacts, there are cases where the pedestrian manages to get towards the centerline of the bus, making it even harder to avoid the collision. Most pedestrians are struck in less than one second meaning the driver could not have avoided the collision when considering two second reaction time. TfL considers bus direct vision to be good compared to HGVs and it is important to retain this.

The TfL bus vision standard can be found here:

<https://tfl.gov.uk/cdn/static/cms/documents/bus-safety-standard-bus-vision.pdf>

Detailed analysis of collisions can be found here:

<https://tfl.gov.uk/cdn/static/cms/documents/analysis-of-bus-collisions-and-identification-of-countermeasures.pdf>

TfL noted that the replacement of mirrors by camera monitor systems (CMS) has helped to reduce head strikes and damage to street furniture.

TfL asked VRU-Proxi to consider bus, coach and HGV collisions separately as their data indicates that the collisions, injuries and the VRUs involved are different.

OICA asked about collisions that are unavoidable. TfL suggested that the passive safety requirements are always going to be required to at least reduce the severity of these collisions. OICA also noted the risk of over stimulating the driver with warnings. TfL is aware and is considering how to address this concern to ensure that the driver can use systems effectively with minimal distraction. OICA asked about comparisons with other cities. TfL advised that this is not possible from a TfL perspective and suggested DfT may be able to request data from other cities and that TfL may be able to assist with analysis of such data.

1. **Information on bus and coach collisions from other meeting attendees**

No contracting parties or industry representatives could provide further information to the meeting. They were invited to consider doing so for future meetings. Any ideas on ways to get such data are welcome. **Action 4 All**

1. **AOB**

No items raised.

1. **Next steps / next meeting**

The next meeting will be on 10 March 10:30-12:30 CET to ensure it precedes the VRU-Proxi session. Two OICA delegates are unable to attend but indicated they are content for the meeting to proceed.

Attendees are requested to review the information presented in advance of the next meeting.

If any participants wish to present at the next meeting, please get in touch beforehand.

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