

From: [REDACTED]@middlebrooktransport.co.uk>
Sent: 03 June 2019 12:12
To: Kosenko Lucy [REDACTED]@tfl.gov.uk>
Subject: RE: DVS E-mail

Hi Lucy

I enjoyed our conversation, I confirm I'm not making any formal objection.

There is an interesting article about how magicians overload the mind through the eyes and how the eyes 'fill in' what they expect to see.

A few years back a young German female cyclist was killed in London by a Tipper driver, despite internal camera footage showing him continuously looking in all his mirrors as he negotiated the junction.

They are at a loss as to why he didn't see her, but I think by overloading his ability to process the information coming through the eye's they tricked him by showing his mind an image it expected to see. Basically the last few mirror checks had shown nothing there, so that was what his mind told him his eyes were seeing this time.

I hope this gives further cause for thoughts

<https://www.sciencenewsforstudents.org/article/fooling-mind%E2%80%99s-eye>

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From: Kosenko Lucy [mailto:[REDACTED]@tfl.gov.uk]
Sent: 03 June 2019 11:21
To: [REDACTED]
Subject: RE: DVS E-mail

Hi [REDACTED]

It was really good to talk to you earlier, thanks again for your time.

As mentioned, it's always good to get direct feedback from the industry. Thank you for confirming that you do not want your comments to be considered as a formal objection to the

Greater London (Restriction of Goods Vehicles) Traffic Order 1985 (Amendment) Order 2019. For avoidance of doubt, I would be grateful if you could confirm this via email today.

User Testing Invitation

Secondly, as discussed, we will be holding 'User Testing trials' in August for the online HGV Safety Permit Application portal. This will show the process for how operators apply for a single permit and make a multi-vehicle application for the Scheme. We will gather any feedback from operators and trade associations during these sessions.

The testing will take place at 14 Pier Walk, Greenwich Peninsula, SE10 0ES.

The two dates available are:

- Tuesday 20th August, 9.00-12.00 (**or**)
- Wednesday 21 August, 9.00-12.00

We'd be delighted if you could join us for one of these dates. I'll also add you to my stakeholder list for future advisory group panel invites.

UNECE

Lastly, the full name of the UN working group we are a member of is: Awareness of Vulnerable Road Users proximity in low speed manoeuvres (VRU-Proxi). In case of interest, you can follow all the work and minutes of this group here:

<https://wiki.unece.org/display/trans/VRU-Proxi+9th+session>.

I look forward to hearing from you.

Best wishes

Lucy

Lucy Kosenko

Engagement Specialist | Strategy | Public Affairs

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From: [REDACTED] [[mailto:\[REDACTED\]@middlebrooktransport.co.uk](mailto:[REDACTED]@middlebrooktransport.co.uk)]

Sent: 30 May 2019 16:59

To: Kosenko Lucy

Subject: DVS E-mail

Hi Lucy

Thank you for your response, and I hope you do not mind me contacting you direct.

I note you mention the lead time for EU implementation, and then follow it up with 'too many are getting killed' I speak as a keen cyclist.

The UK is one of the safest countries in the EU for all modes of transport, I feel the changes you are driving through will actually reverse this.

Less cyclists are killed on UK's roads than the Netherlands, despite the UK having 4 times the population and a quarter of the dedicated cycling infrastructure.

Whilst I believe one fatality is too many, aping countries with higher road death tolls is not the way to change this. Mayor Khan's zero fatality ambition will not materialise by copying policies from nations further away from that ambition than we are.

Unlike other major cities in Europe, London has been on an incredible building program for the past 25 years, taller, higher, deeper, Steel for Skyscrapers doesn't come by bicycle. No city in Europe has seen this level of construction activity, yet our fatality rate is historically low. More people are killed by stabbings in London than on bicycles in the whole country.

The proposals in the DVS program risk altering that. In 1962 Leyland motors brought out a model called the FG, (google it) DVS is not so much the future, as marching backwards.

My concern is you are overloading a driver sense of vision and the ability to interpret that vision.

Currently, with class 6 mirrors, DVS, Side camera's a driver has 9 points of vision to consider, if each glance takes .5 of a second, (6 to the nearside, 3 to the offside) assuming extreme rotation of the neck, and instant focus and location of the mirror this will take a minimum of 4.5 seconds to complete.

All this is without looking at the main direction of travel, where most of the concentration has to be, and prior to setting off from lights etc a final glance over the shoulder safety check.

Can a human process that many image inputs in that short time? Driving is 10% mechanical handling, 45% observation, and 45% interpretation of that observation. Its OK seeing it, but useless if you haven't the time to process that image.

In 4.5 seconds a streetscape will change beyond all recognition especially with faster moving cyclists/motorcyclists at 20mph, they will travel 30 ft per second (more than the length of a tipper lorry) drivers cannot stare at a nearside viewpoint, to the exclusion of all other vision points, DVS principles demand this, no point viewing one pedestrian, looking at another mirror to miss the 3 cyclists who've joined from 60ft away 2 seconds later.

The driver only has one pair of eyes and they point in the same direction, (unless you are Marty Feldman, google again) This could only work if a 2nd person assists the vision, will the construction industry foot that cost? No, though we want it taller, higher, deeper. We also want it cheaper.

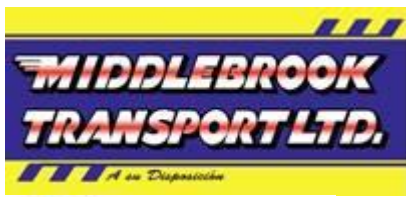
I realise this may seem a rant, but I believe these points have not been addressed correctly, and I worry that committees are loaded with too few voices of dissent, and genuine concerns are being overlooked.

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