

PARLIAMENTARY
ADVISORY COUNCIL
FOR TRANSPORT
SAFETY

Annual Review

2004/2005

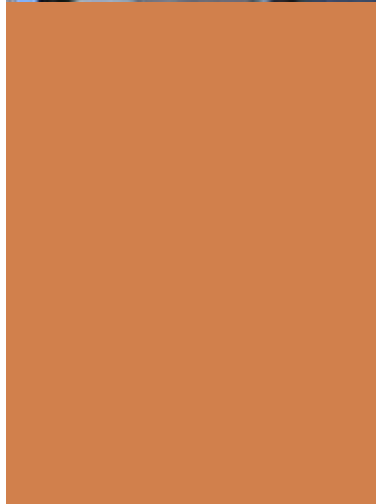
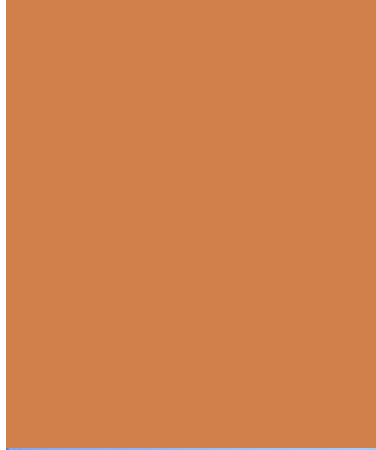




PARLIAMENTARY ADVISORY COUNCIL
FOR TRANSPORT SAFETY

dedicated to improving transport safety for the public benefit

Annual Review
2004/2005



CONTENTS

Executive Director's Report	2
Parliamentary Activity & Events	4
Working Parties	6
Research & Publications	12
Honorary Treasurer's Report	14
Statements of Financial Activities	16
Full Membership	18
Parliamentary Membership	20
Directors, Officers & Staff	22

The charitable objective of PACTS is "To protect human life through the promotion of transport safety for the public benefit". That may seem something of a mouthful but it is useful as a summary of what we are seeking to achieve.

Our prime aim, therefore, is to make our transport system safer for all who wish to use it, however they may choose to travel. We do not argue for absolute safety. Rather, we seek to assess what is achievable against the criteria of acceptability, of timescale of implementation, and of cost. Sometimes, there are quick and easy solutions to transport safety problems. At others, you have to recognise that benefits will be long-term and that to achieve them, you have to be prepared for the long haul.

PACTS is unusual in being multi-modal in its coverage. Road, rail, air and, to a lesser extent, marine safety issues are covered by the expertise of the organisation. This gives us the opportunity to offer suggestions from different modes that may have relevance to all transport users and providers. The human-machine interface and issues of impairment through drink, drugs or fatigue are of relevance to all the modes. Our access to research helps us to draw conclusions across the transport system. Through our events programme, comprising two conferences a year and our annual Westminster Lecture, we are able to bring together expert practitioners and researchers to examine problematic issues. The conferences are a significant contribution to future policy.

We also aim to be research-based in our proposals. PACTS was founded in the debate about compulsory seat belt wearing in cars where the research evidence was clear. If seatbelts were worn by occupants, fewer would be killed and those injured would be less severely affected. The challenge was to encourage the lawmakers to recognise the relevance of the research to public policy and to act accordingly. Research-based policy remains key to all the improvements that we propose.

My thanks go to all who have helped to make our work effective. Our working parties comprise volunteers who give their time and expertise freely. Oliver Carsten, Andrew Evans, Ian Neilson and Barbara Sabey, as chairs of the working parties, offer significant help and guidance between meetings. My two colleagues, Jonathan Gaventia and Sally Verkaik, help to keep the organisation moving forward. With all these combined efforts, I am confident that we will continue to go from strength to strength.

The year closed with the despatch of penholders to all the newly elected Members of the House of Commons. I am grateful to Nationwide for financial support of this project. The holders are a visual reminder to Parliamentarians of the relative risks of transport modes and of some of the ways in which Parliament has helped to improve safety.

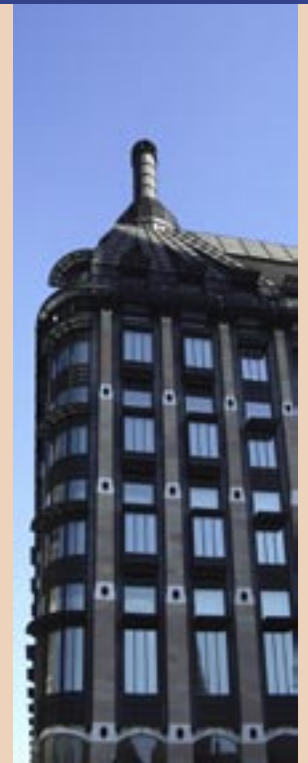
Challenges Ahead

PACTS occupies an unique position on the cusp of research and policy and covering all modes of transport. In the coming years, we will need to be involved in the debates about road pricing, about the improvement of inner cities and the land use planning that enhances both public space and safety, about engaging with local communities to improve safety - the topic of the February 2005 conference - and the use of new technology, notably ISA and black box recorders. All of these are substantial policy areas in which politicians will need research-based advice and information. Also of growing importance is work-related road safety. Too many people are killed or injured on our roads in journeys undertaken as part of their work. There remains plenty of work for us to do.

Robert Gifford
Executive Director

There can be no doubt that this year has been dominated for PACTS in Parliament by the Road Safety Bill. Referred to in the Queen's Speech, the Bill completed its progress in the House of Commons before Parliament was dissolved. The process of monitoring and seeking to amend the Bill took up a considerable amount of time during the last year. In the new Parliament, the Bill as amended has been introduced into the House of Lords where PACTS will continue to press for its improvement.

We commented at the time of publication of the Bill that it was somewhat limited in its scope. This was not a Bill with a grand vision behind it - unlike Barbara Castle's Road Safety Act of 1967. It certainly contains positive elements - the introduction of variable penalty points to reflect both the seriousness of the offence and the severity of the consequences and the creation of training courses for drivers likely to lose their licences through "totting up" are two examples. However, the positive aspects of the Bill were overshadowed by suggestions contained in a DfT discussion paper that penalties for speeding offences in 30mph areas might actually be reduced. PACTS remains firmly opposed to this suggestion as it runs counter to the research evidence that injury severity for both vulnerable road user and car occupant rises as speeds increase. Lowering penalties could lead to pedestrians, cyclists and children being more at risk in urban areas - a policy outcome significantly at odds with the aim to reduce casualties by 2010.



Bills

The Road Safety Bill, the Railways Act and the Serious Organised Crime and Police Act are clear reminders that Parliament continues to have a role in improving transport safety. In the case of the latter piece of legislation, through the interventions of the Liberal Democrats in the House of Commons and Viscount Simon and Baroness Anelay in the House of Lords, the Act was strengthened to include police power to seize vehicles driven by unlicensed drivers, the introduction of evidential roadside breath testing and police access to the motor insurance database. Strength of argument, opportunity and contact enabled PACTS to ensure that road safety measures were debated as the Act went through both Houses of Parliament.

Ministerial Meeting

In December, we held a very successful briefing session on the Road Safety Bill given by David Jamieson, then Minister for Road Safety. The meeting was very well attended at somewhat short notice, reflecting the seriousness with which PACTS' members viewed the proposals. I am grateful to David Kidney for organising the meeting and to all who turned up and left the Minister in no doubt about the strength of professional opinion on a number of issues.

Briefing Meeting

We also held a briefing meeting on lowering the drink-drive limit in January at which Prof Richard Allsop undertook an assessment of the likely lives to be saved, based on current accident data, if the United Kingdom were to adopt the same drink-drive limit as the vast majority of the EU states. I am grateful to Richard for undertaking this analysis. It remains to be seen whether the new government will be bold enough to take what appears to many to be the next inevitable step towards reducing drink-drive deaths.

PARLIAMENTARY ACTIVITY & EVENTS

Conferences

During the course of the year, we organised two successful conferences and the annual Westminster Lecture on Transport Safety. These remain an important opportunity for us to promote transport safety to a wider professional public and to highlight to Parliamentarians issues of concern.

In July, the theme of the conference was work-related road safety (*Driving While at Work, July 2004*). This is a key challenge since the Health and Safety Executive identified that as many as one in three road fatalities could involve someone driving as part of their work but at the same time has appeared reluctant to become engaged in work-related driving. The conference, opened by the road safety Minister David Jamieson, looked at the contribution that employers can make to reducing road risk among employees and third parties and at best practice in this area. It highlighted the importance of extending health and safety policies to include driving. All employers already have health and safety policies for protective equipment or falling from heights. Driving is just another part of daily work; it does not, therefore, require new policies, just an extension of existing ones.

In February, the second conference focused on involving communities in road safety, (*Letting People in on the Act: Involving Communities in Road Safety, February 2005*). This too represents a significant professional challenge. It is becoming increasingly obvious that local residents and businesses need to become engaged with road safety developments, whether in terms of engineering or education, to achieve commitment to the 2010 targets for casualty reduction. The conference included presentations on working with local residents in Oxford, with business and residents' groups in Leamington Spa and on the need to take into account the observed preferences of road users when designing engineering solutions. All these provided considerable food for thought for future developments.

15th Westminster Lecture on Transport Safety

The 15th Westminster Lecture (*In Times of Crisis how do Passengers React? December 2004*), was given by Helen Muir, Professor of Aerospace Psychology at the Cranfield Institute for Safety, Risk and Reliability. Helen's theme was passenger behaviour in times of crisis, basing her work on her research into the Manchester air fire and evacuation from trains. Her key conclusions were that assertive trained staff do make a difference to the chances of survival and that operators need to understand human behaviour before designing safe systems.

I am grateful to all who spoke at or attended our events. They are an important part of our work in promoting a better understanding of transport safety. Copies of the conference proceedings and the Westminster Lecture are available from the PACTS' office.

Our Technical Working Parties

PACTS conducts much of its policy development through five technical working parties. The membership of these comprises practitioners drawn from the membership of PACTS, all of whom give their time and expertise voluntarily to help our work. This provides us with a wealth of knowledge and good practice on which to draw, ensuring that the solutions we promote will bring real results.

Road Environment Working Party Report (REWP)

Issues Discussed During the Year

Best value

The REWP completed its review of the report of Best Value, Local Transport Plans and Road Safety in respect of significant changes in the context in which local transport is organised. Following discussion with the Dept for Transport (DfT) with particular reference to its commissioned research on why some local authorities perform better than others, a final paper on taking forward the recommendations was published.

Urban Safety Management

The major urban safety management projects set up by DfT in Birmingham, in greater Manchester focussing on disadvantage and in 10 cities looking at urban mixed priority routes, will be monitored. As yet it is too early to draw any conclusions.

Rural Safety Management

The anticipated DfT-led rural safety management demonstration project has still not been realised some five years after the Institution of Highways and Transportation (IHT) Guidelines were published. However several Local Authorities have been developing schemes in rural areas. The REWP is endeavouring to bring together this information to share experiences.

Traffic Management

A major presentation was made by representatives of the Highways Agency and Mouchel

Parkman on the Active Traffic Management scheme under development on the M42 near Birmingham. There was extensive discussion in detail, and the REWP will continue to monitor the project.

Motorcycle Safety

A comprehensive report on motorcycle safety and the rural environment was made by representatives of the Motorcycle Action Group and the Institute of Highway Incorporated Engineers (IHIE). The government's Motorcycling Strategy has been published, together with the IHIE Guidelines for Motorcycling. Motorcycling is increasing and motorcyclist casualties have increased sharply in recent years. There is particular concern for 16-19 year olds on scooters and mopeds in urban areas, and for middle aged motorcyclists on high powered machines on rural roads. There was much discussion on appropriate design of the road environment for motorcyclists, concerning use of bus lanes and advanced stop lines, safety aspects of guardrails and wire fence posts, parking, maintenance, manhole covers and traffic calming features.

Representatives on the REWP

Members of the REWP represent a variety of organisations: urban and rural administrations (Birmingham City Council, Transport for London, Camden, Gloucestershire, Hertfordshire, West Sussex), AA, British Horse Society, CTC, IHIE, IHT, 3M, RoadPeace, RoSPA, Stilwell Partnership, Walker Transport Resources, Transport 2000, TMS, TRL, University of Liverpool and University College London.

Challenges for the Coming Year

- Pursue rural safety management demonstration project actively
- Monitor urban safety management projects
- Monitor ATM on M42 as it starts up in summer 2005
- New issue: comprehensive review of comparison of police and health road casualty statistics in Scotland (dating back to early 1980s), London (some data recently published) and other Local Authority areas in England.

*Barbara Sabey, Chairman
June 2005*

Vehicle Design Working Party Report (VDWP)

Issues Discussed During the Year

Pedestrian Protection.

The VDWP has encouraged the Dept for Transport (DfT) to hold out for the best achievable protective measures in the EU discussions, bearing in mind that progress in the relatively near future is preferable to waiting for a long time before any better legislative requirements come into force.

ABS (Anti-Lock Braking System) on Motorcycles.

The VDWP became aware of the likely shortcomings in accident savings from the introduction of ABS and related braking systems. Further investigations are needed before a revised training procedure can be produced to rectify this problem.

Road Safety Bill.

This was supported but only a few vehicle safety improvements are likely to result, even when the modified Bill comes into force. Perhaps the introduction of Alcolocks (for those convicted of drink driving) will prove to be the most valuable.

Primary NCAP (New Car Assessment Programme).

The VDWP endorses the benefit of such tests to check the accident avoidance performance of car models. Currently, braking distance performances vary widely between similar models and data available to the car driving public will encourage improvements to models which perform relatively poorly.

Protective Clothing and Helmets for Vulnerable Road Users.

The VDWP is currently considering this issue. It considers that high performance clothing for motorcyclists could be specified

to make the quality of protection provided more obvious to intending purchasers. It may prove possible to issue information about the benefits and the dangers of using the various types of everyday clothing. With regard to crash helmets the time is ripe for their specifications to be upgraded, particularly in light of recent improvements for Formula 1 drivers. In due course helmets for other road users (pedal cyclists, child cyclists and horse riders) should also have upgraded specifications.

Repairability of Recently Introduced Car Body Structural Materials.

The VDWP supports the need for more information on this topic to be made publicly available.

Supply of Adequately Trained Technicians and Craftsmen for the Automotive Industry and the Related Car Body Repair Industry.

The VDWP realises that there are potential shortages of well trained staff in these grades and asks for corrective measures to be put in hand.

SPRINT Car (Short Production Run Innovative New Technologies).

The VDWP has considered the safety aspects of this demonstration proposal and is prepared to provide technical advice to avoid the cars having safety shortcomings among their safety features which are not being especially highlighted.

Daytime Running Lights.

The VDWP is anxious that the EU does not mandate the use of standard headlamps during daytime hours as a measure to improve conspicuity. It would much prefer that the advantages of distinct specialised

DRL (Daytime Running Lights) be considered on the grounds of overall safety, running costs and fuel consumption. This has been discussed with DfT officials.

Challenges for the Coming Year

The VDWP fully supports the development and introduction of ISA (Intelligent Speed Adaptation) not just for new and expensive cars but ultimately for all cars that are in use by young and less experienced drivers as well as the general driving population.

- The technological advances in cars need to be monitored for their safety contributions especially for their adequacy when the cars become older and with high mileages.
- Protective features still need to be further improved to help the more vulnerable road users. For example, pedestrian protection is needed for the frontal structures of all vehicles larger than conventional cars with low front structures.
- Accident avoidance features can be further improved, such as the adequacy of measures for seeing and being seen including the thickness and design of A posts, Daytime Running Lights, conditions for small or large drivers.
- Motorcycle developments are needed to introduce anti-skid braking which riders will actually use and from which they will benefit. Effective protective measures need further research, development and introduction. Motorcyclist crash helmets should soon be improved now that Formula 1 drivers' helmets have been improved.

*Ian Neilson, Chairman
June 2005*

Road User Behaviour Working Party Report (RUBWP)

Issues Discussed During the Year

The key issues identified in our September meeting were: road user education and training with special emphasis on work-related road safety; speed; and road traffic law and enforcement.

Road User Education and Training

On the first, the Health and Safety Executive (HSE) continues strongly to resist taking any responsibility for work-related road safety in spite of pressure over many years. We wish to encourage HSE involvement from the point of view of enforcement and prevention, rather than of prosecution. We hope for an assessment of the case for an Approved Code Of Practice. We would also like better reporting of work-related road collisions, for example by inclusion in the RIDDOR (Reporting of Injuries, Diseases and Dangerous Occurrences Regulations) statutory reporting scheme. The HSE is now reviewing its reporting regulations and PACTS is pressing to make at-work road collisions reportable under the RIDDOR system. This would provide extensive data on the extent of the problem of work-related road safety, and it would allow employers with poor work-related road safety records to be identified. We do not feel that inclusion of at-work road collisions in RIDDOR would create, as the HSE fears, an "unnecessary burden" for businesses.

Speed

On speed, there has, of course, been considerable unhappiness with the government's proposal to reduce penalties for "lesser" speeding offences via the previous version of the Road Safety Bill. The RUBWP supports penalties that reflect the risk imposed on others, but we view this as meaning increasing penalties at the high end

rather than reducing them at the low end. It will be important to resist any revival of plans to cut penalties for offending at the lower end of the scale.

Road Traffic Law and Enforcement

And as regards road traffic law and enforcement, we have been following the PACTS research project on 'Policing Road Risk: Enforcement, Technologies and Road Safety'. Here key themes include: the contribution of road traffic enforcement to road safety and the role of roads policing within policing; use of new technologies to collect, manage and use information on drivers, vehicles and collisions; implications of new surveillance technologies, including speed and red-light cameras and CCTV; developments in new impairment technologies; and the potential of in-vehicle compliance technologies such as ISA to remove the need for many road policing tasks. The RUBWP has discussed issues such as: owner liability; the implications of Electronic Vehicle Identification for enforcement; use of impairment testing to detect fatigue and medicinal drug use; real time data entry of insurance; monitoring of civilian officers; use of new technologies to link hospital and police casualty data; and use of vehicle-activated signs.

Representation

Attendance at the meetings is very good. Membership comes from training providers, the police, magistrates, road safety officers, highway authorities, driver and rider groups, safety groups, insurers and researchers, resulting in a wide range of participants and spirited discussion.

Challenges for the Coming Year

The major challenges for the coming year are likely to be encouraging the new government to think the unthinkable on road safety as it has done on road user charging, and ensuring that there are no retrograde elements in any new Road Safety Act.

*Oliver Carsten, Chairman
June 2005*

Rail Safety Working Party Report (RSWP)

Issues Discussed During the Year

The RSWP adopted two priority topics for the 2004-2005 parliamentary year: future railway safety legislation, and the road-rail interface.

Railway Safety: future legislation

Railways Act

The Railways Act 2005 received Royal Assent in the last Parliament. For safety the main effect of the Act is to transfer railway safety regulation from the Health and Safety Executive (HSE) to the Office of Rail Regulation (ORR). The actual transfer is expected to be complete at the end of 2005, but this is contingent on the passage of regulations. The ORR takes over full responsibility for regulating railway-specific safety and for general health and safety on the railway. The Health and Safety at Work Act 1974 and its subsidiary regulations continue to apply to the railways, but the ORR will be responsible for enforcing it instead of the HSE. Her Majesty's Railway Inspectorate (HMRI) will transfer as a whole from the HSE to the ORR. HMRI will retain its own structure within ORR, and the link between economic and safety decision making will be at Board level within the ORR.

Safety on the railway: shaping the future

Over recent months, the HSE has developed a new suite of railway safety regulations to meet the requirements of European legislation, and to modernise safety requirements. This is progressing.

The Road-Rail Interface

There are about 8,000 level crossings in Britain, including footpath crossings. These crossings have accounted for about 30% of all railway fatalities in the last decade (excluding trespassers and suicides), and they are reducing only slowly, so the proportion is growing. About three quarters of the fatalities at level crossings were to pedestrians. Michael Woods of the Rail Safety and Standards Board (RSSB) gave a presentation to the RSWP on research in level crossing safety. Although level crossings collectively present a high risk, the risk at most individual crossings is low. Links between the railways and local bodies in addressing level crossing risk are important.

Representation on the RSWP

The following bodies are represented on the working party: AEA Technology, ASLEF, Cranfield Impact Centre, Association of Train Operating Companies, DfT (observer), Ergonomiq, Eurotunnel, HSE (observer), Fire Brigades Union, Imperial College London, London Transport Users Committee/Rail Passengers Council, Network Rail, Railway Industry Association, RMT, RSSB, Strategic Rail Authority, Strathclyde PTE, Transport for London, Tyne and Wear PTE, University of Leeds. With the transfer of safety regulation from HSE to ORR, the RSWP will invite ORR to be represented as an observer.

Challenges for the Coming Year

The year 2004 was poor for workforce safety, particularly track workers. There were eight fatalities, the highest number since 1991. None was due to workers being struck by trains in running; all had other causes.

*Andrew Evans, Chairman
June 2005*

Aviation Safety Working Party Report (ASWP)

The ASWP brings together a wide range of stakeholders within the aviation sector to discuss topical issues in air safety. Participants include air safety organisations and regulators, academics, airline companies and organisations representing pilots, cabin crews and air traffic controllers. ASWP operates differently from other PACTS Working Parties in that, rather than following a formal agenda, meetings consist of a presentation followed by an open discussion.

The ASWP met three times during the course of the year. Topics covered a diverse range of themes: the role of information in aerodrome hazard management, fatal accidents in general aviation, and the work of the European Aviation Safety Agency.

In October 2004, Richard Atkinson, Managing Director of Clickairport, gave a presentation on 'The Role of Information in Aerodrome Hazard Management', based on Clickair's work with airport operators. The presentation looked at the relationship of safety management to bird control and bird strikes, foreign object debris and foreign object damage, and ground safety accidents and injury. All three areas are considerable areas of concern in terms of both cost and safety. Bird strikes are thought to have caused 231 fatalities on civilian aircraft and there are at least 2 bird strikes per 10,000 flights in the UK. Damage from foreign object debris is thought to cost the civilian air industry \$2.5 billion per year. Ground safety has been singled out by the Health and Safety Executive as a problem area and accident rates are higher than in construction and agriculture. Direct costs alone are thought to be around \$5 billion per year. Safety in all of these areas can be improved through effective collection and management

of information and using information to make informed decisions about risk.

In February 2005, John Thorpe, Chief Executive of the General Aviation Safety Council (GASCo), delivered a presentation entitled 'What are the aircraft accidents that kill?'. The presentation was based on a research project analysing data on fatal aircraft accidents involving UK-registered aircraft from 1980 to 1999. Factors analysed included the aerodromes and model of aeroplanes least and most likely to be involved in fatal accidents; the seasonality of crashes; age and experience of pilot; and accident type, particularly loss of control (19% of all fatal accidents), low aerobatics and flying (18%), and controlled flights into terrain (13%).

In June 2005, Michael Smethers of the Department for Transport gave a presentation on the work of the European Aviation Safety Agency (EASA). EASA took on certification responsibilities in September 2003, and now consists of over 100 staff working in four directorates: Certification, Rule Making, Administration and Standardisation. EASA forms a part of a broader certification and safety system, which also includes national aviation authorities of member states (e.g. the CAA) and international bodies such as the Joint Aviation Authorities (JAA) and the International Civil Aviation Organisation (ICAO). As EASA develops, key questions and challenges will include standardisation of requirements in member states, relations with international organisations and other groups such as accident investigation bodies, and organisational structure and governance.

Aviation safety will remain an important area of interest over the next year, particularly in the context of continuing debates about aviation expansion, the development of new aircraft and the passage of the Civil Aviation Bill through Parliament. At the October meeting of the Working Party, Simon Wood will be speaking about the Flight Operations Research Centre of Excellence at Cranfield University.

*Jonathan Gaventa
June 2005*

Visitors to the PACTS' web-site (www.pacts.org.uk) will already know of the amount of research information available on or through it. This is intended to be available to all, offering both an insight into what is happening in Parliament and an opportunity to access PACTS' views on specific issues. All briefings are available via the PACTS' web-site.

PACTS uses research to inform its advice and contributions to the policy debate. The present government has a public commitment to "evidence-led policy making". PACTS aims to assist in this process. Our own research projects listed below have also contributed to this area.

In addition, there is a list of our conference and Westminster Lecture proceedings on the web site and copies can be obtained from the PACTS office.



Research Projects

- Policing Road Risk: Enforcement, Technologies and Road Safety, October 2005.
- Best Value, Local Transport Plans and Road Safety, January 2003.
- Road Traffic Law and Enforcement: A Driving Force for Casualty Reduction, July 1999.

Policy Briefings, May 2004 - April 2005

- PACTS' Policy Briefing: Road Pricing and Road Safety, April 2005.
- PACTS' Research Project Paper: 'Policing Road Risk: New Technologies, Road Traffic Enforcement and Road Safety', March 2005.
- PACTS' Conference Briefing: Community Policing and Road Safety. 'Letting People in on the Act: Involving Communities in Road Safety', February 2005.
- PACTS' Research Briefing: Reducing the BAC limit to 50mg - What can we expect to gain? A fresh look at drink drive deaths and injuries, by Professor Richard E Allsop, Centre for Transport Studies, University College London, January 2005.
- PACTS' Research Briefing: Speed Cameras and Driver Disqualification, August 2004.
- PACTS' Policy Briefing: Targets 2010: Where Next? PACTS Response to the Government's Three-year Review of Road Safety Targets, July 2004.
- PACTS' Research Briefing: Speed Cameras: the case in favour. Prepared for a debate on the Radio 4 Today Programme, June 2004.
- PACTS' Research Briefing: Digging up road humps: the case against. Prepared for a debate on the Radio 4 Today Programme, June 2004.

Parliamentary Briefings, May 2004 - April 2005

- PACTS' Report Stage and Third Reading Briefing for the Road Safety Bill, March 2005.
- PACTS' Parliamentary Briefing: Changing the Law on Serious Driving Offences. Road Safety Bill Standing Committee Stage, February 2005.
- Impairment Issues in the Road Safety Bill: Alcohol, Mobile Phones and Fatigue (Second Reading Briefing), January 2005.
- Speed Issues in the Road Safety Bill (Second Reading Briefing), January 2005.
- Entitlement Issues in the Road Safety Bill: Licencing, Insurance and Roadworthiness (Second Reading Briefing), January 2005.
- PACTS' Lords Second Reading and Grand Committee Briefing on the Railways Bill, February 2005.
- PACTS' Second Reading and Standing Committee Briefing on the Railways Bill, December 2004.
- PACTS' Parliamentary Briefing for the Lords Second Reading of the Serious Organised Crime and Police Bill, March 2005.
- PACTS' Second Reading Briefing on the Serious Organised Crime and Policing Bill.
- PACTS' Parliamentary Briefing: Work Related Road Safety. Westminster Hall Debate on the Work and Pensions Select Committee Report on the Work of the Health and Safety Commission/Executive, November 2004.
- Queen's Speech Briefing 2004, November 2004.
- PACTS' Parliamentary Briefing: School Transport. Commons Second Reading of the School Transport Bill, October 2004.
- PACTS' Parliamentary Briefing: Driving Without Entitlement. Westminster Hall Debate on Driving Without Entitlement, October 2004.
- PACTS' Parliamentary Briefing: Westminster Hall Debate on Road Safety, September 2004.
- PACTS' Response to David Jamieson's Memorandum to the Transport Committee on a Possible Road Safety Bill, July 2004.
- PACTS/RoSPA Parliamentary Briefing: Lighter Evenings (Single Double Summer Time), June 2004.

Consultation Responses, May 2004 - April 2005

- Review of Road Traffic Offences Involving Bad Driving (Home Office).
- Update of Circular Roads 1/93 – Setting Local Speed Limits (DfT).
- Draft Regulations and Statutory Guidance for Quiet Lanes and Home Zones (DfT).
- Graduated Fixed Penalties for Speeding - Discussion Note (DfT).
- M42 Active Traffic Management Statutory Instruments (Highways Agency).
- Feasibility of Pedestrian Protection Measures (European Commission).
- Policing: Modernising Police Powers to Meet Community Needs (Home Office).
- Draft Guidance for the Second Round of Local Transport Plans (DfT).
- Guidance on the Network Management Duty (DfT).
- Draft School Transport Bill (DfES/Education and Skills Select Committee).
- The Future of the Counterpart of the Photocard Driving Licence (DVLA).
- Establishment of the British Transport Police Authority (DfT).

It seems a long time since PACTS became a registered charity. The significance of this status in financial terms is not on the day to day fundraising or organisational work. Rather, charitable status has brought an additional level of public accountability (in this case, to the Charity Commission) and has led to the formation of a wholly owned trading company that receives the income from sponsorship of the events' programme and undertakes certain aspects of conference activity, most notably printing. As I have reported in previous years, at the end of the financial year, the surplus from the trading company is covenanted to the charity, a common practice throughout the voluntary sector.

As can be seen from the pages that follow, this year the charity made a surplus of £12,142 over the course of the year. As a result of this, the amount taken from reserves during 2003/04 has now been repaid and our reserves currently stand at £90,423. This means that the reserves target agreed by the Trustees in March 2003 has now been met. However, given the continuing difficulties of funding small organisations, the Trustees believe that there is no room for complacency and that steps must continue to be taken to ensure that our reserves remain set at an appropriate level to cover both foreseen and unforeseen eventualities.

The financial statements are a summary of information extracted from the full statutory statements which have been prepared and audited. The full statutory financial statements were adopted by the Trustees on July 5. The report of the auditors was unqualified. These will both be submitted to the Charity Commission. At the same time, I appreciate that these summarised statements may not contain, for everyone, sufficient information to allow for a full understanding of the financial affairs of the charity. For further information, the full statutory financial statements, the auditor's report and the trustees' report should be consulted. These can be obtained from the PACTS' office.

The patterns of income and expenditure of PACTS are monitored closely throughout the year to ensure that, where possible, savings are achieved or, at the very least, no increases are incurred upon the previous year. Monitoring is undertaken by both the Trustees (three times a year) and by the Administrative and Finance Group (five times a year). The income sources remain as in previous years: membership subscriptions, conference fees, grants and donations and events' sponsorship. The breakdown of income sources was as follows. Subscriptions amounted to 50% of our income, conference fees 22%, sponsorship 15% and grants and donations 13%. It remains our intention to retain a varied income stream to ensure that we do not become over-reliant on one source.

In terms of expenditure, staff salaries remain the biggest element, accounting for 59%, the same as last year. Our office expenses remained broadly in line with expenditure last year, reflecting our second full year in Clutha House. Other expenses such as postage, telephone and printing were kept firmly under control to ensure that they also remained in line with previous patterns. I am grateful in this regard to members who now receive papers for meetings electronically as this has enabled us to reduce our postage bill during the course of the year.

Finally, my thanks to all members for their involvement in PACTS' work and for paying outstanding invoices promptly. In a small organisation, prompt payment is always a help in dealing with cash flow.

John C Field
Honorary Treasurer

HONORARY TREASURER'S REPORT

Message of Thanks

Rooms for Meetings

ACPO
AEA Technology
Confederation of Passenger Transport
Department for Transport
Houses of Parliament
Institute of Highway Incorporated Engineers
Institution of Highways and Transportation
Institution of Mechanical Engineers
Norwich Union
Strategic Rail Authority
Transport for London

Events Sponsorship

KeyMed (Medical & Industrial Equipment) Ltd (all three events)
Volvo Car UK Ltd (all three events)
BP International Ltd (July conference and Westminster Lecture)
Nationwide Building Society (February conference)

Research Project - Policing Road Risk: Enforcement, Technologies and Road Safety

GEM Motoring Assist Charity
Rees Jeffreys Road Fund

Printing

DBDA for the Christmas cards

To Those Who Spoke at Our Events

Air Safety Working Party

Michael Smethers, International Aviation and Safety Division, Department for Transport
John Thorpe, General Aviation Safety Council
Richard Atkinson, ClickAirport

Rail Safety Working Party

Michael Woods, RSSB (Rail Safety and Standards Board)

Road Environment Working Party

Anthony Sharp, Institute of Highway Incorporated Engineers
Trevor Baird, Motorcycle Action Group
Simon Kirby, Highways Agency
Brian Weavin, Mouchel Parkman
Ray Hartshorne, Mouchel Parkman

Road User Behaviour Working Party

Doug Vallgren, Norwich Union

Vehicle Design Working Party

Adrian Burrows, Department for Transport
Mike Lowe, Department for Transport
Rebecca Lingwood, Oxford University
Brian Knibb, Knibb Gormezano
John Kell, TWI Ltd
Bryan Chinn, TRL

Driving While at Work, 13th July 2004 (Conference)

David Kidney MP
David Jamieson MP
Prof Peter Cooke, Nottingham University
Chris Baughan, Transport Research Laboratory
Saul Jeavons, Transport Research Laboratory
Will Murray, Interactive Driving Systems
Alistair Kennedy, Risk Solutions
David Penny, FleetRisk24 Ltd
Blair Kelly, BP
Andrew Price, Zurich Risk Services
Rosemary Welch, LARSOA

Letting People in on the Act: Involving Communities in Road Safety, 15th February 2005 (Conference)

Peter Bottomley MP
Richard Watson, Dept for Transport
Andrew Rhind, Dept for Transport
Kristine Beuret, Social Research Associates
Clare Symonds, East Oxford Action
Robert Smith, Dorset County Council
Cllr Richard Thomas, London Borough of Southwark
Biljana Savic, Space Syntax
Margaret Appleton, Neighbourhood Road Safety Initiative
Roger Bennett, Warwickshire County Council
Rodney King, Cycleways
Mehmood Khan, Luton Borough Council

New Members this Year

ALAC Unit (NHS Wales)
Avoidd Ltd
Corgi Gas
DriveWise (London) Ltd
National Heart Forum
Space Syntax
Thames Valley Police

15th Westminster Lecture on Transport Safety 'In Times of Crisis How Do Passengers React?' Tuesday, 8th December 2004

Prof Helen Muir, Head of Dept of Human Factors and Air Transport and Director of the Cranfield Institute for Safety, Risk and Reliability.

**CONSOLIDATED STATEMENT OF FINANCIAL ACTIVITIES
(INCLUDING INCOME AND EXPENDITURE ACCOUNT)
FOR THE YEAR ENDED 31 MARCH 2005**

	Unrestricted Funds £	Restricted Funds £	Total Funds 2005 £	Total Funds 2004 £
Incoming Resources				
Subscriptions	90740	-	90740	88789
Grants and Donations	7793	15000	22793	15292
Conference Fees	39360	-	39360	40330
Sales and other Income	685	-	685	1448
Activities for generating funds: Commercial Trading Operations	31000	-	31000	31000
Interest Receivable	<u>2866</u>	<u>-</u>	<u>2866</u>	<u>2385</u>
Total incoming resources	172444	15000	187444	179244
<u>Less: Cost of generating funds:</u> Commercial Trading Operations	<u>4867</u>	<u>-</u>	<u>4867</u>	<u>7503</u>
Net Incoming Resources available for charitable applications	167577	15000	<u>182577</u>	<u>171741</u>
Resources Expended				
Direct charitable expenditure	129637	17736	147373	150684
Promotion & publicity	4060	-	4060	5206
Management & administration	<u>19002</u>	<u>-</u>	<u>19002</u>	<u>19547</u>
Total resources expended	<u>152699</u>	<u>17736</u>	<u>170435</u>	<u>175437</u>
Net incoming/(outgoing) resources	14878	(2736)	12142	(3696)
Funds transferred	-	-	-	-
Total funds as at 1 April 2004	<u>75343</u>	<u>2938</u>	<u>78281</u>	<u>81977</u>
Total funds as at 31 March 2005	<u>90221</u>	<u>202</u>	<u>90423</u>	<u>78281</u>

STATEMENTS OF FINANCIAL ACTIVITIES

CONSOLIDATED BALANCE SHEET AS AT 31 MARCH 2005

	2005		2004	
	£	£	£	£
FIXED ASSETS				
Tangible Assets		3378		4554
CURRENT ASSETS				
Debtors	21667		19266	
Cash at Bank and in hand	<u>101338</u>		<u>95581</u>	
	123005		114847	
CREDITORS: AMOUNTS FALLING DUE WITHIN ONE YEAR				
	<u>(35960)</u>		<u>(41120)</u>	
NET CURRENT ASSETS		<u>87045</u>		<u>73727</u>
NET ASSETS		<u>£90423</u>		<u>£78281</u>
FUNDS				
Restricted Funds		202		2938
Unrestricted Funds		<u>90221</u>		<u>75343</u>
MEMBERS FUNDS		<u>£90423</u>		<u>£78281</u>

The financial statements, which have been prepared in accordance with the Special Provisions of Part VII of the Companies Act 1985 applicable to small companies were approved by the Board on 5 July 2005 and signed on its behalf.

Auditor's Statement to the Directors of the Parliamentary Advisory Council for Transport Safety

We have examined the summarised statements as set out above.

Respective Responsibilities of Directors and Auditors

You as Directors are responsible for the preparation of the summary of financial statements. We have agreed to report to you our opinion on the Summarised Statements' consistency with the full financial statements on which we reported to you on 5th July 2005.

Basis of Opinion

We have carried out the procedures we consider necessary to ascertain whether the summarised financial statements are consistent with the full financial statements from which they have been prepared.

Opinion

In our opinion the summarised financial statements are consistent with the full financial statements for the period ended 31st March 2005.

Sargent & Co, 11 Suffield Close, Selsdon Ridge, Selsdon, Surrey CR2 8SZ.

PACTS' membership comprises over 150 individuals and organisations from the transport safety fraternity. These include public and private sector organisations, voluntary and professional groups, research institutions and police forces.

associates

Aeron-Thomas Amy Mrs	Mackay Murray Prof
Allsop Richard Prof	Mitchell Kit Dr
Collier Stephen Mr	Moreland Robert Mr
Corre Neil Mr	Mountain Linda Dr
Crouch Fred Mr	Murray Will Dr
Dorn Lisa Dr	Neilson Ian Mr
Evans Andrew Prof	Plowman John Mr
Field John Mr	Proctor Steven Mr
Gaffin Jean Mrs	Reynolds Tony Mr
Gloag Daphne Mrs	Russell Peter Prof
Graham Roland Mr	Sabey Barbara Miss
Hall Tom Mr	Selge Michael Mr
Hill Ian Dr	Sears Melvyn Mr
Hogarth Brian Mr	Smith D H T Mr
Hutchinson John Capt	Smith David Mr
Jeavons Saul Mr	Stone Vicki Mrs
Jones Mark Mr	Walker Richard Mr
Lord Trevor Mr	Wall Richard Cllr

corporate

3M UK plc
AEA Technology
Arriva Trains Northern
Association of British Insurers
Association of Train Operating Companies
BMW (GB) Ltd
BP International Ltd
British School of Motoring
Carillion Construction
Corgi Gas
Eurotunnel, The Channel Tunnel Group
Go-Ahead Group plc
Groupama Insurances
KeyMed (Medical & Industrial Equipment) Ltd
Nationwide Building Society
Network Rail
Norwich Union
Railway Industry Association
Rail Safety and Standards Board
Royal Bank of Scotland Insurance
Scania (GB) Ltd
Solutia Europe SA
Volvo Car UK Ltd

institutions

AIRSO
Association of Forensic Physicians
CSS (County Surveyors' Society)
Institute of Highway Incorporated Engineers (IHIE)
Institute of Road Safety Officers (IRSO)
Institution of Civil Engineers (ICE)
Institution of Electrical Engineers (IEE)
Institution of Highway & Transportation (IHT)
Institution of Lighting Engineers (ILE)
Institution of Mechanical Engineers (IMECHE)
LARSOA
Motor Schools Association of GB Ltd

legal

Osborne Clarke Solicitors
The Magistrates Association

local authorities

Birmingham City Council
Bradford Metropolitan District Council
Buckinghamshire County Council
Cheshire County Council
Gloucestershire County Council
Hampshire County Council
Lancashire County Council
Leeds City Council
Lincolnshire Road Safety Partnership
Middlesbrough Council
Somerset County Council
Surrey County Council
Transport for London
West Sussex County Council

medical and health

ALAC Unit (NHS Wales)
British Association of Immediate Care
British Medical Association
National Heart Forum

police

Association of Chief Police Officers
British Transport Police
Merseyside Police
Metropolitan Police
North Wales Police
Police Federation of England & Wales
Police Service of Northern Ireland
Police Superintendents' Association of
England & Wales

South Yorkshire Police
Staffordshire Police
Strathclyde Police
Sussex Police
Thames Valley Police

research

Birmingham Accident Research Centre
Cranfield University, College of Aeronautics
Loughborough University, Ergonomics & Safety Research Institute Ltd
The Ergonomics Society
Motor Industry Research Association
University of Surrey, HPRU Medical Research Institute
University of Leeds, Institute for Transport Studies
University of Southampton, Transportation Research Group

trade unions and professional bodies

British Airline Pilots Association
Cabin Crew 89
Fire Brigade Union
GATCO
RMT

The Railway Forum
TGWU

transport consultants & user groups

Air Transport Users Council
All Motor Training Ltd
Association of British Drivers
Avoidd Ltd
British Horse Society
British Motorcyclists Federation
CTC (The National Cyclists' Organisation)
DBDA
DriveWise (London) Ltd
European Secure Vehicle Alliance
Fleetrisk 24 Ltd
GEM Motoring Assist
Green Flag Ltd
Institute of Advanced Motorists
ITS UK
IRSO
Jacobs Babtie

London Transport Users Committee
Motorcycle Action Group
Profile Respiratory Systems
Rail Passengers Council
RoadSafe
RoadPeace
RoSPA
Scottish Accident Prevention Council
Space Syntax
Telford Training Consultants Ltd (TTC 2000)
The AA Motoring Trust
The Stilwell Partnership
Transport 2000
TMS Consultancy
West of Scotland Road Safety Forum

House of Commons

Allen Graham MP
Nottingham North

Anderson Janet MP
Rossendale & Darwen

Bennett Andrew MP
Denton & Reddish

Blizzard Bob MP
Waveney

Bottomley Peter MP
Worthing West

Brake Tom MP
Carshalton and Wallington

Burden Richard MP
Birmingham Northfield

Chidgey David MP
Eastleigh

Davis Terry MP, The Right Hon
Birmingham Hodge Hill

Dismore Andrew MP
Hendon

Dobson Frank MP, The Right Hon
Holborn and St Pancras

Donohoe Brian H MP
Cunninghame South

Drew David MP
Stroud

Dunwoody Gwyneth MP, The Hon Mrs
Crewe and Nantwich

Flynn Paul MP
Newport West

Foster Don MP
Bath

Gray James MP
North Wiltshire

Grayling Chris MP
Epsom & Ewell

Griffiths Jane MP
Reading East

Haselhurst Alan Sir MP, The Right Hon
Saffron Walden

Hill Keith MP
Streatham

Hoon Geoff MP, The Right Hon
Ashfield

Hope Phil MP
Corby

Jackson Glenda MP
Hampstead and Highgate

Jackson Helen MP
Sheffield Hillsborough

Jenkin Bernard MP
North Essex

Kidney David MP
Stafford

Lazarowicz Mark MP
Edinburgh North & Leith

House of Lords

Attlee Earl

Berkeley Lord

Brabazon of Tara Lord

Bradshaw Lord

Brougham and Vaux, Lord

Clinton-Davis Lord

Faulkner of Worcester Lord

Gardner of Parkes, Baroness

Gibson of Market Rasen Baroness

Harris of Richmond, Baroness

PARLIAMENTARY MEMBERSHIP

Levitt Tom MP
High Peak

Lewis Terry MP
Worsley

Marshall David MP
Glasgow Shettleston

Martlew Eric MP
Carlisle

McIntosh Anne MP
Vale of York

Meacher Michael MP, The Right Hon
Oldham West and Royton

Mitchell Austin MP
Great Grimsby

Moore Michael MP
Tweeddale, Ettrick and Lauderdale

Morris Estelle MP
Birmingham Yardley

Olner Bill MP
Nuneaton

Pearson Ian MP
Dudley South

Pickles Eric MP
Brentwood & Ongar

Pike Peter MP
Burnley

Plaskitt James MP
Warwick and Leamington

Quinn Lawrie MP
Scarborough and Whitby

Raynsford Nick MP
Greenwich and Woolwich

Russell Bob MP
Colchester

Sheerman Barry MP
Huddersfield

Short Clare MP, The Right Hon
Birmingham Ladywood

Smith Chris MP, The Right Hon
Islington South and Finsbury

Smith Andrew MP, The Right Hon
Oxford East

Starkey Phyllis MP
Milton Keynes South West

Stevenson George MP
Stoke-on-Trent South

Tyler Paul MP
North Cornwall

Walley Joan MP
Stoke-on-Trent North

Waterson Nigel MP
Eastbourne

Williams Betty MP
Conwy

Wilson Brian MP
Cunninghame North

Hayman Baroness

Higgins Lord

Lyell Lord

Scott of Needham Market Baroness

Simon Viscount

Tenby Viscount

Thomas of Walliswood, Baroness

Trefgarne, The Right Hon Lord

Directors

Barry Sheerman (Chairman)

Labour MP for Huddersfield.
Founder member of PACTS in 1981.

Richard Allsop

Professor of Transport Studies at the
Centre for Transport Studies
University College London.

Ivon Brabazon of Tara

Cross-Bench Peer and
Chairman of the Committees of the
House of Lords.

Garth Clarke

Former Chief Executive of the Transport
Research Laboratory.

John Field (Treasurer)

Transportation Consultant.

Murray Mackay

Professor Emeritus of Transport Safety
Accident Research Centre, University of
Birmingham. Founder member of PACTS.

John Plowman

Former Director of Road Safety at the
Department for Transport and Company
Director.

Judith Rowley

Councillor, Wolverhampton Metropolitan
Borough Council

Parliamentary Officers

Co-Chairmen

Peter Bottomley

MP for Worthing West

David Kidney

MP for Stafford

Working Party Chairs

Road Environment Working Party

Barbara Sabey

Consultant.
Former Head of Road Safety Division, TRL.

Road User Behaviour Working Party

Prof Oliver Carsten

Director of Research
Institute for Transport Studies
University of Leeds

Vehicle Design Working Party

Ian Neilson

Consultant.
Former Head of Vehicle Safety, TRL.

Rail Safety Working Party

Prof Andrew Evans

Lloyd's Register Professor of Risk
Management
Dept of Civil Engineering
Imperial College London

Aviation Safety Working Party

Robert Gifford

Staff

Jonathan Gaventa, Policy & Campaigns Officer

As Policy and Campaigns Officer of PACTS I prepare briefings papers and policy documents on transport safety issues and respond to government and other consultations. I lead on the PACTS two-year research project on 'Road Traffic Law and New Technologies', which is now almost finished. I am responsible for the administration of the five working parties and for taking forward actions and parliamentary interventions arising from meetings. I respond to information requests, monitor Parliamentary developments in the Hansard and maintain the website.

I joined PACTS in October 2003 with a background in social research, having previously worked for the New Economics Foundation and the Institute for Development Studies at the University of Sussex. In 2002, I graduated from King's College, Cambridge University with a degree in Social and Political Sciences.

My interest in transport safety is both personal and political: as a cyclist in London, I witness the need for improving safety of road users on a daily basis. More generally, I am interested in exploring the relationships between transport safety, social justice and sustainability. (mail@pacts.org.uk)

Sally Verkaik, Administrator & Conference Organiser

I joined PACTS in April 2000 and am responsible for marketing, communications, membership and the financial administration of the organisation. I am also responsible for running PACTS' two conferences a year and the annual Westminster Lecture on Transport Safety.

Previously, I worked for the British Council managing educational grants for students from Africa and East Asia. I then joined the Centre for Professional Development at Imperial College London as Programme Manager.

Whilst working at Imperial College I took an MSc in Politics and Administration from London University furthering my interest in the relationship between the inception of public policy and its administration. My main interests continue to be, how transport policy can play a positive part in underpinning a sustainable environment and how PACTS can succeed in effectively getting its message across within our parliamentary system. (sally.verkaik@pacts.org.uk)

Robert Gifford, Executive Director

For me, this organisation has two great strengths. First, it is genuinely multi-modal - I don't think that there is another safety group that can genuinely call upon such a range of expertise in road, rail and air safety. Secondly, its focus is on the interface between practice and policy: it is our task to know what is happening in the legislature and how we can influence it.

Transport safety is the second area of public policy in which I have made a career. Before coming to PACTS, I spent 19 years in the field of education, 13 of which were spent teaching English in secondary schools and six years with the National Union of Teachers as a Policy Officer. Parallel with working life, I have always been active in local politics, spending eight years as a councillor on Milton Keynes Council and now chairing Stony Stratford Town Council, with an interest in allotments, park benches and traffic management at local level.

Finally, at a personal level, during the week I travel by train, tube, bus and foot in London. I also drive, cycle and walk when at home. No one mode takes priority: rather, we need to make them all safer. (admin@pacts.org.uk)



PARLIAMENTARY ADVISORY
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