

**PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY**  
**Minutes of PACTS Members Meeting**  
**Thursday 6<sup>th</sup> November 2014: 2.30pm - 4.30pm**

**Location:** Committee Room 6, Westminster Palace  
**Chairs:** Jim Fitzpatrick MP and Julian Hill

**1. Welcome**

Jim Fitzpatrick welcomed members, guests and speaker Dr Martin Langham to the PACTS Members' Meeting.

**2. Presentation by Dr Martin Langham, User Perspective Ltd, *Thinking Human—safety in road, rail and aviation*** – Presentation now available on the PACTS website (Members Area) <http://www.pacts.org.uk/login/>.

**Members' Questions:**

**Q:** Is there a risk that devices design to help us drive safely could encourage less careful driving?

**A:** The development of autonomous vehicles can't be stopped. Problems will arise for drivers, including boredom, the difficulty in relying on the vehicle in an emergency (resisting temptation to intervene). It may be necessary to develop a new skills set. It is also unknown how pedestrians will react. Will they take more risks, ensuring vehicles stop? Lessons could be learnt from the aviation industry and the shift from analogue to digital. Some devices such as the Head-Up display, whilst good for planes are not suitable for a car due to the 'clutter' behind the windscreen. Humans are unable to process all the information provided at once.

**Q:** How do you explain the consistent findings of 95% human error, 23% environment and 7% vehicle involvement in accidents?

**A:** Humans are not designed like machines to undertake tasks such as driving.

**Q:** Why are forensic analysts only brought in to explain events after the accident rather than beforehand to flag up potential risks?

**A:** It depends on those commissioning the research. In terms of the private sector it is often due to extra cost. In the public sector we find that Government officials are not good at the procurement of research. They often treat it like building resources.

**Q:** The human element is the major factor in many accidents and though you mentioned the benefits of education you focused on engineering based solutions. Is this where attention should be focused?

**A:** Ultimately education depends on a choice by the individual so if you can stop the human getting involved in the situation its better. The three E's together are the most secure but keeping humans out of the loop can remove the 95% human error factor from the equation.

**Q:** How does the 95% relate to eye-contact and the evolution of the eye to track movement?

**A:** Generally eye contact as a safety technique is a misnomer and not a guarantee. The driver might not see the perceived eye contact due to the reflectivity of the windscreen, and, even if made, road users may misunderstand what is meant by the eye contact.

**Q:** If you look at the reduction in road deaths a lot can be attributed to human factors and changes in behaviours, e.g. the drink-drive limits, wouldn't this make a difference in the 95%?

**A:** A lot of the casualty reduction is also as a consequence of engineering with safer vehicles. In terms of data STATS19 is not reliable for minor injuries: many are no longer recorded but can be traced through hospital admission records. Enforcement by the police is vital to encourage changes in human behaviour.

**Q:** It was good to get a rail perspective. Often in the case of signage they are added in response to an incident. What would you do with a blank sheet of paper in a station?

**A:** Make sure passengers cannot see the trains on their journey to the platform so they aren't encouraged to run for the train; also the real time passenger information would not show trains leaving in the next 5 minutes to prevent running through the station for the train. Also prevent glare within the station which can hinder driver vision.

**Q:** When catching a train why is there now the added complication of variable boarding times and train doors being closed a certain number of minutes before leaving the station?

**A:** Because people don't design things from the passenger perspective. It is often the last thing considered. There is a need for a better information hierarchy of the total process. E.g. Fines for failing to buy train tickets do not take into account passenger situations in station buildings.

The Chair thanked Dr Langham for his presentation.

**3. Minutes of the previous meeting** (2<sup>nd</sup> July 2014) were accepted as true.

#### **4. Working Parties Chairs' Reports**

Julian Hill summarised the report for the Vehicle Design Working Party, which he chairs, and (on behalf of the other Chairs) the Road User Behaviour Working Party and Road Environment Working reports, (which have been circulated).

David Davies added that the issue of vehicles with lights that come on automatically but not the rear lights, which drivers might believe they do had been raised and PACTS was pursuing it.

#### **Members' comments:**

- Continued importance of visibility from the cabs of lorries remains an issue- side-guards and skirts were suggested.
- The *Motoring of the Future* inquiry by the Transport Safety Commission and its timeliness was discussed.
- Increased risk of 'infotainment' in vehicles was raised.
- The potential of clear and simple signage on rural roads and its benefits raised as an issue for discussion.

#### **5. Amendments to the name and constitution of PACTS**

David Davies explained the need to amend the PACTS name and constitution following the revised rules for All-Party groups which state that non-parliamentarians may not vote. He made

it clear that PACTS already complied with the new regulations and financial disclosure and was not viewed as a group of concern to the House authorities.

Post Meeting Note: The House of Commons authorities have now confirmed that group may retain its name but add “an All-Party Parliamentary Group” i.e. The Parliamentary Advisory Council for Transport Safety (an All-Party Parliamentary Group).

## **6. PACTS Campaign Priorities**

Richard Allsop outlined the campaign priorities drawn up by the PACTS Board. He invited PACTS members to comment, but the document will stand for now.

### **Members’ comments:**

- PACTS should monitor the Scottish parliament which is introducing a 50mg BAC in December.
- Further decentralisation of powers, for example the new Greater Manchester Combined Authority and mayors. The priorities should address this shift.
- Need for a Road Accidents Investigation Branch.
- The term “reported” road casualties should be used; and express an awareness of the underreporting of casualties in STATS19.
- A section of the priorities should focus on speeding and enforcement particularly regarding the definition of ‘crime’ and its relation to driving offences and the potential of addressing the issue of sentencing.
- The link between increased risk of night time accidents and the removal of roadside street lighting.
- More focus on the risk of driver distraction.

Richard Owen offered to assist with the development of an infographic for the PACTS campaign priorities. {Action PACTS/ RSA]

## **7. Executive Director’s Report**

David Davies summarised PACTS’ recent activities, including the Driverless Vehicles conference (24<sup>th</sup> October). He outlined the new strategic partnership between PACTS and TRL.

He explained the alterations to the Westminster Lecture format which will no longer include a dinner and will be invitation-only. PACTS Members will be invited. David requested that those interested in additional invitations should contact him but be aware of limited numbers. The Lecture will take place on the 8<sup>th</sup> December.

The final Transport Safety Commission evidence session will take place on 20<sup>th</sup> November. David invited members to attend or to provide evidence. Witnesses will include the CAA, ORR, HSE and Roads Safety Minister Robert Goodwill MP.

## **8. AOB**

There was none.

## 9. Dates of the next meeting

Thursday 5<sup>th</sup> March 2015,

Time: 2.30pm

Location: Thatcher Room, Portcullis House, Westminster (subject to change)

Guest Speakers: Louise Lloyd and Brian Dalton, TRL: *The Effectiveness of Roads Policing*.

Thursday 9<sup>th</sup> July 2015 (*Not the 2<sup>nd</sup> July*)

Time: 2.30pm

Other details TBA

### Appendix 1- Present

|                        |  |
|------------------------|--|
| Robert Gifford         | Passenger Focus                        |
| Becky Hadley           | Hadstrong                              |
| Rob Tunbridge          | PACTS/Consultant                       |
| David Holladay         | CTC                                    |
| Amy Aeron-Thomas       | RoadPeace                              |
| Kim Sheridan           | Philips                                |
| Leon Mannings          | MAG                                    |
| Chris Hodder           | MCIA                                   |
| Darren Lindsey         | Michelin                               |
| Rebecca Hampson        | Road Safety Support                    |
| Emma Kelly             | Road Safety Support                    |
| Richard Owen           | Road Safety Analysis                   |
| Stuart Bulmer          | ILP                                    |
| Martin Spencer         | Caravan Club                           |
| Andy Martin            | Marmalade                              |
| Simon D'Vali           | West Yorkshire Safer Roads Partnership |
| Charlotte Halkett      | Insure the Box                         |
| Sir Peter Bottomley MP | House of Commons                       |
| Roy Quinney            | MIRA                                   |
| Alan Charles           | ACE Consultancy                        |
| Hugh Bladon            | ABD                                    |
| Steve Arscott          | Romex World                            |
| Ian Holden             | DVSA                                   |
| Lesley Young           | DVSA                                   |
| Eleanor Baker          | Risk Solutions                         |
| Victoria Martin        | Police Federation of England and Wales |
| Saul Jeavons           | The Transafe Network                   |
| Richard Allsop         | UCL/PACTS                              |
| Julian Hill            | Loughborough University/PACTS          |
| Jim Fitzpatrick MP     | House of Commons                       |
| David Davies           | PACTS                                  |
| Lucy Amos              | PACTS                                  |
| Sheila Hardy           | BHS                                    |
| Dr Martin Langham      | User Perspective Ltd                   |

## Appendix 2- Apologies

|                          |                          |
|--------------------------|--------------------------|
| Hunter Abbott            | Now Group UK Ltd.        |
| Adrian Walsh             | RoadSafe                 |
| Barry Sheerman MP        | House of Commons         |
| Clive Neal-Sturgess      | Birmingham University    |
| David William            | GEM                      |
| Dawn Boyfield            | PACTS                    |
| Dr Will Murray           | Virtual Risk Manager     |
| Gary Cooper              | ATOC                     |
| Graham Feest             | AIRSO                    |
| John Abbott              | RSSB                     |
| John Clarkson            | Redspeed International   |
| John Leech MP            | House of Commons         |
| Judith Stamper           | Drivewise Ltd            |
| Kate Carpenter           | Jacobs                   |
| Linda Phillips           | Shell                    |
| Mark Jones               | Marston-Jones Associates |
| Nick Starling            | PACTS                    |
| Professor Oliver Carsten | Leeds University         |
| Peter Lovegrove          | ATOC                     |
| Peter Lumsden            | Zeta Automotive Ltd      |
| Prof. Andrew Evans       | Imperial College London  |
| Richard Burden MP        | House of Commons         |
| Roger Geffen             | CTC                      |
| Katherina Lewis          | 3M                       |
| Richard Storrs           | FirstCar                 |
| Heather Ward             | UCL/PACTS                |