

**PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY  
(an All-Party Parliamentary Group)**

**Minutes of PACTS Members Meeting  
Thursday 5<sup>th</sup> March 2015: 2.30pm - 4.30pm**

**Location:** Thatcher Room, Portcullis House, Westminster

**Chairs:** Mr Barry Sheerman MP and Julian Hill

**1. Welcome**

Barry Sheerman welcomed members, guests and speakers to the PACTS Members' Meeting. He highlighted the continuing discussions of strategic priorities at the PACTS Board meeting held that morning.

- 2. Presentation by Dr Louise Lloyd and Brian Lawton, TRL: *The Effectiveness of Roads Policing***  
– Presentation now available on the PACTS website (Members Area); the TRL report on Road Policing is accessible [here](#).

**Members' Questions:**

**Q:** The presentation neglects the recent decreases in child seatbelt wearing which may be contributing to child deaths and influencing future bad habits.

**A:** There is a degree of disproportionality between the age groups which needs to be addressed, however it is difficult to do so.

**Q:** Average speeds/speed cameras?

**A:** The impact of these cameras covers a longer distance but only when placed in appropriate areas e.g. motorways; however, these cameras can prove impractical in other environments. With fixed cameras it is also difficult to tell how long it is before people continue to comply after they have been switched off. New research is required in this area.

**Q:** Did TRL use the McKenna and Porter report on speed cameras in their literature review, which refers to the Thames Valley speed camera sites not being loaded and still speeding behaviour remained the same as before?

**A:** Yes, but there is no way of knowing how long this effect would continue for.

**Q:** Evidence suggests that the mobile phone is a distraction but doesn't take notice of the dangers of texting and surfing the web, which is a big problem and growing.

**A:** This is a problem, but legislation currently focuses on mobile phone use and hasn't caught up.

**Q:** Telematics companies have data relating to compliance. However they find it difficult to identify mobile phone use as the driver will not admit to this. How did the report suggest overcoming this difficulty?

**A:** The technical report gives details on TRL's working. However, it is difficult to say how many police would be required for comprehensive compliance on the issue of phones, etc.

**Q:** A possible approach to compliance would be software designed at preventing the use of phones within the vehicle, preventing Bluetooth, calls, texts and internet usage. This has recently proven popular with companies, could it be extended?

**A:** There is a different approach needed between work related and personal situations and companies are more likely to opt in on behalf of employees than individuals are for themselves.

**Q:** Does the report distinguish between killed and serious injuries as it might show significant differences between fatalities and serious injuries?

**A:** Yes, the technical report splits fatalities and serious injuries and shows that 16 lives were lost on the road due to handheld phone use; 9 lives were lost due to the absence of a seatbelt and alcohol was attributed to 31 road fatalities within the Thames Valley area.

**Q:** Limited evidence is available for the police to investigate mobile phone usage after road collisions, due to the difficulty in carrying out cell site analysis on personal collisions.

**A:** There is a serious degree of underreporting in road casualties involving mobile phone use.

**Q:** The potential of the US approach to the employer being sued for their employee's use of the phone within the car was raised as a possible deterrent of work-time phone use. It was noted that the UK is behind the US in the matter of driver distraction particularly in terms of 'infotainment'.

**A:** Agreed that changes in the UK systems particularly in terms of Driverless Cars will be gradual in the UK.

**Q:** How is roads policing valued against each other, particularly in the case of road policing?

**A:** This is the benefit of this research, it provides the opportunity to inform the budgetary process and influence funding streams. Hopefully this report will prove helpful to improving the road safety budget in the Thames Valley and Hampshire region in the upcoming budget review.

**Q:** The report does not note another key responsibility of roads policing under road traffic law, which is to deny criminals the use of the roads and combat terrorism.

**A:** There is a correlation between driving offences and other criminal activity supported by statistical evidence.

**Q:** Any benefit in expanding Section 59 of the Police Enforcement Acts (yellow card/red card)?

**A:** Generally applied to antisocial motoring behaviour not for generic offences however it is worth thinking about.

**3. Minutes of the previous meeting** (6<sup>th</sup> November 2014) were accepted as true.

**Members Comments:**

- **Section 4**— work needed to get drivers to understand how Daylight Running Lamps operate, perhaps in collaboration with ETSC.

**4. Working Parties Chairs' Reports— Reports now circulated**

Heather Ward summarised the report for the Road Environment Working Party, which she chairs, giving an overview on automatic vehicles and SCRAS.

Julian Hill summarised the Road User Behaviour Working Party and Vehicle Design Working Party (on behalf of their chairs). David Davies noted that the Road user Behaviour Working Party is currently undertaking a report on 'Fitness to Drive'.

David Davies gave an overview of the Rail Safety Working Party activities (in absence of the chair) e.g. discussing standards of proof and reliability in the rail sector.

Apologies were given on behalf of Cpt Chris Seal and the Air Safety Group, to which PACTS is closely associated. The ASG has been looking pilot hours and the health issues caused by cabin air being recycled through the plane engine.

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

- The delay in receiving the Working Party Reports before the meeting was raised. It was requested that the Working Party reports be sent out **a week in advance of the meeting.**
  - **Question:** Why does Stats19 data include death and injuries on the highways network running through the local areas on that area's data recording? **Response:** This happens because it is national data, providing an overview. The Highways Agency [now Highways England] is discussing additional means of reporting and the responsibility interface between the local and strategic highway network.
  - **20mph limit**— Concerns raised about 20mph limit schemes being implemented by local authorities, failing to achieve the desired casualty effects and potentially bringing the limits into disrepute. **Response:** The DfT study (due 2017) is looking at local councils which have and haven't applied 20pmh limits. There is evidence that they do reduce casualties when used appropriately. The first rapid evidence review for the 20mph report is due to be published soon.
  - The potential of telematics insurers in the **20mph study** was raised—Heather Ward agreed to pass on details to Atkins – undertaking the study.
  - It was noted that often in terms of telematics and shifts in regulation young drivers are often more receptive to change than older drivers.
  - The potential of an overall 'impairment test' regarding both drugs and alcohol, as in America, was discussed.
  - The issues of cameras in vehicles were raised including the data protection and legal implications.
5. **AOB**— Leaflets were handed out for the PACTS Conference: *UK Road Safety Summit: Drink, Drugs and Mobile phones*, taking place on the 18<sup>th</sup> March, further details available [here](#).

Copies of the new infographic version of the PACTS manifesto were made available.

#### **Member's Comments:**

The need for a Road Accident Investigation Branch was raised. This is referred to in indirect terms on the PACTS priorities document and will be discussed in the upcoming Transport Safety Commission report. It was noted that such an organisation would need to be integrated with police fatal collision procedures. The police may be unable to release evidence. The coroner's role in these situations was highlighted.

Copies of the newly published booklet on the 25<sup>th</sup> Westminster Lecture, *Road Safety in the 21<sup>st</sup> Century- Public expectations of government* by Tony Bliss, Global Road Safety Advisor, Monash University Accident and Research Centre, Australia; were distributed.

6. **Date of the next meeting: Thursday 9th July at 2.30pm**

## Appendix 1- Present

Barry Sheerman MP	House of Commons
Jim Fitzpatrick MP	House of Commons
Viscount Simon	House of Lords
David Davies	PACTS
Lucy Amos	PACTS
Julian Hill	Loughborough University/PACTS
Heather Ward	UCL/PACTS
Louise Lloyd	TRL
Brian Lawton	TRL
Henry Parsons	Thames Valley Police
Alan Charles	Ace Consultancy
Simon D'Vali	West Yorkshire Safer Roads Partnership
Andy Martin	Marmalade
Viv Nicholas	ESVA
Zoe Johnson	Dods
James Skuse	Dods
Chris Hodder	MCIA
Paul Beeton	IAM
Mike Carr	RSSB
Daniel Campsell	Road Safety Analysis
Charlotte Halkett	Insure the Box
Steve Arscott	Romex
Richard Allsop	UCL/PACTS
Graham Ellis	Institute of Traffic Accident Investigators
Peter Sippitt	Institute of Traffic Accident Investigators
Hugh Bladon	Alliance of British Drivers
Bhavin Makwana	RAC Foundation
Andrew Evans	Imperial College London
Rob Tunbridge	Consultant/PACTS
David Mercer	ROSCO
Martin Spencer	Caravan Club
Adrian Walsh	RoadSafe
Neil Drane	MIB

## Appendix 2- Apologies

Richard Cuerden	TRL
Oliver Carsten	Leeds University/PACTS
David Morris	CIRAS/PACTS
Nick Starling	PACTS
Jon Crockett	PACTS
John Leech MP	House of Commons
Richard Burden MP	House of Commons
Elizabeth Box	RAC Foundation
Matthew Hughes	CIHT
Katharina Lewis	3M
Roy Quinney	MIRA
David Williams	GEM Motoring Assist

Kevin Clinton  
Kim Sheridan  
Simon Rewell  
Steve Enright  
John Clarkson  
Kate Carpenter  
Adrian Short  
Clive Neal-Sturgess  
Sheila Hardy  
Darren Lindsey  
Saul Jeavons  
Alex Stedmon  
Emma Kelly  
John Abbott  
Michael Selfe

RoSPA  
Phillips  
Insure the Box  
Abellio  
RedSpeed  
Jacobs  
Institute of Traffic Accident Investigators  
Birmingham City Council  
British Horse Society  
Michelin  
Transafe  
Coventry University  
Road Safety Support  
RSSB  
Independent