

## Members Meeting Minutes

Thursday 5<sup>th</sup> November 2015: 14.30-16.30

**The Grimond Room, Portcullis House, Westminster**

### **1. Welcome by Chair**

Jim Fitzpatrick MP (**JF**) welcomed attendees to the meeting and explained that Jessica Matthew's (DfT) presentation would be moved to the end of the meeting.

### **2. Minutes from previous meeting (9<sup>th</sup> July 2015)**

The minutes from the **previous** Members' Meeting (9<sup>th</sup> July 2015) were accepted as a true record.

### **3. Matters Arising**

There were no matters arising.

### **4. Reports of Working Party chair's**

The delay in receiving the meeting papers was raised as an issue by members, with the hope that PACTS would send them further in advance in future. David Davies (**DD**) agreed that there was an unfortunate delay and that PACTS would seek to prevent this in future [**Action: PACTS**].

#### **a. Road Environment Working Party Report (REWP)**

Heather Ward sent her apologies for being unable to attend, in her place Julian Hill (**JH**) gave an overview of the REWP's activities since July. Topics included the LANTERNS (street lighting) project; the DfT rural roads project; the 20mph speed limit report; autonomous vehicles; the IRAP launch; the Government consultation on changes to guidance on tactile paving; and future topics for discussion (Details in the REWP report).

**No questions were raised.**

#### **b. Road User Behaviour Working Party Report (RUBWP)**

Oliver Carsten sent apologies for being unable to attend and **JH** outlined RUBWP activities in his absence. The RUBWP has focused on the final stages of its *Fitness to Drive* report. It has also discussed Driver and Vehicle Standards Agency (DVSA) proposals for updating the practical driving test; and future topics for discussion by the WP (Details in the RUBWP report).

**No questions were raised.**

#### **c. Vehicle Design Working Party Report (VDWP)**

Richard Cuerden (**RC**) provided an overview of topics discussed by the VDWP since July. These include: the evolving test procedures of Euro NCAP (frontal & side impacts); the real world influence of the NCAP scheme; the relevance of European Union safety regulations; autonomous vehicles; eCall; IRIS and horizon scanning for future discussions (Details in the VDWP report). Members expressed approval at the depth and detail of the VDWP report.

## Q&A

**Q: The VDWP report says that there has been a reduction in licence ownership – how do we know this?**

**RC:** DVSA and DfT statistics show a drop in licence ownership in recent years.

**Q: How realistic is a ‘silver NCAP’ aimed at older drivers?**

**A: RC** agreed this was realistic as the crash test (FOR) dummy could be designed with increased fragility in mind and testing could focus on crash-types common for older drivers e.g. emerging at a junction.

**Q: Have the differences between EU and US vehicles in terms of safety performance results been taken into account by the VDWP?**

**A:** This is a complicated issue as not only is US safety performance data recorded differently from EU data; collisions in the US often involve higher vehicles. There is not an equivalence between the data.

**Q. What characteristics of the frontal impact led to the Euro NCAPs focusing on this type of collision?**

**A:** The test is repeatable and involves a single harsh pulse which is easy for a vehicle safety system to deploy.

### **d. Rail Safety Working Party Report (RSWP)**

David Morris sent his apologies for being unable to attend, the topics discussed by the RSWP were outlined by **DD**. These included a presentation from Vysionics ITS Ltd of their level-crossing camera systems; the RSSB presentation on Learning from Operational Experience; and the RSSB Rail Safety Performance report presented to the RSWP by John Abbot (**JA**). The RSWP has also been developing a Rail Safety Priorities document which will soon be finalised. (Details in the full RSWP report).

**No questions were raised.**

### **e. Air Safety Group Report (ASG)**

The ASG activities were outlined by **DD** who noted that although the group had not met in Parliament since July they had been busy addressing drone safety; drafting and monitoring parliamentary questions on pilot fatigue and assessing the behavioural change currently developing in plane evacuation procedures and their impact on the safety of passengers and staff.

Alan Charles (**AC**) noted the potential danger of small shaped explosive charges concealed in mobile phones. He said this has apparently been ignored by defence services. **JF** noted that it was a difficult to gain support for separating people from their mobile phones.

## **4. Executive Director’s report**

**DD** introduced PACTS’ new senior researcher Laurence Atchison (**LA**). **LA** will be working on the ETSC YEARS project on behalf of PACTS, looking into young driver and rider safety. He will be producing a policy paper during the first year of research.

**DD** said the PACTS conference *Managing Road Safety: safe system in practice on local and national roads* was well received; supported by Highways England and Birmingham City Council. **PACTS** intends to keep pushing the safe system agenda and building on the conference’s success.

**DD** announced that the updated [Constituency Road Safety Dashboard](#) was due to be launched imminently; containing the latest casualty figures (2014 data); cyclist casualty rates by constituency; regional comparisons; separate analysis of local and strategic roads and improved maps. **DD** also welcomed members' suggestions for future additions to the Dashboard.

PACTS will continue to suggest parliamentary questions on subjects including type approval for breath testers, etc. and intends to publish the RUBWP paper on *Fitness to Drive* in the near future.

## 5. Any Other Business

The upcoming 2nd Global High Level Conference on Road Safety in Brazilia was discussed. Jim Fitzpatrick MP will be attending. PACTS is keen to see the further development of a global road safety network.

**AC** again suggested the development of a video emphasising the safety practices of Formula 1.

**6. Presentation:** [Update on the Government's Road Safety Plan](#) presented by Jessica Matthew, Deputy Director, Road User Licensing, Insurance and Road Safety, DfT.

## Q&A

**Q: In terms of delivering road safety objectives at a strategic level how much support is there for safe system?**

**A:** Transport Ministers do not have problems with the main principles of Safe System; they disagree on how it will be put into practice. Highways England has a safe system policy; allocated funding by the DfT Road investment Strategy which would not have occurred without ministerial support. Local authorities remain independent and it is up to them if they undertake this type of approach.

**Q: Will there be a link between the Conservative manifesto commitment to reduce cyclist and other road user casualties and the upcoming spending review?**

**A:** This manifesto commitment will influence funding streams over the next year.

**Q: Is DfT currently aware of any research into safety implications of fading white lines?**

**A:** **JM** responded that she was aware of evidence but was unsure of a specific project. She noted that this was a highway maintenance issue and often affected by cuts in public sector spending and that this could change with the increased likelihood of autonomous vehicles due to the need to scan for white line outlines in driverless cars. **RC** noted that there was an EU project looking at the white line issue in which TRL was involved. [NB: find link? Who??]

**Q: Has the previous suggestion that the Health and Safety Executive (HSE) look more closely at traffic accidents while driving at work progressed or been dropped?**

**A:** During its inquiry the [Transport Safety Commission](#) heard evidence from the HSE which made it clear that they were not going to look into road traffic accidents further than they already are.

**Q: Has the joint DfT and Ministry of Justice (MoJ) review of road accident prosecution progressed?**

**A:** The MoJ are already underway with their side of the review whilst the DfT are in the preliminary stages.

**Q: Due to the phrasing within the Manifesto commitment, is there is a possibility that the Government could prioritise cyclist casualty reduction? Also shouldn't the figure of 34% of road users saying they are concerned about mobile use not be replaced with how dangerous it is?**

**A: JM** did not think prioritisation of a user group likely. In terms of mobile phones there are a lot of figures available to quote but the main issue is public acceptance of the law and behavioural compliance which the 34% emphasises.

**Q: Will the DfT consider preventing younger drivers from driving at night?**

**A:** It is unlikely; Ministers are strongly against this as they believe that it infringes on public liberty.

**Q: With the increased number of areas with 20mph limits would it not be more economical to have repeater signs for 30mph instead of for 20mph?**

**A:** This is based on the question of urban default speed. Although 20mph limits are becoming more common it will take a while for this to bed into the public consciousness so repeater signs are desirable as a reminder. This may change in future. **JM said it** was unclear at present which option would cost less.

**Q: What are the Department's next priorities for change in road safety?**

**A: JM** highlighted the new vehicle technologies as a new priority area which is currently being considered intensively at the DfT in order to lay the groundwork for increasingly complex advances.

**Q: The new HSE updated guidance on work related safety does not include reference to the ISO39001 which is a useful tool. Will this be rectified in future?**

**A: JM** stated she would investigate this.

**Jim Fitzpatrick MP thanked JM for the presentation.**

## **7. Date of the next meeting**

Thursday 3<sup>rd</sup> March 2016 – Portcullis House (room TBA)

**Jim Fitzpatrick MP closed the meeting.**

**Attending**

Adam Coffman	Cycling All-Party Parliamentary Group (APPG)
Alan Charles	Independent
Amy Aeron-Thomas	RoadPeace
Andrew Evans	Imperial College London
Andrew Friel	Direct Line
Andy Martin	Marmalade
Ben Howarth	Association of British Insurers (ABI)
Ben Livingstone	Oakhill Communications/AGEAS
Ben Tomasetti	Hastings Direct
Chris Hodder	Rowan Public Affairs
Craig Carey Clinch	Rowan Public Affairs/MCIA
David Davies	PACTS
David Mercer	ROSCO
David Osbourne	Metropolitan Police
David Williams	GEM Motoring Assist
Dr Rob Tunbridge	Consultant/PACTS
Emma Emery	Transport Focus
Emma Kelly	Road Safety Support
Graeme Hay	BMF
Hugh Bladon	Alliance of British Drivers
Jeanne Breen	PACTS
Jim Fitzpatrick MP	House of Commons (Chair)
John Abbott	RSSB
John Plowman	PACTS
Jon Crockett	PACTS
Josh Newton	Researcher for Richard Burden MP – House of Commons
Julian Hill	Loughborough University/PACTS
Juliet Eales	Researcher for Daniel Zeichner MP – House of Commons
Kate McMahon	PACTS RUBWP
Katy Harrison	Researcher for Susan Elan Jones MP – House of Commons
Kim Sheridan	Phillips
Laurence Atchison	PACTS
Lucy Amos	PACTS
Martin Spencer	Caravan Club
Mathew Hughes	CIHT
Michael Selfe	Consultant/RAC Foundation
Nick Lye	RAC
Paul Fox	TyreSafe/MTS Ltd
Peter Sippitt	ITAI
Richard Cuerden	TRL/PACTS
Rod King	20s Plenty
Roy Quinney	Horiba MIRA
Ruth Cadbury MP	House of Commons
Saul Jeavons	Transafe
Simon Rewell	Insure the Box
Sir Peter Bottomley MP	House of Commons

Steve Arcscott  
Viscount Simon

Romex World  
House of Lords

### **Apologies**

Barry Sheerman MP	House of Commons
Barry Street	Covéa
Becky Hadley	Hadstrong
Ben Bradshaw MP	House of Commons
Cassandra Midgeley	Shell
Darren Lindsey	Michelin
David Morris	CIRAS/PACTS
Heather Ward	UCL/PACTS
John Clarkson	RedSpeed
John Field	PACTS
John Lepine	Motor Schools Association
Louise Ellman MP	House of Commons
Nick Starling	PACTS
Oliver Carsten	Leeds University/PACTS
Richard Allsop	UCL/PACTS
Simon D'Vali	Bradford MBCI
Steve Enright	Abellio