



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

**Minutes of Members Meeting
Thursday 3rd March 2016: 2.30pm-4pm**

Wilson Room, Portcullis House, Westminster

- 1. Welcome by David Davies, Executive Director and Barry Sheerman MP, Chair of PACTS.**
- 2. [British Road Safety Statement](#): road safety minister Under Secretary of State Andrew Jones MP (speech notes attached)**

Q&A

Q: Concerning HGV regulations and cyclists – will the Minister be consider rolling out the stricter HGV safety regulations in London on a national scale?

A: Several projects within the Road Safety Statement focus on cycling safety in relation to HGVs and later this year the Department for Transport (DfT) will be holding a consultation on cycling safety and releasing a new Walking & Cycling strategy. The DfT will also be focusing on testing new designs and increasing funding for bikeability.

Q: There was no mention of **Drink-Driving** issues during the presentation though there has been little reduction in the number of annual deaths relating to drink-driving since 2011 – what does the Minister have in mind to encourage a step change? Will there be a reduction in the BAC limit as in Scotland?

A: Currently there are no plans to change the limit. The UK has a good record in enforcement and with serious penalties for drink-driving. Additionally, the recent Deregulation Act removes the “statutory option” to test by blood sample. Drink-driving is now socially unacceptable in the UK and this is an achievement.

Q: Could we start considering reduction of injuries as well as deaths?

A: We do. The DfT focuses on KSIs (killed **and** seriously injured) and we always consider both. I cannot answer for the local level – this is often down to council leaders and I suggest you contact them.

Q: Is there a way to encourage drivers, younger drivers in particular, to drive slower on rural roads? Should the speed limits be reduced?

A: This would involve a change to the national speed limit which I am hesitant to do as local authorities know their area best and have the power to alter speed limits. This would otherwise seem more like a Whitehall edict. Ultimately the issue is one of behaviour and it must be dealt with.

Q: For an accident where the police suspect the drivers involved has consumed alcohol, would it be possible for the police to be authorised to reveal that they believe the incident involves drink-driving (though unconfirmed) to make the public more aware of the cause/effect link?

A: This is an interesting approach and could be considered in future.

Q: Due to the lack of police on the roads it could be argued that the drug driving laws and proposed increased fines for mobile phone uses lack power.

A: I disagree. There has been more enforcement of these issues and the DfT and police are making progress and making use of new technologies.

Q: In the [Fit to Drive?](#) report for PACTS there are fundamental gaps identified in the mechanisms for identifying those who are unfit to drive – is anything being done about this?

A: It is a very difficult area. The National Health Service is based on a relationship between people and their GP. People are very attached to their driving licences and do not like being told that they should give theirs up. It is not an easy conversation and though GP's are obliged to refer those unfit to drive, there has been push-back from the medical profession we are working to overcome.

Q: Shouldn't we be taking more care regarding the unintended consequences of new technologies?

A: Technological advancements are excellent and should be embraced. The future path, particularly with autonomous vehicles, is clear and we should be adapting to and encouraging these new approaches. This involves keeping the UK a friendly environment for testing new technologies, keeping our automobile industry up-to-date and engaging with benefits along with way e.g. Automatic Emergency Braking (AEB).

Q: A large numbers of KSI casualties occur during driving for work and working on the road. What actions been taken to reduce these numbers?

A: There is no overnight solution to this although DfT are working towards reductions by encouraging a shift in workplace culture and encouraging increased staff training programmes.

Q: Is there any intention to promote uptake of low-entry, panoramic vision HGV cabs outside London and increasing the spread of safety programmes such as CLOCS to improve HGV safety nationwide?

A: These are valuable schemes and we will be considering this during our cycling consultation later in the year. I urge you all to submit evidence. We need to make cycling a safer past-time as it grows in popularity: innovations, education and technology are key.

Q: With the upcoming road safety capacity review – will the DfT be taking into account that some local authorities have done away with their road safety posts due to budgetary constraints, in spite of a statutory obligation to provide education on road safety?

A: This will be part of the review. We want local authorities to fulfil their statutory obligations and teaching road safety at a young age is vital. Although council finances have been difficult over recent years we still want local authorities to play a role in raising awareness.

BS thanked the Minister for his time. DD presented the Minister with an AlcoSense Ultra breathalyser and challenged him to try to drink up to the legal limit. The minister accepted.

3. Lord Brooke of Alverthorpe – update on Private Members' Bill ([Reduction in Blood Alcohol level](#))

- There has been a plateauing in the reduction of drink-driving deaths since 2011/12 and casualties must be considered as well as deaths.
- 16th March – Crime & Police Commissioners will be present for a campaigning session in the House of Lords.
- The Bill reaching the House of Commons will depend on whether the Queen's Speech is delayed, which is likely.
- Lord Brooke thanked PACTS and particularly Prof. Richard Allsop for their work on the issue.

Q&A

Q: What is particularly important about Northern Ireland's approach to drink-driving limits?

A: They have brought in graduated penalties for drink-drive offences.

There was the suggestion that Lord Brooke seek to work with the alcohol companies and potentially the soft drink companies in order to provide alternative options. The effect of reduced numbers of traffic police on the roads on enforcement levels was discussed.

4. Brasilia 2nd High Level Conference on Road Safety – David Ward, Director of Global NCAP presented a written [report](#) from Jim Fitzpatrick MP who was unable to attend.

5. [Global NCAP](#) and Towards Zero Foundation: Jessica Truong, Programmes Director & Asia Pacific Coordinator, Global NCAP (Presentation available in the PACTS [Members Area](#).) The video *Towards Zero - There's no one someone won't miss* can be seen [here](#).

Q&A:

Q: Are steps being taken to stop the removal of safety features from cars when sold in newly opening markets?

A: This is part of Global NCAP's goal. A lot of emerging markets have little idea of the UN regulations that exist to protect them from these actions and Global NCAP seeks to educate them in this. Forming a global version of PACTS is expected to help in this.

Q: In Malaysia the majority of road deaths involved motorbikes – does Global NCAP take motorbikes into account?

A: NCAPs focus on vehicle safety. However, 'Stop the Crash' does include motorcycle safety and in particular promoting on-board safety features such as ABS. There is great potential here and in new car technologies and their lane sensor equipment.

Q: Although the focus of this is vehicle design – in the case of motorcycle and cycle safety shouldn't helmet wearing be involved? Also, in many of these new markets, a lot of roads do not even have speed limits to adhere to – it is not just a technological issue.

A: I agree. Although Global NCAP has a particular focus on vehicle technology we are seeking to create safer road systems overall.

Q: Do we know the cost of a death in these new countries?

A: Recent work from the Transport Research Laboratory (TRL) shows the number of lives saved by adopting minimum road safety standards. Once economic benefits are calculated, they can have a significant impact.

Q: In terms of developing a global organisation along the same lines as PACTS, have you developed a profile of which political figures need to be engaged with?

A: We plan to develop a template in order to avoid takeover by the usual corporate suspects. It is a narrow field and it is becoming easier to connect road safety figures in elected positions (national, local and regional) via new media and the internet. It is now possible to share assistance through a community of knowledge and parliamentarians and Global NCAP seeks to facilitate this.

Q: What about protecting vulnerable road users outside the vehicle? Cars, for example, seem to have reducing visibility these days (due to wider, albeit safer, pillars).

A: I agree – 50% of road deaths involve vulnerable road users and this could be due to the UN softening restrictions. Whilst Global NCAP focuses on vehicle safety, it is part of a 5 pillar safe system approach which seeks to be more holistic in terms of road safety.

BS thanked Jessica Truong and David Ward.

6. Minutes from previous meetings (5th November 2015) and any matters arising.

These were accepted as a true record. There were no matters arising. [John Plowman took the chair.]

7. Reports from Working Party Chairs

Written reports were presented.

a. Air Safety Group Report (Ian Frow, ASG)

The meeting discussed how involved BALPA (British Air Line Pilots Association) was with these issues and the audience successfully argued that the issue of maintenance workers' fatigue should be widened to ground crew as a whole.

b. Road Environment Working Party Report (Heather Ward, UCL)

A copy of the presentations from the 20's Plenty Conference on 26th March will be available on the [Landor Website](#), including the Atkins presentation.

c. Road User Behaviour Working Party Report (Oliver Carsten, Leeds University)

Oliver Carsten noted that the *Fit to Drive* paper is now available on the PACTS website ([here](#)) and will be followed by papers on *Driving for Work* and *Motorcycle Safety* in the future.

d. Vehicle Design Working Party Report (Richard Cuerden, TRL)

Issues of lighting technology, autonomous vehicles navigation systems and the risks of infotainment were issues raised and discussed by the audience.

e. Rail Safety Working Party Report (David Davies for David Morris, CIRAS who sent apologies). No questions raised.

8. Executive Director's report (David Davies)

- **DD** expressed PACTS' pleasure that many of the recommendations of PACTS [Road Safety Priorities](#) were included with in the DfT's [Road Safety Statement](#) but noted that there was still more to be done.
- The next PACTS Conference, *Safer Vehicles*, will take place at the Queen Elizabeth II Centre, Westminster, on 14th June.
- **DD** welcomed Jessica Truong, Global NCAP to the PACTS office, where she will be working, though not as a member of the PACTS staff.
- **PACTS** has written to all MEPs requesting they support the [ETSC goal of a serious injury target](#) for Europe. Should any other attendees wish to send the same message – **PACTS has a draft letter available on request.**
- **Saul Jeavons** is currently putting together a timeline of opportunities to intervene in road safety decisions.
- **Lucy Amos** will be leaving PACTS at the end of the week. DD thanked her for her work over the past two and a half years and the meeting wished her all the best in the future.

9. Any Other Business

- Heather Ward: Publication of ETSC's latest PIN Flash report is imminent. This will assess uptake of vehicles with EuroNCAP safety ratings across Europe.

- John Field will be standing down as a PACTS Director and Trustee after many years of service. On behalf of everyone at the meeting, the Chair thanked him for all his work for PACTS.

10. Dates of the next meetings:

- 7th July 2016, 2.30-4.00pm, Wilson Room, Portcullis House
- 3rd November, 2016, 2.30-4.00pm, Room tbc

Attendance

Paul Metherell	3M
Rebecca Gladstone	ABI
Steve Enright	Abellio
Mark Bishop	Allianz
Laura Mcleod	Alcohol Health Alliance
Hugh Bladon	Alliance of British Drivers
Alan Charles	Ace Consultancy
Ian Frow	Air Safety Group
Sheila Hardy	British Horse Society
Alastair Sherwin	Covéa Insurance
Duncan Dollimore	CTC
Verity McCrum	Department for Transport
Ameena Berkowitz	Department for Transport
Andrew Jones MP	Department for Transport
David Williams	GEM Motoring Assist
Becky Hadley	Hadstrong
Tony Payne	Horiba-MIRA
Neil Greig	IAM
Peter Rodger	IAM
Simon Rewell	Insure the Box
Charlotte Halkett	Insure the Box
Kate McMahon	Independent Consultant
Jon Foster	Institute of Alcohol Studies
Richard Hayes	Institute of Highways Engineers
Ruth Cadbury MP	House of Commons and APPG Cycling
Barry Sheerman MP	House of Commons
Sir Peter Bottomley MP	House of Commons
Valerie Vaz MP	House of Commons
David Lydiat	House of Commons, Researcher for Craig Tracey MP
Naomi Wood	House of Commons, Office of Fiona Bruce MP
David Leaf	House of Commons, Office of Priti Patel MP
Lord Brooke of Alverthorpe	House of Lords
Bryony Livingstone	Office of Lord Brooke of Alverthorpe
Tim Bogdanowicz	London Cycling Campaign
Councillor Val Clark	London Road Safety Council
Andy Martin	Marmalade
Chris Hodder	Motorcycle Industry Association
John Field	PACTS
Julian Hill	PACTS/ Loughborough University
Jon Crockett	PACTS
John Plowman	PACTS

David Davies	PACTS
Lucy Amos	PACTS
Laurence Atchison	PACTS
Nick Starling	PACTS
Jeanne Breen	PACTS
Richard Cuerden	PACTS/ TRL
Oliver Carsten	PACTS/ Leeds University
Heather Ward	PACTS/UCL
Tim Packham	Police Federation of England and Wales
Michael Selfe	RAC Foundation
Nicholas Lyes	RAC Motoring
Dan Campsall	Road Safety Analysis
Sonya Hurt	RSGB
Mike Carr	RSSB
Emma Kelly	Road Safety Support
Jan Sjorup	Road Safety Support
Nick Lloyd	RoSPA
John Lancaster	Supatrak
Duncan Knox	Surrey County Council
Paul Fox	Tyresafe/MTS
Saul Jeavons	The Transafe Network
Graham Wynn	TTC Group
Andy Ekinsmyth	West Sussex County Council

Apologies

Hunter Abbott	Alcosense
Dr Rob Hunter	BALPA
Martin Spencer	Caravan Club
Simon D'Vali	City of Bradford
Emma Banks	Esure
Kit Mitchell	Independent
Kate Carpenter	Jacobs
Jim Fitzpatrick MP	House of Commons
Chris Stephens MP	House of Commons
Louise Ellman MP	House of Commons
David Gauke MP	House of Commons
Christopher Chope MP	House of Commons
Stephen Hammond MP	House of Commons
Greg Mullholland MP	House of Commons
Viscount Simon	House of Lords
Inspector Richard Auty	ITAI
Graham Ellis	ITAI
Peter Sippitt	ITAI
Adrian Short	ITAI
Kevin Clinton	RoSPA
Kate Carpenter	Jacobs
Kit Mitchell	Independent