

Annual Review 2012/13



Background of PACTS

The Parliamentary Advisory Council for Transport Safety (PACTS) is an associate Parliamentary group and registered charity. Its charitable objective is: To protect human life through the promotion of transport safety for the public benefit.

Strategic Objectives 2007 – 2015

To act as an advocate for research-based change in order to shape policy development in transport safety

To strongly encourage and promote the integration of transport safety considerations across the breadth of relevant policy development

To be the recognised independent authority on transport safety for Parliamentarians, practitioners and the media

To encourage and support those working in transport safety by raising with Parliamentarians awareness of the issues and challenges facing their sector

To be an active partner in the UN Decade of Action for Road Safety by fostering the development of high quality research and researchers to undertake it.



Executive Director's Report

Introduction

As I have been in post only since January, this report largely covers the past year under my predecessor, Robert Gifford.

As the new boy on the PACTS' block, I have had the privilege of meeting many of the PACTS' members and others associated with PACTS and transport safety. The overriding message that I have received is that there remains a unique and important role for PACTS to fulfil and there is widespread support for what we do and for us to do more. The PACTS Directors have made it clear that they want PACTS to be ambitious. I hope you will agree that 2012/13 was another year in which PACTS rose to the challenge.

The safest year ever?

PACTS objective is to "To protect human life through the promotion of transport safety for the public benefit". During 2012, PACTS raised concerns that in 2011, for the first time since 1996, the number of road deaths in GB had risen, coinciding with cuts in spending on road safety and the Government's apparent low priority for road safety, in favour of "ending the war on the motorist", described by Professor Richard Allsop as a "pause" in the non-party political commitment to targeted casualty reductions that held since 1987.

As I write (June 2013), the reported road casualty data for GB for 2012 have just been released. The number of deaths fell to 1,754 - the lowest figure since national records began. Most categories of non-fatal road casualties also fell relative to the previous year and to the 2005-09 baseline. This was echoed across much of Europe. The comprehensive annual report from the International Road Safety Forum found that 2012 had the lowest number of fatalities on record for most OECD-IRTAD countries. British railways also recorded another year of good safety standards, the safest in Europe according to an EC report. Meanwhile, IATA reported that 2012 was the safest year on record for airline passengers: there were three fatal crashes of Western-built passenger jets in 2012, and none of these occurred on any of IATA's 240 member airlines.

No doubt here will be disputes about the exactness of the figures and their interpretation. For one thing, the number of deaths does not tell the whole story when so many people continue to sustain serious injuries on the roads. And of course, safety is a much broader concept than the absence of death and injury alone. The fear of injury from motor traffic is a deterrent to walking and cycling and to the freedom of children. The casualty figures for cyclists and pedestrians are less impressive and the absence of rate-based measures means we have only part of the picture. This should be clearer when the DfT publishes the full results in September.

None-the-less, these figures must be welcomed. The reasons for these significant reductions are several and not all are directly related to safety measures - the economic downturn has played a large part in relation to road casualties - but they are something of which the transport safety community should be proud and which it should celebrate.

They show what can be achieved by well-designed and sustained interventions and a safe systems approach. They also show how much more can be achieved, particularly in the field of road safety.

Parliamentary activity

In July, the Select Committee published its report Road safety on the Government's Strategic Framework for Road Safety. This followed an inquiry to which PACTS provided written and oral evidence on behalf of 15 organisations. The Committee expressed its concern that casualties had increased in 2011, for the first time since 1994. It called on the Government to provide an explanation. The Committee called for stronger political leadership on road safety but decided against recommending national casualty reduction targets. It drew particular attention to the safety of young drivers and cyclists, noting that young driver safety was not adequately reflected in the road safety strategy.

The Government responded in October to the Committee's report, highlighting amongst other things its efforts to reduce risks to young drivers and to reduce insurance premiums. In September, the appointment of Patrick McLoughlin as Secretary of State and Stephen Hammond as Road Safety Minister brought a new and more positive approach to road safety. There has also been a greater degree of listening and engagement, with both ministers appearing at PACTS events and private meetings with PACTS at Great Minster House. There have also been policy changes, such as the apparent abandonment of the proposal to increase motorway speed limits to 80mph ("It is not a priority") and the decision to publish a green paper on young driver safety.

The Government has continued to deliver the measures set out in its Road Safety Action Plan, including the publication in 2013 of new guidance to local authorities on setting speed limits. It also consulted on proposals to make careless driving a fixed penalty notice offence and to increase the level of charges from £60 to £90. (In the event it was raised to £100.) The Government has also progressed legislation and research to enable more effective action to be taken against drug driving.

On cycling, the campaign launched by The Times continued to have effect. In December, PACTS submitted written evidence to the All Party Parliamentary Cycling Group's inquiry Get Britain Cycling. We were subsequently invited to give oral evidence, which we did in January. The report was published in April. A government response is still awaited.

Rail safety was addressed in the Select Committee's lengthy inquiry Rail 2020. The report published in January called on the Government and ORR to ensure that, in delivering the efficiencies proposed in the McNulty report and the subsequent Command paper, there was no diminution in safety standards.

External activity

PACTS has continued to be quoted extensively in the media and to be asked for comment on transport safety issues. I believe it was significant that the DfT chose to include a quote from PACTS Executive Director Robert Gifford, along with the Minister and the ACPO road safety lead, in its press release for the Christmas drink drive campaign.

PACTS is represented on number of external bodies, including the Motorists Forum, the Rail Industry Health and Safety Advisory Council (RIAC), and the National Road Safety Council.

In 2012/13 PACTS joined a pan-London panel to help develop the London Mayor's road safety plan. PACTS also took part in the London roads task force to look at the effectiveness and suitability of London's roads.

Conferences and events

The conference in October on drink and drug driving was a well-attended event with a series of challenging presentations on both topics. Sir Peter North gave a comprehensive summary of his report and of the government's response to it. He reminded those attending that, although the legal limit itself had not been lowered, there was a number of other smaller incremental steps adopted that could well make a real difference. Dr Kim Wolff gave an update on the work of the Ministerial Panel on illegal drugs and driving – as far as I know the only occasion on which she has spoken about her work. In addition, Kris Beuret and Heather Ward unveiled the first part of their work, undertaken with Claire Corbett, looking at women and alcohol, including drinking and driving.

The Westminster Lecture in 2012 was given by Jeanne Breen on Managing for Ambitious Road Safety Results. Jeanne gave an international perspective on what works in road safety, emphasising the safe systems approach. She demonstrated that without effective international action, road traffic injury will become a major cause of serious health loss for men by 2030 and the leading cause of child death and injury by 2015. With her extensive knowledge of international best practice, Jeanne summarised the principles, policies, structures and management arrangements needed to deliver road safety outcomes in Great Britain and elsewhere. She posed challenges to PACTS, the Government and the road safety community.

In February PACTS helped ETSC to stage the PIN Talk conference at which experts for across Europe, including road safety minister Stephen Hammond, spoke.

In March we held our Lies, Damned Lies and Statistics conference on 21 March which was very well attended and thoroughly examined not only the quality of road safety data but also the reasons for the dramatic decline in casualties since 2006.

Staffing

The Executive Director for nine months of the year, until 31 December 2012, was Robert Gifford at which point he moved on to become a consultant. After 18 years as Executive Director, Rob had developed a deep understanding of transport safety issues and contacts with a huge network of people and organisations. The Directors thanked Rob at an informal party in December and PACTS members showed their appreciation for Rob's efforts at the PACTS conference in March where Graham Feest of AIRSO made a presentation to Rob. Rob had become almost synonymous with PACTS and he will be a hard act to follow. I am grateful to him for the help he gave me during the handover month in December and subsequently.

I am also very grateful to my two colleagues, Naomi Baster and Sally Le Marquand, who have worked tirelessly and expertly and helped me to settle in at PACTS. Heather Ward, formally known as our Visiting Research Fellow, used the PACTS office and helped out in many ways, until November when she returned to UCL

Sadly the year saw the passing of John Smart (CIHT) and Barbara Sabey (former chair of the PACTS Road Environment working party). These two individuals made immense contributions to road safety and were true friends of PACTS. PACTS was represented at both funerals.



David G Davies
Executive Director
June 2013

Acknowledgements

PACTS would like to thank all those who spoke at our meetings and conferences.

Members' Meetings
Trevor Lampen, Thales Group (July 2012)
Stephen Hammond MP (November 2012)
Louise Lloyd, TRL (November 2012)
Richard Storrs, First Car (November 2012)
Ian Moreton, Railway Safety & Standards Board (March 2013)

Brunel Conference
Suzette Davenport, ACPO
Amy Aeron-Thomas, RoadPeace
Fiona Fylan, Leeds Metropolitan University
Frank McKenna, Reading University
Claire Corbett, Brunel Law School
Helen Wells, Keele University
Sally Cunningham, Leicester University
Richard Lomax, Crown Prosecution Service
Chris Hunt Cooke, Magistrates Association
Sue Easton & Christine Piper, Brunel Law School

Autumn Conference
Sir Peter North, Jesus College Oxford
Heather Ward & Kris Beuret, Social Research Assoc.
Iain Greenway, Dept of Environment, N. Ireland
Bo Longren, Independent Consultant, formerly Swedish Roads Administration
Dr Rob Tunbridge, Consultant
Sgt Paul Plews, Impaired Driver Unit, Hampshire Constabulary
Dr Paul Jackson, Clockwork Research
Dr Kim Wolff, King's College London and Chair DfT Expert Panel on Drugs and Driving

Lies, damned lies conference
Will Moy, FullFact
Louise Lloyd, Transport Research Laboratory
Professor Allan Brimicombe, East London Univ.
Stephen Hammond MP, Parliamentary Under Secretary of State for Transport
Nick Starling, Association of British Insurers
Dr John Mumford, Road Safety Foundation
Bruce Walton, Road Safety Analysis
Maralyn Woodford, Trauma Audit & Research Net.
Edmund King, President, Automobile Assoc.

23rd Westminster Lecture
Jeanne Breen OBE, Principal, Jeanne Breen Consulting

PACTS would also like to thank the organisations and venues hosting our events.

Autumn Conference
Royal Society of Medicine

Spring Conference
Royal College of Surgeons

23rd Westminster Lecture
Church House Conference Centre

Working Party meetings
Amey, Birmingham
Association of British Insurers
Association of Train Operating Companies
Chartered Institution of Highways & Transport'n.
Loughborough Design School, Loughborough Univ.
Passenger Focus
Thatcham Automotive Academy



Road Environment Working Party Report (REWP)

Representatives on the Working Party

The Road Environment Working Party (REWP) contains members from a wide range of organisations: Urban and rural highway authorities (Hertfordshire, South Gloucestershire, and Transport for London), professional bodies (CIHT, IHE), road safety consultants (TMS, Amey, TRL, Adduce Services, Stilwell Partnership, Urban Initiatives, Alex Luck, Rob Salmon and Chris Lines), road user groups (AA, ADEPT, British Horse Society, CTC, Sustrans, RoadPeace, Road Safety Foundation, MAG, RSTA), and Universities (UCL).

This year has seen a slightly modified structure to the meetings – Part 1 for presentations and Part 2 to discuss current issues relevant to PACTS and road safety generally.

Activities this year

There have been two REWP meetings and one joint meeting with the vehicle safety WP.

The first REWP meeting on 30th October 2012 had a presentation on road risk.

Unfortunately Jo Marden from iRAP was unwell and unable to attend to give her presentation. She had provided PowerPoint slides, so with grateful thanks to Rob Salmon, the group went through the slides and discussed. Points which arose included:

Although there has been an improvement in road risk, it is important to note that not all roads are improving at the same speed. There is a natural gap occurring between motorways and single carriageways.

Road maintenance should be led by standards, not by the funding available. There was also a discussion about the difference between traffic in different areas, e.g. tourist vs. everyday driving.

The presentation was followed by a discussion and update from PACTS. This included the PACTS response to the consultations on the DfT Speed Limit Circular; the TfL London Road Safety Plan; the Government Response to the Transport Committee inquiry into road safety; and the APPG inquiry into cycle safety which will be launched in November.

The second REWP meeting on 24 January 2013 had two presentations on motorcycle safety.

The first was by Craig Carey-Clinch who presented an overview of motorcycling and the safety of motorcycling in the UK today. There are approximately 3.5 million licence holders, up to 1.5 million regularly ride, and motorcycles account for 1-3% of traffic. And although overall casualty trends are improving, there was a worrying reversal in 2011.

Craig noted a lack of leadership with regard to safety and there was a general feeling that an opportunity to improve the motorcycling driving test had been missed. He outlined a number of holistic measures to improve motorcycle safety, including the need for a safety vision, with clearly defined mission and goals.

The second was by Matt Pickard from Derbyshire on the Local Authority Perspective. Matt illustrated the extent of the issue in Derbyshire with the following figures: Motorcycles account for 2% of road use and 33% of all KSI (2011). Perhaps surprisingly, 66% of bike KSI casualties live in the county. On the worst roads in summer, 91% of KSIs are motorcycles. Matt outlined education, enforcement and engineering interventions, and Derbyshire has seen a 39% reduction in motorcycle KSI (from 2003/5 baseline).

In the General discussion the following were mentioned:

PACTS is undertaking a strategic review, and part of this will involve considering the remit and structure of the working parties.

Managed motorways consultation: this was thought to be a logical progression, no need for PACTS to respond.

Integrated Transport Block consultation: Members were more cautious on having a performance based element. It was thought PACTS should support the incentive in general but warn about the details and calculations, as well as urging careful monitoring.

Pedestrian crossings – pelican vs puffin in terms of safety levels, and the case for more harmonization.

Joint meeting with the VSWP on 9th May 2013

The first part of the meeting consisted of presentations by each of the working party chairs, on the topic of pedestrian safety. Chris Lines presented the casualty statistics and noted that four times as many pedestrians were killed than cyclists in 2011. He showed how London had used 20mph zones effectively. Oliver Carsten compared UK performance to other countries, and noted that the Netherlands is the only country in the EU which has a higher number of cyclist deaths than pedestrian deaths. He concluded that more needed to be done for pedestrian safety, particularly on rural roads and speed.

Julian Hill showed how accident data could describe scenarios and help design and test technologies. He also showed the potential benefits for pedestrians of active and passive safety systems. Discussions followed, which covered pedestrian behaviour as well as driver behaviour. Alcohol is an important element in pedestrian safety, as is (we suspect) distraction.

On the topic of distraction, Naomi Baster gave an overview of a new product which may have implications for road safety. Google glass, a head-mounted display connected to a smartphone, will be on general sale at the end of the year and is. West Virginia is the first state in the US to ban this while driving. It was suggested that PACTS should bring this to the attention of MPs.

Naomi Baster told members about a new PACTS Network she is setting up, for transport safety professionals in their early-mid career. This will enable PACTS to identify ‘the next generation’ and help maintain knowledge and expertise in the sector, while the network will provide peer support to members and the opportunity to make new contacts. Please contact Naomi if you have colleagues who may be interested.

Oliver Carsten led a discussion on the role and structure of the working parties, which found that the idea of themed meetings was popular. Therefore the next meeting will be held on the 12th September, and will include separate meetings for each of the road working parties, followed by a joint meeting on a specific topic. David suggested that the working parties should take a greater role in helping to steer priorities for PACTS campaigns.

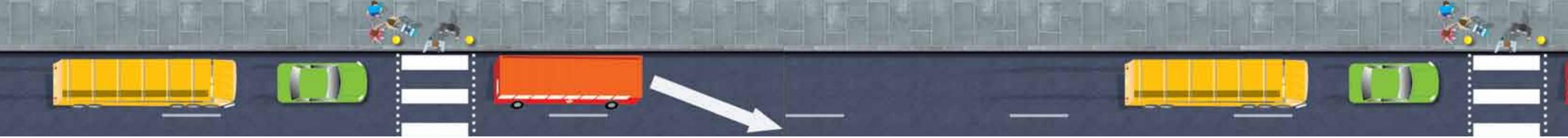
The REWP Chair also attended Traffex on 17 April on behalf of PACTS.

Future meetings

Providing good crash data remains as a topic that is even more important in times of low funding, so it might be timely to get an update on the Road Safety Observatory and how the DfT is going to make better crash data available to road safety professionals.

Chris Lines

Chair
June 2013



Road User Behaviour Working Party Report (RUBWP)

Representatives on the Working Party

The Road User Behaviour Working Party (RUBWP) continues to have an active, committed and lively membership, covering the training sector, motoring organisations, road user groups such as motorcyclists, cyclists and horse riders, the police, local authorities, TRL, academics and individual consultants. Meetings are well attended.

Activities this Year

A major focus in the past year has been on young and newly qualified drivers. In September we heard from Simon Rewell of insurethebox about telematics-based insurance and from June Howlett of Buckinghamshire County Council about test driver training. Simon Rewell presented how his company uses “Pay How You Drive” insurance to offer drivers carrots as well as sticks. They target young drivers and he said there here was evidence of a safety culture emerging, with clients competing to gain the most bonus miles (i.e. coverage for additional miles) which are allocated to those who drive well. The black box can also act as an accident alert, as it alerts the provider’s service centre when there are impacts on the vehicle.

June Howlett said that Buckinghamshire had won funding for a subsidised pass plus scheme and designed “Get in Gear”, which consists of a two-hour discussion group and four hours of instructed driving. Though many driving instructors applied to provide the practical driving lessons, only a small percentage were found to have a suitable level of skills.

Over 500 people have completed the course and Buckinghamshire are now looking for some action from Government, focussing on quality control and consistency in such training. She also wanted the insurance companies to recognise courses based on these principles, which would encourage more drivers to take further training. The working party suggested that in these cases of interventions studying the before and after data would be interesting. It was suggested that more should be done to bring together insurance companies and academics to exploit the plentiful data on driver behaviour. It was also noted that to this date, telematics insurance is aimed at privileged younger drivers who have their own cars. Therefore this does not tackle those in disadvantaged areas who may be more at risk on the road, or those who choose to drive uninsured.

At our January meeting we focussed on newly qualified driver safety. Sarah Jones of Cardiff University presented her work on Graduated Driver Licensing (GDL) a model that has been widely adopted in North America and elsewhere. In the UK young drivers (17-24) are almost three times over-represented in fatalities, and risk is particularly high in the first 6 months after passing the test and often involved serious harm to passengers. Sarah defined GDL as a period of learning followed by an intermediate phase where new drivers are not given permission to drive in certain situations. In the intermediate phase there are prohibitions against night-time driving and carrying passengers and zero tolerance for alcohol. From analysis of various jurisdictions, it can be seen that typical benefits are in the range of a 4 to 60% decrease in casualties among newly qualified drivers, with a Cochrane review indicating only positive results.

The discussion that followed raised a number of points, but the broad conclusion was that the Working Party was overwhelmingly positive about recommending GDL for Great Britain. The Working Party agreed that it should help PACTS to produce a policy paper on GDL with Sarah as a major contributor. The outcome was the PACTS policy paper on GDL issued in April, Getting young drivers back on the road in safety. This can be considered a notable output of Working Party effort.

In May, we had our annual joint meeting with the other road working parties. This year the primary topic was pedestrian safety in line with UN Global Road Safety Week. There were presentations from each of the working party chairs covering aspects of the UK’s relative under-performance, as well as solutions such as 20 mph zones. On the vehicle designs side, both active and passive safety systems could be of benefit to pedestrians. Paul Fay summarised upcoming changes to Euro NCAP in the area of procedures for pedestrian protection assessment. Automated Emergency Braking systems will be rewarded with points but not at the expense of passive protection.

We also reviewed the role and structure of the road working parties. The plan is that in future we will hold more themed meetings following on the one on pedestrians.

Issues for the coming year

In the coming year we will now doubt return to the issue of GDL and the risk to newly qualified and young drivers. With the other working parties, we could extend the discussion on pedestrians to looking at cycling from multiple perspectives,

Professor Oliver Carsten

Chair
June 2013

Vehicle Design Working Party Report (VDWP)

Representatives on the Working Party

The Vehicle Design Working Party (VDWP) membership represents a variety of organisations: AA, Association of British Insurers, the University of Birmingham, British Motorcyclists’ Federation, IMechE, Cranfield Impact Centre, Department for Transport, Transport for London, Ford Motor Company, the House of Lords, ITAI, MIRA, ROSPA, Thatcham, TRL Ltd. and Loughborough University.

Activities this Year

The Working Party year began with a meeting at Loughborough University in January. The group looked at the latest findings from field operational tests of aftermarket and nomadic devices. The work of the European TeleFOT project shows the value of independent research using field trials with instrumented vehicles and volunteer drivers to understand how drivers interact with on-board devices, how they can support the driver and if and how they may cause problems such as driver distraction. The group went on to consider further topics: an analysis of pedestrian accident scenarios using the UK in-depth accident data; rear car-seat restraint system possibilities for reduced abdominal injuries; and how drivers move their heads in normal driving and the implications for head-restraint design.

A joint working party meeting was held during the UN Global Road Safety Week focusing on pedestrian safety in May. It was noted that pedestrians make up 24% of road users killed or seriously injured on the UK roads with four times more pedestrians being killed than cyclists. Speed management was seen to be a priority and the meeting reviewed how London had used 20mph zones effectively.

Other pertinent topics are casualties on rural roads, alcohol and the need to better understand road user distraction in causing collisions. Two topics were considered relating to pedestrian safety in vehicle design: autonomous emergency braking (AEB); and an analysis of head injury contact points on the outside of vehicles.

For AEB, the more common car to pedestrian collision scenarios were considered, and accident case reconstruction animations presented to show how AEB might have helped avoid the collisions. A study of the accident data showed that slightly more than half of head injuries are caused by striking the ground, rather than the vehicle structures. This indicates potential benefits offered by AEB systems if collisions can be avoided. However, head contacts on the vehicle resulted in the majority of the more serious casualties.

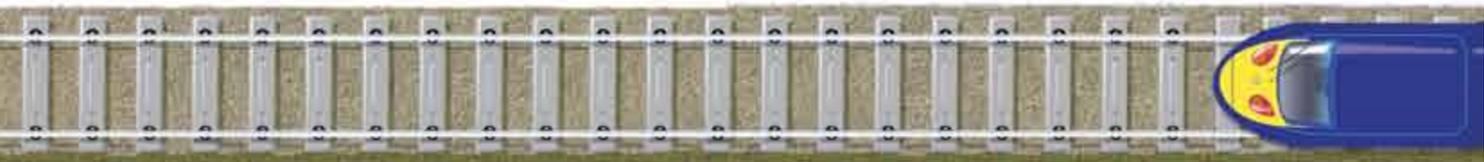
This stresses the need for effective passive safety measures, and benefits from AEB if collision severity can be reduced. The head contact data show how important it is to design effective passive safety elements into the frontal structures of vehicles to ensure that they are as forgiving as possible when collisions occur with the vulnerable road users. External airbags also have a useful role to play.

Issues for the coming year

An on-going objective will be to keep pedestrian protection measures to the fore, maintaining attention given to this important casualty group during the UN Global Road Safety Week. AEB and external airbags are different solutions promising improved protection possibilities for pedestrians and other vulnerable road users. Additionally, AEB offers casualty reduction possibilities for other types of collisions and road users, for example, the avoidance of collisions causing neck strains or whiplash. The development and effectiveness of these technologies will therefore be monitored and considered while considering ways to encourage their deployment as may be most appropriate and timely.

Julian Hill

Chair
June 2013



Rail Safety Working Party Report (RSWP)

Representatives on the Working Party

The Railway Safety Working Party (RSWP) contains members from a wide range of organisations including Network Rail, Passenger Focus/London TravelWatch, ASLEF, the Association of Train Operating Companies (ATOC), the Rail Accident Investigation Branch (RAIB), the Railway Industry Association (RIA), RMT, the Railway Safety and Standards Board (RSSB), the Rail Heritage Trust, the Confidential Incident Reporting and Analysis Service (CIRAS) and Imperial College.

Activities this year

There have been three RSWP meetings.

The first, on 19 September 2012 had a presentation from RSSB on road risk.

Ian Moreton explained why the rail industry should be concerned about road risk: not only at level crossings or bridges where there has been sustained effort to reduce risk, but also when employees of the rail industry travel by road. The rail industry has not yet engaged with rail workforce road risk, which may be worsening due to long hours, long journeys to places of work and inadequate rest.

The presentation was followed by a discussion which ranged from the overlap or gaps between different data sets regarding deaths and injuries, and the extent to which the industry has responsibility in this area. There were also discussions surrounding definitions. For example, does travelling 'for work' cover all of the following: moving about while on duty, doing a long journey to reach somewhere which is not your regular place of work, and commuting? And where does personal liberty meet employer responsibility?

The Working Party noted that the rail industry had traditionally focused its efforts on the safety of passengers, and the safety of workers on the railway, because that's where the numbers are. However, the industry now needed to assess the extent of the risk roads pose to the safety of its workforce, and to reduce this risk.

The second, on 15 January 2013 heard presentations from Graham Smith (Rail Delivery Group), John Cartledge (Passenger Focus/London TravelWatch), and Andy Wallace (RSSB).

Graham explained the role and structure of the Rail Delivery Group, which is evolving into the leadership body for the industry, bringing together CEOs of passenger rail owning groups, the major freight operators and Network Rail. Discussion followed on reliability and contingency, the ambiguity on leadership for safety, and how the organisation would come to a final decision if there were any disagreement (a majority vote with Network Rail holding veto).

John Cartledge, spoke about the risks associated with the gap between station platforms and train doors, drawing attention to a number of cases where the gap between the train and the platform had resulted in death or injury. He observed that 82% of the rail network's 5,671 platforms exceed the recommended stepping distance. This issue is now back on the rail industry's agenda following the recent fatality at James Street in Liverpool. Andy Wallace told the Working Party that Platform Train Interface accidents account for 20% of fatalities and weighted injuries (FWI), and 40% of fatalities. Andy also showed that females had a greater number of accidents boarding and alighting, while males had a greater number of accidents while intoxicated.

In the subsequent discussion, members suggested that the focus should be on the network and risk, rather than individual behaviour, and that a similar risk assessment tool to that used for level crossings could be developed.

The platform interface problem was thought to have three dimensions: safety, accessibility and performance. As the issue was often put on the 'too difficult' pile, it requires pressure from all three sides, and a holistic view. However the Working Party recognised that to redesign all platforms was beyond reasonable practicability.

The third meeting, on 15 May 2013, received an update from John Abbott, RSSB, on the on-going work on work-related road traffic risk in the rail industry.

John noted that there had been a well-attended and constructive industry meeting on the issue of platform/ train interface risks.

It also heard a presentation from Simon French (RAIB) on the safety issues emerging from the RAIB's investigations into railway incidents. Simon suggested that level crossing risk continued to be a high priority, as did the safety of track workers. There were also issues around standards of track maintenance, and the on-going integrity of embankments and cuttings, particularly in the light of climate change – heavy rain particularly. He noted that train despatch, and associated platform/train interface risks continued to cause concern.

David Morris

Chair
June 2013

Aviation Safety Working Party Report (ASWP)

Representatives on the Working Party

The Aviation Safety Working Party holds joint meetings with the UK Air Safety Group, a separate, independent and long-established body.

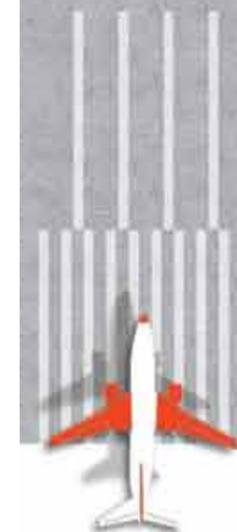
During the year, the item on which the group focused was the European Aviation Safety Agency's (EASA's) proposed regulations regarding airline crews' Flight Time Regulations (FTLs) and the prevention of fatigue on the flight-deck. The UK will not have an opt-out on these proposed FTLs – but, in the view of the ASG, they are clearly a significant step away from the present protections offered to UK crews by CAP371 - a document copied the world over and held to be the yardstick by which all other fatigue-prevention schemes are measured. The UK's CAA has stated the EASA scheme is 'broadly equivalent' to CAP371. However, the ASG has repeatedly cautioned against the adoption of EASA's scheme until such time as more scientific evidence is obtained.

Amongst a number of other safety concerns of the ASG is the rapid adoption by airline and pilots of electronic flight bags (EFBs) for almost every aviation purpose. While the advantages of EFBs are manifold and manifest, they come with their own set of risks and threats. These were the subject of a presentation in March 2013. The ASG is working to draw people's focus to these threats and a presentation "EFB Friend or Foe" by aviation safety consultant Nigel Johnstone at the Palace of Westminster in March, drew MPs, Peers and specialists from the CAA into the discussion. It is hoped that the CAA's proposed updates to the regulations will address many of the ASG's concerns.

PACTS Aviation Safety Working Party intends to hold further joint meetings with the ASG at Westminster, open to Members of the Commons and the Lords, on topical matters of aviation safety.

Captain Chris Seal

Chair
June 2013



Honorary Treasurer's Report

As a registered charity (charity number 1068607), PACTS is required to publish its annual accounts according to guidance produced by the Charity Commission.

The detailed accounts, the views of the independent examiner of accounts and the review of the year by the Trustees are submitted to the Commission and can be accessed via the Commission's website (www.charity-commission.gov.uk). I would strongly urge anyone interested to visit the site to read our full submission. The full details can be found by entering either the charity's name or the number given above using the site's Search function.

The significance of charitable status is not in the day-to-day running of the charity but in the additional level of public accountability that charitable status brings with it. In exercising their stewardship, the Trustees must ensure that all of the activities undertaken or considered by PACTS are linked to the achievement of our agreed charitable objective: To protect human life through the promotion of transport safety for the public benefit. As a result of this, we continue to consider the public benefit that the charity can achieve on a regular basis and have developed a definition of "transport safety". We have also regularly reviewed our risks policy in order to ensure that we remain well placed to meet any challenges. In March 2013 the Trustees and others held a strategy workshop resulting in revised strategic objectives for the period 2013 to 2015.

When the budget was set in March 2012, we knew that this would be another tough year. We set a balanced budget but, in the event, it proved necessary to use reserves at the end of the year. The amount used was £17,638 – almost exactly the same as the amount needed in 2011/12 – leaving our reserves now at £25,316. It should be noted that £7,500 of grant income received during 2012/13 for the sustainability research project has been carried forward to 2013/14, reflecting when the work will be undertaken.

The level of reserves is reviewed annually by the Trustees. In the review this year,

we reaffirmed our view that the reserves should be set at an appropriate level to cover both short-term minor setbacks and fluctuations in income and coverage of three months' operational costs and liabilities. Our current reserves are adequate for the first of these but we now need to concentrate on building up the second part of our reserve commitment. No-one could avoid the conclusion that the last year has been tough yet again, not just for charities but for anyone in the public and private sectors. In terms of income, as members will know, we have always sought to maintain a range of income streams in order to minimise risk.

Overall, this year our income fell by 3%. Trustees decided to keep subscription rates unchanged and to concentrate on retaining and attracting members. Despite this, subscriptions were down 12%. PACTS still has over 100 member organisations, too numerous to mention here but listed on the website. Membership subscriptions are vital to PACTS and I want to thank all members for their continued support in these difficult economic times. That so many of you remain members and that new organisations continue to join is testament to the relevance of PACTS and its benefits to members in the public and private sectors.

I am pleased to report that conference income increased for the second year running, this year by 24%. This reflected the additional conference undertaken in partnership with Brunel University and the number of delegates attending the conferences. The increase in conference attendance is welcome given the need to maintain the knowledge base of the transport safety profession. However, this is a competitive area and this income stream remains challenging. I am grateful to our excellent speakers, sponsors and delegates who have supported these events. Sponsorship of our conferences and the Westminster Lecture are crucial to PACTS finances and I would particularly like to thank Volvo Car, Direct Line Group, and Robert Bosch for their valuable support. Grants and donations also increased, by 2%, and we are grateful to the donors,

including ADEPT, The Ashden Trust, Rees Jeffreys Road Fund, British Cycling, and GEM Motoring Assist.

In terms of expenditure, PACTS has always sought to achieve maximum value for money at minimum cost. Overall our expenditure fell by 3% over the year, the fifth year in a row that we have cut our costs. I am grateful to member organisations who have kindly allowed PACTS to use for their premises for working party meetings and other purposes at no charge. These include ABI, ATOC, CIHT, Loughborough University, Passenger Focus and Thatcham.

A number of measures are in hand to boost income for the coming year, to control costs and to improve efficiency. The priority will be to increase income in line with the ambitious direction set for PACTS by the Trustees. During the year, we intend to introduce full on-line payment which should improve convenience for our members and release PACTS staff to do more productive tasks. The renegotiation of our office lease has led to a reduction in rent until 2018 when it expires. As a prudent organisation, we will continue to focus on cutting costs.

As in past years, may I take this opportunity to thank all PACTS' members for their continuing support of the organisation and for their swift payment of outstanding invoices. The finances of PACTS are regularly considered by the Management and Finance Committee which provides a helpful touchstone against which to measure progress. I am grateful to the members of this group for taking this role seriously.

Finally, I would also like to thank Sally Le Marquand, Michael Ray and Alison Sargent for the work that they have done this year to ensure that our finances have kept on track. This is a crucial undertaking for a small organisation.

John C Field

Honorary Treasurer

June 2013

Statement of Financial Activities

INDEPENDENT EXAMINER OF ACCOUNTS STATEMENT TO THE DIRECTORS
OF THE PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY

We have examined the summarised statements as set out below.

Respective Responsibilities of Directors and Reporting Accountants

You as directors/trustees are responsible for the preparation of the summary of financial statements. We have agreed to report to you our opinion on the summarised financial statements' consistency with the full financial statements on which we reported to you on July 2 2013.

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 31 March 2013.

Sargent & Co
Reporting Accountants
194B Addington Road
Selsdon
South Croydon
Surrey CR2 8LD

Profit and Loss

THE PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY
CONSOLIDATED STATEMENT OF FINANCIAL ACTIVITIES
 (INCLUDING INCOME AND EXPENDITURE ACCOUNT)
FOR THE YEAR ENDED 31 MARCH 2013

| | Unrestricted Funds £ | Restricted Funds £ | Total Funds 2013 £ | Total Funds 2012 £ |
|---|----------------------------|--------------------------|--------------------------|--------------------------|
| Incoming Resources | | | | |
| Subscriptions 101,930 | 88,283 | - | 88,283 | 100,048 |
| Voluntary Income | 12,601 | 14,500 | 27,101 | 26,555 |
| Conference Fees | 37,559 | - | 37,559 | 30,290 |
| Fees and other Income | - | - | - | 542 |
| Activities for generating funds: Commercial Trading Operations | 15,000 | - | 15,000 | 16,500 |
| Interest Receivable | 446 | - | 446 | 547 |
| Total incoming resources | 153,889 | 14,500 | 168,389 | 174,482 |
| Cost of generating funds: | | | | |
| Promotion and Publicity | 810 | - | 810 | 400 |
| Costs of generating Income | 8,645 | - | 8,645 | 7,210 |
| Charitable Activities | 159,649 | 8,545 | 168,194 | 176,056 |
| Governance | 8,378 | - | 8,378 | 8,045 |
| Total resources expended | 177,482 | 8,545 | 186,027 | 191,711 |
| Net income/(expenditure) | (23,593) | 5,955 | (17,638) | (17,229) |
| Funds transferred | - | - | - | - |
| Net movement in funds | (25,593) | 5,955 | (17,638) | (17,229) |
| Total funds brought forward at 1 April 2012 | 41,391 | 1,563 | 42,954 | 60,183 |
| Total funds carried forward at 31 March 2013 | 17,798 | 7,518 | 25,316 | 42,954 |

Balance Sheet

THE PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY
CONSOLIDATED BALANCE SHEET AS AT 31 MARCH 2013

| | £ | 2013 £ | £ | 2012 £ |
|-------------------------------------|--------|-----------------|--------|-----------------|
| Fixed Assets | | | | |
| Tangible Assets | | 330 | | 660 |
| Investment in subsidiary company | | 2 | | 2 |
| | | 332 | | 662 |
| Current Assets | | | | |
| Debtors | 25,368 | | 39,643 | |
| Cash at Bank and in hand | 66,853 | | 76,111 | |
| | | 92,221 | | 115,754 |
| Creditors: | | | | |
| Amounts falling due within one year | | (67,237) | | (73,462) |
| Net Current Assets | | 24,984 | | 42,292 |
| Net Assets | | 25,316 | | 42,954 |
| Funds | | | | |
| Restricted Funds | | 7,518 | | 1,563 |
| Unrestricted Funds | | 17,798 | | 41,391 |
| Members Funds | | 25,316 | | 42,954 |

The directors consider that the company is entitled to exemption from the requirement to have an audit under the provisions of Section 477 of the Companies Act 2006. Members have not required the company, under Section 476 of the Companies Act 2006, to obtain an audit for the year ended 31 March 2013. The directors acknowledge their responsibilities for ensuring that the company keeps accounting records which comply with Section 386 of the Companies Act 2006, and for preparing accounts which give a true and fair view of the state of affairs of the company as at the 31 March 2013 and of its loss for the year then ended in accordance with the requirements of Section 396, and which otherwise comply with the requirements of the Act relating to the accounts so far as applicable to the company.

This report has been prepared in accordance with the special provisions relating to companies subject to the small companies regime within Part 15 of the Companies Act 2006 were approved by the Board on 2 July 2013 and signed on its behalf.

Membership

Full Members

20's Plenty for Us
3M UK
Age UK
Alcolock UK
Arval
Association of Train Operating Companies
Association of Industrial Road Safety Officers (AIRSO)
Association of British Insurers
Association of British Drivers
Association of Chief Police Officers
Association of Directors of Environment, Planning and Transport (ADEPT)
Automobile Association
Avon Fire and Rescue Service
Aviva
British Airline Pilots Association (BALPA)
Birmingham City Council
Buckinghamshire City Council
British Cycling
British Horse Society
British Motorcyclists' Federation
Britpave
Buchanan Computing
CA Solutions
Campaign for Better Transport
Caravan Club
Chartered Institute of Highways and Transportation
Cheshire Fire and Rescue Service
Chief Fire Officers' Association
City of Bradford Metropolitan District Council
Concateno
Continental Automotive Trading UK
Cranfield Institute for Safety, Risk and Reliability
CTC, the national cycling charity
dbda
Drivewise (Keston)
Esure
Essex Police Authority
Fleet Support Group
FMG Support
Gloucestershire Police Authority
GEM Motoring Assist
Hampshire Country Council
Ingenie
Insure the Box Ltd Institute of Traffic Accident Investigators
Institute of Highway Engineers
Institution of Lighting Professionals
Institute for Economics and Human Factors
Institute of Advanced Motorists
ITO World
Jacobs
Lancashire County Council
Licence Bureau
Lincolnshire Road Safety Partnership
Lloyd Morgan Group
London Travel Watch
Loughborough University, Vehicle Safety Research Centre
Marmalade
MIRA Ltd
Motor Insurance Bureau
Motorcycle Action Group
Motorcycle Industry Association
Motor Association of GB
Motor Schools Association of GB
Michelin Tyre

Moto Hospitality
Metropolitan Police
Norfolk Constabulary
Northamptonshire Police
Network Rail
Norfolk Road Casualty Reduction Partnership
Nottingham City Council
Oxfordshire Fire and Rescue Service
Police Federation of England and Wales
Police Service of Northern Ireland
Police Superintendents' Association of England and Wales
Passenger Focus
Railway Industry Association
RedSpeed International
Risk Solutions
RoadPeace
RoadSafe
Road Safety Support
Road Safety GB
Road Safety Markings Association
RoSPA
RSA Group
Safer Roads Foundation
Society of Operations Engineers
Southampton City Council
Surrey County Council
Thales Group
Thames Valley Police
TMS Consultancy
Transafe Network
Thatcham (MIRRC)
Transport for London
TTC Group
University College London, Centre for Transport Studies
Unite
University of Leeds, Institute for Transport Studies
Volvo Car UK
Vysionics ITS
West Sussex County Council
Yorkshire Ambulance Service

Associates

Tony Allsworth
Professor Richard Allsop
Alan Charles
Stephan Collier
Neil Corre
Fred O Crouch
Professor Andrew Evans
John Field
Roland Graham
Liz Gifford
Elliot Griffiths
Tom Hall
Ian Hamill
Mark Jones
Chris Lines
Alex Luck
Angie Lee
Kate McMahan
C. G. B. Mitchell
Will Murray
Clive Neal-Sturgess
John Plowman
Rob Salmon
Michael Selfe
Judith Stamper
Vicki Stone
Robert Tunbridge
Eric Woodgate

Parliamentary Membership

| | |
|------------------------|---------------------------|
| David Amess MP | Southend West |
| Sir Peter Bottomley MP | Worthing West |
| Tom Brake MP | Carshalton and Wallington |
| Julian Brazier MP | Canterbury |
| Richard Burden MP | Birmingham Northfield |
| Louise Ellman MP | Liverpool Riverside |
| Jim Fitzpatrick MP | Poplar and Limehouse |
| Mark Lazarowicz MP | Edinburgh North and Leith |
| John Leech MP | Manchester Withington |
| Anne McIntosh MP | Thirsk and Malton |
| Andrew Miller MP | Ellesmere Port and Neston |
| Meg Munn MP | Sheffield Heeley |
| Barry Sheerman MP | Huddersfield |
| Rt Hon Andrew Smith MP | Oxford East |
| Joan Walley MP | Stoke-on-Trent North |

Lord Bradshaw
Earl Dundee
Baroness Gardner of Parkes
Baroness Scott of Needham Market
Viscount Simon

[These are the Parliamentarians listed on the Register of All-Party Groups maintained by the House of Commons.](#)

[This does not represent a comprehensive list of PACTS' Parliamentary members.](#)

Governance

Trustees & Directors

Barry Sheerman (Chairman)

Labour MP for Huddersfield

Founder Member of PACTS

Professor Richard Allsop OBE

Professor Emeritus of Transport Studies at the Centre for Transport Studies, University College, London

Dawn Boyfield MBE

Chairman, dbda

Jon Crockett

Former Chief Executive of

Wolverhampton City Primary Care Trust

(from 6 November 2012)

John Field

Honorary Treasurer,

Consultant in Transport Systems

Julian Hill

Senior Research Fellow

Transport Safety Research Centre,

Loughborough Design School

Loughborough University

(from 5 March 2013)

John Plowman

Former Director of Road Safety at

the Department for Transport

Cllr Judith Rowley

Councillor, Wolverhampton Metropolitan

Borough Council

Nick Starling

Director of General Insurance,

Association of British Insurers

Iain Stewart MP

Conservative MP for Milton Keynes South

Member of the Transport Select Committee

Parliamentary Officers

Co-Chairmen

Sir Peter Bottomley

Conservative MP for Worthing West

Jim Fitzpatrick

Labour MP for Poplar and Limehouse

John Leech

Liberal Democrat MP for Manchester

Withington

Vice-Chairmen

Lord Bradshaw

Viscount Simon

Secretary

Barry Sheerman

Labour MP for Huddersfield

Working Party Chairs

Aviation Safety Working Party

Robert Gifford

Executive Director, PACTS

(to 31 December 2012)

Captain Chris Seal

Chair of the Air Safety Group

and former RAF officer

Road Environment Working Party

Chris Lines

Consultant

Former Head of London Road Safety Unit,

TfL

Road User Behaviour Working Party

Professor Oliver Carsten

Professor of Transport Safety

Institute for Transport Studies,

University of Leeds

Rail Safety Working Party

Professor Andrew Evans

Emeritus Professor of Transport Risk

Management, Department of Civil and

Environmental Engineering,

Imperial College London (to October 2012)

David Morris

Chairman of CIRAS and former Deputy

Chief Inspector of Railways

Vehicle Design Working Party

Julian Hill

Senior Research Fellow, Transport Safety

Research Centre, Loughborough Design

School, Loughborough University.

Staff

David G Davies

Executive Director (January 1 2013 >)

Robert Gifford

Executive Director (> December 31 2012)

Naomi Baster

Policy and Research Officer

Sally Le Marquand

Communications and Events Manager

PACTS as an Associate Parliamentary Group

PACTS is an Associate Parliamentary

Group and therefore must adhere to

rules laid down by the Office of the

Parliamentary Commissioner for Standards.

Part of a group's title is determined by

whether or not persons other than

Members of either the Commons or Lords

are allowed full membership (ie voting

rights). If they are, then the words

'Associate Parliamentary Group' must be

included in the group's title; if they are not,

then the words 'All-Party Parliamentary

Group' must be included instead.

PACTS features on the Register of All-Party

Groups and is also on the Approved List

of All-Party Parliamentary Groups and

Associate Parliamentary Groups.

A full list of these groups is available at

<http://tinyurl.com/62frpmf>



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