



**PACTS RESPONSE TO:
THE MAYOR'S TRANSPORT STRATEGY – PUBLIC DRAFT**

Friday 8TH January 2010

THE PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY (PACTS)

Response to the [Mayor's Transport Strategy – Public Draft](#)

The Parliamentary Advisory Council for Transport Safety (PACTS) is a registered charity and an associate Parliamentary Group. Its charitable objective is "**To protect human life through the promotion of transport safety for the public benefit**". Its aim is to advise and inform members of the House of Commons and of the House of Lords on air, rail and road safety issues.

[Comments on Improving Road Safety](#)

Structure: PACTS supports and works closely with the London Road Safety Unit (LRSU) of Transport for London (TfL). In the event that alterations should be made to the dynamic of TfL, it is vital that the work of the LRSU be continued and enhanced. The economies of scale associated with holding a central funding pot for road safety in London have made a considerable difference to the road safety efforts across London. This can most easily be seen in terms of ETP measures and in the production of nationally regarded research.

ISA: PACTS supports the mayor's commitment, in Proposal 71 and paragraph 501, to encouraging the early introduction of voluntary ISA subject to trials. ISA has a key role to play in the future of safety improvements, congestion reduction and emission reduction. It is important that London takes the lead on this initiative, leading by example.

Rail Safety: It is positive to see a continued commitment by the Mayor to improving safety on the London rail networks. There may be interesting cross-modal approaches which can be taken to risk manage the system more efficiently, an element touched on in 5.10.1.

5.6.7 Maintenance: It is encouraging to see the Mayor committing to good maintenance of London streets. Poor maintenance is a costly and unsafe practice which should be tackled as part of the new strategy.

5.15.2 Progress and the Scale of the Challenge: It is important that the Mayor highlights the point in Paragraph 496. In line with research by DfT highlighting the data disparity of injury collisions, the Mayor should commit not only to reducing casualty reduction but also to narrowing the data 'gap' between STATS19 and HES.

5.15.3 Injury Inequalities: Paragraph 504 highlights the disproportionate number of road casualties to those living in deprived areas. This should be more explicitly approached with a Mayoral commitment to reducing injury inequalities of all kinds, in addition to the very relevant Proposal 65. Acknowledging the inequality should be the first not the last step.

5.15.4 Educating Road Users: Education forms an important part of road safety work, but is notoriously difficult to evaluate. PACTS would like to see a commitment from the Mayor to evaluation of education measures within London.

5.15.5 Cyclist Safety: The LRSU have spent a great deal of research time evaluating the safety issues of cyclists and PACTS would support both parts of Proposal 67 providing the research for part (a) is sufficiently convincing, feasible and necessary.

5.15.6 Work-Related Safety: The mayor's commitment to work-related safety is admirable and picks up on an extremely important aspect of road safety. Alongside proposal 69, the Mayor should encourage GLA and TfL to implement driving-for-work policies, if they do not already exist, to ensure that they lead by example.

Bibliography and Accountability: The research tools used to generate the draft strategy should be outlined in the document, with the role of the board clearly described.

For further information relating to any of the issues raised in this response, please contact Eleanor Besley

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