



APPG for Transport Safety –meeting

Vehicle safety

Minutes of meeting: 26th January 2021, 16.00-17.00, Zoom
(for approval at next meeting)

Attendees

Ruth Cadbury MP, Lilian Greenwood MP, Barry Sheerman MP, Asma Shabir MP, Sir Peter Bottomley MP, Elliot Colburn MP, Stephen Kirley (Office of Steven Bonnar MP) Lewis Preston (Office of Elliot Colburn MP), Edward Ingram (Office of Adam Afriyie MP), Will K (Office of James Sunderland MP).

David Davies, Evan Webster, David Ward, Matthew Avery, Richard Cuerden, Lewis Preston, Gemma Fox, Natalie Shale, Steve Enright, Jenny Luckman, Oliver Carsten, Julian Hill, Neil Cox, Aaron Horsley, Josh Harris, Rebecca Fuller, Kate Carpenter, Edward Ingram, Rory McMullan, Lilli Matson, Darran Harris, Adam Coffman, Alicia Dunn, Jerome Sewell, Simon Bradbury, Nick Lyles, Duncan Dollimore.

Apologies

MPs: Kerry McCarthy, Darren Henry, Virginia Crosbie, Hattie Turner, Baroness Jones, Jack Dromey.

Minutes

Prior to the meeting proper, Barry Sheerman highlighted the recently published PACTS [Drink drive report](#) and [constituency road safety dashboard](#).

1. **Welcome and apologies** Lilian Greenwood MP, APPG Chair

Lilian Greenwood MP welcomed group. Apologies were noted.

2. **Minutes of previous meeting** Chair

Minutes of the previous meeting were accepted. There were no matters arising.

3. **Vehicle safety – the big leap forward? ***

- a. Presentation Richard Cuerden, Transport Research Lab

Slides circulated with minutes [now on [APPG website](#)].

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Richard Cuerden highlighted how vehicle safety improvements had been the largest factor in historic reductions in road deaths. He outlined the extensive research process and stakeholder engagement involved in developing the General Safety Regulations. He emphasised the importance of the UK adopting the full package of GSR measures, as their described benefits are only achieved when all measures are introduced. He highlighted the importance of adopting the GSR for vehicle standards harmonisation. He then explained the risk that future trade deals could lead to manufacturers selling cars in the UK with poorer vehicle safety than European equivalents. He described the importance of cyclist and pedestrian protection measures in the GSR. Finally, he emphasised the importance of the GSR in future proofing vehicles and putting in the building blocks for the next generation of automation as well as for zero carbon zero casualty journeys.

b. Presentation,

Lilli Matson, Transport for London

Lilli Matson highlighted the work that TfL had done on increasing vehicle safety standards to improve safety, particularly of vulnerable road users in London. She outlined the disproportionate impact of HGVs on casualties (particularly of cyclist and pedestrian casualties) and described TfL Direct Vision standards for HGVs that have been developed and will come into force from March. She then outlined the impact of speed on deaths and serious injuries in London and highlighted how TfL had introduced ISA on London's buses, going ahead of regulated requirements. She described how both these initiatives will bring significant reductions in vulnerable road user casualties.

c. Presentation

Matthew Avery, Thatcham Research

Slides circulated with minutes [now on [APPG website](#)].

Matthew Avery outlined how Euro NCAP and consumer demand had driven a sea change in vehicle design with significant impacts on vehicle safety. He described how crash tests are being continually updated and can move significantly quicker than regulation. He stated that Euro NCAP now has a greater focus on crash avoidance systems and other road user protection. He then outlined the beginnings of automation testing and raised concerns about the safety of Automated Lane Keeping Systems. He described EuroNCAP work on commercial vehicle safety and highlighted the lower safety standards and measures included in vans compared to cars. He stated that the insurance industry is aiming to incentivise safety for fleet buyers. Finally, he outlined the work of Green NCAP and hopes to combine Green and Euro NCAPs.

d. Presentation

David Ward, Towards Zero Foundation/Global NCAP

Slides circulated with minutes [now on [APPG website](#)].

David Ward highlighted the importance of the UK's role in the UNECE if the UK is to continue to significantly influence vehicle standards post-Brexit. He also emphasised the importance of continual scrutiny of the UK's actions in the UNECE and the need for timely Parliamentary Questions of these issues.

e. Discussion

Ruth Cadbury stated that she was concerned about the loss of scrutiny of vehicle regulations. She highlighted the importance of putting these issues to MPs to ask Parliamentary questions and of informing front bench teams and

Transport Select Committee.

Lilian Greenwood said that the UK needed not only to avoid falling behind but also to continue to lead.

Sir Peter Bottomley asked if there was any work on vehicle safety for motorcycles.

Matthew Avery highlighted changes to EuroNCAP which from 2022 will include powered two wheelers for example, in AEB testing.

David Ward explained that the EU had regulated for anti-lock brakes for motorcycles but only 125cc plus. He stated that there was a good case for including them for lower power motorcycles too.

Lilli Mason highlighted the importance of speed limiting for motorcycle safety given the high number of single vehicle collisions.

Peter Bottomley suggested that the significantly different safety measures in manufacturers vans and cars should be brought to the attention of HSE and that employers putting employees at unnecessary risk should be held responsible.

Matthew Avery reiterated the stark difference between safety measures and standards for vans compared to cars.

David Ward explained that at the end of 2020 the Government had made it mandatory that the UK Government buy 5* NCAP cars. He suggested that this should also apply to vans and be extended across the public sector.

Elliot Colburn outlined his work as Chair of the APPG on micro-mobility. He explained that an inquiry was currently being run on e-mobility and that the biggest barrier was safety. He thanked the Transport Safety APPG for his invite and stated that he would like to work closely with the Transport Safety APPG on safety issues.

4. Report from Secretariat

David Davies, PACTS

David Davies highlighted the newly published PACTS report on drink driving which addresses the broader issues of combining drink and drugs, and alcohol and mental health issues.

He stated that the first road casualty figures for GB that will include the lockdown period to 31 June 2020 will be published by DfT on the 28th of January.

5. AOB – topical issues

All

No AOB. LG asked for the slides being circulated (they will be posted on the [APPG website](#)). She encouraged Members to contact the APPG about Parliamentary Questions to follow up the issues raised. She then closed the meeting.

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Officers

Chair & Registered Contact	Lilian Greenwood MP
Co-Chair	Sir Peter Bottomley MP
Vice-Chair	Lord Bradshaw
Vice-Chair	Baroness Randerson
Vice-Chairman	Viscount Simon
Vice-Chair	Mike Hill MP
Vice-Chair	Tony Lloyd MP
Vice-Chair	Barry Sheerman MP

Other Members

- Ruth Cadbury MP
- Jack Dromey MP
- Matt Rodda MP
- Judith Cummins MP

Website: <http://www.transportsafetyappg.org.uk/>

Secretariat

Parliamentary Advisory Council for Transport Safety (PACTS)

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