

# “ PPP ”

## People for Proper Policing in North Wales

### DISSAPOINTING UK ROAD SAFETY PERFORMANCE

The UK roads are showing the poorest improvement of any European country.

The DfT Report: '**Tomorrow's roads - safer for everyone**': The first three year review..... stated: "We are particularly concerned that the number of fatalities on our roads each year has not continued to fall since 1998. **It is understood that this is a problem across Europe.**"

The DfT Report quoted is available from the DfT at:

[http://www.dft.gov.uk/stellent/groups/dft\\_rdsafety/documents/pdf/dft\\_rdsafety\\_pdf\\_028165.pdf](http://www.dft.gov.uk/stellent/groups/dft_rdsafety/documents/pdf/dft_rdsafety_pdf_028165.pdf)

But using the DfT's own preferred performance indicator below, UK roads fatalities have fallen the least of all the European countries for which data is available.

**We conclude** that it is **not a problem across all Europe** put particularly in those countries with a '**speed kills**' policy including the **UK** &, **Sweden** with **France and Ireland following!(2003)**  
**Road deaths. 2002 as percentage of 1994-98 average**

**UK 96.1%**

Spain 94.1%

**Luxembourg 92.5%**

**France 87.4%**

Austria 84.7%

**Ireland 84.5%**

**Netherlands 81.7%**

**Germany 77.1%**

Portugal 64.7%

**Sweden 96.0%**

Finland 95.9%

Denmark 88.5%

#### Can we even trust the STATs?

A little bit of anecdotal evidence from an impeccable source:

"We had an officer from **A police force** at our local road safety meeting this evening. Apart from stating quite clearly that they were "**not the biggest fans of cameras**" they also made the following comments in response to some questioning from the audience.

i) **The force SI figures are up again in 2003 compared to 2002.**

ii) **The national SI figures are up for the same period.**

iii) "**People**" (later qualified as "**statisticians**") are pressurising police officers attending scenes of accidents to classify injuries **as slight rather than serious**. They gave two examples:.....

**Broken bones of a minor nature** (the example used was **fingers**) were suggested as being "**slight**". **Concussion** (a '**serious**' injury according to the official definition) can no longer be logged **unless a doctor has diagnosed the patient as having concussion (an unlikely event) at the scene**, IMO, which is where the Stats 19 form is completed, as far as we know.

They stated that "they" (we couldn't be sure whether they meant personally or their force generally) were scrupulous in putting down the correct definition for each injury severity. **We have removed the county name to protect the innocent.**

If these activities have also distorted the KSI figures that are usually quoted then the real situation is even worse. Surprisingly, even trends in fatalities can be distorted by changes in definition.

The PPP comments **Without consistent and reliable historical data NO government can judge the effectiveness or otherwise of any road safety program. The same principles also apply to waiting times at A&E departments.**

Even the title '**Tomorrow's roads - safer for everyone**' is misleading as there has been a **18% increase in HGV fatalities** in 2002 of the 94-98 average and **55% increase cf 1994 when the speed limiters were introduced.**

Another contributory factor to this decline and maybe the increase in fatalities is that **UK Traffic Police numbers have gone from 9,000 in 1992 to 3,000 in 2002** according to a police source. The justification for this dramatic change was that automated speed cameras/prosecutions would be as effective in policing the roads!

**The PPP comments "We have made a similar error by 'policing' our streets and town centres by CCTV! All they do is enable nasty little reality TV programs to be shown!"**

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