



People for Proper Policing in North Wales

The DfT admit their accident figures are wrong.

The Department for Transport has conceded that casualty figures from Police reports collected at the scene of an accident - known as **Stats 19** have been drastically underestimated.

Latest statistics show the **Police recorded 230,000 injuries in Britains roads last year** but information from other sources including figures provided by hospital accident and emergency departments puts the **real numbers at between 680,000 and 920,000**. The DfT now believes the **most accurate figure is 800,000**.

The Governments road safety strategy has focused on the reduction of speed limits enforced with the worlds most extensive use of speed cameras and road calming. They have justified the use of these methods with a regular reported reduction in the number of people killed and seriously injured.

According to recent government figures, they have met their long term target of **reducing KSI's to 60 per cent** of the annual average between 1994 to 1998. Government figures show 2,538 people were killed in 2008 with 26,034 reported as seriously injured. However, hospital figures show they have dealt with 40,000 serious injuries which is a reduction of just over 2 per cent. In recent years, Police figures (Stats 19) have shown a sharp reduction in KSI's but the same is not true for hospital statistics which for much of the decade have risen, only showing a slight decline in the past two years. *"With the rapid and sustained improvement in car safety technology, we should have seen a marked decrease in the numbers seriously injured on our roads"* **said Peter Roberts of the Drivers' Alliance**. *"But these figures show we have lost our way with road safety and they call into question the whole speed camera and lower speed limits strategy."*

The Conservative Shadow Transport Minister Theresa Villiers said *"With the UK's rate of improvement on road safety now only 16th in the world, behind countries like Germany, Spain and Greece, Today's figures show that labour needs to rethink their "one club golfer" approach to road safety and speed cameras. The time has come to ask whether Labour's decision to give such a dominant role to fixed speed cameras is the best way to make our roads safer"*

The PPP comments ... our dear departed friend Paul Smith highlighted this 'discrepancy' several years ago. Note the 800,000 is only a simple mean of two extremes. We believe that there has been NO reduction in serious injuries. Deaths are down thanks to major improvements in vehicle safety engineering but no thanks to the Government policy devised and championed for ACPO by Richard Brunstrom.

We are still living with his legacy as are the 1000s of seriously injured road users.

The misuse and abuse of speed camera technology is only one aspect of their failed policy, education including the driving training and testing is woefully inadequate as is the road building program and road policing and targetting of bad drivers. No wonder our transport systems are grinding to a halt with the dream ticket of Brunstrom and John Prescott (transport minister) who pursued **an integrated public transport policy ??**. On 6 June 1997 he said: *"I will have failed if in five years time there are not... far fewer journeys by car. It's a tall order but I urge you to hold me to it."* However, by June 2002, car traffic was up by 7%. Coincidentally Prescott was fined for speeding in July 1988, March 1989, January 1991 and January 1997. The last conviction related to an offence on 28 December 1996, when he was found to be driving at 80 mph on the M62 at a time when police recommended a 30 mile per hour limit due to ice; he was fined £40 and given three penalty points on his driving licence.