

Addendum to Richard Allsop's powerpoint presentation

The content of the slides had been augmented orally as follows:

- S C Wong and N N Sze were Hong Kong scientists with EU doctorates and experience, who had used data from European and other OECD countries to show that having a national casualty reduction target in place has been associated with an average annual reduction in deaths over the period of the target that is typically 4 percentage points greater than over the same period in otherwise similar countries without targets in place.
- This did not mean that every country must set a target, but it did seem to place an onus on those that choose not to, to find alternative ways of showing and engendering ambition and determination to reduce road death and injury.
- At the leading end of the chart showing road deaths per million population in 2011 by country, the leadership was provided by a group of Nordic and other north-west European countries including the UK, among which the numerical leadership moved from year to year, over the last decade or more largely within the range of random variation.
- The road safety community in the UK could rightly take pride in and satisfaction from the 2011 outcome in which it was the turn of the UK to be the numerical leader. But it should be recognised that the understanding and empowering relationship of leadership between government and the many other stakeholders in delivery of road safety, mentioned by Shadow Minister Jim Fitzpatrick, that had prevailed for around 30 years and established the UK firmly in this leading group, had been interrupted, and needed urgently to be resumed.
- In its striving for safer road transport, Europe was not without anomalies. Notwithstanding the great contributions to road safety of the motor industry and of policy and practice in Germany and the UK, three of these were:
 - the slowness of car designers to design into new models the level of pedestrian protection that pan-European vehicle safety research had shown to be practicable and affordable as long ago as 1992;
 - the absence of a mandatory speed limit from around half the Autobahn network in Germany; and
 - the fact that the legal limit on blood alcohol concentration was intended to remain in most of the UK at a level which allows typical drivers to multiply their risk of involvement in a fatal collision by 10 without breaking the law.