

Roads Ahead

Police Federation Roads Policing Newsletter

Volume 4

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Welcome

Alan Jones - Police Federation Lead on Roads Policing

Welcome to the fourth edition of Roads Ahead. Frontline policing is facing some difficult challenges in the current economic climate but as times seem set to worsen this provides all the more reason to engage on the effective policing of the roads not simply through central RP units, but equally, and as a priority, within neighbourhood policing. Criminal activity, anti social use of vehicles and bad behaviour all start within the local neighbourhood.

The Federation continues to develop initiatives, ideas and an overall vision to properly represent this core element of policing. Our task over the next decade is to sustain our belief that we can make a difference with strong and influential representation. Public safety continues to be our priority and all areas of policing must be engaged in tackling criminal activity on the roads network which has no neighbourhood boundaries.

However, we can only succeed if there is a reversal in the decline of the skills, talent and experience which is the bedrock of why we are good at what we do. Failure to

address these concerns result in a potentially damaging operational capacity, which is why we have called for a national stock take of resources and capabilities.

We have recently raised concerns about the amount of distractions, such as on-board vehicle technology which officers are faced with, in addition to the pressures of simply doing the job whilst driving. We are wholly supportive of technological improvements but technology that is not thoroughly specified, tried and tested can put officers and the public at risk. I do believe that the right technology can be highly beneficial, particularly when officers single crew vehicles.

Thank you for your continued support.



Elderly drivers to retake test?

Sir Stirling Moss was quoted in the Daily Mail (24th June) stating that he wants elderly motorists to be forced to take their driving tests again. The former racing driver, who is 79, believes they should be re-examined after their 70th, 75th and 80th birthdays to check they are fit to drive.

This is interesting and perhaps worthy of further consideration given demands on driving are not getting any easier.

One issue we have to pursue is the situation with current legislation regarding the testing of drivers' eyesight following serious or fatal collisions. The current requirements are both dated and unprofessional. We should not expect police

officers to be judging whether a driver has satisfactory eyesight by a simple number plate test in daylight conditions. We investigate serious collisions in systematic detail and with a proper methodology for finding out the circumstances, yet do not adequately assess a driver's eyesight condition or fitness to drive.

What are your thoughts on this subject of medical standards for drivers? Please email roadspolicing@polfed.org



Q&A with Chief Constable Giannasi

After nine months in the role as head of roads policing for ACPO, what do you feel are your main achievements?

I came into this role with only a limited experience of specialist roads policing so I have been on a very steep learning curve. I have spent a lot of time getting to know the people and organisations involved and establishing working relationships with key partners like Ministers and officials at the Department for Transport and the Home Office ... and of course, the Police Federation. I have also inherited a vast portfolio of meetings which keeps me very busy and spent more time than most Chief Constables answering questions from the media about a whole range of issues including bizarre things like a Sunday Telegraph piece about 'motorway snooker', an urban myth about how traffic officers allegedly amuse themselves when they are bored. In terms of achievements, the main one I guess is that last year over 400 less people were killed on our roads than the year before. I don't think we, the police, can claim all the credit, nor can we be complacent because there are still far too many, but there is little doubt in my mind that the increasing impact of our high profile enforcement and education campaigns has played a significant part. In addition, I have also supported the delivery of a range of new measures and initiatives like the introduction of graduated fixed penalties and the development of the training and accreditation programme for roads policing officers to name but a few.

What are the most challenging issues you face in your role as head of roads policing for ACPO?

One of the things I have quickly learned about roads policing is that, more than any other aspect of our work, lots of people think they know how to do it better than we do. It is something that most people have a view on which results in a significant amount of media interest and a fair degree of critical comment and challenge from various quarters. One of the most frequent things I am called upon to defend is the perceived inconsistency in the way in which roads policing is delivered across the forty three forces in England and Wales. Whilst I try hard to do so, it can sometimes be difficult to justify and I think we are less influential as a service than we should be because of it. A good example is the extent to which individual forces contribute to campaigns like the summer and winter drink drive campaigns. There are examples of small forces doing four times as many tests as forces four times their size. That doesn't make a great deal of sense, particularly to the public. Whilst every force is different and there is certainly no one size fits all solution for roads policing, I do think there is a lot of room for greater consistency and improved co-ordination across forces and regions. Given the current pressure on resources and the competing priorities which forces face, achieving that consistency will undoubtedly be my most significant challenge. Having spent nine months looking at the issue, I do not believe that we are optimising the potential which exists in roads policing, not only to reduce harm to the public

through casualty reduction but also to impact in other critical areas of policing like tackling criminality, disrupting terrorism, tackling anti-social behaviour and providing reassurance.

What should the priorities be over the next 10 years?

Last week, I met with around thirty other people from the world of roads policing in Stratford to discuss this very issue. They included practitioners and senior managers as well as people from academia and partner agencies. Our current roads policing strategy is due for a refresh and in light of the fact that the Department for Transport is currently consulting on its casualty reduction strategy for the next ten years, the timing is appropriate. Whilst there is still a lot of work to be done, it is clear that the focus for the next ten years needs to be on reducing road casualties even further. Whilst we have made huge inroads over the last ten years, it is still a fact that seven people are killed every day on our roads and around seventy are seriously injured. We have the capacity, through a combination of education, enforcement and engineering to make our roads the safest in the world and that should undoubtedly be our number one focus. At the same time, whilst our officers are out on the roads, reducing the risk of harm through being involved in a road accident, they can also play a significant part in tackling criminality, disrupting terrorism and making people feel safe and reassured. In delivering those things, I believe that we need to focus on achieving better consistency of approach, better co-ordination between forces, improved cross agency working, improved training and development for our staff and making the best use of technology to support rather than replace patrolling police officers.

The Federation has long been asking ACPO to show a strong united approach across the UK, in terms of standardisation and consistency in relation to vehicles, technology and training for traffic officers. How do you respond to these issues?

If these things were easy, someone would have done them by now. The greatest strength of the UK police service, i.e that it is a locally accountable, operationally autonomous service, also presents its greatest challenge. It is not easy to persuade forty three independently minded chief constables and forty three differently constituted police authorities to do things in exactly the same way. Nor for that matter would it be appropriate to do so because as I have said before, there is no one size fits all solution for roads policing. Different areas have different needs and so their priorities and delivery methods will inevitably vary. However, what we cannot afford is difference for difference sake and that is something which I am seeking to address. Alan Jones has consistently raised these issues with me since I took on the portfolio. He is very passionate and extremely persistent and what he says makes a great deal of sense. That is why I am



working with him to make progress on some of these issues. It will take time but we are moving in the right direction. On the issue of training, I now chair a ACPO sponsored NPIA programme board which is developing a training and accreditation process for roads policing officers. This is shortly to be piloted in five areas and subject to evaluation later this year, I will take it to ACPO early next year seeking agreement to roll it out on a national basis. On the issue of technology, there is a working group, lead by Chief Superintendent Jim Hammond from the Metropolitan Police which is developing the 'one box', a technological solution which will provide the ability to install integrated, driver oriented emergency systems, communication system and data systems into patrol cars. I recently met with Jim and will take an active interest in how this work is progressing. Finally on the issue of a more standardised approach to vehicle acquisition, I am currently in discussion with the NPIA who lead on procurement of vehicles to see how I can become involved in driving (no pun intended) through a greater degree of standardisation for roads policing vehicles. I don't expect overnight results but I am on the case.

How can you encourage your ACPO colleagues, district commanders and Government to show greater priority, value and operational commitment to roads policing within the policing agenda?

As I said before, I think this is my greatest challenge. However, please do not underestimate what is already being achieved. Over the past ten years, the number of people killed and seriously injured on our roads has more than halved. We have already achieved the 2010 casualty reduction targets a year ahead of target and the police service has played a significant part in delivering those reductions. In addition, twenty four hours a day, seven days a week, three hundred and sixty five days a year, roads policing officers are making a significant contribution by tackling criminality on the roads and are routinely and systematically disrupting serious and organised crime and terrorism. There are some excellent initiatives taking place right across England and Wales and our enforcement campaigns are becoming more impactful year on year. Last year, for example, we seized almost a quarter of a million uninsured vehicles. There is a lot to celebrate and a lot to be proud of so let's not undersell ourselves. That sounds like a politician's answer - I haven't answered the question have I. I think the best way to achieve greater commitment across the board is by having a well thought through strategy, a sound evidence base to show what works, an effective marketing and communications strategy to sell people the message and a complementary performance regime which encourages a sharper focus on roads policing issues. In management speak, that is what I am working towards. I bet you wish you hadn't asked now.

Why is it taking longer than expected to get codification enshrined for Police pursuits?

The delay this far has been in getting all the various agencies, ACPO, Police Federation, IPCC, Home Office, NPIA, etc to agree that this is the right thing to

do. That hasn't been easy because there are significant cost and resource implications involved and codification is not something which should be undertaken lightly. However, we have now achieved agreement and the NPIA has been asked to prepare the Code and take it through the legal process. That in itself will take time but the process is underway. In the meantime, a Home Office circular is currently being prepared which will encourage Chief Constables to fully adopt the current ACPO police pursuit policy in preparation for codification.

When can we see progress in terms of addressing the hugely difficult problem officers face with drugs drive evidential requirements?

This is a long-standing issue which those who had the job before me have been wrestling with for a number of years. We are working with government and other agencies to find a solution but there are a number of fundamental problems which have to be overcome before we can introduce a better solution. The first issue is that the law necessarily requires us to prove impairment in order to achieve a conviction for drug driving. Whilst there are devices available which will test for specific drugs or ranges of drugs, there is currently no device available which can measure impairment. Research is currently being undertaken by the HOSDB but it may be some time before such a device is available. Proving impairment is relatively easy with alcohol because there is a scientifically proven correlation between the quantity of alcohol consumed and the level of impairment. However, that is not the case with drugs. Every drug has a different impact and some actually heighten people's awareness. It is also important to remember that 'drugs' includes things which are lawfully available like prescription drugs and over the counter medicines, so there will always be a need to improve impairment. Whilst the scientists seek a technological solution, we are in discussions with government to seek changes in legislation make the existing process more effective. So we are asking for the law to be changed to remove the medical practitioner from the evidential chain because that builds in delay. We are also asking for new legislation that would make driving with specified illegal drugs (like cannabis and heroin) in the body illegal per se. That would streamline the process considerably and significantly increase the prospect of conviction. We are currently talking to the Home Office and DfT about these issues and a paper is currently being prepared for Ministers. In the meantime, it is important to remember that whilst they might not be ideal, we do already have the tools to do the job in the form of the FIT test and the existing station procedure. However, we do not appear to be using them as much as we could or should be. Recent drink and drug driving campaigns have shown a marked drop in the number of FIT tests conducted and this is worrying, particularly at a time when drug driving is perceived as a growing problem. I appreciate that there are procedural difficulties but I would strongly urge your readers not to put FIT testing in the 'too hard to do' box. It is currently the best weapon that we have in the fight against drug driving and if we do not exercise it at every opportunity we will be sending out the message that people can get away with drug driving.

Road fatalities down in 2008

The latest figures from the Department for Transport have shown that the number of fatalities resulting from road accidents fell by 14% in 2008

The statistics published on 25th June revealed that 2,538 people were killed in road accidents reported to the police in Great Britain in 2008, a drop from 2,946 in 2007. The number of people killed or seriously injured has also fallen, down by 7% in 2008 to 28,567 people. The number of deaths and seriously injured among car users in 2008 both fell, by 12% and 7% respectively. Total reported casualties among car users was also down, 8% lower than 2007 at 149,169.

The number of children killed or seriously injured in 2008 was 2,807, down 9% on 2007. Of those, 1,784 were pedestrians, 6% down on 2007. The number of children that died on the roads, however, rose marginally, up 2% on the previous year, when the lowest ever child fatality figure of 121 was recorded.

"It is pleasing to see that the number of people killed on British roads continues to fall year on year. Whilst better road and vehicle design are clearly having a significant impact, there is no doubt that driver education programmes and increased enforcement activity have played a vital role in helping to reduce the number of fatalities by 14% from 2007 to 2008.

"However, we cannot be complacent. The reality is that 78 people die or are seriously injured on our roads each day. That is still unacceptable. The police service is committed to continuing to drive down this number and will continue to target people who put themselves and other road users in danger - whether through careless driving, driving under the influence of drugs or alcohol, excessive use of speed or other criminal activity."

Chief Constable Mick Giannasi, ACPO lead for roads policing

Other areas where figures have fallen include:

- Pedestrian casualties down by 6%
- Number of cyclists killed down by 15%
- Motorcycle user fatalities down 16% lower
- Motorcycle users killed or seriously injured down 10%
- All motorcycle user casualties down 8%
- Road accidents involving personal injury was down 6%

The Police Federation of England and Wales continues to have concerns about the high number of under 25s that are involved in serious collisions. This is something we will continue to address.

According to most recent Dept for Transport figures the overall social and economic cost of road collisions per annum is £19 billion. The dept is currently undertaking a consultation on making roads safer, which the Federation has contributed to. The proposals are to reduce road death and serious injury by 33% by 2020 compared to the base line of the 2004 – 08 average. Even stronger targets will be set for children (up to 17yrs) by 50% over the same period. The link between speed and collisions has always been at the heart of Government thinking, but reducing speed limits without a sufficient and proportionate supporting infrastructure is not the way to go.

The NPIA are supporting and working with the DfT towards project CRASH which enables electronic recording and storage of collision data by police officers at the scene. This has the scope to make significant improvements, something the Federation have been pursuing for some time. Testing with pilot forces is scheduled to take place in 2010. Ch Supt Jerry Moore, Police Advisor at the DfT is currently overseeing this piece of work on behalf of the service.

Training & Development - trial forces to take on new training

After a long wait, it has finally been agreed that a small number of forces will be considered to take on the pilot of a new training structure to nationally agreed standards for roads policing, supported by ACPO. The Federation initiated this 3 years ago with ACPO traffic in order to address the disparate approach taken across all forces.

Hopefully we can begin to see some benefits that are closely aligned to PIP (Professionalising the

Investigation Programme), which has nationally accredited standards and in theory is working well.

We would wish all forces to be signed off and actively supporting the new accredited standards within 3 years. Fed reps can play their part by helping drive this programme through both locally and regionally.

We are also pushing for the adoption of a new standard and consistent training programme for the use of enforcement equipment.

**Date for your Diary, 20th-21st January 2010
Roads Policing Conference, Hinckley Island Hotel, Leicestershire**

'On the roads'

The Secretary of State announced on 15th January that the Highways Agency will take control of some 500 miles of managed motorways. Interestingly one of the strategic aims has implication for the police service, in terms of enforcement and operations. To achieve some of the aims, the HA are seeking further powers for HATO staff based on the need to control and direct traffic.

The use of the hard shoulder as a running lane during times of high traffic demand or incident management purposes is being developed beyond the pilot areas on the M42. For safety reasons such use is accompanied by the imposition of Variable Mandatory Speed Limits, which makes sense as long as proper training, standards and consistency of approach is assured, built around ethical considerations as much as safety factors. These limits are to be enforced by remote digital devices and to avoid 'wiring' to each force's CTO it is proposed to use one or two 'lead' forces as the prosecuting means in each region. This has been agreed in principle by ACPO and negotiations are currently ongoing with the Ministry of Justice and CPS to secure similar agreements.

It is also reported that some 85% of suitable junctions on the strategic road network now have alternative diversionary routes fully agreed with the local authorities and local police forces and are suitably signed. Regional colleagues are asked to ensure officers are made aware of these force contingency plans.

Saving money or road safety?

In order to contribute to the DfT's carbon saving target the HA is proposing to switch off roadside lighting along various stretches of the motorway network between midnight and 05.00 hrs. Intersections will remain illuminated at all times and the RCC will have the ability to override the switch-off mechanism if needed or requested by police for incident management purposes. We are told, the motorways selected will have an excellent safety record and very low traffic flows between the identified times.

Initially the switch-offs will occur on the M4 near Bristol and the M5 near Exeter with further sites being subject to detailed assessments as to suitability. The programme will be intelligence-led and has the further potential to reduce lighting pollution and costs.

It is worth noting that the HA advise us that there is no legal requirement to light a road, particularly where the installation and maintenance costs would exceed the perceived benefits. Lighting installation is governed by a set of criteria which may be viewed by visiting <http://www.highways.gov.uk/aboutus/22315.aspx> Lighting is one issue, but we must not neglect highlighting the often poor quality of maintenance

of white lining and reflective studs on fast roads. The HA need to provide more investment in looking after this area of road safety.

Airwave upgrade for HATOs

Following numerous suggestions and comments raised at the traffic conference regarding poor and often dysfunctional communication concerns, the HA is planning rollout over the next 12 months of better communications and Airwave access for incident management and control to their staff.

'Rubber necking'

Following issues addressed at the last national roads policing conference in November 08, the HA have concluded that significant delay and additional risk occurs in the proximity of incidents due to 'Rubber Necking'. To counter this, the Agency has trialled free-standing 'Incident Screens' which shield the incident from the view of passing motorists. These trials have been deemed successful and a programme for rollout to all areas will commence. Policy guidance and procedures are currently being developed but will basically involve deployments by maintenance crews to incidents likely to last longer than a couple of hours when high winds aren't expected. Commencement dates and the final procedures will be circulated in due course.

Information management

Work is ongoing to look at national multi-agency intelligence sharing models. This work will form part of a wider programme of interventions being considered in conjunction with DfT and VOSA, and a more detailed business case is currently being developed. Please email your suggestions on how we can improve information management within the strategic road network to roadspolicing@polfed.org.



National road death investigation conference

John Apter, Traffic Fed Rep, Hampshire, attended the National Road Death Investigation Conference held in May at Hinckley Island, Leicestershire. Issues of interest:

Speeding up of evidence gathering at the scene

The HA report that 25% of all collisions account for traffic congestion, which we all need to try and appreciate. The HA have loaned £4 million worth of scene surveying equipment to forces throughout England and Wales to assist scene surveying. However, we remain concerned that the priority to open a road by using this kit will compromise a professional investigation.

Dr Sarah Jacobs, Forensic Science Service, gave a very detailed presentation on marks and transference evidence. An enlightening development is 'Insole Investigation'. This is where a shoe is left behind at the scene of a collision. If the shoe is taken immediately to the FSS then there is a possibility that the imprint of the wearer's foot is still within the insole and this can often be matched to a suspect, like a fingerprint. All very clever and expensive ways of identifying drivers and occupants.

Demanding shift patterns can kill

Professor Horne from Loughborough University's Sleep Research Centre gave a very sound presentation on the real risks of driving whilst deprived of sleep. Professor Horne stated that 10% of all collisions could be attributed to being over-tired and falling asleep at the wheel. Night shift workers or those that work in the early hours are more at risk than others. 12 hour shifts are dangerous and police forces need to do more to recognise this as a real risk to their staff.

A recent survey conducted by the Police Federation's health and safety sub-committee corroborates Professor Horne's findings and illustrates the very real need for serious measures to be taken to reduce the risks faced by officers after long shifts.

"The health and well-being of officers is paramount and it should not solely lie on the shoulders of the shift sergeant; we need a much more commonsense approach where officers feel they can turn down overtime if they are too tired."

Geoff Stuttaford, PFEW Health & Safety Sub-Committee

Joined up forces could save in excess of £200 million

Richard Earland, NPIA, spoke of the work they are doing to assist forces throughout the UK. There is a lot to be gained from improved collaboration and communication and not just from a financial perspective. There are currently 2022 IT systems in place across the 43 forces throughout England and Wales. BT has over 160 separate contracts within the police force. If one contract could be agreed with BT, we could see a saving in excess of £200 million.

2010 and beyond

Over two days between the 30th June and 1st July Alan Jones and Paul Monk from the Metropolitan Traffic Federation were invited to join an ACPO traffic strategy meeting, hosted by CC Mick Giannasi to discuss the policies and priorities for policing the roads beyond 2010. This was an excellent opportunity for the Federation to contribute to the future agenda, which we can say with confidence we did. Our principle input related to ensuring that traffic policing has the skills, experience, capacity and equipment to take the role forward with certainty and a unified approach towards 2020. As well as making a contribution in terms of our vision and values, this was also an opportunity for us to hear thoughts and views from a range of external contributors including academics and policy advisers linked to road safety and policing. A summary of the event will be published by ACPO traffic by the end of September. Anyone interested in receiving a copy of that commentary should contact either your regional rep or email roadspolicing@polfed.org.

Blue light bars

The Federation has repeatedly raised concerns with ACPO traffic regarding the multiplicity of blue lights on police vehicles. Following a series of avoidable collisions and feedback from the public, we can report that the Home Office Scientific Branch has now been asked by ACPO to investigate this and we hope that a report will be issued imminently, with clear recommendations and improvements.

The Federation continue to push for national consistency with regards to traffic vehicles and technology through the one box solution, led by Chief Superintendent Jim Hammond. After some years of executive resistance to this technology, some progress is being made with shafts of light appearing – our thanks to CC Giannasi for his interest and engagement.

Our aim is to use this publication to open up informative channels of communication between all roads policing officers and associated bodies. We intend to focus on key issues that influence the delivery and professionalism of traffic officers around the country. If you have a roads policing news story or you require further details please email: roadspolicing@polfed.org

Delegation to Parliament

On 8th July Federation traffic reps from across England and Wales met with politicians in Parliament. This has now become an annual event, whereby your reps have the opportunity to speak to MP's and Lords who have an interest in traffic policing matters to put concerns, ideas and improvements their way. As ever it was a well attended meeting, and reps met a number of politicians, including the Chairman of the Transport Select Committee, Louise Ellman MP and Home Office Minister, Alan Campbell MP. The group also had the chance to raise issues with a senior political advisor to the Conservative Party command team, who as much as hearing thoughts from the front line, outlined what changes and policy priorities might happen with an incoming Conservative Government. Viscount Simon from the House of Lords, a hugely valued supporter of roads policing issues, was present throughout.

Issues discussed were wide ranging over the 4 hour meeting, but included topics relating to capacity, resilience, vehicles, technology, enforcement, present and future government policy, public re-assurance, casualty reduction, stats recording



Regional representatives

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Region 8

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Parliament Matters

Update on relevant Transport Committee activity (as of 30/06/09)

RECENT INQUIRIES

The Major Road Network

20 May 2009

Oral Evidence given by:

2.45 pm Institution of Civil Engineers and the Institution of Highways and Transportation, Mr Alan Stilwell, University College London, Dr David Metz, Highways Agency, Graham Dalton, Chief Executive, Ginny Clarke, Network Services Director,

3.30 pm, Local Government Association, Cllr David Sparks, Mersey Gateway, Steve Nicholson, Project Director, Mersey Gateway, County Surveyors' Society, Brian Smith, Executive Director, Environment Services <http://www.publications.parliament.uk/pa/cm200809/cmselect/cmtran/uc533-i/uc53301.htm>

RECENT REPORTS

29 May 2009

The effects of adverse weather conditions on transport: Fourth Report

<http://www.publications.parliament.uk/pa/cm200809/cmselect/cmtran/328/328.pdf>

27 April 2009

Second Special Report - Ending the Scandal of Complacency: Road Safety beyond 2010: Further Government Response to the Committee's Eleventh Report of Session 2007-08

<http://www.publications.parliament.uk/pa/cm200809/cmselect/cmtran/422/422.pdf>

19 January 2009

First Special Report - Ending the Scandal of Complacency: Road Safety beyond 2010: Government Response to the Committee's Eleventh Report of Session 2007-08

<http://www.publications.parliament.uk/pa/cm200809/cmselect/cmtran/136/13>

EDM UPDATES

We continue to actively lobby Government and MPs are supporting our efforts. This is demonstrated by the number of EDMs listed below. For more information, please email roadspolicing@polfed.org

EDM 1705 - Collection of Accident and Inquiry Data (update)

Wed, 24 June 2009 | House of Commons - Early Day Motion

Summary

EDM 1705 was first put down on 18th June 2009 by Sandra Gidley

It has been signed by 26 people.

EDM 1431 - Safety in Numbers for Cyclists (updated)

Wed, 24 June 2009 | House of Commons - Early Day Motion

Summary

EDM 1431 was first put down on 6th May 2009 by Gwyn Prosser

It has been signed by 185 people.

EDM 1314 - Speed Limit and Road Safety (updated)

Wed, 24 June 2009 | House of Commons - Early Day Motion

Summary

EDM 1314 was first put down on 22nd April 2009 by Keith Vaz

It has been signed by 41 people.

EDM 1252 - Satellite Navigation Devices (updated)

Wed, 24 June 2009 | House of Commons - Early Day Motion

Summary

EDM 1252 was first put down on 1st April 2009 by Norman Baker

It has been signed by 44 people.

EDM 1437 - Speed Cameras (updated)

Wed, 17 June 2009 | House of Commons - Early Day Motion

Summary

EDM 1437 was first put down on 6th May 2009 by Bob Spink

It has been signed by 10 people.

EDM 1234 - Speeding Near Schools (updated)

Wed, 17 June 2009 | House of Commons - Early Day Motion

Summary

EDM 1234 was first put down on 31st March 2009 by Keith Vaz

It has been signed by 55 people.

EDM 338 - Campaign for Lighter Evenings (updated)

Wed, 3 June 2009 | House of Commons - Early Day Motion

Summary

EDM 338 was first put down on 17th December 2008 by Greg Knight

It has been signed by 31 people.

EDM 1170 - Time Changes (updated)

Wed, 13 May 2009 | House of Commons - Early Day Motion

Summary

EDM 1170 was first put down on 24th March 2009 by Gregory Campbell

It has been signed by 23 people.