

Ph (44) 01730829416

Mobile (44) 07717222459

e-mail irfrancis@onetel.com

GU321LD

Sunny Bank,

Church Lane

West Meon,

Petersfield,

Hampshire

19 Feb 2014

To Alex Owen,

GoSafe

Swansea

re "Casualties reduced by 72%* at camera sites....We're reducing speeds to save lives" and a great deal more nonsense.

Dear Ms. Owen,

Further to my interim response a week ago, before I deal with the factual inaccuracies and misleading statements (henceforth "errors") in your response, I make the following general points:

1/ in what follows, the word "you" refers to GoSafe as an organisation not to any individual.

2/ I cannot know whether the errors in your response arise because you know no better or because you do know better but prefer to try to mislead.

3/ You may not have been aware until now that you have the misfortune to be dealing with someone - me - who has more detailed knowledge (gained through many thousands of hours study over thirteen years) of Britain's road accident data, statistics, analysis and claims (especially regression to the mean) than almost anyone else in the country.

4/ Neither would you have been aware that I was one of two analysts whose complaints to the Scottish Partnership led (after repeated refusals by the Partnership to admit fault) to their claims, much the same as yours, being dismissed out of hand by the UK Statistics Authority in the Report I copied you. Nor would you have known that both of us submitted detailed information and analysis to the UKSA to help them understand what they might not have been aware of, and to see that the Scottish claims were nonsense. As indeed yours are.

5/ Nor would you have been aware that the complaint to the Advertising Standards Authority to which you refer was made by my fellow analyst (above) who kept me informed and who, following sight of your response, confirms that the outcome was very different from the impression you give - for detail see later.

6/ We have free speech in this country, individuals being entitled to hold and express whatever opinions they like, within obvious limits such as treason and incitement to violence. That freedom is however additionally circumscribed for public employees and organisations because **making false statements**, whether verbal, written or published electronically, amounts to a breach of duty of care owed by public servants to the public they serve. In many circumstances it can also amount to "misconduct in a public office" as in the several recent and widely publicised examples. I attach more information on such misconduct for your attention.

7/ Making false claims of benefits achieved for public money spent, in ways clearly intended to justify

continued funding of your activities may also amount to one or more criminal offences under the general heading of "obtaining money by false pretences" or "obtaining pecuniary advantage by deception". Please understand that unless you withdraw the false claims in question I am fully prepared to file formal complaints to the police and/or CPS along those lines.

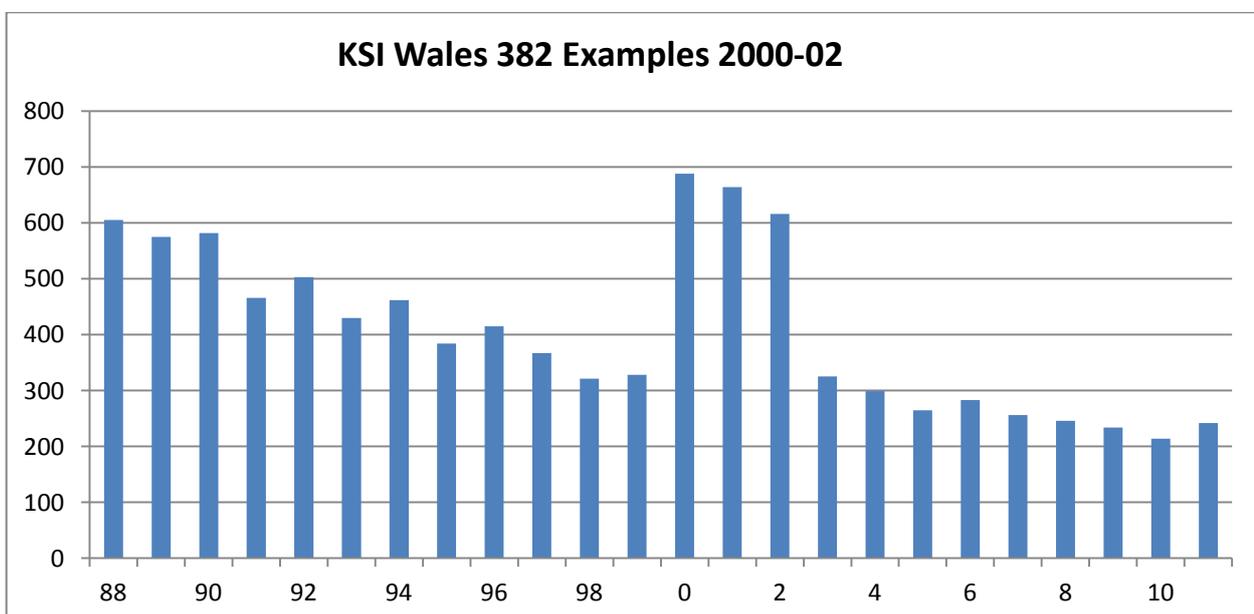
8/ When these false claims succeed in securing funding which would otherwise have gone to alternative and more cost-effective measures on the roads or elsewhere, the result can only be more risk to road users, not less.

All of this is completely unacceptable and must end. It took you eight weeks to provide any sort of response, and then only after several reminders and my warning that unless one was received by 10th February I would take my complaint to other authorities. As your response turns out to be evasive, misleading and unacceptable I now confirm that unless you act on my complaint, as set out below in more detail, **by noon on Friday 28th February** I will take my complaint to several higher levels including copying to every Assembly Member.

Turning now to the detail of your misrepresentation of camera benefit and related matters in your Report.

As I have already pointed out, by analysing in excess of 5m accidents from 1988 to 2011 in terms of severity, location and timing, I am now able to draw at the click of a mouse any one of many thousands of graphs showing how KSI changed at groups of relevant sites over that period. For your information the DfT recently approved in principle my methods and the related ones of Dave Finney in his report on Thames Valley sites.

The graph below (and attached in case it is lost in transmission here) shows how KSI numbers changed at 382 different 1 km square areas in Wales that would have qualified for speed cameras in 2000-2002 on the basis of at least 4 KSI in 3 years but in the great majority of cases (obviously) **did not receive them**. Similar graphs are available not only across all police force areas, and the whole of Britain. In response to your objection, I note that the size and shape of your actual sites being different is irrelevant to the analysis because what matters in the results - that regression to the mean returns KSI numbers to prior normal levels, and does so the moment the site selection period ends, well before camera installation, is utterly consistent across the country regardless of the mix of road types and density. What does change of course is the scale of KSI numbers and the relative size of the increase in the SSP and subsequent fall - but they do not matter.



All such graphs show the same (ignoring the minor random variations, larger in proportion where numbers are relatively small, as in Wales):

a/ **The long term downward trend is perfectly clear**

b/ The large **upward "spike" in 2000-2002 is not repeated at any other time, before or afterwards**. What this means in practical terms is that the statistical flukes which led to that particular group of 382 sites having higher than normal KSI in those 3 years **never happened again**. (Of course some did see high numbers again, but others did not and the two cancelled out.) In other words, installing cameras where there has been a recent history of high KSI numbers is rather like swatting the wall the fly had just vacated - the problem has moved on by the time the remedy arrives.

c/ Allowing for trend and random variations, the fall after the Site Selection Period 2000-02, **brings KSI numbers back down to the same level they had been before the SSP**. Note that this is invariably the case across the country regardless of mix of roads, speed limit or SSP.

d/ These falls happen **not just during the first year after the SSP but instantly** - the moment the SSP ends, as confirmed not only by similar graphs showing monthly data but also by basic statistical theory - the latter incidentally having been confirmed to me by an eminent Professor of Statistics. The significance of this is of course that the **falls happen well before cameras can be installed**, due to data acquisition and logistic delays.

Your headline claims for camera benefit are therefore false because

i/ **You make no allowance for trend**, that brought about substantial falls where there were no cameras

ii/ **You compare KSI after camera installation** (in the above graph that would have been 2004-05) **with the height of the abnormal 3 years SSP spike instead of the normal level to which KSI had already returned before your cameras were installed**.

iii/ **You claim (on the basis of what can only be trend effects) continuing increases in camera benefit for many years after installation**, when it is perfectly obvious that whatever the percentage reduction (if any) cameras achieve, **it happens within weeks or months** as drivers become aware of the cameras and adjust their behaviour and does not continue increasing year after year. (That is not of course to say that camera benefit already achieved disappears, only that it reaches its maximum effect in percentage terms within a few months.)

For all these reasons I again insist that **GoSafe must publicly withdraw these demonstrably false claims without further delay**, as set out below. You might note that the Scottish Partnership and even the Chief Statistician of Scotland thought they could get away with **promising to do better in future, but that is simply not good enough**).

Turning now to specific points in your evasive and misleading response

"... our Annual Reports are not a scientific, in depth statistical analysis of data, but present an overview of the Partnership activity for the year, together with headline data".

Comment - the point here is that the **headline data you present is very seriously flawed and misleading because it ignores the contributions of trend and regression to the mean**, and that throughout the Report you give the impression that observed reductions at camera sites are due to cameras and nothing else.

*"Our purpose in providing the **information in the Annual Report is not to mislead**, but to provide information that would be of use to the general public, whilst making the document both attractive and engaging to the potential reader.*

As above, I don't of course know whether it is or is not your **purpose** to mislead (as the son of a lawyer I have long been aware of the critical importance in prosecuting fraud of *mens rea* (a guilty mind), but **what matters** is that (a) that is what your Report **does** and (b) you seem **determined to ensure that it continues to do**. Whether this is to justify your own existence, to help secure continued funding or whether collectively you have so little understanding of the drivel you publish that you actually believe it I do not know. However, that you persist in defending the indefensible when provided with overwhelming evidence that your Report does mislead readers can only help confirm that the misrepresentation is indeed deliberate. Incidentally, in any normal commercial company conduct of this sort would lead to dismissal if not prosecution.

Following a long list of points about which I complained you wrote that:

"Similar points were recently made in a complaint to the Advertising Standards Authority (ASA) about content on our website. The ASA adjudicated and agreed with us that the website does not breach any rules. The original complaint and the response from the ASA can be found on their website (www.asa.org.uk)."

This is simply untrue. As I mentioned, I know the analyst who made the complaint and he has again confirmed to me that what really happened was that the ASA decided that the complaint was outside their remit, in that it **was not an advertisement in their terms**, and that they had no authority or (in my opinion) relevant competence to make any such judgement. My friend also explained to me that it was for that reason that the ASA **removed all reference to the complaint** from the web site to which you referred me.

"The statements above were fact and not opinion".

You refer here to the various Report statements to which I had objected but you are incorrect in that:

Performance to date across camera sites is encouraging"

is **clearly an opinion - but an opinion held only by those who do not understand the data** or the contributions of trend and regression to the mean.

*In contribution to the above targets, the following reductions **were achieved at Safety Camera Sites** across Wales when comparing data for 2011 with the average for 1994-98*

This again is clearly an opinion, in that the words "**achieved at cameras sites**" gives the false impression that the documented reductions were **brought about by) by the cameras**, with no adjustment for the much greater contributions of trend and regression to the mean which, as you know perfectly well, happened across Wales **on the 98% of road length that did not have cameras.**

Camera sites in 2011 showed a 69.64% reduction in the number of people killed or seriously injured

Ignoring for the moment the sheer nonsense of quoting reduction percentages to **four significant figures** (when as the DfT knows and you surely should) fewer than 1 KSI in three is made known to the authorities, this is another example of seriously misleading claim. That such reductions exceed by a factor of 9 the proportion of KSI accidents that involve speeding in the first place further demonstrates the absurdity of such claims..

For core fixed and mobile sites a comparison between the baseline figure and 2008-2010 casualty data across Wales shows a 71.49% reduction in killed or seriously injured (KSI) casualties. The baseline figure equates to KSI casualties in a 3 year period before the site was introduced*

Again seriously misleading in that the statement fails to note that **much of that observed reduction occurred during the delay of a year or more between the SSP and camera installation.** Whatever miracles cameras can achieve they cannot, as far as I know, undo accidents that have already happened. And of course your statement claims credit for further reductions long after any camera benefit would have reached its maximum.

"There were 18 fewer casualties from collisions involving young drivers at camera sites, with a reduction from 319 in 2010 to 301 in 2011

This 6% fall is **well within the variations due to long term trend, variable reporting levels and random chance** - it has no statistical significance whatever and is therefore misleading as well as plain silly.

"Our 2011/2012 Annual Report notes statistics on collisions at camera sites were obtained prior to the camera enforcement (the baseline period), and again in 2011 (after enforcement), and that data revealed a 72% reduction in the number of people killed or seriously injured (KSIs)."

As before, this statement ignores the contributions of trend, regression to the mean, that most or all; of the falls occurred prior to installation and that continued falls long after installation cannot be due to camera effect.

"We do not claim that the reduction is entirely attributable to safety cameras and neither do we allude to that"

The late Alan Clarke referred to this sort of nonsense as being "economical with the actualite" - otherwise known as "misrepresentation by omission". In reality **much the greater part of your Report presents these numbers without reference to the contributions of trend, regression to the mean** and to while there may be no explicit claim that the reduction is due only to cameras that would be the **clear impression conveyed to any but the well-informed reader** - as you must have realised.

"Nevertheless, it remains a fact that research has shown that safety cameras contribute to saving lives. Accepting there may be interpretational nuances, we would suggest that this evidence alone supports our statement that cameras save lives, to what extent is perhaps debatable but the contention remains valid."

In fact, as the DfT itself now, as I understand it, accepts, much of the "research" to which you refer was seriously flawed, primarily because it ignoring or trivialising the contribution of regression to the mean, as you do. Another point which you did not mention but which you need to know, is that successive Reports from 2001 onwards estimate camera benefit/cost ratios at no more than about 2.7 or 2.5 to 1. Very recently Professor Allsop's updated assessment for the RAC Foundation admitted that he now thinks that KSI reductions due to camera are well below half of what had been claimed. Although he failed to point it out, this inevitably means that benefits are no higher than costs. Though as a good part of those costs flow to employees of GoSafe that might be less of a problem for you than for drivers and taxpayers.

Not to mention that the same money could provide vastly more benefit for the same cost if spent in other ways such as vehicle activated signs which cost less than 1,000 a year compared to camera costs of 30,000 to 50,000 a year. Or mops, buckets and disinfectant in hospitals, costing very much less but potentially capable of saving far more lives.

The extent to which cameras save lives is not "*perhaps debatable*" but **is currently being debated** and reviewed with great vigour and I can assure you that we will soon prove beyond doubt that cameras are neither effective nor cost effective. Incidentally, as an electronic engineer for 53 years - graduating in Swansea as it happened - I learned a very long time ago indeed to be suspicious of unquantified statements such as yours - the world is absolutely full of brilliant ideas that turn to dust the moment the numbers are applied.

*"We would endorse the view that other factors, as raised in your correspondence, **could also be said to save lives**, and do not dispute that."*

Weasel words and misrepresentation again - it is not a case of other factors "*could also be said to save lives*" it is a clear and undeniable matter of record in post-WW2 data that **many other factors do and continue to save lives**. Indeed fatalities relative to traffic volume, fatalities fell steadily by 7% p.a. from 1950 to the early 1990's when there were no cameras whatever on our roads (largely due to engineers, not to fantasists and jobsworths) yet (coincidentally or otherwise) fell by only 3% pa from the time cameras were introduced until 2007 when the recession brought large reductions.

The point here is that your Reports claim credit for cameras for accident reductions to which it would have been **inconceivable that trend and regression to the mean would not have contributed**, yet here you attempt first to **state categorically that "cameras save lives"** and then attempt to reduce the undoubted contribution of other facts to being something that "*could be said*"! For goodness sake!

"We acknowledge that our statistical evaluation does not specifically take into account regression to the mean, but it is a factual analysis of the raw data."

What do you mean by "*not specifically*"? Such weasel words! And as before, **yours is not a "factual analysis of the raw data"** but only a factual analysis of **those parts of the raw data that suit your purposes**.

"As you will be aware, in depth analysis is complex and very costly to undertake"

Costly compared to what exactly - the **100m a year thrown away in Britain on cameras** - or the **5m or so wasted in Wales?** In reality, as I have proved - at no cost whatever to anyone except myself and then only in terms of time - the analysis I explained at the beginning of this reply is **relatively simple and cheap**, a tiny fraction of what is wasted on cameras. In fact it's extremely simple and can be summarised in a few words as follows

Camera effect can be identified as the average observed reduction in accidents (across at least several hundred sites) not from the **abnormal level** during the site selection period but from the **normal level** (before and immediately after) that period, **to the post-installation level**. It should be noted also that as **camera benefit can arise only from reductions in speed**, and that these reductions in speed **take place and reach maximum over a period of a few weeks or months**, further % reductions more than a year or two after installation must be disregarded as they cannot be due to cameras.

That is all analysts needs to know, the data already exists in Stats19. "*analysis is complex and very costly to undertake*"? **No, it's simple, cheap - and imminent.**

"our camera sites are not 1km square, the area is typically 1km in length and 50m wide. In various locations, we have camera sites that would overlap if we were to make such coarse analysis. Our data shows statistics from a bounded camera site, not the square kilometre in which it lies"

As before, your point is irrelevant and suggests that you do not understand my analysis or its significance, which is that

1/ The sudden fall after the SSP invariably (for any group of sites) returns KSI to the prior normal level

2/ This fall happens immediately after the SSP, well before the camera can be installed.

3/ This clear and consistent pattern is the same across the whole of Britain, from remote areas of Scotland to the congested roads of the South East. If I were to reduce the selection areas to 1/2 km x 1/2 km all that would change would be smaller numbers and the relative height of the "spike" (greater in proportion when the numbers are smaller and more volatile). The critical point is that the **timings remain the same, enabling easy differentiation between camera effect - after installation obviously - and regression to the mean, before installation.**

"Point 5 relates to the statement Motorists are continuing to break the law at camera sites and this demonstrates the continued need for educational messages to motorists. We would entirely disagree with your interpretation of this statement."

Feel free to disagree - but it is at least as credible to see continuing law breaking at your sites as an indication of failure of your cameras as an indicator of success!

"We see a large part of our role here at GoSafe as being that of educator, and consistent education messages need to be conveyed to the public continually in an effort to influence driver behaviour"

Nebulous meaningless waffle, as so often used when real evidence is sadly lacking.

"In terms of how effective safety camera intervention is, you only have to consider the reduction in mean speeds at camera locations, which in turn has contributed to the savings in casualties."

In fact Professor Allsop found in a June 2013 report and an amended version in December **no identifiable relationship across sites between reductions in average speed and reductions in accidents.** QED there is no such relationship other than in naive minds.

"For this table, we used statistics on cost of accidents as supplied by the Department for Transport (DfT) and suggest they are the most relevant available."

I can understand why, if you have given those estimates of cost no serious thought, GoSafe might think that. Unfortunately for you (and as another contact highly experienced in financial matters recently agreed, as did a Professor of Economics not long ago) the estimates are utter nonsense. In respect of the "**lost output**" figure - there is none, **others take those jobs to ensure that demand is met** (as it invariably is) and in the case of "**human costs**" - important though they are - they do not, cannot and never will amount to **cash savings** because they are entirely notional - and of course highly subjective in any case.

"There is research from Transport Research Laboratory (Paper 323, available online at www.trl.co.uk) that showed that just a 1mph reduction in average speed results in an average 5% reduction in collisions. "

I am long and wearily familiar with TRL 323, it is utter tripe from beginning to end, and has been shown to be so. To take only one simple example of how it cannot be correct, the average speed of 49 cars doing 49 mph and 1 car doing 99mph is the same as the average speed of 50 cars doing 50mph - does anyone seriously

believe that risk is the same? Indeed, if that formula were applied to individual cars, because the increase in risk is compound for each 1mph, risk in the first example would be about 9 times greater than in the second. That is to say, it is inherently nonsense to read significance of averages of strongly non-linear parameters because (in this example) risk increases much more rapidly with higher speeds than it falls with lower speeds. O level stuff!

"The DfT have carried out evaluations on the effectiveness of safety cameras"

and have been consistently and wildly wrong in their conclusions for much the same reasons that you are wrong in your claims. As indeed they have effectively admitted to me recently.

"The National Safety Camera Programme - 4 year evaluation report [2005] (available online at www.ucl.ac.uk), and concluded there is a strong association between the fall in speed and the fall in collisions, casualties and deaths at camera sites."

It takes eight A4 pages to document the errors, false assumptions and invalid claims in the first such Report on the 8 Area Trial that led to the Hypothecation Scheme. I attach both, The 4 year version to which you refer was written by the same culprits and makes the same fundamental mistakes. I attach a detailed critique of it by Eric Bridgstock for your attention.

*"This report does, in fact, **take account of regression to the mean**"*

Weasel words again - I know every detail of this report, and as it states clearly and unambiguously, it's claims of camera benefit **exclude the effects of regression to the mean** - as you surely should realise. The actual words were (top of pg. 31)

*"Whilst it would be desirable to include in an investigative model of this kind some explicit allowance for regression-to-mean, **no reliable method has yet been established for doing so.**"*

In fact in Appendix H that Report showed the Empirical Bayes method of estimating results after allowing for regression to mean, and whether you are aware of it or not, it found that of the observed reduction after trend, **75% was due to regression to mean and only 25% was due to camera effect. But they ignored that in their headline figures.**

"Previous DfT reports, Killing Speed and Saving Lives [1992] and Tomorrow's Roads Safer for Everyone [2000] both concluded that speed is a major contributory factor in about one-third of all road accidents. This evidence is supported in casualty figures in Wales."

Utter nonsense! You are confusing "speed" with "speeding", the latter being the only sort of speed that speed cameras can influence. In fact, as I have already pointed out in detail, speeds above limits are (or might be) involved as causal factors in only 8% to 9% of KSI accidents - and many of those not as primary cause. Why did you write what you did when you must know it is incorrect? Do you seriously imagine, after the wealth of detail I have provided, that I would be fooled by such nonsense?

"One of their many conclusions [of the WHO] was that driving at excess or inappropriate speeds, while under the influence of alcohol, while sleepy or fatigued and without protective gear (such as seatbelts, child restraints and helmets) for all vehicle occupants, are major contributors to road crashes, deaths and serious injuries. Laws alone are not enough to discourage these errors. Enforced compliance is the key."

More misrepresentation - speed cameras can do nothing about excess speeds within speed limits, or alcohol or drugs or sleepiness or seat belts or child restraints. What **is** the key is whether policies - in this case speed cameras - **provide benefits and is so whether they do so in a cost effective manner**. The evidence is that they do not.

"In the European Union, improving enforcement of current laws could reduce the number of road traffic deaths and serious injuries by an estimated 50% (Police enforcement strategies to reduce traffic casualties in Europe: Brussels, European Transport Safety Council, Working Party on Traffic Regulation Enforcement, 1999).

Quite apart from the fact that the EU is corrupt, incompetent and anti-democratic, I have made it a basic principle for 15 years not to believe anything they dream up about road safety. In any case **that 50% relates to all the problems previously listed not to cameras** and it is disingenuous to quote that figure in this context. The plain fact is that even if all speeding were eliminated and 8% of KSI were due to speeding, **reductions in national KSI could not exceed even 1% due to only 2% of our roads being covered by cameras.**

"The above reports, we submit, conclude that safety cameras reduce speed and this reduction in speed lessens either the number, or the severity, of collisions meaning they save lives"

As always, unquantified statements such as this are worthless - the questions are (a) **how many** (b) **at what cost** and (c) **at what comparison with spending the same money in other ways.**

"We would also note that safety cameras are increasingly being used to enforce other infringements such as seatbelt and mobile phone use."

A minor benefit, admittedly, but the causal link between such detection and accident prevention is somewhat tenuous. I note too that you do not mention the many accidents, including fatalities, directly caused by speed cameras.

"Worldwide, as a road safety intervention, safety cameras have probably been scrutinized and subject to greater evaluation than any other initiative in recent years, and in every instance, the evaluation has shown the benefits.

Simply untrue. There have indeed been many reports claiming camera benefits - yours amongst them - but they all suffer from the same fundamental failure, of ignoring trend or particularly regression to the mean. Further one report only a few years ago examined something like 30 of the reports you mention, and found that the data and analysis was of **poor quality and the conclusions unreliable.**

Fortunately , working with others I am now in a position to put this right with analysis that shows the truth - and while the results are of course not yet precise I can say with certainty that you will not like them and that benefit/cost ratios will prove to be underwater.

"We have been careful to avoid implying that the cameras themselves are the sole cause of the reduction of casualties at camera sites; there will of course be other factors."

Anyone reading your report would confirm unhesitatingly that **your Reports consistently give, throughout the text and the way the information is presented, the impression that cameras alone brought about the reductions you quote.** To claim otherwise is absurd.

"

Your headed notepaper and "*working to reduce speeds and therefore casualties*"

The causal link you imply is nothing like as strong as you appear to believe, as above.

"We feel it is appropriate to highlight directly the fact that safety cameras save lives and that at camera sites collisions have dropped considerably since the cameras were located there."

It is not appropriate for public servants to publish information and analysis which grotesquely misrepresents what they achieve in return for the public money they spend.

"We fully accept your comment that cameras alone do not achieve the reductions that we highlight"

No you do not - if you fully accepted what you say you do you would publish a correction to all previous reports and include the same caveat in all future reports, that observed reductions are by no means all due to your cameras. That you refuse to do so suggests that you prefer and intend to continue to mislead the public and those who provide funding for your activities.

"However, we would note that cameras also have a significant halo effect, and their impact on the road network is much wider than the statistical data around specific sites portray".

Further confirmation of how little you know. In the attached assessment of the Report into the 8 Area Trial you will find ample detail of how the authors claimed as camera benefit over the whole of each police area in which the cameras were installed, not just at sites, just as you do above. But also detail of how the observed falls on which those claims were based were entirely predictable as regression to the mean following the sharp collective rise the year before! And not only that, how accident levels then rose in absolute terms, while national trends fell!

The same pretence continued for a year or two but not a single report I am aware of since 2004 or so has made any mention whatever of your "*halo effect*" - it's just another fantasy - unlike many of the close to 40 adverse effects which **do** occur right across the country.

"To conclude, we have made a commitment to review our data analysis for the Annual Report 2013/2014, and will consider what additional statistical methods may be appropriate to use, but we would nonetheless maintain the position that these reports are for general use, and not intended for technical in-depth statistical analysis".

As above, this is a cop-out and is simply not acceptable - rather like a shop-lifter asking to be allowed to walk away if he promises to change his ways. And with no detail of how you intend to change your methods and presentation, no certainty that you will not again mislead the public. And in any case seeking to defend publishing such seriously misleading claims on the grounds that the information is "*not intended for technical in-depth statistical analysis*" betrays the same mindset that allowed someone to say to Mrs. Abraham Lincoln as she left the theatre "*and apart from that, how did you enjoy the opera?*" or to discuss the quality of Mrs. Bouquet's periwinkle tea set without mentioning the elephant in the room. Come off it!

continued

In conclusion,

I ask that you do the following in terms of withdrawing your false claims.

1. **Issue a Press Release** to all your usual recipients including media, MP's, Councils, AM's etc, stating that the figures shown in your past reports for falls in accident and casualties at your cameras sites exaggerate the benefits provided by your cameras because they fail to allow for the significant contributions of long term trend and regression to the mean to those observed falls.
2. State that this having been brought to your attention **you will ensure that all future statements and reports of trends at camera sites will caution that observed falls are not all due to cameras.**
3. Point out that **savings you claimed to have achieved do not amount to cash**, but are largely the notional and hypothetical values of pain and suffering avoided.
4. **Add the above points to your web pages** and to any copies of your reports accessible on them.

If you confirm to me by 12 noon on Friday 28th February, that this will be done and then follow through and do it - I need take no further action.

Yours sincerely

Idris Francis