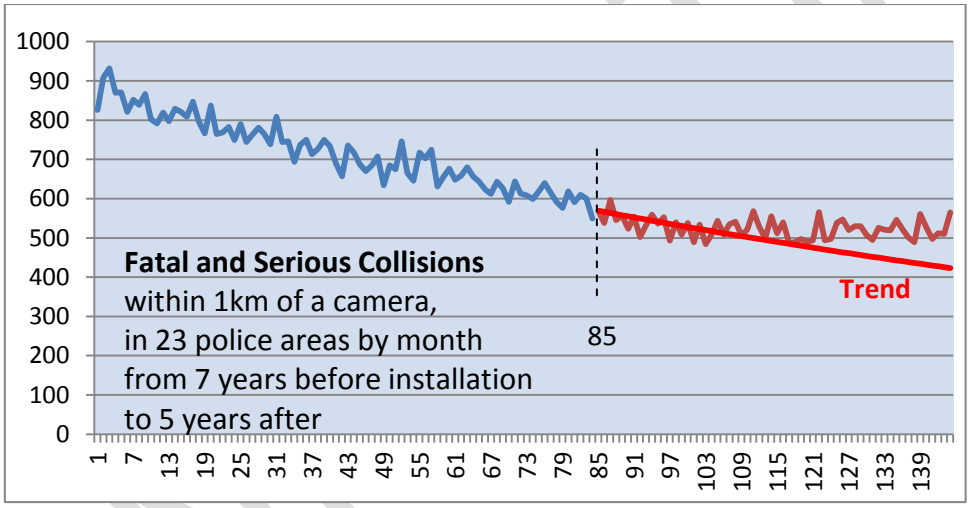
Summary of this analysis

Other analysts use relatively complex statistical methods to analyse low volumes of unreliable camera partnership data for narrowly-defined sites, accepting from the outset that their estimates of the effects of cameras will be subject to wide margins of error. **It's all utter nonsense!** (App A)

This analysis avoids all their problems, using just simple arithmetic to analyse **much more and better police Stats19 data**, **and by assessing camera effects only from installation onwards,** when selection bias and regression to mean effects have, by definition ended. **Here's how:**

- Obtain as much Stats19 data and as many camera locations and installation dates as possible.
- Calculate the distance from each collision to the nearest camera and record it if within 1km.
- Calculate and record the number of months between each collision and camera installation.
- Sum the collisions occurring within 1km of a camera according to that difference in months.
- Draw graphs of those monthly totals:

FIG.1



- The red trend line represents the average FSC trend in the same 23 areas.
- The **underlying trend of site data is averaged out** by summing relative to installation. (App. E)
- **Site selection bias and regression to mean, by definition, end before installation** so cannot affect the maroon part of the graph. (App. E)
- All ***confounding*** **effects not linked to installation dates are averaged out** in the same way so cannot affect either the blue or the maroon parts of the graph. (App. E)
- **The effects of cameras are not averaged out so only they can affect the maroon graph.**

This and every other graph of this type shows that (a) **there are no reductions in collisions following installation** when they would logically occur if cameras were effective and (b) **there are clear and significant adverse changes of trend**, **confirming that cameras lead to more deaths and injuries than would otherwise have occurred.**

These results are beyond rational dispute.

Other Analyses' Fundamental Errors

- Failing to realise that **far more and better collision data** was easily available from police Stats19 records than from camera partnerships.
- Failing to realise that, however limited and flawed their other data might be, partnerships might reasonably be expected **to know where and when their cameras operate.**
- Using partnerships' **annual collision totals and camera installation dates** that limit the accuracy of the results **instead of insisting on monthly data.**
- Using partnerships' collision **data for narrowly-defined** camera sites, thereby ignoring **the adverse effects** long known to extend beyond those boundaries.
- Failing to realise that **collisions** inherently positioned in time **relative to the installation dates** of large numbers of **cameras installed over many years** can easily be **differentiated from all other effects on the basis of timing alone.**
- Ignoring or trivialising the ***regression to mean*** reductions made inevitable by installing most cameras **where collision numbers had recently been high.**
- After well-justified complaints had made it **impossible to continue to ignore regression to mean,** claiming to have **quantified and then corrected for it,** by one fanciful method or another, **failing to realise that it is quite impossible to do so accurately because most of the relevant data simply is not available!**
- Believing that **cameras can eliminate far more collisions than ever involve speeding.**
- Continuing to believe that **speed reductions achieved by cameras cut collision rates despite being unable to identify any relationship between the two.**
- Failing to realise that **much the greater part DfT's "values"** of collisions supposedly prevented **are entirely notional, not hard cash.**
- Failing to realise that the DfT's very **large figure for the "lost output" of fatalities is at least cancelled out by the value of what they no longer consume.**
- In all these ways, **turning what could and should have been simple analysis into an over-complicated shambles that not even they understand.**
- And most important of all, **helping to sustain one of the worst road safety policies this country has ever seen**, at a cost to date not only of several billion pounds but worse, an substantial but unquantifiable **number of deaths and injuries that would otherwise not have occurred.**