

Fatal collisions in the TVP area are on a downward, but *slowing* trend. However, for Oxfordshire, KSIs shows an uptick in 2024, with an 11% increase compared to 2023.

In that context, I want to juxtapose the Commissioner's Road Safety Strategy with the recent report by PACTS, (The Parliamentary Advisory Council for Transport Safety) on Coronial Inquests and Prevention of Future Death Reports (or PFDs) for Road Fatalities in the UK, headlined "Learning from Tragedy".

The PACTS report highlighted that PFDs have been produced for less than 3% of road deaths since 2013 nationally; for the TVP area this figure is a minuscule 1.7% and 1.1% for Oxfordshire. Is this Vision Zero? Why is this?

At inquest, the law requires that Coroners *must* make reports (PFDs) if anything revealed in evidence at inquest gives rise to concerns, and that in the coroner's opinion, actions should be taken to prevent the occurrence or the continuation of circumstances creating a risk of future deaths.

Each coroner is judicially independent and will apply the law to the evidence presented; in other words, if the evidence at inquest *does not* highlight concerns, then no PFD will be issued.

At inquest, this evidence will be from collision investigators and traffic management officers. Yet, I have seen too often in reports presented at inquest that, quote "No Traffic Management issues were identified that may have contributed to this collision." *This is not true*; there is always something that can be done, but ... no evidence, no concerns, no PFD.

The Commissioner's Road Safety Strategy is based on Vision Zero and the Safe System; it prioritises, quote "the prevention of death and mitigating serious injury in road traffic collisions, a problem which (*and I emphasise*) is considered to be largely preventable based on current knowledge."

The link between the strategy and the PACTS report shows that officers, play a critical role in preventing road death and need to *always* present in evidence measures, (*and again I emphasise*) "based on current knowledge", which could be taken to prevent or reduce the risk of future deaths: traffic management measures, Alcolocks, Intelligent Speed Assistance, Graduated Driving Licences, Driver Monitoring Systems, etc..

So, I come back to the question I posed through Cllr. Roz Smith at the Police and Crime Panel back in March; what specific Safe System training do officers receive or will receive, such that *all* road death inquests in the TVP area result in a Prevention of Future Deaths Report, so that we move from 1.7% to close to 100% and that we do, as the PACTS report headlined, **Learn from Tragedy?**

[Reported road casualties in Great Britain, provisional estimates: 2024 data and tables](#)

TVP: 12 highway PFDs from 688 road deaths – 1.7%
Oxfordshire: 3 from 283 - 1.1%

PACTS Report

https://www.pacts.org.uk/wp-content/uploads/FINAL-20241127_PACTS-CORONERS-REPORT_PFD-Reports-For-Road-Deaths-In-The-UK_008.pdf

The Law

Coroners and Justice Act 2009 - Schedule 5.7 - *Action to prevent other deaths*:
<https://www.legislation.gov.uk/ukpga/2009/25/schedule/5/crossheading/action-to-prevent-other-deaths>

General Safety Regulation

<https://www.pacts.org.uk/pacts-expertise-general-safety-regulation/>
<https://www.fleetnews.co.uk/news/new-eu-vehicle-safety-regulation-and-what-it-means-for-uk-drivers>
<https://larac.org.uk/news-blogs-features/vehicle-safety-regulations-and-new-hgv-requirements>

Alcolocks: <https://alcolock.co.uk/alcolock-v3>

Intelligent Speed Assistance: <https://isa-fit.eu/>

Autonomous Emergency Braking: <https://www.rac.co.uk/drive/advice/road-safety/autonomous-emergency-braking-what-you-need-to-know/>

Graduated Driving Licences: <https://www.rac.co.uk/drive/advice/learning-to-drive/graduated-driving-licences/>

Driver Monitoring Systems: <https://www.smarteye.se/solutions/automotive/driver-monitoring-system/>

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