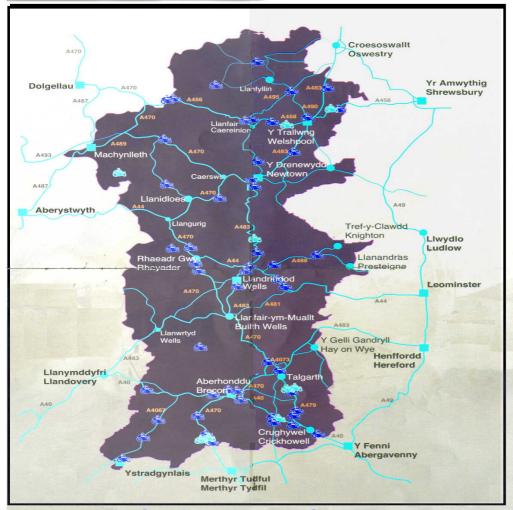
People for Proper Policing in North Wales



Motorcycling Crashes in Powys 2007 : **The Facts**

Why?

· Loss of control

Where?

- 84% within the national speed limit
- Bends with no other vehicles involved
- 83% on fine days with dry roads

What?

 84% of motorcycle casualties rode bikes over 500cc

When?

- · 95% daylight
- Between 3pm and 4pm
- 38% on Sundays

Who?

- 81% over 30 years old
- 55% are between 30 and 50 years old
- 15% are female casualties

Key:
Fatal crashes (9) Serious/Slight crashes (74) (Note: some yellow bikes indicate more than one crash)

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The PPP comments ... 83 motorcycle crashes in 2007 and 84% were not exceeding the speed limit. In the majority of these cases adverse road conditions and time of day were NOT major contributory factors. Modern motorcycles have the highest specification tyres brakes and suspension so technically the riders are well provided for. We can therefore conclude that most of the riders were driving dangerously and lost control.

We can assume that a similar analysis would apply to North Wales which also has a seriously high number of motorcycle crashes. Our recent study of North Wales Police forces own data shows that their road safety policy is almost exclusively based on speed limit enforcement (of a particularly badly targeted, abusive and generally pointless style) and ignores dangerous driving. We feel 'safe' in assuming that we have identified the main cause of the high frequency of Motorcycle crashes in both counties.... Dangerous driving and a lack of enforcement by frequent and intelligently targeted highway patrols. The worst example on record of this failed policy is, IRONICALLY, the highly publicised death by decapitation of a motorcyclist 6 hours AFTER being detected riding extremely dangerously by an Arrive Alive unit, BUT he was not arrested. The PPP feel this was as bad a case of gross negligence as one of the major causes of the Abergele cyclists tragedy.