

# " PPP "

## People for Proper Policing in North Wales

Courtesy of NWPF at

<http://www.north-wales.police.uk/en/blogs/viewblog.asp?UID=1&CID=126>

**Chief Constable's Blog** Added on 20/11/2006...Road casualties.

***I've been looking at the road casualty figures again, because the government has just published the year-to-June figures (summary attached)***

***There is a lot in them, so I've had them analysed for local consumption. I may not be the 'Mad Mullah of the Traffic Taliban' (as The Sun described me) any more, but I remain passionate about reducing the still dreadful toll of road casualties.***

***The good news is that road casualties continue to fall in North Wales, faster than the national average. Overall KSI casualties (people killed or seriously injured) in North Wales are down a whopping 24% on the previous year, and 52% on the 1994-98 baseline (against a government target of 40% by 2010). So we are doing wonderfully well.***

***But these headlines mask some worrying details. Deaths over the year were static at 53 and pedal cycle KSIs went up by a shocking 70% (but low actual numbers, from 10 to 17), while pedestrian casualties (including slight injuries) went up by 17% from 276 to 324.***

***So, good news generally, but we have a lot of work still to do. I remain on the case, and will report again in a further Blog in due course.***

**The PPP comments.....we applaud all the good news and the primary reasons for it.....such as the **major improvements made by the manufacturers** to vehicle design and construction, the **engineering improvements to our roads** by local councils and the highways agency, the excellent and **prompt service from the NHS and Fire & Ambulance services** and the millions of **caring and generally competent drivers**.**

**We must however severely criticise the Police and the so called partnership** for their persistent abusive use of speed cameras and their interference with speed limits across North Wales.

Their activity is the major negative in the whole road safety scene and they must be held accountable for perversion of the course of

justice and for their negligence in not tackling the real issue of young driver fatalities. Their distortion of statistics has resulted in a major distortion of road safety priorities and the falling driving standards and levels of confidence and attention. **Brunstrom, as a trained scientist knows that the ultimate crime for a scientist or engineer is to 'bash' the data.**

***Here are the main local figures in easily digested form.***

**Summary of North Wales casualty figures for 12 months ending 30th June 2006 compared with the year ending June 2005**

Casualty Types	National	North Wales		
		2004/05	2005/06	% Change
<b>Fatalities</b>	<b>up 1%</b>	<b>53</b>	<b>53</b>	<b>0</b>
All casualties	down 4%	<b>2859</b>	<b>2906</b>	<b>up 1.6%</b>
KSI casualties	down 3%	<b>328</b>	<b>256</b>	<b>down 22%</b>
KSI casualties compared with 1994 – 1998 baseline	<b>down 33%</b>	<b>down 37%</b>	<b>down 51%</b>	-
KSI pedestrian casualties	down 4%	<b>54</b>	<b>42</b>	<b>down 22%</b>
KSI two wheeled motor vehicle casualties (TWMV)	down 2%	59	47	down 20%
KSI car user casualties	down 4%	191	146	down 24%
<b>KSI pedal cycle casualties</b>	<b>up 9%</b>	<b>10</b>	<b>17</b>	<b>up 70%</b>
<b>All pedestrian casualties</b>	down 8%	<b>276</b>	<b>328</b>	<b>up 19%</b>
All two wheeled motor vehicle casualties (TWMV)	down 7%	183	172	down 6%
All car user casualties	down 4%	2211	2162	down 2%
KSI child casualties	down 8%	29	18	down 40%
<b>KSI child casualties compared with 1994 -1998 baseline</b>	<b>down 52%</b>	<b>down 57%</b>	<b>down 73%</b>	-

**Commenting on the the major bad news above in RED.....** the multiple fatal incident involving Rhyl Cyclists appeared to involve negligence by the Police, the cycling club and the motorist. **We are**

**now into similar weather conditions have we ALL learnt the lessons to avoid a repetition. What guidance/instructions have gone out from the force and club!?**

**The PPP is passionate about prevention rather than detection or inquests. In our regular bulletins (3 follow) we publicise positive initiatives from across the UK and abroad from which we in North Wales could learn.**

**1. Please take the time to compare the three Road Safety partnerships at the following websites. ....**

<http://www.arrivealive.co.za/>

<http://www.seminolecountyfl.gov/pw/CTST/index.asp>

<http://arrivealive.org.uk/>

**We have summarised this on the following bulletin which was given to Brunstrom by hand with comments at a public meeting in Mold over two years ago!**

**Our members have had face to face discussions with the Police across the USA and Europe on these issues**

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## People for Proper Policing in North Wales

arrivealive

North Wales Road Casualty Reduction Partnership



### What is Arrive Alive?

The Arrive Alive initiative was launched by the North Wales Road Casualty Reduction Partnership at Ysbyty Glan Clwyd in October 2001. The aim of the campaign is to make the roads of North Wales safer by encouraging people to keep within the speed limits, hence reducing speeds, reducing collisions and, consequently, reducing the number of people killed and injured.

### Who's involved?

Arrive Alive is a partnership involving all 6 North Wales local authorities, Crown Prosecution Service, North Wales Magistrates Court Committee, North Wales Health Authority, Welsh Assembly Government and North Wales Police.



We have good cause to have renamed this group as the 'Unholy Alliance'!

SEMINOLE COUNTY SEARCH  
FLORIDA'S NATURAL CHOICE  
PUBLIC WORKS  
COMMUNITY TRAFFIC SAFETY TEAM (CTST)  
6/28/2004 6:33:50 PM  
RESOURCES  
Department Information  
Community Traffic Safety Team (CTST)  
Welcome To Arrive Alive  
Page 1 of 2  
ArriveAlive  
Passenger Safety

Above are part pages from three road safety partnerships in N.Wales, South Africa (Natal Zulu) & Florida (Seminole county).

A brief study shows the comparative poverty of purpose, content and community spirit of the N.Wales organisation.

Compared to the others It is so bad it is embarrassing!!

Any deeper study and it just gets worse!

Please have a look at the three sites.

Note particularly the index to the contents of the sites !!.

Arrive Alive N.Wales is at [www.arrivealive.org.uk/home](http://www.arrivealive.org.uk/home)

Arrive Alive Natal/Zulu S. Africa is at [www.arrivealive.co.za](http://www.arrivealive.co.za)

Community Traffic Safety Team Seminole County Florida is at [www.seminolecountyfl.gov/pw/CTST/programs.asp](http://www.seminolecountyfl.gov/pw/CTST/programs.asp)

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## **People for Proper Policing in North Wales**

### **Cheshire Police Drive Survive Campaign - introduction**

**Road Traffic Collisions in the United Kingdom claim the lives of 3,500 people each year, a third of which are aged between 17 and 25.**

**This staggering statistic of such a large group of young people dying on our roads is undoubtedly due to a lack of concentration and inexperience. A number of young people are killed along with their friends in their cars, which points to young drivers showing off and showing their mates what their cars can do.**

**In early 2000, PC 'Nobby' Clark of Cheshire Police's Traffic Enforcement Unit decided that it was time to address the problem. Whilst engaged with many other Road Safety projects aimed at all ages and a variety of Road Users, this one would be aimed at the 'high risk' group - the young driver.**

**Nobby approached the Cheshire Fire Service with the idea, and along with input from Mersey Regional Ambulance Service staff and the senior consultant from the Accident & Emergency Department at the Countess of Chester Hospital, the 'Drive Survive' course was born.**

**Having put together a structured timetable for the one day course, which would involve presentations from all the emergency services and the hospital staff, the first 'Drive Survive' was held at Fire Headquarters at Winsford in July 2000. A regional BBC film crew recorded the event and gave much needed publicity for the initiative throughout the North West area.**

**In January 2005, 44 Drive Survive courses had been held with some 1,500 young people taking part. The content is updated and assessed on a regular basis to ensure it remains current and up to date, and has gone from strength to strength.**

**All students complete an evaluation questionnaire on conclusion of the day, which is used to assist the course organisers in ensuring the content remains interesting and relevant to future candidates. They are also presented with a certificate of achievement which has been signed by the**

**three Chief Officers of the Emergency Services, showing their backing and support to such a vital potentially life saving scheme.**

**The courses are open to 16 to 25 year olds and these are drawn from various sources which include colleges, schools, Cheshire's young offenders scheme and the Thorn Cross young offenders institute located near Warrington.**

**Considered as an important scheme for the rehabilitation of offenders, magistrates place orders on vehicle related offenders to attend the Drive Survive course to improve their driving knowledge and make them more aware of the potential dangers of their actions when involved in the theft of vehicles and associated traffic related offences.**

**The aim of the Drive Survive scheme is to "save young lives" and to assist in achieving that aim, the content is graphic and hard hitting - and has included personal accounts from families affected by the loss of a relative in a car crash. This was proved to be particularly effective when the mother of a 20 year old girl, who was killed in a motorway crash that was caused as a result of a drunk driver, joined the Drive Survive team, and related her personal experiences to the class. The effect that that this had on the students was unbelievable, and was very thought provoking for all those concerned.**

**The latest chapter of Drive Survive is the production of a video which outlines the courses aims and objectives. Financed and produced by Shell UK, the video will form part of an educational/information pack that will be supplied to the emergency services all over the country with a view to them adopting the scheme in their respective areas. It is hoped that this, in the future, will have an effect in reducing the Killed and Seriously Injured figures involving young people in their cars, across the country.**

**Although this aim may be considered by some to be an impossible task, we consider that if marketed and put into action correctly this reduction is perfectly achievable.**

**On 7th December 2004 PC 'Nobby' Clark attended at The Savoy Hotel in London where the Prince Michael Road Safety Awards ceremony was held, and received an award for the commitment to the Drive Survive initiative. Into 2005 the team have a busy time ahead, with 19 courses booked, and**



***the launch of the educational pack planned for early summer. Additionally we intend submitting an application for the coveted National Training Awards.***

***In conclusion if you would like more information about the Drive Survive course and would like to receive a brochure please contact PC 'Nobby' Clark at Cheshire Police HQ Road Policing Unit on 01244 612316.***

**The PPP comments.....we contacted Nobby and he was very keen and helpful, we have an outstanding invitation to attend one of his sessions. We fully support this type of initiative....we did indicate that the over emphasis on the speed kills policy can be misleading and driver skill and responsibility was paramount!**

**The PPP support good POSITIVE ideas to improve safety on our roads and we include those below.**

**Brunstrom sent two officers of NWPF to Australia to 'look at speed camera operations'**

**BUT they did they consider the far more positive recent initiatives! to cut young driver fatalities in Australia.**

The Graduated Licensing Scheme involves new drivers progressing through three licensing stages and four tests before gaining a full licence. Before the introduction of the GLS, there was no mandatory minimum number of hours of on-road driving required before obtaining a provisional licence.

As the first group of drivers completing the Graduated Licensing Scheme have only recently progressed to full licences, no comprehensive evaluation of the scheme has yet been able to be conducted. Additional requirements placed on young drivers through the Graduated Licensing Scheme and since its introduction have included:

1. A mandatory minimum 50 hours of on-road supervised driving experience while a Learner driver.
2. A minimum period of 12 months on a P1 licence.
3. A maximum of 3 demerit points on P1, after which the licence is suspended for three months.
4. A mandatory hazard perception test before progressing to P2.

5. A minimum period of 24 months on P2.
6. A maximum of 6 demerit points for P2, after which the licence is suspended for three months.
7. A mandatory driver qualification test before progressing to an unrestricted licence.
8. A ban on L and P drivers carrying more passengers than the number of available seat belts.
9. A ban on L and P drivers carrying passengers in the boot of a car.
10. A zero blood alcohol limit for all L, P1 and P2 licence holders.

**At 30 June 2004, there were about 188,800 people with a Learner permit, 125,500 with a P1 licence and 150,800 with a P2 licence.**

### **Recent initiatives to cut young driver fatalities in N.Wales .. nothing knowb?**

The maximum use of speed cameras continues to criminalise all those driving in the 10-4 period which suits the Arrive Alive lazy layabouts.....i.e mostly tourists, business and older folk. Eventually business, licences and jobs are lost.

The Young are being banned from our towns and villages, encouraged to drink and take drugs by Police attitudes and Government policies. Even the relatively law abiding ones are being pressurised by spiralling insurance costs to drive older less safe vehicles. Or even uninsured then unlicensed AND uninsured .....and then jailed using Brunstrom's other obsession **the number plate recognition system (ANPR)**. Or they are found dead in a ditch!. Many fatalities on N.Wales roads recently were young and foolish men.

So young and foolish drivers (Ah yes we remember it well!) are fast tracked (a favourite expression and applied to Brunstrom's career in the police!).....to become drug addicted old cons.



**Table 11: Road casualties: by police force area for the most recent complete 12 months data available to the Department for Transport on the 19 October 2006\***

Police force area	Severity of injury			Number
	Killed	KSI	Slight	All
<b>Year to end June 2006</b>				
Avon and Somerset	81	771	6,023	6,794
Bedfordshire	32	284	1,905	2,189
Cambridgeshire	59	552	3,977	4,529
Central	18	166	692	858
Cleveland	17	250	1,581	1,831
Cumbria	53	365	2,154	2,519
Derbyshire	54	601	4,231	4,832
Devon and Cornwall	95	622	7,295	7,917
Dorset	42	369	3,013	3,382
Dumfries and Galloway	15	159	466	625
Durham	28	288	2,155	2,443
Dyfed-Powys	53	365	2,139	2,504
Essex	97	1,165	5,977	7,142
Fife	16	189	725	914
Gloucestershire	39	254	2,167	2,421
Grampian	59	284	1,197	1,481
Greater Manchester	84	977	11,110	12,087
Gwent	18	202	1,432	1,634
Hampshire	86	873	6,301	7,174
Hertfordshire	37	494	5,056	5,550
Humberside	70	655	3,186	3,841
Kent	101	861	6,419	7,280
Lancashire	71	917	6,924	7,841
Leicestershire	70	405	3,796	4,201
Lothian and Borders	38	501	3,146	3,647
Merseyside	51	631	5,922	6,553
Metropolitan Police (inc. City)	227	3,955	25,901	29,856
Norfolk	66	537	3,013	3,550
North Wales	53	240	2,426	2,666
North Yorkshire	78	808	2,838	3,646
Northern	21	208	866	1,074
Northumbria	59	584	5,728	6,312
Nottinghamshire	65	712	4,329	5,041
South Wales	54	485	4,897	5,382
South Yorkshire	58	653	5,531	6,184
Strathclyde	101	1,025	6,349	7,374
Suffolk	38	400	2,583	2,983
Surrey	53	569	6,308	6,877
Sussex	116	987	5,783	6,770
Tayside	26	292	1,014	1,306
Thames Valley	128	1,105	9,075	10,180
Warwickshire	46	422	2,224	2,646
West Mercia	94	685	3,898	4,583
West Midlands	83	1,123	10,633	11,756
West Yorkshire	112	1,039	9,555	10,594
Wiltshire	29	407	2,390	2,797
<b>Year to end May 2006</b>				
Cheshire	75	763	4,702	5,465
Northamptonshire	51	471	1,986	2,457
Staffordshire	63	422	5,204	5,626
<b>Year to end April 2006</b>				
Lincolnshire	81	428	3,251	3,679

\*These are the figures that form the base for the estimates provided in this bulletin. Each police force area is assessed on the number of accidents received for each month and information is considered 'complete' if at least 95 per cent of the total expected number are present. Outstanding forms may still be with police forces, local processing agents or subject to further checks at the Department for Transport

Brunstrom in denial, we understand.....It is a heavy responsibility to be responsible for such a disaster. In this Blog he is claiming the moral highground when in actual fact NWPf as Arrive Alive have regularly broken every rule in the book including scanning over 6500 witness signatures. They have deliberately targetted tourists, the elderly, the hard working and generally law abiding citizens.

They have corrupted their own officers with propaganda and lies and generous payments including overtime. Despite what he says they have always taken the easy way out and left the difficult areas of road safety alone. The following photos are absolutely typical and EVERY site is an abuse of the rules and principles and guidelines.

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### People for Proper Policing in North Wales

Antisocial policing is rife and takes many forms. The shots below show four typical Arrive Alive abuses of the speed camera guidelines to persecute tourists traveling home through North Wales. They will spend even more money in Wales than they planned. What a cynical distortion of 'Croeso Cymru'.



**Bodfari**

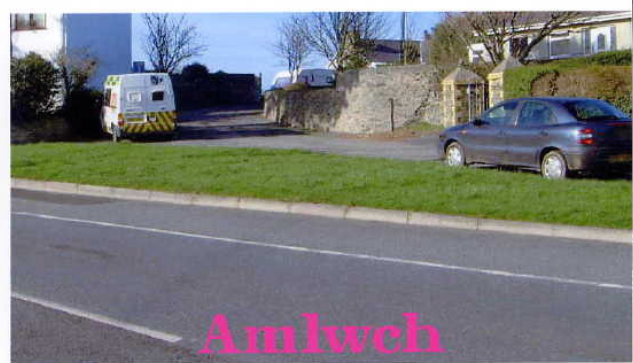


**Pentraeth**

All these locations are aimed at safer = faster sections of a TOURIST route. All are at HOLIDAY WEEKENDS. All break the guidelines. This must therefore be a planned policy from the Police Managers/partnership!



**Brynsiencyn**



**Amlwch**