



People for Proper Policing in North Wales

North Wales fire chiefs call for safer motoring

Daily Post, August 5th 2008

FIRE chiefs have called on motorists to take more care after being called to nine separate crashes in Wrexham and Flintshire since the weekend. Among them was the fatal death of a motorcyclist and numerous casualties with serious injuries.

Ian Williams, North Wales fire service's county operations manager for Wrexham, said: "On average, nearly nine people die every day driving on Britain's roads.

*The main causes of road traffic collisions tend to be driving at speed, not slowing down on wet roads, poor car maintenance, **tyre blow-outs**, driving under the influence of drink and drugs and a lack of concentration. By **reducing your speed** you will also give yourself extra time to respond to hazards – every driver can make a difference just by slowing down a few miles per hour and observing speed limits. All drivers need to be made aware that when they are driving they have a responsibility for others road users and their passengers."*

*"North Wales Fire and Rescue Service and North Wales Police are working in partnership with Road Safety Teams to reinforce the need for drivers and other road users to take responsibility for their own safety and that of other road users. **We utilise a number of initiatives in partnership with other emergency services and local authorities in order to drive down road traffic collisions in North Wales.**"*

He added that young drivers were more likely to be involved in a road accident than any other age group."

The PPP comments Ian Williams is quoting collision causes some of which we don't believe. His organisation has been part of the Arrive Alive 'partnership' since **October 2001. In that time they have been party to the persecution of **over 400,000 motorists** in North Wales using mobile speed cameras and until recently have practically ignored the other more serious causes of serious and fatal collisions.**

All the fatal incidents in North Wales over this time will have been subject to both police investigation and a coroner's inquest. In his position he should be aware of the most detailed analysis of these **over 300 deaths**. We need to know the raw data, WE can then judge what the real causes are and if his partnership has the right policies and priorities. The annual KSI rate **varies by +/- 20%** which in statistical terms means **OUT OF CONTROL**. We challenge the Daily Post to obtain, publish and comment on these figures.

The following **story from the Daily Mail** this week show the dramatic **TEN fold** increase in speeding fines in North Wales out of all proportion and the **sixth highest** in the country

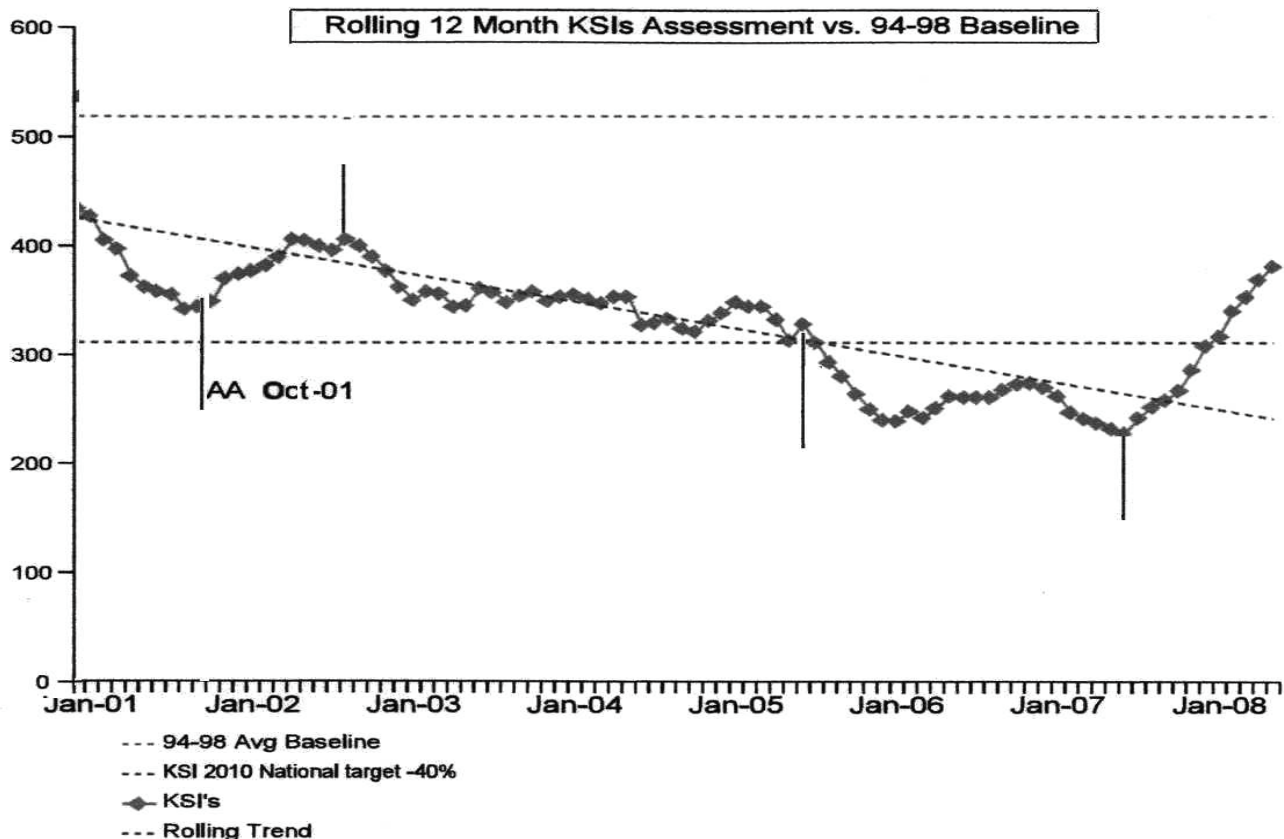
The huge hike in the number of motorists being trapped is a direct result of an increase in the number of cameras. Britain is officially the speed camera capital of Europe. There are 5,562 roadside speed cameras, compared with 1,935 as recently as 2000. Over the same period, mobile speed traps have increased from just **173 to 2,373**. Following a recent Government U-turn, speed-camera partnerships - comprising councils, police and the courts - no longer receive a penny from cameras. Instead, **the millions generated go directly into Treasury coffers**. The Government then makes **road safety grants to local councils**.(who are now SOLELY responsible for road safety priorities)

THE TOLL OF TICKETS, COUNTY BY COUNTY



	1997	2006		1997	2006
Avon & Somerset	£291,760	£3,156,360	Metropolitan	£1,807,520	£6,148,920
Bedfordshire	£348,000	£2,904,420	Norfolk	£192,200	£1,499,100
Cambridgeshire	£593,480	£1,230,120	Northamptonshire	£148,880	£2,534,520
Cheshire	£431,400	£1,714,200	Northumbria	£1,024,120	£3,112,800
Cleveland	£129,560	£1,142,640	North Yorkshire	£475,160	£375,480
Cumbria	£195,280	£1,921,380	Nottinghamshire	£185,000	£2,574,960
Derbyshire	£697,520	£1,887,840	South Yorkshire	£1,562,480	£3,088,920
Devon & Cornwall	£1,446,000	£2,549,220	Staffordshire	£902,080	£3,049,380
Dorset	£446,880	£3,095,940	Suffolk	£290,840	£2,066,520
Durham	£128,520	£169,020	Surrey	£213,600	£2,371,200
Essex	£1,844,920	£3,642,300	Sussex	£1,004,960	£2,881,620
Gloucestershire	£250,400	£804,360	Thames Valley	£2,131,400	£8,238,720
Greater Manchester	£2,195,760	£3,616,920	Warwickshire	£74,280	£1,818,960
Hampshire	£1,098,400	£2,964,240	West Mercia	£615,680	£2,772,780
Hertfordshire	£704,160	£4,908,300	West Midlands	£375,120	£2,669,820
Humberstone	£389,400	£2,203,080	West Yorkshire	£964,120	£2,791,680
Kent	£1,148,240	£2,830,740	Wiltshire	£453,200	£3,087,480
Lancashire	£952,520	£3,471,480	Dyfed Powys	£268,320	£63,240
Leicestershire	£232,480	£1,476,360	Gwent	£210,520	£31,860
Lincolnshire	£263,520	£1,545,000	North Wales	£365,840	£3,569,460
City of London	£20,800	£365,340	South Wales	£889,080	£1,992,480
Merseyside	£472,320	£1,982,400	TOTAL	£28,510,120	£106,404,720

The data below is directly from North Wales police management information ... we have displayed only the data for the period from Jan 01 to date. We have highlighted the start of unusual trends including the adverse effects of Arrive Alive's activities from October 2001. **The 2010 target may well have been bettered in 2002 if the distorted and abusive speed camera campaign had never been conceived!**

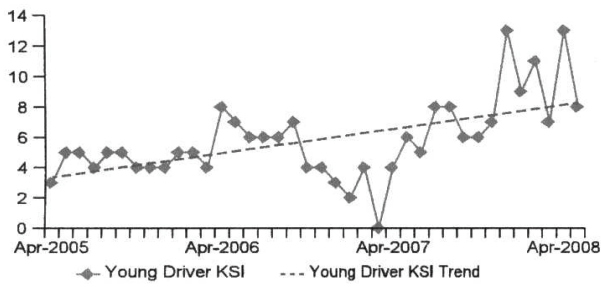


Each datapoint represents the sum of the previous 12 months KSIs in North Wales

Road Traffic Collisions - Young Drivers

These are collisions in which the driver of the vehicle is aged 16-25 and have either contributed to or caused the collision.

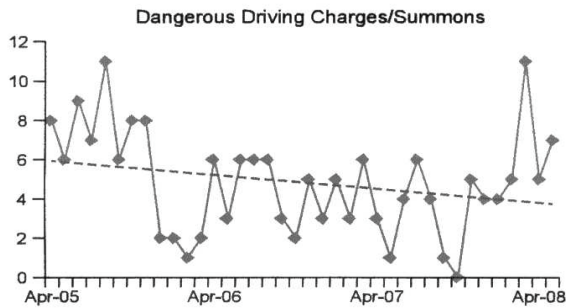
FORCE



Progress			
RTCs involving young drivers involving death or serious injury			110.0 %
Month	YTD	Last YTD	Progress
Fatal	1	2	100.0 %
Serious	7	19	111.1 %
Slight	17	77	-14.3 %
All Collisions	25	87	0.0 %

Dangerous Driving Charges/Summons

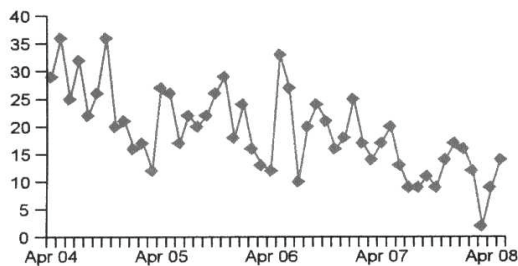
FORCE



	Month	YTD	Last YTD	Progress
Charge	7	11	1	1000.0%
Summons	0	1	3	-66.7%

Disqualified Drivers Arrested

TOTAL

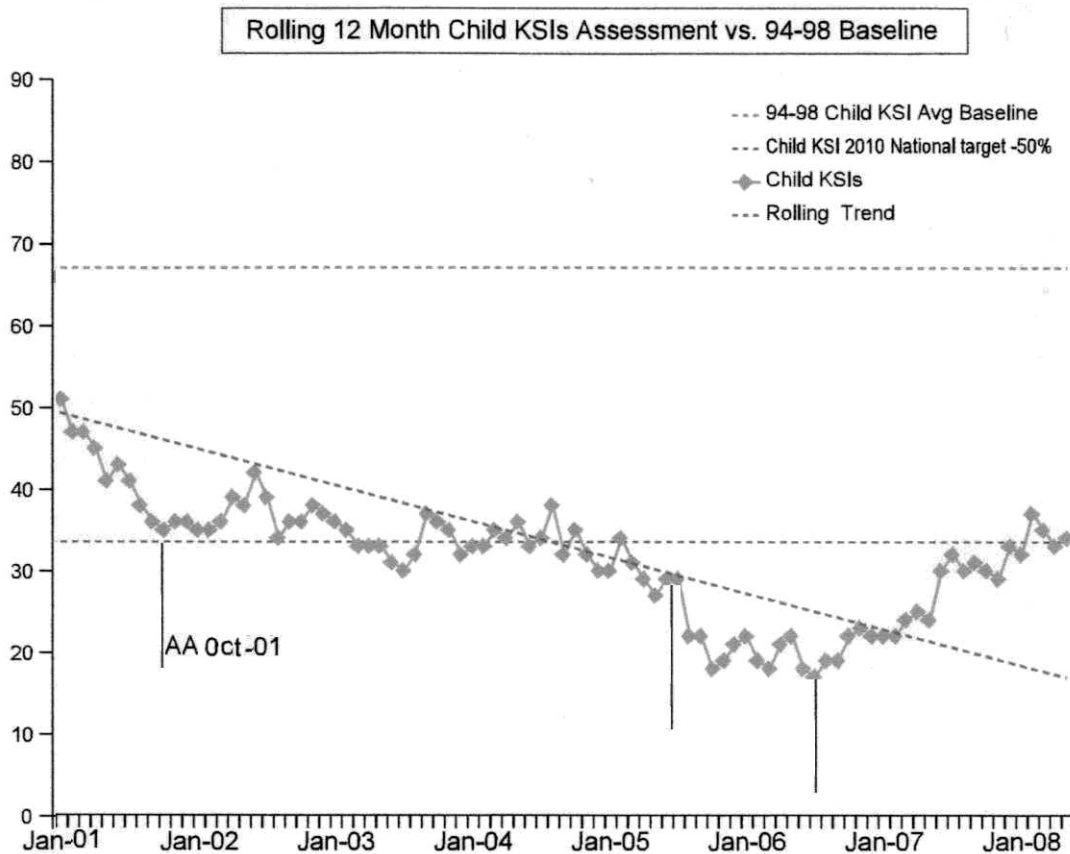


Target	
No. of disqualified drivers arrested	+10%
Progress	-37.8%

	Month	YTD	Last YTD
Disqualified Drivers Arrested	14	23	37

The above data is from NWP management information ... it shows clearly the adverse trends in removing **dangerous drivers** from our roads. **ONLY 3 summons in a year!** We all see dangerous driving on our rural, urban and major roads and we all know of the steady toll of death and injury amongst our young drivers. The PPP believe that all the above data represents a major failure by North Wales Police to address the real problems and distort the facts to suit their skewed priorities.

The Data below is from NWP management information ... it clearly shows the adverse trends in KSI children. We have only shown the data from October 2001 when Arrive Alive commenced operations. Again the adverse trend is clear and no improvement occurred for 3 years and we are now back where we began. Previously the highly positive trend was close to the 2010 target, which in any case was not based on any deep thinking or understanding of the causes (incl. the long term 4%/annum improvement) or the policies needed to achieve any further improvement



Each datapoint represents the sum of the previous 12 months child KSIs in North Wales

The PPP are heartily sick of the misinformation and self congratulatory clap trap from North Wales police and the Police authority on the issue of road Safety and crime in general. We feel it is an insult to ALL those dead and injured on our roads and to the majority of caring and considerate drivers who have been abused by Brunstrom's policies.

We challenge our elected representatives and the media to deal with the issue once and for all.