



People for Proper Policing in North Wales

UK ROADS 'NOT FIT FOR PURPOSE'

Britain's transport infrastructure is 'not fit for purpose' and the cost of congestion will soon exceed £20 billion a year, according to a leading think tank. www.policyexchange.org.uk/

This country has the most congested roads, the fewest motorways and 'some of the worst public transport' among leading industrialised countries, the report from Policy Exchange said. The study also claims that 'relatively small' road charging on congestion hotspots would fund improvements. Congestion is now endemic, affecting not only large cities but small towns, the report added.

A six-hour, peak-time weekday charge of 10p per kilometre on a six-lane motorway, priced to run close to capacity, could raise about £1.5m per km annually, concluded Policy Exchange.

Policy Exchange chief economist Dr Oliver Hartwich said: 'Britain's transport infrastructure is, quite simply, not fit for purpose and unable to meet the needs of a modern country. 'Transport infrastructure investment has become detached from consumer demand. 'The greatest barrier to pricing is public opinion. Having endured decades of special taxation for the benefit of general spending, motorists do not trust governments to introduce pricing from which they will benefit.'

The PPP comments...our incompetent government has drastically reduced investment in roads particularly in dual carriageways and Motorways. In round figures since 1997 nearly £20 billion HAS not been spent on our roads compared with the spend rate previously. This is another reason for the loss of the downward trend in road casualties. The ABD has brilliantly presented the information at http://www.abd.org.uk/safest_roads.htm despite our major roads carrying 40% more traffic than the French and Germans we still have an accident rate 60% better than theirs but it can't last and the lack of investment almost equals the cost of congestion. The following data courtesy of the German Highways agency at ... <http://www.cemt.org/irtad/IRTADPUBLIC/we2.html>

Despite the relatively brilliant performance of our over **35 million drivers** on our congested and potholed roads this Government and it's lackeys are dreaming up more ways, almost daily, to persecute us. It's not surprising that stress levels, and road rage incidents are rising. **The Transport Select committee** is chaired by one of the worlds most knowledgeable transport politicians **the Rt Hon. Gwyneth Dunwoody 74** who doesn't drive and is privileged to travel 1st class by train from her Crewe constituency (famous when we actually had a comprehensive Railway service, when the west coast main line is actually open!) And she flies back when it isn't all at our cost. Qoting her website The Executive has the duty to implement its programme promptly and efficiently, but **not at the cost of careful scrutiny**. This committee's deliberations are at ...

<http://www.official-documents.gov.uk/document/cm65/6560/6560.pdf>

A Quote by Dunwoody which defines her distorted self centered view of our transport needs

'If congestion charging comes in that will be some attempt to remedy the fact that the railway traveller has to pay for every aspect of their travel. Whereas the road traveller quite frankly does not always pay an economic rate, even now with the enormous overheads. But the reality is, that what you want is to encourage enough people out of their cars into other forms of transport in order so that everyone can not only be more comfortable but move around more safely and at a certain speed.'

The data below also highlights an **ALMOST worldwide problem** the PPP have been concerned about since our formation, the very high incidence of death and injury to our young people on the roads. The wide variation between countries highlights the cultural causation and also indicates the potential solutions.

	Killed per 100,000 Population Age					Injury Accidents Killed per 1 billion Veh-Km				
	Total	0-14	15-24	25-64	65 & over	per 100, 000 Population	per 1 mill.Veh-Km	All roads	Outside Urban areas	Motorways
Australia	8.0	1.9	14.9	8.0	10.0	-	-	7.9	-	-
Austria	9.3	1.9	18.5	8.9	11.3	497	0.50	9.3	8.8	4.8
Belgium	10.4	2.1	18.0	11.3	10.3	472	0.52	11.5	-	4.8
Canada	9.1	1.8	16.4	8.8	11.5	471	0.48	9.2	-	-
Czech Republic	12.6	2.7	18.6	13.3	14.1	247	0.50	25.6	-	7.2
Denmark	6.1	1.3	12.1	5.9	8.6	100	0.13 ^a	7.7 ^a	9.8	2.6
Finland	7.2	2.3	10.6	7.0	11.0	134	0.14	7.3	12.4	1.9
France	8.8	1.3	18.9	8.5	10.0	140	0.15	9.6	-	2.7
Germany	6.5	1.3	13.4	6.0	7.6	408	0.49	7.8	-	3.1
Great Britain	5.5	1.1	11.6	5.2	6.3	340	0.40	6.4	7.0	2.1
Greece	15.0	2.8	26.4	14.9	16.0	153	0.30 ^g	26.7 ^g	-	-
Hungary	12.7	2.4 ^a	11.7 ^a	15.5 ^a	13.7 ^a	206	-	-	-	14.0
Iceland	6.5	0	18.6	6.0	5.7	228	0.41 ^e	16.0 ^e	-	-
Ireland	9.3	1.0	21.5	8.2	12.0	154	0.18 ^d	10.9 ^d	-	-
Italy	9.7 ^a	1.4 ^a	17.6 ^a	9.3 ^a	10.5 ^a	388 ^a	-	-	-	-
Japan	6.2	1.1	6.9	4.8	13.4	734	1.21	10.3	-	3.3
Korea	13.2	3.1	8.0	13.8	38.8	443	0.61	18.3	-	-
Luxembourg	11.1 ^a	0.0 ^a	19.2 ^a	10.4 ^a	21.9 ^a	159 ^a	-	-	-	-
Netherlands	4.6	1.0	8.0	4.2	8.2	166	0.24 ^b	7.7 ^b	6.5 ^t	2.1
New Zealand	9.9	3.5	22.4	8.5	11.3	265	0.21 ^e	12.4 ^e	18.5	-
Norway	4.9	0.4	10.8	4.7	6.2	171	0.22	6.1	-	-
Poland	14.3	2.7	17.5	15.1	18.2	126	-	-	-	-
Portugal	11.8	1.9	19.8	12.5	12.3	351	-	-	-	15.0
Slovenia	12.9	3.5	19.5	13.6	13.1	525	0.68	16.6	14.8	7.5
Spain	10.2	1.9	17.0	10.8	9.8	210	-	-	-	-
Sweden	4.9	0.6	7.8	5.0	6.7	201	0.24	5.9	-	2.5
Switzerland	5.5	1.2	10.7	4.6	9.2	293	0.35	6.6	6.3	1.1
USA	14.7	3.2	25.5	15.3	17.7	626	0.39	9.0	10.8	5.0