



The Wales Road Casualty
Reduction Partnership
ANNUAL REPORT 2011/2012



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Llywodraeth Cymru
Welsh Government

TIM PEPPIN - INTRODUCTION

I am pleased to present the third Annual Report on behalf of the Wales Road Casualty Reduction Partnership (GoSafe).

Excessive speed is one of the causes of fatal and serious injuries in road traffic collisions. Motorists across Wales continue to ignore speed limits and this demonstrates the need to have the deterrent of speed enforcement. Speeding is unacceptable and GoSafe will continue to enforce the law to further reduce the numbers of casualties on our roads.

Intelligence led placement and use of mobile as well as fixed site cameras will continue to be one of our many tactics to combat excessive speed as well as other primary causes of death and serious injuries on our roads.

The Welsh Government statistics show the numbers of people continuing to die on the roads in Wales have fallen, although there still needs to be a committed approach to Education, Enforcement and Engineering. There were 18 fewer casualties from collisions involving young drivers at camera sites, with a reduction from 319 in 2010 to 301 in 2011. Casualties from collisions involving professional drivers at camera sites in Wales dropped from 185 in 2010 to 157 in 2011 and collisions involving motorcycles at camera sites in Wales decreased from 56 in 2010 to 47 in 2011.

As detailed in our report we will continue to support the alternative to prosecution in speed awareness courses. Only by changing driver attitudes and behaviour can we achieve a lasting reduction in the number of casualties on our roads in Wales, which in turn will give real value to drivers in improving their understanding of the consequences of speeding and their overall driving ability.

Much still remains to be done, however, GoSafe have a key role in contributing to reduce collisions on the roads in Wales. I am confident that mobile cameras, along with fixed cameras and initiatives to raise awareness of the consequences of excessive speed, are helping to save lives.



Dr Tim Peppin
Chair
Wales Road Casualty Reduction Partnership Steering Group

JIM MOORE – PARTNERSHIP ACHIEVEMENTS

Casualty Reduction on the roads in Wales is the primary function of this Partnership. Motorcyclists continue to be grossly over represented in the casualty statistics. As a group they represent 39%¹ of casualties and yet are less than 1%² of the motoring population. One of causes of collisions involving motorcyclists is motorists pulling out of junctions into the path of oncoming motorcyclists (commonly referred to as “SMIDSY³”). Another prominent cause is left hand bends, where the motorcyclist inevitably travels into the path of oncoming vehicles through entering into the bend at too high a speed. Clearly, these two common causes of motorcycle casualties are best addressed by a) improved visibility / observation and b) by improved rider training. Notwithstanding these factors, there remains a small minority of motorcyclists who ride irresponsibly at very high speeds. This category of rider gives the responsible majority a bad name and need all available law enforcement powers to be brought to bear, to curb their irresponsible activities.

Young people continue to be prominent as casualty statistics in that they are 11%⁴ of the motoring population yet are 23%⁵ of the casualties. Increasing insurance rates are a cause for concern for all young motorists. Clearly, there is an apparent link between immaturity and risk taking, hazard perception and the propensity to be involved in a collision involving injury. This is particularly poignant where the young driver is responsible for the death or maiming of their friends. Mrs Angela Smith continues to support the Deadly Mates campaign and she feels it is particularly relevant to her own circumstances where her own son Kyle was killed in a collision in a vehicle driven by his “Deadly Mate”. Welsh Rally Champion Elfyn Evans and Gold Medal Paralympic Cyclist Mark Colbourne are also supporting the campaign.

This year has seen the installation of the average speed cameras on the A465 on the Heads of the Valley’s road. This location continues to be a cause of concern in respect of injury collisions. A similar scheme has been installed on the A55 at Conwy tunnels to allow essential maintenance work to be carried out.

Digital Cameras have become operational across Wales with data being transferred either by broadband link or 3G wireless technology direct to the Central Ticket Offices (CTO). Speed on Green cameras are now operational in Swansea, RCT and Cardiff and have recorded offenders travelling through junctions at dangerously high speeds. These cameras have been installed at those junctions with the worst casualty history and are proving effective in moderating the driving behaviour of offenders.

¹ Welsh Government Statistical Bulletin – Motorcycle User Casualties, 2011

² Welsh Government Statistical Bulletin – Motorcycle User Casualties, 2011

³ Sorry Mate I Didn’t See You

⁴ Welsh Government Statistical Bulletin – Young Drivers and Road Accidents, 2011

⁵ Welsh Government Statistical Bulletin – Young Drivers and Road Accidents, 2011

Work has continued to make the Controlled Motorway scheme operational, its inception is now imminent and the Partnership has been very grateful to Road Safety Support (RSS) for their advice and guidance in ensuring the scheme is both lawful and compliant with TSRGD.

Web based Technology is shortly to be adopted by StarTraq and the CTOs this will enable offenders to access their data online and should reduce the number of requests to CTO for photographs of alleged offences.

During the past year we have further developed our partnership working with McDonald's restaurants across Wales with the Deadly Mates campaign being rolled out across 62 restaurants. We have engaged with the DVLA to support our campaigns and who kindly hosted the launch of the "Streetlights Mean 30" campaign across Wales with Paralympic Gold Medal Cyclist Simon Richardson giving an account of his traumatic experiences of being hit by a drunk driver (who has subsequently been imprisoned). Kiera Phillips who as a pedestrian was knocked down and severely injured in a hit and run incident in Bridgend also attended the launch showing her support for drivers to slow down and to adhere to the relevant speed limits.

However, much still remains to be done and we are committed to working with our partners to combat excessive speed on our roads.



Jim Moore
Partnership Manager
Wales Road Casualty Reduction Partnership (GoSafe)

EXECUTIVE SUMMARY

- The number of children killed or seriously injured (KSI) was **54%** lower than the average for 1994-1998 (target of **65%** by the end of 2012).
- From April 2011 – March 2012 **75,420** motorists have attended speed awareness courses as a result of speeding offences committed in Wales.
- There were **18** fewer casualties from collisions involving young drivers at camera sites, with a reduction from **319** in 2010 to **301** in 2011**
- Casualties from collisions involving professional drivers at camera sites in Wales dropped from **185** in 2010 to **157** in 2011**
- Collisions involving motorcycles at camera sites in Wales decreased from **56** in 2010 to **47** in 2011**
- **83%** of respondents claimed to have benefited from attending a speed awareness course*.
- **81%** of respondents agreed with the statement Safety Cameras make drivers more aware of their speed: a figure on par with 2011 (82%)*
- The 2011/2012 GoSafe survey found that **16%** of respondents have been involved in a traffic collision from the 2,002 respondents interviewed across the four police regions. This figure has reduced from **19%** in 2011*.

* GoSafe Public Opinion Survey 2011

** For further information please refer to the tables on page 7

THE PARTNERSHIP STRATEGIC AIM

Our Vision – continuing to contribute towards road casualty reduction through enforcement of road traffic offences including speeding & red light offences.

Our Mission – To make Welsh roads the safest in Europe.

Our Aims

For the financial year 2011-2012 new interim targets for 2012 were introduced by the Welsh Government⁶. They are based on the average for 1994-98

Camera partnerships were established to form part of the wider road safety strategy to achieve:

- A **50%** reduction in the number of killed or seriously injured casualties.
- A **65%** reduction in the number of children killed or seriously injured.

⁶ <http://wales.gov.uk/docs/statistics/2012/120522sdr792012en.pdf>

Our Objectives

The strategic aim is supported by the following key objectives:-

- To demonstrate a reduction in collisions and casualties by utilisation of speed camera enforcement. This is to be coupled with publicity campaigns designed to positively influence the cultural attitude of drivers towards dangerous driving, especially speeding.
- To reassure the public that the motivation behind the process is driven by a wish to improve road safety, and to help educate road users about road safety.
- To ensure that this initiative accords with the principles of Best Value and encompasses Best Practice.

Our Strategy

- Identifying sites and routes where the risks to road users are greatest and providing high visibility targeted speed and red traffic light safety camera enforcement.
- Co-ordination of Partnership road safety publicity and marketing strategies across the Partnership area and also to work alongside and compliment the Unitary Authorities with their Education Training Publicity (ETP) schemes.
- Provision of research and data analysis services in support of joint and independent road safety activities by the partner agencies.
- Exploration and development of broader road safety activities, and support for partner agencies in their delivery.
- Setting challenging but realistic targets to improve services and customers' experiences.
- Top performance – aspiring to achieve this in all our services.
- Recognising risks and managing them.

PERFORMANCE

Performance to date across Wales at camera sites is encouraging: by the end of 2011, KSI casualties had been reduced by 50.77%* compared with the 1994-1998 annual average. This is ahead of the required targets. The number of children killed or seriously injured (KSI) has dropped by 61.27%*. Camera sites show a greater reduction than on roads in Wales as a whole. In all cases, the work undertaken so far by core partners will need to continue to ensure that casualty reduction remains a priority.



GoSafe works to address the concerns of the community by working in partnership, particularly with the Welsh Government, the four Police forces in Wales, Unitary Authorities and Road Safety Wales, as part of a wider and well co-ordinated response to road casualty reduction.

The primary role of GoSafe is enforcement but the Partnership also works with other organisations in the wider road safety arena, particularly in the field of education in the following areas:-

- Facilitating the diversion of offenders into education, as an alternative to a fixed penalty notice and penalty points, by means of Speed Awareness Courses.
- Engagement with High Risk Groups – Motorcyclists, Young Drivers and Professional Drivers.

* see tables on pages 7-9

PUBLIC OPINION SURVEY

The research was conducted as a face to face street survey, replicating the way in which the survey was conducted in previous years. Eligible respondents were adults aged 16 or over i.e. a survey of the general public. A quote sample of 2,002 residents of South Wales, North Wales, Gwent & Dyfed Powys areas were interviewed in the street between a total of 28 sampling points.

- **81% respondents agreed with the statement Safety Cameras make drivers more aware of their speed:** a figure on par with 2011 (82%)
- **16% of respondents have received a penalty for speeding;** just over 27% of those with speeding penalties had attended a **speed awareness course**. Reaction to the course was positive with **83%** stating they had benefited from attending.
- Across the population **16% have been involved in a traffic collision**, either as a driver or a passenger – down from 19% in 2011.
- **81% said that they believed Safety Cameras make drivers more aware of their speed**, a figure on par with 2011 (82%).
- **69% of respondents claim that Safety cameras are an important deterrent for speeding motorists** compared to 31% in 2011.

- **64% of respondents stated that safety cameras at traffic lights are an effective way of reducing accidents** compared to 28% in 2011.
- **Attitudes towards Safety Cameras are increasingly positive: 70%** of respondents agreed that the primary aim of safety cameras is to save lives. This represents an increase in agreement since 2011, when **63%** agreed with the statement.
- Respondents rated **younger driver road safety education** as the most important and most effective means of achieving safer roads.

DEATHS AND INJURIES REDUCED

On 22nd May 2012, the Welsh Government published the document 'Police Recorded Road Casualties in Wales, 2011'

<http://wales.gov.uk/docs/statistics/2012/120522sdr792012en.pdf>

This document revealed that the 2011 casualty reduction targets, set by the UK Government in 2000, had been exceeded in each category, by the end of 2011, on the roads in Wales.

In 2011, new interim targets for 2012 were introduced. They are based on the average for 1994-1998.

- **Target 1:** A **50%** reduction in the number of people killed or seriously injured casualties (KSI). The number of people killed or seriously injured was **38%** lower than the average for 1994-1998.
- The number of people killed or seriously injured at camera sites was **50.77%** lower than the average for 1994-1998.
- **Target 2:** A **65%** reduction in the number of children killed or seriously injured (KSI). The number of children killed or seriously injured was **54%** lower than the average for 1994-1998.
- The number of children killed or seriously injured at camera was **61.27%** lower than the average for 1994-1998.

In contribution to the above targets, the following reductions were achieved at Safety Camera Sites across Wales when comparing data for 2011 with the average for 1994-98.

All Wales	KSI	Child KSI
1994-1998 Average at current live camera sites	180.8	28.4
2011 casualties at current live camera sites	89.0	11.0
Difference in comparison to 2011 and the 1994-1998 average	91.8	17.4
Reduction at camera sites (%)	50.77%	61.27%
Reduction across Wales – all roads (%)⁷	38%	54%
Target Reduction	50%	65%

There continues to be a reduction in KSI and Child KSI at camera sites.

Improvements have been made to the Partnership's conformity with the National Intelligence Model, with more in-depth analysis of the location and type of collision, causation factors and collected speed data. This ensures that the Partnership enforces where it is most required, leading to greater reductions in the number of road users injured on Welsh roads.

Complementing enforcement at safety camera sites, the Partnership currently runs three educational campaigns targeting specific groups of vulnerable road users. The figures in the tables below show the change in casualties in each of these three groups. All figures are casualties within current live camera sites across Wales.

*Casualties from Collisions Involving Motorcycles	KSI	Slight	Total
2010	20	36	56
2011	17	30	47
Change	-3	-6	-9

There has been an encouraging decrease in motorcycle collisions and casualties across Wales.

*Casualties from Collisions Involving Young Drivers (17-24)	KSI	Slight	Total
2010	28	291	319
2011	26	275	301
Change	-2	-16	-18

⁷ <http://wales.gov.uk/docs/statistics/2012/120522sdr792012en.pdf>

There continues to be a decrease in the number of young driver collisions and casualties across Wales. It is the Partnership's hope that the extension of the Deadly Mates campaign across Wales with the assistance of McDonalds restaurants and the DVLA, will assist with the reduction in the months and years to come.

*Casualties from Collisions Involving Professional Drivers	KSI	Slight	Total
2010	18	167	185
2011	13	144	157
Change	-5	-23	-28

The Partnership provides professional driver packs to our local authority partners for use at events, and distribution to businesses in their respective areas. The aim of these packs is to educate motorists who drive for a living into driving responsibly while working. Hopefully this goes some way to contributing to the reduction in casualty figures seen in the above table.

* Casualties relate to all casualties

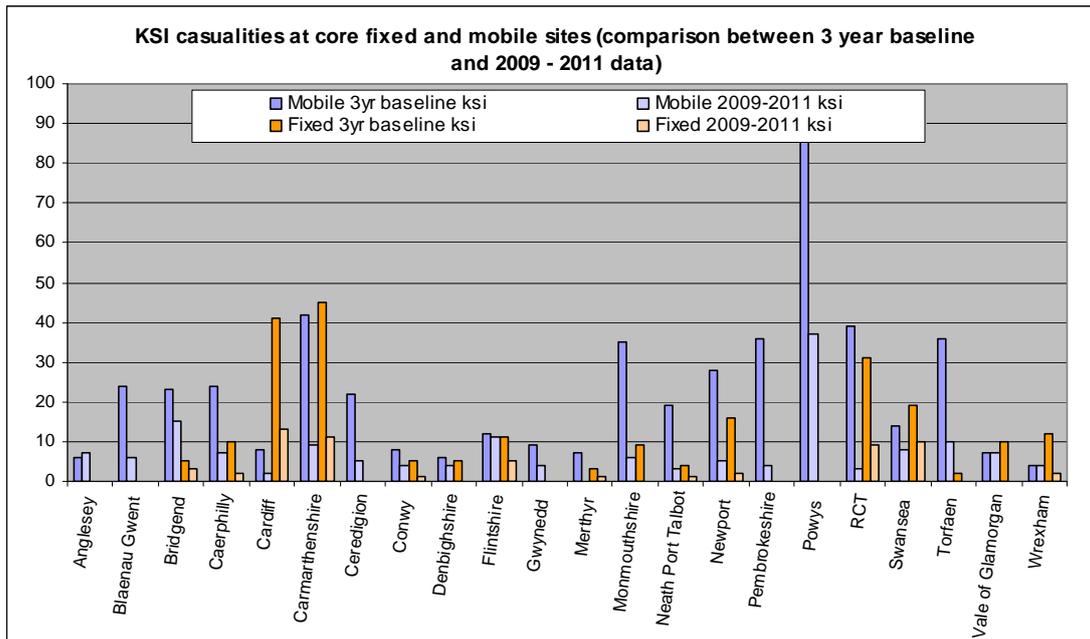
The following table represents the total number of KSI casualties broken down by Local Authorities in Wales.

County	Mobile 3yr baseline KSI	Mobile 2009-2011 KSI	Difference	% Difference	Fixed 3yr baseline KSI	Fixed 2009-2011 KSI	Difference	% Difference
Anglesey	6	7	1	16.67%				
Blaenau Gwent	24	6	-18	-75.00%				
Bridgend	23	15	-8	-34.78%	5	3	-2	-40.00%
Caerphilly	24	7	-17	-70.83%	10	2	-8	-80.00%
Cardiff	8	2	-6	-75.00%	41	13	-28	-68.29%
Carmarthenshire	42	9	-33	-78.57%	45	11	-34	-75.56%
Ceredigion	22	5	-17	-77.27%				
Conwy	8	4	-4	-50.00%	5	1	-4	-80.00%
Denbighshire	6	4	-2	-33.33%	5	0	-5	100.00%
Flintshire	12	11	-1	-8.33%	11	5	-6	-54.55%
Gwynedd	9	4	-5	-55.56%				
Merthyr	7	0	-7	-100.00%	3	1	-2	-66.67%
Monmouthshire	35	6	-29	-82.86%	9	0	-9	100.00%
Neath Port Talbot	19	3	-16	-84.21%	4	1	-3	-75.00%
Newport	28	5	-23	-82.14%	16	2	-14	-87.50%
Pembrokeshire	36	4	-32	-88.89%				
Powys	91	37	-54	-59.34%				
RCT	39	3	-36	-92.31%	31	9	-22	-70.97%
Swansea	14	8	-6	-42.86%	19	10	-9	-47.37%
Torfaen	36	10	-26	-72.22%	2	0	-2	100.00%
Vale of Glamorgan	7	7	0	0.00%	10	0	-10	100.00%
Wrexham	4	4	0	0.00%	12	2	-10	-83.33%
All Wales	500	161	-339	-67.80%	228	60	-168	-73.68%

The total number of KSI casualties in the baseline figures for core sites across Wales was 728; during the period 2009-2011 the KSI casualties reduced to 221.

The above figures contribute to the following UK government targets for 2011. The targets are based on the average number of KSI casualties for 1994-98.

Comparison of 3 year baselines with 2009-2011 data



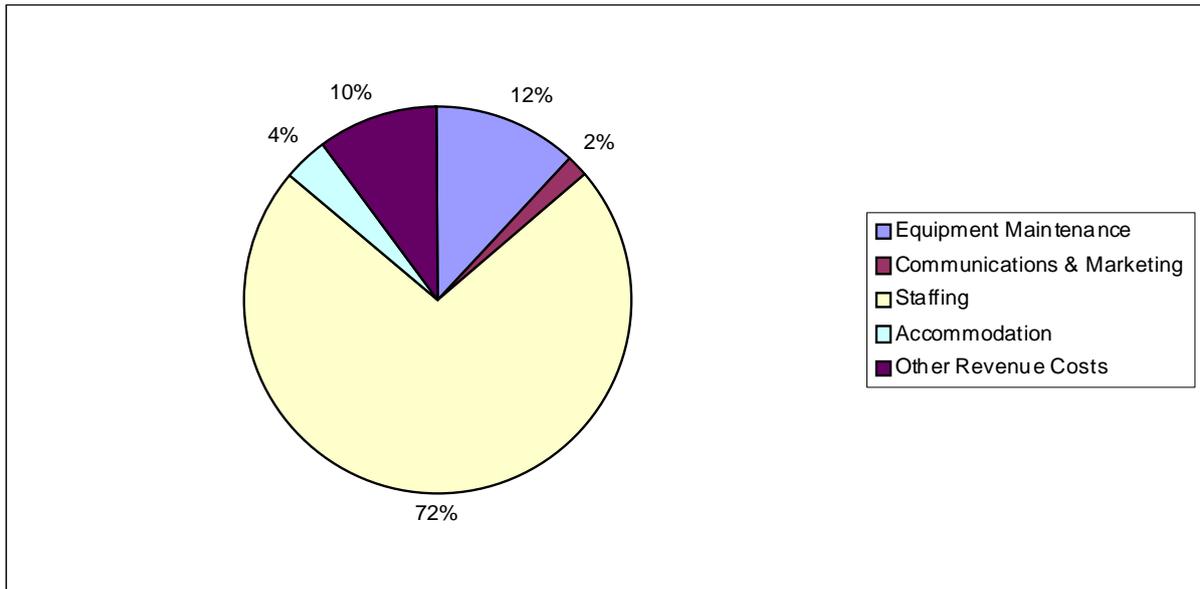
OPERATIONAL COSTS

The 2011-2012 Business Plan submitted by the Partnership to the Welsh Government sought approval for a budget of £5.674M.

The Business Plan was approved and the Welsh Government provided a grant of £4.0M with the balance of funding required having to be met from income received in respect of Speed Awareness Course completions.

The following table indicates the distribution of the bid to the relevant cost headings. No capital expenditure was included in the Business Plan for 2011-2012.

Revenue Expenditure 2011-2012	000's	%
Staffing	4,120	72%
Equipment Maintenance	661	12%
Accommodation	246	4%
Communications and Marketing	100	2%
Other Revenue Costs	547	10%
Total Expenditure	5,674	100%



The Welsh Government grant/Speed Awareness Course income for 2011-2012 for the Wales Road Casualty Reduction Partnership was utilised by the Partnership in accordance with the bids submitted to the Treasurer in relation to funding the 'core elements' of the Partnership.

The 'core elements' are:

- The enforcement units located within the Dyfed-Powys Police, Gwent Police, North Wales Police and South Wales Police areas.
- The 'back office' operations of the Central Ticket Offices based in North and South Wales.
- The Management Unit of the Partnership, including Communications and Marketing, Speed Surveys and Financial Management.
- The work undertaken by Her Majesty's Courts and Tribunal Service

Work has continued during 2011-2012 in the area of Performance Management and this has resulted in a continued increase in the performance of the 'Core Elements' of the Partnership.

For 2012-2013 the Partnership submitted a Business Plan to the Welsh Government, along the same lines as 2011-2012, but seeking a reduced sum of £5.382m. This reduced sum has been achieved as a result of a reduction in staff costs and other revenue costs offset by increased equipment maintenance and accommodation costs. The Business Plan has received approval and the Welsh Government has indicated a grant of £3.0m. The balance of funding required to operate the Partnership is to be provided, with the agreement of ACPO Cymru, from income received from Speed Awareness Courses.

As previously, the last year has seen a great deal of work being undertaken in consolidating the work of the Partnership and looking at the way in which the service is delivered in an ever increasingly challenging financial climate. This

will continue in 2012-2013 in order to achieve the aims of the Wales Road Casualty Reduction Partnership.

DIGITISATION

As reported previously the Partnership has been working with Unitary Authorities to implement new technology at fixed camera sites, with the introduction of digital cameras. During the course of the year 27 housings have been upgraded to accommodate digital cameras, these being those sites that had the highest number of collisions in their baseline.

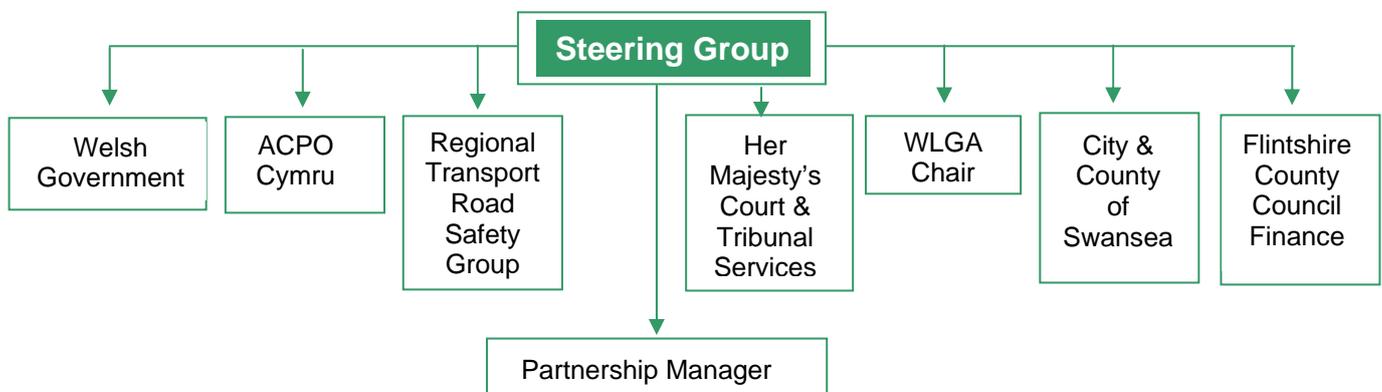


At the present time the Partnership utilise 12 digital cameras at these sites and funding has been identified, and set aside, to provide a further 15 digital cameras at these sites together with the necessary 'back-office' support.

PARTNERSHIP STEERING GROUP

The Partnership has representatives with a clear interest in road safety, with a common aim to bring about road casualty reduction in Wales, working through the Partnership Management Office and the Steering Group.

WALES ROAD CASUALTY REDUCTION PARTNERSHIP ORGANISATIONAL STRUCTURE 2011/2012



Representatives from the Welsh Government, Unitary Authorities and the four Police Forces make a significant contribution towards policy and strategy, deployment, road casualty reduction planning, co-ordination work, project development, implementation studies and corporate governance. The main function of the Steering Group is to ensure that the Wales Road Casualty Reduction Partnership delivers the aims and objectives included in its Memorandum of Understanding and Business Plan. The diagram above shows the structure of the Steering Group.

COMMUNICATIONS

The Partnership has a proactive approach to communicating road safety messages through education and making people more aware of the dangers of excessive speeding.

New developments have been put in place to reshape the way in which the communications section influences driver behaviour and speeding through education. Efficiency savings have been implemented and work will continue to liaise with partners to establish best practice in the execution of our campaigns.

The Partnership continues to address the concerns of the community by working in partnership, particularly with the Unitary Authorities alongside their Education Training Publicity (ETP) schemes, the Fire & Rescue Services and Road Safety Teams across Wales, in order to be part of a wider and more co-ordinated response to road casualty reduction.

Camera sites in 2011 showed a 69.64% reduction in the number of people killed or seriously injured and in 2011 safety cameras detected 139,369 speeding offences. Motorists are continuing to break the law at camera sites and this demonstrates the continued need for educational messages to motorists.

The communication strategy targets specific marketing campaigns aimed at the higher risk groups (young drivers, motorcyclists and professional drivers) which support the Partnership's drive to reduce road casualties in Wales. Evaluation is vital to show the effectiveness of the desired communication channels to achieve the required results.

Motorcycling is risky...

- In 2011, the chance of a motorcycle rider being killed or seriously injured, per kilometre travelled, is around 61 times greater than for a car driver.
- Motorcyclists represent 0.8% of traffic in Wales, whilst motorcycle riders comprised 39% of fatal and serious casualties of all motor vehicle drivers⁸.

⁸ Welsh Government Statistical Bulletin – Motorcycle User Casualties, 2011

Young drivers are more likely to be involved in an accident than older drivers.

- 11% of licence holders in Wales are aged up to and including 24.
- 23% of young drivers involved in all motorised vehicle accidents were aged up to and including 24.⁹

The 2011/2012 communications activity to address these areas included:-

- Expanding the Deadly Mates campaign aimed at young drivers and their passengers to encourage safer driving. A highlight of 2011/2012 has been the support of McDonalds throughout 62 restaurants across Wales in promoting this campaign. Backing the campaign is Paralympic Gold Medal Cyclist Mark Colbourne and Welsh Rally Champion Driver Elfyn Evans.



- Streetlights Mean 30 campaign launched to educate motorists about the effect on someone who is hit at 40mph compared to 30mph. Around 118,820 motorists were caught speeding between January and December 2011 within a 30mph zone. Paralympic Gold Medal Cyclist Simon Richardson launched the campaign.



- Providing education material for professional drivers to over 500 companies across Wales including Sainsbury's supermarkets, Welsh Water and Car & Van hire companies.
- Petrol Pump advertising across Wales linked in with 40 supermarket petrol stations on the petrol pump nozzles. The sites were picked due to the highest number of motorists killed or seriously injured over a 3 year period. The advertising represented the Streetlights Mean 30, Wales by Bike and the Deadly Mates campaigns.

⁹ Welsh Government Statistical Bulletin – Young Driver and Road Accidents, 2011

VALUE OF PARTNERSHIP WORK

Each accident generates a substantial cost in terms of resources, lost production, health-care, social benefits and in personal pain, grief and suffering. Road collisions have been estimated to cost over £583 million per year in Wales. This information is an essential point of reference when assessing the cost/benefit ratio of casualty reduction or accident prevention schemes. The below table indicates the average cost of an accident.

(Source DfT, Reported Road Casualties in Great Britain: 2011 Annual Report)

Severity	Average Cost per Casualty (GB)	Average Cost of an Accident (GB)	Savings due to Reductions in Casualties in Wales*
Fatal	£1,686,532	£1,877,583	£23,611,448
Serious	£ 189,519	£ 216,203	£14,744,578
Slight	£ 14,611	£ 23,136	£ 6,998,669
Average all severities	£ 50,024	£ 71,885	N/A
Damage only	N/A	£ 2,027	N/A

(Including an allowance for damage only accidents)

*The savings are based on the reduction in 2011 in the number of casualties in Wales compared with the 1994/1998 average at current live camera sites.

LOOKING FORWARD TO 2012/2013

In 2012/2013 the Partnership will be supporting a number of permanent traffic management schemes. The biggest of these is the controlled motorway on the M4 at Newport. This scheme is the first of its kind in Wales and has been some years in its development and has faced some interesting challenges. The speed limit will be set automatically by an algorithm which is determined by the prevailing traffic conditions. This is likely to go live by February 2013 with the enforcement cameras wired directly into the Central Ticket Office at Treforest.

The second major scheme has been the installation by the Welsh Government of the Vysionics 'SPECS3' system on the A465 Heads of the Valley road between Merthyr Tydfil and Hirwaun. This road has a poor road safety history due largely to its existing design as a three lane road. Whilst plans have recently been announced to convert to a dual carriageway it is hoped that the installation of average speed cameras will go a long way towards tackling the casualties on this stretch of road.

Another 'SPECS3' average speed system is being installed on the A55 Conwy tunnels in North Wales to provide some road safety for the road workers who are upgrading the tunnel system. This is planned as a temporary measure to allow this work to be conducted. Albeit a permanent solution is also being explored also on the A55 at Conwy.

We await with interest the proposals for the experimental 80mph limits on the motorway system. We do not know at this stage whether Wales will pilot this scheme.

The squeeze on public sector finance has focussed our attention on our operations. We are hopeful that whilst recognising the need to demonstrate savings that this will not impinge on our ability to serve the most needy communities within Wales and address the most dangerous routes.

We are constantly reviewing our operational processes to see if we can improve our operating performance. The coming year will hopefully see us upgrade our enforcement technology to one which uses a digital solid state memory with a low light capability. The successful pilot in North Wales of incorporating more of the fatal 5 offences which can be prosecuted by the camera technology is hopefully going to be rolled out across Wales now that the Pentip computer system has been adopted across Wales.

With many challenges to face we are committed and confident that continuing to work in partnership will help make the roads in Wales the safest in Europe.



Partneriaeth Lleihau Anafiadau Ffyrdd Cymru
The Wales Road Casualty Reduction Partnership

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