



ROAD POLICING in WALES

Y MANIFFESTO, 2009

We will, in partnership with the Welsh Assembly Government:

- patrol the roads
- enforce the law
- reduce road casualties
- tackle anti-social road use
- tackle terrorism
- reduce congestion and delay

This '*Manifffesto*' is a joint policy document, formally adopted by the Deputy First Minister and the four Chief Constables in Wales.

"Y Maniffesto" sets out the joint intention of the Welsh police and the Welsh Assembly Government in the policing of our roads in Wales. It takes full cognisance of two key policy documents:

- *Wales National Strategic Assessment for Road Policing* [ACPO Cymru, 2008] and
- *Wales Transport Strategy* [WAG 2008]

The Road Policing Intelligence Forum Wales will work beneath the Welsh Senior Traffic Officers' Conference (chaired by an Assistant Chief Constable) which will act as the national 'tasking and co-ordinating group', ensuring compliance with the ACPO National Intelligence Model. A Welsh Chief Constable will provide national strategic oversight and liaison with Ministers.

These groups will ensure that road policing operations are properly focused on our agreed priorities, and will ensure that the Welsh National Strategic Assessment for Road Policing is reviewed annually to ensure its currency.

The police service will seek to fully exploit modern technology, while ensuring a highly visible reassuring presence on the Welsh Strategic Road Network.

To respond to the challenge set by the strategic assessments we will employ the following tactics:

1 Patrol the roads

There is clear and growing public demand for visible patrols on the Welsh 'Strategic Road Network' to provide reassurance to road users. A joint police/ WAG model will be developed that will allow additional, more effective and highly visible patrols on the highways by sharing network management task between the various agencies. This innovative model will seek to maximise the potential of the Traffic Management Act 2004 and will be trialled along a 20km section of the A55 in early 2009.

2 Enforce the law

Our strategy will focus enforcement to detect, disrupt and confront unlawful activity on the roads. We will exploit technology, with particular emphasis on ANPR where the UK holds a world lead.

We will concentrate our enforcement efforts in ways that will improve road user safety, specifically including commercial vehicles.

We will ensure that road deaths and serious injuries are investigated to the highest possible standard in compliance with ACPO's Road Death Investigation Manual.

3 Reduce Casualties

A single national Safety Camera Partnership will commence on 1 April 2009, supported by all four police forces, the 22 local authorities and WAG. This Partnership will make a major contribution to the delivering of WAG's casualty reduction targets in line with the UK government's Road Safety Strategy.

We will seek to reduce road death and injury through education and encouragement but we will also be resolute in enforcing legislation in relation to speeding, drink/drugs driving, seat belt and mobile phones, which research has shown is likely to make the greatest impact.

We will work in partnership with other agencies to reduce risk to road users.

4 Tackle Terrorism

The threat of terrorist attack from international and domestic extremist groups remains significant. Terrorists use roads and while doing so are particularly

vulnerable to identification by patrolling police officers. We will seek with the utmost diligence to detect arrest and convict them, making full use of modern technology.

5 Tackle anti-social road use

Anti-social behaviour on the roads is all too prevalent. Road policing has a duty to make the roads a safer and calmer environment for all. The police service has at its disposal the means to achieve this and a clear mandate from the public and government to do so.

We will apply anti-social behaviour legislation to the roads and will rigorously target offenders.

6 Reduce congestion and delay

Economic loss caused by traffic congestion and incident-based delay is a significant issue in Wales – more so than in England because our road infrastructure makes the country particularly vulnerable to incident based congestion.

We will work with partner agencies particularly the Welsh Assembly Government, to reduce congestion and

delay on the network with the specific aim of achieving more reliable journey times.

In delivering this objective, consideration will be given to implementing the new joint police/ WAG model for improved network management already described, to other heavily trafficked sections of road, if the A55 model proves successful.

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