

## Document 2

Letters and documents produced by  
the complainant Mr \_\_\_\_\_ |  
referred to in Document 4

Poole  
Dorset

email:

**Dorset Police  
Complaints and Misconduct  
Winfrith  
Dorchester  
Dorset  
DT2 8DZ**

12<sup>th</sup> Feb 2012

Dear Dorset Police,

Please can you process the attached 5 page document as a complaint against Dorset Police in the matters of road safety, and integrity and transparency of finances.

I understand that this may concern various different departments of Dorset Police but I also believe that Mike Glanville (Assistant Chief Constable) has shown particular disregard to these real and credible concerns and acted in a manner entirely inappropriate for someone in his position and also as the Chair of the DSRSP.

Please can you acknowledge receipt of this by return / email and let me know when I should receive a full and proper response.

Regards,

Integrity

Professionalism

Fairness



Dorset Police  
Professional Standards Department  
FORCE HEADQUARTERS  
WINFRITH, DORCHESTER, DORSET DT2 8DZ  
Telephone: 01929 462727

Your reference:  
In any reference please quote: MI/00015/12  
NR.3769/NW  
If telephoning please ask for:  
Direct dial: 01202 223808  
Facsimile: 01202 223771  
Email: complaints&misconduct@dorset.pnn

Date: 14 February 2012

[Redacted]  
POOLE  
Dorset  
[Redacted]

Dear Mr

COMPLAINT AGAINST POLICE

I write with reference to your correspondence of 10 February 2012, in which you state you wish to make a formal complaint against Assistant Chief Constable Glanville.

Complaints against chief officers are assessed and dealt with by the Police Authority as opposed to the Complaints & Misconduct Unit. I have therefore forwarded your correspondence to Mr Martin Goscomb, Chief Executive to Dorset Police Authority. You should be contacted by Mr Goscomb's office in the near future.

As you have now made a formal complaint against Mr Glanville, it would not be appropriate for him to respond to your correspondence until the matter has been resolved.

Yours sincerely

N REDSTONE  
Head of Complaints & Misconduct Unit



Mr M J Goscomb BSc ACIS  
Chief Executive  
Force Headquarters  
Winfrith  
DORCHESTER  
Dorset DT2 8DZ

Tel: 01305 223966 Fax: 01305 223967  
Website: www.dpa.police.uk

Your Ref:  
My Ref: MJG.3966

22 February 2012

[Redacted]  
Poole  
Dorset  
[Redacted]

**CONFIDENTIAL**

Dear Mr [Redacted]

**COMPLAINT AGAINST CHIEF OFFICER – MR M GLANVILLE, ASSISTANT CHIEF CONSTABLE (OPERATIONS)**

Your letter of complaint against Dorset Police dated 12 February 2012 addressed to the Force' Complaints and Misconduct Unit has been passed to me for the Police Authority's attention as the 'appropriate authority' for dealing with complaints relating to Chief Police Officers. In the regard, I note your wish to complain about the conduct of Mr Glanville in his capacity as Assistant Chief Constable (Operations).

I confirm that the matter has been recorded as a complaint under the terms of the Police Reform Act 2002 and will now be subject to assessment by the Authority's Professional Standards and Diversity Committee, which has delegated powers to determine complaints against Chief Officers. In recording your complaint, please note that the remit of Dorset Police Authority as the 'appropriate authority' is necessarily restricted to the allegations set out in your letter concerning Mr Glanville's conduct and cannot therefore extend to encompass more general concerns you may have about Dorset Police or the policing of road safety in Dorset.

Under the Police (Conduct) Regulations 2008, having recorded the complaint, the appropriate authority is required to make a preliminary assessment as to whether the conduct that is the subject of the complaint would, if proved, amount to misconduct, gross misconduct or neither. If the appropriate authority assesses that the conduct, if proved, would amount to neither misconduct nor gross misconduct, it may decide to take no action, take management action against the officer concerned or refer the matter to be dealt with under the Performance Regulations. Alternatively, if the appropriate authority assesses that the conduct, if proved, would amount to misconduct, it shall determine whether or not it is necessary for the matter to be further investigated and shall also determine whether, if the matter were to be referred to misconduct proceedings, those would be likely to be a misconduct meeting or a misconduct hearing.

In order to keep you updated, I will write to you again when the arrangements for your complaint against Mr Glanville to be assessed by the Authority's Professional Standards and Diversity Committee have been finalised.

Yours sincerely



Mr M J Goscomb BSc ACIS  
Chief Executive  
Force Headquarters  
Winfrith  
DORCHESTER  
Dorset DT2 8DZ

Tel: 01305 223966 Fax: 01305 223967  
Website: [www.dpa.police.uk](http://www.dpa.police.uk)

██████████  
Poole  
Dorset  
██████████

Your Ref:  
My Ref: MJG.3966

10 May 2012

**CONFIDENTIAL**

Dear Mr

**COMPLAINT AGAINST CHIEF OFFICER – MR M GLANVILLE, ASSISTANT CHIEF CONSTABLE**

In my initial letter to you dated 22 February 2012 I advised you that the matter you had raised had been recorded as a complaint against a Chief Officer and would be subject to assessment by the Authority's Professional Standards and Diversity Committee at its next meeting which took place on 3 May 2012. I am now in a position to write to you to inform you of the Committee's decision.

I also explained that the remit of Dorset Police Authority as the 'appropriate authority' is necessarily restricted to the allegations set out in your letter concerning Mr Glanville's conduct and would not therefore extend to encompass more general concerns you may have about Dorset Police or the policing of road safety in Dorset. Under the Police (Conduct) Regulations 2008, having recorded the complaint, the appropriate authority is required to make a preliminary assessment as to whether the conduct that is the subject of the complaint would, if proved, amount to misconduct, gross misconduct or neither.

The matter was considered by the Professional Standards and Diversity Committee on 3 May 2012. In making its assessment, members considered the papers you supplied in respect of your complaint and also took into account information supplied by Dorset Police regarding your previous communications with the Force. Members were satisfied that Mr Glanville's actions were reasonable in the circumstances and that no management action or action under the Police (Conduct) Regulations 2008 was warranted.

Accordingly, the Committee concluded that, in accordance with the Police Conduct Regulations, the appropriate course of action was to decide to take no further action in the matter of your complaint. I will also be writing to Mr Glanville to formally notify him of the Committee's decision.

You have a right to appeal against my decision not to record this as a conduct matter under the Police Reform Act 2002 and I enclose a leaflet which will assist you should you choose to do so. Please be aware that you have 28 days from the date of postmark of this letter for the Independent Police Complaints Commission to receive your appeal.

Yours sincerely

  
Martin Goscomb

Poole  
Dorset

email

**Martin Baker (private and confidential)**  
**Dorset Police**  
**Winfrith**  
**Dorchester**  
**Dorset**  
**DT2 8DZ**

Re: MJG.3966, complaint against Dorset Police, Mike Glanville

11<sup>th</sup> May 2012

Copy to: Martin Baker, Martin Goscomb

Dear Mr Baker, Mr Goscomb,

I have received today your response in relation to my complaint. Naturally, I am entirely dissatisfied with it.

Firstly, I quote from my letter of the 12<sup>th</sup> Feb 2012,

"Please can you process the attached 5 page document as a complaint against Dorset Police in the matters of road safety, and integrity and transparency of finances.

I understand that this may concern various different departments of Dorset Police but I also believe that Mike Glanville (Assistant Chief Constable) has shown particular disregard to these real and credible concerns and acted in a manner entirely inappropriate for someone in his position and also as the Chair of the DSRSP."

In other words, my complaint was against Dorset Police as a whole, not just Mike Glanville. "Dorset Police" and "Dorset Road Safe" are written on the enforcement vans. Please just for once take some responsibility and deal with the concerns instead of dodging them.

Not a single one of my very serious concerns has been addressed in any way whatsoever. I remind you that I detailed why it is quite safe to conclude that Dorset Police is in effect killing people for the reward of money, being entirely devious about where the money is going and has not even taken the slightest interest in denying / explaining it. Absolutely and totally incredible.

This is my last communication before this goes to the IPCC and the world. Please respond, if you will now take this seriously, by the end of next week.

There is something else I need to contribute, I would be very grateful if you could pass this on. Once again I urge all of those addressed / copied to read this.

The evidence that is available allows me to derive what has been going on at Dorset Police with some considerable confidence.

Lets' start with some numbers:

In 2010/11, over 20,000 people attended the driver awareness course, and the course fee was raised from £70 to £100. If there are 250 working days in the year, that means 80 a day, about 40 for each of the morning and afternoon sessions. This is some serious throughput, the economies of scale really kick in.

So how much should it cost to run the course? A quick google found that you could hire for example the Cygnets Conference Room and Restaurant (Capacity 130 theatre style) at Weymouth College for £180 per day, way more than needed. Even this would only come to £47,000 a year, and yet Dorset Police are claiming more than 3 times this for "premises", (hence my enquiries about premises costs). It even includes a computer and projector, so no need to spend £71,000 on "IS services" !!!

A salary of £50,000 is about £200 per day. So even if you had 4 people permanently delivering courses on a salary of £50k with 40 attendees at a time, this would be £800 per day.

So with a bit of fine tuning and care / bulk discount negotiation etc., it should easily be possible to get the cost down to £1000 per day to deliver the course, including premises, staff, materials, admin, tea and biscuits, etc.

But 80 people paying £100 produces £8000 a day. So the profit is actually about £7000, with a cost of £1000, 700%, yes, **SEVERN HUNDRED PERCENT.**

So the very last thing Dorset Police needed was someone asking them about course costs / profits. If this happened, they would either have to:

1. Tell the truth – and if they were keeping costs reasonable, that would mean admitting totally obscene profits, if not, the inefficiencies / waste / incompetence would become apparent, either way something that would produce public outrage and possibly the end of the game.
2. Falsify i.e. vastly exaggerate the costs to try to hide the profits. High risk but if they could manage to prevent the detail from getting out, they could just get away with it altogether.

So when I asked, on the 26<sup>th</sup> April 2011, "Could you please detail to me the COST OF PROVISION of the course (per person), and what makes this up?" I'm quite sure the alarm bells started ringing. Every possible attempt would have to be made to dodge this one. Initially, there were delays and then Dorset Police went completely quiet, completely refusing to answer my enquiries about how the request was going. Even Annette Brooke MP was asking the same questions but not getting adequate answers ( After many months of this the Information Commissioner told them they must answer.

It seems that they chose option 2 above, even with these false and exaggerated costs, bringing a profit of 150%, pushing the envelope of what the public would find acceptable but perhaps not actually breaking it.

Perhaps they were hoping I was stupid enough not to see that the top level costs they gave were completely ridiculous but they should have known better. I asked for the detail.

**Dorset Police were now in VERY SERIOUS TROUBLE.** They had almost certainly lied under freedom of information, and their whole "road safety" empire was at risk of being seen for sure as a scam, the consequences too awful to think about. Once again, it seems they had 2 choices:

1. Come clean, try to limit the damage, start putting the whole thing right, but with what had already happened, difficult to come out of it with any kind of credibility or public trust.
2. With little to lose, simply dig the deep hole they were already in massively deeper. Fiercely protect the damaging information that would expose them, and shut down enquires into costs by declaring the person asking vexatious.

It seems again they chose option 2, perhaps again hoping that would put a lid on it. Now the problem was too big to fail (a bit like the banks).

So when the Information Commissioner got involved again, either it was too easily persuaded to protect Dorset Police, or DP put some serious pressure on IC to protect it. Now the IC had jumped into the same hole and was helping DP to dig. Then with a police force and the IC at risk, it seems the appeal had no choice but to jump in with them, almost lemming style, producing pitiful reasons for the decision quite clearly based only on the result that was absolutely essential now for DP and IC.

While all this was on-going, I was also progressing a formal complaint against Dorset Police, about the course money and a few other things, based on this article [\[redacted\]](#). This experienced the same kind of communications shutdown / avoidance techniques that my FOI enquiries were: The original complaint was ignored. I escalated it to the Chief Constable (then Martin Baker). It was ignored again. I escalated it to the IPCC who had it looked at by the Chairman of the Professional Standards and Diversity Committee Colin Weston. He ignored it as well. I referred it back to the IPCC and they upheld the complaint (I am waiting for the outcome of this).

This is where we are now. So what we see once again is a suggested scenario which fits with total precision the evidence and events that have occurred.

**I found this on the Serious Fraud Office website:**

*What is fraud?*

*Fraud is a type of criminal activity, defined as:*

*'abuse of position, or false representation, or prejudicing someone's rights for personal gain'.*

*Put simply, fraud is an act of deception intended for personal gain or to cause a loss to another party.*



*The general criminal offence of fraud can include:*

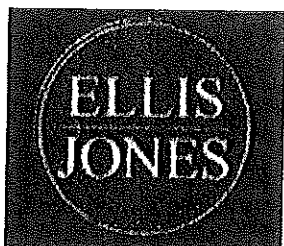
- *deception whereby someone knowingly makes false representation*
- *or they fail to disclose information*
- *or they abuse a position.*

**It seems very much as though Dorset Police have done all 3. This cannot keep going on and must now be put right. I require an immediate and complete resolution.**

**-Change needed now**  
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please

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### Complaint update

What I have to report may seem shocking to anyone not familiar with my investigations into Dorset Police but after a great deal of careful preparation over many years I have no hesitation whatsoever in making the following statements and progressing this as a complaint against Dorset Police with the IPCC. I have given Dorset Police every opportunity to deal with this but they are simply trying to continue to cover it up - a further failure just as serious as the original failures.

This demonstrates perfectly the "not my problem, I'm following my rules" culture which allows all those involved to work purely for their own benefit with no interest or accountability whatsoever for the inevitable disastrous end results, that has taken hold in Dorset Police (and other authorities such as Poole Council, more of that another time) concerning in this case the critical decisions of road safety and financial integrity but it would not surprise me in the slightest if this rot goes a great deal further.

Very many serious and credible concerns have been put to members of Dorset Police, Dorset Police Authority, Dorset Road Safe and other relevant organisations and individuals over many years and no attempt whatsoever has been made to explain or deny any one of them. Senior members of Dorset Police have deliberately dodged questions and requests for information, and failed to comply with the freedom of information process in order to try to suppress the truth. Simple and blatant operational problems have been totally ignored, such as failure to properly consider the risks of enforcement operations (which resulted in at least one death last year). Detail on where the money goes has been fiercely guarded but the only top level information I have been able to get over a period of more than a year indicates serious misuse and worse still, it seems attempts are now being made to cover up all of these problems, initially by Mike Glanville, ACC and Chairman of the Dorset Strategic Road Safety Partnership, and now by even the Chief Constable of Dorset Police, Martin Baker, and the Chief Executive of the Dorset Police Authority, Martin Goscomb.

I raised this complaint against Dorset Police on the 12th Feb 2012:

Here is my letter to Dorset Police: [Letter, complaint](#)

Here is the initial response from Dorset Police. This is the first step to ignoring a complaint. Even though the complaint was clearly against Dorset Police as a whole, and should have been recognised as such anyway based on the content, it was interpreted as a complaint only against Mike Glanville. [Initial complaint response, Dorset Police](#)

Here is the initial response from Martin Goscomb: [Initial complaint response, Dorset Police Authority](#)

I made Martin Baker aware of the complaint. Despite the numerous operational issues for which he is ultimately responsible, he showed a remarkable lack of interest and responsibility by responding only "I have no locus as such matters are dealt with by the Dorset Police Authority".

So the only response to the complaint came from Martin Goscomb: [Final complaint response](#)

[Click here to see my reply](#)

Needless to say, neither Martin Baker nor Martin Goscomb bothered to even reply.

So incredibly, not ONE SINGLE ONE of the serious points was answered in any way whatsoever. As a response to a comprehensive and serious complaint this spectacular failure to actually consider the points is in itself yet another serious failure and the fact that now, the Chief Constable, and the Chief Executive of the Dorset Police authority are trying to help to cover up these failings is the reason that I am now escalating this to the Independent Police Complaint Commission.

I and other campaigners for truth, transparency, competence, fairness and effectiveness in road safety are finding that as we progress, our positions are becoming stronger and totally aligned with the reality - and those whose jobs, egos, and balance sheets depend on the failed obsession with unintelligent enforcements (mostly of totally impractical speed limits set by entirely incompetent councils, probably under pressure from the police) and whatever dishonesty / secrecy is needed to redirect the funds raised for their own benefit are noticeable only by their silence.

This progress is highly encouraging, we know that as our positions are based on the truth, evidence, and common sense, and the opposing positions are based only on silence, we will be found to be right and it's going to be very soon.

Anyone interfering with this progress towards the truth is now only digging the hole they are in even deeper and will soon be exposed.

www.DorsetSpeed.org.uk

-Change needed now

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## The full and true horror of Policing of Road Safety in Dorset

### Introduction

This will be presented as a formal complaint against Dorset Police.

My interest in this has arisen from my profession (senior engineer) in which I have to be constantly aware of industrial safety issues, policies and procedures as the machines I design for the world market could (if they malfunction) injure or even kill operators. If someone came to me with a safety issue and I ignored it, I would be immediately removed from this responsibility, no matter how ridiculous the issue might seem or how much of a nuisance the person reporting it might be. I don't even want to think about what would happen if after ignoring an issue, it was a factor in a death, let alone if I continued to ignore it after that death, if my organisation was irresponsible enough to allow me to continue.

This would look pretty bad to anyone but it is exactly what Dorset Police have done. Although this happened only last year, it was only a matter of when, not if, an organisation interfering with traffic on such a large scale with clearly the wrong motivations and methods was going to contribute to a death - and there is at least one other death probably due to speed camera distraction that we know about recently in Dorset

[http://www.bournemouthecho.co.uk/news/8838905.Bournemouth\\_inquest\\_hears\\_biker\\_was\\_killed\\_trying\\_to\\_overtake\\_van/](http://www.bournemouthecho.co.uk/news/8838905.Bournemouth_inquest_hears_biker_was_killed_trying_to_overtake_van/). Perhaps this happens more than we know and unless things change it is only a matter of when, not if, it will happen again.

I do not support illegal driving and neither am I against reasonable and proportionate enforcement efforts of any kind, what does concern me is fundamental principles of competence, safety and ethics such as:

- enforcements have negative effects. Are these properly considered so that we can be confident that enforcements do not cause more accidents than they prevent?
- Not all driving problems can be targeted all the time. Are resources best used to reduce accident injury and death, or to make the most money?
- If the authorities tell us their only concern is saving life then their activities must be and be seen to be doing only this. If they want to make money and this is effecting policy, they must be transparent about this. If they followed this basic honest principle there would be much less conflict.
- Are results properly and independently evaluated in order to establish if what is being done is the best solution and to make it so if not?
- Are the financial motivations under control so that they do not interfere with road safety decision making? Is it right that those whose jobs could depend on continuation of these partnerships, which in turn depends on availability of finance, make decisions on types of enforcements that can not only take or save life but also make £ millions, or not? Are these obvious interests recognised and declared?
- The chosen operations are clearly highly profitable. The money is made by removing "offenders" from the proper legal process in return for payments (and enforced 'education'). Is this perverting the course of justice?
- Are the objectives mentioned consistent with the activities of Dorset Police?
- Are laws and speed limits determined by proper scientific methods to best target what is unsafe and not target what is safe and reasonable, or are they used to "manufacture" large volumes of "offences" from behavior that any normal observer would consider is entirely normal and safe, to make loads of money?
- Are councils using the right methods in their decisions on road safety, spend on engineering "improvements", changes in speed limits, etc? Absolutely not!

Over a period of 8 years of looking at road policing in Dorset I have found that consideration of important factors such as those above are not only ignored, consideration is actively rejected. Any organisation actively rejecting anything from anyone is not fit to be in any kind of safety work involving life and death decisions. Far worse, the reason seems to be unsurprisingly, the money. I would not say something as serious as this unless I had very good reason, so I will explain.

I am far from the only one with these concerns, in most online news items concerning Dorset Road Safe (and other such organisations around the country) there is an overwhelming majority of the view that the road policing industry has become an easy way for a few to make an easy living and build empires. When we start looking at the fuel behind all this, the MONEY, we see respectable public figures such as Annette Brooke MP deeply concerned about the lack of transparency but as unable as anyone else to get any proper answers out of Dorset Police. Concerned and informed individuals have consistently provided proper thought out cases backed up by common sense, proper logic and solid evidence, those who may benefit personally from the current policing methods avoid communication at all cost and never produce meaningful or credible response, analysis or justifications for their positions.

Despite the British public being very reserved, tolerant and somewhat apathetic I have received more than a thousand emails from drivers who are typically mature and with impeccable driving records of 20,30, or more years who have only come into conflict with speed limits in recent years as they have become set so ridiculously far below natural safe speeds for the road, such as where a motorcyclist was killed which has a 50 limit but an 85<sup>th</sup> mile speed of 65, clearly an indication that the real problem here is the inappropriately low speed limit, and therefore one of DRS's favorite mobile camera locations:  
[http://www.dorsetroadsafe.org.uk/images/stories/foi\\_mobile\\_camera\\_sites\\_july\\_2011/microsoft\\_word\\_-\\_m\\_a358\\_wessex\\_way\\_cooper\\_clean.pdf](http://www.dorsetroadsafe.org.uk/images/stories/foi_mobile_camera_sites_july_2011/microsoft_word_-_m_a358_wessex_way_cooper_clean.pdf)

### Adverse effects

Taking for example the death of a motorcyclist last year in Dorset, we have a situation where:

- We have evidence that prior to the event Dorset Road Safe had been made aware of the dangers of speed cameras: (of course they should have known about this anyway)
- We have evidence that even after this horrific accident DRS actively refused to talk to camera operators about the erratic driving caused by cameras that they must see all the time, and that any suggestion of negative effects is purely speculation:
- And that they would not change anything.

[http://www.bournemouthecho.co.uk/news/9216128.Spur\\_Road\\_motorcyclist\\_death\\_Dorset\\_Road\\_Safe\\_responds\\_to\\_inquest/](http://www.bournemouthecho.co.uk/news/9216128.Spur_Road_motorcyclist_death_Dorset_Road_Safe_responds_to_inquest/)

Any individual or organisation which, by its actions causes death or injury to others, is potentially liable to charges of manslaughter or corporate manslaughter (the latter, incidentally, applying just as much to public bodies as the private companies.) Any such organisation that, having been made aware of such a possibility, refuses to investigate further and take appropriate action compounds that felony. It is perfectly clear that at least one and probably at least two motorcyclists have died recently in Dorset as a direct result of the presence of a speed camera. It is also inevitable that camera operators must see every day many examples of sudden braking or other dangerous driving triggered by sight of their cameras. This MUST be investigated, not swept under the carpet and most certainly not when the apparent main reasons are to save face, keep the money coming in and jobs secure.

It is possible that a proper risk assessment could estimate that enforcements will occasionally result in accidents, injuries, and deaths, but that the benefits outweigh the problems. But while DRS (and by the way many other supporters of this kind of policing such as RoadSafe) so vigorously refuse to recognise or consider the negative effects, let alone seek to quantify them, it is clear that a proper risk assessment has never been carried out by DRS.

There could not be a clearer breach of statutory Duty of Care.

There have been moments of hope during the 8 years. There are at least 2 good guys in Dorset Police. A year or so ago, I had a number of helpful and constructive discussions with Adrian Whiting while he was chair of the Dorset Strategic Road Safety Partnership (DSRSP). Sadly, before this could go anywhere he was replaced by Mike Glanville. I politely introduced myself to Mr Glanville hoping to continue, he ignored this and all subsequent messages from me and is now doing his best to shut down all communications between DRS / Police and me. The points I raise clearly need proper consideration and response. Why would he be doing this if his actions and aims were professional and ethical?

More recently, I met with Colin Searle (Chief Superintendent), after an hour of discussion he could see that what I was saying was important enough that I should be allowed to contribute to DSRSP meetings. This was of course subsequently refused and Colin has been silent since. I am not sure if he has been silenced or if he has been off sick, my apologies and best wishes to you Colin if it is the latter and of course I have much more to discuss with you when you have another hour or so.

Adrian and Colin have shown qualities that I would expect of any member of the police – an ability to listen to and properly consider facts and seek actions based on their merits with no real concern for how popular those actions may be – only what is clearly right and wrong. It is truly sad to say that these qualities seem to be totally lacking in a large number of key individuals in Dorset Police and other authorities, and the fact that such qualities seem to be actively suppressed is an indication of just how bad things have become.

Although there are many issues I need only 2 more to back up my earlier statement.

### Performance of Dorset Road Safe in reducing killed and seriously injured counts.

This is how Dorset Road Safe sees it, taken from it's Prince Michael award submission:

#### \*Outcomes

Dorset County Council's latest provisional rolling annual average KSI figures reveal a remarkable turnaround in performance with a 23% reduction in KSIs and a 57% reduction in fatalities being recorded compared to the 12 month pre-intervention period in 2009.

So a 23% reduction in KSIs, and 57% reduction in fatalities – wow – and all down to the "no excuse intervention" – no wonder they won the award.

But here are some of the things they did not mention in their award submission:

- in several previous years Dorset was one of the worst performing councils. It's inevitable that over time the differences in performance between areas will level off – some reduction is due probably to Dorset being one of the worst in earlier years
- the "no excuse" period has coincided with a period of deep recession. The correlation between recession, traffic and road deaths is remarkable. See the chart in this article [\[link\]](#)
- the above link also includes the most pathetic support I could have imagined (from Adrian Walsh of RoadSafe) which was all that happened when I raised questions about the Prince Michael award.
- We are in a long term period of downward accident trend due to all kinds of things like better engineering, rocketing costs particularly for younger drivers, etc.
- No comparison has been made with national figures, other counties, etc.
- Deaths increased by 17% in the second year of the operation and DRS contributed to at least one of them

I wonder if they would have been awarded if they had been honest about these things?

In reality I expect that "no excuse" has had some positive overall effect. I had been asking for a police presence for years and I welcomed it when it started (see the comment on [\[link\]](#) 18th Jan 2010), as anything would be better than just yellow boxes. Just imagine how much better it would be though if it seriously attempted to deal with dangerous driving, rather than getting as many people as possible on to courses at huge financial profit, and if it properly recognised and minimised the negative effects.

But to give the impression that "no excuse" project has caused the entire 23% reduction in KSIs and 57% reduction in fatalities when there are clearly many other factors involved, in order to gain an award, is typical of Dorset Road Safe – unscientific, unprofessional, biased, incorrect, and self-interested.

### Financial integrity / transparency

The concern of many has always been that enforcements are about making money and preserving jobs, not road safety. So whatever else, if the financial motivations are understood and controlled, if the (course) costs proportionate, and if the details of the spend are transparent and clearly reasonable, the argument that the police don't care about safety, they just want our money, has little credibility.

Unfortunately, the financial motivations are out of control, the costs extortionate and rocketing, the details of spend fiercely guarded and what information we do have does not look reasonable at all. By these actions Dorset Police have ensured that the concerns about them just making money (and therefore not saving as many lives as they should be) are fully justified.

In April 2011, having heard from the DFT that local authorities should not profit from courses, I asked by FOI what the costs of provision of the driver awareness courses were and what makes this up. The answer came in a DPA report on the 23<sup>rd</sup> June. This indicated the cost of provision was £813,000. But there was no answer about where this money goes and Dorset Police FOI then refused to even communicate about this until forced to by the information commissioner some 7 months later. The response was pitiful in detail but it did indicate why they seemed so reluctant to provide it, it included the following items (budget for 2011/12):

- £522,000 on staffing - Even if there are 100 attendees per session (I believe there are 2 sessions per day of about 50 max), 10 staff at £52K would be 1 staff for each 10 attendees, clearly totally excessive.
- £153,000 on premises - the premises are already public property, surely?
- £71,000 on IS charges - that would pay for 142 new laptops!! Every year???
- £548,000 "contribution to Dorset Road Safe" - This is NOT a cost of course provision.
- £80,000 "Force back office services" - whatever they are
- £40,000 "SEES Command" - whatever that is.

It's hardly surprising that I got back to them asking for more detail, staff numbers, duties, salaries, what actual payments are made for premises, etc etc.

This is our money, it belongs to the public, taking it off us in the way they do is bad enough but they must use it properly and be transparent about where it goes, and if they are not transparent it's difficult to reach any conclusion other than that the money is not being used properly. Neither am I comforted by such vague statements as "It's reinvested to do more (road "safety")" - that still does not mean it's being wisely spent. I'm sure there are many criminals who "reinvest their profits to do more".

I did not expect that a further breakdown on these costs was going to look good for Dorset Police and I was expecting some more strong resistance. It came. Dorset Police FOI firstly refused to provide the information because it would take too much work to find it I pointed out that if it needed any work at all to provide adequate detail of where sums of more than £ 1 million were going, this was proof that my concerns about lack of financial care / integrity were fully justified. It then failed to produce the information requested or any response whatsoever.

This was clearly worthy of a complaint, and when I raised it, I received a letter from Mike Glanville, the only communication I have ever had from him. It said that he had instructed all FOI staff to ignore all current and future requests from me and all emails. And this when the Chief Superintendent was of the opinion that I should be in the DSRSP meetings.

Mike Glanville has therefore clearly demonstrated that Dorset Police really do have something to hide and will go to any lengths to do so. Mike Glanville has important responsibilities, both Chair of the DSRSP and also assistant chief of Dorset Police, but has demonstrated behavior entirely inappropriate for someone in these positions.

There are many other issues but these are enough to demonstrate without doubt unacceptable, unprofessional, dangerous behavior and irresponsible accounting / handling of public money / financial motivations, one of the many inevitable unfortunate effects being more

killed and seriously injured on Dorset's roads than there would be if Dorset Police had their minds on what they should -- public safety -- rather than making money.

Dorset Police must take immediate and serious steps to put this right and must ensure that the key positions in road safety are held by those with the correct temperament, motivation, knowledge and experience for the job.