



Department
for Transport

Elizabeth Shovelton
Road User Licensing, Insurance and Safety
Department for Transport

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Italian Road Safety Conference



What is the UK doing to improve road safety?

Northern Ireland – Road Safety Strategy

- Road Safety Strategy to 2020 outlines the key challenges to be addressed.
- The vision is to make a journey on Northern Ireland's roads as safe for all road users as anywhere in the world.
- 4 key targets and 224 measures – 100 completed so far
- This includes by 2020 a reduction of 60% from the 2004-2008 baseline for fatalities and 45% for serious injuries.
- Part of this includes a range of innovative awareness raising publicity material





Major Changes on Drug Driving

Impairment law since 1930

“under the influence of drink or a drug to such an extent as to be incapable of having proper control of the vehicle”

- Drink driving limit set in 1967
- Drug driving limits set in 2014 & in force 2nd March 2015 (England & Wales Only)





Prosecutions

- **Prosecutions** of drug drivers is about 1/50 of drink drivers as nearly half of cases get withdrawn or dismissed
- Existing enforcement under section 4 'impairment offence' alone not effective in relation to the extent of the problem.
- New offence of being over a specified limit for a specified controlled drug included in the **Crime and Courts Act 2013** – inserts new **section 5A in Road Traffic Act 1988**.





Framework of the new offence

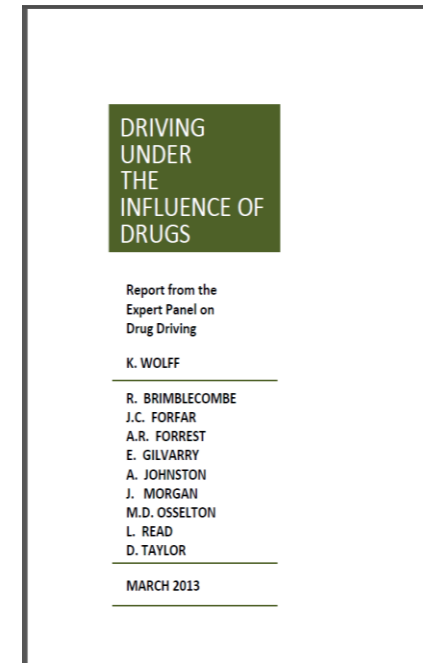
‘Driving or being in charge of a motor vehicle with concentration of specified controlled drug above a specified limit.’

- Drugs and their limits specified in regulations (E&W approved 13 October 2014; Scotland TBC)
- Similar to the excess alcohol offence in terms of not needing to prove impairment and same penalties available.
- Statutory Medical Defence
 - If the specified drug has been prescribed or supplied for medical or dental purposes; and
 - Taken it in accordance with any directions given by the prescriber and with any accompanying instructions (so far as consistent with any such directions)
- Government and Parliament has thus seen fit to specifically identify and protect patients who may have a blood concentration level that is above the statutory limit but whose ability to drive is not impaired



What drugs and what limits to specify?

- Expert Panel chaired by Dr Kim Wolff, Kings College London
- Asked to provide advice on which controlled drugs should be included in the regulations by looking at the evidence (European Monitoring Centre for Drugs and Drug Addiction; British Crime Survey; recreational drug use surveys; Scottish Executive Social Research; Coroners data; impairment offences data) .
- Limits based on ‘Odds Ratio’ that estimate the risk of having a road traffic accident
- Provided recommendations on 15 drugs and their road safety risk based limits;
- Govt published their Report ‘*Driving under the influence of drugs*’ on 7 March 2013; **but made it clear that “you cannot take illegal drugs and drive.”**
- A zero tolerance approach was thus adopted!



The controlled drugs and their limits – supported in public consultation

'Illegal' Drugs ("accidental exposure" – zero tolerance approach)	Threshold limit in blood
Benzoyllecgonine	50µg/L
Cocaine	10µg/L
Delta-9-Tetrahydrocannabinol (cannabis)	2µg/L
Ketamine	20µg/L
Lysergic Acid Diethylamide	1µg/L
Methylamphetamine	10µg/L
MDMA	10µg/L
6-Monoacetylmorphine (heroin)	5µg/L
'Medicinal' Drugs (risk based approach)	Threshold limit in blood
Amphetamine (N.B. further consultation and not quite risk based)	TBC
Clonazepam	50µg/L
Diazepam	550µg/L
Flunitrazepam	300µg/L
Lorazepam	100µg/L
Methadone	500µg/L
Morphine	80µg/L
Oxazepam	300µg/L
Temazepam	1,000µg/L

Transport Select Committee – November 2010

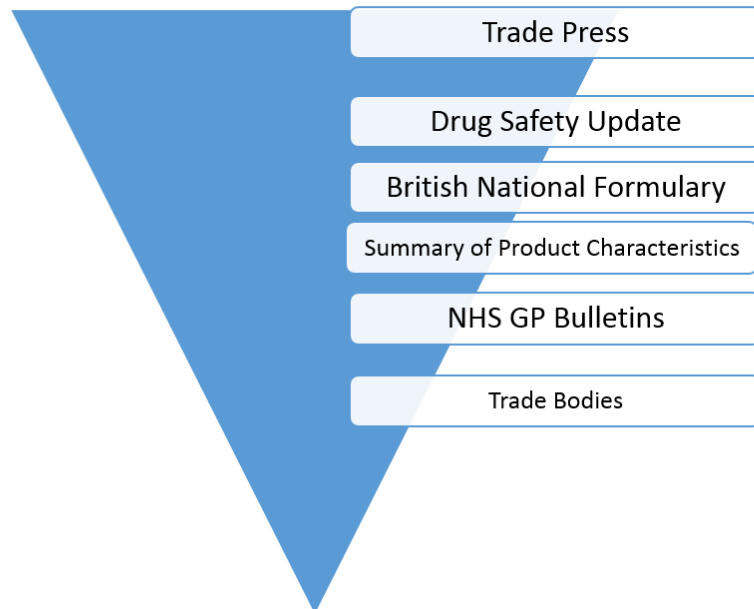
We favour the adoption of a "zero-tolerance" offence for illegal drugs which are known to impair driving, which are widely misused, including among drivers, and which represent a substantial part of the drug driving problem."



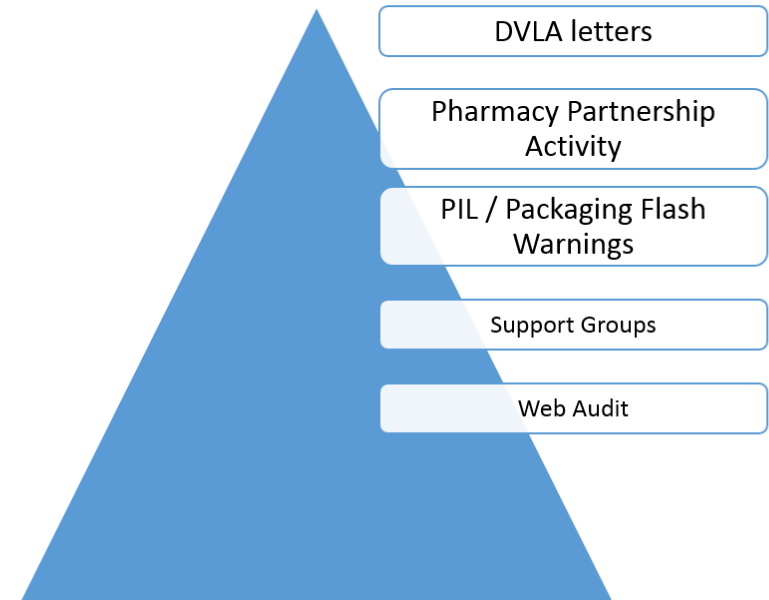
Widespread availability of medical advice

Prescription and Over the Counter

GPs / Pharmacists
Content: Healthcare Guidance



Patients
Content: Video / Leaflet / Online





Drink Driving

- Legislation is in Parliament to remove the 'statutory option':
 - option to provide specimens of blood or urine where a positive breath test is above the legal limit of 35 mcg of alcohol per 100ml but below 50 mcg of alcohol.
- Type approval of portable evidential breath testing equipment:
 - should be available in financial year 2015/16





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Fifty years of
campaigning
against
drink driving

Our award winning THINK
campaigns continue.

It's been 50 years since the
first drink driving advert in
which drink drive related
deaths have fallen but still 230
people died in 2012.

New campaign has been
published reminding people of
the consequence.

[http://think.direct.gov.uk/video-
drink-drive-50years.html](http://think.direct.gov.uk/video-drink-drive-50years.html)



Country Roads THINK! campaign



Brake before the bend



Fixed penalty notices



Failure to wear a
seat belt
£100



Using a mobile
while driving
£100



Careless driving will become a
fixed penalty offence carrying
a £100 penalty and points on
your licence



Failure to stop at a
red light
£100



If you are
caught speeding
£100

Fixed penalties for motoring offences are changing

For more information visit: <http://bit.ly/fixedpenaltynotices>





20mph research



DfT funded research

Currently underway

Should be completed in
2017

Research Objectives:

- effectiveness of 20mph speed limits over a range of outcomes and impacts including speed, collisions, injury severity, mode shift, quality of life, community, economic public health benefits, and air quality.
- drivers', riders' and residents' perceptions of 20mph speed limits and their outcomes and impacts.
- evaluate the processes and factors which contribute to the effectiveness of 20mph speed limit schemes
- assess the relative cost/benefits to specific vulnerable road user groups e.g. children, cyclists, the elderly.



Mobile phones and seatbelt research



DfT funded research underway to:

- obtain a representative estimate of hand-held mobile phone use and seatbelt use in England and Scotland.
- hand-held mobile use will be observed in both moving and stationary traffic.
- Seatbelt use for all occupants will be observed in stationary traffic only.



Automated cars

- Review of current legislation by end of 2014
- Bids for £10m trial fund due by end October 2014



 2013 Ford Fusion: Driver-Assist Technologies



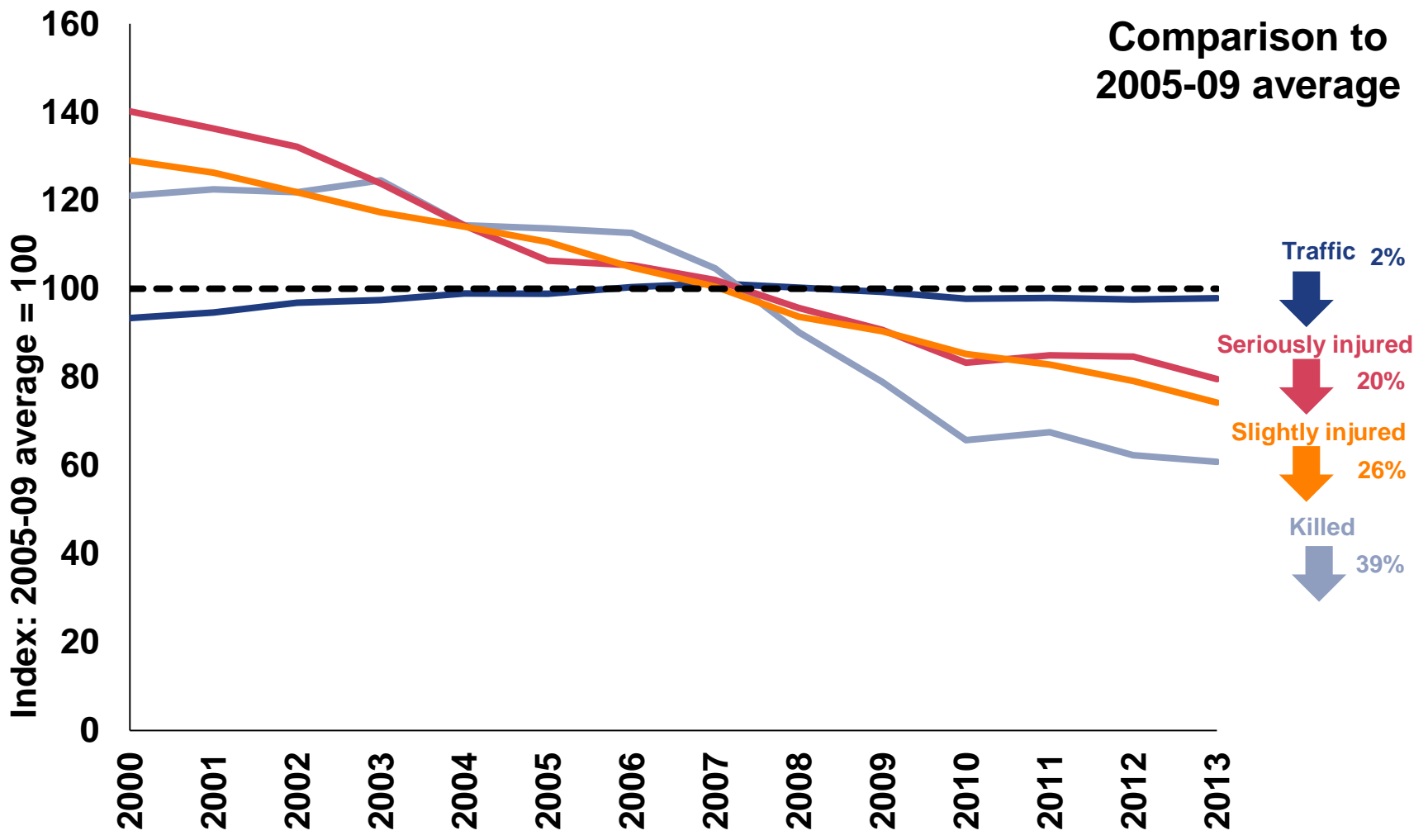
- Rear Camera
- Blind Spot Indicator System with Cross-Traffic Alert
- Pull-Drift Compensation
- Lane-Keeping System
- Driver Alert System
- Adaptive Cruise Control
- Active Park Assist



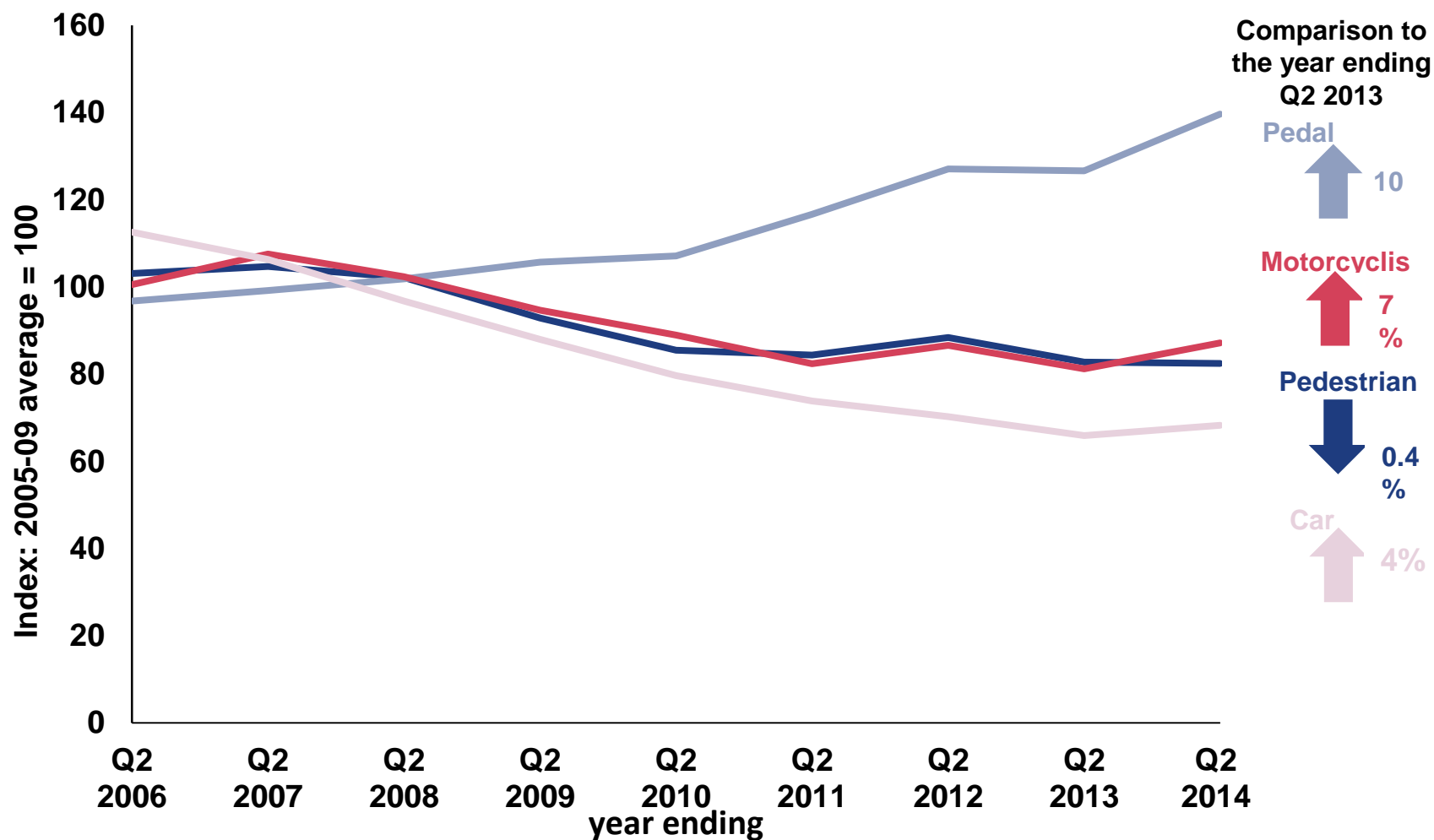


Overall trends

Road safety appears to be getting better



But the Q1 and Q2 provisional data for 2014 is worrying





Mode matters

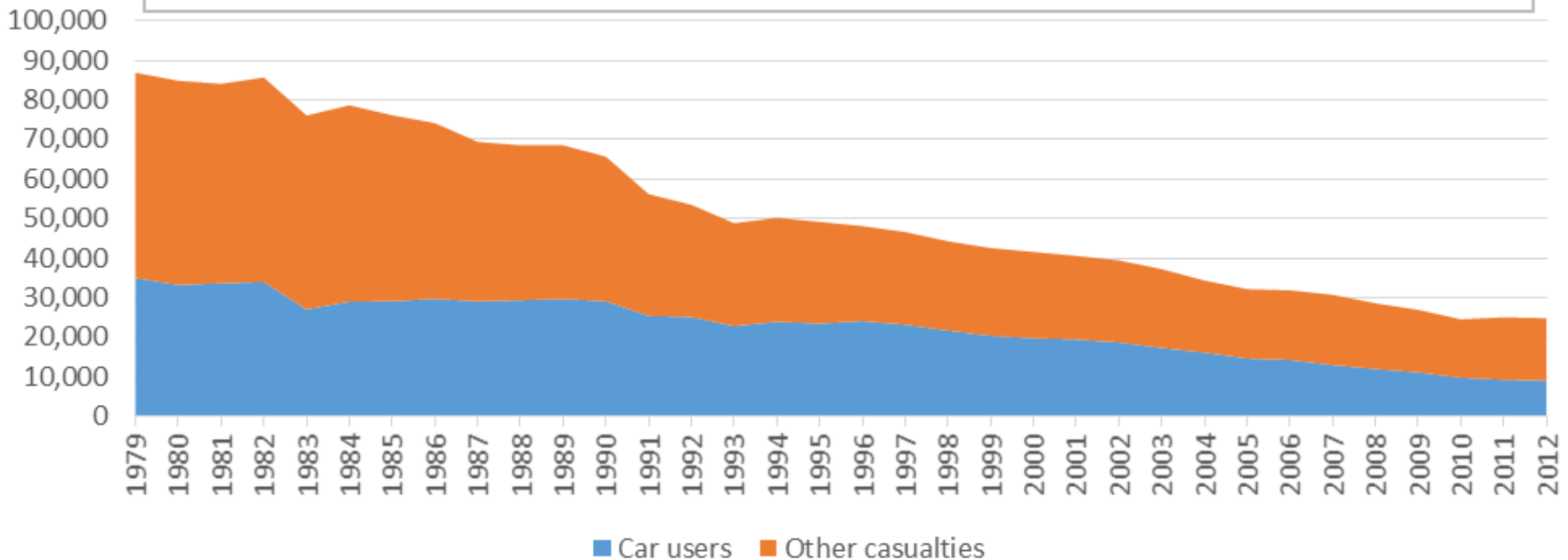
Trains
Submarines
Cars
Motorbikes
Boats
Trucks
Bikes
Scooter
& Tagalong
Trailer
Tractor
Trailer

- Injury rates for different modes very different
- Number of deaths and injuries amongst car occupants is falling as cars get safer
- So proportion of deaths and injuries amongst vulnerable road users is increasing



The proportion of casualties who are in cars is falling. So the proportion for other modes is increasing (even if overall numbers are falling).

Estimated KSI casualties for car users and other KSI casualties in the UK. In 1979, 40% of all KSI were car users, this figure dropped to 36% in 2012.





Location matters

More deaths on rural roads



Rural fatalities, 2013, by mode



Car Occupant 53%

Other 5%



Pedal cyclist 9%



Pedestrian 9%



Motorcycle Rider/Passenger 24%



Urban fatalities, 2013, by mode



Motorcycle Rider/Passenger 21%



Pedestrian 36%

Other 4%

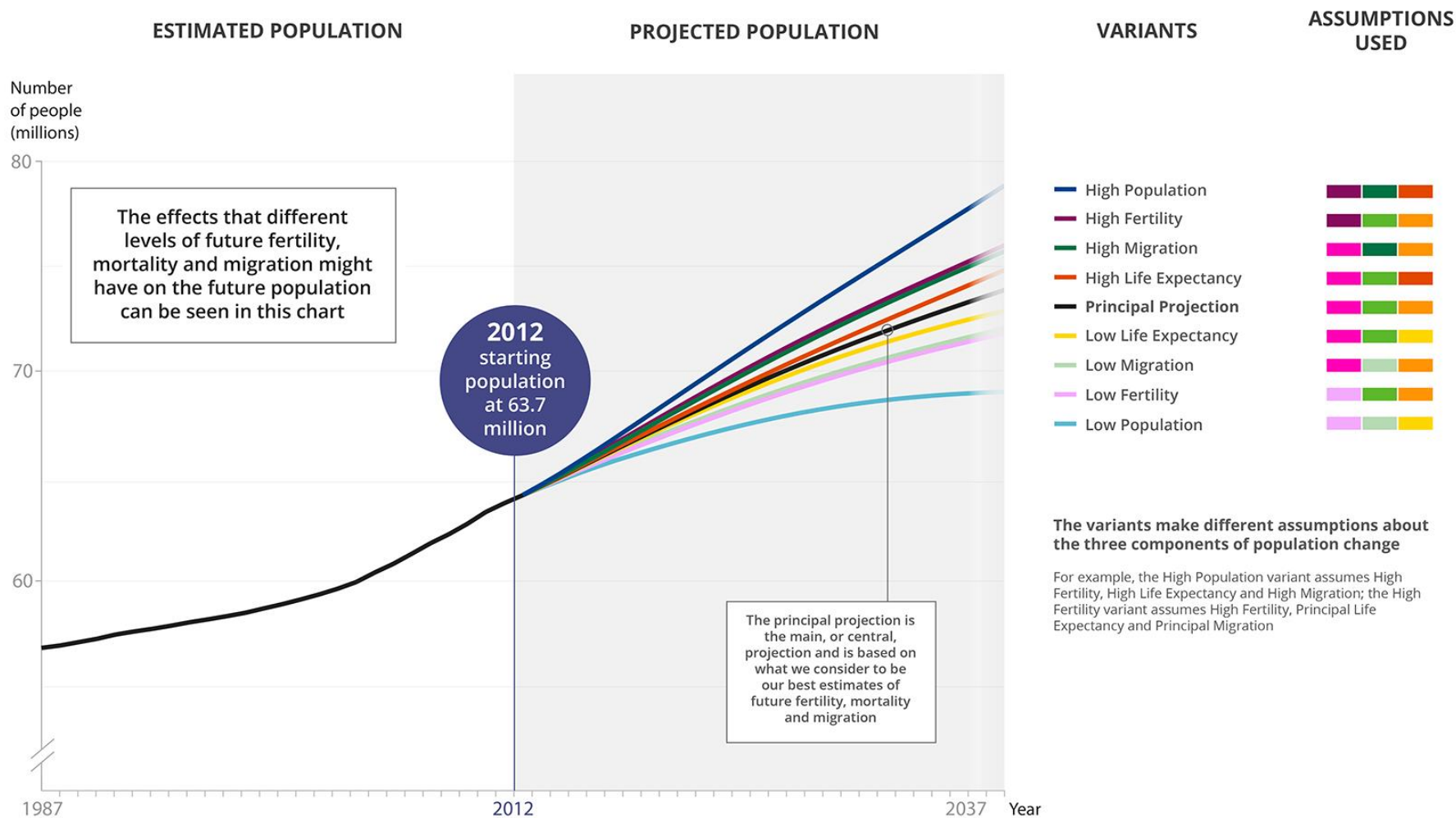


Pedal cyclist 19%

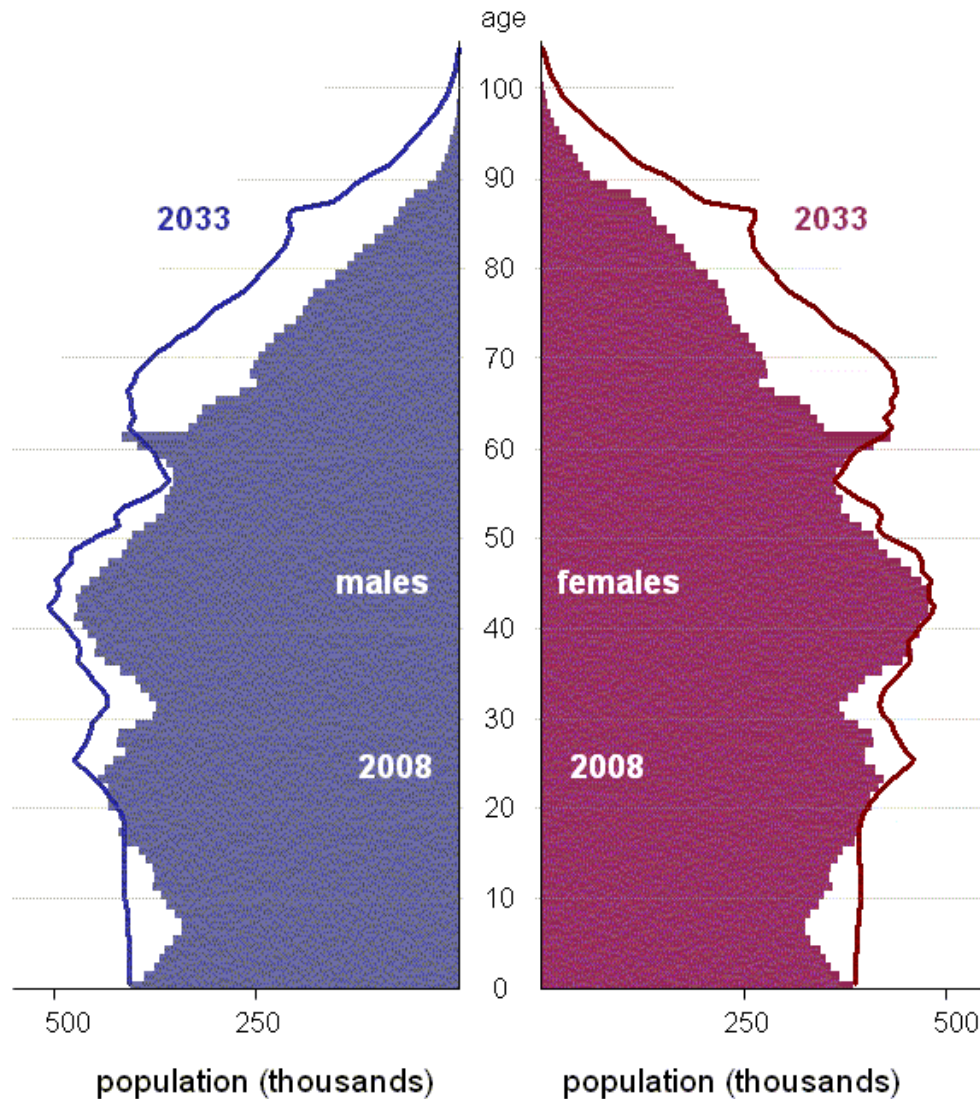


Car Occupant 20%

ONS data suggests the population is growing



There will be a few more young people... and a lot more older people





Conclusions



Conclusion

