

NORTHERN IRELAND POLICING BOARD

**MINUTES OF THE 8TH PUBLIC MEETING OF THE NORTHERN IRELAND
POLICING BOARD HELD ON THURSDAY, 3 OCTOBER 2002 AT 12
NOON IN WATERSIDE TOWER, CLARENDON DOCK, BELFAST**

PRESENT:

MEMBERS:

Professor Desmond Rea (Chairman)
Mr Denis Bradley (Vice-Chairman)
Mr Alex Attwood
Viscount Brookeborough
Mr Joe Byrne
Mr Fred Cobain
Mr Brian Dougherty
Mr Sam Foster
Mr Barry Gilligan
Mr William Hay
Lord Kilclooney
Mrs Pauline McCabe
Mr Alan McFarland
Mrs Rosaleen Moore
Mr Ian Paisley Jnr
Mr Suneil Sharma
Mr Sammy Wilson

**POLICE SERVICE OF
NORTHERN IRELAND:**

Mr Hugh Orde (Chief Constable)
Mr Colin Cramphorn (Deputy Chief
Constable)
Mr Duncan McCausland (ACC
Operations)
Senior Director of Human Resources
Director of Media and Public Relations
Superintendent, Command Secretariat
Superintendent, Roads Policing
Development
Chief Inspector, Command Secretariat

**OFFICIALS IN
ATTENDANCE:**

Mr Bob McCann (Chief Executive)
Head of Audit Services
Head of Business Affairs
Head of Policy & Accountability
Head of Training and Community
Consultation
Three Board Officials

1. APOLOGIES

Apologies for non-attendance were received from Mr Kelly and Mr McGrady.

Chairman:

Chief Constable, please make your presentation.

Chief Constable, Mr Hugh Orde:

Thank you, Chairman.

I will keep this brief, because I know there are a number of questions that Members want to ask, but I think we will deal with a number of issues arising.

Let me just start with a bit of good news, the CCTV system which has been promised by the Secretary of State, with some support from the Board as well as the police service, for East Belfast has been approved. Work will start on Monday. That is an important move forward in terms of our crime prevention strategy and keeping people from rioting, and if they choose to riot, then gaining evidence to deal with them.

Another issue, very briefly. I was in a meeting with the Law and Order Action Group, which I have mentioned to Members. There are a couple of key issues I think one could raise in the public forum, which is around the Police Service's commitment to supporting the whole judicial process and speeding up the system of law, in particular, our commitment to putting more officers on the street, which I know will be dealt with later. On the drugs issues, I have a meeting next week with my senior Assistant Chief Constable's Regional Officers and my regional heads of Special Branch to come up with a plan to start targeting local drug dealers, who I know, certainly from direct feedback

are causing deep concern in local communities. So, hopefully, we will get a report on that next time as well.

On a positive note also, there was a major crime prevention and technology exhibition at the Odyssey Arena last week, which I went and supported. It shows, in terms of partnership, just how effective we can be. There were major retailers there, with major support from the Police Service in terms of how people can protect their own property. I would encourage people to read the material in the public domain at that exhibition, because what I have learnt, certainly from the front end of this business, when I have been out on patrol, is there are so many preventable crimes which our Crime Prevention Officers are keen to help with. So again, I would take this opportunity to appeal to anyone who feels the need to seek advice to go to our Crime Prevention Officers who are in post and are keen to help.

In terms of overall matters, just on the drugs, 111 people last month were arrested in relation to drugs offences, which is a substantial increase on the month before.

Chairman:

Do you want to go on to discuss traffic now?

Chief Constable, Mr Hugh Orde:

Yes, the Board expressed an interest in our road traffic strategy. We have today a short presentation, which I think will last no more than 15 to 20 minutes. In keeping with my policy of not claiming to be an expert on everything, we have our own experts to deliver that message to you.

Superintendent Hamill (Roads Policing Development Branch):

Chairman, ladies and gentlemen, thank you for the opportunity to come today to address the Policing Board, on road policing issues.

During the course of the presentation I want to outline the action being taken by the Police Service of Northern Ireland to address the loss of life and serious injury on our roads. I also want to bring you some current and future initiatives, which would assist the police in achieving objectives of safer roads. Police cannot do this on their own, rather they must work in partnership with the community.

I want to start with what I would call the tragedy on our roads. On average each year, 150 people are killed and 1,600 are seriously injured. These figures represent a great personal tragedy and a loss to the families involved, and indeed a loss to the wider community. It is such an unnecessary loss of life and suffering and could be so easily avoided if road users were to take more care on the roads. Whilst we can never put a price on human life, it is estimated that the cost to the Northern Ireland economy is £450 million annually.

What are the main causes of death and serious injury on our roads? Excess speed - 22% of all fatal injury and collisions are due to excess speed. Alcohol or drugs on the part of the pedestrian or the driver - 12% in terms of death and serious injury, but 1 in 4 of all road fatalities are as a result of alcohol or drugs whether it be the pedestrian or the driver.

Seatbelts - 29% of those killed or injured, were not wearing seatbelts.

General carelessness overall - 17% of all collisions, injury collisions are the result of carelessness.

What resources do we have to deal with the problem? Road Policing Development Branch, our role is to develop, implement and monitor the Chief Constable's policy on road policing. We also seek to support the Service, by working in partnership with other agencies and the community, to secure safer roads free of death, injury, damage or crime and by introducing measures which will contribute to reducing serious road casualties.

Traffic Branch are in each of the 3 regions, Urban, South and North, with each region headed by a Chief Inspector, who is accountable to the Regional Assistant Chief Constable. Urban Traffic are based in Castlereagh and Antrim, South Region in Mahon Road and Newtownards, North Region in Maydown, Enniskillen, Omagh, Ballymena and Larne. There are a total of 274 traffic branch personnel within the 3 regions, and this is made up as follows, Urban Region 124, North Region 81 and South Region 69. Urban Region and South Region have 24 hour responsibility for 70 miles of motorway.

The traffic regions have a variety of equipment available to them, including speed cameras, faster speed detection equipment which measures speed over distance, laser speed detection equipment, breath testing equipment, video in car systems, tracker systems for locating stolen vehicles, where the system has been fitted to the car by the owner.

Each District Command Unit has a Road Safe Liaison Officer, who is usually an Inspector or a Sergeant, with responsibility for all aspects of road policing within the district. In addition, each District Command Unit has access to radar equipment and breath testing equipment.

What is the Police Service doing about the loss of life on our roads? I want to cover this under three headings, education, enforcement and engineering. Today I want to focus mainly on education and enforcement.

Education - this is targeted road safety education at vulnerable groups. For example, young drivers. Young male drivers make up 7% of the driving population, but yet they cause 28% of all fatal and serious injury collisions. Speed is the principal cause of one quarter of all injury collisions, and two thirds of all speed related collisions are caused by young male drivers. The Road Safe Roadshow is specifically targeted at young drivers and those who are about to drive. So far in Northern Ireland 4,000 young people have seen the show. In Dublin 2,200 young people have seen the show last month, at the request of the National Safety Council, who are considering introducing

the Roadshow throughout the Republic of Ireland. Seven venues are planned for 2002/2003 in Northern Ireland, and at each venue 2 shows will be shown each day, in order to try and meet the demand. The show is supported by Axa Insurance, and whilst it is the Police Service of Northern Ireland event, it is very much in partnership with Cool FM, the Ambulance Service, the Fire Service, Hospital Consultant/ Road Trauma Support Group and Philip Donaghy. He is shown on your screen here, a young man wheelchair bound, as a result of a road traffic collision.

Independent research has shown that the Roadshow is very effective in changing young peoples attitudes to road safety, the Police Service of Northern Ireland is delighted that the Roadshow has received the Prince Michael of Kent International Road Safety Award, which will be presented in the near future, and we have just learned it has won the overall award in the Education and Training section.

Motorcyclists, this year there has been an increase in the number of motorcyclists killed. In 2001 there were 11 killed, so far this year there have been 17 killed. Bike Safe is an education programme targeted at motorcyclists and those who are returning to motorcycling after a break for a number of years. In 2001 it was held in one venue, but in 2002/2003 we intend to extend it to other venues. The scheme has proved to be very popular with a significant number of enquiries received from members of the public who want to take part in the scheme. The event is supported by Black Horse Motorcycle Finance.

Other aspects of road safety education, Traffic Education Support Teams work with the local Department of Environment Road Safety Education Officers and provide mutual aid to each other in the field of road safety.

Turning to enforcement. Detections for 2001, in relation to excess speed, there were 28,659 motorists issued with fixed penalty notices or prosecuted.

Drink driving - 2,425 prosecuted. Seat belts - 10,508 fixed penalty notices or prosecutions. Carelessness - 2,795 prosecutions.

I want to now focus on targeted enforcement. We currently have five mobile speed cameras in Northern Ireland in addition to the other speed detection equipment which I mentioned earlier. Detecting motorists for speeding on roads where it is easy to make detections and where there is no history of collisions will not have any impact in reducing the number of people seriously injured on our roads. But properly researched targeted enforcement will have a major impact in achieving such a reduction.

The Wings Computer Project is where all injury collisions for the last three years have been plotted on maps with causation factors, the day and time of day etc showing. This information will enhance intelligence led road policing, and achieve target enforcement. The information will assist us in determining what the cause of the collision was, for example was it speed, drink driving, red light running or carelessness. Our resources can then be deployed to these roads at the particular times with the objective of targeting specific causation factors. Speed surveys were carried out with the Department of Regional Development earlier this year on 50 roads throughout Northern Ireland. The results of those surveys will be fully utilised and targeted enforcement. The roads identified were areas of high collision potential. You can see on the screen now some examples of collision clusters across Belfast.

When the rollout of the Wings Computer Project is completed, I will be publicly issuing a challenge to the community, that if they see speed cameras being used on a stretch of road where there is not a history of collisions then we would expect the community to challenge us in relation to this. I stress that this is once the computer project has been rolled out to the regions. In the example that we are showing you here now, from the computer, this is the Peter's Hill junction where there was some 38 collisions and the causation factor was clearly red light running.

Turning to alcohol and drugs. Last year 11,661 drivers were screened, and of that 2,425 were prosecuted for drink driving. Last year, at Christmas I announced a new policy, that if you are involved in any type of collision, no matter how minor, all drivers would be breath tested. For example, in a 6 week period, 943 drivers were breath tested who were involved in collisions, and of these 35 will appear in court on drink driving offences.

We are currently liaising with the Police Scientific Development Branch and the Home Office regarding the development of roadside testing device, where the person stopped will be able to complete the procedure at the roadside, similar to the position we had in Northern Ireland a few years ago.

Drugs and driving - this is a problem, which we can no longer ignore. Recent research has shown that 20% of drivers and riders killed were found to have drugs in their body. We are currently in liaison with the Police Scientific Development Branch and manufacturers regarding a suitable device to detect motorists under the influence of drugs, but it may be some time before an approved device will be available. In the interim we are training both traffic and local police officers in drug recognition and field impairment testing. In basic terms, the police officer will carry out a number of tests which will give an indication if the driver is under the influence of drugs. The first of this training started in June and we hope to have some major operations, convenient to "night spots" in the near future. Along with the Department of Environment, we are also considering an advertising campaign aimed at drugs and driving.

Seatbelts - the policy in relation to the enforcement of seatbelt wearing, changed in 2001 with the seatbelt advertisement "*Damage*". This is where the Police Service moved away advice and warning, to the issuing of fixed penalty notices. We would prefer not to have to issue fixed penalty notices, we would prefer that all vehicle users would wear their seatbelts. Due to the reluctance on the part of some vehicle users, we have asked that penalty

points would be attached to fixed penalty notice, so that it has more of an impact on those who continue to ignore the legislation. Casualties not wearing their seatbelt are three times more likely to sustain a fatal or serious injury.

In the twelve months prior to the campaign, the police issued 8,157 fixed penalty notices, and the twelve months after the campaign, we issued 12,488 fixed penalty notices, representing an increase of 53%. The most recent seatbelt survey carried out in Northern Ireland in April of 2002, showed an overall wearing rate change from 84% to 88%.

Carelessness - last year 2,795 motorists were prosecuted for general carelessness, and in addition to normal policing we have twelve vehicles fitted with cameras in order to detect offences of carelessness. We also intend to introduce automated red light running detection equipment, within the next eighteen months to two years. Research has also been carried out on technology, which is available elsewhere in Europe, which assists in detecting motorists who drive too close.

Turning to cross border enforcement and co-operation, research has found that about 3% of injury collisions in Northern Ireland involve motorists from the Republic of Ireland, and there would be a similar situation in respect of Northern Ireland motorists involved in injury collisions in the Republic of Ireland.

The last three major advertising campaigns have been cross border campaigns, "*Thump*" pertaining to speed, "*Shame*" relating to drink driving and "*Damage*" relating to seat belts. These advertisements continue to run on both sides of the border, alongside these campaigns has been enforcement on both sides of the border, and cross border cooperation in terms of the enforcement activities. Dennis Fitzpatrick my opposite number in Garda Siochana and I meet on a regular basis to discuss areas of common interest.

Engineering - we continue to liaise with the Department of Regional Development's Road Service in relation to road layout, new roads and road engineering measures, which would improve road safety.

Turning to new initiatives, the ANPR Project, Automatic Number Plate Recognition, this is a pilot project in each of the three police regions. Traffic Branch vehicles are fitted with ANPR equipment in Antrim, Maydown and Mahon Road. ANPR is a in-car camera system, which automatically reads the registration number of the vehicles on the road and checks them against vehicles listed on a database. If a "hit" is detected, a warning is given to the traffic officers, and a picture of the vehicle and the registration number is displayed on the camera screen. The database is updated each day, and it includes for example, stolen vehicles, vehicles involved in crime and possible motoring offences. This project is at the very early stages of implementation, and will be the subject of on-going evaluation. It is my view, that the ANPR Project has the potential to enhance road policing, crime detection and crime reduction.

Decriminalised parking - at present fixed penalty notices are issued and processed by the Police Service of Northern Ireland. This process will be decriminalised and is currently being taken forward by the Police Service and the Department of Regional Development for implementation around 2005/2006.

The Netting Off Project - in December 1998 the Government introduced a pilot scheme, aimed at reducing the number of traffic collisions through additional safety camera enforcement. This initiative used revenue for the safety cameras from the safety cameras to fund their installation, maintenance and the issuing of fixed penalty notices. In respect of Northern Ireland, the business case is currently with the Northern Ireland Office and it is hoped to introduce the scheme in April 2003. The project will be targeted to speed and red light running on roads and junctions with a clear collision history. The speed surveys, which have been carried out at the top

fifty locations for collisions, will be fully utilised in the deployment of the speed cameras. There will be a progressive deployment of additional cameras and it is hoped to have twenty fixed site digital speed cameras at twenty of the highest collision sites, two additional mobile speed cameras will also be available bringing it to a total of seven mobile cameras available in the province. It is intended also to have fourteen red light running cameras.

I want to emphasis that this project is not about making money it is about making the roads safer for everyone to use. I have already said publicly, the ideal situation would be that there would be no need for the police to have to issue fixed penalty notices and that the project would become bankrupt, but that situation is highly unlikely. Research in England has shown that there were 35% fewer injury collisions at safety camera sites and 47% fewer people killed and seriously injured at those locations. Obviously to accompany the Netting Off Project will be a media and publicity strategy, it is intended that the location of fixed camera sites would be made known on the internet and through education leaflets which will thus reinforce our education strategy. We will comply fully with the existing Home Office guidelines regarding warning signs and the colours of camera boxes etc. There is no doubt that the further deployment of speed cameras in Northern Ireland will reduce the number of people killed and seriously injured on our roads.

The Northern Ireland Road Safety Plan, this plan will be launched next month, and it is the intention of the Police Service to play its part in contributing to the overall reduction in the number of people seriously killed and injured on our roads by 2012. In the near future we will be issuing a Road Policing Strategy, which will make a significant contribution to the Road Safety Plan. I see road safety very much as community safety. The Police Service alone cannot achieve the target, which will be set in the Road Safety Plan but it can make a significant contribution by working in partnership with the community. By working in partnership, that is both inside and outside the organisation, partnerships with statutory bodies such as Department of the Environment, Vehicle Licensing, Department of Regional Development, partnerships with

the voluntary sector, such as the Road Safety Council, Road Safety Committees, Road Trauma Support Group, partnerships with the private sector, such as Axa Insurance and McCann Erickson. I believe strongly in true partnerships being developed, not partnerships, which are paper based, but partnerships which are effective and which endeavour to meet the needs of the community.

Research and Technology - the Police Service of Northern Ireland will continue to research and procure a technology, which will assist police patrolling activity and technology, which will undertake automatic enforcement of offences. You will be aware that we are currently testing digital speed camera equipment on the Sydenham Bypass and very shortly on the A1 dual carriageway near Banbridge.

Turning to the Policing Plan, Traffic Branch Officers are first and foremost police officers, who play an integral part in serving our community. What contribution do Traffic Branch officers make to the Policing Board Plan? Road Policing - they make a significant contribution to improving road safety and the reduction of casualties. Crime Reduction - they contribute to crime reduction by their presence on the roads. Utilisation of technologies such as the NRP equipment which, will lead to a reduction in crime and in keeping with our aim of safer roads free of crime, to build and sustain confidence in the police service. Traffic officers patrol in highly visible vehicles thereby enhancing public reassurance and reducing the fear of crime. Their presence and commitment to safer roads will thereby help to build and sustain confidence in the Police Service.

In conclusion Chairman, Traffic Branch, Road Policing Development Branch and District Command Units will utilise their resources fully and effectively to reduce the number of people killed and seriously injured on our roads. This is something which the police cannot achieve working on their own, but will only be achieved by effective true partnership working with the community. Thank you.

Chairman:

Superintendent Hamill, that is very helpful. Any questions or comments from Members?

Sam Foster:

Thank you Superintendent for your very good presentation. Road safety is a big issue with all of us. Of course speed is a big issue. What makes me refer to that are large trucks speed a lot around the roads, I think more concern should be taken of those, and of course you did refer to the 18-25 year olds, young males. But seatbelts come up quite a lot, and one of the things that I have found in my role, was quite a number of people do not wear their seatbelts especially in the rear of cars. I think that mainly comes about because of the fact that they are very difficult to put on, especially if there are two or three people in the rear of the car. I have often wondered if manufacturers could be encouraged to provide seatbelts which would be easier belted up?

Superintendent Hamill:

Mr Foster - the situation in dealing with speed in relation to large goods vehicles - we do have specific operations which are targeted in that particular area. Moving on to seat belts, we all see vehicle users particularly rear seat passengers who are not wearing seat belts, and yes we want to encourage everyone to wear their seat belts. As I said earlier this morning if you are involved in a collision, you are three times more likely to be killed or seriously injured if you are not wearing a seat belt. The point you made in relation to manufacturers, yes, there is ongoing liaison between the manufacturers and the police and other road safety organisations to try and improve vehicle safety.

Chairman:

Lord Kilclooney.

Lord Kilclooney:

Chairman, briefly just two points. First of all, traffic wardens, are they in consultation with the police, as to where they operate? Because the particular area where I live, it seems to me, they concentrate in parts of the city where there is very little problem and are generally absent from parts of the city where there are major parking problems and traffic problems. So I just want to know what degree of control the police have on traffic wardens.

Secondly, you seem to imply that when Northern Ireland drivers go to the Republic of Ireland, they get a bit reckless and likewise when Southern Irish people come to Northern Ireland they get reckless, but since Scotland is closer to Belfast than the Republic of Ireland is, and since the roads there are crowded with Northern Ireland drivers in the summer time have you any statistics about how we behave when we are in Scotland?

Superintendent Hamill:

I will take your questions in reverse. The first one is in relation to the cross-border situation, yes, 3% of collisions in the North are involving drivers from Southern Ireland and indeed 2 ½% of collisions in Southern Ireland involve drivers from Northern Ireland, I do not have figures in relation to Scotland, but obviously we do have a good relationship with our colleagues in Scotland. Indeed, what we want to see developed is very much the whole thing, crossing borders to save lives and that is very much the aspect of whether it be coming from Scotland, Wales or whatever, it is traffic coming into Northern Ireland and we want safer roads for everyone.

Traffic wardens come under the control of the District Commander and yes, if there are issues then obviously the District Commander is the person who decides on deployment of the traffic warden. I think perhaps the Deputy Chief Constable wishes to speak on that.

Deputy Chief Constable:

Just to add one point, in the city of Belfast there are traffic wardens that are provided on a partnership arrangement with the Road Service, to enforce on-street parking, that is the issue of decriminalisation that was touched on in the presentation. You will know if you go to almost any other city anywhere in England, Wales or Scotland now, on-street parking has been decriminalised, by which we mean, enforcement is taken forward by the local authority who employ their own warden service to enforce on-street parking. In Belfast, we, in the sense that the traffic wardens that are under the direction and control of the Chief Constable are still enforcing on-street parking, and in that sense we are rather behind the curve, but that work is being taken forward. So there is an element of on-street parking enforcement, which is in effect done under a contract, for want of a better term.

Lord Kilclooney:

Can I just come back on that, because that is interesting. Do the local authorities in England really act on this, or is it like in Northern Ireland the areas where we have alcohol drinking is prohibited and the local authorities have not acted in that respect. One would fear that the local authorities would likewise be inactive, if you transfer the responsibilities of the local authorities here.

Deputy Chief Constable:

The local authorities in England are very active on this. If when you are in London in your parliamentary duties, you looked at the City of Westminster for instance, you would almost any day walking through Westminster bump into the enforcement wardens out on the ground issuing the fixed penalties. The fact of the matter is, it is a self-funding operation in terms of those local authorities in England and Wales. Now you may have a view on whether that is a good or bad thing but it does at least ensure that they do not fall into the trap that you are highlighting.

Chairman:

Mr Ian Paisley Jnr.

Mr Ian Paisley Jnr:

Thanks, Mr Chairman, and thanks to the Superintendent for his presentation. As you know over the summer there was a serious reduction in Traffic Branch because of the crime and disorder in the city and across the province. Can you now assure us that Traffic Branch is now back to full strength and you have at your disposal, the necessary resources?

A couple of other points. On the Bike-Safe Scheme which you run, are you able to tell us the number of applicants who have actually applied for that, and the incentive of a reduction in the insurance scheme is probably a very good incentive on that Bike-Safe Scheme. The Netting-Off issue, the location of the fixed camera sites, is there any danger that you could be moving incidents to other areas as a result of netting-off? Is there any evidence to show that? And have you any statistics on the detection level, say at Sydenham?

Superintendent Hamill:

I am glad you raised those points. In relation to the Sydenham Bypass, on average each day, there are about 50 motorists detected, and that is despite all the publicity we have had in relation to the camera being in place. It would be about 34 on average for speeding, and 16 for red light running. Now I am just trying to remember all the other areas that you covered there.

As I said in my presentation, traffic officers are first and foremost police officers. At times of the year, traffic branch officers, they are trained personnel, are available for public order duties, and are utilised in that way. We do want traffic officers utilised in the fields that their expertise is in, but also there are times, and we all know the tragedy of the province whenever there is street violence or any difficulties, that we have to remove officers to do those duties. There is a second point I think I missed there?

Mr Ian Paisley Jnr:

You are back to full strength then in Traffic Branch duties and the other point then was the Bike-Safe?

Superintendent Hamill:

Yes, Bike-Safe is one where applicants can apply via the internet to take part in it. You are right, in your assumption, if they take part in the Bike-Safe Project they do actually benefit from a 10% reduction in insurance. It is a very good system and it has been well operated. I do not have actual figures for you in relation to how many are pending. Because of the success of it we do intend to extend it throughout the province. I think Mr McCausland wanted to say something.

Assistant Chief Constable McCausland:

Chairman, in relation to the figures. The figures that were shown are the up to date figures in terms of the establishment levels in the 3 regional traffic areas. They are up to strength. There may be one or two in terms of officers being recruited in, and officers moving out, but they are the up to strength figures as they are today.

Chairman:

I am going to take three more questions in this traffic area, before moving to general questions, Suneil Sharma.

Mr Suneil Sharma:

Thank you for your presentation. The question I would like to ask, when I am travelling around the province, I see young children very often not strapped in seat belts in cars, and adults in the front strapped in seat belts in cars. You mentioned that policy of penalty points for not wearing seat belts, do adults that do not ensure that their children are strapped into seatbelts receive penalty points?

Superintendent Hamill:

I do not doubt the care that the parents have for the children. I know people say to me, oh they get restless in the car and everything else, but we are talking about that child's safety. We have asked for penalty points to be attached to fixed penalty notices for not wearing seat belts and in the case of children, the driver would become responsible and it would be the driver who would get the penalty points. We would see that as a big deterrent.

Chairman:

Viscount Brookeborough.

Viscount Brookeborough:

You mentioned on your education policy that the message should be "don't ever drink and drive". Do you sometimes find that that message is inevitably slightly divergent from the legal situation? That is that you are permitted to drive up to a certain level. Do you not feel that is a mixed message for young people? Secondly, it is accepted that colouring cameras in situ is a deterrent. To what extent are the mobile speed cameras a deterrent when they are largely uncoloured or unnoticeable?

Superintendent Hamill:

First of all dealing with drinking and driving, my view is always, never ever drink and drive, and I know that has been always the stance we have maintained. People may say, oh I could take so much, my view is, never take a chance, just do not drink and drive. That is the message which, both ourselves and respective Department of Environment Ministers have sought to get through over the years. Dealing with the aspect of colouring of cameras, yes we intend that at fixed site cameras you will know where they are and they will be properly signed. In relation to mobile speed cameras, we have a number of camera vans

operating at the moment. We have only recently introduced proper signing on those mobile speed camera vans, and on the side there is a slogan, "Making Our Community Safer".

Chairman:

Mr Sammy Wilson.

Mr Sammy Wilson:

Just on the last point, you did mention that you would comply with the regulations regarding the colouring of cameras. The one that you have mentioned at Sydenham, of course is not. It is well disguised. It is the same colour as the rest of the street furniture and indeed the post which it is on. That may be one of the reasons why it is not a deterrent. I just ask, who is responsible for actually making sure that these things are visible, is it the police or the Department of the Environment?

Superintendent Hamill:

The camera, which is at Sydenham Bypass is purely on test, no motorists are being prosecuted as a result of that, it is there on test only. The point is that we are able to access all information as fed back into the computer in our fixed penalty centre. We have about 50 detections a day. Whenever it comes to it, whenever netting off comes in, we will comply with the Home Office guidelines in relation to it, and we will be responsible for ensuring that the street furniture there is in compliance with the regulations and the Department of Regional Development will then actually put everything in place. Certainly we will not operate the scheme outside the guidelines that are already set.

Chairman:

We can then move to the general questions, Mr Alex Attwood has a question and

Sammy Wilson has a supplementary on the incident in Lurgan subsequent to the All Ireland final. Alex Attwood.

Mr Alex Attwood:

Yes, Chief Constable, and could I first of all congratulate the Deputy Chief Constable on his appointment to a senior post in Britain.

My question is, bearing in mind, first of all, that there was behaviour by both loyalist gangs and some nationalists arising around the victory of the Armagh County Football Team in the All-Ireland, that has to be condemned, and condemned by all. My question is, put in that context, and is mindful that complaints have been raised with the Police Ombudsman's office and therefore without wanting to prejudice her investigations. There was an incident in Lurgan where a 16 year old suffering from cerebral palsy was hit in the face with a bottle, while sitting in the back of a car, whilst being surrounded by loyalist gang, arising from which a facial artery was cut. When his parents went to, it is alleged, a stationary white land rover nearby the police officer said they could not help and they did not have a first aid kit. Yet moments later, when an unmarked police car arrived at the scene, police officers in that car went to that white land rover and is alleged removed from it a first aid kit. They treated the young 16 year old and then drove that 16 year old to hospital, so that the family thereafter acknowledged the police officers for saving their sons life. Now whilst it is being investigated by the Police Ombudsman, the apparent contrast between what certain police officers did not do and what other police officers did and did so decisively to the point of saving a persons life, is something that I would ask you Chief Constable are you aware of? Would you acknowledge that if that sequence of events is correct, it is of a great disturbing nature. Is it not a case that if behaviour of that nature has arisen, that it is a case where those who may be responsible for that behaviour should be suspended, pending the investigation of the Police Ombudsman?

Chief Constable, Mr Hugh Orde:

Thank you, yes I am aware of it. I thank Alex Attwood for raising this issue with me yesterday, or letting us know yesterday, so that we can give a full response. I am mindful of the fact that he says the Ombudsman is involved in this, but like him when I heard about this I was very concerned, so I did take some steps to find out what had gone on. In fact this morning I spoke to one of the officers who was at that scene and who did render first aid to the young man. Unfortunately he was injured last night in Craigavon, so he is now off sick with facial injuries. However, I think the most important thing without going into detail, because I do not want to prejudice the issue. When I spoke to the officer he was so concerned at the allegation, he immediately offered to meet the family at the local police station. His perception of the reality was fundamentally different.

A couple of points, one was he was clear in his mind that a first aid kit was obtained from the first vehicle, albeit the one used was from a fully trained medic officer from the second land rover. He had it personally strapped to him and was able to render first aid quicker. I think the important point there was the officer was fully trained in first aid. I think Alex's point is right, he probably did contribute substantially to saving his life.

In terms of the conveying to hospital, he was actually taken to hospital by police. One of the officers, the officer I spoke to, flagged down another police response vehicle. Because of the nature of the injury, they did not wait for the ambulance. They took him straight to hospital because they were concerned an ambulance would not get there in time. If the situation was as described by Alex that someone made a conscious decision to deny first aid, I would treat that with extreme seriousness. I will wait to see what the Ombudsman says, obviously in

terms of the specific detail, but the offer stands, and the officer will happily meet the family.

Chairman:

Mr Wilson.

Mr Sammy Wilson:

Chief Constable, at the celebrations around the All-Ireland victory, there was an attack on the police station in Lurgan with cameras being damaged etc.(Recording Unclear). Can I just ask when the police station was attacked were or have there been any arrests. If so, will they be charged with the same, since quite clearly they congregate for this purpose, will they be charged with the same offences as Orangemen are being charged with at Drumcree, that of riotous assembly?

Chief Constable, Mr Hugh Orde:

In terms of what offences we would charge people with, it would depend on what the evidence was in individual cases. I am aware of the situation in Drumcree. My view on that is, if the evidence fitted that charge and the DPP also agreed, then that is what you are charged with. I have not got the specific figures for arrests in relation to those offences. However, I am aware, there is an ongoing investigation in relation to the issues around the Armagh victory, it is ongoing and I am confident that we have some very good evidence and that arrests will be made. I do not think they have been made yet.

Chairman:

On the Derry/Londonderry bus driver incident, William Hay.

Mr William Hay:

Thank you very much Mr Chairman. Maybe clarifying a number of points. Number one, does the Chief Constable plan to release further information, to further clarify who was responsible for that shooting? Secondly, can the police clarify that the evidence found at the scene would lead back to a gun, or guns used in past operations by the IRA. Thirdly, is the investigation ongoing, and can the Chief Constable in that investigation say, or has intelligence to say, that that operation and that incident with the bus driver was sanctioned by the IRA?

Chief Constable, Mr Hugh Orde:

In short answer to that, I do not want to be drawn on the evidential state of that inquiry because it is ongoing.

In terms of who is responsible, again I think I said many times I am not particularly interested in apportioning blame in individual cases. The harsh reality of this place is that there are routinely events on all sides of the divide, where they target members of their own community for whatever reason. My ACC felt it appropriate in relation to this one to make a comment yesterday, which was based on his professional judgment of that particular case. I think he stands by that and I would not want to go any further. My view is, I do not really want to get into the blame game. Frankly, this is yet another crime where someone has been seriously injured. The day before, a young 16 year old man, walking down the street in Belfast, was shot in the back of both kneecaps, in what is referred to as a "punishment shooting". Both people are injured, we will carry out professional investigations with a view to finding who the perpetrator is, and I will leave the blame to others frankly.

Mr William Hay:

Just to go back on that point, there is press speculation indicating that bullets found at the scene related directly back to a weapon used by the

IRA in a previous operation. Whether it is press speculation or not, can the Chief Constable at this moment in time, clarify that?

Chief Constable, Mr Hugh Orde:

No again, the short answer is that I cannot. I can confirm forensic exhibits including 9mm casings were recovered from the scene, I can not believe they would have been attributed properly to anything yet. It is probably far too early. Press speculation is no grounds for me to make a comment. Property was recovered. It will be examined. It will form part of the case if we have a successful prosecution.

Chairman:

On the decision to reopen Claudy, the tragic incident there, Ian Paisley Jnr, his question to the Chief Constable.

Mr Ian Paisley Jnr:

Thank you Chairman. Just to really comment on what has been said before. When we ask as public representatives about who is doing what, I welcome it when the Assistant Chief Constable is able to say, as soon as he has material, that that is the PIRA doing it, or it is some other organisation doing it. I think that it is important that the public does know exactly what is going on, and who is doing what in this society. I hope that the Government is as honest and open with this information because it is embarrassing to people and it should be embarrassing to them.

I want to also welcome what the Chief Constable has said to us about the increase in arrests in drug dealers. I hope that in future we are may be able to get an idea of levels of purity of heroin that is being seized. That would indicate to the community that people are chasing this drug, or injecting this drug, and give us a profile on abusers.

Generally, I want to comment that I think its important that we recognise that there is an increase in the level of threat against people, especially in light of information that fell into our hands about the threat against new recruits in the police. I hope that the police were able to respond to that level of threat adequately.

Specifically then on Claudy. Can I ask the Chief Constable, is he able to clarify the nature of the investigation that will be held into this? If there are at present, any lines of enquiry, because as you know there has been a lot of speculation about the involvement of a Priest. There has been a lot of speculation about involvement of a senior IRA figure, who now happens to be, or could be, associated with someone in our Government. I hope that it would be useful to find out exactly what went on in Claudy, and who was responsible for Claudy, and those people brought to justice, because the torment that has affected that community is still very tangible.

Chief Constable, Mr Hugh Orde:

I can confirm that, Assistant Chief Constable Kinkaid has appointed a Detective Chief Inspector to review the whole investigation of that no warning bomb on the

31 July 1972, which killed 9 people. I can confirm, it will take into account all the recent allegations which have been made in the media, and the first stage is to make sure the victims have been informed of what is going on. I am told that now has taken place. It will be a thorough review of the evidence, if there are new lines of enquiry then they will be pursued, but it is too early to say yet, because we have only just undertaken this new piece of work.

Lord Kilclooney:

The subject of the County Armagh GA victory, in the village of Keady, in South Armagh, every hall and church identified and damaged by attacks (Tape Unclear) condemned by a local SDLP Councillor very openly and

honestly this week. I think the protestant minority there are quite alarmed at this kind of attack, in the aftermath of the County Armagh victory. They would like a guarantee that the police will be pursuing this matter and will prosecute where possible.

Chief Constable, Mr Hugh Orde:

I was aware of it, in fact there was another isolated case of a similar nature, which all are being investigated. I am unaware of the exact nature and where we are in the inquiries, but I know they are being investigated and it was brought to my attention on the day of the report.

Chairman:

Can I say thank you Chief Constable, to you and your colleagues for answering our questions, in particular to Superintendent Hamill for the excellence of his presentation, we found that most informative. Thank you very much indeed.

