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**Environment and Transport
Select Committee**

**Investigation
into Road Traffic
Accidents**

April 2004

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Background to the investigation

The role of the Select Committee

1. The Environment and Transport Select Committee is one of six scrutiny committees established by the Isle of Wight Council. These have the responsibility of checking the decisions of the Council's Executive to ensure that these accord with the approved policy and budget framework. The Select Committees also conduct policy reviews and assists in policy development; The Environment and Transport Select Committee has traffic management, traffic education and road safety within its remit.
2. At the Environment and Transport Select Committee meeting on 29th July 2002, the Head of Engineering Services submitted the Local Transport Plan (LTP) Annual Progress Report (APR) 2002 for consideration. Contained within it was data showing trends on a range of issues and whether or not the Council's targets were being met. The Select Committee noted that the Council was not meeting targets with respect to reducing the number of people killed or seriously injured in road traffic accidents (RTAs), and agreed to make this a priority issue.

The Review

3. In response to this, the Committee agreed to undertake a review of RTAs. At the meeting on 22 April 2003 the Select Committee decided that the scope of the review should be:
 1. To ascertain any trends in serious and fatal RTAs.
 2. To ascertain whether the revenue and capital budgets are being utilised effectively to aid a reduction in RTAs.
 3. To investigate joint initiatives with appropriate agencies to assist in the reduction of serious and fatal RTAs.
 4. To assist with the investigation, representatives from a number of agencies were invited to submit evidence to a meeting of the Environment and Transport Select Committee. This was aimed at identifying any possible causation factors behind the increase and highlighting the effects that serious and fatal accidents have on a range of public services.

Road Traffic Accidents

4. The definition of an RTA is an incident, “within the public highway involving a vehicle and resulting in injury to a road user, which becomes known to the Police within 30 days”.

Definitions of the types of injuries sustained are:

- Fatal Injury - where death occurs less than 30 days after the accident, as a result of the crash, not from natural causes or suicide.
- Serious Injury - detention in hospital as an inpatient either immediately or later. Also counts injuries to casualties who die 30 or more days after the crash from injuries sustained in that crash.
- Slight Injury - Persons not requiring hospital admission, although they may need some roadside attention.

The Council's responsibilities

Safety on the Island's roads is a key theme highlighted in several council documents:

5. The Isle of Wight Councils Corporate Plan (2002) includes the following aims which can be related to improving road safety on the Island:
 - "Improving health, housing and the quality of life for all".
 - "Creating safe and crime free communities".
 - "Improving public transport and the highway infrastructure".
6. The Council's Annual Progress Report 2002 on the Local Transport Plan 2001 – 2006, indicated that a review was being undertaken on the Road Safety Strategy – a new draft strategy was released for consultation purposes in March 2003. The strategy is currently still undergoing review.
7. The Council also has statutory responsibilities linked to road safety under Section 39 of The Road Traffic Act (1988), which states that:

"(2)...Each authority must prepare and carry out a programme of measures designed to promote road safety and may make contributions towards the cost of measures for promoting road safety taken by other authorities or bodies

(3) without prejudice to the generality of subsection (2) above, in pursuance of their duty under that subsection each local authority: -

- a) *must carry out studies into accidents arising out of the use of vehicles on roads or part of roads, other than trunk roads, within their area.*
- b) *must, in the light of those studies, take such measures as appear to the authority to be appropriate to prevent such accidents, including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads for which they are the highway authority.. and other measures taken in the exercise of their powers for controlling, protecting and assisting the movement of traffic on roads.*

c) *in constructing new roads, must take such measures as appear to the authority to be appropriate to reduce the possibilities of such accidents when the roads come into use.*"

8. With respect to the above responsibility, The IWC's Annual Action Statement 2003-04 indicates that the Council will implement measures to improve road safety and reduce accidents. The key targets are:

- To decrease in the number of people killed or seriously injured in road accidents by 40%, to a maximum of 107 casualties per annum by 2010.
- To decrease the number of children killed or seriously injured in road accidents by 50%, to a maximum of 11 casualties per annum by 2010.

National aims

9. The Government paper entitled, "Tomorrows Roads, Safer for Everyone", (Department of transport, 2000), which set National targets for accident reduction on Britain's Roads, to be achieved by 2010, as follows:

- 40% reduction in people killed or seriously injured
- 50% reduction in the number of children killed or seriously injured
- 10% reduction in the slight casualty rate (expressed as the number of people slightly injured per 100 million vehicle kilometres).

The Isle of Wight Council's aims

10. The LTP contains targets for the Isle of Wight Council in its responsibility for, "Making Island Roads Safer". These targets to reduce road accident casualties and deaths for 2006 are:

- To achieve a 20% reduction in the number of people killed or seriously injured in road accidents compared with the baseline average of 122 between 1994-98.
- To achieve a 25% reduction in the number of children (under 15) killed or seriously injured in road accidents, compared with the average of 15 in 1994-98.
- To achieve a 5% reduction in the number of slight casualties in road accidents, compared with the average of 568 in 1994-98.

RTA figures on the Island

11. The Annual Progress Report 2003 showed that number of people killed or seriously injured is still above The Council's target, as seen in table 1.

Number of people killed or seriously injured on Island roads			
Year	Milestone	Actual	% Increase on milestone
1994-98 average	N/A	122	N/A
2000		120	
2001	117	121	+3.4
2002	112	114	+1.8
2003	107	N/A	
2004	102		
2005 (target)	97		

Table 1: Total number of serious and fatal casualties from RTAs on the Isle of Wight

12. The APR also reports that the target of reducing the number of under 16 year olds killed or seriously injured has not been met, as shown in table 2.

Number of children killed or seriously on Island roads			
Year	Milestone	Actual	% Increase on milestone
1994-98 average	N/A	15	N/A
2000		11	
2001	14	10	-28.6
2002	14	15	+7.1%
2003	13	N/A	
2004	12		
2005 (target)	11		

Table 2: Number of children seriously or fatally injured in RTAs on the Isle of Wight

13. The financial cost of an RTA is substantial:

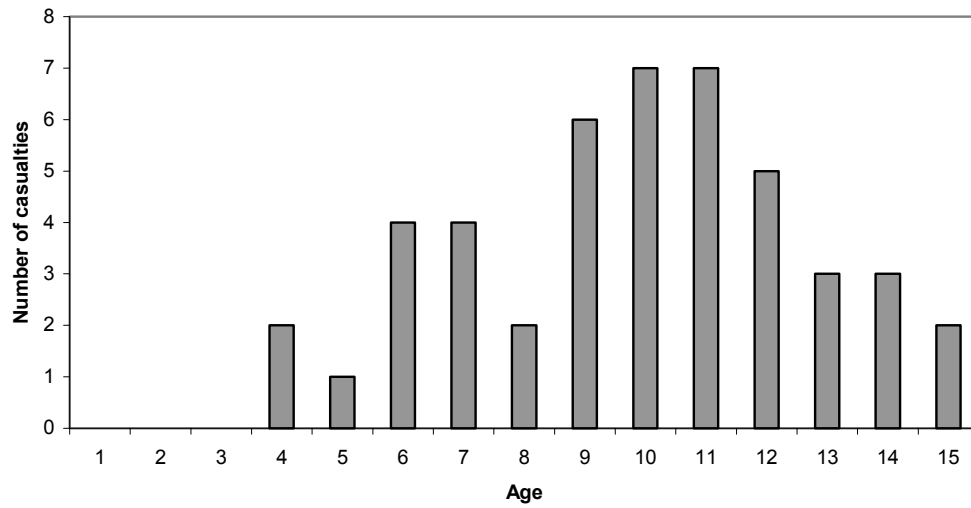
- A fatal crash costs £1,447,490
- A serious crash costs £168,260

- A slight crash costs £16,750

These costs are based upon values, calculated following national research, to include hospital and emergency service costs, lost output and repair costs of damage to vehicles and property.

14. Graph 1 shows the number of children injured in RTAs in 2001. The greatest numbers of injuries are sustained by children of middle school age (between the ages 9 and 12 years).

Graph 1 - Number of child casualties by age



Fire and Rescue Service figures

15. RTAs made up 5% of incidents to which the Fire and Rescue Service attended in 2002. The Fire Authority on the Island has recently published its *Integrated Risk Management Plan: Strategic Plan consultation draft* (Isle of Wight Fire and Rescue Service, 2003) in conjunction with The Council. This contains figures relating to RTAS on Island and aims to reduce to the number of interventions required by placing more emphasis on the prevention of accidents. .

Hampshire constabulary Figures

16. The latest Police Authority Performance profile (Hampshire Constabulary, 2003) includes data on fatal and serious collisions on the Island:
 - The figure for serious or fatal traffic collisions during April – September 2003 was 0.34 per 1000 population, compared with an overall target of 0.24 per 1000 population for the entire force area covering Hampshire and the Isle of Wight.
 - The Isle of Wight figures were the second highest out of the 12 areas constituting Hampshire Constabulary. Central Hampshire was the only area having a higher number of collisions per 1000 people. This is an increase when compared with the last two years (2001/2002 and 2002/2003).

National figures

17. Provisional data for quarters one and two in 2003 (Department of Transport, 2003) shows that the number of accidents on UK roads has fallen since 2002.
18. The number of casualties has been decreasing since 1999 fell by 4 per cent between 2002 and 2003.
19. Estimated traffic volume on Britain's roads rose by 1.5 per cent between the third quarter of 2002 and the same quarter of 2003. The volume of Traffic has been steadily rising since figures were first recorded in 1938.

South East Road Casualty Reduction 2010

20. This organisation is a grouping of the local Highway Authorities and Police Forces responsible for safety on the roads of south eastern England, of which the Isle of wight

council is a member. It co-ordinates casualty reduction the area, with its activities being published in an annual report. The latest (2001) report contains accident statistics and details the operations and initiative by the group.

Older drivers

21. Another issue for road safety on the Isle of Wight is related to its high proportion of older residents (22.5% are 65 and over in 2000). It is not suggested that older drivers are significantly more prone to accidents than younger drivers, however RTAs in which older people are involved are more likely to be recordable. Because of their increased frailty older people are more likely to be injured in an accident and are more likely to die from these injuries than younger people (Evans, 1993).
22. Driving licenses are currently renewed at the age of 70 by completing form, containing a self-assessment questionnaire, with no formal medical assessment. This questionnaire contains tick boxes for each condition that could impair driving, which, along with a £6.00 charge provides the driver with a license for the next three years.
23. This process has been examined by Gloucestershire County Council, Cotswold Vale Valley Primary Care Trust and RoSPA. A project has been set up trialing a means of assessment for older drivers in Gloucestershire. This is known as Safer Driving with AGE (SAGE) and has resulted in the establishment of an assessment process for drivers over 70 years of age:
 - The initial proposal was for all drivers over 70 to be routinely assessed by a doctor, however this proved too time-consuming for doctors.
 - The current process now involves doctors referring patients for whom they have particular reason to be concerned.
 - Drivers involved in the project who were recommended to cease driving were given information on alternative transport available and community nurses or social workers are asked to follow up clients for whom there was particular concern.

More information on SAGE can be found at www.gloucestershire.gov.uk

Drug-impaired driving

24. The effects of alcohol upon driving ability are well known; Awareness of drug-impaired driving is not so wide spread. During the committee's evidence gathering, particular reference was made to drivers who cause accidents whilst under the influence of either Over The Counter (OTC) or prescription drugs.
25. The **Department for Transport (DfT) recently commissioned some research projects** associated with road safety and drug use. One such project was entitled, 'Over the counter Medicines and the risk of driver sleepiness' (Department for Transport, 2000) .



This identified a total of 102 OTC drugs for the treatment of coughs and colds, allergies, pain, nausea and gastrointestinal upsets, with the potential to cause sedation; Antihistamines were recorded as having the greatest sedative effect.

26. The report also concluded that:

'A person impaired in this way, but still legally allowed to drive, is a potential hazard to themselves and other road users. It is highly likely that people will combine several Over The Counter drugs for the treatment of an ailment. It is often the belief that as medicines contain different compounds they will not have an additive sedating effect; this is not the case. The labeling on these medicines warning the consumer of potentially sedative effects was also considered. This labeling was not consistent.'

27. Another report by the DfT found that, "There is reliable evidence that certain prescribed drugs do increase the risk of road traffic accidents, especially for elderly drivers", but many medicines are not adequately labeled with this information. This may be of particular relevance to the Island due to its high proportion of older residents. The Department of Transport is discussing these findings with the Medicines Control Agency in order to address this issue.

The Isle of Wight Council's Road Safety Strategy

28. The Draft Road Safety Plan was submitted to the Environment and Transport Select Committee on 22nd April 2003 for endorsement prior to public consultation. The Plan represents a target-led strategic review of the progress of the road safety strategy for the

Island.

29. The Plan covers the following issues: Improving safety for all road users, the role of deterrence and enforcement and the safety of the road network itself. The plan also contains separate strategies for Safer Routes to Schools, Speed Management, Safety Audit Procedures and Safety Engineering Schemes.
30. The Strategy also states that there are plans to set up a road safety forum, as well as making road safety information available on the website (www.iwight.com).

Safety Cameras

The safety cameras on the Island are the responsibility of the Hampshire and Isle of Wight Safety Cameras Partnership. The Government's aim is to have a safety camera partnership for each police authority area. There are currently 43 partnerships in the UK.

31. Government criteria determines whether or not a sight should have a safety camera as follows:
 - Fixed camera sites - 8 personal injury collisions with a least people killed or seriously injured per kilometre of road in three years.
 - Mobile camera sites - 4 personal injury collisions with at least 2 people killed or seriously injured per kilometre of road in three years.
 - Vehicle speed must be a contributory factor to the collisions and be at or above Association of Chief Police Officers (ACPO) guidelines.
 - At least 20% of drivers are exceeding the speed limit
 - There are no other obvious measures to improve road safety
32. Revenue generated from safety camera fines is invested in further cameras through a process known as 'netting off'. There are currently 3 cameras on the Island - Horsebridge hill, Newport; St Johns Road, Ryde and Newport Road, Lake - with an additional 3 fixed cameras being planned for 2003/2004.
33. Speed has reduced by 83% on the Island since the introduction of the fixed speed cameras.
 1. Statistics for the St John's and Newport Road show that speeding has reduced from 44% to 4%.
 2. Statistics from the Horsebridge Hill site show that the percentage of motorists speeding

- has reduced from 18% to 11%.
3. For every 1mph reduction in average road speed there is a 5% reduction in injury accidents (Finch et al, taken from HDA).

 34. Hampshire and Isle of Wight Safety Camera Partnership have recently published their Annual Review covering the period March 2002 to April 2003 and this includes the latest figures on speed and casualty reduction for the Isle of Wight:
 1. Personal Injury Collisions have decreased from an average of 57 to 24.
 2. The number of fatal or serious injury collisions on the Island has decreased from an average of 9 to 5.
 3. The number of vehicles exceeding the speed limit has decreased from 34% to 7%.
 4. The percentage of speeding vehicles on mobile routes established in 2003 has decreased from an average of 57 to 43.

The School Journey

35. It is the aim of the Isle of Wight Council to reduce the number of children involved in road accidents whilst traveling to and from school. This is carried out through school travel plans, which include Safe Routes to Schools.

36. There are 69 schools on the Island: 5 high schools, 16 middle, 46 primary and 2 special schools.

37. A discussion paper entitled, "On the move: by foot", was published by the Department of Transport on the 24th July 2003 and highlights the need for to increase the number of journeys taken by foot in order to improve people's health and reduce congestion. An initiative called School Travel Plans is highlighted as a key way to encourage children to walk to school.

38. Road Safety Education is not part of the core curriculum - it is taught as part of Personal Social, and Health Education (PSHE).

School Travel Plans

39. They can involve school staff and children, parents, governors and the Local Authority, and aim to provide a safe environment for children whilst traveling to and from schools. Included in these plans are 'Safe Routes to Schools'. This is a Government initiative set up by to improve road safety and reduce child casualties, improve children's health and development and reduce traffic congestion and pollution. It encourages and enables school children to walk or cycle to school, whilst discouraging the use of cars for school journeys. Safe routes to schools schemes involve the school community, local residents, local authorities, health and education workers and police. A program of road safety education in schools also encourages road awareness and engineering works can be used to introduce traffic calming measures.

40. Safe Routes to Schools has been identified in the 2003 Annual Progress Report as not being on target:

- The aim of the Isle of Wight Council is to complete a total of 25 Safe Routes to Schools schemes by 2006.
- So far, a total of 6 schemes have been implemented to date.

41. At the meeting of the Environment and Transport Select Committee on the 20th August 2003, this issue was highlighted; The Highways Department stated that 5 schemes would be undertaken this year to assist the Council to meet its target of 25 by 2006.

42. The 2003/2004 Safe Routes to Schools schemes will include the following island schools:

1. Nine Acres, Newport
2. St Boniface / St Wilfred's, Ventnor
3. Oakfield Primary School
4. Greenmount School, Ryde
5. Broadlea Primary, Lake
6. Shalfleet Primary, Ningwood

It is anticipated that these will be completed on target.

Speed Initiative

The Isle of Wight Council are investigating the possibility of working with the Police on a SPEED campaign for May 2004. The process will once again be one of enforcement coupled with education.

The idea would be for Police Officers to monitor speed using handheld speed devices. If a member of the public is stopped they will be cautioned and informed that they will be reported for

the offence. However, at this point the offender will be offered an option of either the offence being processed, which entails a £60 fine and three-points on their licence, or to make an appointment within 48 hours with the Road Safety Centre which involves paying £50 to join a one-day course on better driving issues, including speed. On this course, the attendee will be also be offered lunch and asked to complete a questionnaire.

The data collected will then be forwarded to the Hampshire & Isle of Wight Camera Partnership for them to take back to ACPO (Association of Chief Police Officers).

Highways and Transportation Budget

Revenue Budget

43. This budget covers the running costs of providing the following services, including staff:

Road Safety Education

Provision has been made in 2003/2004 for expenditure of £119,633. This includes include child pedestrian safety, cycle training, young drivers training and road safety campaigns. The section also performs a key role in developing safe routes to schools policies and projects.

Safe Routes to School

A separate sum of £ 35,220 is allocated under this heading. This is for costs associated with planning, design (non-capital) and implementation of safe Routes to schools projects across the Island.

The Capital Budget

44. The Council had a capital allocation for highways of £11,529,375 for 2002/03. The 2003/2004 budget is based upon a new priority scheme, which use set criteria to identify where engineering works would be of greatest benefit and the schemes are ranked accordingly. The capital budget for 2003/2004 is

Scheme	2002/03 Budget	2003/04 Budget
Safe Routes to Schools	£92,091	£210,000
Traffic calming/speed reduction	£90,601	£127,710 £2,343 has been spent and a further £86 is committed. The remainder is unspent due to the deferment of 8XPR00/01/02 Quiet Traffic Cells, Ryde
Safety	£454,280	£578,056

Table 3 – Capital budget comparisons for Road Safety

Priority Ranking scheme

45. The factors taken into consideration when prioritising schemes depend upon the category of work required: Categories include minor works and safety improvements, Traffic calming and Safe Routes to Schools.
46. Factors to consider include:
1. **Potential and actual accident factors:** These include accident and casualty figures, insurance claims, as well as how the scheme would improve safety aspects such as excessive speed, visibility, drainage, skid resistance, street lighting and structural condition. Whether the scheme would provide foot or cycle ways where none exist is also considered.
 2. **Environmental and location factors:** Will the works improve appearance, disabled access, cycling, traffic flow and public transport? What is the road classification: is it a Safe Route to School, HGV or shopping area?
 3. **Engineering Factors:** This involves measuring the Skid resistance.
 4. **Cost Factors:** This is given a score taking into account the cost of the scheme and the cost of the savings from accidents.
 5. **Level of support:** Does the scheme have the support of elected members, police, public, parish councils and other organisations such as Residents Associations?

Stakeholder Evidence

47. Evidence was taken from the following stakeholders on the 28th May 2003:

- Inspector B Pearce, Sergeant K Elliot and PC S Richardson: Hampshire Constabulary;
- Mr. R Hards: Chief Fire Officer, Isle of Wight Fire and Rescue Service;
- Mr. P Cassford: Training Manager, Isle of Wight Ambulance Service;
- Mr. J Matthews: HM Coroner for the Isle of Wight;
- Dr M Sinclair: Project Manager, Hampshire and Isle of Wight Safety Camera Partnership;

- Mrs. B Wilkins: IW Branch of The Institute of Advanced Motorists.
- Mr. P Hayward: Operational Manager - Design, Isle of Wight Council Engineering Services Section;
- Mr. P Taylor: Traffic and Transportation Manager, Isle of Wight Council Engineering Services Section;
- Mr. B Crane: Principal Road Safety Officer, Isle of Wight Council Engineering Services Section;
- Mr. E Fox: Portfolio Holder for Transport, Isle of Wight Council.

48. Key issues raised by each group were as follows:

Police

- Road and vehicle conditions are not a key cause of accidents.
 - The main causes of RTAs were highlighted as:
 - Driver behaviour
 - Excessive speed for the conditions
 - Drink or drug impairment
 - Driver error
- More stringent driving test standards are required.
- Joint operations are undertaken e.g. during summer inspections of commercial and passenger carrying vehicles.
- Drug -impaired driving was highlighted as an increasing problem. Police officers are being given additional training to deal with recognition of people under the influence of illegal drugs. However over the counter and prescription drugs have also become a problem with regards to road safety; Police Officers mentioned the need for patients to be made more aware of the effect of such drugs on their ability to drive safely.
- The use of tinted glass on vehicles was also factor in causing accidents.
- The use of mobile phone whilst driving is not a specific offence, but could cause the driver not to be in proper control of the vehicle, for which they can be prosecuted.
- If a driver accumulates 12 or more points within a 3-year period, they will be disqualified. If a newly qualified driver receives 6 or more points within 2 years of passing their test they are required to retake the driving test.
- No data to prove that younger drivers are more prone to speeding offences.
- Motorcycles are restricted in engine capacity for new drivers but cars are not.
- Slow drivers can cause accidents for other drivers, due to the frustration caused.
- Some fatalities are linked to elderly drivers dying at the wheel and then crashing.

Pressure is placed on doctors to allow some older people to continue to drive, due to the inconvenience that would be created to the individual concerned.

- Police would not support a blanket speed restriction for the Island. Enforcement should be the last resort.
- The percentage of officers dedicated specifically or traffic duty on the Island is 4%, compared with 9% elsewhere in the police authority area.

Fire and Rescue Service

- The number of RTAs attended by Fire and Rescue Service has declined: 110 in 2001 and the figure is now 89 in 2003.
- The Fire Service Act specifies the requirement to attend fires but not accidents. The Fire Service attends due to the *risk* of fire and the fact that they possess equipment required to cut passengers out of vehicles.
- Changes to vehicle construction require the skills required for rescue be regularly updated.
- The increase in the number of diesel cars reduces the risk of vehicle fires.

Ambulance Service

- There are 5 front line ambulances together with 4 rapid response single manned vehicles available for incidents. If a significant incident occurs, it can tie up all resources.
- There is a Government target of dealing with Delta calls within 8 minutes of 75%.
- Road accident victims ultimately end up in hospital but there are a finite number of beds at hospital.
- Evidence suggests that if accident involves high speed, the injuries sustained are of a more significant magnitude.
- There is a knock-on effect of RTAs on waiting times at St Mary's A&E department and on occasions for other out patient appointments.
- Other traffic poses significant problems in responding to a call. There is a need to advise other road users of what to do and not to do when emergency service vehicle is proceeding along the road.

HM Coroner for the Isle of Wight

- The emotional impact of an RTA is not only on relatives and friends of those involved in the accident but also those witnessing the accidents and attending from the emergency services.

- There is no formal partnership with other agencies to assist victim's families after RTA. However a volunteer service operates to assist those attending inquests (we are the only area operating such a scheme).
- Drivers can be educated, but there will be periods when any driver has a lapse in concentration.
- An all Island speed limit was supported and particularly a 20mph limit in town, residential estates and school roads.
- Road improvements to known hazard areas can lead to an increase in accidents as some driver's may feel a false sense of security.

Road Safety Camera Partnership

- Statistics demonstrate that there has been reduction in accidents in a response brought about by the introduction of safety cameras.
- Any surplus revenue from speeding fines will be utilised to extend safety camera schemes.

Advanced Motorists

- Driving lessons are geared to passing the test rather than learning to drive.
- Better Driving Courses need to be operated in conjunction with the Police.
- There should be more Court referrals in motoring offences for Better Driving Courses.
- Cheaper motor insurance should be available for those taking Advanced Driving Courses.

Isle of Wight Highways Department

- The Capital program is now taking into account safety elements and post scheme monitoring is taking place.
- The Council's Speed Management Strategy will assist in evaluating appropriate speed limits.
- A Road Safety Forum needs to be put into place.
- More resources are required for road safety education and training. Currently only 20p per head of population is being spent under this heading on this.
- All 69 schools on the Island have some form of road safety education.
- Budget reductions in 2003/04 for Traffic Education may lead to charging for cycling proficiency

Outcomes

As a result of the investigation the Committee recommends:

1. That a Road Safety Forum be set up involving the Elected Members, Officers from the Highways Department, Police Authority, Isle of Wight NHS Healthcare Trust (including the Ambulance Service) the Fire and Rescue Service, Ambulance Service and representatives from the quality Transport Partnership and Isle of Wight motor groups, including driving instructors and the advanced Driving group
2. That Safe Routes to Schools schemes be carried out as a matter of priority in order to meet the target of 25safe routes by 2006.
3. That Cycling Proficiency tests should remain free of charge to assist the IWC in achieving its aim of doubling the number of students cycling to education establishments in safety.
4. To increase the amount of publicity associated with road safety. A good example of this is the recent work on seat belt safety awareness carried out in conjunction with Halfords Ltd. Isle of Wight radio advertising Wight.
5. A comprehensive guide to road safety on the Isle of Wight website should be produced and made available for both Island residents in a visitors booklet and an electronic form. This could include information on the following:
 - a. Targets with respect to improving road safety both nationally and on the Isle of Wight.
 - b. Safe driving, including laws relating to mobile phone use, vehicle safety.
 - c. In-car safety, including seat belts.
 - d. Safe routes to Schools.
 - e. Cycling and road safety.
 - f. Driving under the influence of drink and/or drugs
6. That the media be encouraged to transmit appropriate road safety messages to target road users on specific conditions arising from weather, seasonality and time of day.
7. That the Council discusses with the Isle of Wight Primary Care Trust the following:
 - a. To investigate whether any changes need to be made with regarding assessment of older driver's ability.

- b. The need for medical professionals to highlight to patients the need to heed warnings about driving on prescribed medication, information on OTC drugs, and their effect upon driving. This information could also be included in the general road safety leaflet that was mentioned previously.
8. That the Road Safety Forum examine the issue of how best to advise Island drivers when an emergency vehicle is approaching, with reference to the highway code, with a view to making representation to the Department of Transport. Particular emphasis should be placed on the Better Driving classes run by the Isle of Wight Council.
9. That Hampshire Police authority increase the number of dedicated traffic officers available on the Isle of Wight, to reflect the numbers present on the mainland.
10. That resources be made available in the engineering services section for the appointment of additional staff to monitor road traffic accidents to ascertain any trends and ensure the delivery of safe routes to school schemes and other highway schemes aimed at accident reduction measures.
11. The Draft Road Safety Report contains accident data grouped by age. The age groups used were not split equally. For example, one age group was 16-19 and another was 30-59. It would be useful for these age groups to be equal and for additional information on the proportion of drivers of this age on the Island to be supplied when analyzing this information. In addition it could be helpful to include data on the driving experience of those involved in accidents.
12. That the total allocation received for highway capital schemes be fully utilised for this purpose.
13. That no further reductions in revenue expenditure be made in the highways budget.

Although there is still much work to be done, the Environment and Transport Select Committee hopes that these recommendations will go some way in achieving an improvement in road safety and will be monitoring this issue closely in future.

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