



Notes of evidence

Name of meeting

POLICY COMMISSION FOR SAFER COMMUNITIES

Date and time

THURSDAY, 11 OCTOBER 2007 AT 6.00 PM

Venue

COMMITTEE ROOM ONE, COUNTY HALL, NEWPORT

Commission

Cllrs David Williams (Chair), Henry Adams, Vanessa Churchman, Mike Cunningham and Susan Scoccia

Cabinet

Cllr Diana Tuson

Cabinet Secretary

Other Councillors

Cllr Bill Burt
Cllr Jilly Wood

Officers Present

Stuart Love – Director Environment and Neighbourhoods, IWC
Warren Haynes – Head of Consumer Protection, IWC
Pete Taylor – Traffic and Transportation Manager, IWC
Louise Biggs – Overview and Scrutiny Team, IWC

Stakeholders

Terry Clawson, IoW Operations Inspector, Hampshire Constabulary

Apologies

1. **Notes of Evidence**

1.1 The Notes of evidence from the meeting held on [30 August 2007](#) were agreed. (Paper A)

2. **Declarations of Interest**

2.1 None received

3. **(a) To take evidence from Alec Southcott, Fire and Rescue Service and Warren Haynes, Environmental Health Manager on the IW Act enquiry:**

- Warren Haynes, Environmental Health Manager gave the commission an update on the conference held in September to discuss large scale events. A number of other local authorities had attended including Mendip District Council, Chelmsford Borough Council, Winchester City Council and Rushmoor Borough Council. All these authorities were responsible for the licensing of large events.

- The aim of the event was to identify and share best practice, seek the views of other local authorities as to whether the current licensing legislation was effective, as well as seeking their views on the IW Act. The event also included a presentation on section 5 of the IW Act and this would be repeated to Members at a future Policy Commission meeting.
- Other local authorities thought that the IW Act was a useful piece of legislation, especially Mendip, who are responsible for Glastonbury Festival. A more detailed summary had been produced and would be made available to Members.
- From the Fire and Rescue Service's perspective, the two events requiring the largest input were the Bestival and IW Festival. The two main issues for them whilst planning for or attending the events were Fire Safety and Public Safety aspects.
- Section 5 of the IW Act allowed the Fire and Rescue Service to charge for their attendance at large events. Although it may have been possible to the Council to re-coop monies via other means.
- Additional resources from the Fire and Rescue Service needed to be put into these events, and this comes at an additional cost. The charge made for the IW Festival last year (2006) was between £9,000 and £10,000.
- The Fire and Rescue Service were keen to keep the four months notice periods of events, which allowed them plan for them effectively and set out their conditions and therefore maintain public safety.
- The two main festivals were well organised, which made planning for them easier. The IW Act gave us extra protection against poor organisers wanting to set up event on the Island in future.
- The Fire and Rescue Service were looking at whether they actually needed to be on site at the IW Festival next year or whether they could wait at the fire Station and be deployed if needed.
- Under Section 5 of the IW Act, the police and fire services were able to stop an event if they felt they did not have sufficient resources to deal with it.
- The IW Act kicks-in at 5000 people; this could be changed to a higher number. This could mean that community events do not fall under the IW Act, but the two Festivals do.
- Under the Licensing Act, Temporary Event Notices (TENs) could be applied for to cover ad-hoc events. TENs could be used to authorise small-scale ad hoc events held in or on any premises involving less than 500 people at any one time. This could be a problem if several TENs are applied for on one site, resulting in

more than 500 people being present in a particular area. This would not happen under the Isle of Wight Act.

- It may be a good idea to leave a decision about whether to apply the IW Act to Members, rather than officers, who currently decide whether to apply the Act.

(b) To receive evidence on the Island Road Safety enquiry from Sergeant Paul Bailey and Chief Inspector Harold Marrs

- The roads policing unit had recently been restructured to improve working.
- The Island had an average of six fatal crashes per year, with a maximum of eight in any one year.
- This year there had been five crashes and six fatalities.
- In terms of numbers these were small and fairly random in cause and location. Although clearly each road traffic collision was a serious issue and has an affect on a wide number of people.
- The police were currently focussing their work on the high risk group of young people aged 16 – 24 year olds. This age group was the highest risk group nationally also.
- There had been some investigations into car users driving too quickly around Newport, and this will continue.
- Motorbikes were often a cause for concern in terms of noise and nuisance but did not contribute to a significant number of collisions.
- The “Safer Drive Stay Alive” campaign used on the Island may be used in Hampshire to reduce road collisions and casualties.
- The main issues nationally in terms of improving road safety were seat belts, mobile phones, speed and drink driving.
- The Community Reassurance Team tackled sites which cause concern for local residents, e.g. the volume of speeding vehicles.
- Drink and drug use whilst driving had been a concern across Hampshire. Specially trained drugs recognition officers had been taught how to catch drug-drivers and had spent time on the Island stopping motorists. However very few drivers were actually found to be under the influence of drugs.
- Fixed signs showing how quickly a person was driving could be useful if used for a short period of time and in the right places. Leaving the signs up for too long could actually encourage people to drive too quickly.

- Mainland police found the island roads to be slightly different and that drivers tend to drive slightly more slowly.
- Peter Taylor has produced a map of fatalities across the island and it would be helpful for Members of the commission to see this.
- A Community Speed Watch programme had been undertaken on the Island and involved local residents volunteering to collect data on vehicle speed.
- Motorways were statistically the safest roads and town roads tend to have slower speed limits and therefore the likelihood of a fatality is low. Rural roads were the least well signed, with the worst visibility, worst lit and possibly the worst maintained. There were also other factors such as animals on roads creating unforeseen hazards.
- Drivers who received six points within their first two years of driving had to re-take their driving test.
- Instead of receiving penalty points and a fine, drivers could opt to undertake an education programme instead of the fine. The idea was to change behaviour.
- Primary Schools were receiving training on the use of seat belts. Not wearing a seat belt did not increase the chance of a crash but increased the severity of injuries if there was a collision.
- The road safety awareness campaign was starting in year ten this year, as opposed to starting in year 11 in previous years. This would include between 800 – 900.
- Over 100 people were caught by the police without their seatbelt on during the last seat belt monitoring day.
- It was suggested that Members looked at www.stoppingdistances.org.uk to see the impact that drinking or speeding had upon a driver's stopping distance.
- The council work closely with the police through the road safety forum and safer roads partnership.

ACTIONS

1. Members to receive a copy of the note of 20 September event 'festival and other large events seminar'. Warren / Louise
2. Members to see a copy of the Island map showing the number of fatalities.

The meeting closed at 7.15 pm