

## Notes of evidence

Name of meeting	<b>POLICY COMMISSION FOR SAFER COMMUNITIES</b>
Date and time	<b>THURSDAY, 19 FEBRUARY 2009, COMMENCING AT 6.00 PM</b>
Venue	<b>COMMITTEE ROOM ONE, FLOOR 4, COUNTY HALL, NEWPORT, ISLE OF WIGHT</b>
Commission	Cllrs Henry Adams, Mike Cunningham, Heather Humby, Susan Scoccia, Jilly Wood.
Officers Present	Alex Hicks, Zoryna O'Donnell, Pakeezah Sponner, Peter Taylor, Tracey Webb, Simon Wiggins
Apologies	Cllr David Williams Stuart Love- Director for Environment and Neighbourhood Services

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1. **Election of Chairman**

RESOLVED

THAT Cllr Susan Scoccia be elected Chairman for the day.

2. **Notes of Evidence**

2.1 The notes of evidence arising at the meeting held on [8 January 2009](#) were agreed (Paper A).

3. **Declarations of Interest**

3.1 No declarations were received at this time.

4. **Public Question Time**

There were no public questions received

5. **Road Safety Enquiry**

**Evidence was received from Tracey Webb from the Traffic Management Section.**

5.1 The Commission was told that road safety officers had been investigating the data in regard to collisions involving riders of two wheeled vehicles that had taken place on the Island between a base period of 1 November 2005 and 31 October 2008. The information gathered related to collisions that resulted in either a serious injury or

death (Killed or Seriously Injured - KSI's) of which there had been 74. It was noted that the records kept by the police would report a broken bone as a serious injury and they were therefore currently not specific or just in relation to those who had to be hospitalised overnight.

5.2 This information had then been used to establish if there were any treatable trends that could either be addressed through engineering solutions where there was a cluster of similar incidents, or increased road safety education to reduce the number of collisions. The information had been obtained from the incident forms that were completed by the police officers that had been in attendance, and the information had been assessed under different categories including:

- The Date and Time of the Collision
- Location
- Manoeuvre being performed
- Engine size of the motorcycle
- Speed Limit of the crash site
- Day of the week
- Light Conditions
- Age of the casualty

5.3 All of the incidents had been logged on an Island map to assess if there was a trend to the location that these incidents took place. The Commission noted that the incidents were randomly spread across the Island and that there was no clustering to one particular site such as the Military Road. Due to the fact that the plotting of these incidents had not produced a cluster site, this suggested that it would be difficult to tackle the number of collisions through engineering solutions.

5.4 The Commission noted that a number of scenarios had been studied which would be used to tailor the subjects covered in the training programme. The Road Safety Officer gave the members a number of examples of the study results. It was noted that 44 of the collisions had been at junctions, if the car was pulling out of the junction it was the drivers fault in the majority of cases, if the car was turning into a junction it was normally the rider, who would be attempting to overtake.

5.5 In regard to the road surface the majority of collisions had taken place in dry conditions and this was attributed to increased confidence levels of the rider and the lower number of riders during inclement weather. The Commission was told that the two highest manoeuvres that had been identified had been whilst a car was pulling out of a junction and the motorcyclist losing control of the vehicle accounting for 14 incidents each.

5.6 A study was conducted to determine if there was a trend in regard to the engine size of the vehicles involved, 24 of the collisions had been on bikes between 50-125cc. This was attributed to inner town moped riders who were possibly wearing inadequate clothing; the majority of other incidents had been on bikes over 500cc. The gender of those involved followed national trends with more males riding bikes than females. It was noted that all riders would require access to education.

5.7 It was noted that 47 of the accidents had been the fault of the motorcyclist whereas 23 had been the fault of the car driver. This figure was slightly higher than the national average which put the rider and driver at fault more evenly matched.

- 5.8 The age of the casualty was an even spread across 20-50 year olds, which reemphasised that the education package had to be targeted across a broad spectrum of ages. The Commission noted that a person of any age could purchase a motorcycle but they had to complete a one day compulsory basic training course (CBT) before they could legally ride on the highway. However, those that had an older style license had no obligation to take the training and could ride a motorcycle after purchase. The Commission was told that the instructors of the CBT course would be asked for input into the training programme and that the one day course was not considered by the road safety team intensive enough to equip riders.
- 5.9 A high number of the accidents had been at the national speed limit and based on this the training would be geared at gaining faster riding skills where and when the speed was appropriate, it would also include cornering and being perception aware. It was noted that the second highest peak was at 30 mph and this had been attributed to smaller motorcycles involved in town centre incidents.
- 5.10 The members were told that a study of the lighting conditions had been completed and the majority of the collisions had taken place in light conditions and it was noted that in dark conditions riders were more likely to use lights and would be wearing high visibility clothing.
- 5.11 The Commission noted that the day of the week for the incidents had been studied to determine if there was a trend in regard to particular days. The base data however showed an even spread across the week with no apparent peaks due to weekend leisure riders, based on this the training programme would be offered to large Island companies to educate commuter riders.
- 5.12 The Commission was told that the base line data indicated that collisions involving the riders of two wheeled vehicles were on the increase and the Road Safety Team along with partners had a number of initiatives planned to address the causes of the incidents. The education scheme included an in-house better riding course which would be led by the Road Safety Team, addressing the conspicuity issues that the study had highlighted, issuing high visibility waistcoats and a “looked but never saw” campaign.
- 5.13 The initiatives would be supported by the Enforcement and Engineering sections, which would work in partnership with the emergency services, the Safer Neighbourhoods team, CCTV and the safer roads partnership offering advice to those that chose to drive irresponsibly and in excess of the road conditions.

**Evidence was received from Alex Hicks from the Community Safety Services.**

- 5.14 The Commission was told that opportunities existed for the Crime and Disorder Partnership (CDRP) and the Road Safety Section to work in partnership and a number of the objectives of the Partnership Plan such as the reduction of anti-social behaviour and disorder and the reduction of the fear of crime while increasing public confidence could be directly linked into road safety issues. Road safety issues could also be tied in with the Island Strategic Partnership (ISP) theme of a safe and well kept Island and the Local Area Agreement (LAA) for a safer, stronger community.
- 5.15 It was noted that the CDRP was required as a statutory requirement to produce a strategic assessment which would include the information that had been collated by

the Road Safety Team in regard to two wheeled KSI's. The assessment determined the priorities of the Partnership Plan, which was a three year plan that was reviewed annually. The Commission noted two primary road safety national indicators were in place, NI 47 – People killed or seriously injured in road traffic accidents and NI 48 – Children killed or seriously injured in road traffic accidents; these had been linked in with the CDRP who had the main responsibility under delivery of the LAA targets.

- 5.16 The CDRP had identified priority locations including Medina Way in Newport, which was recognised as a “hot spot” for speeding and anti-social driving and had established a problem solving group. The group was made up of multi agencies which had been allocated funding to tackle the identified areas through increased patrols at night, would assess all of the information supplied including taking into account surveys and complaints received.
- 5.17 The Commission was told that Anti-Social driving impacted on the quality of life of others in areas, including noise nuisance and increased the fear of crime levels. It affected the levels of the public's confidence in local agencies and generated a sub culture which caused problems for the waste management section dealing with fast food litter. It was noted that Section 59 of the Police Reform Act 2002 gave the police the power to warn drivers who drove in an anti-social manner and in severe cases the seizure of vehicles.
- 5.18 The Service Manager told the Commission that a case study had been performed at the Coppins Bridge Car Park in Newport, which had links to the Medina Way “hot spot” and was used by a number of drivers as a point of congregation. A number of issues were highlighted by the study that included:
- Loud Music
  - Anti-Social driving in the car park in the early hours
  - Damaged signage/disused notice boards
  - Poor lighting
  - Broken bins/fast food litter
  - Open layout
- 5.19 A multi agency group had been established which included members of the Police, Safer Neighbourhoods and Waste Management, it was noted that the car park was backed on to by residents and that they had been included within the actions that had been agreed to remedy the issues that had been highlighted. The Commission was given examples of the actions such as:
- A joint warning letter which had input from both the Police and Environmental Services.
  - Residents meeting to discuss the issues and advise on the maintenance of Anti-Social Behaviour diaries.
  - A re-design of the layout of the Car Park to include new kerbing and introduction of a chicane to remove the circuit design. It was noted that this had resulted in achieving a Park Mark, which was an award given by the Police to car parks that had achieved the standards of the Safer Parking Scheme.

- The replacement of broken bins and increased litter picks.
- Improved lighting and the facility for increased CCTV coverage when required.

5.20 Members of the Commission were shown an extract from a resident's diary in August 2006, which had been used to log incidents of anti-social behaviour in the car park. It clearly demonstrated the impact that the behaviour was having on the quality of life of the local residents showing disturbance that was usually late at night involving speeding motorcycles and cars using the car park resulting in the loss of sleep of residents due to the noise generated.

5.21 It was noted that the road safety enquiry gave an opportunity to assess how road safety fitted in strategically within the CDRP and the LAA and to demonstrate ahead of the comprehensive area assessment (CAA) successful partnership working and the effective use of resources. Effective use included the One Island publication and the road safety campaign.

## 6. **Members Question Time**

There were no members questions received.

CHAIRMAN