

Notes of evidence

Name of meeting

POLICY COMMISSION FOR SAFER COMMUNITIES

Date and time

THURSDAY, 22 NOVEMBER 2007 AT 6.00 PM

Venue

COMMITTEE ROOM ONE, COUNTY HALL, NEWPORT

Commission

Cllrs David Williams (Chair), Henry Adams, Mike Cunningham, Susan Scoccia and Margaret Webster

Cabinet

Cabinet Secretary

Other Councillors

Officers Present

Kevin Burton – Traffic and Road Safety Team Leader IWC
Pete Taylor – Traffic and Transportation manager, IWC
Louise Biggs – Overview and Scrutiny Team, IWC

Stakeholders

Police Sergeant Simon Brooks, Hampshire and Isle of Wight Safer Roads Partnership

Apologies

Cllr Heather Humby and Cllr Vanessa Churchman

1. Notes of Evidence

1.1 The notes of evidence from the meeting held on [11 October 2007](#) were agreed with one amendment to page A-3 where 'crashes' was changed to read 'collisions' in bullet points two and three. (Paper A)

2. Declarations of Interest

2.1 None received

3. (a) To take evidence from Kevin Burton, Road Safety and Traffic Team Leader:

- One of the roles of the Council was to undertake engineering works to promote road safety on the Island. The Council had a duty to carry out such work under Section 39 of the Road Traffic Act 1988.
- Partnership working across the various road safety-related agencies was described as key to improving safety on our roads.

The Island was ahead of many other areas in terms of this approach.

- There were a range of regulations governing and constraining what we can do on the Island's roads in terms of engineering works and included:
 - Traffic Signs and Regulation and General Directions 2002
 - Highways Act 1980
 - New Roads and Street Works Act 1991
 - Traffic Management Act 2004
 - Road Traffic Regulation Act 1984
 - Transport Act 2000
- The Council's Road Safety Plan set out all the measures that the council would like to undertake to improve road safety.
- The majority of road safety awareness training took place with other partner agencies such as the police and fire service.
- The Council held data on each reported road traffic collision. This data was identical to that held by Hampshire constabulary thereby allowing for sharing of information collision trends.
- Training for school children was provided if a new road safety measure was added outside their school such as a zebra crossing.
- The Council's road safety team and traffic section were merged in 2006 and this has improved road safety.
- In terms of reducing the number of personal injuries on the island's roads the council were actually over-performing.
- The number of serious injuries sustained on the island's roads fell since 1996, although the number of slight injuries had risen slightly.
- Changing the type of road surface could reduce the severity and number of collisions, without any need to alter the speed limits.
- The number of serious and fatal 'powered two-wheeler' collisions had fallen since 2002, although the number of slight injury collisions had increased. Problems often arise because car drivers do not see two wheeled vehicles.
- The number of collisions that involved pedestrians who sustained a slight injury had increased. This may have been due to cars travelling more slowly around built up areas due to congestion.
- Primary school training on road safety would be useful in reducing the number of injuries, although the 'safe drive stay alive' events were quite resource intensive, particularly for organisations such

as the Ambulance Trust.

(b) To receive evidence on the Island Road Safety enquiry from Police Sergeant Simon Brooks, Hampshire and Isle of Wight Safer Roads Partnership

- Motorists stopped for offences (for example: not wearing a seatbelt or using their mobiles whilst driving) could have a road safety educational session instead of a fine. This scheme had received good feedback from those who attended and the Partnership would be doing a similar scheme on the Island soon.
- Large display vehicles could be used for raising awareness of road safety issues such as drink-driving. This could be taken to events such as the Chale Show and Garlic Festival.
- Trends continued to fall for the number of people seriously injured over the last three years; there was a 25% decrease in 2004 – 2006.
- The number of fatal accidents had not decreased over the last three years. However, slight accidents had a shown a small decrease over the last three years.
- 85% of Island collisions involved IW residents
- Car drivers and passenger made up 65% of all casualties, compared with 61% on the mainland. Car drivers made up 21% of all casualties, compared to 18% on the mainland. This could be because people were not wearing their seatbelts.
- The Safer Roads Partnership was trying to reduce the number of slight injury accidents as these had not decreased in line with serious and killed injuries.
- There was an 'older driver's scheme' whereby drivers over 60 had their driving voluntarily assessed, whilst using their own car. The number of older people driving would increase in the future. Additional training after the age of 70 may be helpful to improve road safety. It very much depends on the ability of an individual driver, and how well they were assessed. It was better to undertake assessments in driver's own cars.
- One of the 'One Island' projects was a drink-driving campaign.
- People should be more aware of objects that may obscure the driver's vision, such as Satellite Navigation systems.
- 2% of collisions involved alcohol.
- The highest proportion of pedestrians injured were 5 – 15 years old

- Pedal cyclists: one third of injuries were children aged between 5 – 15 years old.
- The majority of driver-causalities were aged between the ages of 30-59.
- 47.3% vehicles involved in collisions are driven by drivers aged t 30 years and older.
- There was an increase in the number of young drivers are involved in drug and drink related offences.
- The Police could now test drivers for drug use, as well as alcohol.
- Speed responsive signs had been useful in controlling speed and were only triggered when driver approaches at a high speed.
- The partnership monitored mobile routes in Hampshire and the Isle of Wight for speed, operated the fixed cameras, processed offences, analysed data from collisions to guide where enforcement was carried out.
- Pedestrians accounted for 12% of all road causalities, as compared with 10% on the mainland.
- In terms of contributory factors, a slightly higher incidence of speed was found to be an issue on the Island.
- The most common contributory factors on the Island were: 'Failed to look properly', 'loss of control' and 'careless/reckless driving' and this was similar to the Hampshire and Isle of Wight area overall.
- Until April 2007 the Partnership were constrained by the Department for Transport guidelines: a potential location for the siting of a fixed or mobile camera had to meet certain criteria in relation to the numbers killed and seriously injured. These rules have been relaxed so the partnership can enforce on routes without having to put the camera signs, although it is recommended that they do.
- The partnership had ten mobile routes on the Island, with six fixed cameras.
- The partnership were developing two new mobile camera routes along Yarmouth road/Forest Road and Newport Road in Cowes and then further sites on Whippingham Road and an extension to the current Fairlee Road mobile site.
- The partnership records community concerns directly submitted to them by residents and via the local authority and other agencies.
- The partnership also contributed to educational and enforcement

days, which involved a number of officers from different organisations, such as the council. They worked for a couple of days per initiative, on for example: the wearing of seatbelts and use of mobile phones. As many people as possible were stopped and those found to be committing an offence were given an option of receiving a short educational input through road safety officers rather than a fine. This was very well received.

- From the enforcement days for seatbelt wearing and mobile phone use, 171 were caught on the Island. Out of these, almost 150 took up the offer of the education.
- There were another two days enforcement planned for December.
- It was left up to the individual police officer to work out the most effective time to monitor speed with the mobile cameras. These decisions were lead by data collected on the times and causes of collisions.
- Signs could be used to highlight high risk routes, particularly along rural roads. They called motorist's attention to the number of accidents along that route.

The meeting closed at 7.50 pm