



**Isle of Man
Government**

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ROAD SAFETY ACTION PLAN 2019-2029

Isle of Man Road Safety Partnership

The Isle of Man Road Safety Partnership formed in September 2017, with the primary goal of developing and delivering the first fully comprehensive cross government Road Safety Strategy for the Isle of Man. The Partnership works together to reduce the risk of harm for everyone who uses our Island's roads.

The Partnership consists of members from the Isle of Man Constabulary, the Fire & Rescue Service and Ambulance Service, the Departments of Infrastructure, Health & Social Care and Education Sport & Culture.

Road Safety Strategy

The Road Safety Strategy for 2019-2029 was approved by Tynwald on 15th January 2019. The Vision for the Strategy is:

A future where no-one is killed or sustains serious/life changing injuries on our roads

The Road Safety Strategy sets out that we will work towards this vision using the Safe System Approach and a number of targets towards this goal have been set.

Road Safety Action Plan

In order to reach the targets, and ultimately our vision, as set out in the Road Safety Strategy, this action plan has been created by the partnership.

Activity encompasses the key Safe Systems themes of:

- Safe Roads
- Safe People
- Safe Vehicles
- Safe Speeds
- Post-collision response

In addition to this, there are three further areas

- Data
- Motorsport events
- Public generated actions

Community engagement

Public generated actions were gathered from the general public through an online 'Road Safety Challenge' in April 2018, where the community were asked what suggestions they have to make the roads safer. These were grouped into themes and where appropriate, actions included within the public generated action plan (unless already included within the main action plans).

Annual Road Safety Partnership Report

The Road Safety Strategy will be underpinned by an Annual Road Safety Partnership Report produced by the Partnership. This will report on the progress made in the previous 12 months and will set out the priorities for the next 12 month period.

DATA

Short term priority (1-24 months), Medium term priority (2 years-5 years), Long term priority (Over 5 years)

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Priority			Progress to date
				S	M	L	
1. Data collection							
1.1	Upgrade collision database and analytical software	IOMC & DOI		✓			
1.2	Improve collision data collection by using a Stats19 derived dataset, with tailored IOM detail (e.g. R plate)	IOMC		✓			
1.3	Introduce a Quality Assurance process for collision data	IOMC		✓			
1.4	Capture anonymised hospital data in relation to casualties to establish full scale of RTC numbers and severity in order to improve collision analysis	DHSC	IOMC		✓		
1.5	Seek to understand the number of casualties with MAIS3+ severity injuries by comparing anonymised hospital and Police data in order to improve collision analysis	DHSC	IOMC		✓		
1.6	Introduce systemic collection of road user perceptions, attitudes and beliefs through public engagement groups and specific interest groups	IOMC		✓			

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Priority			Progress to date
				S	M	L	
2. Data analysis							
2.1	Undertake collision data analysis of trends, hot spots and routes and introduce evidence based education, enforcement and engineering interventions	DOI	IOMC	✓			
2.2	Monitor and report on the Public Health Outcomes Indicator 1.10 with provision of data from IOMC	DHSC/IOMC	DOI		✓		
2.3	Progress to reporting and analysing data on both a casualty level as well as collision level (Calendar year reporting)	IOMC	DOI DHSC	✓			
2.4	Calculate and benchmark RTC casualties against other jurisdictions using appropriate metrics and report annually.	DOI	IOMC DHSC	✓			
2.5	Investigate best practice on ways of measuring safety - conflict analysis, road danger perceptions in addition to casualty statistics	DOI	DHSC IOMC		✓		
2.6	Produce annual road safety communication campaign plan informed by collision and offence data	IOMC	DOI	✓			

SAFER VEHICLES

Short term priority (1-24 months), Medium term priority (2 years-5 years), Long term priority (Over 5 years)

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Priority			Progress to Date
				S	M	L	
3. Roadworthiness of vehicles							
3.1	Review evidence and develop road safety vehicle maintenance communication campaign	IOMC	DOI (VTC) RTLTC	✓			
3.2	Review the effectiveness of seasonal campaigns, such as the annual winter driving campaign, and use the findings to inform future campaigns	IOMC	DOI	✓			
3.3	Review what maintenance information is provided to learner drivers and identify any recommendations for change.	DOI (VTC)	IOMC	✓			
3.4	Review effectiveness of current roadside enforcement of condition of vehicles and use this to plan future enforcement	IOMC	DOI	✓			
3.5	Engage stakeholders to identify knowledge gaps around vehicle maintenance and implications for road safety	IOMC	DOI (VTC)	✓			
3.6	Review the policy of large vehicle maintenance /examination regimes	DOI			✓		

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Priority			Progress to Date
				S	M	L	
4. Vehicle safety ratings							
4.1	Promote awareness around the benefit of NCAP safety ratings	IOMC	DOI IOMFRS		✓		
4.2	Investigate whether NCAP safety ratings should be used to determine the price of vehicle duty	DOI			✓		
5. Government and Government Contractor Fleet							
5.1	The fleet operator to review its purchase criteria to ensure that vehicle safety is appropriately represented	DOI			✓		
5.2	Identify how existing fleet vehicles with limited vision can be adapted to improve driver information and view during reversing and other slow speed manoeuvres	DOI			✓		
6. Vehicle Technology							
6.1	Review the evidence of the effectiveness of in-vehicle telematics and in-vehicle/mounted cameras and how this could influence driver behaviour on the Island	IOMC			✓		

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Priority			Progress to Date
				S	M	L	
7. Protective restraint systems							
7.1	Develop a road safety communication plan for the use and fitting of child car seats	IOMC		✓			
7.2	Introduce child car seat fit and check events	IOMC		✓			
7.3	Undertake local research on attitudes in relation to seatbelt use and compliance	IOMC		✓			

SAFER PEOPLE

Short term priority (1-24 months), Medium term priority (2 years-5 years), Long term priority (Over 5 years)

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Priority			Progress to Date
				S	M	L	
8. Drivers and Riders of all age groups							
8.1	Work with organisations to promote post-test training, including 'Bike Safe'	IOMC	DOI (VTC)		✓		
8.2	Introduce a process for handling media footage to report incidents of careless and dangerous driving and motoring.	IOMC	DOI		✓		
8.3	Review the effectiveness of seasonal road user campaigns, such as #DrinkSafeIOM, and use the findings to inform future campaigns	IOMC, DHSC, DOI		✓			
8.4	Develop the steps to enable roadside drug screening	IOMC	DOI		✓		
8.5	Review evidence and develop a road safety communication plan to reduce incidence of drink and drug driving	IOMC		✓			
8.6	Review the evidence and policy options in respect of new drivers, older drivers and offending motorists	DOI	IOMC	✓			

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Priority			Progress to Date
				S	M	L	
9. Drivers and Riders – young and recently passed							
9.1	Understand the evidence for new drivers/riders and their involvement in RTCs. Identify gaps in current restrictions and legislation (links to report from 8.6)	DOI/IOMC			✓		
9.2	Evaluate the effectiveness of J-Traff and A-Traff (young motoring offender disposal and education schemes) and consider options to enhance these schemes.	IOMC			✓		
9.3	Introduce educational interventions based on recommendations of the review of new drivers and older drivers, such as workshops for parents about young drivers (links to 8.6)	IOMC	DOI	✓			
9.4	Evaluate and deliver an effective Drive Safe Live Long programme including opportunities to enhance the programme	IOMF&R, IOMC, IOMAS, DESC	Schools	✓			
10. Drivers and riders – fitness to drive (medical/age related)							
10.1	Provide training/reminders to medical professionals on the current law in relation to fitness to drive and giving appropriate advice to patients	DOI, DHSC		✓			
10.2	Create a process to ensure fitness to drive is discussed at discharge from hospital admission where this is relevant	DHSC	DOI	✓			
10.3	Understand the evidence for older drivers/riders and their involvement in road traffic collisions and if relevant identify options around licensing and education, training and publicity	DOI	IOMC		✓		

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Priority			Progress to Date
				S	M	L	
11. Managing Occupational Road Risk (MORR)							
11.1	Review and then implement a strategy for MORR and work with relevant public and private sector parties	IOMC	DOI			✓	
12. Non-Motorised Vulnerable Road Users (VRUs)							
12.1	Review best practice on the design of schools and how to integrate them into the local road highway network to reduce risk to students and parents arriving and departing on foot or by bicycle.	DOI				✓	
12.2	Undertake a Pedestrian environmental review to identify barriers to walking and develop highway improvement plans based on the review	DOI			✓		
12.3	Create road safety curriculum resources for each key stage. Links to the School Self Review and Evaluation (SSRE) Framework and Active Travel Strategy	IOMC, DESC		✓			
12.4	Offer Level 3 cycle training to adults and support Bike for Life for adults with disabilities/additional needs	IOMC DESC		✓			
12.5	Embed Balanceability and Bikeability at appropriate levels to children/young people, including presence at Bike for Life for children with disabilities/additional needs	IOMC DESC		✓			
12.6	Re-introduce pedestrian skills training, based on RTC casualty data and link to the Active Travel Strategy	IOMC	DESC (Schools)	✓			

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Priority			Progress to Date
				S	M	L	
12. Non-Motorised Vulnerable Road Users (VRUs) - continued							
12.7	Review recommendations from the Department for Transport's Cycling and Walking Investment Strategy (Safety Review)	DOI	IOMC	✓			
12.8	Develop a communication and education strategy to increase awareness around VRUs, including promotion of the Highway Code to encourage respectful road use towards VRUs	IOMC	DOI	✓			
12.9	Implement and deliver Operation Close Pass – education and enforcement campaign around those who pass VRUs too closely	IOMC		✓			
12.10	Scope options for a VRU awareness course as an adjunct/alternative to prosecution– link to operation Close Pass	IOMC			✓		
12.11	Review the evidence for the introduction of compulsory safety measures to protect young riders (under 16)	IOMC			✓		
12.12	Await the forthcoming changes to the UK's Highway Code in respect of Vulnerable Road Users and assess their suitability for inclusion in the Manx Highway Code	DOI	IOMC		✓		
13. Roads Policing							
13.1	Increase Roads Policing Unit Police Officers to allow targeted enforcement and Police Officers to play an active role in education and other campaigns. (Subject to IOMC business case)	IOMC		✓			
13.2	Carry out an operational review of the use of the powers to seize vehicles by Isle of Man Constabulary	IOMC		✓			

SAFER SPEED

Short term priority (1-24 months), Medium term priority (2 years-5 years), Long term priority (Over 5 years)

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Priority			Progress to Date
				S	M	L	
14. Enforcement							
14.1	Consideration and scoping of the requirement to adopt Association of Chief Police Officers (ACPO) Speed Enforcement Policy Guidelines for speeding enforcement/prosecution	IOMC		✓			
14.2	Create a speed enforcement strategy to include working with local authorities, evidence based enforcement, increased officer training including the wider Police family and awareness	IOMC		✓			
14.3	Investigate the feasibility of speed awareness courses as an alternative to prosecution in some cases (linked to 14.1)	IOMC			✓		
15. Speed Limits							
15.1	Review and report on the role of excess speed as a contributory factor in RTCs on the Isle of Man	DOI	IOMC	✓			
15.2	Improve monitoring of traffic volumes and speed	DOI		✓			
16. Education							
16.1	Work with partners to use data for intelligence led enforcement e.g. Speedwatch	IOMC	Local Authorities DOI	✓			

SAFER ROADS

Short term priority (1-24 months), Medium term priority (2 years-5 years), Long term priority (Over 5 years)

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Priority			Progress to Date
				S	M	L	
17. Infrastructure and planning							
17.1	Produce a Road Safety Plan that encompasses a prioritised list of all individual cluster sites, route actions and mass actions for investigation for possible engineering solutions. Where appropriate develop joint education, training and publicity campaigns, and enforcement initiatives. Monitor the effectiveness of such measures.	DOI	IOMC	✓			
17.2	Utilise the prioritised list (17.1) to establish the forward work programme	DOI			✓		
17.3	Develop a Road Safety Audit process as a requirement for all internal and external schemes and promote/educate developers in this process.	DOI		✓			

MOTORSPORT EVENTS

Short term priority (1-24 months), Medium term priority (2 years-5 years), Long term priority (Over 5 years)

	Action Measure	Lead Dept or Agency	Supporting Dept or Agency	Priority			Progress to Date
				S	M	L	
18. Local riders and visitors							
18.1	Evaluate the effectiveness of road safety campaigns for motorsport events and develop a road safety communication plan based on this evaluation	IOMC		✓			
18.2	Undertake research on motorcyclists' attitudes and behaviours to inform the road safety communication plan	DOI		✓			
18.3	Review current TT course traffic management plans to reduce risk to road users						
18.4	Continue to review the one way system on the Mountain Road (A18 between Ramsey Hairpin and the Creg Ny Baa back road) for the TT festival and assess the impact of implementation of the same system for the FoM.	DOI		✓			
18.5	Review the effectiveness of TT/FoM enforcement strategies	IOMC		✓			
18.6	Review road safety risks of increasing visitor numbers associated with the motorsport events	IOMC		✓			

POST COLLISION RESPONSE

Short term priority (1-24 months), Medium term priority (2 years-5 years), Long term priority (Over 5 years)

	Action Measure	Lead Dept or Agency	Supporting Dept or Agency	Priority			Progress to Date
				S	M	L	
19. Scene management							
19.1	Investigate introducing Biker Down (at scene emergency first aid training for bikers) to reduce crash injury severity	Emergency Services			✓		
19.2	Review at scene response procedures. Measure performance and create a process of improvement	Emergency Services		✓			
19.3	Update and promote use of emergency helmet 'Crash Cards' through improved awareness and community events. Implement responder training	IOMC	Lion's Club IOMAS IOMFRS	✓			

PUBLIC GENERATED NEW ACTIONS

Short term priority (1-24 months), Medium term priority (2 years-5 years), Long term priority (Over 5 years)

Action Measure		Suggestion Number	Lead Dept or Agency	Supporting Dept or Agency	Priority			Progress to Date
					S	M	L	
20.1	Identify evidence base from other jurisdictions to understand their rationale for higher penalties and the impact it has had on road safety.	4	IOMC		✓			
20.2	Survey the current public perception in relation to penalties and their deterrent effect.	4	IOMC		✓			
20.3	Consideration of more off-road routes and review the facilities for horse riders at traffic signals	6	DOI		✓		Potential for off road routes can be examined in conjunction with horse riding bodies. Provision for horses at traffic signals can be considered in line with standard guidance	
20.4	Review evidence base around presumed liability legislation in relation to cycling	8	IOMC	DOI			✓	

Action Measure		Suggestion Number	Lead Dept or Agency	Supporting Dept or Agency	Priority			Progress to Date
					S	M	L	
20.5	In respect of road design consider Dutch Sustainable Safety model and other public suggestions for changes to road design standards and planning policy.	9	DOI		✓			These aspects are currently considered as part of existing processes
20.6	Clothing, testing, registration requirements for pedal cyclists/horse riders – awaiting the outcome of the DfT Cycle Safety Review.	11	IOMC	DOI		✓		
20.7	Scope feasibility for traffic signals to be linked to speed sensors as a traffic calming measure	16	DOI		✓			Currently considered as part of standard practice
20.8	Work with the private sector to introduce voluntary vehicle check days	17	IOMC	DOI (VTC)		✓		
20.9	Review current arrangements around cyclists using pavements and other mixed use areas such as green lanes.	18	DOI			✓		These aspects are currently considered as part of existing processes and also part of Active Travel Strategy considerations

Action Measure		Suggestion Number	Lead Dept or Agency	Supporting Dept or Agency	Priority			Progress to Date
					S	M	L	
20.10	Consideration of a statutory duty within legislation to monitor and prevent road traffic collisions and wholesale adoption of UK Road Traffic law.	25	DOI				✓	Monitoring and preventing road traffic collisions is undertaken as part of existing practice and processes. The wholesale adoption of UK legislation is a Tynwald decision and unlikely to be acceptable to Islanders
20.11	Liaise with Road Harm Reduction Forum and West Midlands Police to learn from their approach.	28	IOMC		✓			
20.12	Review traffic signal timings Including length of time a pedestrian should wait, length of crossing time and disability override to increase crossing time	30			✓			Already undertaken as part of signal design and monitoring process

Action Measure		Suggestion Number	Lead Dept or Agency	Supporting Dept or Agency	Priority			Progress to Date
					S	M	L	
20.13	Consider the use of the disused railway lines for mixed use including cycle path with appropriate gates where required.	33	DOI		✓			Potential for off road routes is being considered and can be further examined in conjunction with cycling and horse riding bodies
20.14	Create a scooter training programme for primary school children	38	IOMC			✓		
20.15	Review current arrangements in relation to fitness to drive and medical practitioners being reassured that self-reporting has taken place	43	DOI, DHSC			✓		
20.16	Scope opportunity to link ANPR with relevant vehicle documentation (insurance/duty)	45	IOMC		✓			
20.17	Review the evidence base around the wearing of headphones and headsets whilst driving	47	IOMC			✓		
20.18	Review evidence around the carriage of compulsory equipment in vehicles	50	IOMC	DOI		✓		

Action Measure		Suggestion Number	Lead Dept or Agency	Supporting Dept or Agency	Priority			Progress to Date
					S	M	L	
20.19	Review the legislation elsewhere around motorcycle protective clothing and its impact on Road Safety.	53	IOMC	DOI		✓		
20.20	Understand legislation and evidence (outside of manufacturing of vehicles) around the use of daytime-running lights and side lights and lighting requirements for tractors	55	IOMC	DOI			✓	
20.21	Identify locations where traffic signals have been removed and there are limited road markings and understand the real impact on road safety.	58	DOI			✓		Such sites can be monitored and similar experiences of other authorities can be investigated