

# Annual Review of Collision and Casualty Statistics 2020



infrastructure  
operations



Isle of Man

## Foreword

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Road Safety is a major concern for all of us. The implications of road traffic casualties are deep, life changing and long standing not just for those concerned but for their families, friends and for the community as a whole.

The Island's Road Safety Partnership was formed to address these concerns and to give focus towards making our Island safer for all road users.

The Road Safety Partnership priorities for action include not just drastically reducing casualties, but increasing awareness of road safety issues and reducing anti-social road user behaviour. This in turn supports the targets laid out in our Active Travel Strategy.

The Annual Review of Collision and Casualty statistics shows how well we are moving people and goods on roads in ways that are safe and healthy; and how far we are along the path to achieve 'a future where no-one is killed or seriously injured on the Island's roads.'

Annual Review of Collision and Casualty statistics was scheduled to be published in March 2020 but was publication has been delayed as the transition to the new collision database was not completed until summer 2021.

Going forward, the annual review will be published each March, once the collision data for the previous year has been verified and added to the database.

## **Introduction - The Road Safety Partnership and the Road Safety Strategy**

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In 2017 the Government of the Isle of Man formed the Road Safety Partnership, a cross Government group consisting of members from the Isle of Man Constabulary, the Fire and Rescue Service, the Ambulance Service, the Departments of Infrastructure, Health and Social Care and Education Sport and Culture. The partnership has the remit of implementing and monitoring the Road Safety Strategy to reduce the levels of road traffic casualties.

The Partnership produced the Island's 10 year Road Safety Strategy which sets out the ultimate vision of '*A future where no-one is killed or seriously injured on the Island's roads.*' This was published in 2019.

This vision will not be achieved in the immediate future, indeed it is accepted that the vision will not be achieved within the ten year lifespan of the strategy. Nevertheless the Strategy does set out bold casualty reduction targets to be met by 2029 that are the first step towards 'Vision Zero'

### **Vision Zero**

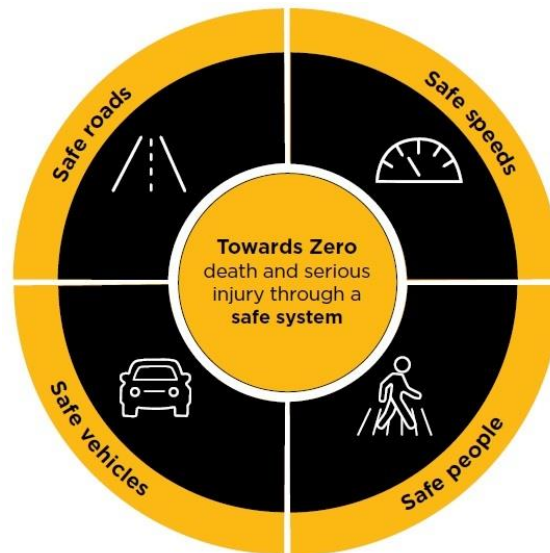
The Road Safety Strategy sets out an ultimate vision where no one is killed or sustains serious injury on our roads. This is a long term vision going beyond the timescale of the initial ten year targets set out above. A long term change in the attitude towards the acceptability of any serious injury or death on our roads will need to be coupled with alternative forms of travel and increased technological improvements in vehicles, the highway environment, and enforcement

We are working towards both the ten year targets and the long term vision using the Safe System Approach, widely adopted and regarded as international best practice in road safety by the World Health Organisation and the Organisation of Economic Cooperation and Development. Both organisations recommend that all countries, regardless of their level of road safety performance, follow a Safe System Approach.

## The Safe System Approach

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The Safe System Approach takes into account all forms of road users. It recognises that people will always make mistakes and there will always be road traffic collisions, but if we design our 'system' correctly, then there will be fewer deaths and serious injuries over the longer term. The 'system' includes legislation, safety standards, education, enforcement and the design of our roads.



### Safe Roads

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Roads will be designed to reduce the risk of collisions occurring and the severity of injuries if a collision does occur. Safety features can be **engineered** into the road design from the outset, or when dealing with a historical road network, improvements can be made through engineering remedial measures, through the road maintenance programme and the planning process. Engineering solutions have to be carefully designed and are often expensive, so priorities need to be driven by collision data and evidence that collision numbers will reduce.

### Safe Vehicles

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As part of a Safe System Approach, general, government and commercial road users will be encouraged to choose the safest vehicles and ensure they are maintained to the highest standards. Recent and forthcoming legislation relating to heavy goods vehicles will aid this.

### Safe Speeds

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Most drivers are good at perceiving the risks when driving and effectively manage their speed in line with the perceived risk. As part of this strategy we will use data from Road Traffic Collisions to ensure speed limits are appropriate to individual sections of roads. **Education** of road users on the effects of speed will form part of the strategy. Finally, **enforcement**

has to form a key part of a Safe System Approach to road safety in the Isle of Man. Speed is an emotive and subjective subject so work will be prioritised on where the statistics say regulating it will have most impact, not individual opinion.

## **Safe People**

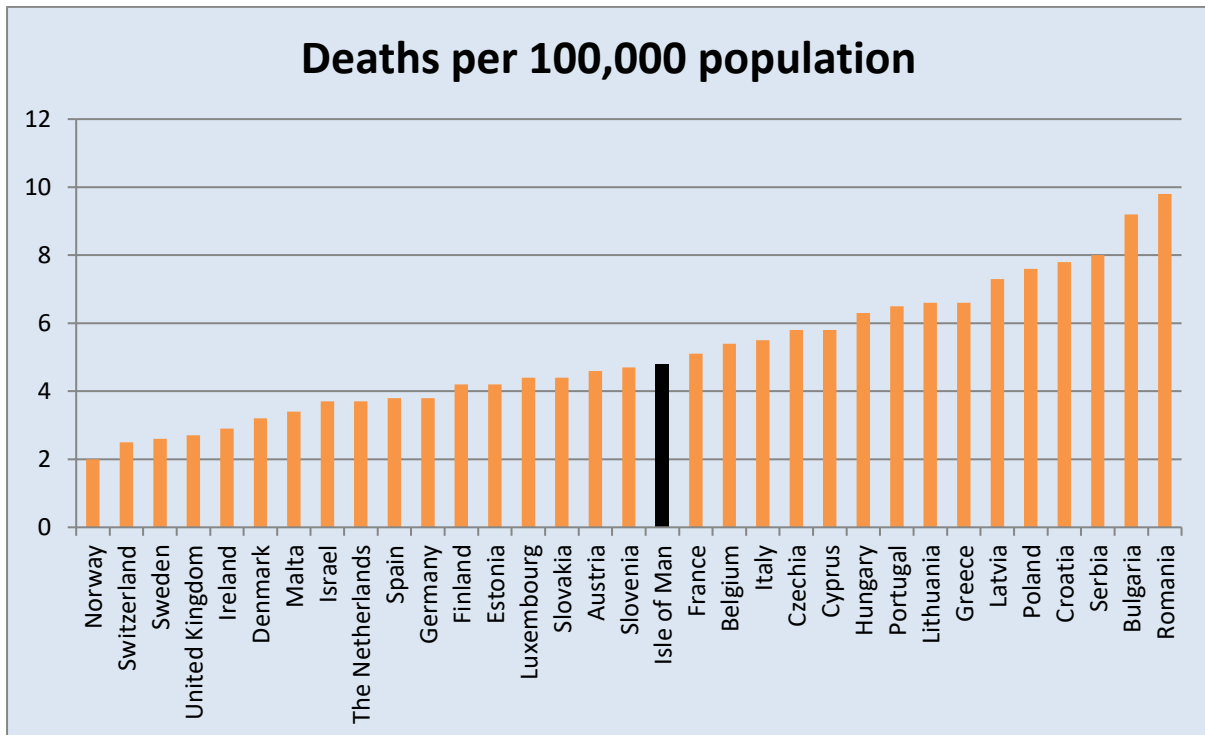
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The Safe System Approach encourages safer road use primarily through education, training, publicity and enforcement. We will explore opportunities to ensure our drivers are competent and fit to drive throughout their lives.

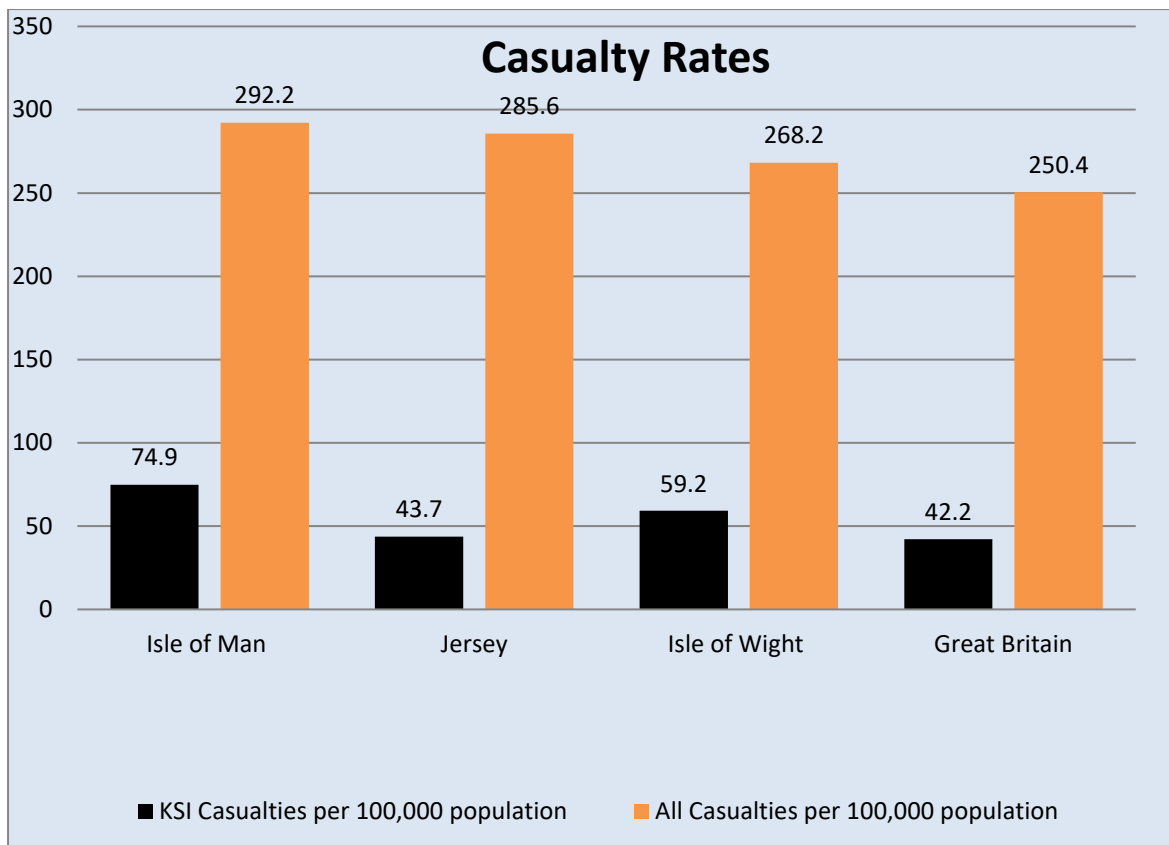
**Those countries that have historically set national target and committed resources towards those targets have been the most successful in achieving casualty reduction.**

## Our Island in Context

The Isle of Man is different in many ways, culturally, historically and topographically. Being an Island, and being predominantly rural in nature does bring its own particular road safety problems. The graph below shows the three year 2017-2019 average road deaths per 100,000 population for European countries.



The Isle of Man does not currently compare favourably with most of Europe. However, small Islands do have a higher rate of fatalities. Jersey and the Isle of Wight for example are also higher than mainland UK, but not as high as the Isle of Man.



Islands are mainly rural in nature with rural roads not of the same standard of many of the inter-urban links in mainland Europe. This contributes to the level of injury collisions. The vast majority of fatal and serious collisions on the Isle of Man occur in a rural environment. This does not mean that our collision levels are not addressable; it just means addressing them is more challenging. We have the added factor of the motorcycle festival periods which whilst bringing much needed income and publicity to the Island, also bring a significant increase in collision and casualty levels. However, whilst the Island does face some unique challenges, there is definitely scope to significantly reduce the levels of road traffic collisions of all severity.

**We must be led by data, which tells us where, how and why collisions are occurring, and we must direct our funding and resources accordingly if we are to achieve the same level of success as our leading European counterparts.**

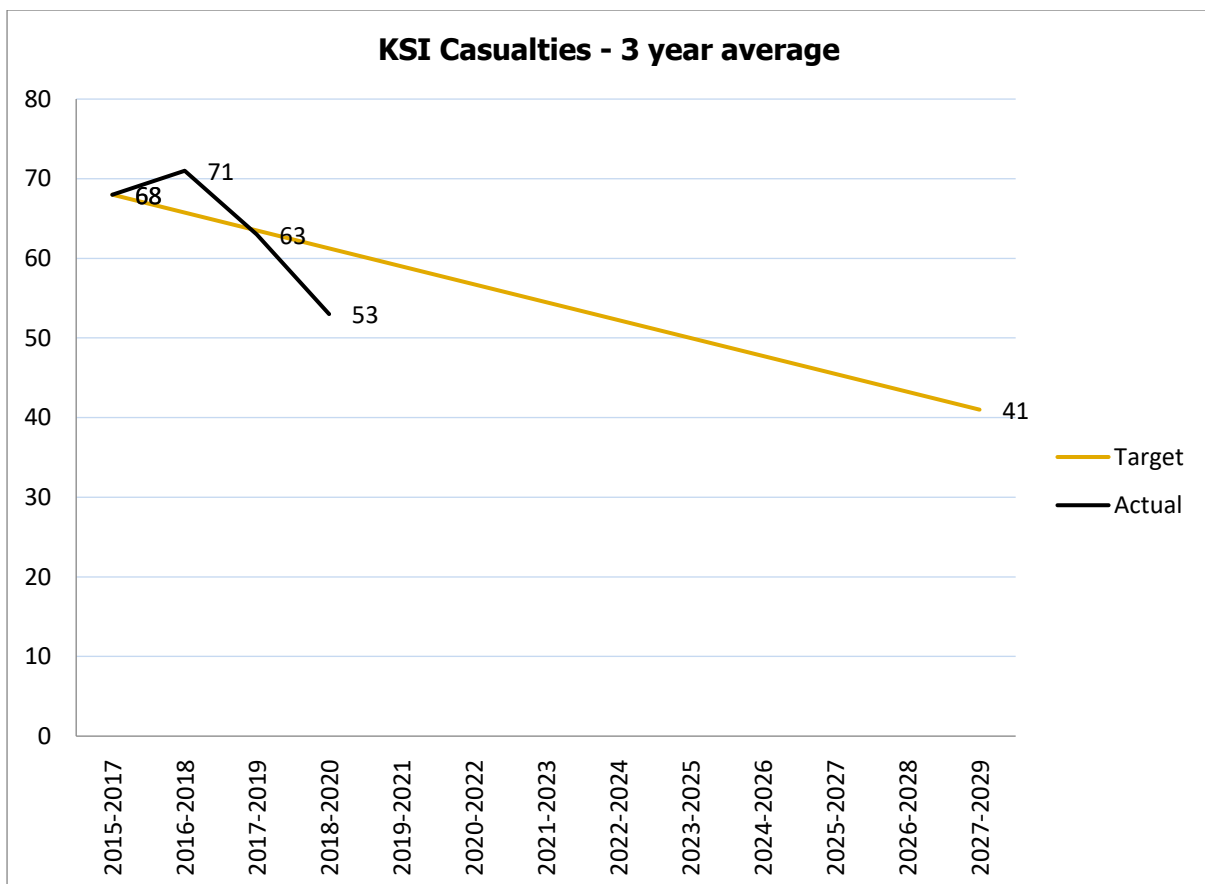
## Targets

An integral part of the success of the Scandinavian countries, and Switzerland, the United Kingdom and Ireland in reducing casualties has been the adoption of challenging casualty reduction targets and then aligning policies, practice and legislation to help achieve those targets.

Historically, the Isle of Man has not had such targets, but a key part of the work of the Road Safety Partnership has been to develop stringent, but achievable, casualty reduction targets. These were set to achievable timescales, having regard for the current injury collision levels, and specific areas of concern. They were approved by Tynwald as part of the Road Safety Strategy. The five targets set out to achieve their objectives over the life of the Road Safety Strategy, i.e. by 2019. They are set out below with graphs showing progress against the targets.

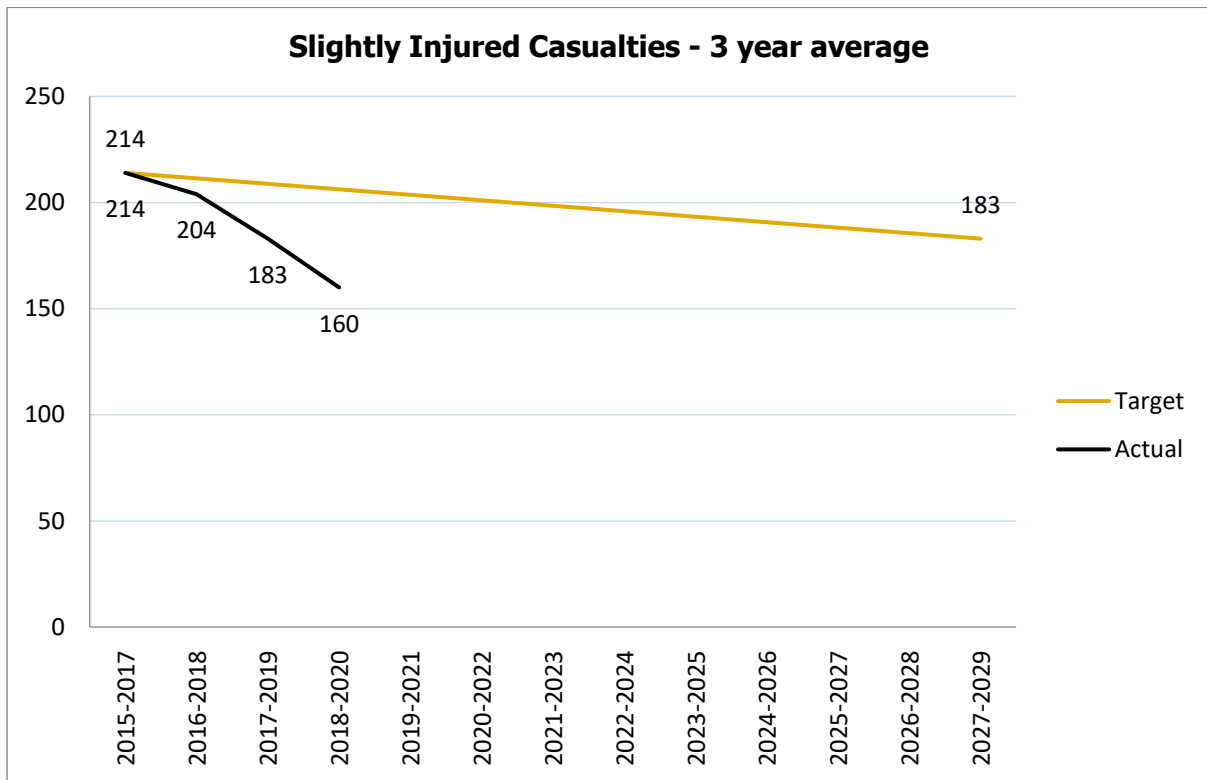
The graphs showing casualty reduction use three year rolling averages instead of data for individual years. Individual years' data will always show (sometimes large) variations in data due to random fluctuation. The use of three year averages minimises that fluctuation.

- **A 40% reduction in the annual number of people killed or seriously injured in Road Traffic Collisions:**

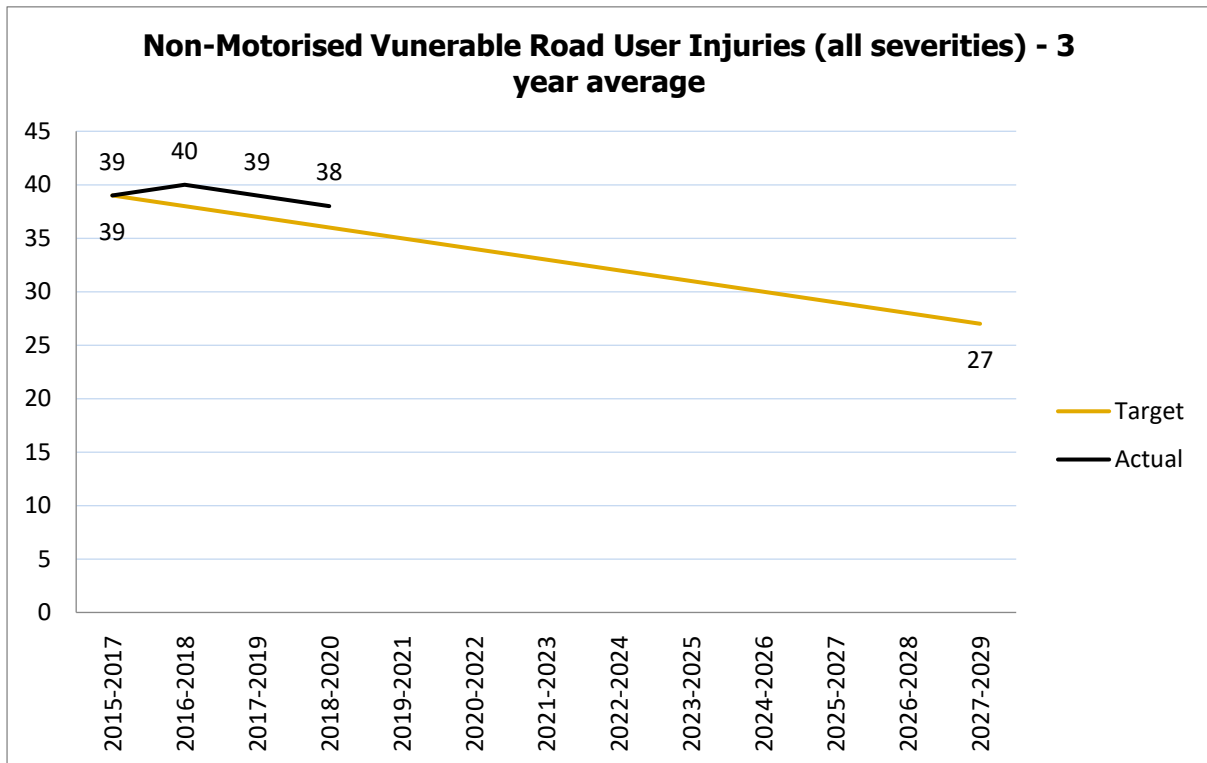




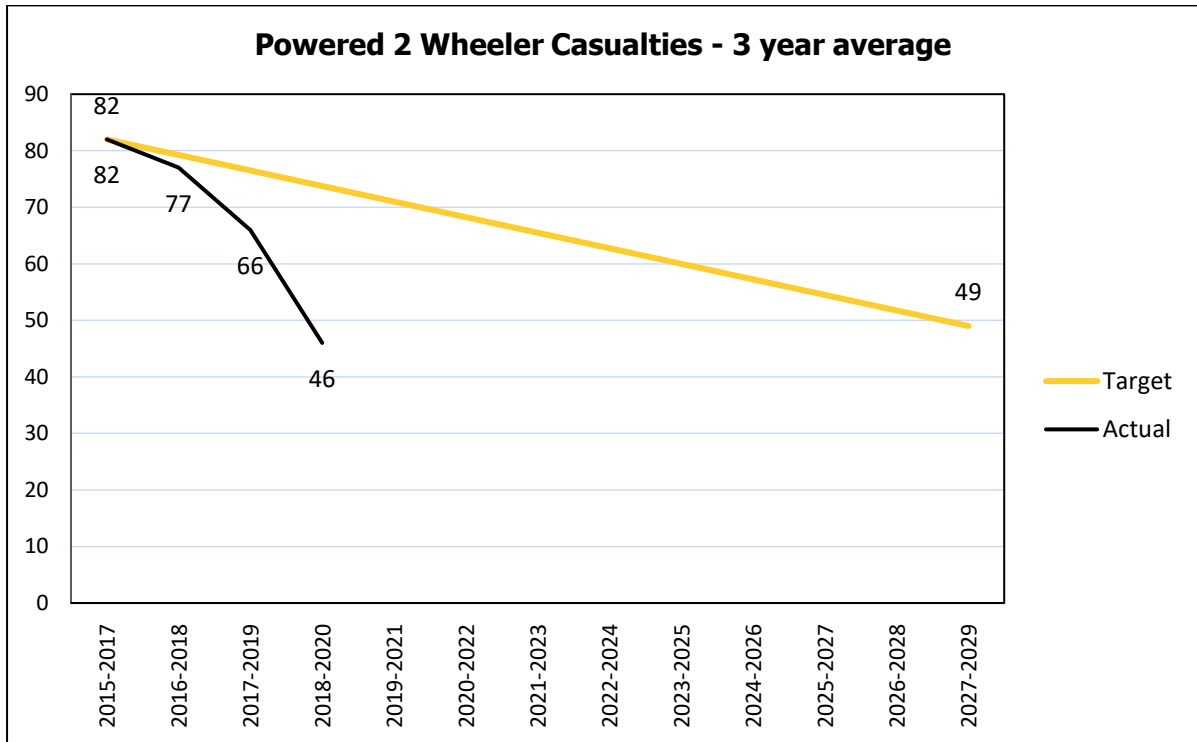
- **A 15% reduction in the annual number of road users sustaining slight injuries in Road Traffic Collisions:**



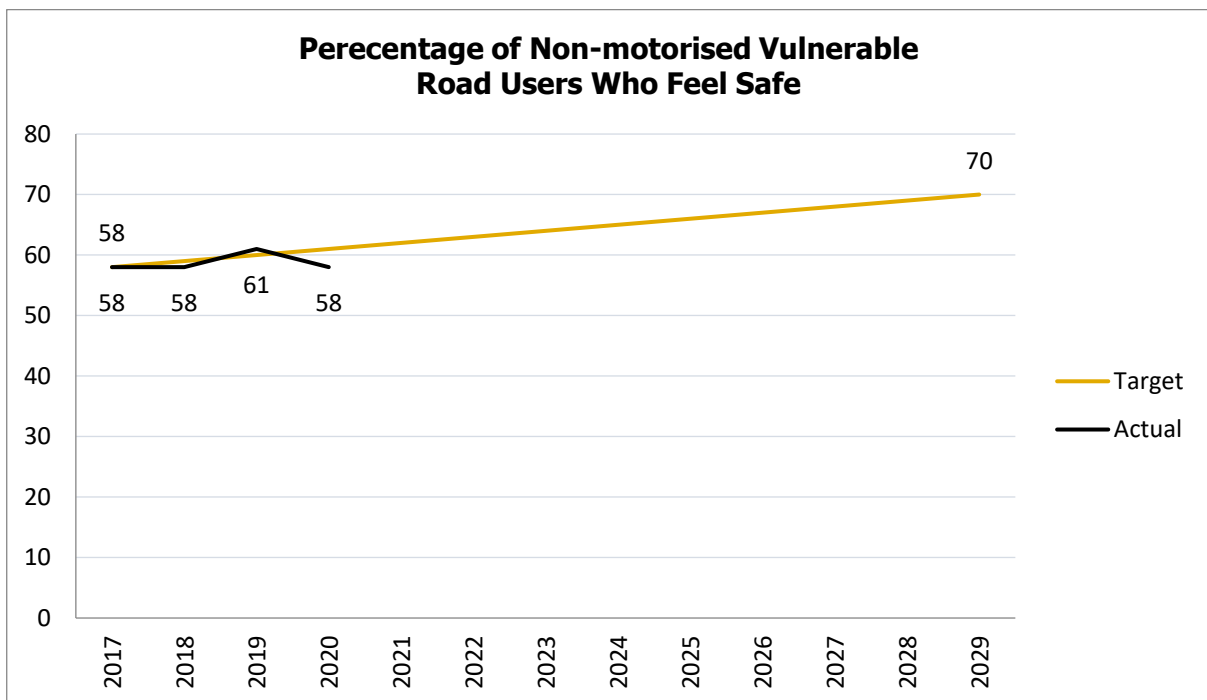
- **A 30% reduction in the annual number of Non-Motorised Vulnerable Road Users who are injured (all severities) in Road Traffic Collisions:**



- **A 40% reduction in the annual number of powered-two-wheeler road users who are injured (all severities) in Road Traffic Collisions:**



- **A 20% increase in the number of non-motorised vulnerable road users who say they feel safe using our roads:**



## Commentary

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Overall the 3 year average fell for each of targeted casualty groups:

- 16% reduction in the 3 year average for killed & seriously injured casualties.
- 13% reduction in the 3 year average for slight injury casualties.
- 3% reduction in the 3 year average for non-motorised (all severities)
- 30% reduction in the 3 year average for powered 2 wheeler casualties

In 2020 58% of respondents to the National Highway and Transport Survey stated they were satisfied with cycle and walking safety. This showed a small three percentage point drop compared to 2019.

Though the reduction in the 3 year average casualty levels is gratifying, we must be careful in assuming that these rates of change will continue in future years. The recent trends in reported road casualties have been impacted by the national restrictions implemented from March 2020 onwards following the coronavirus (COVID-19) pandemic. More detailed comments will be made in next section.

## 2020 Road Casualties

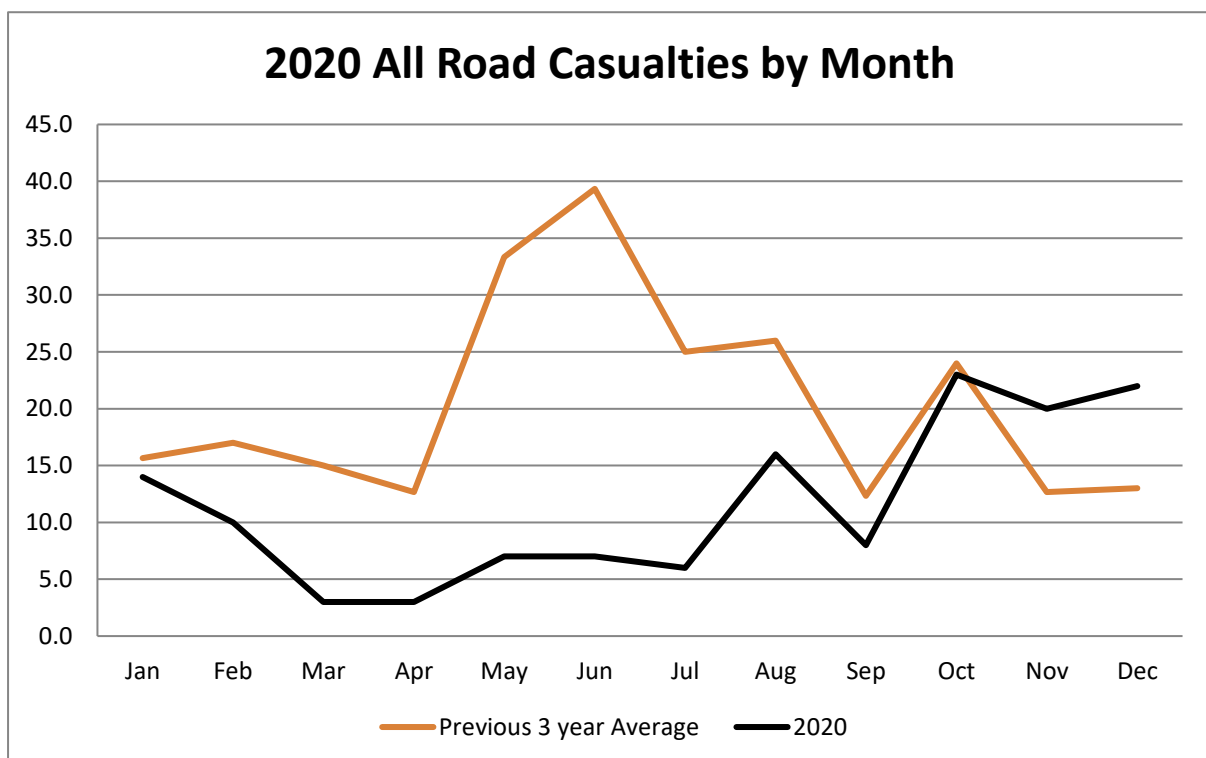
The coronavirus pandemic and associated travel restrictions affected road safety in 2020. Particularly the Emergency Powers which came into force in April and May which regulated movement and imposed a 40mph speed on all roads not already subject to a 30 mph speed limit. In addition TT, Festival of Motoring and Southern 100 Road Races were cancelled. This section investigates the impact on reported road casualties, displaying monthly trends.

### Road casualties decreased in line with road traffic and national lockdowns

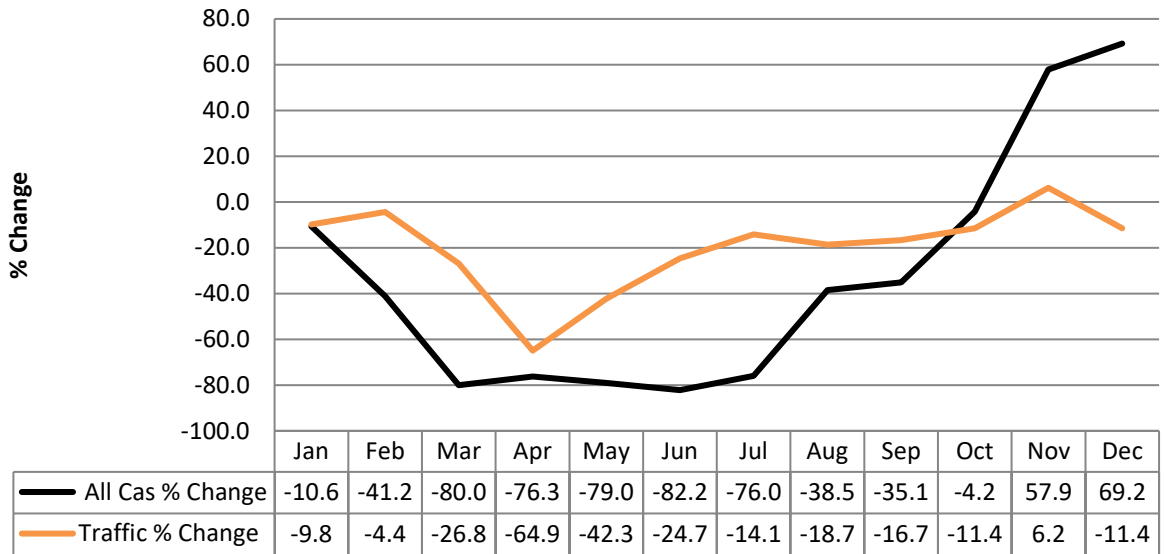
Road casualties saw the greatest monthly percentage decrease of 82.2% in June 2020 compared to 3-year average for 2017 to 2019. This aligns with the TT event lockdown and the reduction in motor traffic (-24.7%)

The general trend in road casualties from January to October was monthly percentage decrease when compared to the monthly 3-year average for 2017 to 2019. This aligns with the reduction in motor traffic for those months. With the introduction of movement and speed limits in April road casualties saw a percentage decrease of 76.3 compared to 3-year average for 2017 to 2019. April also saw the largest reduction in motor traffic (-64.9%)

In November and December road casualties showed a monthly increase compared to the 3-year average for 2017 to 2019, with Motor traffic returning to 2019 levels.



### Percentage change of all casualties compared to 3 year average by month and traffic flow compared to 2019

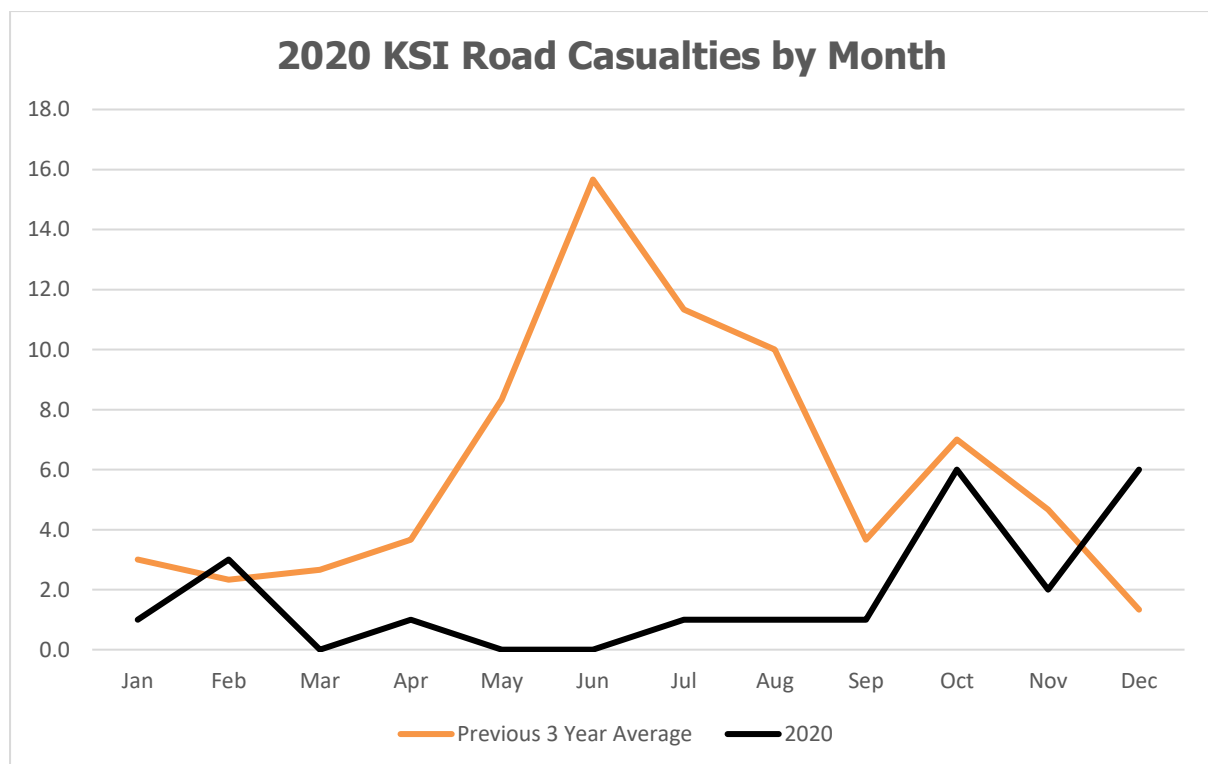


**KSI trend followed a similar pattern to all road casualties**

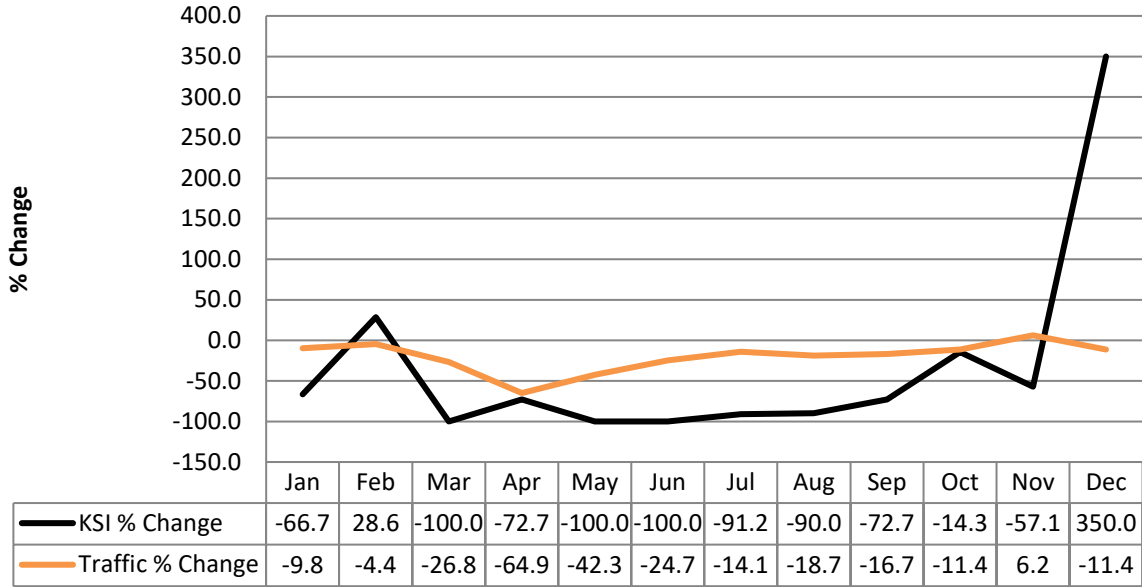
The general trend in KSI road casualties from January to October was monthly percentage decrease when compared to the monthly 3-year average for 2017 to 2019. This aligns with the reduction in motor traffic for those months. With the introduction of movement and speed limits in April road casualties saw a percentage decrease of 72.7% compared to 3-year average for 2017 to 2019. April also saw the largest reduction in motor traffic (-64.9%)

The very low number of KSI road casualties during the summer months April – Sept coincided with movement and speed being regulated in April and May; the cancellation of annual motorsport events held in the summer months.

Overall KSI casualties saw a decrease in 2020, compared to 2019. Though KSI collisions increased in December no pattern in the collision type or circumstance was observed.



### Percentage change of KSI casualties compared to 3 year average by month and traffic flow compared to 2019

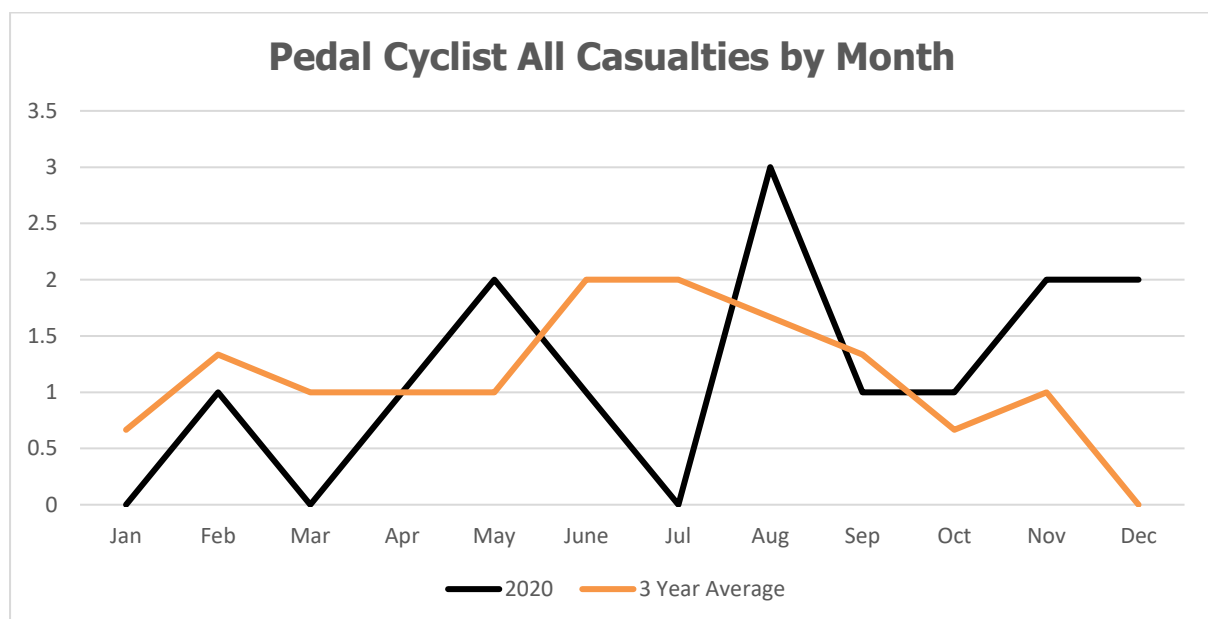


### **Casualty trends also differed by road user type**

As motor traffic decreased during the first full months of lockdown, casualties for most road user types also decreased, compared to the 3-year average for 2017 to 2019. Pedal cycle and pedestrian followed a different trend to other road user types as casualties increased for in several months compared to the 3-year average for 2017 to 2019.

#### ***Pedal Cycle***

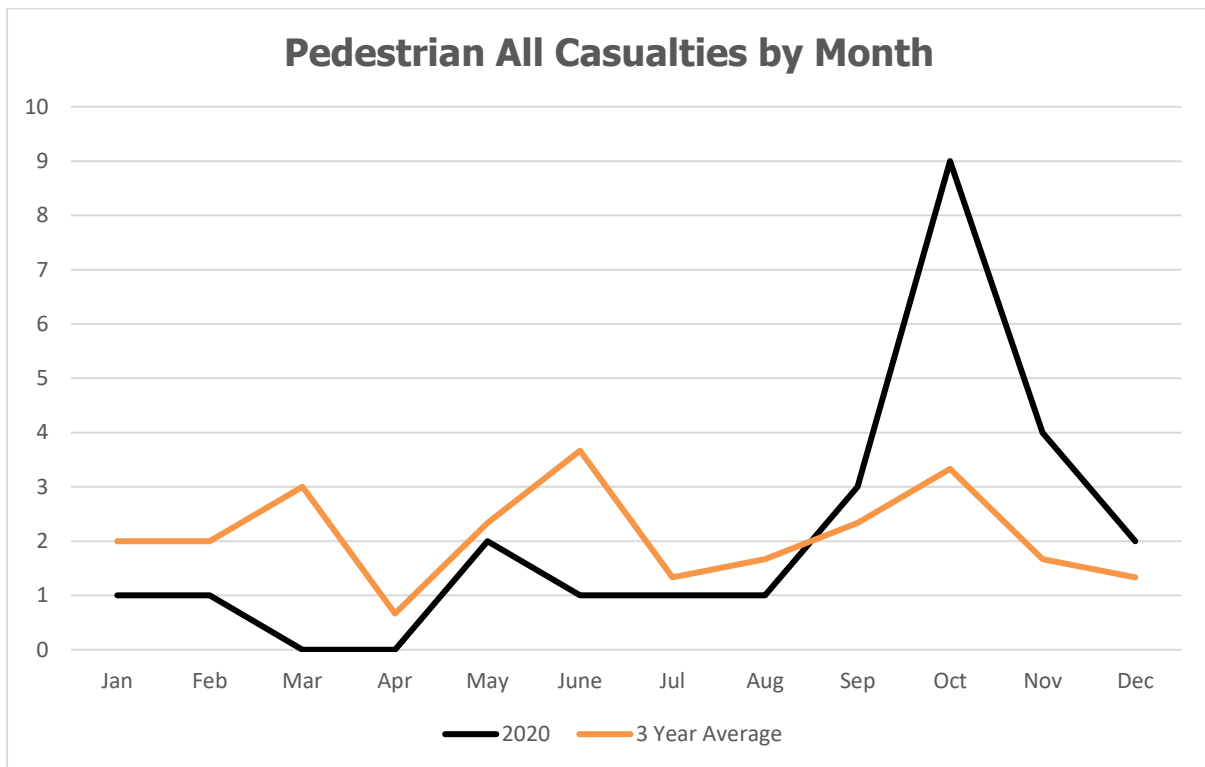
In May, pedal cyclist casualties saw an increase. This may be related to cycling being a form of permitted exercise as well as the travel restrictions imposed. For example, “people should aim to reduce the number of journeys they make where possible. If they need to travel, they should walk or cycle where possible, or plan ahead and avoid busy times and routes on public transport”. An increase in pedal cycle casualties was observed in August, October, November and December. This may be related to higher pedal cycle traffic, as more people continued to use pedal cycles during these months. The small number of pedal cyclist casualties each month should be kept in mind when interpreting these patterns.





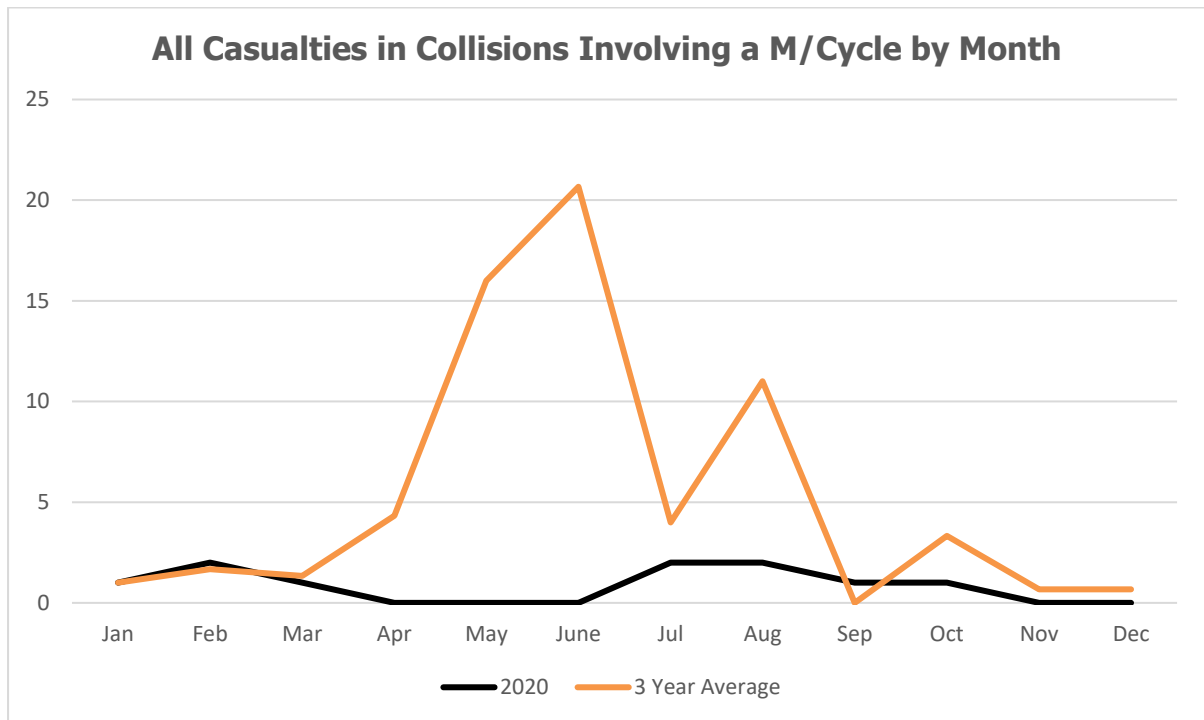
**Pedestrian**

Pedestrian casualties saw an above average increase in the last quarter of the year, peaking in October. Within this four month period adults accounted for 78% and children 22% of pedestrian casualties. Only one pedestrian casualty occurred outside a built up area. The increase in pedestrian casualties may be related to higher pedestrian traffic, as more people continued to walk during these months. The small number of pedestrian casualties each month should be kept in mind when interpreting these patterns.



## Motor Cycle

Motor cycle casualties saw the greatest decrease in 2020 (10) compared to the 3-year average for 2017 to 2019 (66). The very low number of motor cycle road casualties during between April and September coincided with movement and speed being regulated in April and May; and the cancellation of annual motorsport events held in the summer months.

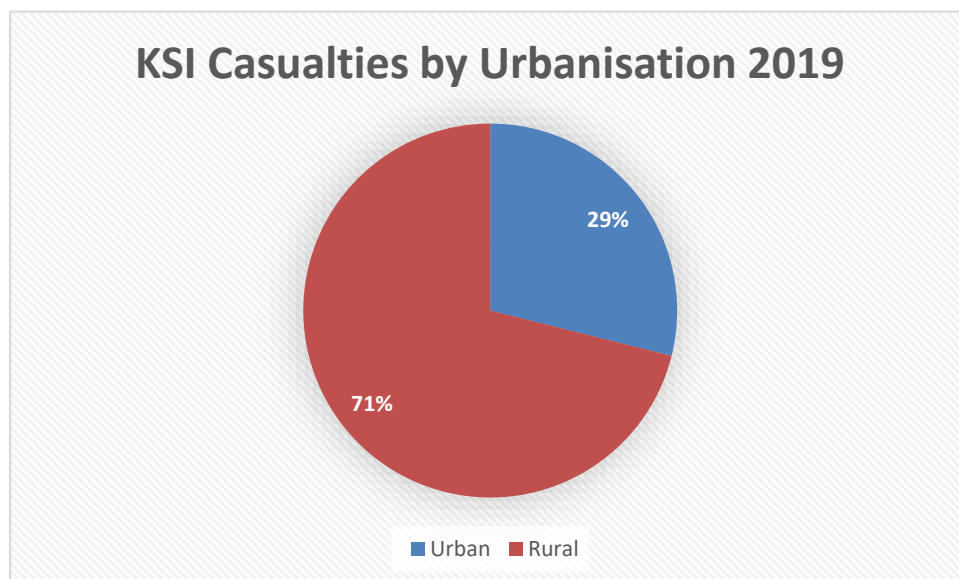
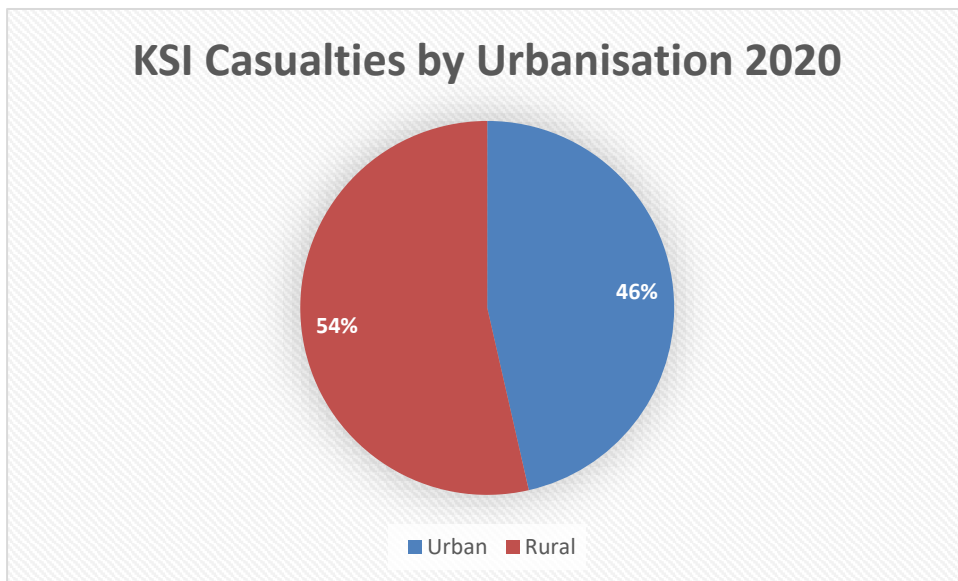


## The Island's KSI Road Casualty Statistics 2019 v's 2020

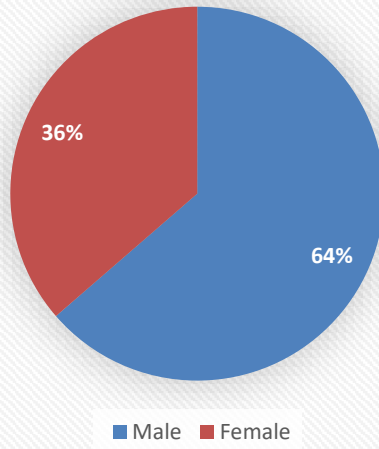
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The following graphs show the 2020 KSI collision data broken down by location, gender, class and age.

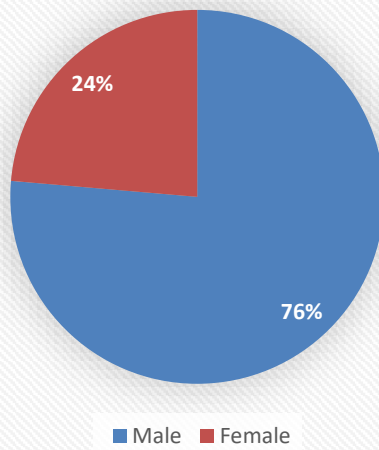
More annual collision data is required to be able to comment on statistical trends. It is expected that with finalisation of the transition towards the new collision database in 2020, the 2021 annual review will provide more detailed Island wide statistics.



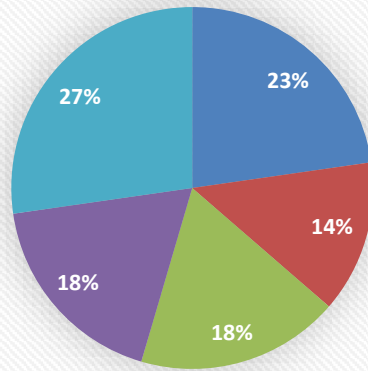
### KSI Casualties by Gender 2020



### KSI Casualties by Gender 2019

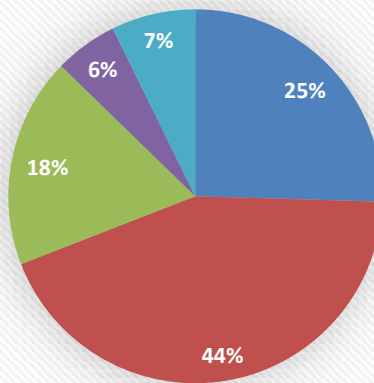


### KSI Casualties by Road User 2020



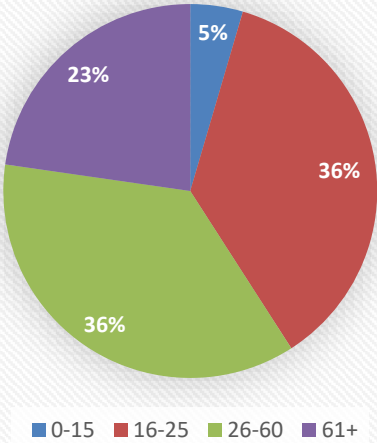
■ Driver ■ M/cycle ■ Passenger ■ Pedal ■ Ped

### KSI Casualties by Road User 2019

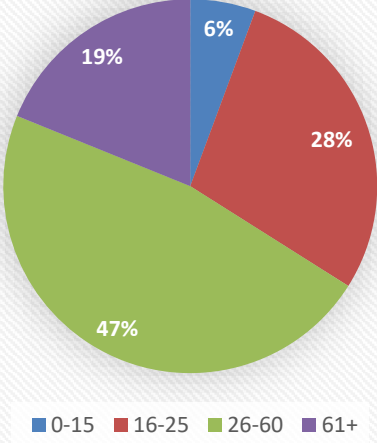


■ Driver ■ M/cycle ■ Passenger ■ Pedal ■ Ped

### KSI Casualties by Age 2020



### KSI Casualties by Age 2019



## Acknowledgements

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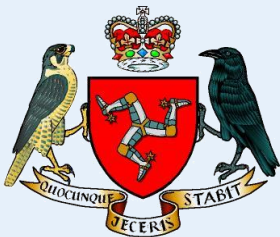
We acknowledge the work of the Isle of Man Constabulary, particularly the Roads Policing Unit and Road Safety Team in collecting this data through 'stats 19' reports. Analysis has been performed by the Department of Infrastructure using TRL's iMaap collision analysis software.

Thank you for the hard work of the all the member Departments of the Road Safety Partnership:

- Isle of Man Constabulary
- Isle of Man Fire and Rescue Service
- Isle of Man Ambulance Service
- Department of Infrastructure
- Manx care
- Department of Home Affairs
- Department of Education, Sport and Culture

This report can be read in conjunction with the Road Safety Partnership Action Plan Progress Update: December 2021 and the Annual Chairperson's Report.

**Isle of Man Road Safety Partnership Vision:**  
**A future where no-one is killed  
or sustains serious/life  
changing injuries on our roads**



**Isle of Man**  
**Government**

*Reiltys Ellan Vannin*



**infrastructure**

operations

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