

Isle of Man
Government

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ROAD SAFETY PARTNERSHIP ACTION PLAN

2019-2029

PROGRESS UPDATE: DECEMBER 2021

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, Manx Care, Education Sport & Culture and Cabinet Office.

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).

Progress report and Annual Road Safety Review

This report provides an update against the agreed action plan and can be read in conjunction with the Annual Review of Collision and Casualty Statistics 2020 along with the Annual Chairperson's Report.

December 2021 Action Plan Progress Report

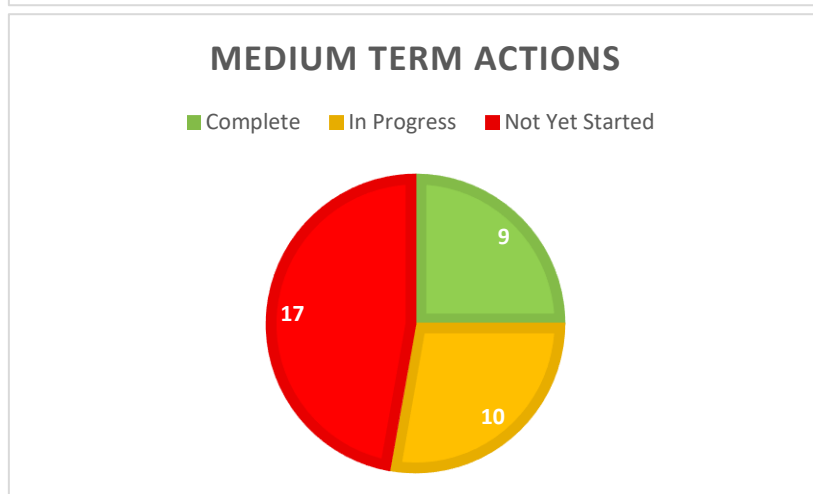
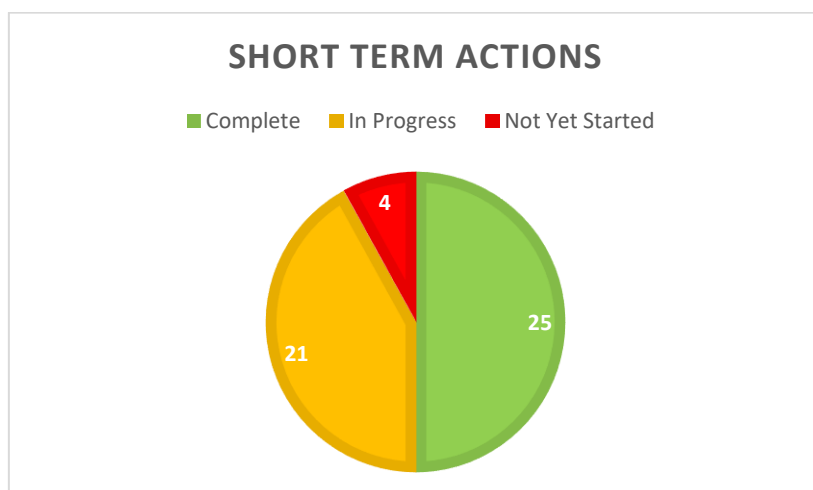
This report summarises the achievements and progress made since the Road Safety Strategy was approved by Tynwald in January 2019 and the Action Plan launched for April 2019.

Overall progress

At the time of publishing the Action Plan the following timescales were indicated:

Short:	Up to 2 years (March 2021)
Medium:	3 to 5 years (March 2024)
Long:	5 to 10 years (March 2029)

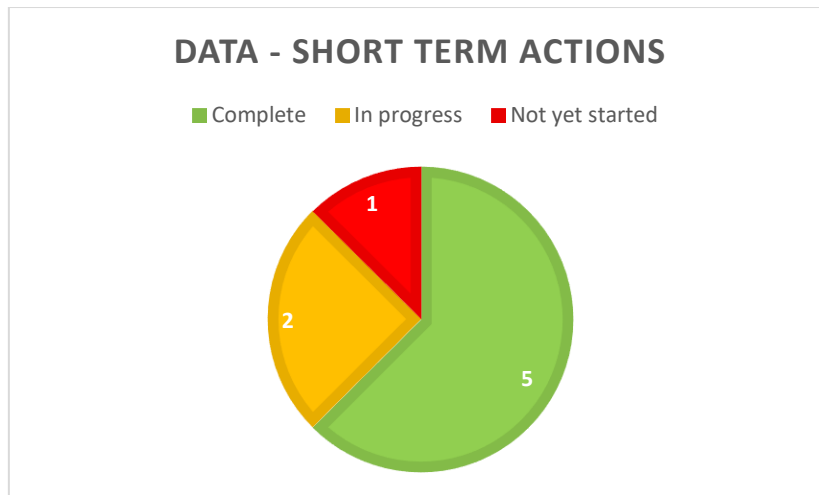
The Covid-19 pandemic has had a substantial impact upon delivery of those actions assigned for completion in the short term, none-the-less the Partnership are proud of the progress made to date during an extremely challenging time with 46 out of 50 (92%) short term actions marked as either complete or in progress. Furthermore 19 out of 36 (53%) of medium term actions are either complete or in progress, well ahead of the expected timeframe of March 2024. It is anticipated that short term actions will be completed by December 2022 with medium and long term actions in line with the existing timescales.



Action Plan Progress Overview

Action Area	Progress	Short	Medium	Long	TOTAL
Data	Complete	5	1		6
	In Progress	2	1		3
	Not Yet Started	1	2		3
Safer Vehicles	Complete	1	1		2
	In Progress	3	1		4
	Not Yet Started	2	4		6
Safer People	Complete	5	2		7
	In Progress	10	5	1	16
	Not Yet Started		4	1	5
Safer Speed	Complete	4			4
	In Progress	1	1		2
	Not Yet Started				0
Safer Roads	Complete	2	1		3
	In Progress				0
	Not Yet Started				0
Motorsport Events	Complete	3	1		4
	In Progress	2			2
	Not Yet Started				0
Post Collision Response	Complete	1	1		2
	In Progress	1			1
	Not Yet Started				0
Public Generated Actions	Complete	4	2	1	7
	In Progress	2	2		4
	Not Yet Started	1	7	2	10
TOTAL	Complete	25	9	1	35
	In Progress	21	10	1	32
	Not Yet Started	4	17	3	24

Theme: Data



Progress

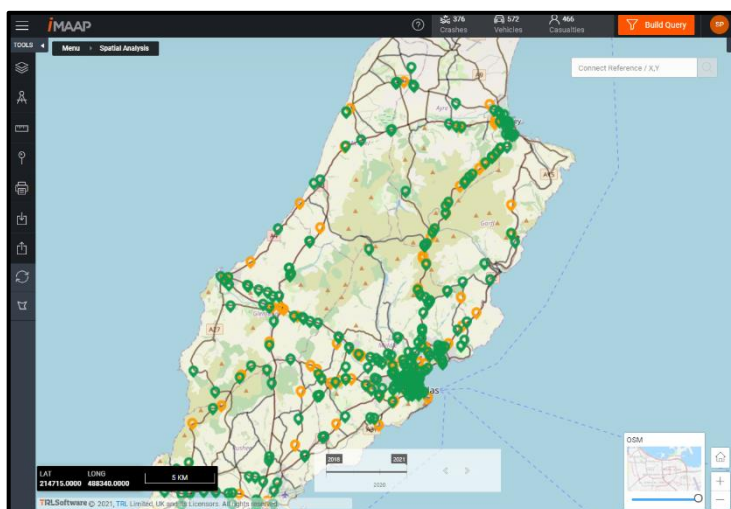
Progress towards this area of work is good, with **63%** of short term actions complete and a further **25%** in progress. It is anticipated that we are on track to complete all short term actions by December 2022 and all medium term actions by April 2024.

Highlights

In 2019 the Constabulary moved to Connect, a new platform for recording crime and intelligence. Coinciding with the launch of Connect, the following actions have been completed:

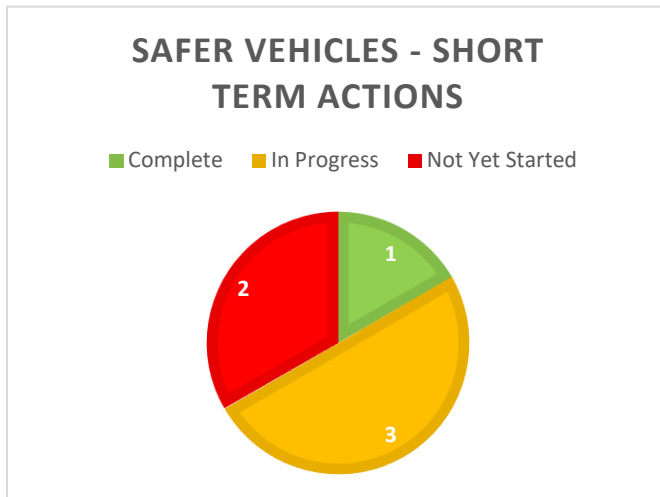
- Stats 19 derived data collection form implemented with quality assurance being provided by the Road Safety Team
- DOI have procured collision analysis database which is populated with the statistics forms completed by Police Officers

These changes have provided us with the ability to report and analyse data on both a casualty and collision level and therefore to calculate and benchmark RTC casualty levels against other jurisdictions and report on Public Health Outcome Framework – indicator 1.10.



iMaap database: A new more user friendly database for the collated collision data enabling a greater level of analysis to identify patterns and trends.

Theme: Safer Vehicles



Progress

Progress towards this area of work needs some attention and has been flagged with the Chair of the Road Safety Partnership as an area of concern. Whilst condition of vehicles was initially marked as a short term action, the previous administration did not want to introduce vehicle testing and therefore this work was not deemed a priority. Priorities will be reviewed with the new administration.

Highlights

In 2019 sponsorship was received from a Rossborough Insurance to enable the Road Safety Team to be trained to fit and check car seats and representatives from the maternity ward and the Health Visiting service also attended.

The Road Safety Team has been working with Isle of Man Fire and Rescue service to use fire stations to deliver car seat clinics and the first of these was held in February 2020. Bump-birth baby shows have been attended to provide car-seat fitting advice and literature provided to Nobles Hospital and the Health Visiting team.

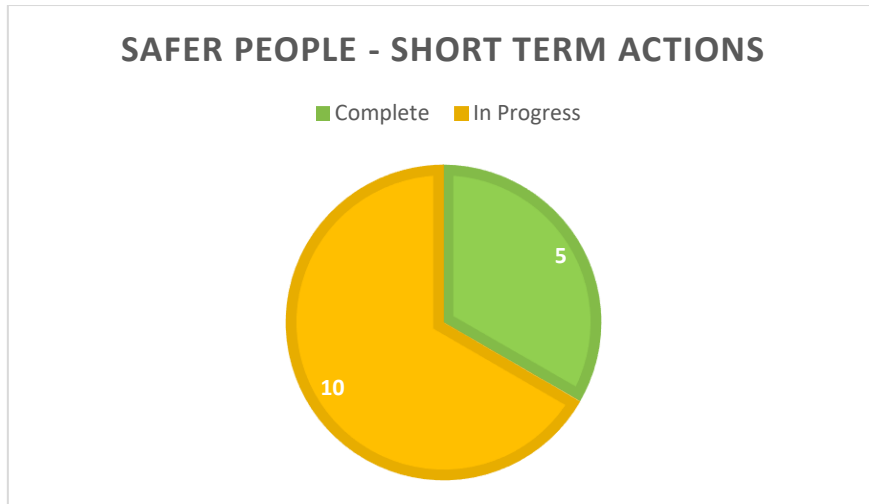


HGV Operator Regulations have come into force requiring operators and their vehicles to be registered with the RTLIC. This change means that operators have to demonstrate that they have satisfactorily maintained their vehicle(s). There is now an embedded inspection and enforcement regime which includes review of failures at annual test and visits to operating centres to check maintenance records.



Vehicle condition continues to be delivered through the Road Safety Team and RPU campaign calendar, particularly around winter safety.

Theme: Safer People



Progress

Substantial progress has been made in this area with all short term actions underway and those in progress are a substantial way towards completion. It is anticipated that we are on track to complete all short term actions by December 2022 and all medium term actions by April 2024. The Safer People theme requires the largest volume of cross government liaison and the Safer People Delivery Group has helped to facilitate progress in this area.

Highlights

Drive Safe Live Long is a collaborative educational presentation delivered by the Emergency Services for all year 11 students aimed at young drivers and their passengers and is structured around "The Fatal Five" causes of collisions, (speed, distraction, seat belts, drink/drug driving and carelessness).

Drive Safe Live Long is a format that has been welcomed to schools for many years, but in 2019 has undergone a review of the content of the presentation, particularly focussing on making sure the content is very local and relevant to the audience. As part of this review a new video was produced by the Road Safety Team by which emergency service personnel relived the night of a fatal road collision on the Switch Back road. The presentation features emotional testimonials from those affected by fatal and serious road traffic collisions to raise awareness of the devastating impact that collisions can have on both those directly involved and



their families. Tower Insurance have assisted with funding to provide a young driver's guide for students to take away from the presentation.

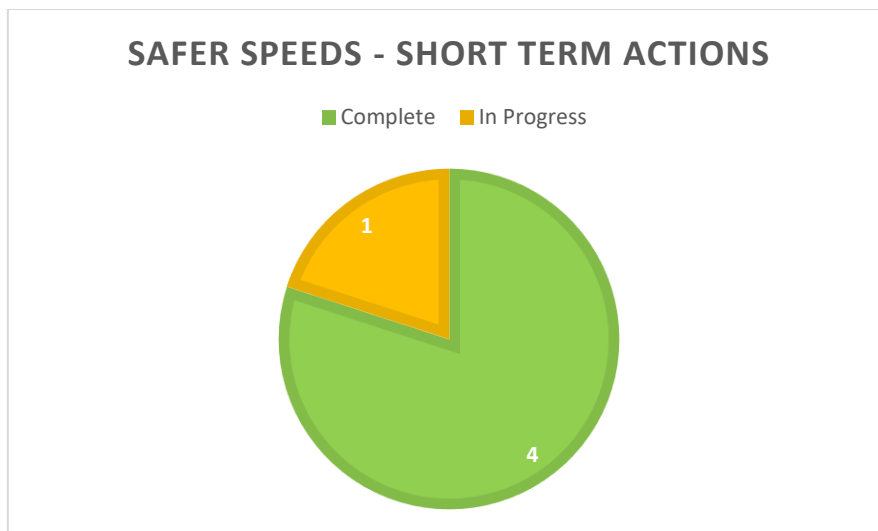
The Road Safety Team has successfully delivered cycle training and pedestrian skills training to each primary school on the Island. Pedestrian skills sessions are designed to get young children engaged with how to cross the road safely and people that can help us across the road. Looking ahead into 2022 the team will be focussing on building a bigger education package for delivery in both primary and secondary schools.

Trials of cycle training for secondary school pupils and adults took place in 2019 along with adult and family cycle training which was well received by the public and now forming part of the Road Safety Team's core activity.

In 2019 the British Horse Society set up an active group in the Isle of Man and we are pleased to work in partnership with this group to raise awareness of the need to pass Horse riders on the road safely. A similar operational methodology to close pass, is used a volunteer horse rider takes a leisure ride on public roads and indicates to nearby Roads Policing Unit officers if there are instances where another road users would benefit from educational advice about the need to pass horses safely. The Horse Safe initiative will now become a regular feature in the Roads Policing Unit and Road Safety Team campaign calendar.



Theme: Safer Speed



Progress

Progress towards this area of the action plan is very good, with **80%** of short term actions complete and a further **20%** in progress. It is anticipated that we are on track to complete all short term actions by December 2022 and all medium term actions by April 2024.

Highlights

A working group was set up to consider methods for addressing speed enforcement on the Mountain Road as well as with the wider remit to consider how improvements can be made to the reduction of and enforcement of speed both on and off the A18 Mountain Road. A report from the group was submitted to the Road Safety Strategic Steering Group in March 2020 which included a variety of recommendations.

Stats 19 data has been collected from the middle of 2019 and this contains a section for Officers to complete around contributory factors – this is helping us to understand the role of speed in our collisions and has been analysed through the iRAP project and will be utilised for future decision making.

Roads Policing Unit have created a new operational strategy with a new task force dedicated to speed enforcement and other Road Safety offences. The task force responds to Road Safety issues raised at a local level including liaison with Local Authorities. The Special Constabulary have been an important resource in helping to run the task force.



Roads Policing Unit have created a Speeding Task Force which consists of experienced Special Constables patrol the Island in teams on set days across all the neighbourhood policing team areas. During these days there is enforcement for the full suite of motoring offences which impact of public and driver safety for example speeding, use of mobile phones, seatbelt offences. This group's sole duty will be to make

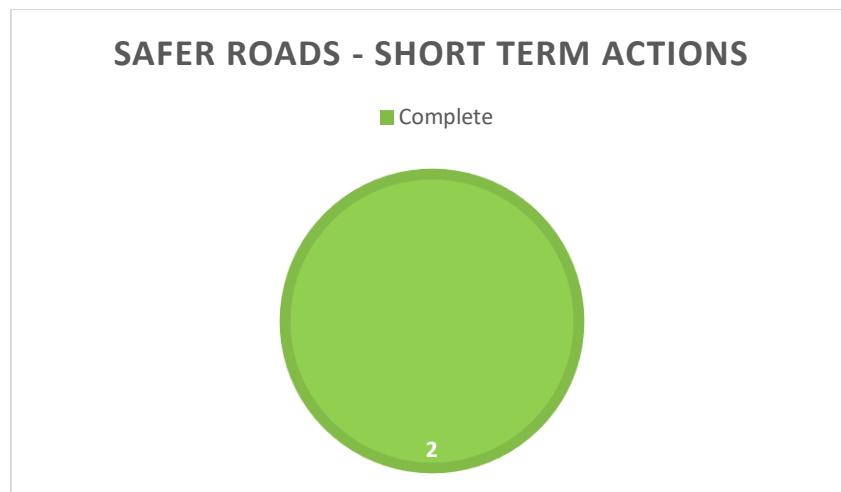
the roads safer by targeted and intelligence driven active enforcement. Neighbourhood policing teams input into the process by advising of any problematic locations, which is coupled with information fed in from the Commissioners and the public.

Additionally PRU are innovatively using our police IT as a means by which to direct, target and record motoring issues (including that of speeding) across all our community areas. This allows live time tasking to be undertaken and recorded and also for us to result such tasking again in live time. This use of data recording allows the team to extrapolate the data into graphs and spreadsheets to allow a true demand and enforcement picture to be clearly seen.

The results of the task force are in turn being filtered back to the respective neighbourhood areas for problem solving and community/resident engagements at a local level. These patrols are also being reinforced and publicised via our Constabulary social media platforms.

The RPU have also effectively dealt with a persistent young driver who has been continually driving in an anti-social manner within one of the Neighbourhood areas where their driving speeds were such that they were putting themselves and potentially other road users at risk. RPU staff have met with the individual and their parents to discuss the manner of their driving and they were shown the impactful educational video that was commissioned for the Drive Safe Live Long campaign. As a result, this individual has not come to our notice again in the 3 months since they attended.

Theme: Safer Roads



Progress

Progress in this area of the action plan has been excellent with both short term actions complete. Furthermore the final action in this area of work which was assigned to the medium term is also complete.

Highlights

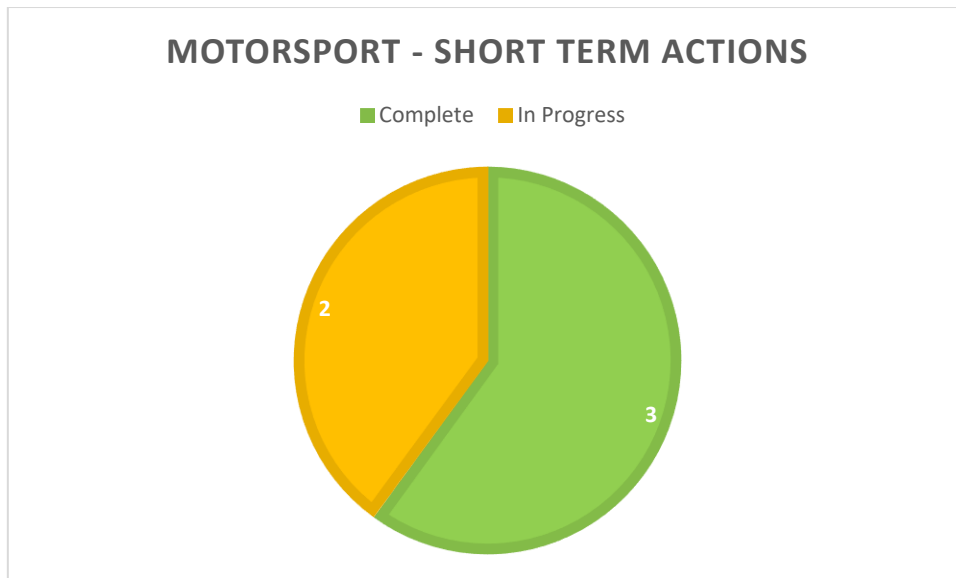
DOI have identified 33 locations where there have been four or more injury collisions in close proximity occurring in the last five years for which information is available. At some of these sites, changes to the road layout are likely to lead to a reduction in collision levels. We are currently investigating these sites and where appropriate will introduce changes to the road layout. Five of these sites are already having signing and lining improvements introduced as a result of investigations.

Many of the collision cluster sites are on the A18 Mountain Road and a further route study has been undertaken, excessive speed as a contributory factor was a feature in many of these collisions along this route, particularly during festival periods. This will be considered through the Safer Speed Delivery Group.

TRL have produced iRAP analysis of the road network relative to risk. This uses collision data, road environment data and traffic data to produce recommendations for measures on a Cost Benefit Analysis basis to assist with decision making and prioritisation.

DOI have introduced a Road Safety Assessment process (audit, review and certification process). A register of assessments is now in progress. The type of assessment that will be required (ie a check by independent designer, or full audit) will depend on the size of the scheme.

Theme: Motorsport Events



Progress

Progress in this area is good with all 5 short term actions having commenced. 3 (60%) actions are complete already with 2 further actions due for completion by December 2022.

A further action which was assigned to the medium term is also complete, ahead of schedule.

Highlights

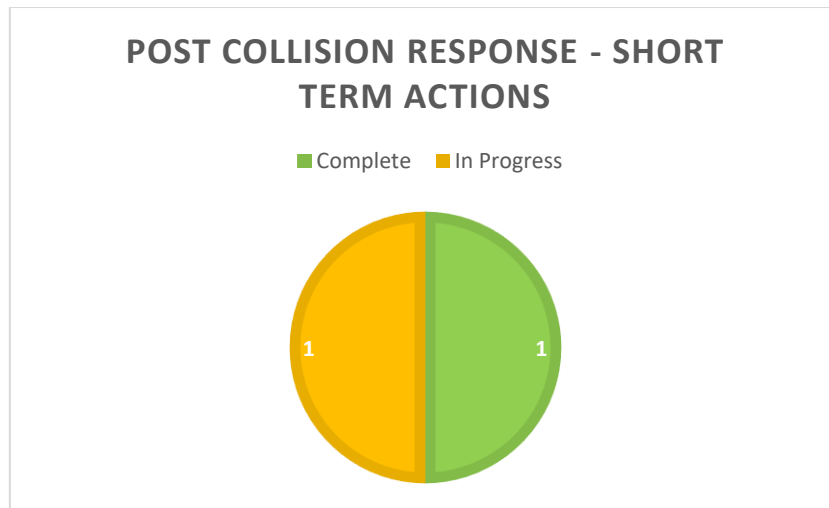
A simple evaluation of the visibility of the 'Keep Calm' TT campaign took place in 2018 and 2019 whilst simultaneously TRL were commissioned to undertake research on motorcyclists' attitudes and behaviours and a review of our existing campaigns. This report has produced recommendations based on research into behaviour change which can be used to inform future motorsport safety campaigns.



DOI has carried out a review of traffic management arrangements and improvements were made at the Creg Ny Baa.

There have been increased patrols on the A18 Mountain Road during Southern 100 which has increasing visitor numbers and this activity is now captured within the Constabulary's Operational Orders.

Theme: Post Collision Response



Progress

1 out of 2 short term actions are complete with a third action assigned to the medium term is also complete, ahead of schedule.

Highlights

Each of the emergency services have reviewed working practices in relation to post collision response.

Isle of Man Ambulance Duty Officer is now attending more serious incidents, following JESIP principles for identifying officers.



Isle of Man Fire and Rescue service attendance protocol has also been updated, where a vehicle has rolled IOMFRS will attend as standard to expedite the mobilisation process (unless the driver confirms no one is trapped).

The Constabulary's Road Death Policy has been reviewed and updated and investment has been made into new AI equipment.

Next steps

Delivery groups

For 2021 delivery groups have been operating for the topics 'Safer People', 'Safer Roads' and 'Safer Speed' and it is intended for 2022 that a 'Safer Vehicles' group will also be set up to ensure that all areas of the Safe System wheel ¹ are represented.

The focus of the delivery groups is:

- to deliver the action plan for that area of the Safe System;
- to carry out any cross Departmental project work that is identified by the Partnership relating to that area of the Safe System;
- to succinctly report progress back at the Partnership meetings.



Specifically, the delivery groups in 2022 will focus primarily on:

- Ensuring completion of the remaining 'short term' actions
- Ensuring that medium term actions are all underway and on track for completion by March 2024
- Reviewing progress towards the long term actions
- Contributing to the mid-term review of the Road Safety Strategy and identifying future work required in order to meet the targets laid down by the Strategy

Reporting

The Road Safety Partnership meets every two months and the Chairperson provides reports to the Road Safety Steering Group every two months.

The Action Plan will continually be updated throughout the year, primarily through updates provided at the Road Safety Delivery Groups and Road Safety Partnership meetings. The Action Plan will be published annually alongside Collision and Casualty Statistics and a report from the Road Safety Partnership's chairperson as part of the Annual Review process.

¹ Image credit: Main roads, Western Australian Government

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		✓			Complete <i>(Dec 2019)</i>
1.2	Improve collision data collection by using a Stats19 derived dataset, with tailored IOM detail (e.g. R plate)	IOMC		✓			Complete <i>(Jun 2019)</i>
1.3	Introduce a Quality Assurance process for collision data	IOMC		✓			Complete Implemented Jun 2019, further improvements in progress following 2 year review <i>(Jun 2021)</i>
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		✓		Not yet started Postponed from April 2020 due to Covid19. New DHSC rep joining the Partnership <i>(Nov 2020)</i>
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		✓		In progress Injury based reporting scale which aligns closely with MAIS introduced as part of Stats 19 review. This runs parallel with the severity scales (slight, serious, fatal) <i>(Nov 2020)</i>

1. Data collection (continued)

1.6	Introduce systemic collection of road user perceptions, attitudes and beliefs through public engagement groups and specific interest groups	IOMC	PH	✓			Not yet started Had been planned to be progressed in 2021 with PH support, however, there isn't capacity within PH at present to deliver at this time. Investigating other avenues for delivering this action through existing data collection mechanisms. <i>(Aug 2021)</i>
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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	✓			In progress The first batch of remedial works at 5 cluster sites is being implemented and further sites are being investigated <i>(Nov 2020)</i>
2.2	Monitor and report on the Public Health Outcomes Indicator 1.10 with provision of data from IOMC	PH/IOMC	DOI		✓		Complete This is now reported annually within the PHOF <i>(Mar 2019)</i>
2.3	Progress to reporting and analysing data on both a casualty level as well as collision level (Calendar year reporting)	IOMC	DOI DHSC	✓			Complete This metric is now being used and will be used ongoing in analysis and reporting <i>(Apr 2019)</i>
2.4	Calculate and benchmark RTC casualties against other jurisdictions using appropriate metrics and report annually.	DOI	IOMC DHSC	✓			Complete <i>(Apr 2019)</i>

2. Data analysis (Continued)

2.5	Investigate best practice on ways of measuring safety - conflict analysis, road danger perceptions in addition to casualty statistics	DOI	DHSC IOMC		✓	Not yet started Planned for medium term (<i>Nov 2020</i>)
2.6	Produce annual road safety communication campaign plan informed by collision and offence data	IOMC	DOI	✓		In progress New staff recruited, calendar agreed for 2019, 2020 & 2021, once full year of stats19 data available future calendars will be evidence based (<i>Aug 2021</i>)

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) RTLCL	✓			In progress – awaiting full year of stats 19 data in order to be able to derive meaningful analysis of IOM specific trends. In the meantime vehicle condition is being included within the campaign calendar <i>(Aug 2021)</i>
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	✓			In progress Implemented for campaigns that were able to go ahead, some campaigns delayed/scaled down due to lockdowns – continuing to review annually <i>(Aug 2021)</i>
3.3	Review what maintenance information is provided to learner drivers and identify any recommendations for change.	DOI (VTC)	IOMC	✓			Superseded - this action is now encompassed within 3.3a
3.3a NEW	Review condition of vehicles on Island	DOI	IOMC – some data provision	✓			Not yet started Previous administration did not wish to introduce vehicle testing, therefore this work was not a priority. Priorities will be reviewed with the new administration. <i>(Nov 2021)</i>

	3.4	Review effectiveness of current roadside enforcement of condition of vehicles and use this to plan future enforcement	IOMC	DOI	✓			Superseded - this action is now encompassed within 3.3a
	3.5	Engage stakeholders to identify knowledge gaps around vehicle maintenance and implications for road safety	IOMC	DOI (VTC)	✓			Superseded - this action is now encompassed within 3.3a
	3.6	Review the policy of large vehicle maintenance /examination regimes	RTL			✓		<p>Complete The Road Transport Regulations 2018 were passed by Tynwald in July 2018 and came into force on 1st January 2019, requiring goods vehicle operators and their vehicles to be registered with the RTL. The majority of existing operators were registered by 31st January 2020 and there is now an embedded inspection and enforcement regime which includes review of failures at annual test and visits to operating centres to check maintenance records. From 1st November 2021, following a Transfer of Functions Order, DEFA became the RTL's sponsoring Department. (Nov 2021)</p>

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		✓	<p>Not yet started: Planned for medium term.</p> <p>IOMF&R report they can still support with this in a support role (<i>Nov 2020</i>)</p>
4.2	Investigate whether NCAP safety ratings should be used to determine the price of vehicle duty	DOI			✓	<p>Not yet started Awaiting direction in regard to the setting of vehicle duty from the new administration. There are difficulties around whether there is evidence to support this as a measure and whether there would be unintended negative consequences particularly around the impact on social inclusion. (<i>Nov 2021</i>)</p>
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			✓	<p>Not yet started Once guidelines are produced for employers for Managing Occupational Road Risk (action point 11.1) this will become part of the Government's own policy as an employer. (<i>Nov 2021</i>)</p>
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			✓	<p>Not yet started Once guidelines are produced for employers for Managing Occupational Road Risk (action point 11.1) this will become part of the Government's own policy as an employer. (<i>Nov 2021</i>)</p>

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			✓		In progress Plan to review in 2022. Report on assistive technologies has been requested, received and is being reviewed <i>(Aug 2021)</i>
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7. Protective restraint systems

7.1	Develop a road safety communication plan for the use and fitting of child car seats	IOMC			✓		In progress Substantially underway. Working with Nobles and Health Visiting Service RST to deliver height charts and car seat leaflets to primary schools and childcare settings <i>(Aug 2021)</i>
7.2	Introduce child car seat fit and check events	IOMC			✓		Complete Funding received through sponsorship, RST received IOSH accredited training to fit and check car seats. Fit and check events delivered with assistance from IOMF&R <i>(Jan 2020)</i>
7.3	Undertake local research on attitudes in relation to seatbelt use and compliance	IOMC			✓		Not yet started To be undertaken alongside action 1.6. <i>(Aug 2021)</i>

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)		✓		Not yet started Planned to be reviewed from 2022 (Oct 2020)
8.2	Introduce a process for handling media footage to report incidents of careless and dangerous driving and motoring	IOMC	DOI		✓		In progress Connect public engagement module will handle submission of media footage, on track for launch in the medium term (Aug 2021)
8.3	Review the effectiveness of seasonal road user campaigns, such as #DrinkSafeIOM, and use the findings to inform future campaigns	IOMC, PH, DOI		✓			Complete Continuing to be reviewed annually. Drink safe no longer operating in current format. IOMC leading drink drive operation in partnership with others. (Aug 2021)
8.4	Develop the steps to enable roadside drug screening	IOMC	DOI		✓		In progress Procurement of equipment complete, training package for officers complete and ready to deliver. Awaiting the Road Traffic Amendment Bill which is progressing through the legislative process. A joint preventative approach through the Safer People delivery group is now being planned to promote the changes to drug driving legislation (Aug 2021)

Drivers and Riders of all age groups (continued)

8.5	Review evidence and develop a road safety communication plan to reduce incidence of drink and drug driving	IOMC		✓		In progress Included within 2019, 2020 & 2021 campaign calendar, currently awaiting the new legislation for drug driving, a joint preventative approach is being agreed to support this new legislation. (Aug 2021)
8.6	Review the evidence and policy options in respect of new drivers, older drivers and offending motorists	DOI	IOMC	✓		In progress An evidence based report has been produced by TRL and presented to DOI members and Minister. Possible new driver solutions have been discussed with IOMC. A separate report is being produced in relation to older drivers (Nov 2020)

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			✓	In progress Recommendations have been made in relation to introduce GDL for new drivers. Still awaiting full year stats19 (Mar 2020)
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			✓	In progress Road Safety Team are developing links with PEAT and providing 121 education to high risk individuals (Aug 2021)

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Priority			Progress to Date
				S	M	L	
Drivers and Riders – young and recently passed (continued)							
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	✓			In progress Some educational interventions in place, further progress on this will need to be informed by report from 8.6 and included within future comms plans (<i>Aug 2021</i>)
9.4	Evaluate and deliver an effective Drive Safe Live Long programme including opportunities to enhance the programme	IOMF&R, IOMC, IOMAS, DESC	Schools	✓			Complete Format has been updated. 2 nd year of evaluation complete, tie into introduction of new approach to Police working with schools (NPCC guidance). Road Safety Team have taken over the administrative functions (<i>Nov 2020</i>)
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		✓			In progress Ongoing – promote new guidance from BMA and review how other health professionals outside of doctors (e.g. ambulance, opticians) link into this process (<i>Oct 2020</i>)
10.2	Create a process to ensure fitness to drive is discussed at discharge from hospital admission where this is relevant	DHSC	DOI	✓			In progress To be included in the review of the discharge checklist (<i>Oct 2020</i>)

Drivers and riders – fitness to drive (medical/age related) (continued)

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		✓		Complete Research completed (<i>Dec 2021</i>)
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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			✓	Not yet started Planned for long term (2024 onwards) (<i>Sep 2021</i>)
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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				✓	In progress Whilst this action is designated long term, school zone projects have commenced as part of Active Travel with the aim to improve the highway network around Ballakermeen High School initially and will be rolled out to further sites in due course. (<i>Nov 2020</i>)
12.2	Undertake a Pedestrian environmental review to identify barriers to walking and develop highway improvement plans based on the review	DOI				✓	Complete These can now be found published on the DOI website. (<i>Jun 2019</i>)

12. Non-Motorised Vulnerable Road Users (VRUs) (continued)

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		✓		In progress Primary curriculum is drafted and a plan is in progress for the drafting of the secondary curriculum. Once complete DESC will review and advise on delivery. <i>(Sep 2021)</i>
12.4	Offer Level 3 cycle training to adults and support Bike for Life for adults with disabilities/additional needs	IOMC DESC		✓		In progress Pilot took place in Sept 2019 and adult and family cycle training was offered in Summer 2020. This was successful and it is planned that this will continue should the requirement be there. Bike for Life is continuing to be supported. <i>(Aug 2021)</i>
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			✓	In progress Move balanceability to medium term due to capacity and border restrictions limiting training. Bike for Life continuing and NSI training has been provided to MSR funded by the IOMC. Border closure will affect training of the instructors <i>(Aug 2021)</i>
12.6	Re-introduce pedestrian skills training, based on RTC casualty data and link to the Active Travel Strategy	IOMC	DESC (Schools)	✓		Complete Pedestrian skills was launched in nurseries November 2019 and is now also offered to reception classes from November 2020. Bookings have been taken for the Autumn term and will soon open for the Spring term. <i>(Aug 2021)</i>

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	✓			Complete (<i>Dec 2021</i>)
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	✓			In progress This is represented in the communication calendar for 2021 including a specific social media campaign called "Refresher Friday" featuring messages from the Highway Code. This will continue to feature in the 2022 communication calendar. (<i>Aug 2021</i>)
12.9	Implement and deliver Operation Close Pass – education and enforcement campaign around those who pass VRUs too closely	IOMC		✓			Complete Implemented Close Pass for cyclists and horses - included annually in operational/campaign calendar (<i>Mar 2020</i>)
12.10	Scope options for a VRU awareness course as an adjunct/alternative to prosecution– link to operation Close Pass	IOMC			✓		Not yet started Planned for medium term (<i>Aug 2021</i>)
12.11	Review the evidence for the introduction of compulsory safety measures to protect young riders (under 16)	IOMC			✓		Not yet started Planned for medium term (<i>Aug 2021</i>)

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		✓		Not yet started The UK's consultation has recently closed, awaiting the announcement of changes. The DfT have not yet incorporated new advice on VRs (Sep2021)
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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			✓		In progress Business case was successful. It is planned for two additional officers to join RPU from January 2022, which is a slight delay due to some staffing changes and difficulties in accessing training whilst the borders are closed. The Special Constabulary are supporting RPU at this time. (Mar 2021)
13.2	Carry out an operational review of the use of the powers to seize vehicles by Isle of Man Constabulary	IOMC	DOI		✓		In progress AGs review ongoing with a view to amending seizure regulations. Additional training for uniform staff planned for delivery Autumn 2021. (Aug 2021)

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		✓			<p>Complete Report submitted to steering group March 2020 including a variety of recommendations encompassing action 14.1-14.3.</p> <p>Specifically in relation to ACPO speed enforcement policy, the decision has been made not to implement ACPO speed enforcement/prosecution guidelines. <i>(Nov 2020)</i></p>
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		✓			<p>Complete RPU have created a new operational strategy with a new task force dedicated to speed enforcement. The task force responds to road safety issues raised at a local level including liaison with local authorities. The Special Constabulary have been an important resources in helping to run the task force.</p> <p>As above, a report was submitted to the steering group in March 2020 with a variety of recommendations relating to speed enforcement. <i>(Nov 2021)</i></p>

Enforcement (continued)

14.3	Investigate the feasibility of speed awareness courses as an alternative to prosecution in some cases (linked to 14.1)	IOMC			✓		In progress As above, a report was submitted to the steering group in March 2020 with a variety of recommendations relating to speed enforcement. As this piece of work develops diversionary courses will likely fit within this strategy. <i>(Nov 2021)</i>
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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		✓		Complete Encompassed within iRap. <i>(Dec 2021)</i>
15.2	Improve monitoring of traffic volumes and speed	DOI			✓		Complete All permanent sites now installed and will be reporting annually <i>(Mar 2020)</i>

16. Education

16.1	Work with partners to use data for intelligence led enforcement e.g. Speedwatch	IOMC	Local Authorities DOI		✓		In progress See 14.1
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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	✓		Complete <ul style="list-style-type: none"> Cluster analysis complete TRL have produced iRAP analysis of the network relative to risk – this encompasses route and mass actions. Joint work between Police and DOI is facilitated through the Partnership and through the RPU/DOI liaison meetings which has been successful is delivering joint approaches to specific issues <i>(Nov 2021)</i>
17.2	Utilise the prioritised list (17.1) to establish the forward work programme	DOI			✓	Complete <i>(May 2021)</i>
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		✓		Complete <i>(May 2021)</i>

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	DOI	✓			Complete TRL have undertaken a review of the existing campaigns and produced recommendations to inform future campaigns (<i>Mar 2020</i>)
18.2	Undertake research on motorcyclists' attitudes and behaviours to inform the road safety communication plan	DOI		✓			Complete TRL carried out and these learnings included in the campaign brief for 2020/21 TT/FOM campaign. (<i>Sep 2019</i>)
18.3	Review current TT course traffic management plans to reduce risk to road users	DOI			✓		Complete Review carried out and improvements were implemented at Creg Ny Baa. (<i>Nov 2020</i>)
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		✓			In progress Review took place for the Festival of Motorcycling and concluded that speed management would be the most effective way of delivering casualty reduction. As TT has been cancelled due to Covid-19, the TT review has been delayed. (<i>Nov 2021</i>)

18. Local riders and visitors (continued)

18.5	Review the effectiveness of TT/FoM enforcement strategies	IOMC		✓		In progress Annual review process to be established from next TT to include both enforcement and education campaign (<i>Oct 2020</i>)
18.6	Review road safety risks of increasing visitor numbers associated with the motorsport events	IOMC		✓		Complete Increased patrols on Mountain during Southern 100 which has increasing visitor numbers – captured in operational orders (<i>Oct 2020</i>)

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			✓		<p>Complete The main objective of 'Biker Down' is the delivery of emergency first aid procedures for those attending injured bikers. We are now aware that St John Ambulance IOM are delivering specific road user first aid courses which encompasses delivery of first aid to injured bikers. As such there is no longer a requirement to consider delivery of 'Biker Down' through emergency services at this time. <i>(Sep 2019)</i></p>
19.2	Review at scene response procedures. Measure performance and create a process of improvement	Emergency Services		✓			<p>Complete <u>Ambulance:</u> Ambulance Duty Officer will attend more serious incidents, we are following JESIP principles for identifying officers now, (white helmet and red epaulettes), we will be training more in trauma on update 21 and educating in the value of on arrival ETHANE (windscreen reports) to be fed back to the ESJCR for clearer impression of the event. <i>(Nov 2021)</i></p>

							<p><u>Fire:</u> Debriefs held after attendance at RTCs and these influence policy changes if/when required. Changes to attendance protocol have been implemented due to IOMFRS and Ambulance ProQA; where a vehicle has rolled IOMFRS will attend as standard to expedite the mobilisation process (unless the driver confirms there is no one trapped) <i>(Oct 2020)</i></p> <p><u>Police:</u> Invested in new laser accident surveying equipment. This will increase our accuracy with reports and create 3D maps if required. Procurement underway for new road surface traction measuring equipment. Road Death Policy has been reviewed and updated. <i>(Oct 2020)</i></p>
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	✓			<p>In progress Decision made to continue to passively promote the scheme for the time being, however, decision to be reviewed at the 2022 TT/FOM planning group. <i>(Nov 2021)</i></p>

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		✓		Not yet started <i>(Nov 2021)</i>	
20.2	Survey the current public perception in relation to penalties and their deterrent effect.	4	IOMC		✓		Not yet started <i>(Nov 2021)</i>	
20.3	Consideration of more off-road routes and review the facilities for horse riders at traffic signals	6	DOI		✓		In progress Part of business as usual <i>(Dec 2021)</i>	
20.4	Review evidence base around presumed liability legislation in relation to cycling	8	IOMC	DOI			✓	Not yet started <i>(Nov 2021)</i>
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		✓			Complete Part of business as usual <i>(Dec 2021)</i>
20.6	Clothing, testing, registration requirements for pedal cyclists/horse riders – awaiting the outcome of the DfT Cycle Safety Review.	11	IOMC	DOI		✓		Not yet started <i>(Nov 2021)</i>

Action Measure		Suggestion Number	Lead Dept or Agency	Supporting Dept or Agency	Priority			Progress to Date
					S	M	L	
20.7	Scope feasibility for traffic signals to be linked to speed sensors as a traffic calming measure	16	DOI		✓			Complete <i>(Dec 2021)</i>
20.8	Work with the private sector to introduce voluntary vehicle check days	17	IOMC	DOI (VTC)		✓		Not yet started <i>(Nov 2021)</i>
20.9	Review current arrangements around cyclists using pavements and other mixed use areas such as green lanes.	18	DOI			✓		Complete These aspects are currently considered as part of existing processes and also part of Active Travel Strategy considerations (Apr 2019)
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				✓	Complete 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 (Apr 2019)
20.11	Liaise with Road Harm Reduction Forum and West Midlands Police to learn from their approach.	28	IOMC		✓			Not yet started <i>(Nov 2021)</i>

Action Measure		Suggestion Number	Lead Dept or Agency	Supporting Dept or Agency	Priority			Progress to Date
					S	M	L	
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			✓			Complete Already undertaken as part of signal design and monitoring process (Apr 2019)
20.13	Consider the use of the disused railway lines for mixed use including cycle path with appropriate gates where required.	33	DOI		✓			Complete (Dec 2021)
20.14	Create a scooter training programme for primary school children	38	IOMC			✓		In progress This has been devised and in the process of being finalised. It will be rolled out to schools for years 3 & 4 in 2022. (Oct 2021)
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			✓		In progress Preliminary research into older driver self-assessment tool has been completed. Further development of toll to be undertaken in 2022/23. (Dec 2021)
20.16	Scope opportunity to link ANPR with relevant vehicle documentation (insurance/duty)	45	IOMC		✓			In progress Road Traffic Amendment Bill covers this but a lot of work regarding the supportive infrastructure is yet to be undertaken. (Nov 2021)

Action Measure		Suggestion Number	Lead Dept or Agency	Supporting Dept or Agency	Priority			Progress to Date
					S	M	L	
20.17	Review the evidence base around the wearing of headphones and headsets whilst driving	47	IOMC		✓		Not yet started <i>(Nov 2021)</i>	
20.18	Review evidence around the carriage of compulsory equipment in vehicles	50	IOMC	DOI		✓	Not yet started <i>(Nov 2021)</i>	
20.19	Review the legislation elsewhere around motorcycle protective clothing and its impact on Road Safety.	53	IOMC	DOI		✓	Not yet started <i>(Nov 2021)</i>	
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			✓ Not yet started <i>(Nov 2021)</i>	
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			✓	Complete Identified sites subject to monitoring <i>(Dec 2021)</i>	