



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

*Reiltys Ellan Vannin*

# Road Safety Partnership Chairman's Report

---

January 2022

## Introduction

---

Since the launch of the Road Safety Strategy (RSS) at the end of 2019 some good progress has been made. The Road Safety Partnership (RSP) is an operational group that reports into the Road Safety Strategic Group (RSSG), chaired by Mr. Dan Davies, the Chief Executive of the Department of Home Affairs (DHA).

## The Partnership

---

The membership:

Name	Organisation
<b>Samantha Lund</b>	DESC
<b>Carolyn Kinrade</b>	DHA
<b>Jeffrey Robinson</b> <b>Kevin Almond</b>	DOI
<b>Carl Kinvig</b> <b>Mark Walker</b>	Fire & Rescue
<b>Leanne Urwin</b>	Manx Care
<b>Stephen Maddocks</b> <b>Darren Richards</b> <b>Juliette Everett</b> <b>Neil Craig</b> <b>Mike Taylor</b>	Police
<b>Michelle Poyzer</b>	Public Health
<b>Samantha Pearson</b> <b>Berni Low</b>	Road Safety Team

The group meets every 2 months and then reports progress into the Strategic Group. Officers from different agencies have put a considerable amount of time and effort into their work, but much remains to be done. You will see the progress that has been made on the strategy as detailed within the action plan, which details short, medium and long term objectives.

The strategy focuses on the “Safe System Approach”: Safe Speeds, Safe People, Safe Roads & Safe Vehicles.

## Impact of Covid-19 on collision and casualty trends

---

Reduction in the traffic on our roads during the COVID-19 lockdowns, including the island-wide 40mph maximum speed limit during the first lockdown, along with the cancellation of TT and FOM racing events (which typically increase volume of traffic on open roads and the likelihood of collisions), are the most likely reasons for the reduction in both collisions and casualties as reported in the Annual Review of Collisions and Casualty Statistics 2020. However, data held by the Isle of Man Constabulary shows a steady reduction in collisions both in 2018/19 (12%) and 2019/20 (10%) respectively.

The unprecedented factors of the COVID pandemic does highlight some important elements when reviewing the strategy, something I will cover later on in this report.

## Scope of work undertaken

---

The main report provides specific detail on the type of work the Partnership has undertaken and there has been some good work and initiatives, such as the “Safer Routes to School” scheme. This is a pilot using Ballakermeen High School where a full assessment of the road engineering, layout and how the space in general is used better more safely by everyone.

Similar work is being done for Arbory Primary School and the plan for both schemes is to utilise some general principles for engineering, education and awareness, but also take each individual's school and surrounding areas needs into consideration, so it isn't simply a one size fits all approach.

The Partnership is also looking at speed issues in general and how 20 mph zones may be utilised more appropriately. The scope of this work is not simply about a limit, but also considering engineering, education and enforcement techniques.

It is important to remember that placing a speed limit on a road without other measures, such as self-enforcing engineering or means of enforcing the limit, does not work as effectively and is unlikely to lead to a significant reduction in speeds or a reduction in casualties.

## Action Plan

---

The action plan for the strategy is progressing well, with 46 out of 50 (92%) short term actions (actions set as being complete within 2 years) are marked as either complete or in progress. The 4 actions not yet started, namely actions, 1.6 & 7.3 respectively, are linked and relate to data and research, the other, 3.3a, is in relation to vehicle conditions and 20.11, which is to liaise with the off island partners to learn from their approach, are still yet to be progressed.

You will also see there has been some good progress made on the medium term actions (set between 2 & 5 years), with 19 out of 36 (53%) either complete or in progress so the action plan is, in general terms, on course to be delivered.

## Future Focus & Direction

---

Work at officer level will continue at pace, but genuine progress towards addressing the Safe Systems Approach requires difficult policy decisions to be taken. Unless these decisions are made, progress will invariably be limited and the strategy's broad ambitions will not be met.

The 3 areas the Partnership has highlighted as the most effective ways to help achieve the 40% reduction in serious and fatal collisions are:

1. **Speed limits (Safe Speeds)** – there is no national speed limit in place and route analysis of the A18 Mountain Road in particular has highlighted a disproportionately high number of serious and fatal collisions over a number of years. Using data from 2016 to 2018, on this stretch of road alone, there were 117 injury collisions in total. 63 of these collisions occurred in and immediately each side of the TT fortnights, 2 were fatal collisions, 28 resulted in serious injury and 33 in slight injury.

In addition, current data available shows that in 2019, 24 % (44 out of 180) & 2020, 18% (21 out of 116) of collisions had excessive speed as a contributory factor. Data for 2021, although

not finalised, shows 15% (21 out of 137). It must be noted that there were no motorsport events in 2020/21, the COVID lockdowns, limited visitors and the 40mph speed limit during most of 2020 will likely have an impact on this data.

The setting of a national speed limit is a matter for Tynwald and not the RSSG or RSP. When reviewing and considering this it would require careful analysis of the data and the many facets that may fall out of any decisions that were or were not made. Consideration must also be given into the means in which speed limits can be enforced, such as static or mobile speed detection technology. This would mean that any limits could be monitored continually, as oppose to only when there is a Police Officer conducting speed enforcement duties in that area. There are also some roads, such as the mountain road, where it is simply not safe or practical to conduct traditional speed enforcement activities.

2. **Condition of vehicles (Safe Vehicles)** – Other than vehicles brought to the Island that require an examination (if indeed needed), there are no other methods in place to ensure vehicles are fit for the road on a regular or annual basis.

The Police and DOI run annual campaigns, which target certain locations on the island and vehicles are routinely stopped. These campaigns only last for a fixed period of time, usually around 2 to 4 weeks. Over the last 3 Winter Lights campaigns (2018 to 2020), a total of 945 vehicles were stopped. Of those vehicles 446 (47%) had confirmed vehicle defects.

This is again a matter for Tynwald to consider, together with any dispersion that any such change in law may bring about. However, the Safe Vehicles strand of this strategy will only achieve so much with no statutory vehicle check or similar in place.

3. **Motorsport Events (Safe Speeds, Roads & People)** – Our island prides itself on motorsport events and the wider benefits this can bring to our island. However, one of the unintended consequences to this is the rise in serious and fatal collisions during those periods. The Road Safety Strategy and Motorsports in general can sometimes be diametrically opposed to each other's objectives but the simple fact that we attract thousands of people and vehicles, particularly motorcycles, to the island each year significantly increases collisions and the chance of collisions.

The absence of motorsport events during the pandemic has already shown the aspirational reduction of 40% in the annual number of "powered-two-wheeler" road users who are injured. In order to fully achieve this target and with the commencement of motorsport in 2022, work may be required on reviewing speed limits, increasing enforcement activity with technology and promotion and marketing to ensure people who come to the island for the motorsport events know the island expects good standards of driving when they are here.

I would like to thank all the members of the Partnership for their hard work and support in delivering this important strategy, particularly through an unprecedented period of time.

**Superintendent Stephen MADDOCKS**

**18<sup>th</sup> January 2022**