



Isle of Man
Government

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ROAD SAFETY CHALLENGE 2018

COMMUNITY ENAGEMENT

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 work 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.

Community engagement

In order to better understand the Isle of Man community's views on Road Safety and thoughts about how Road Safety Issues could be tackled, an online challenge was published in April 2018. This gathered suggestions from the general public on how to make the Island's roads safer.

This report groups those suggestions into themes and provides a response in the form of "you said..... we did". Where possible and appropriate we have incorporated public suggestions into the Road Safety Action Plan.

Isle of Man - Road Safety Challenge

	Your suggestion	Our response
1	<p>Review statistics/provide statistics to the public Review hot spots and identify top first priorities for campaigns</p>	See Action Plan points 1.1 – 2.6
2	<p>Review/Introduce speed limits A variety of suggestions to review/introduce speed limits including:</p> <ul style="list-style-type: none"> • National speed limit (for all roads/all roads excl. Mountain Road); • 20mph zones in residential areas; • review the consistency of speed limits applied across; locations/classifications of road; • devolution of powers to Local Authorities in relation to speed limits in residential areas; • 12 month pilot of 50mph national speed limit with the exception of mountain road; • graduated speed zones entering residential areas. • 	See Action Plan points 15.1-15.2
3	<p>Introduction of speed cameras Speed cameras were suggested multiple times, including a suggestion for a speed camera lottery, with motorists travelling under the posted speed limit being entered into a lottery draw with winnings funded by fines for those speeding.</p>	See Action Plan points 14.1, 14.2 and 15.1
4	<p>Review of penalties for motoring offences There were multiple requests for penalties (fines and/or endorsement points) to be reviewed/increased for the following areas:</p> <ul style="list-style-type: none"> • Speeding; • mobile phones; • seatbelts; • offences involving vulnerable road users; • parking on pavements; • failing to use lights appropriately. <p>There was a specific suggestion for penalty points to be linked excess speed to number to penalty points one 1 point per mile per hour over the limit.</p>	<p>New Action 20.1</p> <p>New Action 20.2</p>

<p>5</p>	<p>Road user education</p> <p>A variety of suggestions of topics for driver education/promotion, including:</p> <ul style="list-style-type: none"> • Road craft as a minimum standard; • vulnerable Road User awareness (including motorcycling); • sharing the road; • rural driving; • appropriate speed; • distraction from mobile phones and sat navs; • prescription drugs; • safe parking; • indicating; • awareness/behaviour at roundabouts; • lane discipline; • traffic awareness; • using lights – cars/motorcycles; • use of ear-phones (pedestrians and drivers); • opening car doors dangerously; • tailgating. <p>It was suggested that Road Safety educational measures could be delivered by the following means:</p> <ul style="list-style-type: none"> • Newspaper articles • Safe driving week • Sixth form road traffic safety briefings • To promote the website www.smartdrive.co.uk 	<p>See Action Plan points 8.1, 8.3, 10.3 and 12.8</p>
<p>6</p>	<p>Infrastructure improvements for horse riders</p> <p>There were a variety of suggestions to improve safety for the horse-riding community, including more off-road routes (to reduce the need to be on the road) and buttons at horse rider height on traffic signals.</p>	<p>New Action 20.3</p>

<p>7</p>	<p>Driver licensing/driving test changes</p> <p>A range of suggestions were made for inclusion within the driving test, such as:</p> <ul style="list-style-type: none"> • Rural driving skills; • including motorcycle awareness; • driving around cyclists and horses; • demonstration videos; • hazard perception to include more cyclist content; • dual carriageways; • multi-storey car park; • driving in slow stop/start traffic. <p>It was suggested that in order to prepare for faster roads, learner drivers should be permitted to travel at more than 50mph when accompanied by a qualified instructor in a dual controlled car</p> <p>There were also less specific comments that the driving test should be of a higher standard.</p> <p>Graduated driver licensing was suggested with restrictions for new drivers around driving at night, the number of passengers that can be carried and a lower blood alcohol limit for new drivers.</p> <p>There were suggestions that there should be a requirement for re-testing at various intervals (5 years/10 years) or at the specific ages (65 and 70 years).</p> <p>There was an additional suggestion that, as opposed to a full re-test with a pass or fail element, drivers/riders could instead be compelled to attend a re-fresher workshop covering:</p> <ul style="list-style-type: none"> • Hazard perception; • Highway code; • safe driving; • health concerns/use of medication 	<p>See Action Plan points 2.6, 8.6, 9.1 and 10.3</p>
<p>8</p>	<p>Presumed liability</p> <p>It was suggested that presumed liability should be included within Manx Legislation.</p>	<p>New action 20.4</p>

<p>9</p>	<p>Review of road design standards and planning policy There were a number of suggestions around:</p> <ul style="list-style-type: none"> • Prioritising accessibility for pedestrians and cyclists; • Adopting the road design aspects of the Dutch 'Sustainable Safety' model; • segregation of pedestrians/cyclists from traffic; • road safety/active travel within planning policy; • introduction of traffic calming measures where there are children; • suggestions for new types of traffic calming (e.g. speed activated humps); • lighting provision on all main routes; • use of roadside furniture including passive street furniture; • pinch points (encouraging close pass); • consistent use of dropped kerbs in design of new estates; • junction parking (standards for how close should be allowable); • consistent use of double white lines at points of limited visibility; • use of cats eyes; • road design taking account of driver psychology. 	<p>See Action Plan points 12.1, 12.2, 17.1 and 17.3</p> <p>New Action 20.5</p>
<p>10.</p>	<p>Police should enforce speed limits in areas with high pedestrian volume</p>	<p>See Action Plan point 14.2</p>
<p>11.</p>	<p>Clothing/testing/registration requirements for pedal cyclists/horse riders/mobility scooter users There were a range of suggestions relating to pedal cyclists including:</p> <ul style="list-style-type: none"> • mandatory use of high visibility clothing and helmets for pedal cyclists and horse riders • cyclists, horse riders and mobility scooter users to take a theory/practical test/hold a license, • cycle and horse-rider registration numbers, • insurance to be compulsory for cyclist, horse riders and mobility scooter users • Review of lighting requirements for cyclists 	<p>New action 20.6</p>
<p>12</p>	<p>Erect signage on entering villages and towns with accident numbers and along with warning signs for children and elderly people.</p>	<p>See Action Plan point 15.2</p>

13	<p>Tractor lighting Review requirements for tractor lighting, specifically for lighting to help indicate width of vehicle in the dark.</p>	New action point 20.20
14	<p>R-plate drivers There were a variety of suggestions in relation to new/young drivers including:</p> <ul style="list-style-type: none"> • Enforcement of R plates; • A 6 monthly check of new drivers' vehicles to ensure they are maintained and have no unsuitable modifications; • Reduce R plate time, or increase abovementioned vehicle inspection time if a new driver completes an advanced driver course; • Limit passenger numbers for a period of time for R plate drivers; • Introduction of a simple vehicle maintenance section within driving tuition (Checking and changing tyres and pressures, brake systems, lights, washers and wipers, water, oil); • R plate drivers to complete the driving test again if caught committing a traffic offence. 	See Action Plan point 9.1
15	<p>Submission of dash-cam/helmet cam and other 3rd party footage Suggestions have been made to incentivise the use of dash cams and for a mechanism to be created to upload footage and photographs (including illegal parking) Mechanism to upload footage and photographs, including parking 3 videos of same vehicle driving in an anti-social manner to trigger a Police follow up</p>	See Action Plan point 8.2
16	<p>Traffic signals linked to speed sensors Speeding vehicles to trigger for a 'red' signal as a traffic calming measure.</p>	New Action 20.7 This also links to 15.1 and 15.2.
17	<p>Voluntary vehicle checks Monthly vehicle inspection days – without fear of prosecution</p>	New Action 20.8
18	<p>Review current arrangements around cyclists using pavements A range of suggestions including cycle paths on wider pavements "Share with care" extend mixed use of pavements Permit cyclists to use pavements everywhere that isn't a 20/30mph limit</p>	New Action 20.9

19	Enforce existing road traffic legislation in relation to pedal cyclists Including stopping at traffic signals, pavement riding.	See Action Plan point 13.1
20	Car seat fitting advice Provision of advice to parents and other drivers on the choosing and fitting of child car seats	See Action Plan points 7.1 – 7.2
21	Riders to clear horse manure on roads	There is no evidence within RTC data to support this action.
22	Publish photographs of offenders on social media	This is not Isle of Man Constabulary procedure.
23	Drug driving enforcement Mirror road traffic legislation from elsewhere in relation to the misuse of drugs and driving.	See Action Plan point 8.4 and 8.5
24	A18 Mountain Road It was suggested that the A18 Mountain Road <ul style="list-style-type: none"> • should have similar restrictions to motorway use, clearway, restrictions on pedestrians, learners, cyclists, horse-riders, agricultural vehicles, mobility scooters. • Install cats eyes and crash barriers • Introduce a speed limit • Close October – March • Should either stop buses or design pull-in places to avoid tail backs 	See Action Plan points 15.1, 17.1 and 20.5 Winter closure – this a strategic route and therefore not a viable suggestion Bus restrictions - not linked to a road safety benefit
25	Road Traffic Legislation Road Traffic Act, Maintenance and Use Act to be updated (far behind UK version) Include a statutory duty to monitor and prevent road traffic collisions. Wholesale adoption of UK Road Traffic law, inserting subsections where things are notably different and need to remain so, would enable the enforcement agencies to exploit a wider range of initiatives.	See Action Plan points 3.6, 8.6 and 10.3 New action 20.10

<p>26</p>	<p>Slow moving vehicles Make it mandatory to move over/indicate to allow overtaking – buses, tractors, cyclists Cyclists to be prohibited from main roads</p>	<p>Slow moving vehicles have a right to use all classification of road and this strategy is intended to encourage respectful road use for all. There is no evidence that making it mandatory to pull over will improve safety.</p>
<p>27</p>	<p>Vehicle Condition Enforcement MOT or basic safety check for cars over 5 years old</p>	<p>See Action Plan points 3.1, 3.2, 3.4 and 3.6 VDRS – Vehicle Defect Rectification Scheme already in place.</p>
<p>28</p>	<p>Road Harm Reduction Adopt 'Road Harm Reduction' approach, reverting to West Midlands Police as an example of best practice.</p>	<p>This road safety strategy sets out that we have adopted the Safe System Approach and a Vision of having no-one killed or sustaining life changing injury on our roads, therefore we set out our commitment to prioritise addressing those collisions that cause the most harm to our community and we have set targets in support of this goal.</p> <p>New Action 20.11 IOM Constabulary will liaise with Road Harm Reduction Forum and West Midlands Police to learn from their approach.</p>

29	<p>TT/FOM Prohibit pedestrians and cyclists from the Mountain Road during TT Ban the TT – attracts people who cause massive danger on our roads</p>	<p>Pedal cyclists are already prohibited from using the Mountain Road during TT and FOM. There is currently no evidence that pedestrians should be prohibited.</p> <p>As stated within the road safety strategy, the TT and FOM are part of the Island's heritage and identity. Banning the TT is outside the scope of this strategy.</p>
30	<p>Review traffic signal timings Including:</p> <ul style="list-style-type: none"> • Length of time a pedestrian should wait • Length of crossing time • Disability override to increase crossing time 	<p>New Action 20.12</p>
31	<p>Advanced driver/rider training There was a suggestion for voluntary or compulsory advanced training</p>	<p>See Activity Log points 8.1 It would be unfeasible to make advanced training compulsory.</p>
32	<p>Passing distances Introduce and enforce mandatory passing distances for horses and cyclists</p>	<p>See Action Plan points 12.8, 12.9 and 12.10</p>
33	<p>Heritage Railways There was a suggestion to close the heritage railways to make room for cycle paths. There was also a suggestion to use the old railway lines as cycle paths, with installation of automatic gates (fob opening) for ease of access for cyclists.</p>	<p>Closure of the heritage railways is outside the scope of this strategy. New Action 20.13.</p>

34	<p>To adopt the Safe System Approach and Vision Zero</p>	<p>This road safety strategy sets out that we have adopted the Safe System Approach and a Vision that no-one is killed or sustaining life changing injury on our roads.</p>
35	<p>Cycle routes/lanes and pavements Many of our roads have plenty of opportunity for cycle lanes. For example, Port Erin to Castletown along Gansey. Suggestion that there should be a review of roads with no pavements of roads into Douglas.</p>	<p>This suggestion will be referred to the Active Travel group for their consideration.</p>
36	<p>Parking – stop parking of large vans and camper vans on residential streets</p>	<p>Legislation permits any taxed and insured vehicle that is not a commercial vehicle to park on public highway. There is currently no evidence to support this as a road safety intervention.</p>
37	<p>Consider using fire officers as road safety officers</p>	<p>The IOM Fire and Rescue Service play an active role as a partner within the Isle of Man Road Safety Partnership in particular leading Drive Safe Live Long for young people.</p>
38	<p>Pedestrian, cycle and scooter training To include awareness of other road users Bikeability levels 1 to 3 to be delivered Training to be available to adults Introduce scooter training Road Safety to be included within the curriculum Pedestrian training skills for children</p>	<p>See Action Plan points 12.3, 12.4, 12.5 and 12.6. New Action 20.14: Scooter training</p> <p>Please note that Bikeability and National Standard Cycle Training is the same course (Bikeability is a brand name)</p>
39	<p>Vignette system Introduce a vignette system for visitors to contribute to road costs.</p>	<p>This suggestion is for a road toll system and is not linked to a road safety benefit.</p>

40	Modify vehicles with a speed limiter for 70mph	See Action Plan point 15.1 (understanding speed and collisions) and 6.2 (telematics).
41	Ensure appropriate resourcing for roads policing within the constabulary	See Action Plan points 13.1
42	Introduction of flexible working to reduce traffic	This falls outside the scope of this strategy.
43	Fitness to drive Suggested that as there is currently no secondary check if a Doctor advises a patient they are no longer fit to drive, that there should be a link for Doctors to report to the Driver Licensing department.	New Action 20.15
44	Drive Safe Live Long to be retained	See Action Plan points 9.4.
45	ANPR - link with uninsured/untaxed vehicles	New Action 20.16
46	Mountain Road to be operated as closed course A suggestion for the Mountain Road to be operated as a closed course for use by paying a fee between 05:00 – 20:00 daily during the TT festival period. Closure to be operated to motorsport safety levels.	This falls outside the scope of this strategy.
47	Prohibit wearing headsets and headphones whilst driving.	New Action 20.17
48	Ban all distractions in the vehicles Such as phones, food, drinks and radios.	Mobile Phones- Construction and Use Road Traffic Act 1985
49	Give cyclists the right of way	Without context this cannot be reviewed

50	Compulsory equipment/documents for driving Introduce laws for the following: <ul style="list-style-type: none"> • Drivers to carry enough high viz for all occupants in the car and they must be accessible from within the car, not in the boot; • Spare bulbs must be carried in the vehicle; • Warning triangle; • First aid kit; • Breathalyser; • Driving licence and insurance documents. 	New Action 20.18
51	Signs that force people to slow down so they can be read	Without context this cannot be reviewed
52	Park and (st)ride for Douglas	Referred suggestion to the Active Travel Strategy group.
53	Motorcycling protective gear to be made mandatory	New Action 20.19
54	Remove horse trams	This falls outside the scope of this strategy
55	Daytime-running lights/side lights There was a suggestion to mandate daytime-running lights and another suggestion to ban driving on side lights	New Action 20.20
56	Cycling in pairs/groups <ul style="list-style-type: none"> • Limit size of cycling groups • Single file only (as opposed to two abreast) 	See Action Plan points 12.8 NB: Riding two-abreast is permitted under the Manx Highway Code.
57	Measures already in place. The following suggestions were made which are already in place: <ul style="list-style-type: none"> • Legislation to compel farmers to clean mud off roads • On the spot fines for motoring offences along with endorsement • Enforce seatbelt/mobile phones 	Highways Act 1986 (Mud on roads) Endorsable Fixed Penalty Notices in place Part of Roads Policing and Neighbourhood Policing activity

58	Remove all line painting and turn off traffic lights https://www.theguardian.com/commentisfree/2016/feb/04/removal-road-markings-safer-fewer-accidents-drivers	New Action 20.21
59	Abolish the need to re-take the CBT after 2 years	Purpose of the CBT will be reviewed before further comment is made
60	Traffic free Sundays	Refer to Local Authorities who may wish to implement and promote this initiative.
61	Location specific suggestions There were a variety of location specific suggestions covering a range of roads and towns.	All location specific suggestions will be referred to the DOI for review.
62	Enforcement of mobile phone legislation by parking controllers	This will be discussed with relevant authorities
63	Suggestion to enforce tailgating	This behaviour would fall under the following offences: <ul style="list-style-type: none"> • Sec 3 Road Traffic Act 1985 Careless and Inconsiderate Driving
64	'Watch' schemes It was suggested that a variety of 'watch' schemes be introduced including "speedwatch, cyclewatch, horsethatch, dogwatch" Using the Special Constabulary and Community Volunteers to support these schemes.	See Action Plan point 16.1 Without context the proposals outside of speedwatch cannot be reviewed.
65	Road maintenance There were a variety of suggestions made in relation to road maintenance including: Pot holes, drainage, lining, review of current state of lining/makings, hedgerows/overhanging vegetation. Equalise spending on maintenance non-TT course/TT course in relation to the fixing of potholes	Check with DOI what prominence road safety has in their programme of maintenance works.