

PROJECT TIMELINE FOR 20 MPH IMPLEMENTATION



GD 2025/0026



Department of Infrastructure

Highways Division

20mph Project Implementation Plan
April 2025

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Date	Event	Comment (who attended, approval given)	Notes
May 2018	Active Travel Strategy 2018-2021	The Department developed an Active Travel Strategy following on from a commitment in the Programme for Government.	Perceived road safety risk was identified as a barrier to active travel.
18 th July 2018	Active Travel Strategy 2018-2021	Tynwald approved the Active Travel Strategy 2018–2021 [GD No 2018/0043] [MEMO].	
December 2018	Road Safety Strategy 2019-2029	This Strategy was developed by the Road Safety Partnership. The Partnership is a cross-Government group consisting 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. The Partnership works together to reduce the risk of harm for everyone who uses our Island's roads.	One component of the safe system approach - "Safe Speeds" aims to establish appropriate speed limits according to the features of the road, to avoid collisions and reduce physical trauma on vulnerable road users.
15 th January 2019	Road Safety Strategy 2019-2029	Tynwald received and endorsed the Isle of Man Government's Road Safety Strategy 20192029 [GD No 2018/0050].	
27 March 2019	Department Policy & Strategy – Speed Limits	Minister Ray Harmer, Julie Edge, Tim Baker, Kate Lord-Brennan, Mr J Moorhouse approved a review of the Island's 20 mph speed limits policy and a programme of implementation.	The Isle of Man Constabulary consulted on the proposed 20 mph speed limit implementation plan. They support lower speeds in residential areas and would continue to use resources to address locations on a risk-based priority.
May 2019	AECOM appointed to review selected towns and villages	A review of 20mph zone policy of Phase 1 town and villages was carried out.	Phase 1 Schemes – Castletown, Peel, Port St Mary, Ramsey

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22 July 2020 & 22 October 2020	Motion made (July 2020 sitting) – That the maximum speed limit to apply on (a) urban roads should be 20mph and (b) narrow rural lanes should be 30mph.	Motion amended (October sitting) That Tynwald is of the opinion that – “ (a) the default speed limits should be 20mph in residential areas, with priority placed on reviewing areas directly around schools; (b) the Department of Infrastructure may, where this is appropriate, apply higher speed limits to some roads in residential areas including to distributor roads; (c) our streets should reflect the needs of the people who use them including, but not limited to, their being safe, inclusive and easy to use for all classes of road users; and (d) the Department of Infrastructure should report to Tynwald with recommendations on implementation of (a) and (b), guided by the principles in (c) by March 2021”.	
November 2020	AECOM scope of work extended from to include all IOM residential roads		
13 July 2021	20 mph Speed Limits Presentation to Members of Tynwald (Barrool Suite)	Minister Harmer outlined the implementation plan – current and future.	
2021 - 2022	Design and Delivery of Phase 1 schemes starts.	- Preparatory works including design and any requisite planning permissions Highway Services funded the Phase 1 preparatory works from revenue. - Consultation with the Phase 1 local authorities on proposed designs.	Phase 1 Schemes – Castletown, Peel, Port St Mary, Ramsey.

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2021	Treasury bid for Phase 2 works submitted, not accepted	• Scope of highway improvement works required to deliver Phase 2 required significant investment which the Department was unable to fund. • 140 locations identified where some form of physical change to the carriageway may be needed to achieve a self-enforcing 20mph speed limit. • Business case presented to Treasury for £2.9m in 2021 to deliver the proposed Phase 2 highway works over a three-year period (included signage, lining and physical changes to the carriageway). • Business case was not accepted by Treasury therefore the Highway Services continued to implement the Phase 1 20 mph schemes. • The Department committed to delivering Phase 2 schemes but over a much longer period of 10 years.	Phase 2 Schemes – All other towns and villages
2022	The Island Plan published	Building Great Communities - Ensure the Island's Road Safety Strategy aligns with the needs of the community. An Island of Health and Wellbeing - Recognise the link between healthy places, active lifestyles and overall wellbeing in policy choices. An Environment We Can Be Proud Of - ensure Street policy is informed by communities so that streets and places are inclusive, easy to navigate, safe and healthy and reflects the wishes of the people who live there.	
February 2023	Tynwald reconfirmed resolution that residential streets should be 20 mph	Tynwald resolution: That Tynwald notes the debates of 22nd July 2020 and 22nd October 2020 and reaffirms its opinion that: (a) the default speed limits should be 20mph in residential areas, with priority placed on reviewing areas directly around schools;	

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		(b) the Department of Infrastructure may, where this is appropriate, apply higher speed limits to some roads in residential areas including to distributor roads; (c) our streets should reflect the needs of the people who use them including, but not limited to, their being safe, inclusive and easy to use for all classes of road users; (d) and that the Department of Infrastructure should report to Tynwald with recommendations on implementation of (a) and (b), guided by the principles in (c), for debate at the June 2023 sitting of Tynwald if not sooner.	
February 2023 to April 2024	Review of 20 mph implementation plan.	Highway Services	The Isle of Man Constabulary consulted on the proposed 20 mph speed limit implementation plan. They support lower speeds in residential areas and would continue to use resources to address locations on a risk-based priority.
24 April 2023 to 12 June 2023	Living Streets Scheme consultation - Douglas	https://consult.gov.im/infrastructure/living-streets-scheme-in-douglas-central/results/reportofengagementjune2023publicdocument_compressed.pdf	
29 April 2024	Department Policy & Strategy – 20 mph Speed Limit Implementation Plan	Minister Tim Crookall, Mr Stu Peters, Mrs Dawn Kinnish. Approval sought for a sign only 20mph speed limit implementation plan.	No formal record/minutes. No Ministerial Decision paper approved.
May 2024 to December 2024	Delivery of revised implementation plan, including road assessment criteria.	Highway Services	The initial stages of the project involved re-assessing the Island's road network to determine which residential roads were suitable for a lower speed limit of 20 mph. To ensure consistency and reflect changes in the built environment, the assessment

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			criteria were based on the Manual for Manx Roads, including factors such as movement, place, and road characteristics.
21 October 2024 to 21 January 2025	Living Streets Scheme consultation - Castletown	https://consult.gov.im/infrastructure/castletown-living-streets/supporting_documents/Consultation%20document%20%20Castletown%20Living%20Streets.pdf	
February/March 2025	Order placed from Framework for additional signage for Douglas/Onchan area including school signage.	Framework contract – Hirst Signs Ltd	
7 March 2025 – 21 March 2025	Traffic Regulation Order advertised	Highway Services	
April 2025	Public feedback to TRO analysed and published.	Highway Services	
April 2025-	Delivery of revised implementation plan – Zoned approach to increase local engagement.	Highway Services	Maps and proposals shared with Local Authorities in advance. Area specific amendments to TROs will follow local feedback.
Spring 2025	Douglas/Onchan consultation	• Early structured communication and advance notice. • Provision of current and proposed speed limit maps for each town/village.	Implementation target – Summer 2025

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		- Localised display of maps and feedback opportunities. - Clearer use of map-based TROs to avoid confusion.	
Summer 2025	North Consultation (Maughold, Ramsey, Andreas, Kirk Michael and surrounding areas)	- Early structured communication and advance notice. - Provision of current and proposed speed limit maps for each town/village. - Localised display of maps and feedback opportunities. - Clearer use of map-based TROs to avoid confusion.	Implementation target – Autumn 2025
Autumn 2025	Central consultation (Peel, Laxey, St Johns, Foxdale)	- Early structured communication and advance notice. - Provision of current and proposed speed limit maps for each town/village. - Localised display of maps and feedback opportunities. - Clearer use of map-based TROs to avoid confusion.	Implementation target – Spring 2026
Winter 2025	South consultation (Castletown, Ballasalla, Port Erin, Colby)	- Early structured communication and advance notice. - Provision of current and proposed speed limit maps for each town/village. - Localised display of maps and feedback opportunities. - Clearer use of map-based TROs to avoid confusion.	Implementation target – Summer 2026
Spring 2025-Summer 2026	Post implementation monitoring and evaluation	Highway Services will: - Monitor vehicle speeds and road user behaviour post-implementation. - Review and amend the TRO as needed. - Use insights from each area rollout to refine future phases. - Consider the need for additional interventions (AECOM recommendations).	