

**Summary of consultation responses on:
Travel and road safety experiences in Laxey, Lonan and Maughold**



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Executive Summary

The consultation requested information in a number of areas:

- Frequency and methods of travel in the survey area
- Appropriateness of speed limits
- Perception of compliance with 20mph speed limits
- Safety of experience when using active travel
- Barriers to active travel, and possible solutions
- Suggestions for improving travel within the survey area

The consultation was completed by 322 respondents. The findings can be summarised as follows:

83.5% of respondents travel daily in the survey area, with driving a car reported as the most common method of regular travel in the area, following by walking.

From the perspective of a vehicle driver, 72.8% of respondents to the question find the speed limits in the survey area to be appropriate. From the perspective of a pedestrian, cyclist, or other non-motorised transport user, 69.9% of respondents to the question find the speed limits in the survey area to be appropriate.

While the majority may feel the current speed limits are appropriate, there is widespread concern that they are not adhered to at numerous locations. 92.0% of respondents to the question perceive at least some level of non-compliance to the 20mph speed limit in areas of Laxey Village.

48.4% of respondents to the question feel 'mostly safe' or 'very safe' when travelling actively in the survey area (e.g. walking, cycling, wheelchairs, mobility aids, and other means of self-propulsion).

There was no single barrier to active travel that stood out for a majority of respondents. However, the barriers that respondents most often rated as 'high' were time constraints, quality and provision of footways, distance of journeys, and provision of cycling routes.

Of the suggestions for enabling active travel, 67.1% of respondents to the question believe that improvement to footways would encourage/facilitate, or greatly encourage/facilitate, their participation in active travel. There were other suggestions which also received some support.

51.2% of respondents completed the section on access to schools within and from the survey area. Travelling by car and walking are the most common methods of daily travel to Laxey and Dhoon Schools, and travelling by bus is the most common method of travel to secondary school.

24.9% of respondents to the question feel 'mostly safe' or 'very safe' when travelling actively to Laxey or Dhoon School, with the safety of routes and road crossings identified as the main barriers.

Improvements to/creation of pedestrian crossings was identified as the most popular way to increase active travel to Laxey and Dhoon Schools, supported by 24.3% of respondents to this question.

48.8% of respondents submitted details of challenges or incidents they have encountered when travelling within the survey area. The locations that received the most comments in this section included a portion of the A2 Road (with junctions to Ard Reayrt, Minorca Hill and Ballaragh Road), the section of the New Road passing through Laxey centre, and Minorca Hill.

37.9% of respondents stated they would be interested in taking part in continued consultation on this subject, and 95.1% of this group provided an email address by which they could be contacted.

Introduction

Overview

The Garff Road Safety Working Group sought views on your travel experiences within the Sheding, including how you make your journeys and your motives for these choices, as well as perceptions of road safety and challenges encountered within the survey area.

The following area was covered by the consultation:

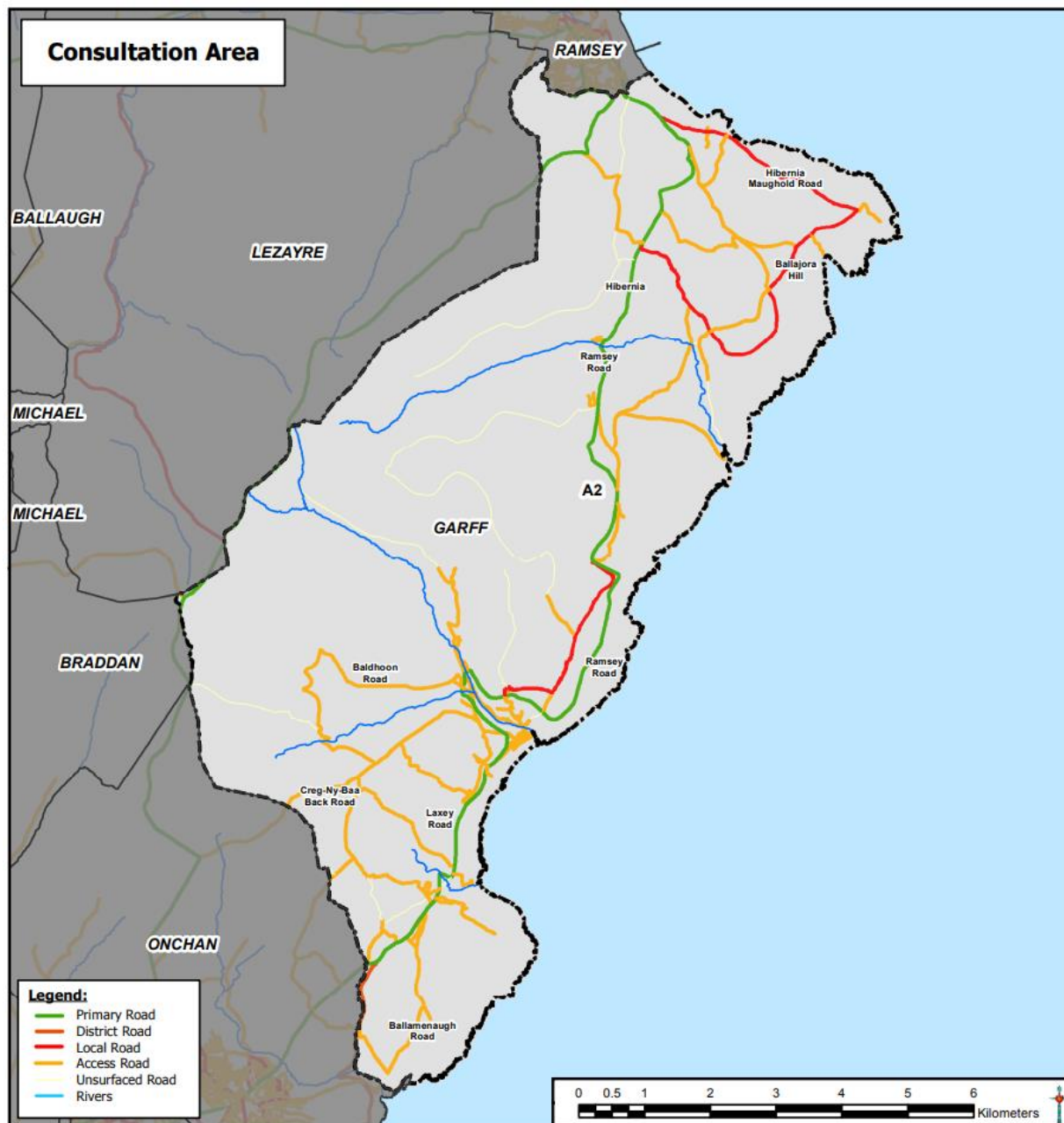


Figure 1. Map showing boundaries of area covered by the consultation (Mapping Dept., DOI).

The Garff Road Safety Working Group is made up of:

- Garff Commissioners
- Garff Members of the House of Keys (MHKs)
- Legislative Council
- Laxey and Dhoon Schools
- Local residents
- Road Safety Team, Isle of Man Constabulary
- Department of Infrastructure

Why your views matter

Responses to this consultation will help us gain a clearer understanding of people's everyday experiences of traveling through and within the survey area. This may be used to guide and inform future highways and road safety interventions.

Communications

The consultation was open for responses on the Isle of Man Government Consultation Hub website from 30 March to 11 May 2022. During this time, paper copies of the survey were available at the Tynwald Library and Garff Commissioners Offices, and were provided to people who requested them directly from the Working Group.

The consultation was promoted via numerous social media platforms, including Garff Commissioners, Garff MHKs, Laxey School and Active Travel Isle of Man, and was included in the Isle of Man Government Staff Bulletin for the duration of the consultation period.

Respondents

There were a total of 322 responses to the consultation. Two responses were submitted on behalf of organisations, and 273 respondents gave consent for their response to be published (with the option for anonymity). Excerpts from these responses are included within this consultation report.

Respondents were asked for the first four digits of their postcode, allowing understanding of their relationship with the survey area. Various combinations of postcode digits were submitted, with only 270 respondents providing the required four digits. However, 318 respondents provided three digits, permitting some level of postcode specificity in the subsequent analysis. A map of postcode areas on the Isle of Man can be found in the Appendix for reference.

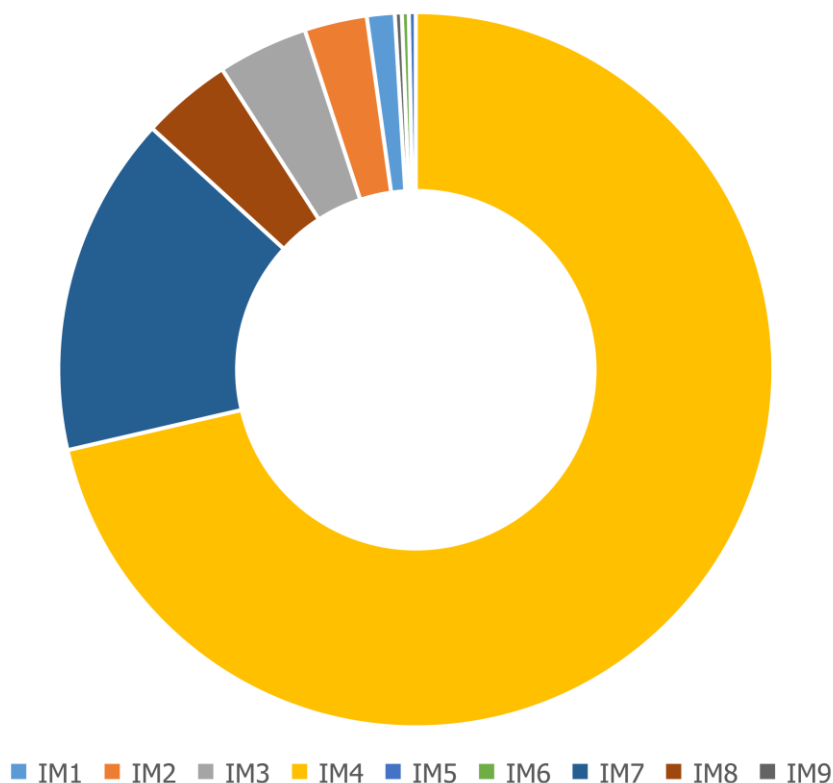


Figure 2. Distribution of respondents by postcode, first three digits only (n = 318).

The majority of respondents (71.4%) were from the IM4 postcode region of the Isle of Man, with IM7 forming the second largest group (15.4%). These are the two postcodes which overlap with the area boundaries of this consultation.

For those who gave a further digit of their postcode, these two groups can be subdivided as follows:

Postcode digits		Location	Number of respondents
IM4	1	Port Soderick, Santon	2
	3	St John's, Foxdale	1
	4	Braddan	2
	6	Baldrine	18
	7	Laxey and Lonan	170
IM7	1	Maughold	40
	2	Sulby, Lezayre	1
	3	Jurby	1
	4	Andreas, Bride	2
	5	Ballaugh	1

Table 1. Number of respondents by postcode location for IM4 and IM7 (n = 238).

A range of personal information was requested to allow more detailed analysis of responses and identification of patterns with regards to issues raised in the consultation. These questions were not compulsory.

The age range of respondents is shown below:

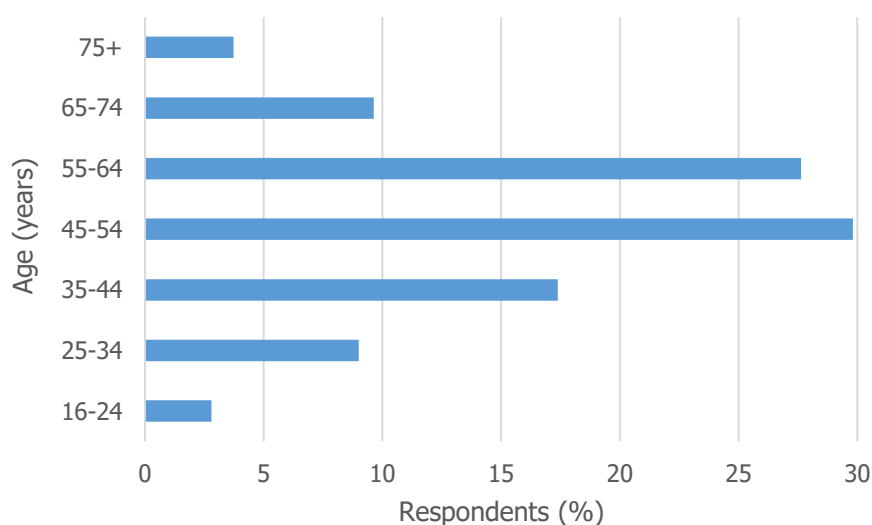


Figure 3. Age range of respondents (%) (n = 322). There were 0 respondents under 16 years of age.

The gender distribution of respondents is shown below:

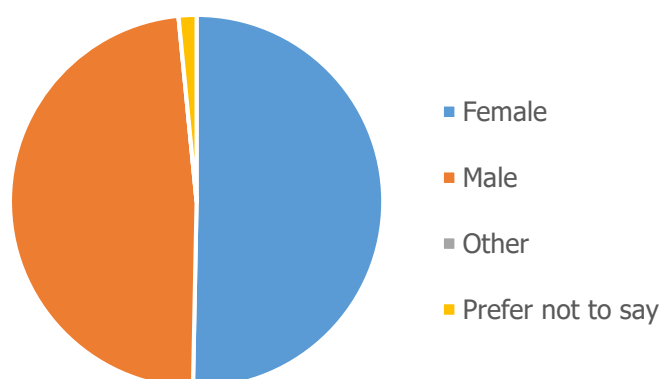


Figure 4. Gender distribution of respondents (%) to the consultation (n = 322).

The occupation of respondents is shown below:

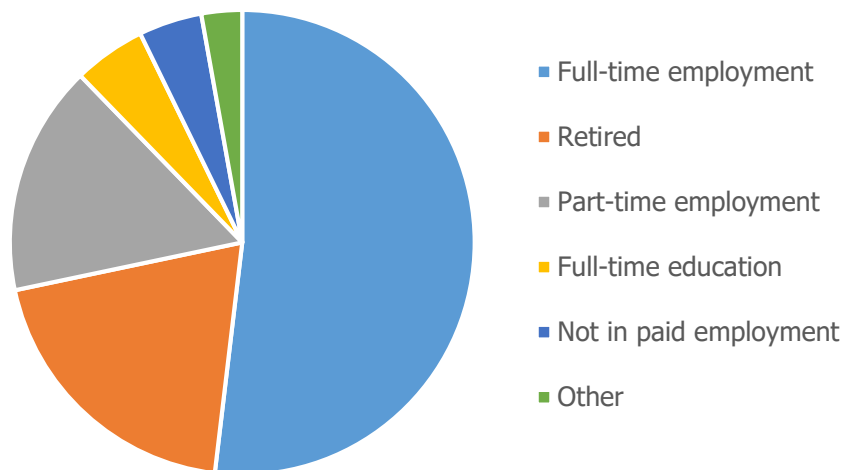


Figure 5. Chart showing distribution of respondents (%) by occupation (n = 318).

Of the respondents who selected 'Other' for their occupation, the majority specified 'self-employed' for this category. There were additional respondents who identified as home makers, semi-retired, zero hours contract workers, or in unpaid roles.

Respondents were asked whether they have any issues with mobility. The responses are shown below:

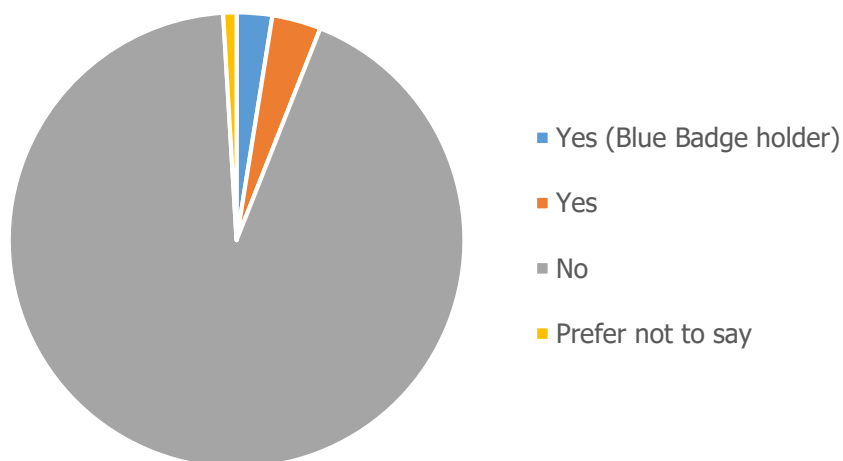


Figure 6. Self-reported mobility level of respondents (%) (n = 320).

Current travel habits and perceptions

How often do you travel within the survey area?

The majority of respondents travel daily in the area identified for this consultation (83.8%). All respondents travel within the survey area at least a few times a year; there were no respondents who had never travelled in the area.

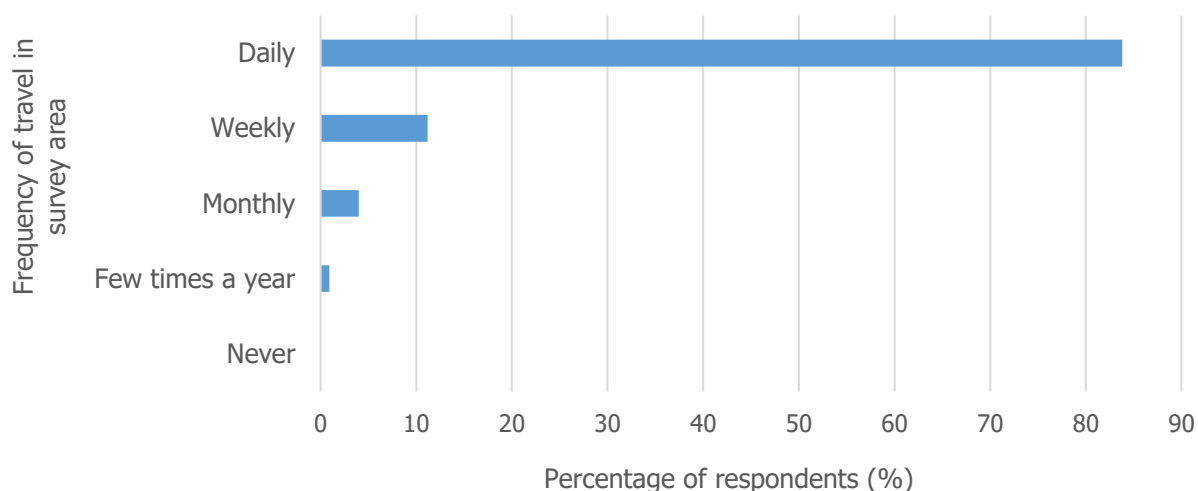


Figure 7. Frequency of travel in the survey area (n = 321).

How often do you use each of these forms of transport in the area?

Driving a car was shown to be the most frequent method of regular travel in the survey area, with 74.9% of respondents selecting this option, although 51.2% travel on foot in the area on a daily basis as well.

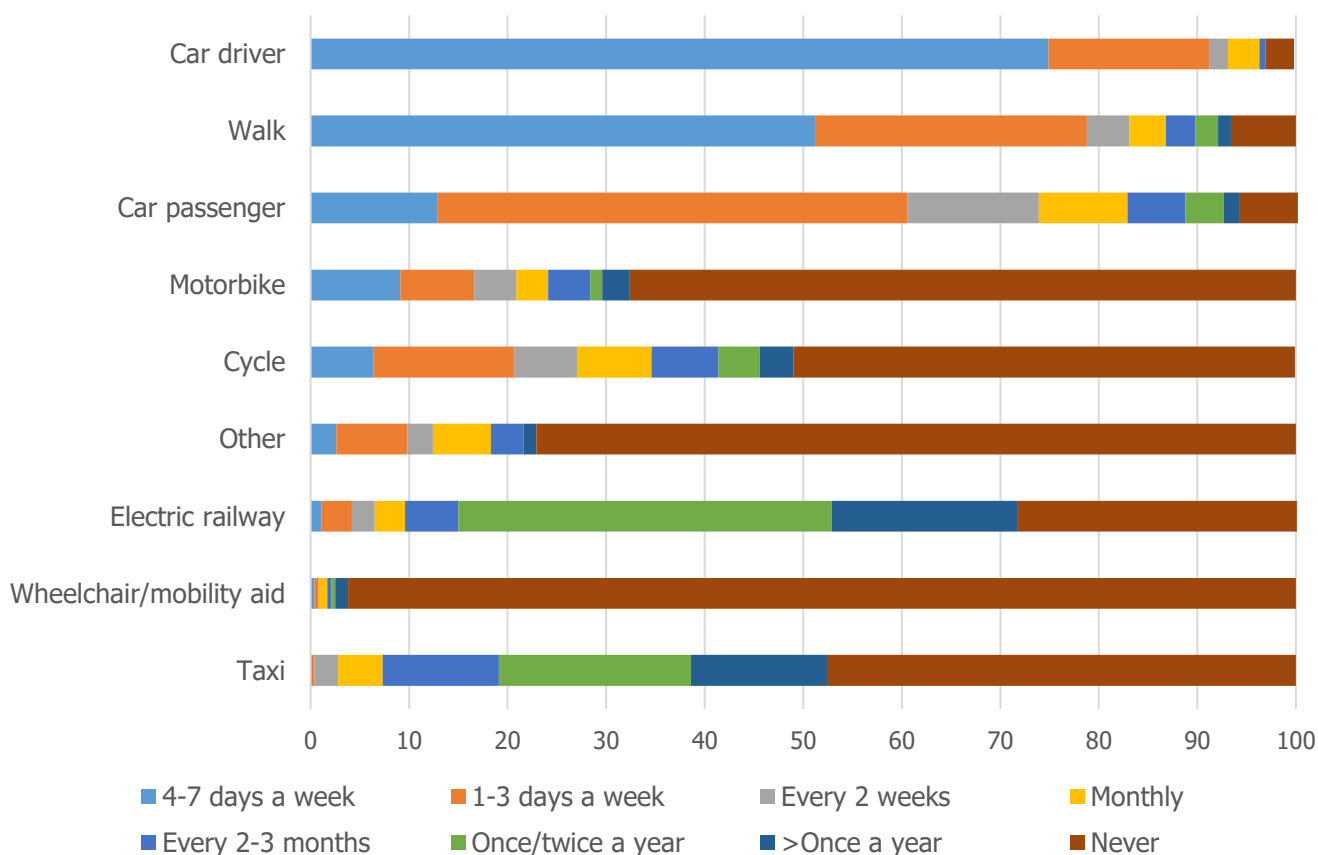


Figure 8. Frequency of travel by different modes of transport in the survey area (n = 152 - 315).

An option for travel by bus was omitted from the survey in error, however, the option for 'Other' methods was available, with the opportunity to specify. For those who selected 'Other' as a transport option (n=153), a range of transport modes were specified, with bus travel as the majority response (two respondents stated 'walking with children' or 'walking with pram' for this category, however these were reclassified as 'Walk'):

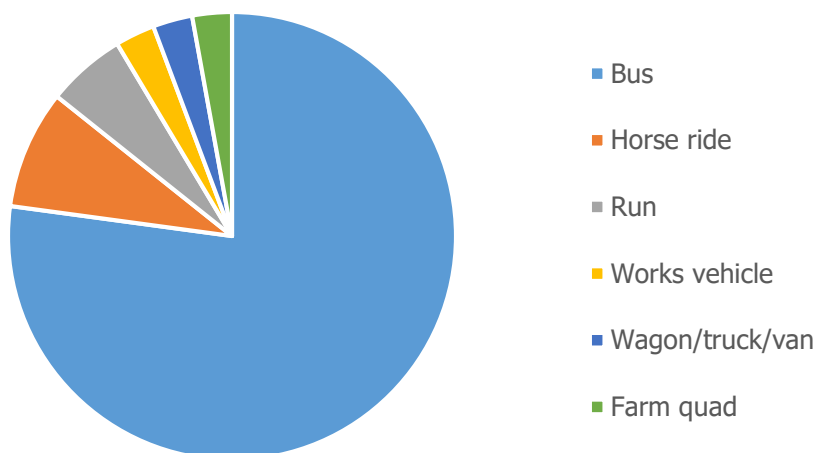


Figure 9. The transport modes specified in the 'Other' category by respondents (%) (n = 36).

As a vehicle driver, do you find the speed limits in the survey area to be appropriate?

There were 320 responses to this question, although 11 of these selected 'this question is not relevant to me' and have not been included in the subsequent analysis. Of the remaining 309 respondents:

- **72.8% find the speed limits to be appropriate**
- **27.2% do not find the speed limits to be appropriate**

Of those who do not find the speed limits appropriate, all except three respondents provided a comment to clarify and give further details to support their answer. These comments show that:

- **85.2% feel vehicles travel too fast**
- **14.8% feel that vehicles travel too slow**

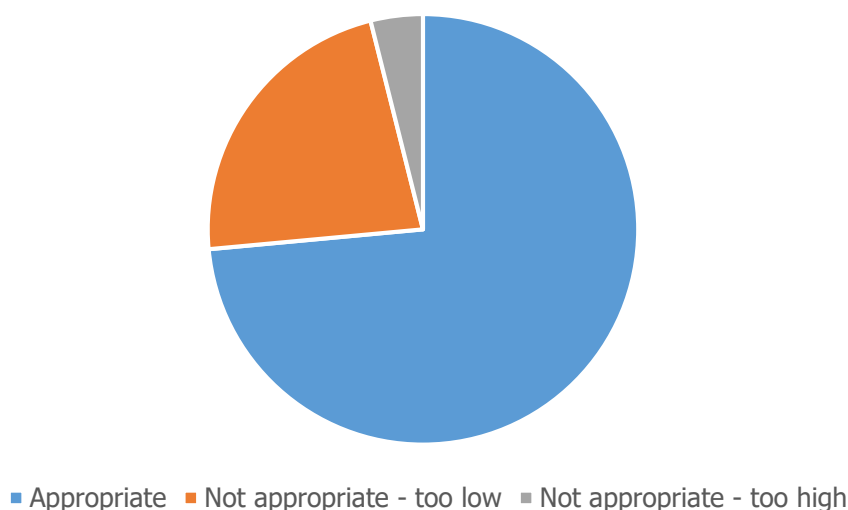


Figure 10. Perception of speed limits in the survey area from vehicle drivers (n = 309). Respondents who do not find the speed limits appropriate have been divided into those who find them to be too low (i.e. vehicles travel too fast) and those who find them to be too high (i.e. vehicles travel too slowly).

There were a number of themes that emerged from the comments provided by respondents to this question. The majority were supplied by respondents who find the speed limits to be inappropriate (n = 82), however there were additional comments supplied by respondents in other categories (n = 22). Although the question was about whether speed limits are appropriate, not whether they are adhered to (which was asked later in the consultation), many comments focused on or included discussion of drivers exceeding the existing speed limits. Recurring themes within the comments have been summarised below:

Theme	Level of support	Example comments
Issues with drivers exceeding current speed limits	High	<i>'It is like a race track, especially at weekends'</i> <i>'Signed speed limits are reasonably appropriate, but there is widespread disregard for them'</i>
Need for wider implementation of 20mph restrictions	High	<i>'20mph should be in place for the entire area for safety'</i> <i>'The 20mph speed limit needs to be extended into resident estates'</i>
Concern about safety of current speed limits for sharing space with others	Medium	<i>'On many occasions, as a driver, I have turned the corner to find pedestrians (parents and young children, prams, dogs and elderly people) immediately ahead either crossing the road or on the roadside trying to squeeze themselves against the wall waiting to cross. Once, despite going at 30mph, I nearly hit a mum, young child and dog all trying to cross from the elevated roadside houses just on the other side of a blind corner. I was only just able to slow and drive around them in time.'</i>
Introduce speed limits on currently unrestricted roads	Medium	<i>'30mph through Baldrine (from the south) then unrestricted for a short time through a mainly residential area then across an open railway crossing before straight back to 30mph. No sense whatsoever.'</i> <i>'It is unbelievable that so many residential roads in the area have no speed limit. This is beyond dangerous.'</i>
Reduce speed limits in areas with driveways, junctions, blind bends and parked cars	Medium	<i>'The speed limit is 30mph, however, when exiting the junction it is near impossible to (a) view oncoming traffic and (b) judge the speed of the oncoming traffic'</i> <i>'Some drivers have no [concept] of how narrow the road is, with the parking and many are oblivious to what is around the corner (parked cars)!'</i>
Sections of faster speed limits are required	Medium	<i>'It is important to retain the faster areas so that it is possible to safely overtake where appropriate. There are many occasions, on the single carriageway, bendy road, that you find very slow drivers.'</i> <i>'This is a main route, as such the limit should be no less than 40[mph]'</i>
Some sections of 20mph/30mph are too slow	Low	<i>'20mph in Laxey Village is absurdly low... better to have an enforced 30mph speed limit than an unenforced 20mph limit'</i> <i>'By having such ridiculously low speed limits we cause more damage than good by frustrated drivers'</i>

Table 2. The common themes emerging from the comments on appropriateness of speed limits in the survey area from the perspective of vehicle drivers.

Numerous locations were suggested where speed limits should be reduced; generally to 20mph, but as low as 10mph in some cases, such as Laxey Promenade. These have been listed in the Appendix, along with the suggestions for areas where speed limits should be raised. Some respondents also took the opportunity to make comments not directly related to the question, such as implementation of one-way systems, or the quality of pavements and road markings, and a number provided personal accounts of issues with vehicle speeds in the area. These comments are more relevant to the final section of the consultation ('Thinking about the future') and will be considered within that analysis where appropriate.

As a pedestrian, cyclist, or user of other non-motorised transport, do you find the speed limits in the survey area to be appropriate?

There were 311 responses to this question, although 32 of these selected 'this question is not relevant to me' and have not been included in the subsequent analysis. Of the remaining 279 respondents:

- **69.9% find the speed limits to be appropriate**
- **30.1% do not find the speed limits to be appropriate**

Of those who do not find the speed limits appropriate, all except seven respondents provided a comment to clarify and give further details to support their answer. These comments show that:

- **94.8% feel vehicle speeds are too high**
- **5.2% feel vehicles speeds are too low**

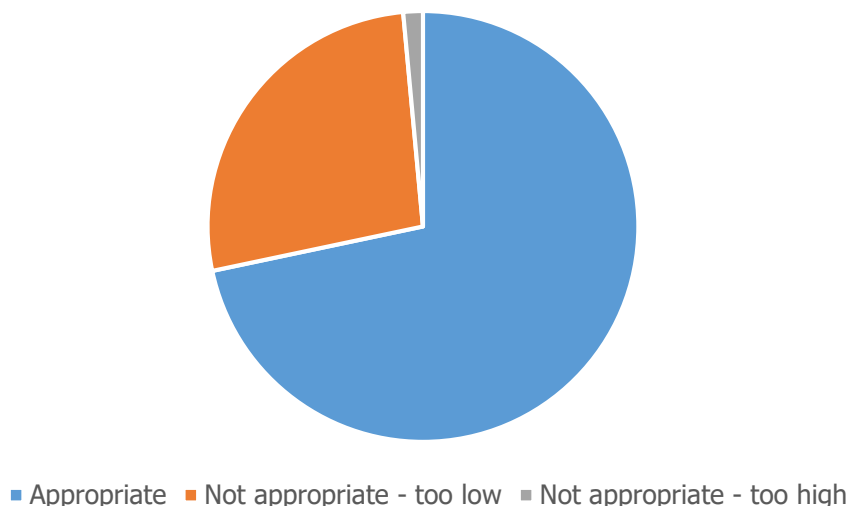


Figure 11. The perception of speed limits from non-motorised transport users (n = 279). Respondents who do not find the speed limits appropriate have been divided into those who find them to be too low or too high.

74.9% of respondents answered this question (from the perspective of a non-motorised road user) in the same way as the preceding question (from the perspective of a vehicle driver). The proportion who find the speed limits to be inappropriately high slightly increased, while those who find them to be too low more than halved.

Again, there were a number of themes that emerged from the additional comments provided by respondents to this question. The majority of comments were supplied by respondents who find the speed limits to be inappropriate (n = 77), however there were additional comments supplied by respondents in other categories (n = 20).

As in the previous question, many comments focused on or included discussion of drivers exceeding the existing speed limits. Recurring themes have been summarised below:

Theme	Level of support	Example comments
Issues with drivers exceeding current speed limits	High	<i>'On several occasions I have started to cross, but a car comes in so fast, I have to run out of the way'</i> <i>'Daily I have waited [for] cars to slow whist I have been waiting at the crossing but have been going too fast to stop'</i>

Need for lower speed limits/ extension of 20mph e.g. residential areas. blind bends, parked cars and outside schools	High	<i>'30mph is inappropriate as this is a residential road, with gates opening onto the road, people crossing the road (including elderly), a blind corner, a lane opening onto a blind corner, [...] children waiting at Minorca bus stop'</i> <i>'...should be reduced to 20mph as cars drive too fast through a narrow area with many people walking'</i> <i>'To[o] fast outside schools'</i>
Feeling unsafe and at risk when walking, cycling or using other forms of non-motorised travel	High	<i>'I have a near miss about twice a week. I cycle every day of the week, to work, and for leisure.'</i> <i>'On certain sections of the road I fear that I will be hurt one day'</i> <i>'As a cyclist it can be terrifying and as a pedestrian I have sometimes felt as though I could easily have been knocked off my feet whilst still on the pavement!'</i>
Lack of driver awareness and preparation for of other road users	Low	<i>'People are driving like they don't expect anyone to be on the road even if you are wearing high visibility clothing and appropriate head torch or lighting.'</i> <i>'...used as a race track by vehicles - they drive far too fast paying no attention to road position or whether they may encounter pedestrians, bicycles or horses.'</i> <i>'Cars constantly forcing their way around parked cars creating a scenario of heading on straight at oncoming drivers/cyclists etc.'</i>
Introduce speed limits on currently unrestricted roads	Low	<i>'It is unbelievable that so many residential roads in the area have no speed limit. This is beyond dangerous.'</i>
Have never encountered any issues	Low	<i>'I walk my dog every day in the local area, and again, have never experienced or witnessed any issues'</i>
Some speed limits feel too slow	Low	<i>'You can't keep putting speed limits lower to accommodate minorities who think everyone should drive with a man with a red flag in front of the vehicle'</i> <i>'Too low, why take any notice'</i>

Table 3. The common themes emerging from the comments on appropriateness of speed limits in the survey area from the perspective of pedestrians or non-motorised transport users.

Numerous locations and sections of road were suggested where speed limits should be raised or lowered; these have been listed in the Appendix. Some respondents also took the opportunity to make additional suggestions not directly related to the question, such as implementation of pedestrian-only zones, or comments on the quality of/lack of pavements, and a number provided personal accounts of issues with vehicle speeds in the area. These comments are more relevant to the final section of the consultation ('Thinking about the future') and will be considered within that analysis where appropriate.

In your experience, are drivers compliant with the 20mph speed limits in Laxey Village?

All respondents provided an answer to this question (n = 322). The responses reveal significant perception of at least some level of non-compliance with 20mph speed limits in Laxey Village:

- **3.4% of respondents perceive full speed limit compliance from vehicle drivers**
- **92.0% of respondents perceive at least some level of non-compliance, from occasional non-compliance through to drivers never adhering to the speed limit**

Many respondents have commented in previous questions regarding lack of adherence to speed limits in the survey area. This question asked about the 20mph speed limits in Laxey Village specifically; the location within the survey area with the most extensive 20mph scheme (see Appendix for reference map). A perceived lack of compliance with these 20mph restrictions is the main theme that emerges from this question, with 16.5% of respondents of the opinion that drivers are never compliant with the speed limit.

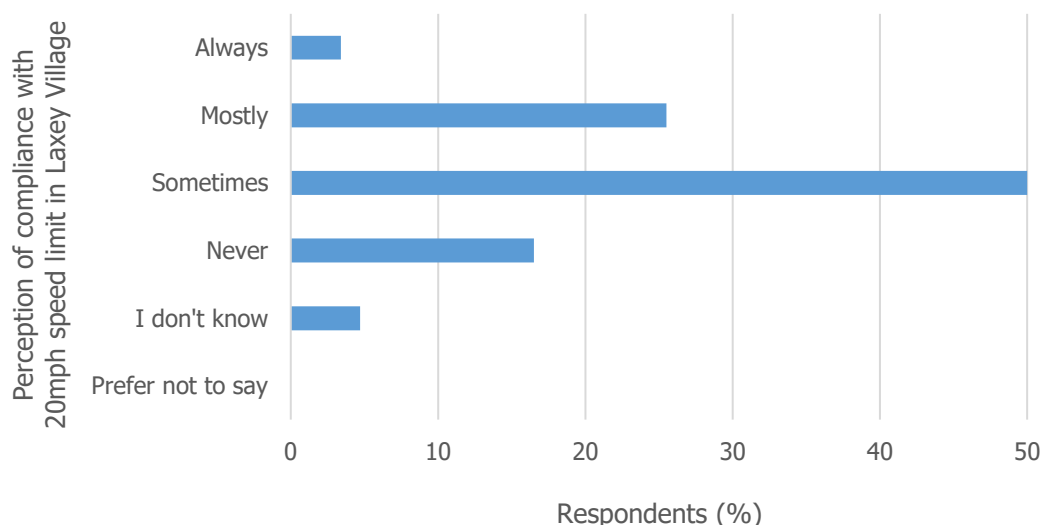


Figure 12. The perception of driver compliance with the 20mph speed limits in Laxey Village (n = 322).

Active travel in Laxey, Lonan and Maughold

Please note, 'active travel' is defined as 'walking or cycling (including electric bicycles) as an alternative to motorised transport (cars, buses, motorcycles etc.) for the purpose of making everyday journeys. This includes running as well as wheelchairs, electric wheelchairs, mobility scooters and other mobility aids, scooters and other means of self-propulsion.'

If you travel actively in the survey area, how do you generally feel about the safety of your experience?

The majority of respondents provided an answer to this question (n = 306). The responses reveal a mix in people's experiences of feeling safe or unsafe when travelling actively in the survey area:

- **48.4% of respondents feel mostly or very safe when using active travel in the area**
- **51.6% of respondents perceive at least some lack of safety, from feeling unsafe sometimes, to feeling very unsafe**

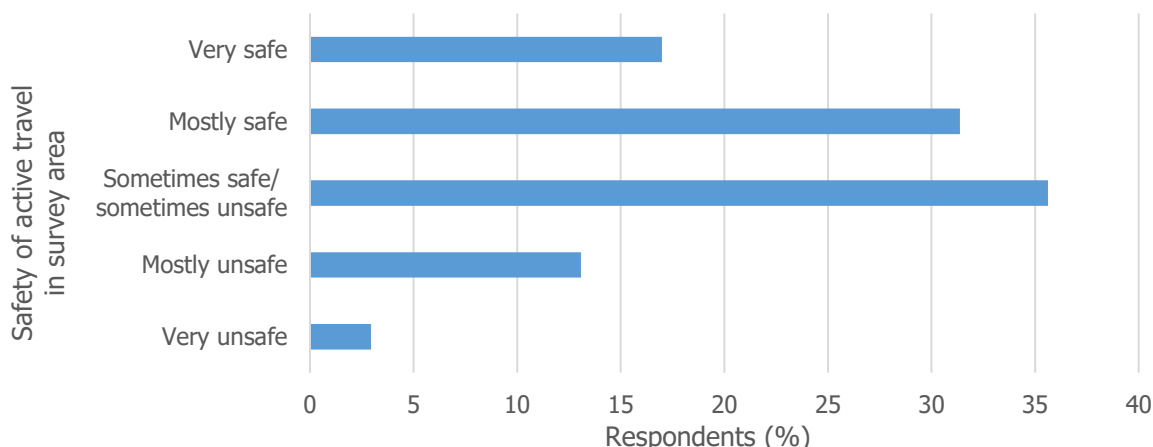


Figure 13. The safety experiences of respondents when using active travel in the survey area (n = 306).

Respondents were given the option to supply a reason for their answer to this question. Recurring themes within the reasons provided have been summarised below:

Theme	Level of support	Example comments
Lack of safety due to drivers exceeding current speed limits	Very high	<p><i>'I take three grandchildren with me on the school run and find it more stressful due to the speeding cars.'</i></p> <p><i>'People drive very quickly on narrow roads, away from the main roads, and this is unnerving as a vulnerable road user.'</i></p> <p><i>'Cars speed through giving no thought to pedestrians'</i></p>
Lack of pavements or inadequate width of pavements	High	<p><i>'Some pavements are also too narrow – e.g. Ramsey road, and if you meet another person, pram, dog, coming the other way you have to step into the road to pass easily.'</i></p> <p><i>'There is no pavement on the land side, so I am always walking in the road at this point which is very scary with young children and a pram.'</i></p>
Lack of driver awareness and consideration for other road users	High	<p><i>'As a pedestrian and a cyclist I feel that car drivers often drive as though they have a right to be there and I don't. I am not given enough space when cars pass me when I am walking, with or without my dogs, or biking.'</i></p> <p><i>'The majority of drivers are respectful towards cyclists. But there is a hard-core of vehicle drivers who behave very badly, especially when overtaking. Close-passes, overtaking on blind bends and deliberate cutting-up are a daily experience.'</i></p> <p><i>'Most car drivers regard cyclists as a nuisance.'</i></p>
Difficulty of road crossings	Medium	<p><i>'Traffic to[o] fast to be able to cross safely at crossing. Crossing is also on a bend where drivers are not slowing down.'</i></p> <p><i>'I worry every time I cross the road and have lived here for 19 years and not once have I never worried when crossing the road at the bottom of Ard Reayrt or trying to get off the junction. It's very stressful.'</i></p> <p><i>'Crossing the roads out of the main town area is a nightmare'</i></p>
Hazards caused by parked cars	Medium	<p><i>'Parked cars on roads in and out of Laxey narrow the road and obstruct visibility'</i></p> <p><i>'Inconsiderate parking occasionally pushes me as a pedestrian into the road'</i></p>
No issues with safety and positive experience with drivers	Medium	<p><i>'Vehicles tend to stick to or around the speed limit, mostly self-enforced by on-street obstacles and the area is well lit in dark hours.'</i></p> <p><i>'Very safe in spite of people continually complaining [that] 'anything could happen'.'</i></p> <p><i>'Many motorists even slow and wave you across if you are a pedestrian - that doesn't happen often in London. So it [is] perfect as it is.'</i></p>

Table 4. The themes emerging from comments on the general safety of active travel in the survey area.

There were some additional themes discussed by respondents within these comments, although they were reported by fewer people (n = <10) compared to the main themes in Table 4. These additional themes included: the volume of traffic; overhanging vegetation; state of the pavement and road surface; lack of designated cycle ways; poorly lit routes; air pollution; inaudible electric vehicles and distracted pedestrians e.g. listening to music. These concerns will be considered in more detail in the following two questions.

What are the main barriers preventing you from travelling actively to and from your destinations in the survey area on a more regular basis?

The majority of respondents provided answers to this question (n = 307). There does not appear to be any one barrier to active travel that stands out as the main issue, rather that each suggestion can be a high, medium or low barrier for at least some people travelling actively in the survey area. However, the top five barriers which were rated 'high' by the most respondents are:

- **Time constraints**
- **Quality of footways**
- **Distance of journey**
- **Provision of footways**
- **Provision of safe cycling routes**

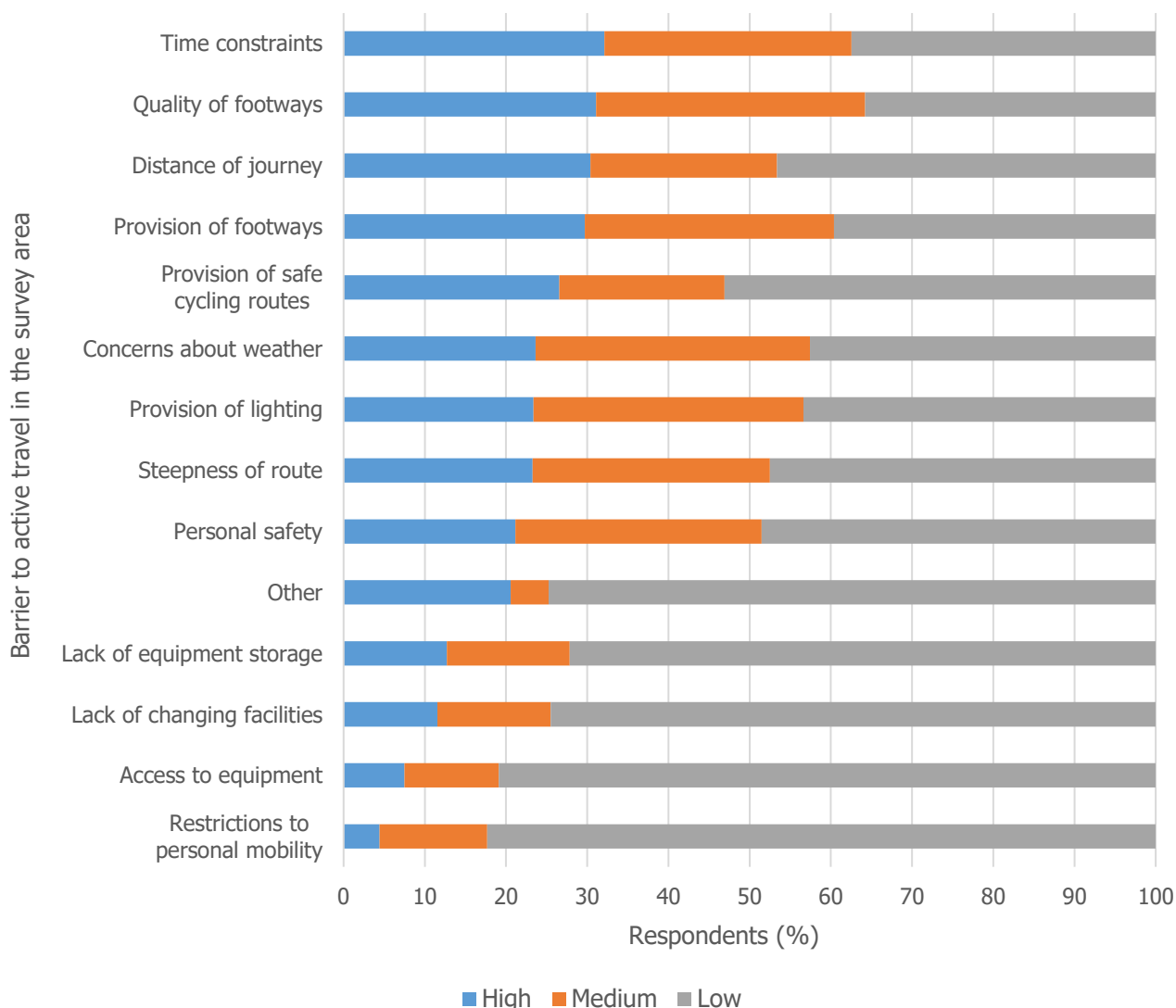


Figure 14. The extent to which these factors are a barrier (rated high, medium or low by respondents) to active travel in the survey area (n = 107 - 307).

Respondents were given the option to supply an explanation for selecting 'other' as a barrier to active travel (n = 40). The majority of explanations were a discussion of one of the previous categories, for example detailing why they are concerned about injury/personal safety, or the reasons for their time constraints. Of the explanations that contributed a 'new' barrier, separate from the categories already provided, two main themes emerged. The first was the need for people to transport more than can be carried when walking or cycling, such as work goods, shopping or younger family members. Some in this

group also highlighted the need to travel to multiple places around the Island as part of their employment. The second theme was the positioning and servicing of bus stops in the area presenting a barrier to those who would otherwise walk and take the bus, using active travel within a multi-modal journey.

One respondent used this opportunity to clarify that they had chosen to select 'low' for all barriers due to their determination to use active travel, not wishing the *'thoughtless and dangerous actions of many car and [car] drivers to stop me from doing something I love'*. There were also a small number of respondents who commented that they do not wish to use active travel regardless of the situation, or who would walk/cycle for leisure only.

Further to these comments, an opportunity was provided for respondents to give information regarding the barriers and the ratings they had opted for in the question overall (n = 55). Many of these explanations matched the comments provided for the previous question on safety, summarised in Table 4.

Comments that differed from Table 4 often included suggestions for overcoming barriers to active travel, such as the creation of dedicated, separate walking and cycling routes:

- *'I've [often] suggested that the electric tram only requires a single track for its operation. Why can't the other track be made for safe cycle use; this would encourage people to cycle, walk, run across a safe passage (no highway) and also encourage families to use the track between Douglas and Ramsey. If they then feel tired, hop on the next tram.'*
- *'If there was a cycle lane with a barrier to stop vehicles going in the lane I would cycle to school with my children'*

Promotion of electric bikes was suggested as a solution to the steep gradients on many routes, or provision of a shuttle bus service or free bus travel to facilitate multi-modal journeys to overcome longer distances:

- *'If you made bus travel free for everyone perhaps you would reduce the cars on the road. The island is addicted to its cars but no real incentives are offered to reduce this. If bus travel were free I would rarely then use my car to get to and from work. I'd use my bicycle and the bus almost exclusively.'*

Relocation of workplaces out of Douglas was another suggestion for overcoming the distance of a person's work commute:

- *'You will never get most people who live in one town and work in another to walk or cycle between the two regularly. No matter what their green credentials. Perhaps some government departments could be moved out of Douglas to the other towns, such as Ramsey, then I'd walk, cycle and maybe even run to work!'*

Better provision of services along walking and cycling routes was also highlighted, such as public toilets, baby changing facilities, and extension of street light timings to ensure they remain on for people to walk home from late night bus services.

There was a perception from a small number of respondents that people are being asked to choose either active travel or motorised travel, and commit to this for all of their journeys: *'I don't think individuals should ever be forced down the route of choosing one or the other, it isn't realistic'*, as well as one respondent who protested intervention with this aspect of their life: *'Please stop trying to control my life'*.

Some respondents also highlighted that their choice of transport mode was an important part of their identity and lifestyle:

- *'However, motorcycling, for me and so many others is not just a form of transport but also a way of life, a hobby and a massive stress buster. I will not and would not consider giving up motorcycling as a form of transport in favour of pedal cycling.'*

Would the changes proposed below encourage you to participate in active travel?

The majority of respondents provided answers to this question (n = 310). Improvements to footways received considerable support as a factor to encourage participation in active travel. Of the respondents who rated the importance of improvements to footways (n = 307):

- **67.1% believe that improvements to footways would encourage/facilitate, or greatly encourage/facilitate, their participation in active travel in the survey area**

Of the other nine proposed changes, there do not seem to be any other improvements that gain such widespread support, rather that each suggestion can again be a high, medium or low factor in encouraging or facilitating active travel depending on the situation of the individual respondent.

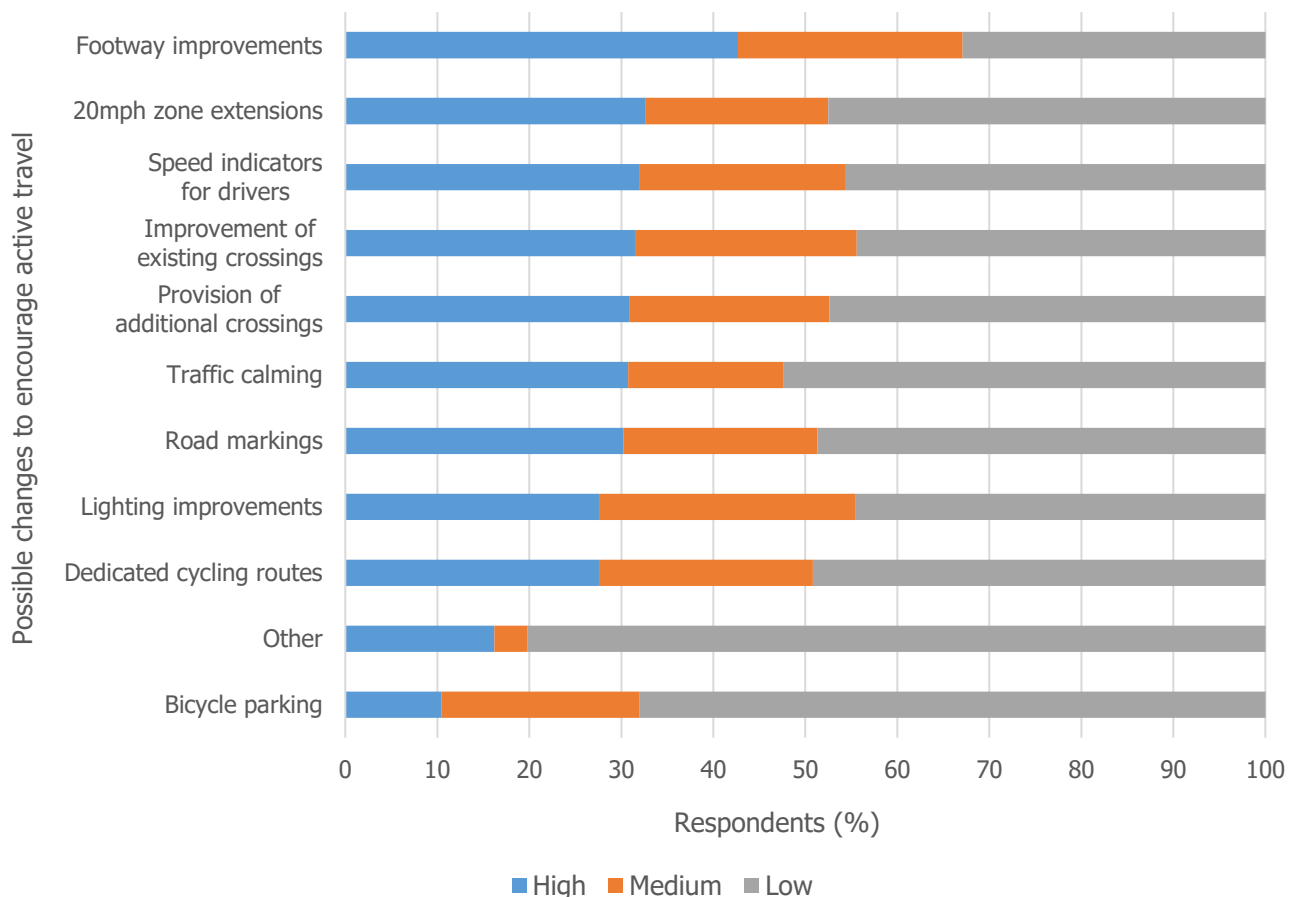


Figure 15. The extent to which these factors (rated high, medium or low by respondents) would encourage participation in active travel in the survey area (n = 111 - 307).

Respondents were given the option to supply an explanation for selecting 'other' as proposed enabler of active travel (n = 59). As with the previous question, the majority of explanations for this category were a discussion of one of the previous categories. Some of these provided useful clarification, for example that any bicycle parking should be covered and improvements to footways should include hedgerow maintenance. Of the comments that contributed a 'new' proposal for change, separate from the categories already provided, enforcement of speed limits gained the most support (n = 11), whether through police presence or requests for the introduction of speed cameras. Seeking a solution to remove parking from unsuitable areas, whether through legal restrictions or creation of off-road parking areas, was also viewed as an important enabler for active travel (n = 7). Schools were mentioned as one area where this is needed, possibly with a pedestrian-only period at drop-off and pick-up times:

- 'More safe parking and then walking to school areas'
- 'I think a small section of Minorca hill needs to be made pedestrian access only during school drop off and pick up times'

While 'road markings' had been suggested within the options provided, this had not specifically mentioned the maintenance/re-painting of existing road markings, which gained support in the comments. Electric bicycle charging points, road surface improvements for cycling, and improvements to public transport links (fare reduction, shuttle bus, and more routes) were also proposed, as was a one-way system through Laxey. There were also a small number of respondents for whom nothing would encourage them to use active travel, or who were against certain suggested improvements.

Finally, an opportunity was provided for respondents to give further information regarding the improvements and the ratings they had opted for in the question overall (n = 43). Many of these repeated previous themes on adherence to existing speed limits and driver awareness of other road users, and the need for enforcement, with regular mention of speed cameras.

Some respondents were pessimistic that issues with adherence to speed limits could be overcome:

- *'It's no use whatever adding more speed limits, etc. when the [existing] limits are rarely ever enforced and are already widely ignored with impunity.'*

However, others were more positive:

- *'Those who live in Laxey will not be inconvenienced by an extra two minutes knowing their neighbours and pets are safe!'*

Other comments gave support for the positive changes they felt the example measures could achieve, including the hope for greater accessibility by wheelchair users:

- *'Traffic calming measures like speed humps will encourage drivers to adhere to speed limits without as much dependency on police/community enforcement. I've seen many villages along busy, popular routes in England and Scotland that use these and traffic is markedly slower through these villages.'*

Many respondents provided locations within the survey area where these changes are needed. These areas correspond closely to those identified in the earlier question relating to speed limits, and have been summarised in the Appendix. It is also worth noting comments from respondents that a careful, balanced approach is needed should changes be implemented, particularly in rural locations:

- *'Be aware that rural areas do not want more light pollution and even more signage.'*

Repetition of some of the suggestions from the previous question (for overcoming barriers) also featured, from conversion of part of the Manx Electric Railway to provide an active travel route, to free public transport. Again, there were some respondents who were against making any changes, or who did not feel any of the examples in the question would address the issues in the survey area.

Laxey School, Dhoon School and access to secondary schools

This section was answered by 165 out of the 322 respondents (51.2%); all other respondents were directed to the final section of the consultation, 'Thinking about the future'.

Which of the following do you have a relationship (past, current or imminent) with?

This was answered by 162 of the 165 respondents who chose to proceed with this section of the consultation. Respondents were provided with three options: Laxey School, Dhoon School and travelling to secondary school from the survey area, and permitted to select as many options as apply.

- **The most common relationship was with Laxey School, with 83.3% of respondents to this question confirming their links to the school**

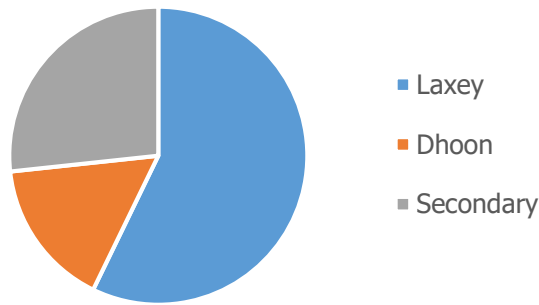


Figure 16. Respondents' links to the schools in the area, with the option to select all that apply (n = 162).

Please confirm the capacity in which you have a relationship with this schools/these schools.

- The majority of respondents to this section are parents or carers with children currently attending Laxey or Dhoon Schools, or travelling to secondary school from the area

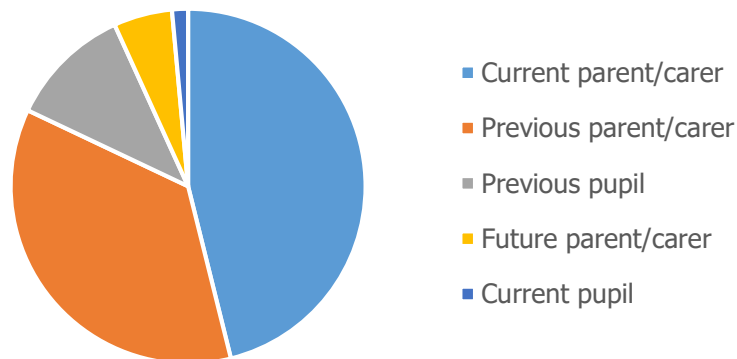


Figure 17. Respondents' links to the schools in the area, with the option to select all that apply (n = 162).

In a typical week, how would your child travel to Laxey or Dhoon School?

- Travel by car, walking or bus are the most common modes for the school commute
- 36.0% and 35.8% of respondents respectively would drive or walk to school every day
- 71.9% of respondents would use their car to travel to school at least once a week

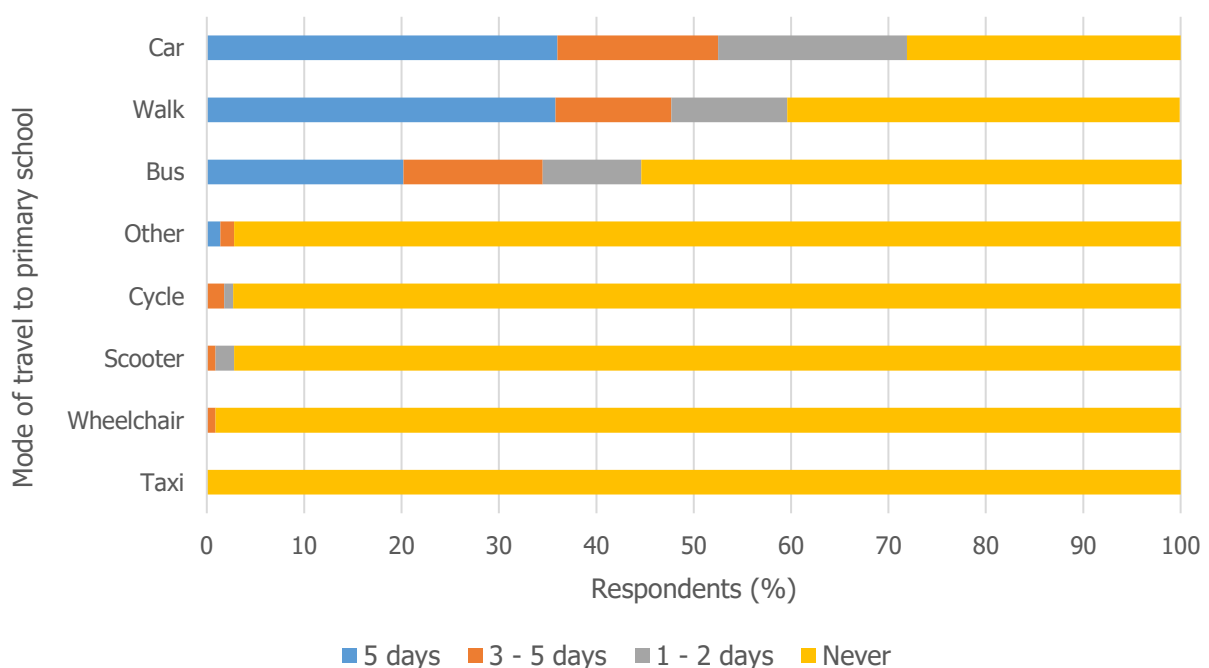


Figure 18. Typical pattern of transport modes to primary school during a 5-day school week (n = 72 – 139).

Two respondents selected 'Other' as a transport option, however several respondents provided a comment to give further detail for this option (n = 7). Some of these provided clarity for their specific personal situation, but others explained that they 'park and walk' to school (parking in a suitable area near to the school and walking the rest of the journey), or lift share with other families.

How do you generally feel about the safety of active travel to Laxey or Dhoon Schools (including walking to connect with public transport)?

The majority of respondents with links to Laxey or Dhoon Schools provided an answer to this question (n = 157). The responses reveal a mix in people's experiences of feeling safe or unsafe when travelling actively to these schools, although they are skewed towards the 'unsafe' options. As such, these responses generate a different profile to the similar question earlier in the survey, about the safety of active travel in the area in general (Figure 13).

- **24.9% of respondents feel mostly or very safe when using active travel to school** (compared to 48.4% when using active travel for other journeys)
- **75.2% of respondents perceive at least some lack of safety, from feeling unsafe sometimes, to feeling very unsafe** (compared to 51.6% for other journeys)
- **16.6% of respondents feel very unsafe** (compared to 2.9% for other journeys)

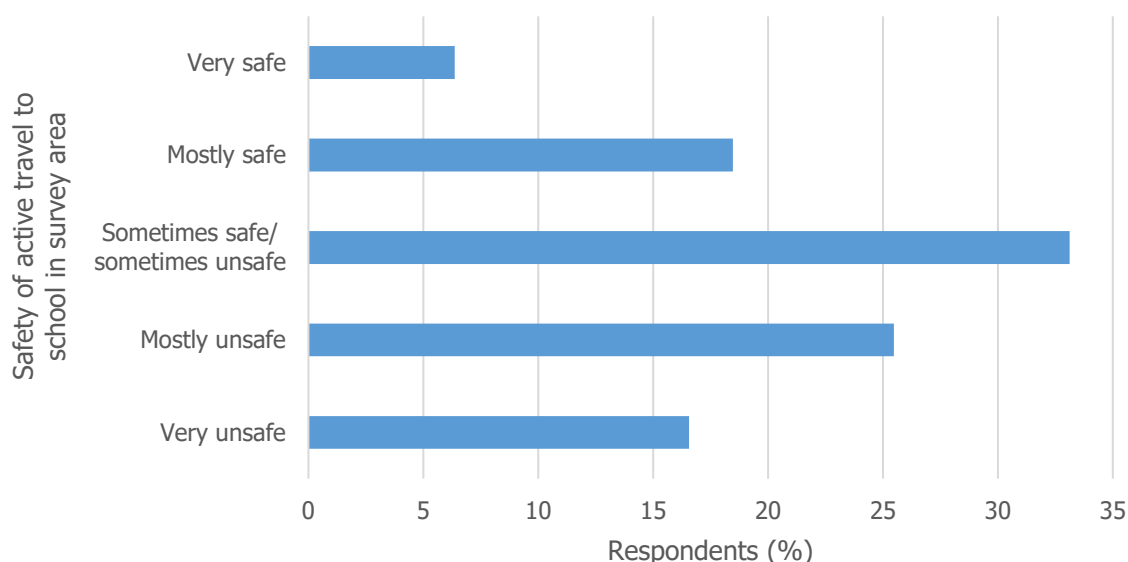


Figure 19. The safety experiences of respondents when making active journeys to school (n = 157).

Respondents were given the option to supply a reason for their answer to this question. Within these comments (n = 94) there were four concerns that emerged consistently as impacting the safety of active journeys to school: quality and provision of pavements, inconsiderate driving (including speeding), safety of road crossings, and illegal or inconsiderate parking:

Theme	Information provided in related comments
Quality and provision of pavements	Minorca Hill; Quarry Road; Old Laxey Hill; Glen Mona; Glen Road; Fairy Cottage; around Dhoon School
Inconsiderate driving	Minorca Hill/crossroads; Dhoon School area; drivers not adhering to speed limits; cars mounting pavements in Laxey School area; ' <i>little consideration to how vulnerable pedestrians are</i> '; lack of speed limits in some areas; clipped by wing mirrors on Minorca Hill; Glen Road with parents dropping-off at football club; not allowing children to cross the roads; traffic speeds at Glen Mona, Ramsey Road

Safety of road crossings	Ramsey Road from Ard Reayrt; Ballacollister Road; Dhoon School; crossing the road is ' <i>often scary</i> '; Fairy Cottage; Ballacannell; need for crossing patrol officers; crossing point at Swale's Yard, Laxey; Upper Cronk Orry; near to bus stops; Baldrine; very problematic with a pram; New Road; lack of visibility on crossing on Mines Road, to link Lonan with Laxey
Illegal or inconsiderate parking	On double yellow lines; cars ' <i>abandoned</i> '; forces pedestrians into the road; Ballaragh Road; unsafe to park around Laxey School; near Laxey Co-op; Minorca Hill; Old Laxey Hill
Other	Impact of roadworks; street lighting e.g. Ramsey Road; large volume of traffic; large volume of pedestrians; lack of investment in parking and access; overhanging vegetation; lack of speed control measures; lack of cycleways
No issues encountered	Safer than most UK cities; cannot expect street lighting on all rural roads; faded road and crossing markings

Table 5. The themes emerging from comments on the general safety of active travel in the survey, with specific details of the locations and issues raised within each category.

What are the main barriers restricting or preventing active travel to and from Laxey or Dhoon School?

Respondents were provided with five options, as well as an 'other' category, with the ability to select as many barriers as apply.

- **The safety of travel routes and road crossings are the main barriers to active travel to school as identified by respondents with links to Laxey and/or Dhoon Schools**

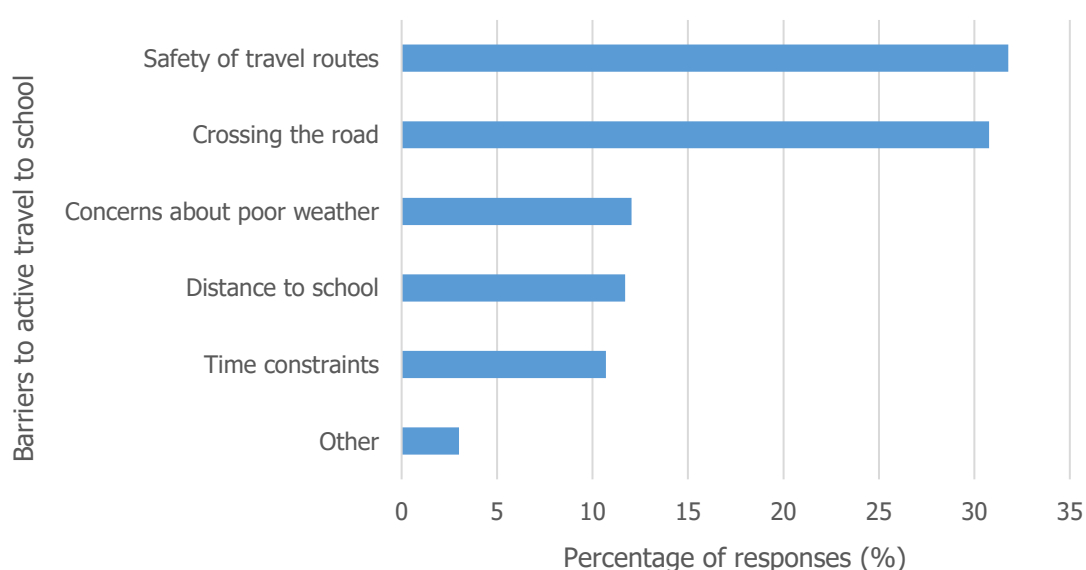


Figure 20. The extent to which these are barriers to active travel to school, as identified by respondents with a relationship with Laxey and/or Dhoon Schools (n = 146).

Respondents were given the option to supply a reason for their answer to this question (n = 32), as well as further detail to explain their selection of 'other' within the options available (n = 17). This information is summarised in the table below for each of the barriers provided in the question.

Barrier	Information provided in related comments
Safety of travel routes	Inconsiderate/illegal parking e.g. Minorca Hill; traffic speeds e.g. Upper Cronk Orry; overhanging vegetation; lack of pavements e.g. Old Laxey Hill, Glen Road; pavements too narrow; volume of traffic, main road from Baldrine, lack of speed limits in some areas

Crossing the road	Outside Dhoon School; in bus stop locations; Fairy Cottage; Ballacannell; Ballacollister Road; Ramsey Road including into Ard Reayrt; Minorca Hill, Quarry Road, Lonan into Laxey; see information in Table 5
Concerns about weather	Spray from larger vehicles on wet days; arriving at school ' <i>soaked wet through</i> '
Distance to school	Two mile journey is too far with employment constraints
Time constraints	Rural nature of the area; employment/drop-off on route to work; after-school activities
Other	Age of child; child mobility issues; gradient of walking routes; no nearby bus stops; too much to carry e.g. musical instruments; lack of parking availability at Laxey School; solutions require ' <i>out-of-the-box thinking, a willingness to change and funding</i> '; lack of government initiative and funding; active travel is unrealistic

Table 6. The themes emerging from comments on the general safety of active travel in the survey.

What would increase the likelihood of an active school journey?

Respondents were provided with five options, as well as an 'other' category, with the ability to select as many as they felt would increase the likelihood of active travel to school.

- **Improvements to/creation of road crossings was identified as the most popular way to increase active travel by respondents with links to Laxey and/or Dhoon Schools**

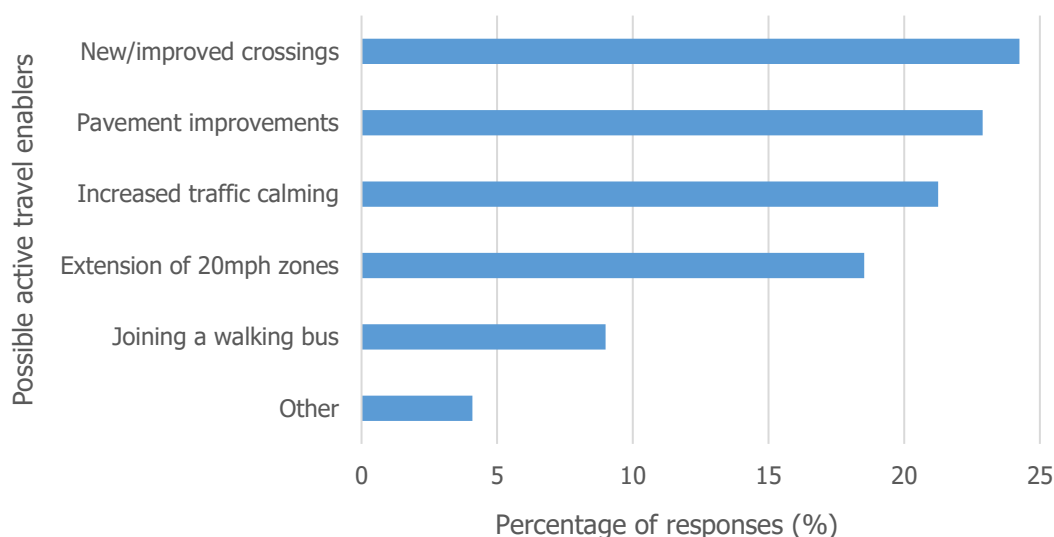


Figure 21. Possible options for increasing the likelihood of families making active journeys to school (n = 133).

Respondents were given the option to supply a reason for their answer to this question (n = 23), as well as further detail to explain their selection of 'other' within the options available (n = 18). There were a wide range of comments provided in both sections which have been summarised in the table below.

Comments that did not relate to the question have not been included in the table, such as repetition of the barriers supplied in the previous question, or requests for services unrelated to active travel to school, such as evening bus services, or a minibus service direct from local streets to the school. There was also one respondent unsure of the terminology 'walking bus'; a system where pupils and families walking to school join up with each other on their route to travel as a larger group of pedestrians.

One respondent felt there was nothing that would increase their likelihood of active travel, viewing it as a '*waste of money*', and another felt that the speed limits needed to be increased, not decreased.

Possible enabler	Information provided in related comments
New/improved crossings	Ard Reayrt; Fairy Cottage; see information in Table 5
Pavement improvements	Dhoon School; see information in Table 5
Increased traffic calming	Speed enforcement; 'slow' road markings, rumble strips; radar speed reminders; assessments of traffic volumes on Minorca Hill; speed surveys; road narrowing; improved signage; pedestrian refuges
Extension of 20mph zones	Speed limits need to be lower than 20mph; reduce/implement speed limits
Joining a walking bus	From the New Inn via Laxey Football Club to Laxey School; from Ard Reayrt to Laxey School; from Ballacannell through Old Laxey Hill to Laxey School; from a 'park and walk' on Laxey Promenade to Laxey School; possibility for a cycling bus as well; would not wish to be responsible for numerous children; would require commitments from volunteer parents to manage alongside their jobs
Other	Improved street lighting e.g. between Baldrine and Lonan; vehicles prevented from stopping in places that reduce visibility for road crossings; pedestrian-only zones around the schools during pick-up and drop-off times e.g. Minorca Hill, Quarry Road; parking near school restricted to those who have reduced mobility only e.g. Minorca Hill; improved road surfaces; encourage 'park and walk' to schools; no engine idling outside schools; prevent buses from travelling along Minorca Hill and Glen Road

Table 7. The themes emerging from comments on factors that may increase likelihood of active travel to school.

In a typical week, how would you/your children travel to secondary school?

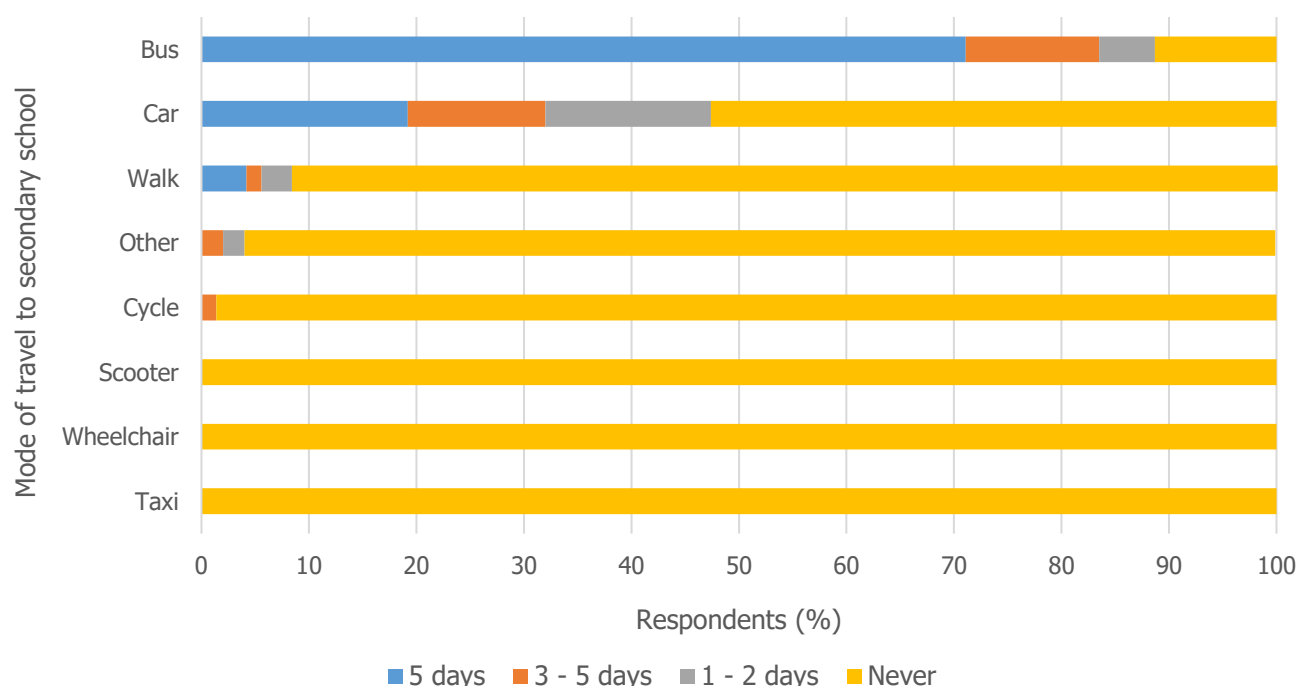


Figure 22. Typical pattern of transport modes to secondary school during a 5-day school week ($n = 49 - 97$).

- **Travel by bus is the most common method of travel to secondary school in this area**
- **Bus, car, and walk are the only transport methods used by pupils for 5 days per week**

Two respondents selected 'Other' as a mode of travel for this question, with lift sharing as a car passenger provided as the explanation in both cases.

When using active travel and/or public transport for travelling to secondary school from the survey area, please comment on any issues or challenges encountered on this journey.

Respondents were given the opportunity to comment on issues or challenges encountered on journeys to secondary school from the survey area (n = 40). The majority of these were related to bus travel, primarily the walk to the bus and the experience of waiting at the bus stop itself. Road crossings, pavement surfaces and traffic speeds were identified as the main challenges for pupils walking to the bus, as well as bus stops located where there are no pavements, poor lightening and no physical shelter from poor weather, or with only one stop serving both sides of the road. The timings of bus travel for those taking part in after-school activities and the cost of bus travel, particularly for sixth form students, were raised as additional issues, forcing these pupils to drive to school rather than taking the bus.

Other respondents identified distance as the main challenge preventing active travel as a viable transport option, either to school or to the nearest bus stop; other challenges reported included safety of cycling routes and requirement to transport large items such as musical instruments, as well as concerns regarding poor weather.

Thinking about the future

This section aimed to identify areas for improvement to road safety and journeys within the survey area, for example, when accessing services such as retail and commercial premises, healthcare facilities, schools or education facilities, leisure facilities and public transport.

If you have encountered challenges or incidents when making journeys in the survey area, please give details.

Respondents were asked to detail any challenges or incidents in the boxes provided, including relevant information such as location, purpose of journey, type of transport used and nature of the issue. A maximum of five entries were permitted per respondent, with 164 respondents submitting a total of 279 entries overall. Seven of these were positive comments, such as:

- *'Traffic moves quite slowly through Laxey village, upper and lower because of parking mostly on one side of the road. Drivers give way with courtesy and time delays are not significant. I hope the situation is left as it is. People get a chance to park where convenient outside premises, traffic calming ensues and no-one is really disadvantaged. The slower speeds make Laxey a safe village to walk, ride [or] drive in.'*

Nonetheless, reports of problems, incidents or areas for improvements were submitted by 48.8% of the respondents to this consultation. The majority of these specified a location for their comment and the responses came from a wide variety of road users, including parents with children and prams, people with reduced mobility, vehicle drivers, cyclists, horse riders, motorcyclists and users of public transport.

Many locations in the survey area were highlighted in the comments, however, there were a number which received repeated attention:

- **The section of the A2 with junctions to Ard Reayrt, Minorca Hill and Ballaragh Road**
- **The section of the New Road passing through Laxey village centre**
- **Minorca Hill, with particular reference to access to Laxey School**
- **Old Laxey Hill**
- **Baldrine**

The issues raised for the section of the A2 and its junctions with Ard Reayrt, Minorca Hill and Ballaragh Road centred on speed of vehicles making it challenging to enter and exit properties and junctions, the lack of pavement in some sections for pedestrians, and concerns over the difficulty and risk of crossing the road. There was also reference to parked cars further reducing visibility for drivers and pedestrians, as well as concern over the location of the Ramsey-bound bus stop, requiring people to wait on the road with no pavement or bus shelter.

- *'Pulled out [into] what appeared to be clear, but car/van was in the blind corner (right side as exiting estate) which had to brake abruptly to avoid a collision. I didn't see the car in the traffic mirror opposite, and I don't feel that the car was under 30mph.'*
- *'It doesn't help with vehicles parked close to the junction, as vehicles travelling towards Laxey have to overtake these vehicles which are parking where double yellow lines previously existed.'*
- *'Trying to cross the road from the junction of Ard Reayrt is a daily challenge for me taking 3 children under the age of 6 safely.'*
- *'Walking with a pram and met another pram coming the other way. I had to step into the road as there was not enough room for us both to pass. Not acceptable for parent or babies.'*

Issues with parking came out as the key area of concern for the section of the New Road passing through Laxey village centre, with the considerable amount of on-street parking by residents and users of the high street. This creates what is largely viewed as challenging environment for other road users travelling through the area, accessing services in this location, or crossing the road; with reports of conflict between vehicle users, pedestrians and cyclists. However, some respondents saw the benefit of the parked cars in slowing down oncoming vehicles. Concerns were also raised regarding the positioning of the controlled crossing outside Laxey Glen, the positioning of bus stops, and the excessive vehicle speeds.

- *'Even as an able bodied person attempting to cross New Road in the 20mph limit is a challenge. Drivers are often doing in excess of 30mph coming around the bends and will not slow down for pedestrians in the road.'*
- *'Pulling off the junction from Church Hill by the Coop in a car onto the main road is frequently dangerous due to cars that park in the loading bay and restrict visibility, plus cars that come speeding through the village.'*
- *'The pedestrian crossing nearest to the entrance to Laxey Glen is poorly positioned, drivers approaching from the south have a poor view of this crossing (immediately after the bend). Several occasions I have been attempting to cross only to find a vehicle approaching the crossing but not slowing to adhere to the light signal (stop).'*

Access to Laxey School was the main focus of the comments and incidents reported for Minorca Hill, with the congestion caused by vehicles (manoeuvring and parked) and pedestrians at pick-up and drop-off times leading to conflict and close encounters. Many respondents made suggestions for addressing these issues, ranging from Minorca Hill being designated as a one-way road, to the need for parents to park and walk to the school (for example from the Promenade), or even a temporary closure to vehicles on this road at drop-off and pick-up times. The maintenance of the infrastructure on this road was also raised as a concern, from the quality of the road surface to the lack of pavements and safe crossing points.

- *'When Minorca Hill is fully open it is incredibly difficult to negotiate at drop off and pick up times. Safety for pedestrians and drivers needs to be looked at closely before somebody gets seriously injured.'*
- *'When collecting the children from school it can be very scary when vehicles do not slow down. [...] the path is on the opposite side to the school and crossing with 2 children is not good. [...] the only option is to hold their hands and when there is a gap I can judge we run.'*
- *'People drive too fast and park very inconsiderately. [...] The road is in poor condition, road markings are unclear and there is no 'policing' of it so the issues continue.'*
- *'This is, for me, the worst problem in Laxey.'*

There was concern primarily regarding the safety of the pedestrian environment on Old Laxey Hill, with inadequate pavement provision and inconsiderate driving and parking, including on double yellow lines. Respondents reported incidents and close encounters when walking and crossing the road, and frustration at the use of the road as a shortcut for vehicles passing through the Laxey area.

- *'Vehicles parked on the land side make walking very tricky along this road especially if young children are with you or you are pushing a pram. Many cars and vans park on the double yellow lines at times and this can make travel by car (and walking) quite risky as there is no forward visibility.'*
- *'Many near misses, hit once by passing car wing mirror.'*

A number of respondents noted they had experienced similar issues on Old Laxey Hill and Minorca Hill:

- *'Cars using Old Laxey Hill/Minorca Hill as a short cut driving on pavements behind parents and children forcing them out of the way. This route must be slowed to a crawl to take away the speed/time advantage of the 'short cut'.'*
- *'Make Minorca hill one way to the beach to encourage people to go through the village. Same for old Laxey hill one way to the beach.'*
- *'Old Laxey Hill and Minorca Hill regularly have long sections of parked vehicles with no spaces to move in to when meeting oncoming traffic. This is frequently in areas where there is limited visibility due to the bends in the road.'*

Challenges for pedestrians, cyclists and vehicle drivers were reported in Baldrine, both for those based in the area and those travelling through on their way to Douglas or Laxey. The former describe a range of issues including quality of lighting, access to bus stops, excessive vehicle speeds and inconsiderate driving. The latter highlighted the difficulty of using this route when walking or cycling to work.

- *'[...] mostly trying to get school children on and off the school bus. It's really dangerous crossing the road in Baldrine, vehicles – motorbikes, cars, vans and lorries, travel far too quickly and significantly exceeding the speed limit, which is already too high and needs to be reduced.'*
- *'[...]you have to walk along the road where the drivers are going quick and the lighting is poor after sundown'*
- *'Parking on pavements throughout Baldrine and Laxey needs dealing with.'*
- *'Near-misses due to cars driving too close/overtaking on Baldrine corner whilst cycling.'*

There were a number of comments which could not be assessed by location, or which were directed at Laxey village or the wider survey area as a whole:

- *'The [condition] of pavements and lack of safe [dropped] kerbs for crossing roads is an issue throughout the survey area.'*
- *'Car parking in the village needs to be resolved.'*
- *'Road markings are worn and faded throughout Laxey village and should be reinstated.'*
- *'Far too many vehicles being driven over the speed limit and seldom if ever anyone with a speed gun to check them.'*
- *'General road conditions are appalling.'*
- *'Safety for children crossing the road.'*
- *'Car drivers getting far too close when cycling and not stopping at zebra crossings.'*

A number of other locations were presented by respondents, including concerns in Glen Road; Fairy Cottage; Tent Road and the New Bridge; Hibernia; South Cape; Glen Mona; Dhoon School; Church Road; Laxey Promenade; Rencell Hill; Ballaragh Road; Coast Road; Pinfold Hill; Maughold; A2 from Laxey to Ramsey; Captain's Hill; A2 from Ballabeg to Baldrine; Upper Cronk Orry; Ballacollister Road; Lhergy Grawe; Old School Hill; Gretch Voar Road; Groudle Road; Dhoon Glen; Dhoon Church and Ballacannell. There were a number of comments that related to bus provision and timetables in the area, as well as the Manx

Electric Railway; from the safety of tram crossings for vehicles and pedestrians, to questions over the need for modernisation of this service.

Some respondents provided information on situations that seem to have arisen as an accidental one-off, or actions that are permitted within the Manx Highway Code, which provides rules and guidance for pedestrians and cyclists as well as vehicle users¹. A number of comments focused on specific highway issues that may need to be addressed: there is a mechanism for reporting these to the Department of Infrastructure so appropriate action can be taken. This should be done via the 'Notify.im' system².

One respondent also queried whether quantitative data, such as the number of fixed penalty notices issued by the police or the number of reported incidents, would be of more value than the qualitative responses provided in this section. Such quantitative data is available and the Isle of Man Constabulary are involved in the Working Group behind this consultation.

Other comments were not directed at specific locations or issues with the highway, instead they included the likes of requests for electric vehicle charging points or programmes to encourage electric bicycle use. There were also calls for pedestrians and cyclists to ensure they are taking responsibility for their personal safety, guidance on which can again be sought from the Manx Highway Code.

The full set of entries provided by respondents have been summarised in the Appendix.

Would you be interested in taking part in continued consultation on this subject?

This question was answered by the majority of respondents (n = 311), determining their interest in being contacted for further consultation by the Garff Road Safety Working Group.

- **37.9% of all respondents would be interested in continued involvement**
- **Of these respondents, 95.1% supplied contact information**

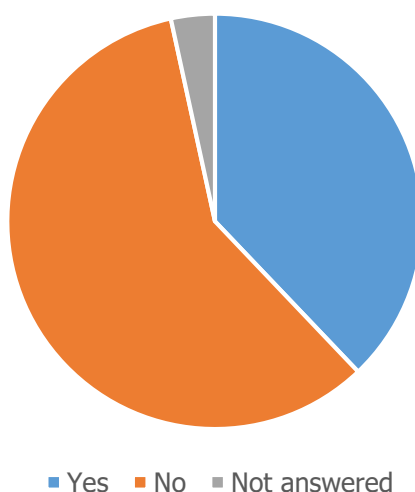


Figure 23. The interest of respondents in being involved in further consultation on the topic of travel and road safety in the survey area (n = 322).

¹ <https://www.gov.im/categories/travel-traffic-and-motoring/highway-code/>

² <https://www.gov.im/about-the-government/departments/infrastructure/highway-services/>



Figure A. Map of postcode areas on the Isle of Man (Mapping Services, DOI).

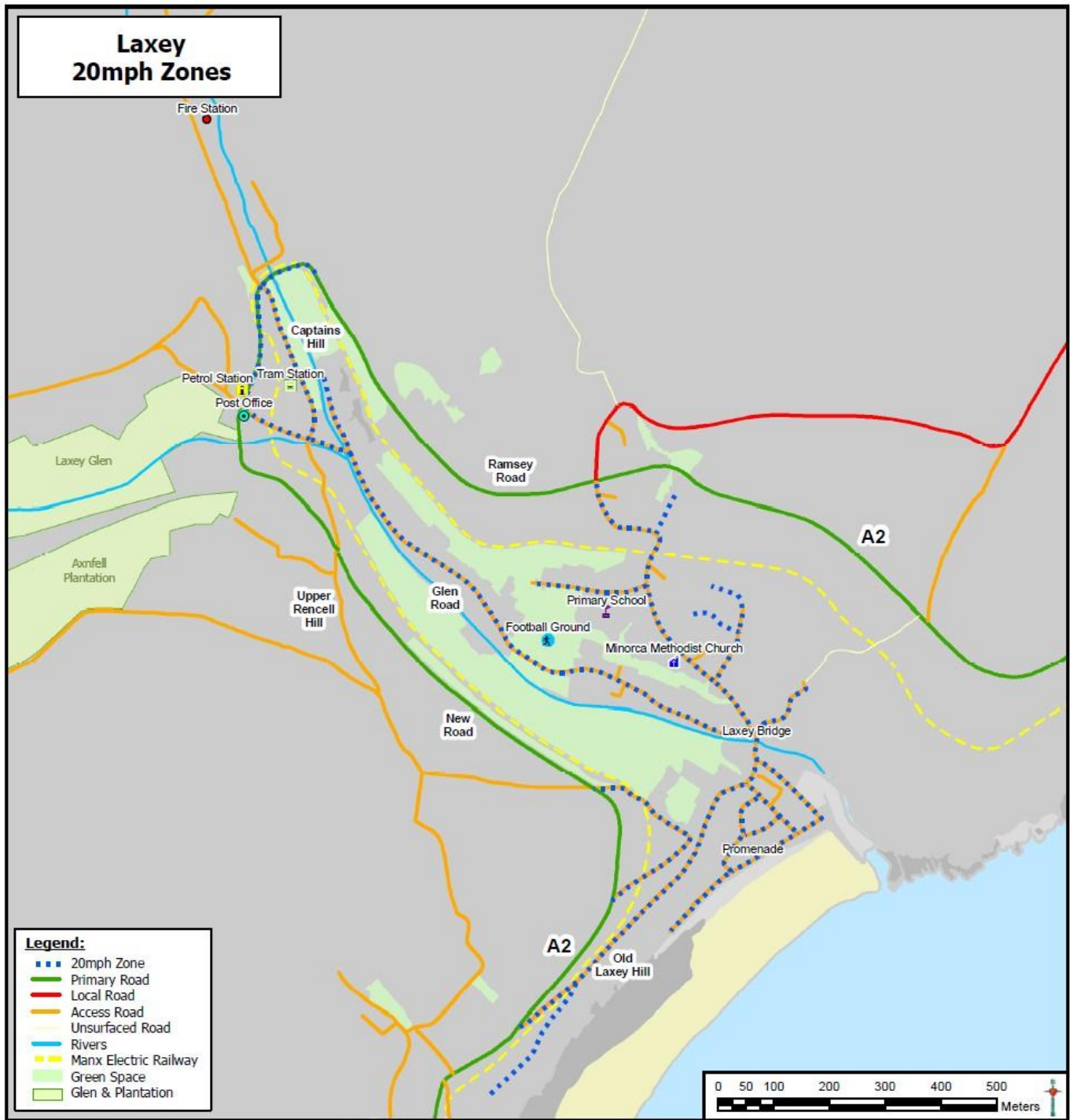


Figure B. Map of the 20mph routes within Laxey (Mapping Services, DOI).

Suggestions for lowering limits	Suggestions for raising limits
Ramsey Road/Minorca Crossroads	Throughout Laxey Village
Ard Reayrt	Ballabeg to Laxey
Glen Mona	Ramsey Road
Unrestricted road sections through area	New Road out of Laxey
Mines Road	Coastal roads
Throughout Laxey Village	In and out of Glen Mona
Throughout survey area	Main roads
Fairy Cottage, Pinfold Hill	Ballacannell into Laxey
Unrestricted section of Baldrine / Baldrine	
Minorca Hill	
New Road	
Church Road/Ballacannell (and into Laxey)	
Hibernia junction	
Glen Road	
Residential estates	
Ballaragh Road (and Clarum Lane)	
Outside schools	
Road to Agneash	
Outside Captain's Hill	
Main roads	
Mona Lisa junction	
Laxey Promenade	
Unrestricted sections at Lonan Church, Axenfel	
Port-e-Vullen	
Tent Road	
South Cape	
Creg ny Baa Back Road (into Laxey)	
Dreemskerry Road	
Rencell Hill	
Ballacollister	
Old Laxey Hill	
Ballaglass to Corony	
Corners and bends	
Road crossing points	
Bus stops	
Areas with no pavements	

Table A. Suggestions from respondents as to where speed limits are inappropriately high or low, with the locations at the top of the table receiving the highest number of repeated mentions.

Area	Suggestions for encouraging active travel
Main road route to Ramsey	Traffic speeds, lack of pavements, lack of street lighting on Ramsey Road
Laxey to Baldrine	Lack of pavements, unrestricted speed limit
Laxey to Douglas	Segregated cycle path needed, fear of high traffic speeds, lack of pavements, extension of 20mph zone leaving Laxey
Baldrine	Pavement surface quality, lack of pedestrian crossing, grids/manhole covers force cyclists out into middle of road e.g. vicinity of clock tower
Laxey Village, Ballaragh Road, Ramsey Road	Faded double yellow lines creating parking issues
Illegal parking within Laxey	Lack of enforcement, more double yellow lines e.g. to increase visibility for pedestrians
Upper Cronk Orry onto Ramsey Road	Traffic speeds, lack of street lighting, need 'slow' markings/speed radar sign/traffic calming
Minorca Hill	Sections with no pavement, congestion at school times, suggestion for pedestrian-only zones at school times
Raad ny Foillan, Laxey headland	Impassable
Dhoon School	Pavement width, unsafe buildings opposite, lack of pedestrian crossing, unsafe parking
Back road from Laxey to Glen Mona, Glen Road, Minorca Hill	Improve surface quality e.g. to allow cycling
Ballacannell to Laxey School	Lack of continuous pavement and crossing point
Ballaragh Road	Lack of bus route
Throughout Laxey Village	Quality of road surface for cycling, width of pavements, extend system of paths e.g. between Old School Hill and Lhergy Gawne, off-road car parking/no roadside parking
Coastal walking route	Impassable
Electric tram crossing points	Signalisation
Douglas Road (near Captain's Hill)	Reposition zebra crossing away from the bend
Ard Reayrt	Lack of pedestrian crossing, extension of 20mph zone, traffic calming
Old Laxey Hill	Lack of street lighting
Maughold Village to Maughold Head	Fixing of single track road, maintenance of off-road access for parking
Ballaglass Farm to Hibernia crossroads, Corony estate to Cardle Veg Farm to corner, Glen Mona to Ballasholague Farm	Continuation of pavements to connect to public rights of way
Dhoon Loop Road	Access only to prevent use as 'rat run', new 30mph signage
Turning onto Dreemskerry	Better turning circle required
Hibernia crossroads	Traffic speeds, telegraph pole blocking visibility, 40mph speed limit
Roads to Maughold Village	Re-ditching, verges clearing back to boundaries
Hibernia to Dhoon Glen	Continuation of pavements
Throughout survey area	Repainting of white lines in middle of road

Table B. Suggestions from respondents for improvements or measures that would encourage them to participate in active travel in the survey area.

Location	Basis of reported challenges or incidents
A2 Road, junctions to Ard Reayrt, Minorca Hill, Ballaragh Rd	Speed of vehicles, visibility for all road users, lack of/quality of pavements, positioning of/access to bus stops, safety of road crossings, issues with parked vehicles, access to driveways and junctions, lack of hedgerow maintenance, close encounters when walking with children/children walking independently
A2 Road, through Laxey centre	Speed of vehicles, visibility for all road users, issues with parked vehicles, safety of road crossings, safety of bus stops, issues with existing controlled crossing locations, need more inconsiderate driving, poor lighting, flooding, lack of speed enforcement, lack of parking
General survey area	Poor condition of roads and pavements, vehicle speeds, road crossings, issues with parked vehicles, volume of vehicles, poor road markings/signs, inconsiderate driving, lack of parking, lack of speed enforcement, lack of dropped kerbs, cyclists more than two abreast, maintenance of drainage, lack of hedgerow maintenance, use of minor roads as shortcuts, challenging to enter and exit side roads
Minorca Hill	Speed of vehicles, visibility for all road users, lack of/quality of pavements, safety of road crossings, issues with parked and manoeuvring vehicles (including on pavements), access to Laxey School, close encounters when walking with children/children walking independently, poor condition of roads, suggestions for one-way system, congestion pressure at school drop-off/pick-up, suggestions for no vehicle zone at drop-off/pick-up, conflict with bus, used as a shortcut for vehicles, unclear road markings, inconsiderate driving, suggestion for need to park and walk to school, lack of policing, poor lighting
Laxey Village	Issues with parked vehicles (including on pavements), speed of vehicles, poor road surfaces, issues with pavement surface and width, lack of road gritting in winter, inconsiderate driving, visibility for all road users, lack of parking, safety of road crossings, lack of speed enforcement, poor positioning of existing road crossings, issues with drainage, use of old village as shortcut for vehicles, faded road markings, issue with bus stop relocation, clearer signage of 20mph sections, poor lighting
Old Laxey Hill	Inconsiderate driving, suggestions for one-way system, visibility for all road users, issues with parked vehicles (including on double yellow lines and pavements), lack of pavements, safety of road crossings, used as shortcut for vehicles
Baldrine	Poorly finished works (e.g. tarmac, lining), inconsiderate driving, lack of pavements, poor lighting, speed of vehicles, speed limits too high, access to bus stops, issues with parked vehicles (including on pavements) safety of road crossings, safety of walking and cycling routes to adjacent areas
Other factors	Conflict between walkers and cyclists in Conrheny Plantation, suggestions for improving pedestrian and cyclist responsibility for own safety, sufficient parking for new dwellings, electric vehicle charging points, encourage electric bicycle use, improvements at bus stops, improvements to Raad ny Foillan, inconsiderate driving around horse riders
Glen Road	Challenging to enter and exit properties/driveways, increase parking provision, speed of vehicles, issues with parked vehicles, concern over emergency vehicle accessibility, improved signage, lack of pavement
Fairy Cottage	Pavement subsiding, safety of road crossings, speed of vehicles, quality and width of pavements, poor lighting, issues with parked vehicles, poor visibility at bus stop
Tram service	No connection to Old Laxey or Laxey beach, louder warnings at tram crossings, lower speed limits at junctions with A2 Road, close encounters at tram crossings, suggestion for more modern trams, control lights at crossing in Laxey village
Tent Road/ New bridge	Visibility issues at Tent Road junction, single lane traffic on bridge, wall of bridge obstructs driver visibility, parked vehicles reduce visibility, road surface confusion, close encounters with bus and pedestrians, poor lighting, unclear road markings
Hibernia crossroads	Issues with traffic mirror, needs speed restrictions, poor condition of roads, visibility for all road users, speed of vehicles, safety of bus stop, inconsiderate driving
South Cape	Challenging to enter and exit properties, poor visibility from traffic mirrors, speed of vehicles, width of pavements, lack of hedgerow maintenance
Glen Mona	Safety of road crossings, speed of vehicles, quality and width of pavements, visibility on road junctions, issues with parked vehicles, lack of parking
Dhoon School	Speed of vehicles, lack of pavement, safety of road crossing, inconsiderate driving, issues with vehicles stopped for school drop-off
Church Road	Lack of pavements, safety of road crossings, visibility for all road users, issues with parked vehicles, inconsiderate driving

Bus service	Timetable inconsistency, no connection to Old Laxey or Laxey beach
Laxey Promenade	Lack of parking, poor lighting, faded car park lining
Rencell Hill	Volume of traffic, clearer signage needed, visibility for all road users, safety of road crossings, speed of vehicles, no pavement, used as shortcut by vehicles
Ballaragh Road	Visibility for all road users, issues with parked vehicles (including on double yellow lines), no bus route, speed of vehicles
Coast Road	Lack of white lines in road, poor condition of roads, poor drainage
Pinfold Hill	Speed of vehicles, safety of road crossings, issues with parked vehicles
Maughold	Lack of pavement, inconsiderate driving
A2 Road, Laxey to Ramsey	Reflective road markings needed, speed limits too high in places
Captain's Hill	Challenging to enter and exit junction, no pavement, speed of vehicles
A2 Road, Ballabeg to Baldrine	Requires speed restrictions
Upper Cronk Orry	Speed of vehicles, inconsiderate driving, poor lighting, no pavement
Ballacollister Road	Speed of vehicles, inconsiderate driving, better signage needed, challenges at Anxfell junction
Lhergy Grawe	Poor road condition
Old School Hill	Poor road condition
Gretch Voar Road	Poor road condition, damage to vehicles from traffic calming, lack of hedgerow maintenance
Groudle Road	lack of/quality of pavements, inconsiderate driving
Port-e-Vullen	Road cyclists racing down the hill
Dhooon Loop Road	Speed of vehicles, inconsiderate driving
Dhooon Glen	Lack of pavement, poor lighting
Dhooon Church	Safety of road crossing
Ballacannell	Safety of road crossing, speed of vehicles, inconsiderate driving

Table C. Summary of the underlying issues and basis of the incidents and challenges reported in the final section of the consultation: 'Thinking about the future'.