

ONCHAN DISTRICT COMMISSIONERS

*Hawthorn Villa,
79 Main Road, Onchan.*

ORDINARY MEETING

13th November 2025

Sir/Madam

You are hereby summoned to attend an **ORDINARY Meeting of the Authority** to be held in the Boardroom at **HAWTHORN VILLA, 79 MAIN ROAD, ONCHAN** to transact the undernoted business on:

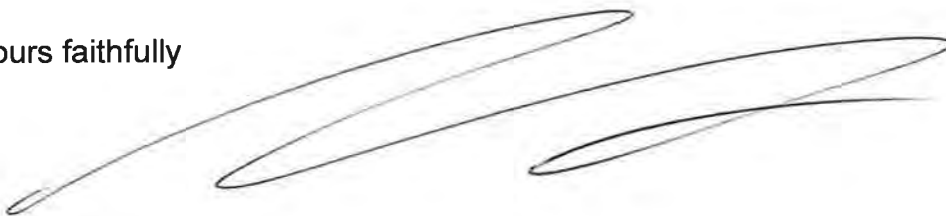
Monday 17th November 2025

7:00 pm - Board Meeting

which will be followed by a meeting of the Board sitting **IN COMMITTEE**. Items on this agenda marked **(P)** will be considered in private, and correspondence is circulated separately.

Please note that the minutes referred to in the agenda have yet to be confirmed by the Authority as a true and correct record of proceedings at the various meetings, and will be published after ratification.

Yours faithfully



**R PHILLIPS
CHIEF EXECUTIVE/CLERK**

AGENDA

The order of business at every meeting of the Authority shall be in accordance with that laid down in Standing Order No. 17 or by a resolution duly moved and seconded and passed on a motion which shall be moved and put without discussion.

Chief Executive/Clerk to provide emergency evacuation procedure for Hawthorn Villa at the commencement of the Meeting.

1. To choose a person to preside if the Chair and Vice-Chair be absent:

None.

2. Declarations of Interest of Members and Officers (in accordance with Standing Order 18):

None.

3. To deal with any business required by statute to be done before any other business:

None.

4. To approve as a correct record and sign the Minutes of the:

4.1 Minutes of the Ordinary Meeting held on Monday 3rd November 2025 (Appendix 4.1)

4.2 (P) Staff Minutes of the Ordinary Meeting held on Monday 3rd November 2025 (Appendix 4.2)

5. To dispose of any relevant business arising from such minutes if not referred to in the Minutes of any Special Committee:

None.

6. To dispose of any relevant business adjourned from a previous meeting:

None.

7. To deal with any business expressly required by statute to be done:

None.

8. To consider any planning decisions/communications from the Department of Infrastructure Planning Committee:

8.1 Plans for Consideration

(Appendix 8.1)

	PA Reference	Applicant/Address	Return Date
(a)	PA 25/90926/B	Mr & Mrs R Rae - Strathallan Cliff House Strathallan Road	21 st November 2025
(b)	PA 25/90988/B	Mr & Mrs G Blackburn - Thallooyn My Creg 115 King Edward Road	21 st November 2025
(c)	PA 25/90962/B	Mr M Newing - The Gate House, Grange Lodge, Clypse Moar Road	28 th November 2025
(d)	PA 25/90985/B	Mr & Mrs N Ferns - 11 Glen View Road	28 th November 2025

(e)	PA 25/90992/B	Mr & Mrs G Parry - 2 Clypse Mooar Cottages, Clypse Moar Road	5 th December 2025
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9. Finance and General Purposes:

- 9.1 (P)** Financial Statements Year Ended 31st March 2024 *(Appendix 9.1)*

10. Consideration of any Reports from the Clerk or other Officer:

- 10.1** 2026 Pride Event – Update *(CEO to report)*
10.2 Safeguarding Policy *(Appendix 10.2)*
10.3 (P) Share the Care – Commercial Tenancy *(Appendix 10.3)*
10.4 (P) Onchan Raceway Limited – Tenancy Update *(Appendix 10.4)*

11. Consideration of any relevant correspondence (already circulated unless indicated):

- 11.1** Royal Artillery Association – Invitation *(Appendix 11.1)*
11.2 Traffic Regulation Order – Douglas and Onchan 20 MPH Limits *(Appendix 11.2)*
11.3 Period Products (Free Provision) Bill *(Appendix 11.3)*
11.4 Tynwald Christmas Carol Service – Invitation *(Appendix 11.4)*
11.5 (P) Annual Rent Setting for 2026/27 – Update on Approval Process *(Appendix 11.5)*

12. To answer any questions asked under Standing Order 25:

None.

13. To answer any Motions in the order in which notice has been received:

None.

14. Environmental and Technical Services:

- 14.1** Purchase of New Fleet Tipper for use by the Parks Department *(Appendix 14.1)*

15. Housing Matters:

- 15.1** Commissioners Surgeries *(Appendix 15.1)*

16. Dates for the Diary:

Date	Organisation	Event	Time
17 th November 2025	Onchan District Commissioners	Board Meeting	7:00 pm
26 th November 2025	Onchan District Commissioners	Night of Light – Onchan Pleasure Park	6:00 pm to 9:30 pm
30 th November 2025	Onchan Silver Band	Advent Sunday – Dhoon Church	3:00 pm
1 st December 2025	Onchan District Commissioners	Board Meeting	7:00 pm
2 nd December 2025	Onchan District Commissioners	Commissioners Surgery – Heywood Court – Commissioners Wilson & Lockwood attending	2:00 pm to 3:00 pm

5 th December 2025	Onchan Silver Band	Christmas Concert – Onchan Methodist Church	7:00 pm
15 th December 2025	Onchan District Commissioners	Board Meeting	7:00 pm
5 th January 2026	Onchan District Commissioners	Board Meeting	7:00 pm

17. Any other URGENT business as authorised by the Chair for consideration:

The Lead Member of Environmental and Technical Services and the District Surveyor have viewed the applications and recommend the following:-

	Applicant/Address	Description
PA 25/90926/B Return Date 21/11/2025	Mr & Mrs Robin Rae Strathallan Cliff House Strathallan Road Onchan IM3 1NN	Widening of existing pedestrian gate to create combined vehicular and pedestrian access point and use of existing hardstanding for off-road parking
	Recommendation – Defer	
PA 25/90988/B Return Date 21/11/2025	Mr & Mrs Gary & Joanna Blackburn Thallooyn My Creg 115 King Edward Road Onchan IM3 2AX	Creation of second floor balcony with balustrade and replacement of first floor balcony balustrade, both to south elevation
	Recommendation – Approve	
PA 25/90962/B Return Date 28/11/2025	Mr Matt Newing The Gate House Grange Lodge Clypse Moar Road Onchan IM4 5BG	Replacement of existing porch with patio and patio door to rear elevation, replacement of existing attached store rooms with patio and patio door to south elevation
	Recommendation – Approve	
PA 25/90985/B Return Date 28/11/2025	Mr Neil & Mrs Jamylea Ferns 11 Glen View Road Onchan IM3 4HL	Erection of single story extension to rear elevation, integral garage to side elevation and first floor dormers to front and rear elevations of existing dwelling house
	Recommendation – Approve	
PA 25/90992/B 05/12/2025	Mr & Mrs Gavin Parry 2 Clypse Mooar Cottages Clypse Moar Road Onchan IM4 5BG	Proposed alterations and extension to dwelling to create additional living accommodation.
	Recommendation – For Members Consideration	



REPORT

Report to:	Board of Onchan District Commissioners
Reporting Officer:	Chief Executive/Clerk
Date of the Meeting:	17 th November 2025
Subject:	Safeguarding Policy and Procedures
Public or Private Document:	Public

Introduction:

The Authority may come in to contact with those who may need further support or be at risk. The Policy is provide awareness and guidance regarding safeguarding.

This policy is to supercede the previously adopted guidance policy of the Department of Infrastructure which has not been reviewed since 2018.

Previously Considered by the Board:

Not previously considered by the Board.

Recommendation/s or Action/s Taken:

- Recommendation – that the Board approves and implements the Safeguarding Policy and Procedures with immediate effect.

Supporting Rationale:

The policy provides a clear framework for staff to identify, report and respond to safeguarding concerns.

Establishing the policy will demonstrate the Authority's commitment to creating a safe and supporting environment.

Alternatives Considered but not Recommended:

Not recommended - To continue to use the adopted DOI Policy.

Standing Orders:

Schedule B(8) – Introduction of policies and procedures relevant to the provisions of services and functions undertaken by the Authority in relation to public sector housing, and any amendments which may be required.

Resource Impact:

Not applicable.

Financial Impact:

Not applicable.

Legal and/or Insurance Impact:

Policy developed considering the Safeguarding Act 2018, IOM Safeguarding Multi-Agency Safeguarding Procedures and the General Data Protection Regulations.

Equality Impact:

To ensure that individuals are protected from harm and treated with dignity and respect.

Climate Change Impact:

Not applicable.

Consultation with Others:

Consultation has been undertaken with the following:

- Chief Executive/Clerk
- Housing Manager
- Lead Member for Housing
- Department of Infrastructure
- Safeguarding Trainer
- Surveyors Department
- Finance Department
- Head Librarian

General Data Protection Regulations and/or Confidentiality Impact:

The Authority understands the special category data and information individuals may share with them, and personal data is collected and stored in line with the Authority's privacy policy and general data protection legislation.

Appendices:

Appendix 1 – Safeguarding Policy and Procedure

For Members Consideration.


R. PHILLIPS
CHIEF EXECUTIVE/CLERK



ONCHAN DISTRICT COMMISSIONERS

SAFEGUARDING POLICY AND PROCEDURES

Date: November 2025
Review: November 2028

ONCHAN DISTRICT COMMISSIONERS



SAFEGUARDING POLICY AND PROCEDURES

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Please be aware that a hard copy of this document may not be the latest available version, which is available in the Authority's document management system, and which supersedes all previous versions.

Those to whom this policy applies are responsible for familiarising themselves periodically with the latest version and for complying with policy requirements at all times.

Effective from:	Replaces:	Originator:	Page X of Y
November 2025	New Policy	Chief Executive/Clerk	1 of 7
Board Ratification:			

History or Most Recent Policy Changes – MUST BE COMPLETED		
Version:	Date:	Change:
1	23/10/25	New Document

Onchan District Commissioners
Safeguarding Policy and Procedures

1. PURPOSE

Onchan District Commissioners (the "Authority"), will come in to contact with people who may be at risk and need extra support to stay safe and well.

This policy seeks to provide awareness and guidance regarding safeguarding in relation to the services provided by the Authority.

The Authority will refer concerns to appropriate external agencies, and will not undertake investigations.

2. SCOPE

This policy defines:

1. The Authority's aims
2. What key words mean
3. Roles and responsibilities
4. How to report concerns
5. Training requirements
6. How the Authority records and keeps information private
7. Where to get more help
8. Which laws apply

3. AIMS

- To protect vulnerable individuals from abuse, neglect and exploitation
- To promote awareness of safeguarding practices within the Authority
- To create a safe, supportive environment where individuals can report concerns without fear of judgement or retribution.
- To follow recognised good practices.
- Help people make informed choices about their own safety, in line with Making Safeguarding Personal.
- To identify and respond to safeguarding concerns.
- Work with the right agencies to get people the support they need

4. DEFINITIONS

4.1 Safeguarding:

The protection of individuals from harm, abuse, neglect, and exploitation, and promotion of their health and well-being.

4.2 Vulnerable Individuals:

Individuals who may be at risk of harm, abuse, neglect, and exploitation, due to factors such as age, disability, mental health issues, social isolation or other personal circumstances.

4.3 Abuse:

Any act, intentional or unintentional, that causes harm or distress to an individual. Types of abuse but are not limited to:

- **Physical abuse** – hitting, slapping, pushing, or other forms of physical harm.
- **Sexual abuse** – unwanted sexual contact or exploitation.
- **Emotional or psychological abuse** – threats, intimidation, or humiliation.
- **Financial abuse** – illegal or unauthorised use of a person's financial resources.
- **Neglect** – failure to meet an individual's basic needs, including food, shelter, and healthcare.
- **Discriminatory abuse** – treating someone unfairly based on their race, gender, disability, etc.

4.4 Making Safeguarding Personal:

Making Safeguarding Personal means putting the person first, focusing on what matters to them and improving their quality of life, choice and control. The six principles of safeguarding are:

1. **Empowerment** – An individual being supported and encouraged to make their own decisions and informed consent.
2. **Prevention** – It is better to take action before harm occurs.
3. **Proportionality** – The least intrusive response appropriate to the risk presented.
4. **Protection** – Support and representation for those in greatest need.
5. **Partnership** – Communities have a role to play in preventing, detecting and reporting.
6. **Accountability** – accountability and transparency in delivering safeguarding.

5. ROLES and RESPONSIBILITIES

5.1 Onchan District Commissioners

The Authority does not have statutory duties under the Safeguarding Act 2018. The Authority will act as a referral body and work in collaboration with appropriate external agencies.

5.2 Chief Executive/Clerk

- Promote a safeguarding culture.
- Advise management, staff and Board Members on safeguarding risks and policy implications.
- Develop, implement and review safeguarding policies and procedures.
- Collaborate with external agencies in referrals.
- Represent the Authority in safeguarding meetings.
- Give staff clear guidance on thresholds, referrals and processes.
- Provide training for staff.

5.3 Staff

- Complete safeguarding training appropriate to their role.
- Follow safeguarding policies and procedures.
- Identify and report concerns.
- Treat concerns confidentially and with respect for privacy and dignity.
- Actively contribute to creating a safeguarding culture.
- Encourage individuals to raise concerns in a confidential and supportive manner, ensuring their wishes are respected.

5.4 Individuals

- Individuals are encouraged to report any safeguarding concerns to any trusted member of staff or external agency.
- All concerns will be handled with confidentiality to protect the individual's privacy and ensure they feel safe to do so.

5.5 External Agencies

- In cases where concern involves criminal activity or requires expert intervention, agencies such as the police, social services, or health professionals will be informed.

6. SAFEGUARDING PROCEDURE

Identification of Concerns	
Concerns	Concerns may arise from staff observations, individual disclosures, or reports from external sources.
Internal Reporting	Safeguarding concerns to be reported to: • Chief Executive/Clerk • Housing Manager • Deputy Clerk
Threshold Matrix	A Threshold Matrix can assist staff in determining when concerns should be escalated. https://www.proceduresonline.com/iom/sb/files/threshold_matrix.pdf

External Agencies	To address safeguarding concerns, the Authority will refer and work with agencies such as the Police, Social Services, Eastern Wellbeing Partnership or Health Care Providers.
Immediate Action (if necessary)	
Immediate Danger	If there is immediate danger staff should act swiftly to ensure the person's safety.
Serious Concerns	Serious concerns should be escalated directly to external agencies, (e.g. Police, social services).
Recording	Document the action taken, including the reason for any emergency intervention.
Support for the Individual	
Collaboration	In collaboration with external agencies, offer ongoing support to keep the person safe and well.

7. AUDIT TRAIL AND DOCUMENTATION

Record all actions clearly so we can show what support we offered, what referrals are made and why.

8. CONFIDENTIALITY

- Handle all concerns in strict confidence.
- Share information only with those who need to know to protect the person and provide support.
- Personal data will be protected in accordance with data protection laws.

9. DATA PROTECTION and PRIVACY

Data Protection

The data provided will be treated with care and in compliance with the General Data Protection Regulations and the Data Protection Act 2018. Personal data will only not be shared with third parties without the individual's consent unless there is a lawful basis for doing so.

The Authority understands the sensitivity of special category data and the information individuals may share with them. Any personal data collected will be stored in line with the Authority's privacy policy¹.

10. RISK MANAGEMENT

Employees have a right to work in an environment that is free from aggressive, threatening behaviour or abusive behaviour. The Authority is committed to maintain a safe and respectful workplace where all individuals can carry out their duties without fear of harm, intimidation or harassment.

In the event that an employee experiences such behaviour, they will receive immediate support. This may include access to counselling services, guidance from management and a clear process for reporting and addressing incidents.

11. FURTHER GUIDANCE

Due to the complexities of safeguarding further guidance and procedures are available through Isle of Man Safeguarding Board at https://www.proceduresonline.com/iom/sb/contents_adult.html

¹ Privacy Policy 2022 – <https://www.onchan.org.im/your-commissioners/policies-procedures/board->

☐ **Email:** safeguardingboard.co@gov.im

☐ **Phone:** +44 (0)1624 687365

12. **LEGAL AND REGULATORY FRAMEWORK**

This policy has been developed considering the Safeguarding Act 2018, IOM Safeguarding Multi-Agency Safeguarding Procedures, the General Data Protection Regulation (GDPR) and other relevant legislation.

DRAFT

Appendix 1 – Threshold Matrix

The following matrix should be used to assist in making threshold decisions, and when a referral / Adult Safeguarding Raising a Concern form should be submitted. The Adult Safeguarding Team will make the decision as to whether the threshold has been met. These are just some examples.

Type of Abuse	Managed through other approaches i.e., Complex care.	Low Level Concern This should initially be discussed with a senior Manager or safeguarding lead within your area. If a decision is subsequently made to submit an Adult Safeguarding Raising a Concern form, the Adult Safeguarding Team will make a decision on whether a formal referral is appropriate, or they will guide the referrer to other relevant people or services as appropriate	Significant Concern An Adult Safeguarding Concern must be submitted to the Adult Safeguarding Team	Critical Concern An Adult Safeguarding Concern must be submitted to the Adult Safeguarding Team
Physical	• Staff causing no/little harm, e.g., friction mark on skin due to ill-fitting hoist sling • Minor events that still meet criteria for 'incident reporting'. • Missed medication dose resulting in no harm	• One-off incident involving service user on service user • Inexplicable marking found on one occasion. • Recurring missed medication that causes no harm (query R&I input/reporting) • Covert meds without care plans reflecting need and capacity assessments	• Inexplicable marking or lesions, cuts or grip marks found on more than one occasion • Marks, lesions, cuts, caused by one person but to several service users • Multiple pressure ulcers grade 2 or single pressure ulcer grade 3 or 4. • Withholding of food, drinks or aids to independence • Inexplicable fractures/ injuries • Assault	• Grievous bodily harm/assault with weapon leading to irreversible damage or death • Patterns of recurring errors or an incident of deliberate maladministration results in death or serious ill-health • Over medicating and/or inappropriate restraint used to manage behaviour

Type of Abuse	Managed through other approaches	• Low Level Concern	• Significant Concern	• Critical Concern
Sexual	• One-off incident where adult is spoken to in a rude or other inappropriate way – respect is undermined but no or little distress is caused	• One-off incident of low-level unwanted sexualised attention/ touching directed at one adult by another, whether or not capacity exists.	• Reoccurring verbal sexualised teasing • Attempt to take camera/ video or use other forms of media to attain inappropriate pictures • Recurring sexualised touch or isolated/ recurring masturbation without consent • Being made to look at pornographic material without consent • Being subject to indecent exposure • Attempted penetration by any means (whether or not it occurs within a relationship) without consent • Sexual harassment • Sexual exploitation.	• Sex in a relationship characterised by authority, inequality or exploitation, e.g., staff and service user • Sex without consent/rape • Voyeurism without capacity/consent
Emotional/ Psychological	• One-off incident where adult is spoken to in a rude or other inappropriate way – respect is undermined but no or little distress is caused. • Occasional taunts/verbal outbursts between service users which do not cause distress	• Occasional taunts or verbal outbursts which cause distress • The withholding of information to disempower.	• Treatment that undermines dignity and damages esteem • Denying or failing to recognize an adult's choice or opinion • Bullying by friends/ neighbours/ strangers • Bullying by 1 person but multiple victims • Humiliation • Emotional blackmail, e.g. threats of abandonment/harm/threats to kill • Frequent and frightening verbal outbursts.	• Denial of basic human rights/civil liberties, overriding advance directive, forced marriage • Prolonged intimidation • Vicious/personalised verbal attacks • Withholding of information to disempower • Allegations and concerns relating to "cuckooing"

Type of Abuse	• Managed through other approaches	• Low Level Concern	• Significant Concern	• Critical Concern
Financial	• Staff personally benefit from the support they offer service users, e.g., accrue 'reward points' on their own store loyalty cards when shopping, use "buy one get one free" • Money is not recorded safely properly in line with any procedures	• Adult not routinely involved in decisions about how their money is spent or kept safe – capacity in this respect is not properly considered • Theft • Non-payment of care fees not impacting on care received • Property falling into disrepair	• Adult's monies kept in a joint bank account – unclear arrangements for equitable sharing of interest. • Adult denied access to his/her own funds or possessions • Misuse/misappropriation of property, possessions or benefits by a person in a position of trust or control • Personal finances illegally removed from adult's control	• Fraud/ exploitation relating to benefits, income, property or will • Ongoing non-payment of care fees putting a person's care / placement at risk • Finances removed from adult's control

Self-neglect Refer to Self-Neglect Policy re: pathway for responses Green= Low risk - Refer to Wellbeing Partnership 'Standard' Amber = Medium Risk-Refer to Wellbeing Partnership 'Enhanced' Red = High/Severe-Safeguarding Adults Referral = Severe/Critical-Adults at High Risk Panel	• An adult is beginning to show signs and symptoms of self-neglect • Property neglected but all services/ appliances work • There is no / low risk or impact to self or others • Risks can be managed by current professional oversight or universal services • The person is not at risk of losing their place within the community. • Some evidence of hoarding – no impact on health/safety. • No access to support • Non-compliant with support but no impact on health / safety / wellbeing • Self-neglect behaviours arising from inability to care for oneself • Adult has some unwillingness to address self-neglect but some openness to engage in change	• Incidents at this level require consultation and could be discussed with your Designated Safeguarding Lead or Safeguarding Adults Service. There is some harm or risk of harm but not significant. This can include but may not be exclusive to: • Complex needs requiring multiple services • Disengagement with professionals – unwilling to address self-neglect • Indication of lack of insight • Lack of essential amenities / food provision • Collecting a large number of animals in inappropriate conditions. • Increasing unsanitary conditions • There is medium risk and some impact to self / others • Non-compliance with medication – medium risk to health and wellbeing. • Property neglected, evidence of hoarding beginning to impact on health / safety • Where animals in property are impacting on the environment with risk to health	• Living in squalid or unsanitary conditions • There is extensive structural deterioration /damage in the property causing risk to life • Refusal of health / medical treatment that will have a significant impact on health/ wellbeing. • High level of clutter / hoarding impacting on health and wellbeing, including fire hazard • Behaviour poses medium to high risk to self and others • Appearance of malnourishment • The individual is not accepting any support or any plans to improve the situation • Life of the adult or others is in danger without intervention • Adult is an 'adult at risk' as defined by Safeguarding Adult Procedures	• If all efforts to engage the client in the self-neglect pathway have been unsuccessful then these need to be allocated to: • Panel of Senior managers • Highest risk/ intractable risks • Scrutiny/challenge and endorsement of risk management plan • Support & advice to practitioners • Solution focused • Sanction additional resources
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Type of Abuse	• Managed through other approaches	• Low Level Concern	• Significant Concern	• Critical Concern
Neglect / Acts of Omission	• Isolated missed home care visit where no harm occurs • Adult is not assisted with a meal/drink on one occasion and no harm occurs • Adult not bathed as often as would like • Unwitnessed (residential home) fall that requires no external medication • treatment/assessment	• Inadequacies in care provision that lead to discomfort or inconvenience – no significant harm occurs, E.g., being left wet occasionally • No access to aids for promoting independence that have been assessed as required	• Recurrent missed home care visits where risk of harm escalates, or one miss where harm occurs • Hospital discharge without adequate planning and harm occurs • Partner refuses to pay for care • Ongoing lack of care to extent that health and wellbeing deteriorate significantly, e.g., pressure wounds, dehydration, malnutrition, loss of independence/confidence	• Failure to arrange access to life saving services or medical care • Failure to intervene in dangerous situations where the adult lacks the capacity to assess risk • Deliberate maladministration of medication • Discharge from hospital where harm occurs and re-admission occurs

Discriminatory	• Isolated incident when an inappropriate prejudicial remark is made to an adult and no, or little, distress is caused.	• Care planning fails to address an adult's diversity associated needs for a short period • Isolated incident of teasing, motivated by prejudicial attitudes.	• Inequitable access to service provision as a result of a diversity issue • Recurring taunts associated with diversity • Recurring failure to meet specific needs associated with diversity • Being refused access to essential services • Denial of civil liberties, e.g., voting, making a complaint • Humiliation or threats on a regular basis • Persistent and frequent targeting by others in the community who take advantage of the vulnerable adult at risk	• Discrimination results in injury/ emergency medical treatment / fear for life • Discrimination results in serious injury or attempted murder/honour-based violence.
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Organisational /Institutional	• Lack of stimulation/ opportunities for people to engage in social and leisure activities • Service users not given sufficient voice or involved in the running of the service • Denial of individuality and opportunities to make informed choices and take positive risks	• Care-planning documentation not person-centred • Lack of flexibility and choice • Inadequate staffing levels • Lack of procedures for management of finances	• Rigid/inflexible routines • Service user's dignity is undermined, e.g., lack of privacy during support with intimate care needs, shared under- clothing • Denial of individuality and opportunities for service users to make informed choices and take responsible risks • Staff misusing their position of power over service users • Bad practice not being reported and going unchecked • Unsafe and unhygienic living environments • Appropriate professionals not consulted to manage support needs of adult at risk including consideration of health, social care and behaviours which may challenge etc	• Over-medication and/or inappropriate restraint used to manage behaviour • Widespread, consistent ill treatment • Staff misuse of power
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Domestic Abuse	One off incident with no harm or injury experienced.	- Occasional taunts or verbal outbursts - Victim has no current fears - Adequate protective factors - Children in household or present-refer to Children's Services.	- Inexplicable marking or lesions or grip marks on a number of occasions - Subject to controlling behaviour - Frequent verbal/physical outbursts - Children in household or present-refer to Children's Services - Limited access to health care - Accumulation of incidents - Subject to stalking	- Subject to regular violent behaviour - Threats to kill/choke/suffocate etc. - In constant fear of being harmed - Sex without valid consent (rape) - FGM female genital mutilation - So Called Honour based violence &/or forced marriage - Serious harm/murder - Children in household or present-refer to Children's Services.
Modern Slavery and Human Trafficking	All concerns about Modern Day Slavery are deemed to be of a significant level or above.		- Under control of another/fearful - Long Periods at work - Unable to get medical treatment - Poor living conditions/low wages - Regularly moved to avoid detection - Lives in work place - No health and safety in workplace - Under control of other e.g., gang master, pimp. - Subject to violence/threats - Risk of physical. psychological harm - Limited freedom of movements - No access to appropriate benefits	- Risk of fatality/serious injury - No freedom - Risk of organ harvesting - Subject to forced marriage - Limited access to appropriate food and shelter - Sexual exploitation - Removal of passport or ID

Hate / Disability Crime	Isolated incident of teasing motivated by prejudicial attitudes towards an individual's difference.	Isolated incident of care planning that fails to address an adults specific diversity associated needs for a short period.	- In equitable access to service provision as a result of diversity issue - Recurring failure to meet specific care/support needs associated with diversity - Recurring taunts - Being refused access to essential services - Denial of civil liberties e.g., voting, making a complaint - Humiliation or threats on a regular basis as a result of a diversity issue. - Recurrent issues/incidents within community whereby adult at risk is targeted by individuals	- Hate crime resulting in injury/emergency medical treatment/fear of life - Hate crime resulting in serious injury/attempted murder/honour based violence.
Female Genital Mutilation	Any concerns in relation to this type of abuse should be deemed as critical and referred directly to the Adult Safeguarding Team	Any concerns in relation to this type of abuse should be deemed as critical and referred directly to the Adult Safeguarding Team	Any concerns in relation to this type of abuse should be deemed as critical and referred directly to the Adult Safeguarding Team	Any concerns in relation to this type of abuse should be deemed as critical and referred directly to the Adult Safeguarding Team

S.L.J.
Date: 5/11/25

ROYAL

ARTILLERY

ASSOCIATION



Patron: H.M. The King

President: The Master Gunner

Isle of Man Branch

President: Lt Col. Glynn-Riley, [REDACTED]

Hon Sec.
J.P. Glover

Chairman
W.A. Cuncarr

Treasurer
D. Doran

Membership Sec.
P. Marven

Dear Sir/Madam,

The Chairman and Members of the Royal Artillery Association Isle of Man Branch would like you to join us for our St Barbara's Day Service to celebrate our Regimental Day. The service will be held at St Thomas Church, Finch Road, Douglas on Sunday 7th December at 11am. please be seated 10.45hrs

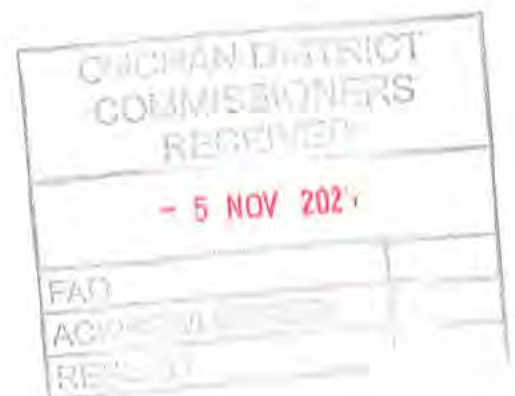
HE The Lt. Governor Sir John Lorimor KCB, DSO, MBE. will be in attendance.

The service will be followed by a Buffet Reception at the Manx Legion Club, Market Hill, Douglas.

I look forward to hearing from you in due course.

Yours Faithfully

[REDACTED]



Phil Glover Secretary Royal Artillery Association

Alyson Crellin

From: Admin
Subject: FW: Publication of TRO - Douglas and Onchan
Attachments: Draft Eastern Area 20 mph Consultation Report v1.1.pdf

From: [REDACTED]
Sent: 10 November 2025 15:38
To: [REDACTED]

Subject: Publication of TRO - Douglas and Onchan

Some people who received this message don't often get email from [REDACTED] [Learn why this is important](#)

Dear All,

Minister Haywood has requested that I forward copies of the consultation report and updated plans that support the Traffic Regulation Order (TRO) for the Douglas and Onchan 20mph limits. The permanent TRO is now being advertised for a further two-week period (from November 11) during which the public are again invited to comment on the proposals. Following a period of assessment of any additional comments, the Traffic Regulation Order will be sanctioned, allowing relevant speed limit signs to be erected throughout Douglas and Onchan soon.

Please see attached PDFs, shared via SharePoint due to the size of the files. If there are problems accessing them, please let me know and I will resolve.

Note - SharePoint have added either a 2 or 3 at the end of the link, which does not signify anything. The consultation report is attached as a PDF file.

These will be uploaded to the 20mph zone website tomorrow, along with the consultation report, to coincide with the publication of the TRO.

-  [HW4212 A0 Douglas North - Initial Proposed & Updated Proposed Speed Limit Plan 2.pdf](#)
-  [HW4212 A0 Douglas and Onchan Existing & Updated Proposed Speed Limit Plan 2.pdf](#)
-  [HW4212 A0 Douglas Central Initial Proposed & Updated Proposed Speed Limit Plan 3.pdf](#)
-  [HW4212 A0 Douglas East - Initial Proposed & Updated Proposed Speed Limit Plan 2.pdf](#)
-  [HW4212 A0 Douglas and Onchan Initial Proposed & Updated Proposed Speed Limit Plan 3.pdf](#)
-  [HW4212 A0 Onchan Initial Proposed & Updated Proposed Speed Limits Plan 2.pdf](#)
-  [HW4212 A0 Douglas South Initial Proposed & Updated Proposed Speed Limit Plan 2.pdf](#)

Please note that this information is embargoed until tomorrow.

Kind Regards,

[Redacted]

[Redacted]

Highway Services

Department of Infrastructure

1st Floor, Sea Terminal, Douglas, Isle of Man, IM1 2RF

[Redacted]



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RAAUE: S'preevaadjagh yn çhaghteraght post-l shoh çhammah's coadany'n erbee currit marish as ta shoh coadit ec y leigh. Cha nhegin diu colpal ny cur eh da peiagh erbee elley ny ymmydey yn chooid t'ayn er aght erbee dyn kied leayr veih'n choyrtagh. Mannagh nee shiu yn enmyssagh kiaril jeh'n phost-l shoh. doll-shiu magh eh, my sailliu, as cur-shiu fys da'n choyrtagh cha leah as oddys shiu.

Cha nel kied currit da failleydagh ny jantagh erbee conaant y yannoo rish peiagh ny possan erbee lesh post-l er son Rheyenn ny Boayrd Slatlyssagh erbee jeh Reillys Ellan Vannin dyn co-niartaghey scruil leayr veih Reireyder y Rheyenn ny Boayrd Slatlyssagh t'eh bentyn rish.

To: Admin
Subject: FW: Consultation on PROPOSED Speed Limits (Various Roads) (East Area) Order 2025
Attachments: HW4212 A0 Douglas and Onchan Existing & Updated Proposed Speed Limit Plan.pdf; PROPOSED - SpeedLimits(VariousRoads)(EastArea)Order2025.pdf; Statement of Reasons - IOM speed limits.pdf

From: [REDACTED]

Sent: 07 November 2025 10:58

To: [REDACTED]

[REDACTED]

Cc: [REDACTED]

Subject: Re: Consultation on PROPOSED Speed Limits (Various Roads) (East Area) Order 2025

Good morning

The Department is consulting on a proposed Traffic Regulation Order for speed limits on various roads in the East Area (primarily Onchan and Douglas). The consultation period runs from **11 November to 25 November 2025**.

Please find attached:

- The draft Order
- Associated plans

Map-based plans will also be available online via the [Public Consultation Portal](#) during the consultation period.

We would appreciate your review of the proposal and invite you to submit any objections or representations in writing during the consultation period. Comments can be submitted:

- By email: tro@gov.im
- Via the [Public Consultation Portal](#)

Additional details are available at the [DOI 20mph Speed Limits Hub](#). If you have any questions or require further information, please email tro@gov.im.

Thank you for your attention to this matter.

Kind regards

[REDACTED]

[REDACTED] | Traffic Regulations Manager

I can help with Traffic Regulation Orders (TROs), Temporary Traffic Regulation Notices (TTRNs) and parking services.

Sea Terminal Building, Douglas, Isle of Man, IM1 2RF

Phone: [REDACTED]
Email: [REDACTED]
Website: www.gov.im/infrastructure
Facebook: [@iominfrastructure](https://www.facebook.com/iominfrastructure)
Twitter: [@iominfra](https://twitter.com/iominfra)

Useful links:

Report issues online at: www.reportaproblem.im

Find a Traffic Regulation Order at: [Tynwald - Secondary Legislation](#)

See details of upcoming TTRNs for road works or events at: [Isle of Man Government - Upcoming roadworks and events on roads](#)



DOI Values: Communication; Respect; Teamwork; Recognition; Trust; Customer Service.

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Cha nel kied currit da failleydagh ny jantagh erbee conaant y yannoo rish peiagh ny possan erbee lesh post-l er son Rheyryn ny Boayrd Slattyssagh erbee jeh Reiltys Ellan Vannin dyn co-niartaghey scrut leayr veih Reireyder y Rheyryn ny Boayrd Slattyssagh t'eh bentyn rish.

STATEMENT OF REASONS

Traffic Regulation Order: 20mph Speed Limits – Isle of Man

Affected Roads:

Various residential roads

Type of TRO:

Speed Limit Order

Proposing Authority:

Department of Infrastructure, Isle of Man Government

Purpose of the Order

This Traffic Regulation Order proposes the introduction of a default 20mph speed limit on residential roads. The objective is to enhance community safety, promote active travel, and support healthier, more liveable neighbourhoods.

Tynwald has already determined as national policy that traffic speeds in residential areas should be 20mph. In May 2025, Tynwald further agreed that consultation should focus on the application of this policy—specifically, whether there are any streets that should be added or others that might not need to be included.

This initiative aligns with 'Our Island Plan', promoting safer, greener, and more connected communities.

Objectives

The proposed 20mph speed limit aims to:

- **Support healthier lifestyles** by making walking and cycling safer and more appealing.
- **Foster more inclusive and people-friendly streets**, where shared space benefits all road users.
- **Improve road safety**, reducing the risk and severity of collisions for pedestrians, cyclists, and motorists.
- **Encourage considerate driving** by creating an environment where slower speeds are the norm.

- **Reduce noise and air pollution**, contributing to a cleaner, quieter environment.

Implementation

- The 20mph limit will apply only to residential roads. Major roads and through routes will generally retain existing limits unless reviewed on a case-by-case basis.
- Implementation will be via signage alone; no new physical traffic calming (e.g., speed humps) is planned.
- Success depends on public support, education, and cultural change, not enforcement alone. The Isle of Man Constabulary supports the policy in principle, though it has limited capacity for additional enforcement.

Benefits

- Safer streets, particularly for vulnerable users such as children, the elderly, and those with mobility challenges.
- Increased community well-being through active travel and reduced traffic impact.
- A cost-effective, minimally disruptive approach to improving public spaces.
- Progress toward a more sustainable transport system, in line with strategic government goals.

Community Engagement

The purpose is to gather local knowledge and lived experience of the streets in your area—whether there are any that should be added or others that might not need to be included.

Your input will help us ensure the final scheme is appropriate and effective.

Next Steps

After the consultation closes, we will review all feedback and consider any necessary adjustments before finalising the scheme.

Responses should focus on how streets proposed do or do not meet the criteria.

We are unable to process representations that focus on the general introduction of 20mph, as this has already been determined as national policy.



**SPEED LIMITS (VARIOUS ROADS) (EAST AREA)
ORDER 2025**

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Statutory Document No. 20XX/XXXX



Road Traffic Regulation Act 1985

SPEED LIMITS (VARIOUS ROADS) (EAST AREA) ORDER 2025

Made:

Coming into Operation:

The Department of Infrastructure, having consulted with the Chief Constable¹ and having complied with the requirements of paragraph 1 of Schedule 2² to the Road Traffic Regulation Act 1985, makes the following Order under section 23 of that Act.

1 Title

This Order is the Speed Limits (Various Roads) (East Area) Order 2025.

2 Commencement

This Order comes into operation on .

3 Interpretation

(1) In this Order –

“**the Act**” means the Road Traffic Regulation Act 1985;

“**Map Schedule**” means the collection of Map Tiles attached to this Order and listed in the Schedule, which depicts the roads or lengths of road in the Isle of Man where speed limits are imposed by this Order, and the speed limit imposed on each road or length of road is determined by the representation of each speed limit and its extent as identified within the Map Schedule compared to the representation of each speed limit in the Map Schedule Legend;

“**Map Schedule Legend**” means the Map Schedule Legend in the Schedule to this Order which, when used in conjunction with a Map Tile as listed in the Schedule, identifies the specific representation of each speed limit imposed by this Order and shown in the Map Schedule; and

¹ As required by section 23(2) of the Road Traffic Regulation Act 1985.

² As required by section 23(3) of the Road Traffic Regulation Act 1985.

“**Map Tile**” means an individual Map Tile with a specific reference, being part of the Map Schedule as listed in the Schedule to this Order.

4 Speed limits

- (1) A person must not cause any vehicle to proceed on any road or length of road identified in the Map Schedule at a speed exceeding the maximum speed depicted in the relevant Map Tile, as interpreted in accordance with the Map Schedule Legend, except where exempted under section 27 of the Act.
- (2) The speed limits imposed by this Order are those depicted in the Map Schedule, which forms part of this Order and is incorporated by reference.
- (3) The Map Schedule shall be interpreted in accordance with the Map Schedule Legend, which defines the graphical symbols, colours, and line styles used to indicate speed limits and road classifications.
- (4) The Map Schedule is the definitive source of the speed limits imposed by this Order. In the event of any ambiguity or discrepancy between the Map Schedule and the actual road layout or signage, the Department shall determine the correct interpretation, having regard to the intent of the Order and the road layout at the time of making.
- (5) The Department shall erect and maintain appropriate traffic signs in accordance with section 22(2) of the Road Traffic Regulation Act 1985, to provide adequate guidance to drivers as to the applicable speed limits.
- (6) For the avoidance of doubt, the Map Schedule is not illustrative but prescriptive. The speed limits shown on the Map Schedule are legally binding and enforceable under section 23 of the Road Traffic Regulation Act 1985, provided they are supported by appropriate signage as required by law.
- (7) This Order does not apply to private roads.

5 Revocations

This Order revokes the following Orders —

30.05.1952	The Mechanically Propelled Vehicles (Douglas Head Road Speed Limitation) Regulations 1952
GC 212/85	Borough of Douglas (Speed Limits) Order 1985
GC 342/86	Borough of Douglas (Speed Limits) Order 1986
SD 498/94	Borough of Douglas (Speed Limits) Order 1994
SD 364/96	Borough of Douglas (Speed Limits) (Variation) Order 1996
SD 528/97	Borough of Douglas (Speed Limits) (Variation) Order 1997
SD 639/00	Borough of Douglas (Speed Limits) (Variation) (No 1) Order 2000
SD 65/02	Borough of Douglas (Speed Limits) (Variation) (No 1) Order 2002
SD 531/02	Borough of Douglas (Speed Limits) (Variation) (No 2) Order 2002
SD 388/03	Borough of Douglas (Speed Limits) (Variation) (No 1) Order 2003

SD 39/06	Borough of Douglas (Speed Limits) (Variation) (No 1) Order 2006
SD 470/08	Borough of Douglas (Speed Limits) (Variation) (No 1) Order 2008
SD 2015/0278	Onchan (Various Roads) (Variation of Speed Limits) Order 2015
SD 2017/0268	Borough of Douglas (Speed Limits) (Variation) Order 2017
SD 2022/0125	Borough of Douglas (Speed Limits) (Variation) Order 2022
SD 2022/0226	Middle River Industrial Estate Road (Speed Limits) Order 2022
SD 2023/0337	Borough of Douglas (Speed Limits) (Variation) Order 2023

MADE

DR M HAYWOOD

Minister for Infrastructure

MAP SCHEDULE

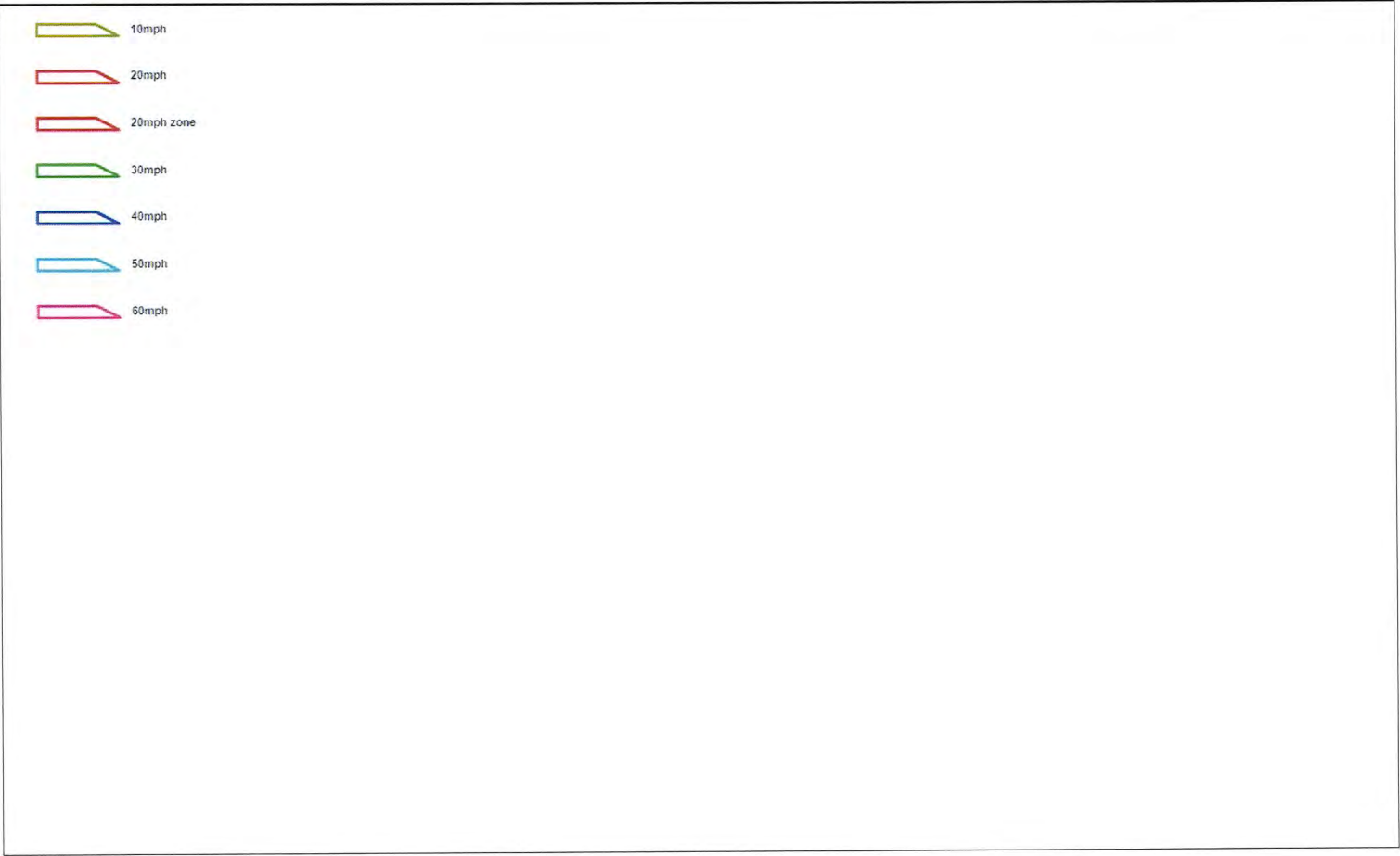
MAP SCHEDULE TILES

MAP TILES: The list of Map Tiles, which in conjunction with the Map Schedule Legend, comprise the Map Schedule to this Order.

CC55		CJ50		CO42		CT42	
CD48		CJ51		CO43		CT43	
CD54		CJ52		CO44		CT44	
CD55		CJ53		CO45		CT45	
CE48		CJ55		CO46		CT48	
CE54		CK45		CO47		CT49	
CF48		CK46		CO48		CU49	
CF49		CK47		CP41			
CF50		CK48		CP42			
CF54		CK49		CP43			
CG48		CK50		CP44			
CG49		CK51		CP45			
CG50		CK52		CP46			
CG51		CK53		CP47			
CG52		CK54		CP48			
CG54		CK55		CQ41			
CH46		CL45		CQ42			
CH48		CL46		CQ43			
CH49		CL47		CQ44			
CH50		CL48		CQ45			
CH51		CL49		CQ46			
CH52		CL50		CQ47			
CH54		CL51		CQ48			
CI46		CL52		CR41			
CI47		CL53		CR42			
CI48		CL54		CR43			
CI49		CM46		CR44			
CI50		CM47		CR45			
CI51		CM48		CR46			
CI52		CM49		CR47			
CI53		CM51		CR48			
CI54		CN43		CS42			
CI55		CN44		CS43			
CJ45		CN46		CS44			
CJ46		CN47		CS45			
CJ47		CN48		CS46			
CJ48		CN49		CS47			
CJ49		CO41		CS48			



MAP SCHEDULE LEGEND



MAPS

[MAPS TO BE INSERTED]

The consultation period commences Tuesday 11 November and expires at midnight on Tuesday 25 November 2025 during which, the proposed maps can be viewed online at: <https://iom.traffweb.app/>

*EXPLANATORY NOTE**(This note is not part of the Order)*

This Order is made under section 23 of the Road Traffic Regulation Act 1985 and imposes speed limits on various roads and lengths of road within the East Area of the Isle of Man.

The speed limits are defined solely by reference to a Map Schedule, which forms part of the Order. Each Map Tile within the Map Schedule depicts the applicable speed limit for the corresponding road or length of road, and is to be interpreted using the Map Schedule Legend. The Map Schedule is prescriptive and legally binding, and the speed limits shown are enforceable provided they are supported by appropriate traffic signage in accordance with section 22(2) of the Act.

This Order revokes a number of previous speed limit Orders affecting roads within the East Area, consolidating and updating the applicable speed limits into a single instrument.

The Order does not apply to private roads.

Draft Eastern Area 20mph Consultation Report

1. Purpose of Report

To evaluate statutory consultation feedback on the proposed 20 mph speed limit Traffic Regulation Order (TRO) covering the Eastern Area (Douglas & Onchan), and to seek approval to publicly advertise the amended proposal in response to feedback from the Members of the House of Keys (MHK's), Local Authorities, the Isle of Man Fire and Rescue Service, Chief Constable, Bus Vannin and residents.

2. Background

In 2019, the then Minister for Infrastructure, Mr Harmer, approved a review of the Island's 20mph speed limit policy and the development of a corresponding programme of implementation. This decision marked the formal initiation of a strategic approach to managing residential speed limits in line with broader transport and safety goals.

In July 2020 Mr Bill Shimmins MHK for Middle tabled a motion for Tynwald in respect of speed limits, seconded by Kerry Sharpe MLC. The then Minister for Infrastructure, Mr Baker had an amendment that was supported in Keys but not in the Legislative Council and called for a combined vote at the next sitting. In October 2020, following a further amendment by Mrs Corlett MHK, seconded by Mrs Barber MHK Tynwald resolved that 20mph should be the default speed limit in residential areas, with flexibility for exceptions on distributor roads where this is appropriate. In February 2023 Mrs Corlett MHK brought a motion, seconded by Mr Callister MHK to Tynwald and the commitment was reaffirmed by Tynwald in February 2023.

The proposed TRO to introduce 20 mph speed limits on designated residential roads was publicly advertised on 7th March 2025. Despite early engagement with Local Authorities and prior debate within Tynwald, unforeseen delays reduced public awareness and affected the initial reception of the TRO.

In May 2025, Tynwald received the Department of Infrastructure Highways Division 20mph Project Implementation Plan 2024 [GD 2025/0026] and agreed that:-

- 1) the Department of Infrastructure should continue to engage and consult in all local authority areas and should publish consultation responses and any changes proposed as a result before introducing 20mph speed limits in residential areas;
- 2) the Department of Infrastructure should continue to prioritise introduction of 20mph speed limits on roads directly around the schools in each local authority area on the Island, to help improve road safety;
- 3) Tynwald supports the actions contained within the 20mph Project Implementation Plan [GD 2025/0026] for a phased implementation in residential areas across the Island to include:
 - a) early structured communication and advance notice;
 - b) provision of current and proposed speed limit maps for each town and village;
 - c) localised display of maps and feedback opportunities; and
 - d) clearer use of map-based Traffic Regulation Orders to avoid confusion; and
- 4) the Department of Infrastructure should publish its monitoring, review and any proposed refinements required after installation in each area.

In line with the Tynwald motion and public feedback, the Department revised its consultation approach. The Island was divided into four zones to enable more localised consultation and clearer communication. Each area used simplified, easy-to-understand maps (available online and in person) to minimise misunderstanding, with all materials shared with Local Authorities in advance of public engagement. A dedicated Website has also been created to share information throughout the public engagement and feedback.

Consultations for the Eastern, Northern, and Central zones have now been completed, with the Southern area consultation to start shortly.

Implementation Schedule

Area	Extended Consultation	Implementation
Eastern (Douglas/Onchan)	26 May – 4 July 2025	Winter 2025
North	7 July – 1 September 2025	Spring 2026
Central (Peel to Laxey)	1 September – 27 October 2025	Spring 2026
South	3 November – 22 December 2025	Summer 2026

It should be noted that a TRO consultation is a statutory process required before changes to traffic regulations, such as speed limits, can be made. It is not a general public consultation or a referendum. The purpose of a TRO consultation is to formally notify the public and stakeholders of the proposed legal change and to invite comments or objections within a set period. All feedback must then be considered by the Department before a final decision is made. Unlike a referendum, the outcome is not decided by majority vote; instead, decisions are based on evidence, safety considerations, policy, and legal compliance, while taking account of the views received.

The statutory grounds are provided by sections 1(1)(a), 1(1)(c), 1(1)(f), and 23 of the Road Traffic Regulation Act 1985.

3. Eastern Area Consultation

- **Current status:**

The public consultation for the Eastern area concluded on 4th July 2025.

- **Public and Stakeholder consultation:**

As part of the consultation process, residents were invited to review maps illustrating the proposed 20 mph changes and submit feedback online or via email. In addition, targeted stakeholder meetings were held with representatives from the Local Authorities, the Isle of Man Fire and Rescue Service, Bus Vannin, IOM Ambulance Service and the Chief Constable to ensure that operational, safety, and service considerations were fully captured. Feedback is summarised in Appendix B.

- **Response to Consultation**

The Public consultation received a total of 1,497 valid responses from 558 individuals/households (356 via Traffweb and 202 via email). Written submissions from drop-in sessions and consultations have been included within the 558 reported respondents and are included within the email count. Where email submissions referred to multiple roads, these were counted as multiple responses. The 2021 census records the population of Douglas and Onchan as 35,716 indicating a response level of 1.5%.

The responses covered 272 roads, mentioned 1,348 times in total, with most respondents referring to multiple roads. The responses included feedback from MHK's, Local Authorities, the Isle of Man Fire and Rescue Service, Chief Constable, Bus Vannin and residents.

Key themes included:

- Traffic flow and congestion

- Operations of Fire and Rescue Service
- Public perception of blanket limits
- Perceived lack of supporting evidence
- Similar intervention in Wales
- Environmental and vehicle engine impact
- Driver frustration and perceived associated safety risk
- Policing and Enforcement
- Economic impact (business/delivery/taxis)
- Governance and use of financial resources

4. Consultation Analysis

As outlined in Appendix A, the responses received regarding the proposed 20 mph speed limits reveal several recurring themes. These reflect a range of practical, operational, and perceptual considerations rather than fundamental objections to the principle of safer residential speed management.

While the way 20 mph policies have been discussed in non-specialist forums and some media coverage has tended to simplify complex issues, these themes nonetheless provide valuable insight into public priorities and perceived risks.

No significant adverse impacts have been substantiated by wider evidence; in several areas, research findings suggest the opposite effect. The key themes are summarised below:

- **Traffic flow and congestion:**
Concerns that introducing 20 mph limits on key routes could increase congestion, delay journeys, disrupt bus timetables, and impact travel efficiency.
- **Emergency response times:**
Views that reduced limits on access routes used by retained fire and rescue personnel could extend travel times and potentially affect emergency response capability.
- **Application of 'blanket' limits:**
Perception that a uniform 20 mph limit across all roads may not account for varying road functions, character, or risk levels.
- **Strength of supporting evidence:**
Requests for clearer demonstration of how 20 mph limits contribute to reducing collisions, injuries, and carbon emissions.
- **Comparisons with Wales:**
Reference to the recent Welsh 20 mph policy and concerns that similar implementation could lead to public dissatisfaction or operational challenges.
- **Vehicle efficiency and mechanical impact:**
Beliefs that lower average speeds may increase fuel consumption or mechanical wear on engines and gearboxes.
- **Driver behaviour and safety perception:**
Fears that lower limits could cause frustration among drivers, potentially increasing instances of tailgating or unsafe overtaking.
- **Policing and enforcement:**
Doubts about whether 20 mph limits can or will be enforced consistently and effectively.
- **Economic considerations:**
Concerns from business, delivery, and taxi operators that slower speeds could increase operating costs, reduce productivity, and affect service reliability.

Road Review - Introduction and Policy Context

A number of roads within Douglas and Onchan were specifically requested for review following representations from multiple stakeholders. These included formal submissions from Douglas and Onchan Members of the House of Keys (MHKs), both Local Authorities, and the Isle of Man Fire and Rescue Service. In addition, any road referenced by more than twenty members of the public during the consultation period was included for detailed assessment. This combined approach ensured that the review captured both strategic and community priorities, reflecting local concerns, operational safety considerations, and wider Living Streets objectives. Each road was therefore assessed on its movement and place characteristics, local function, pedestrian activity, and potential for improved accessibility and safety within the proposed 20 mph framework.

The outcomes of these reviews were considered within the wider policy framework of the Island's 20 mph Residential Road criteria. In assessing each road, emphasis was placed not only on traditional safety indicators but also on how streets function as shared community spaces, supporting access to schools, businesses, and homes, and enabling walking, cycling, and social interaction. The application of Living Street principles ensures that speed management decisions are proportionate, evidence-based, and reflective of the character and use of each route.

Living Streets Rationale

The Living Streets approach recognises that streets are not merely traffic corridors but shared spaces supporting social, economic, and environmental well-being. Lower speed limits in residential and community areas are essential to balance the "movement" and "place" functions of roads, enabling safe walking and cycling, supporting access to schools and local services, and improving quality of life for residents.

The revised 20 mph framework has been applied proportionately. Roads retained at 30 mph are those with clear strategic or design justification, while reductions to 20 mph reflect local context, community function, and pedestrian demand. Each recommendation is evidence-based, aligning safety, accessibility, and consistency across the network, and designed to withstand challenge from motorists on grounds of fairness and efficiency.

Each shortlisted road was evaluated against a consistent set of engineering, operational, and *place-based* criteria to determine the most appropriate speed environment. The process considered both quantitative data, such as average journey speeds, traffic volumes, and parking activity — and qualitative context, including land use, pedestrian and cyclist movement, frontage development, and community function. This holistic approach reflects the Living Streets principle that streets must balance their movement role with the quality, safety, and accessibility of the places they serve.

The key stages in the analysis were as follows:

1. **Classification by Road Hierarchy:** Each link was categorised as a Primary, District, Local, or Access Road, reflecting its strategic or community function within the wider network.
2. **Speed Limit Assumption:** The existing or default speed limit was recorded as a baseline for assessment and comparison.
3. **Place-Based Assessment:** Land use, frontage density, pedestrian activity, and amenity value were analysed to determine an indicative speed consistent with the street's *place* function.
4. **Movement-Based Assessment:** Average journey speeds and traffic flow characteristics were reviewed to understand the *movement* function of each road.

5. **Road Design Review:** Geometry, visibility, gradients, and the presence of crossings or control measures were examined to test the suitability of the existing limit.
6. **Kerbside Activity:** Levels of on-street parking, loading, and turning were noted, recognising their influence on driver behaviour and perceived safety.
7. **Recommendation and Mitigation:** A final recommended speed limit was developed for each link, supported by proposed mitigation measures where a 30 mph limit remained appropriate.

The resulting *Road Review Table* summarises the outcome of this multi-criteria process, ensuring that each recommendation reflects the balance between the road's operational role and its community function. Particular weight was given to pedestrian and cyclist safety, accessibility to local services, and the protection of children and families using established walking routes to nearby schools.

Road Review Table: Roads identified for review by one or more of the following - MHK, Local Authority, more than =>20 public responses, Isle of Man Fire and Rescue Service.

Explanatory Notes on Review Summaries

The Review Summary column within the Road Review Table provides a concise explanation of the rationale behind each recommended speed limit. It distinguishes between road sections proposed for reduction to 20 mph and those proposed to retain 30 mph, ensuring that every recommendation is proportionate, evidence-based, and consistent with the Living Streets approach.

Both categories aim to deliver measurable improvements in safety, accessibility, and local amenity, whether through speed reduction or targeted engineering mitigation.

Roads Recommended for 20 mph

Where a road section is proposed to adopt a 20 mph speed limit, this recommendation reflects the local character of the area, the level of pedestrian and cyclist activity, and the road's function as a community or residential space. The lower speed supports the Living Streets objective of creating streets that are safe, inclusive, and conducive to everyday life rather than dominated by traffic movement.

In each case, the 20 mph limit has been recommended where evidence shows that reduced vehicle speeds will improve pedestrian comfort, accessibility, and overall quality of place, particularly in areas serving schools, local centres, or residential neighbourhoods. The measure also promotes consistency across adjoining routes, enhancing driver compliance and predictability throughout the wider network.

Typical factors supporting a 20 mph recommendation include:

- **Residential and mixed-use frontages** – where active driveways, parking, and pedestrian movement create frequent vehicle–pedestrian interaction.
- **Proximity to schools or established walking routes** – supporting safe journeys for children and families during school travel times.
- **Local centres and amenities** – including shops, community facilities, or bus stops where pedestrian demand and crossing activity are high.
- **Amenity and environmental benefit** – reducing traffic noise, emissions, and vehicle dominance to support community well-being and active travel.
- **Consistency with adjacent streets** – ensuring a coherent and self-explaining network where speed expectations remain uniform.

Applying 20 mph limits in these contexts creates calmer, more predictable traffic conditions that reduce collision likelihood and severity, while supporting walking, cycling, and social activity. This approach aligns

with the Living Streets principles of balancing movement and place, delivering safer, healthier, and more liveable communities across Douglas and Onchan.

Roads Recommended to Retain 30 mph

Where a road section is proposed to retain a 30 mph speed limit rather than be reduced to 20 mph, this decision reflects its continuing movement function, road geometry, and strategic role within the network. In these cases, the 30 mph environment is considered appropriate to the road's design and traffic purpose, provided that targeted mitigation measures are in place to protect vulnerable users.

These mitigations are designed to maintain or enhance safety and accessibility for all users, particularly pedestrians, cyclists, and children, by addressing specific risks that may persist at higher speeds. Each measure has been identified through the road review process as proportionate and evidence-based, ensuring the intent of improved safety and community benefit remains central even where a 20 mph limit is not introduced.

Typical mitigation measures may include:

- **Pedestrian crossing upgrades** – such as converting zebra crossings to puffin crossings or installing new controlled crossings to improve visibility, compliance, and pedestrian priority.
- **School zone treatments** – including “School 20” advisory signage, flashing amber lights, or variable limits during school hours to promote lower speeds near educational facilities.
- **Additional pedestrian facilities** – such as refuge islands, widened footways, or improved dropped kerbs at key crossing points to support safe and inclusive movement.
- **No action** – recorded where existing infrastructure already provides an acceptable level of pedestrian protection, or where recent improvements (e.g. controlled crossing installation) have adequately mitigated identified risks.

These measures ensure that even where a 30 mph limit is retained, the Living Streets principles of safety, accessibility, and quality of place are upheld through targeted engineering, control, or design interventions. The overall objective remains consistent: to deliver safer, more inclusive streets that function effectively for all users while preserving essential traffic efficiency.

Road	Road Hierarchy Status	Speed Limit based on Place	Movement: Average journey speed for link	Link design speed	Presence of Kerb Side Parking	March 2025 Proposal	Recommended Speed Limit* November 2025	Review Summary
Alexander Drive	Local	20	<= 25mph	30	No	20	20	Alexander Drive serves a predominantly residential area with direct property access and proximity to Ballakermeen High School. Consultation feedback through the Living Streets programme identified vehicle speeds and through-traffic as key factors affecting neighbourhood quality of life. A 20 mph limit supports a calmer, people-centred environment that improves safety for pedestrians and cyclists, particularly around school travel times. The limit enhances local accessibility and community well-being, aligning with Living Streets principles and the wider aims of creating inclusive and more liveable neighbourhoods.
Annacur Lane (New Castletown Road to existing 20mph)	Local	20	<= 25mph	30	No	20	20	Annacur Lane provides access between residential areas and the nearby school catchments linking into the 20 mph zone. Extending the lower limit maintains a consistent, predictable environment for families walking to school and reduces vehicle speed variations that can lead to conflict. The measure enhances accessibility and local connectivity.
Ballaquayle Road (Broadway to Woodbourne Rd)	District	20	<= 25mph	20	Yes	20	20	Situated in a residential area used by pupils from surrounding schools, this road also forms part of the walking route to St Ninians Lower School. A 20 mph limit promotes improved interaction between vehicles and pedestrians, particularly during school travel times, and supports quieter, more liveable neighbourhood conditions. The lower speed reinforces Living Street principles, enhancing accessibility for children while maintaining appropriate network connectivity.
Ballaquayle Road (Woodbourne Road to Glencrutchery Rd)	District	20	>= 26 mph	30	No	20	20	This residential section also accommodates school access routes. Lowering the limit to 20 mph supports safer school travel, reduces vehicle dominance, and creates a calmer environment aligned with the community's expectations. The measure reinforces broader Living Street objectives for residential streets near education sites.
Road	Road Hierarchy Status	Speed Limit based on Place	Movement: Average journey speed for link	Link design speed	Presence of Kerb Side Parking	March 2025 Proposal	Recommended Speed Limit* November 2025	Review Summary

Broadway	District	20	<= 25mph	30	No	20	20	Broadway is a key pedestrian corridor between promenade and adjacent residential areas. The 20 mph limit improves accessibility, supports local crossings, and aligns with the area's function as both a movement and community route. Calmer traffic flow enhances the comfort of those travelling on foot or by bicycle.
Bucks Road	District	20	<= 25mph	30	Yes	20	20	Bucks Road serves local businesses, schools, and community facilities with high pedestrian activity. A 20 mph limit ensures safer conditions for children walking to school and supports a people-first environment that benefits both residents and commerce. Reduced speeds encourage compliance and maintain a steady, predictable traffic rhythm through the area.
Circular Road	District	30	>= 26 mph	30	No	20	20	Circular Road lies within Douglas's central civic area, accommodating offices, government buildings, and residential properties. Its mixed-use character aligns with the Living Streets concept, which seeks to balance movement with place, prioritising pedestrian comfort, accessibility, and local activity within an urban environment. The measure aligns with adjacent 20 mph zones, creating a coherent, walkable city centre that supports both safety and economic vibrancy.
Derby Road	Local	20	<= 25mph	30	No	20	20	Derby Road lies in a residential area with regular school and pedestrian activity. Retaining 20 mph provides an accessible and comfortable environment for children travelling to nearby schools and for parents parking or walking in the area. The lower limit improves visibility, reduces risk, and supports the street's community and educational function.
Governors Road (Glencrutchery Rd to Settlement Boundary)	Primary	30	>= 26 mph	30	No	30	30	As part of the strategic route network, this section supports efficient through movement while forming the approach to a built-up area and the walking route to St Ninians Lower School. Retaining 30 mph maintains network continuity and journey reliability, while the addition of a controlled pedestrian crossing improves movement for students and residents. This approach balances the routes movement function with its community role, ensuring accessibility for those walking or cycling to school while preserving overall traffic efficiency.
Road	Road Hierarchy Status	Speed Limit based on Place	Movement: Average journey speed for link	Link design speed	Presence of Kerb Side Parking	March 2025 Proposal	Recommended Speed Limit* November 2025	Review Summary

Governors Road (Settlement Boundary to Main Rd)	Primary	20	<= 25mph	30	No	20	20	This corridor transitions from a strategic route into a residential zone near schools and community amenities. Reducing the limit to 20 mph supports a calmer, more liveable environment, encouraging walking and cycling for pupils and residents. The lower speed provides consistency with adjoining residential streets, strengthens community connectivity, and moderates driver behaviour as vehicles enter the village area.
Groves Road	Primary	20	>= 26 mph	30	Yes - Limited	20	30	Groves Road operates primarily as a distributor route serving the NSC, power station and adjacent industrial estate. Maintaining 30 mph reflects its function and design, with existing pedestrian infrastructure, including a recent zebra crossing upgrade, improving school and leisure access. This approach balances movement efficiency with local accessibility and environmental quality.
Hillberry Road (Birchhill Avenue to Mountain Rd)	District	20	>= 26 mph	30	No	30	30	Hillberry Road provides access to St Ninian's Lower School and surrounding residential areas. Retaining 30 mph acknowledges its design (limited frontage access) and strategic function, while new pedestrian crossings and part-time 20 mph school zones will deliver targeted safety improvements for students. This balanced approach sustains efficiency while safeguarding young pedestrians and those walking to the school.
Lord Street	Primary	20	<= 25mph	30	No	20	20	Lord Street runs through a busy mixed-use corridor connecting civic, retail residential destinations. A 20 mph limit enhances pedestrian comfort and movement. The calmer environment would reinforce Lord Street's role as part of a walkable city centre, supporting business vitality and community accessibility.
Lower Peel Road	Primary	20	<= 25mph	30	No	20	20	Lower Peel Road links key employment and residential areas, experiencing steady pedestrian activity. Introducing a 20 mph limit supports walking and cycling, enhances local air quality, and promotes shared use of the public realm. The change improves comfort for those accessing nearby food stores while sustaining smooth overall movement.
Road	Road Hierarchy Status	Speed Limit based on Place	Movement: Average journey speed for link	Link design speed	Presence of Kerb Side Parking	March 2025 Proposal	Recommended Speed Limit* November 2025	Review Summary

Main Road, Onchan	Primary	20	<= 25mph	30	Yes - limited	20	20	Passing through the Onchan village core, this section includes school routes and pedestrian crossings serving local pupils. A 20 mph limit improves accessibility for families walking to nearby schools and aligns vehicle behaviour with the street's role as a local centre. The measure strengthens Onchan's community identity and supports the active travel aspirations of the Living Streets approach.
Queens Promenade	District	20	>= 26 mph	30	Yes	20	20	As a popular seafront route used by families, tourists, and school groups, Queens Promenade benefits from a 20 mph limit that prioritises pedestrian and cyclist comfort. The calmer speed environment enhances safety and enjoyment for all users, contributing to both the area's recreational and educational access functions.
Royal Avenue	Local	20	>= 26 mph	30	Yes	20	20	Royal Avenue is a local residential street characterised by direct property frontages, parked vehicles, pedestrian paths and moderate carriageway width, typical of a neighbourhood access street rather than a through-route. Royal Avenue connects residential neighbourhoods with Onchan Village Centre, Port Jack Glen, and nearby community facilities. A 20 mph limit supports improved walking and cycling, reduces vehicle dominance, and enhances the quality of life for residents. The change promotes a calmer, more accessible environment consistent with the Living Streets principles, ensuring traffic movement remains in balance with the road's residential and community function.
St Ninian's Road	Access	20	<= 25mph	20	Yes	20	20	Located adjacent to Nobles Park and St Ninians School, this road experiences high pedestrian activity during school hours. A 20 mph limit ensures children, parents, and local residents can move safely within the area. The calmer speed environment promotes visibility, reduces stopping distances, and reinforces the road's community-serving role.
Road	Road Hierarchy Status	Speed Limit based on Place	Movement: Average journey speed for link	Link design speed	Presence of Kerb Side Parking	March 2025 Proposal	Recommended Speed Limit* November 2025	Review Summary

Stevenson Way	Local	20	>= 26 mph	30	No	20	20	Stevenson Way serves several schools including Ballacottier Primary, Scoill Vallajeelt, St Thomas's, and Anagh Coar, alongside extensive residential frontage. A 20 mph limit reflects the concentration of children and families using the road and aligns with long-standing community requests. The calmer environment supports school travel and reinforces the Living Street vision of streets as shared community spaces.
Stoney Road	Local	20	<= 25mph	20	Yes	20	20	Stoney Road provides direct access to Scoill Yn Jubilee (Stoney Road site) and surrounding housing. Retaining 20 mph ensures an inclusive environment for pupils, parents, and local residents, supporting walking and cycling to school. The measure promotes community connectivity and upholds the character of the neighbourhood as a people-first environment.
Summerhill Road	District	20	>= 26 mph	20	Yes	20	20	Summerhill Road serves residential properties and provides walking routes to the promenade. A 20 mph limit improves downhill vehicle control, enhances crossing facilities, and encourages active travel. This aligns with community aspirations for quieter streets, supporting walking and cycling.
Tromode Road	Access	30	>= 26 mph	30	No	20	30	Tromode Road provides access between residential and employment areas, with limited school frontage. Retaining 30 mph is appropriate to its geometry and through-movement role, as existing pedestrian facilities already support school and community access. The balance of efficiency and safety reflects proportionate policy application.
Victoria Road (Falcon Cliff Terrace to Broadway)	District	20	<= 25mph	30	Yes	20	20	This section of Victoria Road serves predominantly residential and local access functions within a mixed-use urban setting. It is used as a pedestrian route serving nearby schools and Victoria House Nursery. Introducing a 20 mph limit would provide a calmer, more predictable traffic environment, improving accessibility and comfort for residents, pedestrians, and cyclists. The change would enhance the street's role as a neighbourhood connector, supporting Living Streets principles and encouraging active, community-focused travel.
Road	Road Hierarchy Status	Speed Limit based on Place	Movement: Average journey speed for link	Link design speed	Presence of Kerb Side Parking	March 2025 Proposal	Recommended Speed Limit* November 2025	Review Summary

Victoria Road (Falcon Cliff Terrace to Glencrutchery Rd)	District	20	>= 26 mph	30	Yes - limited	20	30	This section retains a 30 mph limit in recognition of its district distributor role, limited residential direct access, and mixed frontage. The corridor balances movement and access functions within an urban setting, supporting both through-traffic and local connectivity. Planned pedestrian improvements, including a new crossing near Victoria Crescent, will support Living Streets principles, ensuring a proportionate balance between accessibility, safety, and efficient movement.
Whitebridge Road (Ballachrink Drive to Windermere Drive)	Primary	20	>= 26 mph	30	No	30	20	Serving a large residential area with children walking to nearby Onchan School, this route benefits from lower vehicle speeds. A 20 mph limit supports local movement, consistency with adjacent areas, and community amenity. The adjustment responds directly to local authority concerns about near misses at pedestrian crossings, demonstrating proactive risk management around school travel corridors.
Woodbourne Road (Albany Rd to Rosemont)	District	20	<= 25mph	30	Yes - limited	20	20	Woodbourne Road includes key pedestrian routes serving nearby schools such as St Mary's and Cranford Nursery. Reducing to 20 mph strengthens safety for pupils, enhances pedestrian comfort, and promotes walking as a practical choice for families. The consistent speed environment also supports compliance and community amenity across the local network.
Woodbourne Road (Ballaquayle Rd to Albany Rd)	District	20	>= 26 mph	30	No	20	20	Serving several educational establishments including Scoill Yn Jubilee and Cranford Nursery, this route supports significant school travel demand. A 20 mph limit provides calmer conditions for children and parents, aligning with national child safety objectives. The change complements the educational focus of the area while preserving steady traffic movement.
York Road	Local	20	<= 25mph	20	Yes	20	20	York Road lies within a residential area serving school routes and community amenities. A 20 mph limit supports crossing movements for children and families, encourages walking and cycling, and reduces conflict risk where on-street parking is common. The calmer pace enhances community amenity without compromising accessibility.

*Recommendation: road user hierarchy determining fact

7. Legal Implications

- The TRO is made under sections 1(1)(a), 1(1)(c), 1(1)(f), and 23 of the Road Traffic Regulation Act 1985.
- All statutory consultation requirements have been met.

- The Department is legally required to consider objections and may modify the order accordingly.

8. Financial Implications

Scheme Costs for Eastern Area

1. Implementation costs of a revised Eastern Area proposed order: Additional speed signage and poles will be required on side roads. Estimated cost £10,000. Costs are included in the Minor Highway Works 2025/26 programme .

Departmental Bus Strategy Implications (Pre-Timetable Adjustment)

In the period immediately following implementation of the new 20 mph limits, the Department may experience temporary operational cost implications until timetables are adjusted to reflect the revised speed environment. These short-term effects typically arise from:

- Minor increases in round-trip times: generally less than 1–2 minutes per route, as most affected corridors already operate at average speeds of 25 mph or lower.
- Knock-on scheduling adjustments: including temporary increases in layover or driver duty time required to maintain punctuality and service reliability.
- Interim timetable misalignment: where existing schedules may not yet reflect the new operating conditions, resulting in minor variations in service performance.

Evidence from comparable 20 mph schemes (e.g. Transport for Wales 2025; Bristol City Council 2018) indicates average speed reductions of only 1–2 mph, resulting in negligible overall journey-time impact. Accordingly, any financial effect is expected to be small and transitional.

The Department's forthcoming Bus Strategy will incorporate the revised 20 mph network into the design of future routes and timetables, ensuring that operational planning, service frequency, and journey times are optimised for the new speed environment. This integration will support a more reliable, sustainable, and community-focused public transport system consistent with wider Living Street and active-travel objectives.

Collision Reduction and Financial Benefit

Reduced collisions are expected to deliver long-term financial savings. Based on the findings of *Quddus et al. (2024)*, "Evaluating the safety and speed impacts of the 20 mph speed limit in the UK: Evidence and insights", implementation of 20 mph limits may reduce collisions by 20–26%.

Within the Eastern Area, a total of 74 personal injury collisions were recorded on the roads currently under consideration for inclusion within the 20 mph zones over the three-year period 2022–2024.

Using the average value of prevention per reported road collision for built-up roads in Great Britain (£117,461), the indicative financial saving per collision prevented is as follows:

- Estimated reduction in first year: 4.9 collisions prevented (20%)
- Estimated monetary saving: $4.9 \times £117,461 = £575,559$
- Implementation cost: £161,000

First-year rate of return: $£563,813 \div £136,000 = 4.2$ (or 420%)

Based on these assumptions, the introduction of 20 mph limits across the Douglas and Onchan road network previously subject to 30 mph is projected to yield a first-year benefit-cost ratio of 3.5, meaning that for every £1 invested, approximately £4.20 in collision prevention benefits could be realised within the first year alone. Longer-term benefits are expected to accumulate as collision reductions are sustained over time.

The estimated collision cost savings from the 20 mph scheme do not represent money going directly to the Department. Instead, they reflect the economic and social benefits to the community, such as fewer injuries, reduced medical costs, lower emergency service demand, and less damage to vehicles and property. In other words, these savings measure the wider value of preventing collisions rather than a direct budgetary gain.

9. Risk Assessment

- **Risk if approved with modifications:**

Some members of the public may perceive that the Department has not fully reflected the volume of comments received, as the revised scheme retains 20 mph limits on most roads, fewer than many respondents initially anticipated reverting to 30 mph. It is important to emphasise that a Traffic Regulation Order (TRO) consultation is not a vote but a statutory process that seeks evidence-based feedback to inform proportionate and qualified decisions. The outcome demonstrates the Department's continued commitment to the Living Streets vision, applying speed limits consistently and proportionately to improve safety, accessibility, and community well-being.

- **Risk if approved as advertised:**

Minimal operational impact is anticipated, as the scheme aligns with the Living Streets framework and most roads already function effectively at or below 25 mph. Ongoing coordination with the Isle of Man Fire and Rescue Service will ensure that emergency response times are maintained within acceptable limits.

- **Risk if rejected:**

Rejection would present a reputational risk for the Department and Government, signalling inconsistency with established road safety and active travel policy commitments. It could also undermine public trust in the evidence-based review process and the Island's broader sustainability objectives.

- **Mitigation:**

Continued monitoring of traffic performance, collision data, and emergency service response times will support responsive management of the network. A clear communications strategy will reinforce the rationale for decisions, highlighting the safety, accessibility, and community benefits of the Living Streets approach. Adjustments will be made as necessary based on evidence gathered during post-implementation review.

10. Equalities & Climate Implications

Equalities and Accessibility

- The revised scheme retains 20 mph limits on most roads, fewer than the public may have anticipated reverting to 30 mph. This outcome reinforces the Living Streets principle of designing streets around people rather than vehicles, improving safety, comfort, and accessibility for all users, particularly vulnerable groups such as children, older people, and those with disabilities.
- Lower traffic speeds support greater equality of access by encouraging walking, cycling, and independent mobility, especially for those who do not drive. This strengthens connections between residential areas, schools, and local services, ensuring that communities remain inclusive and easy to navigate.

- Ongoing monitoring and evaluation will identify and address any disproportionate effects on accessibility, ensuring that adjustments can be made where necessary to maintain equitable travel conditions for all road users.

Climate and Environmental Outcomes

- The 20 mph network supports the Government's climate and sustainability commitments by reducing fuel consumption and vehicle emissions through smoother, more consistent driving patterns.
- The calmer speed environment also reduces noise pollution and enhances local air quality, contributing to cleaner, quieter, and healthier residential areas.
- These environmental benefits align with the wider Living Streets and Net Zero strategies, reinforcing the Island's transition toward sustainable, low-carbon transport and community planning.

Health and Wellbeing

- The predominance of 20 mph limits across residential and community roads delivers measurable health and wellbeing benefits. Lower vehicle speeds significantly reduce the likelihood and severity of collisions, improving safety for all, particularly school children and those walking or cycling.
- A safer, calmer environment encourages more active travel, increasing levels of walking and cycling. This contributes to better physical health, reduced obesity rates, and improved mental wellbeing through greater social interaction and connection within neighbourhoods.
- Air and noise quality improvements from smoother, slower traffic support healthier living conditions, complementing public health objectives and the Island Plan's focus on creating sustainable, liveable communities.

11. Conclusion

The consultation process enabled wide engagement through a variety of means and demonstrated that residents felt uncertain or uncomfortable with the scale and implications of the proposed changes. While a number of respondents supported the principle of lower residential speeds, others expressed concern about how the 20 mph limits would operate in practice, particularly on through routes or where streets were perceived as already safe. Although only 1.5% of the Eastern Area population responded, the feedback received provided valuable insights into community priorities and concerns. The low response rate may suggest limited opposition, but it should be interpreted with caution given the range of possible reasons for non-participation.

The Department recognises that these concerns were genuine and often reflected a desire for reassurance that decisions were based on evidence, fairness, and local context rather than a uniform approach. The comprehensive road review process directly responded to those views, examining each road on its specific characteristics, movement role, and community function.

The consultation identified 24 roads, split into 28 individual sections, for detailed reassessment. Following this review, five sections previously proposed for a 20 mph limit will now retain a 30 mph limit, while the remaining 23 sections will proceed with the proposed reduction to 20 mph. This outcome reflects a balanced, evidence-led application of the Living Streets principles, placing priority on safety, accessibility, and community wellbeing. Higher speed limits have only been retained where road design, geometry, or strategic network function clearly justify their continuation.

Although not every respondent will agree with the final distribution of 20 mph and 30 mph limits, the Department has sought to reach a proportionate and transparent outcome. The process has strengthened

public and stakeholder understanding of how speed management decisions are made, and it provides a clear, evidence-based framework for similar reviews across the Island.

The amended proposal therefore represents a reasoned and defensible balance between public and stakeholder feedback, technical evidence, and strategic policy commitments. It delivers the core aims of the Tynwald motion and 20 mph residential road programme, safer streets, improved accessibility, and enhanced community wellbeing, while retaining the flexibility needed to accommodate essential network and emergency response functions.

Appendix A – Consultation Response Table

This table sets out the main themes which were raised by respondents to the TRO consultation, a summary of evidence relevant to the comment raised, and the Department of Infrastructure's response. Specific roads mentioned in relation to each comment and counts of the number of times they were mentioned, are also provided. Due to the nature of the responses being predominantly qualitative (i.e. free-text responses), these counts should be considered illustrative.

Theme	Theme Summary	Relevant Evidence	Officer Response
Traffic flow and congestion	Some respondents stated that introducing a 20 mph limit on arterial routes could increase congestion, worsen delays, affect bus timetables, and result in longer journey times. Responses related to traffic flow and congestion referred to 99 roads in total. These roads were mentioned 305 times by respondents, with the most frequently cited being Main Road (23), Queens Promenade (20), and Victoria Road (19). A further 16% of respondents who raised this issue did not specify a road (57). Responses concerning potential bus timetable delays referenced 45 roads, mentioned 106 times. The most frequently cited were Main Road (8), Governors Road (7), and Queens Promenade, Victoria Road and Woodbourne Road (each 6). 17% of those raising this issue did not specify a road (21).	Evidence from other 20 mph implementations does not support the view that lower limits cause material congestion or delay. For example, data from Wales indicate that average journey times increased by only around two minutes following implementation, while journey time variability improved in 45 of 60 cases—suggesting more consistent and predictable travel (Transport for Wales, 2025).	The Department does not expect a significant change to overall traffic volumes or journey times following implementation. Most delay arises from junction capacity, parking activity, and general congestion rather than from posted speed limits. Experience from comparable schemes shows that journey times remain largely stable, with wider benefits to safety, accessibility, and network reliability.

Theme	Theme Summary	Relevant Evidence	Officer Response
Operations of Isle of Man Fire and Rescue Service	Isle of Man Fire and Rescue Service, raised concerns that introducing 20 mph limits on certain roads used by retained personnel could extend travel times and potentially impact emergency response capability. 20 roads were identified as providing primary access routes for retained firefighters travelling to Douglas Station and other operational locations.	This objection references a PhD Thesis (Walker, 2017) which concluded the risk level to fire safety increases due to travel time (Isle of Man Fire and Rescue Service). Specifically, the work states: <i>"An increase of 2 min will not impact upon those situations where the likelihood of survival is low; however, where the likelihood of survival is moderate a 2 min increase could make a significant difference as the dose increases constantly. Notably, one of the scenarios is re-categorised from high to moderate."</i>(p.269)	The Department noted that the Isle of Man Fire and Rescue Service has a permanent watch of wholetime (full-time) firefighters stationed who cover this consultation for the Douglas and Onchan area. Walker (2017) confirms that response times are critical to survival in dwelling fires and other life-risk incidents. Small delays can reduce survival probability, but the research shows that material impacts arise when delays extend response times beyond critical windows (measured in minutes, not seconds). Where only a quarter to a third of a journey is reduced from 30 mph to 20 mph, and emergency vehicles remain exempt, the real-world change in travel time is expected to be marginal (measured in seconds rather than minutes). Such a small adjustment is unlikely to create a meaningful increase in life safety risk. The Department will continue to work with the Fire and Rescue Service to monitor post-implementation impacts and ensure that

Theme	Theme Summary	Relevant Evidence	Officer Response
			emergency response capability remains fully protected.
Public perception of 'blanket limit'	Some respondents expressed concern that a uniform or 'blanket' 20 mph limit might be applied across all roads, regardless of their function, design, or safety context. Respondents suggested that speed reductions should instead focus on specific areas such as residential zones, school routes, or locations with higher pedestrian activity. Responses related to this theme referred to 16 roads in total, mentioned 19 times by respondents. The most frequently cited were Main Road (3) and Harbour Road (2). A further 56% of those who raised this comment did not specify a particular road (24).	Research indicates that setting a default 20 mph limit is more effective in achieving compliance and consistency than relying solely on voluntary driver behaviour or selective application. Quddus et al. (2025) found that sign-only 20 mph schemes reduced average speeds by approximately 1.6 mph, demonstrating measurable behavioural change without the need for extensive physical measures. The statutory framework for setting speed limits prioritises safety and accessibility outcomes rather than driver preference. Under Section 23(1)(b) of the Road Traffic Regulation Act 1985, speed limits are determined by the Department according to the character and function of each road.	The Department's approach does not apply a uniform or 'blanket' 20 mph limit. Each road has been assessed individually against clear engineering, operational, and place-based criteria, including pedestrian activity, frontage type, and road function. The resulting recommendations ensure that 20 mph limits are introduced only where appropriate, while roads with a clear through-movement or strategic role may retain 30 mph. This proportionate, evidence-based approach balances safety with network efficiency, addressing the concern that limits should reflect local context rather than be applied indiscriminately.
Perceived lack of supporting evidence	Some respondents questioned whether sufficient evidence exists to demonstrate that 20 mph limits effectively reduce road traffic collisions, injuries, or carbon emissions. Several responses also suggested that the	Extensive research supports the link between lower speed limits and reduced collision risk. Meta-analyses and systematic reviews (Musial et al., 2025; Hussain et al., 2019) demonstrate that even small reductions in average speed yield	The evidence clearly demonstrates that 20 mph limits are effective in reducing collision frequency and severity, particularly for vulnerable road users such as pedestrians and cyclists. The Department

Theme	Theme Summary	Relevant Evidence	Officer Response
	consultation materials did not fully explain the evidence base supporting the policy. Responses related to this theme referred to 18 roads, mentioned 22 times in total. The most frequently cited were Queens Promenade (3), The Promenade (2), and Victoria Road (2). A further 42% of those commenting did not specify a road (16). The feedback related to 18 roads. These roads were mentioned 22 times by respondents with the top being Queens Promenade (3), The Promenade (2) and Victoria Road (2). All other roads received only 1 mention each. 42% of those who raised this concern did not specify a road (16).	substantial safety benefits. For example: - Each 1 km/h reduction in mean vehicle speed is associated with an 11% decrease in pedestrian fatality risk (Hussain et al., 2019). - Pedestrians struck at 30 km/h (18 mph) face an approximate 5% fatality risk, compared with 29% at 50 km/h (31 mph) (Musial et al., 2025). Further studies confirm that lower speeds contribute to smoother driving patterns, improved fuel efficiency, and reduced vehicle emissions, supporting wider climate and sustainability goals.	acknowledges the importance of communicating this evidence more clearly and will ensure that future consultation materials and engagement activities better explain the safety, environmental, and community benefits underpinning the policy. The Department remains committed to evidence-led decision-making and will continue to monitor local data to assess the long-term outcomes of 20 mph implementation across the Island.
Similar intervention in Wales	Some respondents referred to the introduction of 20 mph limits in Wales, expressing concern that the policy had faced public opposition and had not delivered the intended benefits. A number of responses suggested that similar issues could arise locally, including negative public reaction or implementation challenges. Responses related to this theme referred to seven roads, mentioned nine times in total.	Monitoring data from Wales indicate that the introduction of 20 mph limits has contributed to measurable safety improvements. According to <i>Transport for Wales (2025)</i>, casualties on 20 mph and 30 mph roads declined by 24% in the period April–June 2024 compared with pre-implementation levels. The same review reported improvements in pedestrian confidence and more	The Isle of Man’s approach has been shaped by lessons from Wales and other jurisdictions. The Department has adopted a zonal, evidence-led method, engaging with local authorities, emergency services, and the public to ensure that limits are applied proportionately and

Theme	Theme Summary	Relevant Evidence	Officer Response
	The most frequently cited was Main Road (3), with all other roads mentioned once each. A further 61% of those who raised this concern did not specify a particular road (14).	consistent vehicle speeds, contributing to safer and calmer road environments. While initial public concern was evident, subsequent analysis has shown growing acceptance as communities experienced the benefits first-hand, and as local authorities refined implementation to better reflect local contexts.	reflect each road's function and use. This targeted approach avoids the perception of a universal or indiscriminate application of 20 mph limits, instead aligning with the Living Streets framework to enhance safety, accessibility, and community well-being while maintaining effective network operation.
Environmental and vehicle engine impact	Some respondents expressed concern that travelling at 20 mph could increase fuel consumption, emissions, and mechanical strain on engines and gearboxes compared with driving at 30 mph. Others questioned whether lower speed limits might negatively affect vehicle efficiency or contribute to greater environmental impact. Responses related to environmental impact referred to 38 roads, mentioned 58 times in total. The most frequently cited were Main Road (5), Ballaquayle Road (4), and Whitebridge Road, Summerhill Road, Circular Road, Victoria Road, and Harbour Road (each 3). A further 13% of those commenting did not specify a road (9). Responses specifically concerning engine wear referenced six roads, mentioned eight times in total. The most	Evidence from recent transport and environmental studies does not support the claim that 20 mph limits increase fuel consumption or engine wear. In fact, research by Gao et al. (2024), Fondzenyuy et al. (2024), and Miotti et al. (2021) found that vehicles operating at lower, steady speeds typically consume less fuel and emit fewer pollutants due to smoother acceleration and reduced braking frequency. Lower speeds also decrease particulate emissions from braking and tyre wear, improving local air quality and supporting public health. These findings align with wider climate and sustainability objectives,	The Department's assessment concludes that 20 mph limits are likely to produce environmental benefits through reduced emissions and smoother driving behaviour. Any potential increase in fuel use for specific vehicle types or driving styles is expected to be marginal and outweighed by the broader gains in safety, comfort, and air quality. The Department will continue to monitor post-implementation environmental data to confirm these effects and ensure alignment with the Island's climate and sustainability commitments.

Theme	Theme Summary	Relevant Evidence	Officer Response
	frequently cited were Summerhill Road and Main Road (both 2), with 33% of respondents not specifying a road (4).	including those within the Isle of Man's <i>Climate Change Plan</i> .	
Driver frustration and perceived associated safety risk	Some respondents suggested that 20 mph limits could increase driver frustration, potentially leading to more aggressive driving behaviour such as tailgating or unsafe overtaking. Concerns were also raised that longer journey times might reduce driver patience and increase perceived safety risks for other road users. Responses related to this theme referred to 21 roads, mentioned 30 times in total. The most frequently cited were The Promenade (3) and Whitebridge Road (3). A further 29% of those responding did not specify a road (12).	Evidence from UK and international studies does not support the concern that lower limits increase driver aggression or reduce road safety. Evaluations of 20 mph schemes (Transport for Wales, 2023; Bristol City Council, 2018) found that average journey times changed by less than one minute and that overall driver behaviour became calmer and more predictable. In addition, reduced speed variance—the difference between the slowest and fastest vehicles—was found to lower the risk of overtaking and rear-end collisions. The consistency of movement across the traffic stream contributes to smoother flow and improved perceived safety for all users, particularly pedestrians and cyclists.	The Department acknowledges concerns about driver behaviour and will continue to work with the Isle of Man Constabulary to monitor compliance and enforcement. Evidence suggests that frustration-related behaviours are more likely where speed limits appear inconsistent or unclear; by applying 20 mph limits in a coherent and context-sensitive way, the Department aims to minimise this risk. Experience from comparable jurisdictions shows that, over time, driver behaviour adapts to the new environment, leading to calmer, safer, and more predictable traffic conditions. The safety benefits from reduced speeds significantly outweigh any short-term behavioural adjustment effects.
Policing and Enforcement	Some respondents expressed concern that 20 mph limits may not be enforced effectively and could therefore be disregarded by some drivers. Several responses questioned whether the Constabulary has the capacity or	National research shows that average speeds in 20 mph areas typically fall by 1–2 mph where pre-implementation speeds were already near 25 mph, and by up to 5 mph	The Department recognises that visible and proportionate enforcement is important to maintaining public confidence in the 20 mph programme. The Isle

Theme	Theme Summary	Relevant Evidence	Officer Response
	resources to ensure consistent compliance across the network. Responses related to this theme referred to 23 roads, mentioned 36 times in total. The most frequently cited were Central Promenade and Whitebridge Road (both 4). A further 44% of those commenting did not specify a road (28).	where speeds were closer to 30 mph (Musial et al., 2025). These reductions have been achieved primarily through clear signage and community support, rather than through intensive enforcement. Evidence from Transport for Wales (2025) and UK city authorities suggests that driver compliance improves over time as schemes become established and as expectations normalise. Targeted, risk-based enforcement combined with public communication has been shown to reinforce compliance effectively without requiring continuous police intervention.	of Man Constabulary has confirmed that enforcement will be risk-based, focusing on locations where safety risks are greatest—such as near schools, pedestrian crossings, and high-activity areas. In addition to formal enforcement, compliance will be supported through signage, road design, and ongoing public education to promote voluntary adherence. Experience from other jurisdictions shows that, once embedded, 20 mph schemes achieve stable compliance levels with minimal long-term enforcement demand.
Economic impact (business/ delivery/ taxis)	Some respondents, including representatives of local businesses, delivery operators, and taxi firms, raised concerns that reduced speed limits could increase journey times, fuel consumption, and staff costs. These respondents suggested that slower speeds might reduce operational efficiency and affect the reliability of time-sensitive services. Responses related to this issue referred to 6 roads, mentioned 6 times in total. The	Evidence from Wales and other UK cities demonstrates that the introduction of 20 mph limits has minimal impact on commercial travel times. <i>Transport for Wales (2025)</i> reported average increases in journey times of less than one minute per trip, with no significant long-term operational or cost implications for delivery or passenger transport services.	The Department acknowledges the concerns raised by commercial and service operators and has carefully reviewed journey time data from comparable schemes. The evidence indicates that any additional travel time resulting from 20 mph limits will be negligible and short-lived.

Theme	Theme Summary	Relevant Evidence	Officer Response
	most frequently cited were Ballaquayle Road, The Promenade, Queens Promenade, Bucks Road, Isle of Man Business Park, and Main Road (each mentioned once). A further 57% of those who responded did not specify a road (8).	Moreover, reduced collision rates and smoother driving conditions contribute to lower vehicle repair, insurance, and downtime costs—offsetting any marginal increases in trip duration. These safety and reliability gains also benefit businesses through reduced delays from road incidents.	As part of ongoing implementation, the Department will continue to coordinate with local businesses and taxi representatives to ensure that operational impacts are monitored and mitigated where necessary. The wider benefits, improved safety, fewer collisions, and enhanced public realm quality, are expected to deliver a net positive outcome for both the community and the local economy.
Governance and use of financial resources	Respondents questioned whether the introduction of 20 mph limits represents an effective use of public funds. Concerns included the perceived cost of new signage, consultation activities, and implementation relative to the scale of the safety benefits expected. Responses related to this issue referred to 66 roads, mentioned 101 times in total. The most frequently cited were Main Road (7), Victoria Road (5), and Ballaquayle Road (5). A further 29% of those who raised this concern did not specify a road (42).	Economic evaluations from other jurisdictions demonstrate that 20 mph programmes deliver a strong return on investment through reduced collision frequency and severity. Studies by Kokka et al. (2024) and the Scottish Government (2025) indicate that lower speed limits result in fewer injuries, lower emergency response costs, and reduced strain on public health and road maintenance budgets. These findings align with the Living Streets and Road Safety principles, which prioritise preventative	The 20 mph programme forms part of a broader strategic commitment to sustainable, safer, and more inclusive transport. By reducing collisions, improving accessibility, and supporting active travel, the policy delivers ongoing social and economic value well beyond its initial cost. Continued monitoring will ensure that the benefits achieved remain proportionate to the investment made.

Theme	Theme Summary	Relevant Evidence	Officer Response
		investment to achieve long-term savings and improved quality of life.	

Appendix B – Consultation Response Tables

The tables below provide a breakdown of the consultation responses.

Where a count of *unique respondents* is given, this refers to the number of individuals (or households) who responded to the consultation. Unique respondents were not automatically identifiable from the data, and so this was coded by examining data on respondent address, title and submission timestamp to identify where multiple responses were likely to have been submitted by the same individuals. Many identical responses were submitted and so these were also assumed to be from the same individuals, unless other fields (address and title) suggested otherwise. Due to the nature of this analysis, these counts should be considered indicative.

Where a count of *responses* is given, this refers to the number of submitted responses raised in relation to specific roads, or in relation to the programme as a whole (i.e. where no roads were specified). On Traffweb, respondents could submit multiple responses for different roads or for the programme overall. Email responses were also received and where multiple roads were mentioned in email submissions, these were treated as multiple responses in order to match the way responses were counted on Traffweb.

Most respondents (435) submitted only one response. 90 respondents submitted more than one response but less than 10 responses. 33 respondents submitted 10 or more responses. As shown by the table below the majority of both respondents and responses were considered objections (disagrees).

Count of responses by submission type

Response method	Count of unique respondents	% of unique respondents	Count of responses	% of responses
Email	202	36%	562	38%
Traffweb	356	64%	935	62%
Grand Total	558	100%	1497	100%

Count of responses by request type

Response type	Count of unique respondents	% of unique respondents	Count of responses	% of responses
General comment or query email	22	4%	25	2%
Agree with proposed TRO– No requests for specific roads to be reconsidered	69	12%	98	7%
Partially agree with proposed TRO - Requests for specific roads to be reconsidered	142	25%	324	22%
Partially disagree with proposed TRO - Requests for specific roads to be reconsidered	281	50%	960	64%
Disagree – No requests for specific roads to be reconsidered	90	16%	90	6%
Grand Total	558	100%	1497	100%

Explanatory Note 1: – Requests for specific roads to be reconsidered

For a Traffic Regulation Order (TRO) consultation, the focus is on identifying specific roads that respondents want reviewed, rather than counting overall support or opposition. This is the correct approach because TROs are statutory processes, not votes, and the goal is to make evidence-based decisions about safety and traffic management. Highlighting roads of concern helps the Department prioritise further review or adjustments where needed.

Explanatory Note 2 – Interpretation of Columns 2 and 3

Some respondents provided multiple comments that were coded across different categories. This occurred because their free-text responses contained mixed views or statements addressing several aspects of the proposal. As a result, individual respondents may appear in more than one category within Columns 2 and 3. The breakdown therefore reflects the content of responses, not the number of unique respondents.

Count of responses by road

The table below shows the number of times each road was mentioned by respondents to be reconsidered. This includes roads proposed to remain at 30 mph as well as roads proposed to change to 20 mph. The count reflects how often each road was selected in the Traffweb application in the context of a response or, for email submissions, the number of responses in which a specific road was referenced.

Road name	Number of Mentions
Main Road	51
Victoria Road	48
Summerhill Road	42
Woodbourne Road	41
Governors Road	40
Queens Promenade	38
Royal Avenue	32
Ballaquayle Road	31
Whitebridge Road	31
Bucks Road	27
Central Promenade	26
Circular Road	25
Tromode Road	23
Alexander Drive	20
Peel Road	20
Avondale Road	18
Broadway	16
Groves Road	16
Groudle Road	15
Harbour Road	14
Lord Street	13
Stevenson Way	13
Summerhill	12

Road name	Number of Mentions
Hillberry Road	11
Prospect Hill	10
The Promenade	10
Church Road	8
Finch Road	7
Alberta Drive	6
Derby Road	6
Glencrutchery Road	6
Old Castletown Road	6
Strathallan Road	6
Cooil Road	5
King Edward Road	5
Roslyn Terrace	5
Vicarage Road	5
Victoria Street	5
Albany Lane	4
Birch Hill Crescent	4
Birchley Terrace	4
Falkland Drive	4
Greenfield Road	4
Strathallan Crescent	4
Sunningdale Drive	4
The Village Walk	4
Cronk Liauyr	3
Cronkbourn Road	3
Dukes Avenue	3
Kewaique	3
King Edward Park	3
Marine Drive	3
Mount View Close	3
Ridgeway Street	3
Royal Avenue West	3
Sea Cliff Road	3
Somerset Road	3
Stanley Terrace	3
Switzerland Road	3
The Fairway	3
Victoria Crescent	3
Windermere Drive	3
Back Marina Road	2
Bank Hill	2
Bay View Road	2
Belgravia Road	2
Birchleigh Close	2
Braddan Road	2

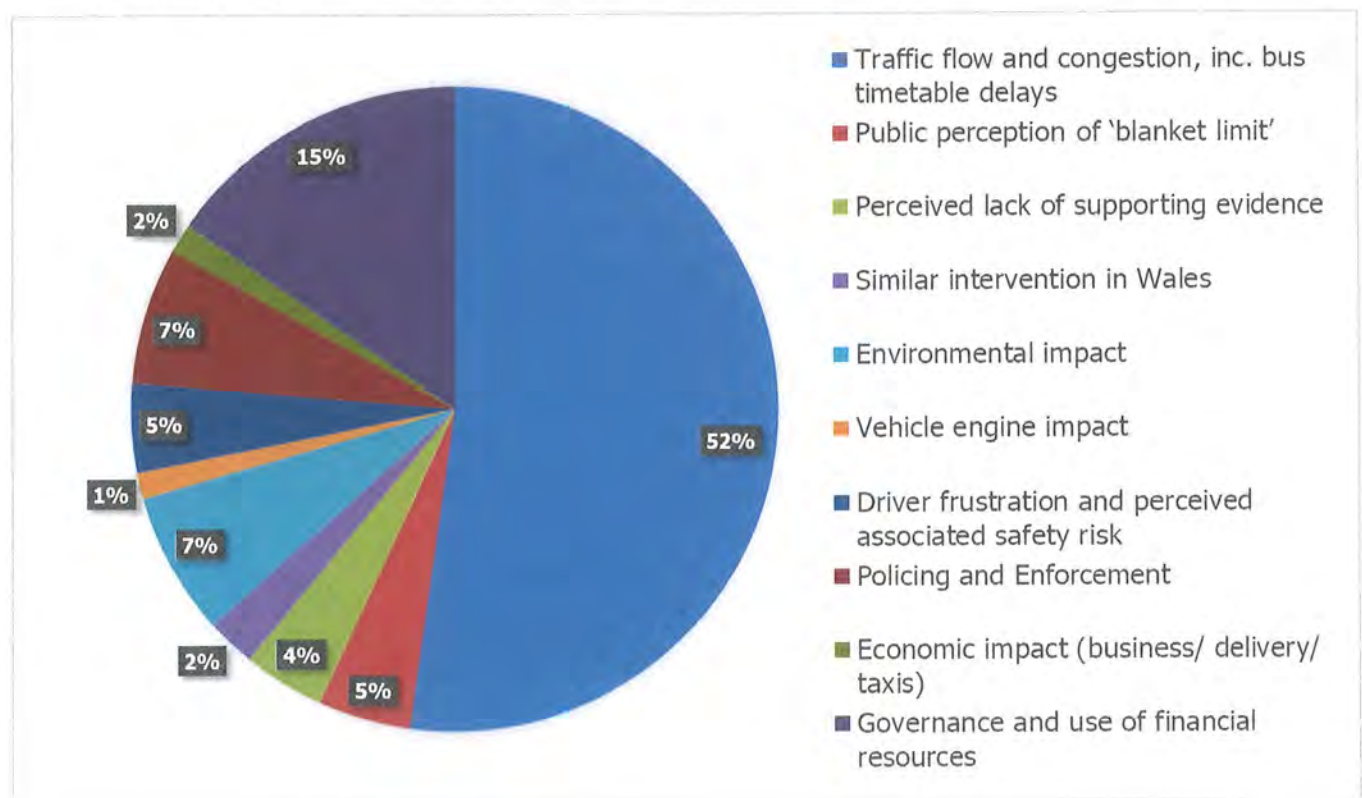
Road name	Number of Mentions
Bray Hill	2
Cedar Walk	2
Central Drive	2
Clifton Terrace	2
Cronk Road	2
D92	2
Derby Square	2
Drury Terrace	2
E101	2
Hailwood Avenue	2
Isle Of Man Business Park	2
Kensington Road	2
Lane From Whitebridge Hill To Bibaloe Moar	2
Marathon Road	2
Myrtle Street	2
New Castletown Road	2
North Quay	2
Quines Hill	2
Saddle Road	2
School Road	2
Seaview Road	2
Sherwood Terrace	2
The Park	2
Turnberry Avenue	2
Upper Dukes Road	2
Waverley Terrace	2
A18	1
A38	1
A46	1
Albany Street	1
Albion Terrace	1
Allan Street	1
Alpine Close	1
Anacur Lane	1
Anagh Coar Road	1
Annacur Lane	1
Ashen Bank	1
Athol Street	1
B31	1
B63	1
B76	1
Ballachrink Drive	1
Ballafletcher Farm Road	1
Ballafletcher Road	1
Ballanard Road	1

Road name	Number of Mentions
Ballaughton Close	1
Banks Howe	1
Belmont Hill	1
Bridge Road	1
Brisbane Street	1
C1056	1
C1105	1
C119	1
C1416	1
C2	1
C438	1
C630	1
C666	1
C759	1
C76	1
C785	1
Campion Way	1
Chester Street	1
Christian Road	1
Clinches Court	1
D33	1
Derwent Drive	1
Devonshire Road	1
Douglas Head	1
Dukes Road	1
Ennerdale Avenue	1
Eskdale Road	1
F311	1
Falcon Cliff Terrace Lane	1
Farmhill Lane	1
Fort Street	1
Glen Falcon Road	1
Hague Crescent	1
Hague Walk	1
Hailwood Court	1
Harbour View	1
Head Road	1
High View Road	1
Highfield Crescent	1
Hillberry	1
Howe Road	1
Imperial Terrace	1
Johnny Watterson Lane	1
Kirkway	1
Lake Road	1

Road name	Number of Mentions
Laureston Grove	1
Laureston Terrace	1
Linden Grove	1
Lucerne Court	1
Marathon Avenue	1
Marion Road	1
Middle River	1
Mountain View	1
Nelson Street	1
Norwood Drive	1
Oakhill Court	1
Parade Street	1
Port Erin	1
Port Jack	1
Port Soderick Village	1
Port St Mary	1
Pulrose Road	1
Quarterbridge	1
Quarterbridge Rd	1
Rafael Road	1
Ridgeway Road	1
Rosemount	1
Royal Terrace	1
Second Avenue	1
South Quay	1
St Marys Road	1
St Ninians Road	1
Stoney Road	1
Strang Road	1
Strathallan Park	1
Summerhill Place	1
Terence Avenue	1
The Abbey Woods	1
Thirlmere Avenue	1
Watterson Lane	1
Wentworth Close	1
Westminster Drive	1
Windermere Avenue	1
Windsor Road	1
Woodbourne Court	1
Grand Total	1050

Themes raised during consultation

The below shows the distribution of the main themes which emerged from the consultation, the themes are further explained in Appendix A



Count of comments by road where traffic flow and congestion were mentioned

Road name	Count of comments
Main Road	23
Queens Promenade	20
Victoria Road	19
Governors Road	16
Summerhill Road	13
Central Promenade	11
Woodbourne Road	11
Bucks Road	10
Circular Road	9
Royal Avenue	9
Ballaquayle Road	8
Peel Road	8
Whitebridge Road	8
Summerhill	7
Groves Road	6
Broadway	5

Road name	Count of comments
Harbour Road	5
Avondale Road	4
Church Road	4
Stevenson Way	4
Alberta Drive	3
Alexander Drive	3
Roslyn Terrace	3
Switzerland Road	3
The Promenade	3
The Village Walk	3
Windermere Drive	3
Bank Hill	2
Belgravia Road	2
Birchleigh Close	2
Birchley Terrace	2
Clifton Terrace	2
E101	2
Groudle Road	2
Prospect Hill	2
Quines Hill	2
Royal Avenue West	2
Strathallan Road	2
Turnberry Avenue	2
A18	1
Albany Lane	1
Albion Terrace	1
Anacur Lane	1
Ashen Bank	1
Athol Street	1
B76	1
Banks Howe	1
Bay View Road	1
Belmont Hill	1
Birch Hill Crescent	1
C119	1
C438	1
C630	1
C76	1
C785	1
Chester Street	1
Clinches Court	1
Cooil Road	1
Cronk Road	1
D92	1
F311	1
Falkland Drive	1

Road name	Count of comments
Fort Street	1
Glencrutchery Road	1
Hague Crescent	1
Hailwood Avenue	1
Hailwood Court	1
Hillberry Road	1
Imperial Terrace	1
Isle Of Man Business Park	1
King Edward Road	1
Kirkway	1
Laureston Grove	1
Linden Grove	1
Lord Street	1
Marathon Avenue	1
Marine Drive	1
Marion Road	1
Mount View Close	1
Myrtle Street	1
Port Jack	1
Port Soderick Village	1
Port St Mary	1
Quarterbridge	1
Ridgeway Road	1
Saddle Road	1
Sea Cliff Road	1
Sherwood Terrace	1
St Marys Road	1
Stanley Terrace	1
Strang Road	1
Strathallan Crescent	1
Strathallan Park	1
Sunningdale Drive	1
The Fairway	1
The Park	1
Tromode Road	1
Vicarage Road	1
Victoria Crescent	1
Grand Total	362

EXTERNAL ORGANISATIONAL STAKEHOLDER RESPONSES

Local Authority

Douglas

The Douglas City Council meeting minutes (20th June 2025) mention several specific roads and areas discussed in relation to the 20 mph residential zone proposals. These include:

- Woodbourne Road –discussed as an arterial route; councillors noted it “could be made 30 mph” due to good footways, though parts near schools and poor crossings support a 20 mph limit.
- Bucks Road – described as a “stroad” (street + road) with mixed characteristics, considered for future design changes under active travel or “Living Streets” initiatives.
- Hillside Terrace – mentioned as a historic cut-through where home zones have already reduced through-traffic.

The Department acknowledges the detailed comments provided by Douglas City Council regarding the balance between movement and place on key corridors such as Woodbourne Road, Bucks Road, and Hillside Terrace. These observations have informed the final recommendations, ensuring that roads serving schools and local centres retain 20 mph limits, while distributor routes with stronger through-movement functions have been reviewed to maintain network efficiency. The Department has incorporated the Council’s comments into the road review process and will continue to liaise with Douglas City Council during implementation to align the 20 mph network with planned Living Streets and active travel improvements.

Onchan

The Onchan Commissioners meeting minutes (16th June 2025) mention the following specific roads discussed in relation to the proposed 20 mph residential zones:

- Whitebridge Road – proposed extension of the 20 mph limit to include:
 - the junction with Windermere Drive, and
 - Hillberry Road from Signpost Corner.
- Hillberry Road – highlighted for inclusion in the 20 mph zone due to:
 - nearby schools (Bemahague and Ashley Hill),
 - presence of Sight Matters HQ, and
 - nearby nursery and housing in Ballachurry.
- Governors Road – mentioned as having only a pedestrian refuge island (not a controlled crossing).

The Department notes and appreciates the feedback from Onchan Commissioners, particularly regarding Hillberry Road and Whitebridge Road, where schools and community facilities generate high pedestrian activity. The Commissioners’ comments highlighted the need for improved pedestrian movement through crossing enhancements and the extension of lower limits. The Department will implement a new pedestrian crossing on Hillberry Road to support safer access for pupils and residents, and extend the 20 mph limit along Whitebridge Road to improve continuity and protection for those walking to nearby schools. Ongoing collaboration with Onchan Commissioners will continue through implementation to ensure local priorities are reflected in the final design and delivery.

Emergency Services

Isle of Man Fire and Rescue Service

The Fire Service Response (Eastern Division) response lists specific roads in Douglas that the Isle of Man Fire & Rescue Service identified routes affected by the proposed 20 mph limits. The Fire & Rescue Service stated that these routes are primary access corridors for retained firefighters travelling to Douglas Station.

The following roads were raised in relation to comments made by the Fire and Rescue Service:

1. Alexander Drive
2. Annacur Lane
3. Ballaquayle Road
4. Broadway
5. Bucks Road
6. Circular Road
7. Cushag Road (lower part)
8. Derby Road
9. Governors Road
10. Groves Road
11. Lord Street
12. Lower Peel Road
13. Pulrose Road/Bridge
14. St Ninian's Road
15. Stevensons Way
16. Stoney Road
17. Tromode Road
18. Victoria Road
19. Woodbourne Road
20. York Road

The Department noted that the Isle of Man Fire and Rescue Service has a permanent watch of wholetime (full-time) firefighters stationed who cover this consultation for the Douglas and Onchan area. The Department recognises the Isle of Man Fire and Rescue Services operational concerns regarding potential impacts on response times, particularly for retained personnel accessing Douglas Station. The Department has reviewed each affected route and confirmed that emergency response exemptions under the *Road Traffic Regulation Act 1985* remain applicable. The Department will maintain close liaison with the Fire and Rescue Service during and after implementation.

Isle of Man Constabulary

IoMC response from Chief Constable Russ Foster (Isle of Man Constabulary) to the Department of Infrastructure's consultation on the *Isle of Man (Speed Limits) Order 2025*, does not list individual roads. Instead, it addresses the principle of introducing 20 mph limits on roads currently restricted to 30 mph.

The Department appreciates the Constabulary's engagement and input regarding the practical enforcement of 20 mph limits. The Constabulary's recommendations have informed the enforcement and communications strategy, ensuring a proportionate approach to compliance. The Department will support a risk-based enforcement model focused on areas of highest safety priority, including school zones and pedestrian corridors, and will continue to share monitoring data with the Constabulary to ensure enforcement remains targeted and effective.

Isle of Man Ambulance Service

No formal response was received from the Isle of Man Ambulance Service during the consultation period. However, the Department recognises the importance of ensuring that emergency medical response times are maintained and that operational routes remain efficient. The Department's assessment confirms that, as with other emergency services, ambulance vehicles are exempt from statutory speed limits when responding to incidents. The Department will continue to engage with the Ambulance Service as part of the post-implementation review to ensure that the revised speed limits do not adversely affect emergency response capability or patient outcomes.

From: Ross Phillips
Sent: 11 November 2025 16:58
To: Ross Phillips
Subject: FW: Period Products (Free Provision) Bill

From: Faragher, Joney (MHK) [REDACTED]
Sent: 11 November 2025 16:32
To: Ross Phillips <rossphillips@onchan.org.im>
Subject: RE: Period Products (Free Provision) Bill

You don't often get email from [REDACTED] [Learn why this is important](#)
Fastyr mie again Ross

Thanks so much for the chat.

As mentioned, the Bill has now been published so can be viewed:
[https://www.tynwald.org.im/spfile?file=/business/bills/Bills/PeriodProducts\(FreeProvision\)Bill2024.pdf](https://www.tynwald.org.im/spfile?file=/business/bills/Bills/PeriodProducts(FreeProvision)Bill2024.pdf)

In response to specific queries I've had so far:

- 1) Cost - Within the Bill, the cost of provision sits with the Cabinet Office, as it is their responsibility within the Bill that they provide or arrange the supply of sufficient products to each responsible body. This can be seen at Clause 4.
- 2) Dispensers – it is likely that the Cabinet Office will put this out to tender. However, if it helps with queries about this, Scotland, Northern Ireland and Wales all use the social enterprise company Hey Girls. I have already met with Hey Girls and they have confirmed they are very keen to assist us and provide both products and dispensers, which they provide at subsidised prices.

Please do feel free to come back to me with any other questions.

Gura mie ayd

Joney

From: Faragher, Joney (MHK) [REDACTED]
Sent: 11 November 2025 12:48
To: [REDACTED]

Subject: FW: Period Products (Free Provision) Bill

You don't often get email from joney.faragher@gov.im. [Learn why this is important](#)

IN THE KEYS

PERIOD PRODUCTS (FREE PROVISION) BILL 2025

A BILL to secure the provision
of free period products; and for
connected purposes.

Introduced pursuant to leave granted
by the Keys under Standing Order
4.34 in the House of Keys on 28
October 2025.

MS FARAGHER, MHK

NOVEMBER 2025

PERIOD PRODUCTS (FREE PROVISION) BILL 2025

Explanatory Memorandum

1. This Bill is promoted by Ms Joney Faragher, MHK.
2. This Bill is to secure the provision of free period products.
3. In the opinion of the member moving the Bill its provisions are compatible with the Convention rights within the meaning of the Human Rights Act 2001.
4. *Clause 1* gives the title of the resulting Act.
5. *Clause 2* provides for the Act to come into operation six months after the day on which Royal Assent is announced in Tynwald.
6. *Clause 3* defines expressions used throughout the Bill and this Explanatory Memorandum.
7. *Clause 4* provides that the Cabinet Office is required to promote the free provision of period products; to provide or secure the provision of sufficient period products to each responsible body to ensure that the responsible body can carry out its functions under clauses 5 or 6; and to provide or secure the provision of such period products to each responsible body free of charge.
8. *Clause 5* requires education providers to ensure that period products are obtainable free of charge in specified locations within each educational institution during term times for any persons who need to use such products and are pupils at an educational institution provided or maintained by the education provider.
9. *Clause 6* provides that public service bodies specified in regulations must also ensure that period products are obtainable free of charge for any person who needs to use them from its premises specified in regulations.
10. *Clause 7* provides that arrangements established and maintained under *clauses 5 or 6* must provide for period products to be obtainable reasonably easily and in a way that respects the dignity of persons obtaining them; and provide a reasonable choice of different types of product to be obtainable.
11. *Clause 8* requires the Cabinet Office to issue guidance to education providers and to public service bodies about the exercise of the functions conferred on them; and requires the Cabinet Office to consult prior to the issuing or advising of guidance.
12. *Clause 9* provides that education providers and public service bodies that are required to provide period products under the resulting Act must take such steps as they consider appropriate to inform potential users of the products that they are obtainable free of charge, where they may be obtained and appropriate safety information concerning the products.



PERIOD PRODUCTS (FREE PROVISION) BILL 2025

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Ellan Vannin

PERIOD PRODUCTS (FREE PROVISION) BILL 2025

A **BILL** to secure the provision of free period products; and for connected purposes.

BE IT ENACTED by the King's Most Excellent Majesty, by and with the advice and consent of the Council and Keys in Tynwald assembled, and by the authority of the same, as follows:—

1 Short title

The short title of this Act is the Period Products (Free Provision) Act 2025.

2 Commencement

This Act, apart from section 1 and this section, comes into operation at the end of the period of 6 months beginning with the day on which Royal Assent is announced to Tynwald.

3 Interpretation

[Asp2021/1/9 and 10 and drafting]

(1) In this Act –

“**college**” has the same meaning as in section 59(1) (interpretation) of the *Education Act 2001*;

“**DESC**” means the Department of Education, Sport and Culture;

“**educational institution**” means –

- (a) a school;
- (b) a college;
- (c) any other institution provided by the Department for the purpose of discharging its duty under section 1 of the *Education Act 2001* (general duties of Department) in respect of pupils of compulsory school age that is specified in regulations made by the Department;

“**education provider**” means –

- (a) the DESC;

1 carry out its functions under section 5 or 6 (as the case may be);
2 and

- 3 (c) provide, or secure the provision of, such period products to each
4 responsible body free of charge.

5 **5 Education provider to ensure period products obtainable free of charge** 6 **by pupils**

7 [Asp2012/1/2 and drafting]

- 8 (1) Subject to section 4, an education provider must ensure that period
9 products are obtainable free of charge (in accordance with arrangements
10 established and maintained by the education provider) by the persons
11 mentioned in subsection (5).
- 12 (2) An education provider is to do so by providing period products, or
13 securing their provision, in such locations within each educational
14 institution provided or maintained by the education provider as are
15 specified in arrangements established and maintained under subsection
16 (1).
- 17 (3) The locations specified in the arrangements established and maintained
18 under subsection (1) for an educational institution must include at least
19 one location in each building which is normally used by pupils at the
20 educational institution.
- 21 (4) If the education provider considers that a building of the type mentioned
22 in subsection (3) is not a suitable place for the provision of period
23 products, no location in the building need be specified in the
24 arrangements established and maintained under subsection (1).
- 25 (5) The persons referred to in subsection (1) are persons who —
26 (a) need to use period products; and
27 (b) are pupils at an educational institution provided or maintained by
28 the education provider.
- 29 (6) The period products obtainable free of charge by a pupil under the
30 arrangements established and maintained under subsection (1) are to be
31 sufficient products to meet the pupil's needs during term times.

32 **6 Specified public service bodies to ensure period products obtainable** 33 **free of charge by persons**

34 [Asp2021/1/3 and drafting]

- 35 (1) Subject to section 4, each public service body specified in regulations
36 made by the Department must ensure that period products are
37 obtainable free of charge (in accordance with arrangements established
38 and maintained by the body) from its premises specified in the
39 regulations by any person who needs to use them.

- 1 (b) any specified public service bodies about the exercise of the
- 2 functions conferred on them by sections 6 and 9.
- 3 (2) Guidance issued under subsection (1) must in particular include
- 4 guidance about the matters in relation to which section 7 imposes
- 5 requirements.
- 6 (3) Each responsible body to which guidance is issued under this section
- 7 must have regard to the guidance as it relates to that body.
- 8 (4) The Department may from time to time revise guidance published by it
- 9 under this section and issue the revised guidance.
- 10 (5) Before issuing any guidance or revised guidance under this section, the
- 11 Department —
- 12 (a) must consult such persons or bodies as appear to the Department
- 13 to represent the interests of each type of responsible body to
- 14 which the guidance or revised guidance relates; and
- 15 (b) may consult any other person or body the Department thinks
- 16 appropriate.
- 17 (6) The Department must, as soon as reasonably practicable after issuing
- 18 guidance or revised guidance under this section, publish the guidance or
- 19 revised guidance in such ways as the Department thinks appropriate.

20 **9 Information to be provided to public**

21 [ASP2021/1/8 and drafting]

- 22 (1) Each responsible body must take such steps as it thinks appropriate to
- 23 inform the persons mentioned in subsection (2) of the matters mentioned
- 24 in subsection (3).
- 25 (2) The persons referred to in subsection (1) are, in the case of a responsible
- 26 body with functions under —
- 27 (a) section 5, pupils at each educational institution provided or
- 28 maintained by the education provider;
- 29 (b) section 6, members of the public who use the specified premises
- 30 of the specified public service body.
- 31 (3) The matters referred to in subsection (1) are —
- 32 (a) that period products are obtainable free of charge;
- 33 (b) the arrangements for obtaining period products free of charge,
- 34 including in particular how, where and when products may be
- 35 obtained; and
- 36 (c) prior to using any period product intended for internal use, the
- 37 appropriate safety information for that product.
- 38 (4) Each responsible body must publish a summary of the arrangements
- 39 established and maintained by it under section 5(1) or 6(1) (as applicable)
- 40 in such ways as that responsible body thinks appropriate.

Legislative Buildings
Douglas
Isle of Man
IM1 3PW
British Isles

Tel: 01624 685500



President of Tynwald
Eaghtyrane Tinvaal

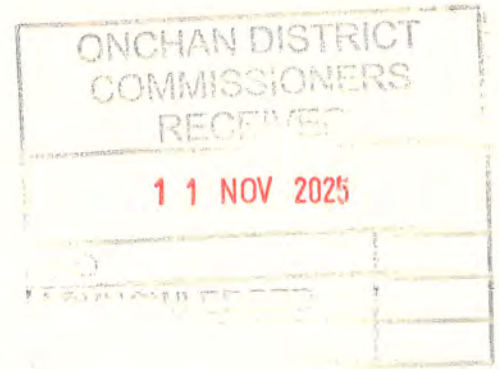
The Hon Laurence Skelly MLC

Oikyn Slattyssagh
Doolish
Ellan Vannin
IM1 3PW
Ny Ellanyn Goaldagh

Chellvane: 01624 685500

10th November 2025

Onchan Commissioners
Hawthorn Villa
79 Main Road
Onchan
Isle of Man
IM3 1RD



Clerk Veen – Dear Clerk

Tynwald Christmas Carol Service: Thursday 11th December 2025 at 1.10 pm

I wish to extend a warm invitation to the Commissioners to attend this year's Tynwald Carol Service.

The service is taking place at St George's Church, Upper Church Street, Douglas, on Thursday, 11th December. The service will commence at 1.10 pm and at the conclusion of the service at approximately 2 pm, the congregation will be invited to stay for tea, coffee and mince pies.

Mish dy feer – Yours sincerely

Laurence Skelly MLC
President of Tynwald



REPORT

Report to:	Board of Onchan District Commissioners
Reporting Officer:	Property Maintenance Manager
Date of the Meeting:	17th November 2025
Subject:	Purchase of new Fleet Tipper for use by the Parks Department
Public or Private Document:	Public

Introduction:

The Parks Department currently operates two diesel-powered tipper vehicles with tail lifts for everyday operational duties. Both vehicles are fully operational; however, vehicle LMN-311-J is approaching the end of its operational life. Registered in 2013, the vehicle is now 12 years old. Due to its age, LMN-311-J is incurring increasing repair costs to maintain its operational capability.

It is therefore proposed to replace LMN-311-J with a new vehicle to ensure operational efficiency and cost-effectiveness.

Previously Considered by the Board:

Not Applicable

Recommendation/s or Action/s Taken:

Option 1 (Diesel)

Members resolve to approve the use of £45,000.00 from the Authority's general reserves to fund the purchase of a new diesel tipper.

Option 2 (Diesel)

Members resolve to Include £45,000.00 within the 2026/27 financial year revenue budget to fund the purchase of a new diesel tipper.

Option 3 (Electric)

Members resolve to approve the use of £58,000.00 from the Authority's general reserves to fund the purchase of a new electric powered tipper.

Option 4 (Electric)

Members resolve to Include £58,000.00 within the 2026/27 financial year revenue budget to fund the purchase of a new electric powered tipper.

Supporting Rationale:

The current vehicle is becoming increasingly uneconomical to maintain due to the nature and frequency of repairs required, which are escalating costs beyond effective operational value. For a 12-year-old diesel-powered tipper like LMN-311-J, typical maintenance involves extensive servicing such as fluid changes, brake inspections, and possible major repairs, all of which can amount to substantial costs annually. In some cases, engine or major component repairs could exceed several thousand pounds, making continued use cost-prohibitive compared to replacement options. This aligns with the vehicle's growing repair expenses and supports the proposal to replace it with a newer, more reliable unit to maintain operational efficiency and cost control.

The existing vehicle covers around 1000 miles per annum the records held indicate that approximately 500L of fuel has been used over the year this is approximately £549.50 in fuel costs per annum.

1. Vehicle/Fleet Asset Management

The following was discussed In Committee and transferred to the Public domain.

A copy of the Report of the District Surveyor, dated 15th December 2020, having previously been circulated was considered.

After a discussion, it was proposed by Mr Macfarlane and seconded by Mr C Quirk and unanimously **RESOLVED that all heavy goods vehicles registered under the Authority's Operations Licence when they are beyond economical repair that replacement heavy good vehicles be leased over a 5 year term including all running costs with the exception of tyres.**

After a discussion, it was proposed by Mr Macfarlane and seconded by Mr Allen and unanimously **RESOLVED that all other vehicles (with the exception of pooled vehicles) when they are 10 years old or when they are beyond economic repair they be purchased new or nearly new with a remaining warranty.**

After a further discussion, it was proposed by Mr Macfarlane and seconded by Mr C Quirk and unanimously **RESOLVED that pooled vehicles be replaced on an ad-hoc basis or when they are beyond economic repair.**

Alternatives Considered but not Recommended:

Carry-on operating LMN-311-J until the end of its serviceable life but this will bring higher maintenance costs and will have a impact of operational duties through the down time of the vehicle.

Standing Orders:

Not Applicable

Resource Impact:
Not applicable
Financial Impact:
Funding for the replacement vehicle will be required within the financial year 2026/27 members have a choice as to how this will be funded. Reserves – Funding could be agreed to take the cost of the agreed option from the Authorities reserves within the 2026/27 financial year. Revenue Budget – The cost of the new vehicle could be added to the revenue budget for the year 2026/27 this would be relevant to approximately 6.4p in the pound or 8.17p in the pound. Borrowings – It is not recommended to petition for borrowings, the minimum the Authority can apply for is £50,000 so this would not be commercially viable option.
Legal and/or Insurance Impact:
Climate Change Act 2020, Section 21 (Climate Change Duties of Public Bodies) (1) A public body, in performing its duties, must act in the way that it considers best to contribute to – (a) the meeting of the net zero emissions target by the net zero emissions target year, (b) the meeting of any interim target; (c) supporting the just transition principles and the climate justice principle; (d) sustainable development, including the achievement of the United Nations sustainable development goals; and (e) protecting and enhancing biodiversity, ecosystems and ecosystem services. (2) The Council of Ministers may make regulations that impose additional duties relating to the mitigation of climate change upon public bodies or remove such duties.
Equality Impact:
Not applicable.
Climate Change Impact:
Electric vehicles (EVs) have a higher carbon footprint during production, mainly due to their batteries, but they quickly become better for the environment because they produce far fewer emissions while driving. Studies show that an electric vehicle starts to have a lower overall climate impact than a diesel one after driving about 37,000 to 59,000 mile, depending on the electricity source. Over their lifetime, EVs can reduce carbon emissions by up to 90% when charged with clean electricity, and by about 56% with the average grid mix. Diesel vehicles, on the other

hand, continue to emit greenhouse gases during operation, contributing significantly to climate change. Therefore, while diesel vehicles may seem cheaper initially, electric vehicles offer much greater climate benefits and are the more sustainable choice in the long run.

Consultation with Others:

- District Surveyor and Chief Finance Officer - Onchan District Commissioners.
- Lead Member for Environmental and Technical Services - Onchan District Commissioners.

General Data Protection Regulations and/or Confidentiality Impact:

Not Applicable

Appendices:

Not applicable

For Members Consideration.



JOHN BOWNESS

PROPERTY MAINTENANCE MANAGER



MEMORANDUM

Memorandum to:	Board of Onchan District Commissioners
Reporting Officer:	Housing Manager
Date of the Meeting:	17 th November 2025
Subject:	Commissioners' Surgeries 2025/26
Public or Private Document:	Public

Introduction:

The first monthly Commissioners' Surgery was held in February 1975, making a total of 50 years to date. The Commissioners' Surgery is an opportunity for members of the public to speak face to face with their Commissioners without a making a prior appointment.

Previously Considered by the Board:

C23/01/01/09 – Public Surgeries.

Supporting Information:

- (a) **Commissioners**
Two Commissioners attend each surgery.
- (b) **Saturday Commissioners' Surgery – The Hub**
Attendance of the Commissioners' Surgeries held bi-monthly.
- (c) **Afternoon Commissioners' Surgery – Sheltered Housing**
Closed meeting solely for those residing at Heywood Court and Springfield Court. These are held once a quarter for each complex.

Standing Orders:

Not applicable.

Resource Impact:
Attendance by: • Saturday Surgeries: - 2 x Commissioners • Afternoon Surgeries – 2 x Commissioners and 2 x staff members
Financial Impact:
Not applicable.
Legal and/or Insurance Impact:
Not applicable.
Equality Impact:
Not applicable.
Climate Change Impact:
Not applicable
Consultation with Others:
Chief Executive/Clerk
General Data Protection Regulations and/or Confidentiality Impact:
Not applicable.
Appendices:
Appendix 1 – Commissioners Surgery Meeting dates

For Members Attention.



A Gale (Mrs) CIH(5), CIHCM, CIVgr MCMii
Housing Manager

MEMORANDUM

To: ONCHAN DISTRICT COMMISSIONERS

From: HOUSING MANAGER

Ref: COMMISSIONERS' SURGERIES

Date: 4th November 2025

File Ref:

C. 450 A.Z.

Dear Commissioners

For your information, the Commissioners' surgeries are held once a quarter, and the dates are detailed below:

Afternoon Surgeries

Day	Date	Venue	Time
Tuesday	2 nd December	Heywood Court	2.00 p.m.
Tuesday	3 rd February	Springfield Court	2.00 p.m.
Tuesday	3 rd March	Heywood Court	2.00 p.m.
Tuesday	5 th May	Springfield Court	2.00 p.m.
Tuesday	9 th June	Heywood Court	2.00 p.m.
Tuesday	4 th August	Springfield Court	2.00 p.m.
Tuesday	1 st September	Heywood Court	2.00 p.m.
Tuesday	3 rd November	Springfield Court	2.00 p.m.
Tuesday	1 st December	Heywood Court	2.00 p.m.

Saturday Surgeries

Day	Date	Venue	Time
Saturday	10 th January	The Hub	10 a.m. – 12 noon
Saturday	7 th March	The Hub	10 a.m. – 12 noon
Saturday	9 th May (week later as bank holiday weekend)	The Hub	10 a.m. – 12 noon
Saturday	11 th July (week later due to Tynwald weekend)	The Hub	10 a.m. – 12 noon
Saturday	5 th September	The Hub	10 a.m. – 12 noon
Saturday	7 th November	The Hub	10 a.m. – 12 noon



A.S. Gale (Mrs) CIH(5), CIHM, CMgr MCMI
Housing Manager