



Cayman Islands National Road Safety Strategy 2023-2038



MINISTRY OF
PLANNING, AGRICULTURE,
HOUSING & INFRASTRUCTURE
CAYMAN ISLANDS GOVERNMENT



RCIPS



Cayman Islands National Road Safety Strategy

Executive Summary

The National Road Safety Strategy (NRSS) is a plan to help Government prioritise and improve road safety, setting a Priority target to reduce fatalities by 100 percent by 2038 (from nine fatalities a year to zero fatalities).

Significant improvements have been achieved in the level of road trauma over the last 25 years. From a peak of 21 fatalities in 1985 with the lowest road toll in 2017 of three fatalities. However, the Cayman Islands' population continues to grow; currently exceeding 81,456 people and 45,664 motor vehicles, creating a significant challenge for road safety. In 2022, 14 people lost their lives on Cayman's roads and 2,915 RTCs resulted in 32 serious injuries. These statistics reflect not only a tragic loss of multiple lives but bear a huge cost to the community.

The goals of the Road Safety Strategy are to reduce the number of road deaths, injuries and offences through the '3 E's of Road Development', namely Engineering, Education and Enforcement, with the ultimate goal of zero deaths and serious injuries on our roads.

Our priority areas for action include:

- » **Saving Lives on Cayman roads:** improving safety infrastructure, including targeting high risk roads and behaviours, as the fatality rate on Cayman's roads is alarmingly high in comparison with developed countries like the UK or Sweden.
- » **Using Roads safely:** preventing risky road behaviour such as drink and drug driving.
- » **Building a safer community culture:** working in partnership with local and state road authorities, education providers, business and industry, vehicle manufacturers, community organisations and road safety advocates to build a safety culture.
- » **Building a safe future:** ensuring that we plan, develop, design, operate and maintain our roads, with safety at its core.

The Cayman Islands National Road Safety Strategy 2023-2038 reprioritises our focus and delivers targeted initiatives to help us reduce the daily trauma on our roads. Importantly, the Strategy will also reinforce strong partnerships between Government, local groups, stakeholders and the community to bring about real change.

As we strive towards the ultimate goal of zero deaths and serious injuries, the Road Safety Strategy 2023-2038 provides us with the next course of action for how we work together to save lives, reduce injuries and deliver safety as the standard we all live by on Cayman's roads.

Executive Summary

The National Road Safety Strategy incorporates challenging safety targets and innovative actions with the potential to shift behaviours across our community and achieve sustainable road safety benefits. Road safety is a shared responsibility which does not belong to one institution or the Government alone. A concerted effort is required by all stakeholders and the general public to make Cayman's roads safe for all.

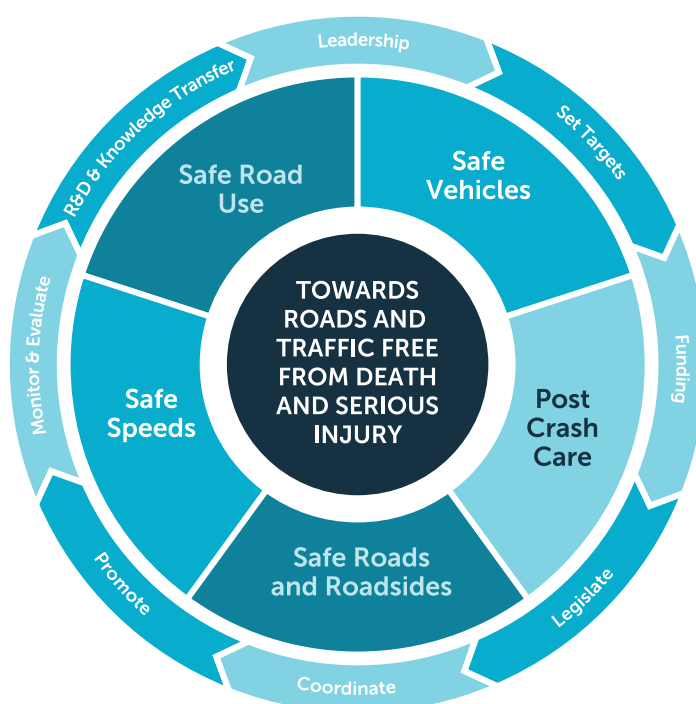
There are a number of agencies responsible and accountable for road safety delivery throughout the Cayman Islands requiring strong coordination among these bodies. The NRA will lead the development of action plans and coordination across the key Government agencies delivering road safety improvements. These agencies include Transport, Emergency Services, DVDL, Judicial, Road Safety, Planning, Environment, Health and Education.

The strategy will be supported by detailed action plans which set out the priorities to be undertaken to

support achieving the targets. The National Road Safety Working Group, established to consult on key road safety developments, consists of key road safety stakeholders from Government, public sector and the community. It will be actively consulted throughout the implementation of the strategy.

It is vital that the Road Safety Strategy continues to have an evolving and robust research programme, enhances the collection of data and safety performance indicators alongside programme evaluation to improve safety programmes, and ensures that they are delivering the expected outcomes.

Given the importance of this information, it is vital it is made available to all involved in road safety initiatives, including the public and wider community. The outcome will be a fifteen-year strategic plan to develop and deliver a framework for road safety in the Cayman Islands, with targeted and internationally-recognised proven initiatives that will help us progress towards our road safety goals.



Executive Summary

Quick Wins

- » Enforcement of tougher penalties for traffic offences including driving under the influence of alcohol and/or illegal substances, speeding offences and distracted driving.
- » Greater enforcement of the distracted driving laws currently in place (including those governing the prevalent use of cell phones while driving).
- » Target high-risk behaviour via a new RCIPS enforcement strategy.
- » Review and investment in road safety public education campaigns to ensure messaging is effective, engaging and targeted at high-risk groups.
- » Implementation of lower speed limit schemes for high pedestrian activity areas and roads with high volumes of cyclists.
- » Increase safety for vulnerable road users by providing pedestrian crossings, refuges and traffic calming devices, as well as expanding 25mph zones in high pedestrian areas.
- » Review and invest in road safety education campaigns targeting key behavioural issues and at-risk groups, including understanding of and compliance with the Road Code.
- » Prioritise the development of safer roads so that the design, engineering and construction of all new roads will meet a minimum 4-Star iRAP rating and to include adequate provision of all road user categories: pedestrians, cyclists, motorcyclists and drivers of vehicles including HGVs.
- » Wider enforcement of safety belt laws.
- » Protect vulnerable non-motorised road users via:
 - Mandatory sidewalks along entire road length, as opposed to sections, including shade from trees;
 - Prioritisation of good road design and safety;
 - Education of tourists and visitors who may be unfamiliar with Cayman's roads and rules.

Executive Summary

Short/Medium Action Points



Implement vigorous research and evaluation of:

- Emerging vehicle and infrastructure technology.
- Trials and evaluation of new road and roadside safety products, such as barrier technology and signage.
- How effective road safety programmes are implemented.



Tackle drink and drug influenced driving behaviours by strengthening penalties and enhancing enforcement, including:

- Increased penalties for driving under the influence.
- Swift, strong and certain penalties for lower range drink driving and drug presence first offenders.



Develop a Speed Camera Strategy, via legislative changes, that allows the camera-based technology to enforce speeding offences ensuring drivers and riders travel at safe speeds.



Partner with the RCIPS to deliver an Enhanced Enforcement Programme which targets and deters unsafe road use across the Islands.



Create, implement and support national programmes and target-setting.



Improve the design of existing roads to provide bike lanes which both ensure the safety of cyclists and encourages more bike lane use, thus reducing the number of cars on the road.



Promote road safety education for all road users:

- Target children at an early age.
- Execute and maintain road safety campaigns via traditional and social media.
- Introduce drivers education and licensing programmes for students of driving age.

Executive Summary

Long-Term Action Points

- » Develop a new heavy vehicle strategy in tandem with the heavy vehicle industry to improve operational safety and the increase the uptake of safety technology.
- » Enhance CI Government vehicle fleet policy to increase the number of vehicles on our roads that become part of the used car market with lifesaving technologies, including autonomous emergency braking and other driver-assist technologies.
- » Ensure mandatory curriculum-based road safety education from early childhood through schooling, ensuring every child in the Cayman Islands develops an understanding of how to use roads safely as they grow,
- » Work as a member of the New Car Assessment Programme (NCAP) to encourage the development, testing and purchase of safer new and used vehicles.
- » Implement a Graduated Licensing Scheme to develop young drivers. The number of fatalities involving young drivers has halved in countries that have developed this scheme.
- » Provide high quality and enhanced data and analysis of fatal and serious injury crashes, made available to the public and implement a robust research programme.
- » Support the development of safer vehicles to promote the design of smarter, safer vehicles with life-saving technology and increase the number of people that choose the safest vehicles.
- » Deliver a Safer Roads Programme providing annual improvements to road safety infrastructure across the Islands.

Introducing our Safe System Vision

The Road to Zero Deaths
and Serious Injury through
a Safe System Approach

Cayman Islands National
Road Safety Strategy 2023



2023-38

Cayman Islands National Road Safety Strategy

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Driving Cayman's road safety: a national priority

A foreword from The Premier



The Premier Hon. Wayne Panton

I am pleased to release the National Road Safety Strategy 2023-2038 that details the Cayman Islands Government's commitment to improving safety on our roads.

The Strategy is a priority for the Government to improve road safety, which is why we set a priority target to reduce fatalities by 100 percent by 2038 (from nine fatalities a year to zero fatalities).

We have seen significant improvements in the level of road trauma over the last 25 years. From a peak of 21 fatalities in 1985 with the lowest road toll in 2017 of three fatalities. However, the Cayman Islands' population continues to grow; currently exceeding 81,546 people and 45,664 motor vehicles, creating a significant challenge for road safety.

In 2022, 14 people lost their lives on Cayman's roads and 2,915 RTCs resulted in 32 serious injuries. These statistics reflect not only a tragic loss of multiple lives but bear a huge cost to the community.

In developing the Strategy, we engaged extensively with the community as well as road safety experts – sharing evidence about what saves lives and reduces injuries. From this, we have identified issues and trends that need to be tackled and there is a strong community support for more action.



Our priority areas for action include:

- » **Saving lives on Cayman roads:** improving safety infrastructure, including targeting high risk roads and behaviours, as the fatality rate on Cayman's roads is alarmingly high in comparison with developed countries like the UK or Sweden.
- » **Using the roads safely:** preventing risky road behaviour, such as drink and drug driving.
- » **Building a safer community culture:** working in partnership with local and state road authorities, education providers, business and industry, vehicles manufacturers, community organisations and road safety advocates to build a safety culture.
- » **Building a safe future:** ensuring that we plan, develop, design, operate and maintain our roads, safety at its core.

The Cayman Islands National Road Safety Strategy 2023-2038 reprioritises our focus and delivers targeted initiatives to help us reduce the daily trauma on our roads. Importantly, the Strategy will also reinforce strong partnerships between government, local groups, stakeholders and the community to bring about real change.

As we strive towards the ultimate goal of zero deaths and serious injuries, the Road Safety Strategy 2023-2038 provides us with the next course of action for how we work together to save lives, reduce serious injuries and deliver safety as the standard we all live by on Cayman's roads.

Road to Zero

A message from Minister Jay Ebanks



Minister Johany 'Jay' Ebanks

A hallmark of any thriving community is safety, and for this reason I am excited to support the publication of the National Road Safety Strategy.

Affectionately referred to as the 'Road to Zero', the National Road Safety Strategy sets the ambitious goal of zero road deaths by 2038. In order to achieve this notable goal, the Strategy utilises the '3 E's of Road Safety':

- » **Engineering:** road design, lighting, traffic calming measures, bike lanes, lower speed limits in high pedestrian areas, sidewalks and crosswalks.
- » **Education:** increasing communication to road users, increasing information to tourists, launching road safety campaigns and programmes, driver education in school, and a graduated licensing scheme.
- » **Enforcement:** increasing RCIPS traffic and road policing, increasing enforcement in school zones, targeted enforcement and sanctions, and utilising speed cameras.

The Strategy is divided into four critical pillars: Safe Roads, Safe Vehicles, Safe People and Safe Speeds, each with specifically tailored recommendations to improve road safety.

By operationalising the National Road Safety Strategy and implementing its meaningful recommendations, every road user in the Cayman Islands stands to benefit from improved road safety.

The Road to Zero: let's get there together.



The context for a new road safety strategy

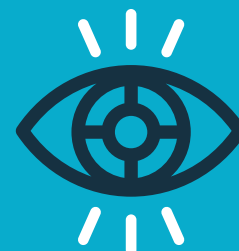
Our road system is vital to the continued success and development of our Islands. The road network in the Cayman Islands makes a crucial contribution to economic development and growth and provides important social benefits, providing connectivity, access to employment, social and education services and the essential mobility of people, goods and services. However, the growth of our road network has resulted in a growing number of challenges for road safety.

Road traffic injury is now the leading cause of death for children and young adults aged 5–29 years, signalling a need for a shift in the current child health agenda, which has largely neglected road safety and is the eighth leading cause of death for all age groups. On average, more than 1.35 million people die every year due to road accidents with over 50 million injured (World Health Organisation Global Status Report on Road Safety 2018).

We have seen significant improvements in the level of road trauma over the last 25 years. From a peak of 21 fatalities in 1985 with the lowest road toll in 2017 of three fatalities. However, the Cayman Islands' population continues to grow; currently exceeding 81,546 people and

45,664 motor vehicles, creating significant challenges for road safety. In 2022, 14 people lost their lives on Cayman's roads and 2,915 RTCs resulted in 32 serious injuries. These statistics reflect not only a tragic loss of multiple lives but bear a huge cost to the community.

As a result, a new strategy for road safety is a priority. Improved road safety, saving lives and reducing the number of serious injuries on our roads will require the active partnership and engagement of the community and a number of Government agencies, including, but not limited to Transport, Emergency Services, DVDL, Judicial, Road Safety, Planning, Environment, Health and Education.



A National Road Safety Working Group was established in 2019 to lead the development of a National Road Safety Strategy.

The outcome will be a fifteen-year strategic plan to develop and deliver a framework for road safety in the Cayman Islands, with targeted and internationally recognised proven initiatives that will help us progress towards our road safety goals. The goals of the Safety Strategy are to reduce the number of road deaths, injuries and offences through the **'3 E's of Road Development'**, namely **Engineering, Education and Enforcement**, with the ultimate goal of zero deaths and serious injuries on our roads.

In 2022, 14 people were killed on Cayman's roads and 32 suffered serious injuries - some with lifelong consequences for themselves and their families.

The road safety challenge: where are we now?

In order to be successful in setting and meeting road safety targets, it's important to understand the nature and extent of road trauma in the Cayman Islands. An unacceptably high number of RTCs occur across the Islands each year and on average 8-10 RTCs occur daily, and while the majority of these are not serious, there are opportunities to reduce the number of collisions by addressing key trends and behaviours and the types of collisions happening on our roads.

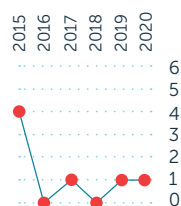
The significant challenges that influence the rate of RTCs in the Cayman Islands include:

- » Population Growth:** As our population grows, so does the number of vehicles and pedestrians on the roads. The number of registered vehicles in the past five years alone has increased from 36,194 to 45,664 – an increase of 26%.
- » Diversity:** The Cayman Islands is home to more than 120 different nationalities and with this diversity, driving standards and expectations are varied, e.g. roundabouts are relatively uncommon globally and many drivers encounter them for the first time on Cayman's roads.
- » Transience:** The majority of the Cayman Islands population is transient with work permit holders forming the largest portion of road users. The high population turnover creates a challenge in effectively implementing road safety initiatives and increased and constant education efforts are needed to address newcomers to the Islands' roads.
- » Existing transport system:** The limited public transport system cannot support the needs of our growing population; as a result a very high number of vehicles are imported to the Cayman Islands every year. Between 2018-2022 there were 23,958 vehicles imported, which results in increased congestion on the roads.
- » Road Infrastructure:** Road infrastructure development and upgrades have not kept pace with the increased numbers of vehicle imports and users on our roads in recent years, creating heavy congestion and an increase in RTCs.
- » Road Safety Custodian:** There is no nationally recognised body or agency in the Cayman Islands with responsibility for road safety at a strategic level.

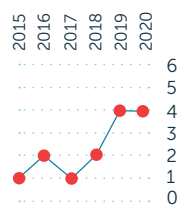
Cayman's road safety challenge

- the numbers that tell the story

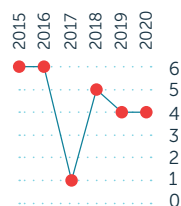
Road fatalities by age group



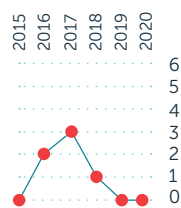
17-25 age group



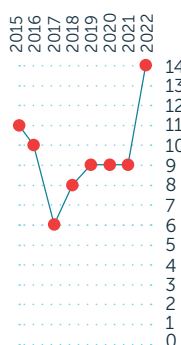
26-35 age group



36-65 age group

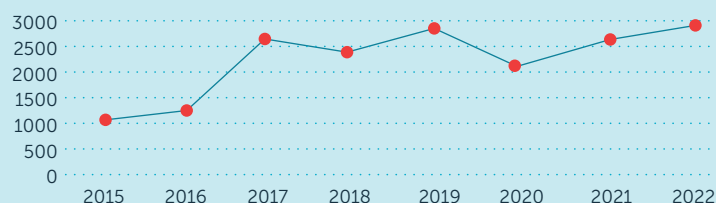


66-90 age group

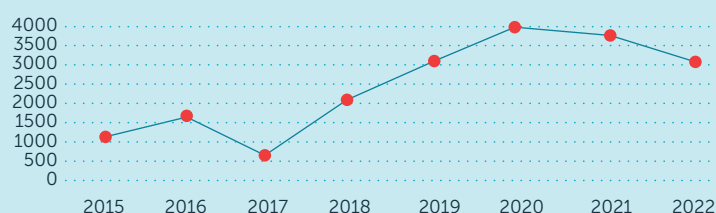


Total deaths

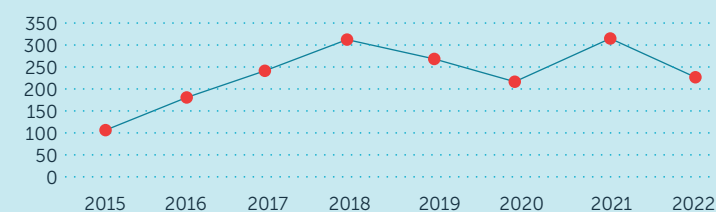
Road traffic Collisions (RTCs)



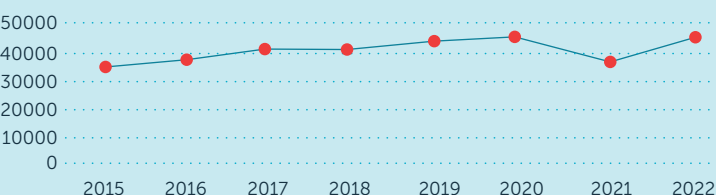
Speeding



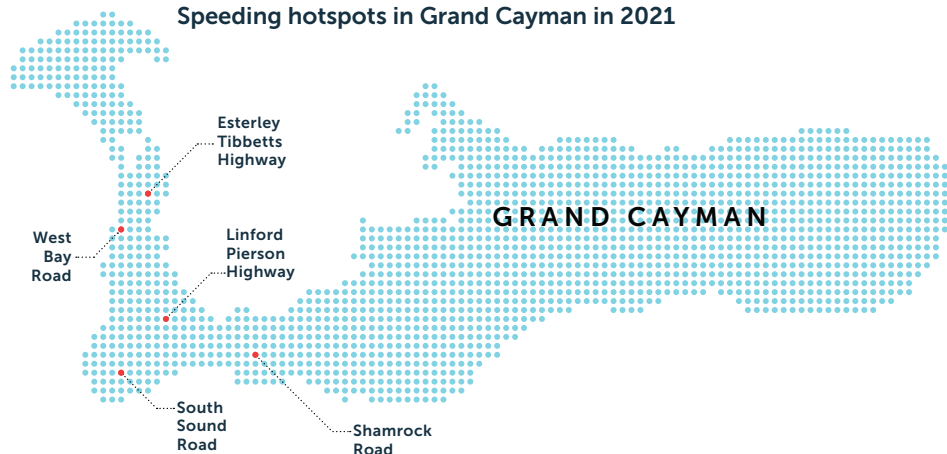
DUI



Vehicles on the road



Speeding hotspots in Grand Cayman in 2021



Significant groupings of offences occur on the key arterial routes where vehicles can achieve the greatest speeds. The key hotspot areas for **RTCs** in 2021 closely correspond to those for speeding offences.

Even a single road death is not acceptable in a developed society

How does Cayman compare with the rest of the world?

The road safety record of the Cayman Islands is similar to the rest of the English speaking Caribbean, but significantly higher than many other developed countries, which have far lower rates of death on their roads.

Over the four years 2015–2018 there were on average, 13.33 road fatalities per 100,000 inhabitants (actual average of 8/60,000 inhabitants), compared to the average of 14.4 fatalities per 100,000 for the English Speaking Caribbean*. These rates may be compared to North America, which averages 11 per 100,000 inhabitants.

*Source: UNECLAC (2015). Performance of Latin America and the Caribbean during the first years of the Decade of Action for Road Safety 2011–2020. Natural Resources and Infrastructure Division, United Nations, ECLAC

Road fatalities per 100,000 population 2015–2018



** Actual average = 8/60,000 inhabitants

Achievements in road safety

Since 2018 we have seen significant improvements in road safety as a result of undertaking the following NRA initiatives:

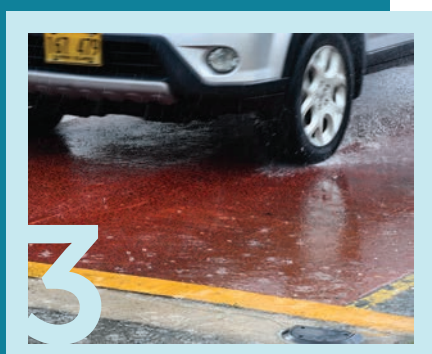


Fluorescent yellow-green lighted pedestrian crossing signs

rolled-out across Grand Cayman at schools and crossing locations where pedestrians are considered to be most vulnerable.



Highway safety guardrails which shield errant vehicles from colliding directly with roadside trees, utility poles and drainage ditches. Around 20,000 ft have been installed in East End (near the Blowholes), Rex Crighton Boulevard, Linford Pierson Highway and the Esterley Tibbetts Highway (ETH). Since the installation of the guardrails and medians on the ETH in 2018, the number of head on collisions on this road has reduced to zero.



Anti-skid surfacing has been installed on sections of roadway found to have low-friction properties or where run-off road accidents are prevalent.

Achievements in road safety



Rumble strips at high traffic intersections have been installed (in particular at roundabouts) alerting motorists on approach.



Lighted pedestrian crossings at Elgin Avenue and along West Bay Road, following their successful pilot at the Cayman National roundabout.



Sharrows - these shared-lane markings clearly indicate where a cyclist has the right to ride. Under Cayman Islands Law, bicycles have the same rights and responsibilities as motor vehicles. Sharrows were introduced in 2020 on North Sound Road and West Bay Road.

Studies repeatedly show that when alerted by a radar sign, speeders will slow down up to 80% of the time

Achievements in road safety



Speed radar and check signs have been introduced on West Bay Road, Linford Pierson Highway, South Sound Road and the Esterley Tibbetts Highway where excessive speeding is prevalent. These signs are highly interactive and display instant warnings to drivers exceeding the speed limit. On average, these signs lead to speed reductions of 10-20%, and overall compliance with the posted speed limit is expected to increase by 30-60%.



Road shoulders - the increased reclaiming and resurfacing of road shoulders Island-wide, to allow for better sight lines, clear zones and car run-off.



Clear zone requirements have been implemented by the NRA of all its new road designs.

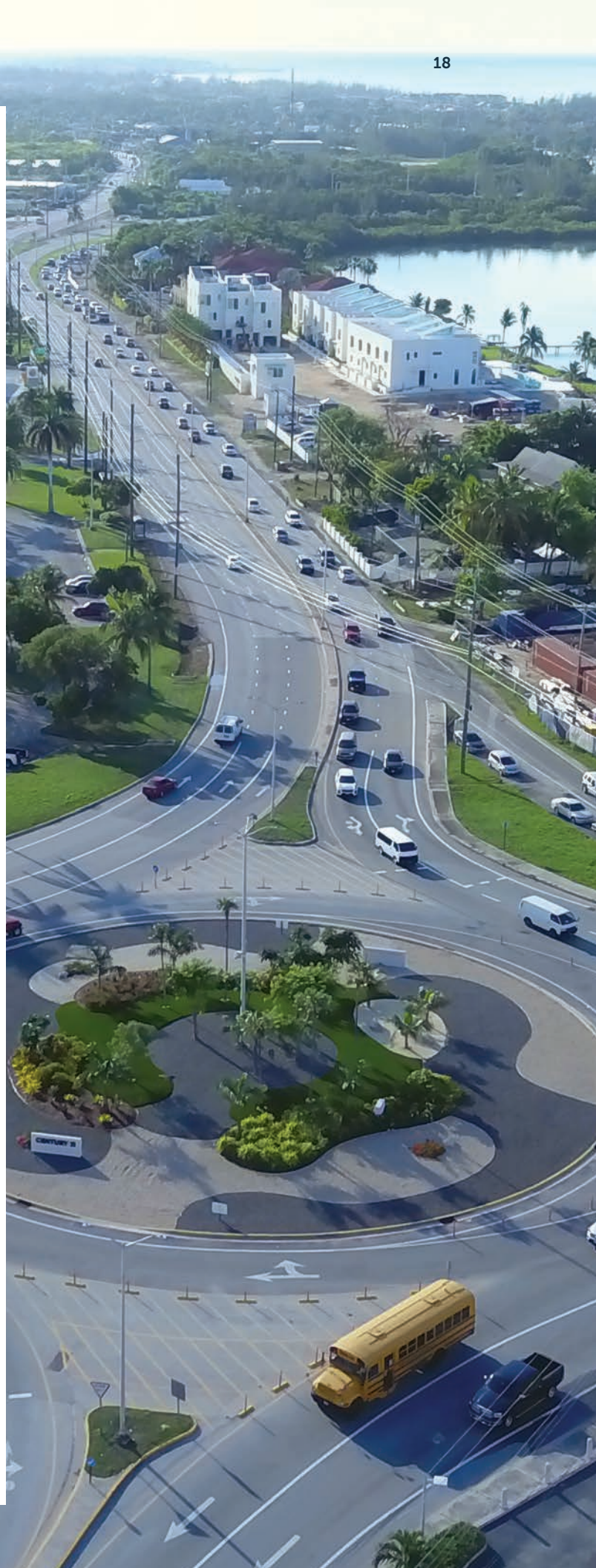
International Road Assessment Programme

In 2014 NRA partnered with the International Road Assessment Programme (iRAP) to conduct an Island-wide road network safety assessment with the goal of identifying sections of Cayman's roads where improvements would lead to a reduction in serious and fatal accidents.

iRAP awarded the roads with a star-rating (1 = lowest score and 5 = highest). The study considered posted speed limits, roadside objects (trees, utility poles, ditches, etc), poor lighting, improper lane markings, and signage as key in determining the iRAP star rating.

As a result of the iRAP assessment, NRA committed to apply the recommended countermeasures and since 2018 has increased its efforts to install more guardrails to Cayman's road network, shielding errant vehicles from colliding directly with roadside trees, utility poles, and drainage ditches. The International Institutes of Health Sciences report that approximately 20% of road fatalities in the USA are as a result of vehicles leaving the road and colliding with fixed roadside objects and that death by collision with roadside trees accounts for approximately half of the total roadside-object related deaths. The second highest contributor of roadside-object related deaths are utility poles.

NRA has also implemented stringent clear zone requirements on all of its new road designs as a result of the assessment, and increased the reclaiming and resurfacing of road shoulders within NRA's maintenance programmes.



The Cayman Islands' Road Safety Targets

Ambitious but achievable trauma reduction targets help to guide our investment, and reflect the Cayman Islands Government's commitment to make our roads the safest in the region.



2028

Our National Priority Target is to reduce road fatalities by at least 30% from 8 per year to 6 per year

2033

New road safety targets set and reviewed every five years towards the Road to Zero fatalities and serious injuries on our roads

2038

Zero fatalities and serious injuries on Cayman roads

The plan at a glance

In the last three years, the implementation and results of the recommendations of the 2015 iRAP assessment have provided a strong foundation to develop a robust plan to set new priorities and a path to the Priority Target of reducing fatalities by 30% by 2028 and zero fatalities by 2038, known as the Road to Zero Vision.

The Strategy brings together everything we know that has been proven to prevent and reduce the impact of RTCs and reflects the internationally recognised Safe System approach to improving road safety, which has been developed based on expert advice and evidence from countries with the safest roads in the world.

The National Road Safety Working Group will report annually on the progress of the priorities outlined in the Road to Zero Plan.



The Caribbean's small populations are consistently impacted by relatively high road fatality numbers

Taking action to save lives

Over the next 15 years, the Cayman Islands Government will deliver across the following priority areas:



Tackle drink and drug influenced driving

behaviours by strengthening penalties and enhancing enforcement, including:

- Increased penalties for driving under the influence.
- Swift, strong and certain penalties for lower range drink driving and drug presence first offenders.



Target high-risk behaviour via a new RCIPS enforcement strategy.

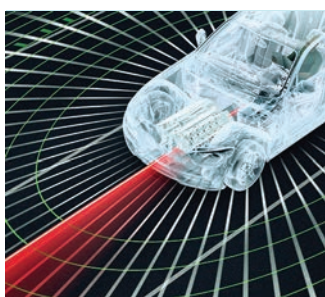


Increase safety for vulnerable road users by providing pedestrian crossings, refuges and traffic calming devices, as well as expanding 25mph zones in high pedestrian areas.

Taking action to save lives



Develop a new heavy vehicle strategy in tandem with the heavy vehicle industry to improve operational safety and increase the uptake of safety technology.



Enhance CI Government vehicle fleet policy to increase the number of vehicles on our roads that become part of the used car market with lifesaving technologies, including autonomous emergency braking and other driver assist technologies.



Develop a Speed Camera Strategy, via legislative changes, that allows camera-based technology to enforce speeding offences ensuring drivers and riders travel at safe speeds.



Deliver a Safer Roads Programme providing annual improvements to road safety infrastructure across the Islands.

Taking action to save lives



Review and invest in road safety education

campaigns targeting key behavioural issues and at-risk groups, including understanding of and compliance with the Road Code.



Ensure mandatory curriculum-based road safety education

from early childhood through schooling, ensuring every child in the Cayman Islands develops an understanding of how to use roads safely as they grow.



Work as a member of the New Car Assessment

Programme (NCAP) to encourage the development, testing and purchase of safer new and used vehicles.



Partner with the RCIPS

to deliver an Enhanced Enforcement Programme, which targets and deters unsafe road use across the Islands.

Taking action to save lives



Support the Government Road Safety Programme

in their role as custodians of the road network.



Implement a Graduated Licensing Scheme

to develop young drivers. The number of fatalities involving young drivers have halved in countries that have implemented this scheme.



Provide high quality and enhanced data and analysis of fatal and serious injury crashes, made available to the public and implement a robust research programme.



Create, implement and support national programmes and target setting:

- Shift unsafe behaviour through partnerships with community groups, businesses and Government agencies to support community wide Road to Zero Vision initiatives.
- Set Road to Zero Priority Targets.

Taking action to save lives



Support the development of safer vehicles to promote the design of smarter, safer vehicles with life-saving technology and increase the number of people that choose the safest vehicles.



Prioritise the development of safer roads so that the design, engineering and construction of all new roads will meet a minimum 4 star iRAP rating and to include adequate provision of all road user categories: pedestrians, cyclists, motorcyclists and drivers of vehicles including HGVs.



Improve the design of existing roads to include provision of bike lanes which both ensures the safety of cyclists and encourages more bike lane use, thus reducing the number of cars on the road.



Protect vulnerable non-motorised road users via:

- Mandatory sidewalks along entire road length, as opposed to sections, including shade from trees.
- Prioritisation of good road design and safety.
- Education of tourists and visitors who may be unfamiliar with Cayman's roads and rules.

Taking action to save lives



Promote road safety education for all road users:

- Target children at an early age.
- Execute and maintain road safety campaigns via traditional and social media.
- Introduce drivers education and licensing programme for students of driving age.



Improve data collection and analysis of safety performance indicators to:

- better understand the behavioural causes of road accidents, serious injuries and fatalities.
- Inform policy reform towards education and prevention initiatives.



Implement vigorous research and evaluation of

- Emerging vehicle and infrastructure technology.
- Trials and evaluation of new road and roadside safety products, such as barrier technology and signage.
- How effective road safety programmes are implemented.



Safe System saves lives



THE SAFE SYSTEM PRINCIPLES

The strategy and Safe System are designed around the three Es of road development; **Engineering, Education and Enforcement**, promoting safe streets through a road system that acknowledges these four principles:

- » People are vulnerable; the human body has physical limits to withstanding the impact of an RTC.
- » People sometimes make mistakes, but this shouldn't cost anyone their life.
- » Road safety is a shared responsibility. All road users must make decisions with safety in mind, from the design of our roads and vehicles, investments, laws and education, to each road user acting safely every day.
- » We must seek to strengthen all aspects of the road system; roads, roadsides, speeds and vehicles must be designed to help avoid collisions or reduce the impact of a collision if it happens.

The National Road Safety Strategy brings together everything we know that is proven to prevent and reduce the impact of RTCs and is underpinned by the internationally recognised 'Safe System' approach to improving road safety.

This approach takes a holistic view of the road transport system and the interactions among the key elements of that system – the road user, the roads and roadsides, the vehicle and travel speeds. It recognises that all components of the system have a role in to play in helping to keep road users safe.

In essence we must design a road transport system, forgiving of human error, that ensures safe and compliant road users are not killed or seriously injured in any collision.

Adopting Safe System in 1997, Sweden reduced its road fatality rate by more than half

An internationally proven approach

1 Safe Roads

Islands need road design features that allow people to move about safely, including protection from run off road and head on crashes.

2 Safe Speeds

Urban streets move people and goods around densely populated areas, so roads need to separate vulnerable road users.



3 Safe Vehicles

Innovation in vehicle technology, design and equipment can help avoid or reduce the impact of a crash. This includes improved braking systems, airbags, helmets and child restraints.

4 Safe People

From pre-school to adulthood and older age, we need to have the knowledge, skills, attitudes and information to make safe choices on our roads.



CHALLENGES

ENGINEERING

Road Design

Roads in the Cayman Islands need road design features that allow people to move about safely, ensuring the separation of vulnerable road users and speeds that are safe.

In countries with the safest roads, the road design and safety features reflect the volume of traffic and risk as well as the role the road plays for both the community and the economy. Infrastructure safety upgrades on our roads will save lives and there are a range of proven, cost effective options that will improve safety.

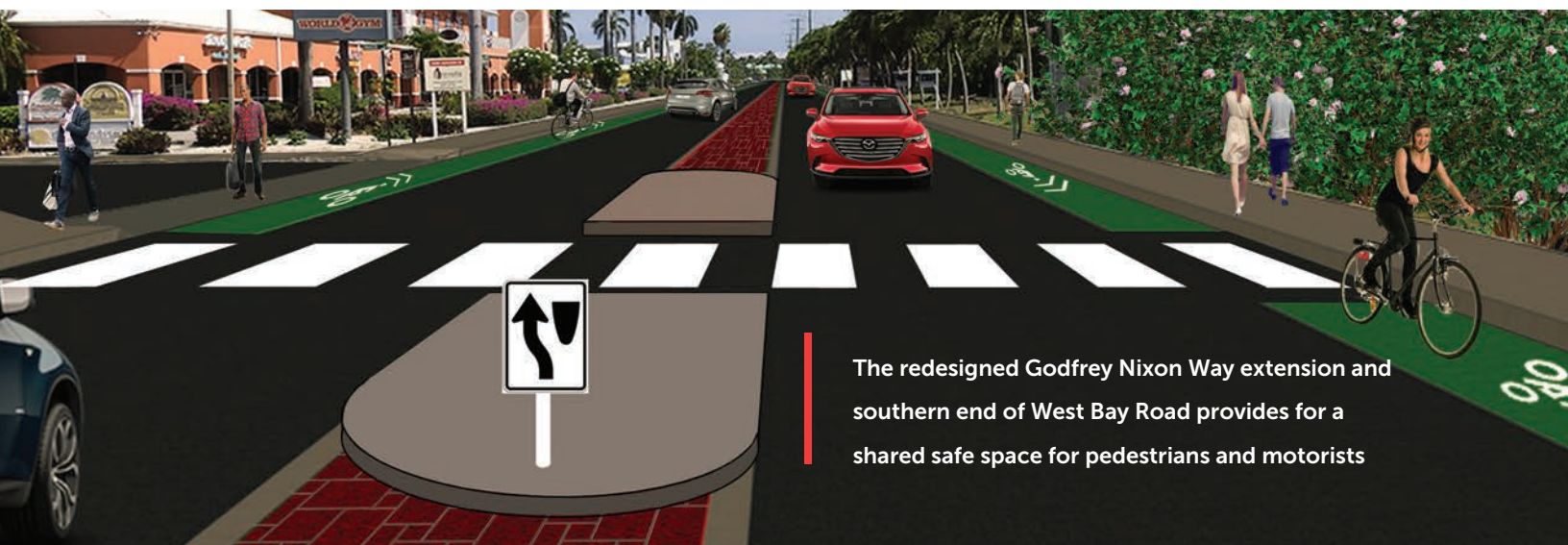
The current road infrastructure is designed with priority and focus on cars, with inadequate attention to pedestrians and other vehicles including motorbicycles, bicycles and HGVs.

Currently, the vast majority of Cayman roads have no proper pedestrian footpaths or sidewalks meaning that pedestrians walk on the roads increasing the risk of injury or death.

There is also minimal current provision of cycle lanes, requiring cyclists to use the roads alongside motor vehicles at an increased risk to their safety. Dedicated cycle lanes would provide safer roads for cyclists, likely encourage the use of bicycles, and at the same time, reduce the number of cars.

Complete Streets key design features typically include:

- Ornamental lighting
- Road diet (lane reduction or road channelisation)
- Bicycle lanes
- Cross road connections
- Wider sidewalks (where possible)
- Increased landscaping
- Pole banner programme
- Crosswalks
- Traffic calming features (mini roundabouts, speed tables, rumble strips, etc.)



The redesigned Godfrey Nixon Way extension and southern end of West Bay Road provides for a shared safe space for pedestrians and motorists



CHALLENGES

ENFORCEMENT

Road Safety at Schools

Heavy traffic at peak times often creates traffic bottlenecks at school entrances, causing congestion and delays. Additionally, speeding in school zones puts the lives of school children and other road users at risk.

In the past, Traffic Wardens proved to be an effective resource to ensure the safe crossing of school children on busy roads, but embarkation areas were introduced at many schools to avoid children crossing roads in school zones. However, parents often disembark their children outside of the designated areas for convenience, meaning many children must cross a road to reach their school premises.

EDUCATION

Information to tourists

Many visitors to the island arrive from countries with different road designs, rules and traffic systems, creating a safety risk for this group. Road safety information for visitors to the island should be included in promotional materials supplied to visitors and tourists.

ENGINEERING, EDUCATION & ENFORCEMENT

Protecting non-motorised vehicle users

Consideration should be given to changing the laws for non-motorised vehicle users, providing priority and improved rights over motorised users. For example, ensuring bicycle lanes are regularly swept as debris can cause punctures and deter cyclists from using these lanes.



With a population of just 81,546, the Cayman Islands still sees an average of 8-10 RTCs every day - an unacceptably high rate





ACTIONS

- » **All future road designs will be required to meet at least 4 Star** (following the iRAP star rating system) as standard and adequate provision must be made in road engineering for the following categories of road users: Pedestrians | Pedal cyclists | Motorcyclists | Drivers of vehicles including HGVs.

Cayman's first 4 star road is already under construction; work on Phase 1 of the Airport Connector Road commenced in August 2020 and is scheduled for completion by the end of 2023.

- » **Future roads will provide pedestrian protection**, with mandatory sidewalks for the entire length of the road, as opposed to sections, and will also feature shade from trees.

- » **A bicycle lane will be introduced and trialed** on the Southern section of Esterley Tibbetts Highway and West Bay Road in 2023-2024.

- » **Additional wayfinding will be introduced**, including a focus on road safety information for visitors.

- » **Road Safety Audit (RSA)** is defined as 'the formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users.' The NRA has plans to provide RSA's on all roads from the preliminary design stage to the implementation stage.

- » **Consideration will be given to the use of Traffic Wardens** at peak times to assist school children crossing roads to school.





Bicycle lanes, introduced Island-wide, would create safe spaces for cyclists, encourage cycling, and reduce the number of cars on the roads



CHALLENGES

From the day we leave hospital in a safety capsule through to school, adulthood and older age, we need to have the knowledge, skills, attitudes and information to make safe choices on our roads.

Our bodies are not designed to withstand the forces of a collision. And the bodies of children and older people are even more fragile. If you're involved in a collision, vehicle speeds, the safety features of the road and your vehicle will determine whether you survive. If you survive a collision, the impact speed will determine how seriously you are hurt.

The same principle – increased impact speed means increased consequences – applies to all collisions. At the same time, vehicle safety features, safety equipment and road design features will help minimise the impact of a collision or contribute to the collision being avoided.





CHALLENGES

Our growing population and development of our urban environment, has increased the number of people on our roads, including cars, bicycles and pedestrians. The challenge is to keep our urban places livable and safe and allow people to move safely as road demands increase.

EDUCATION

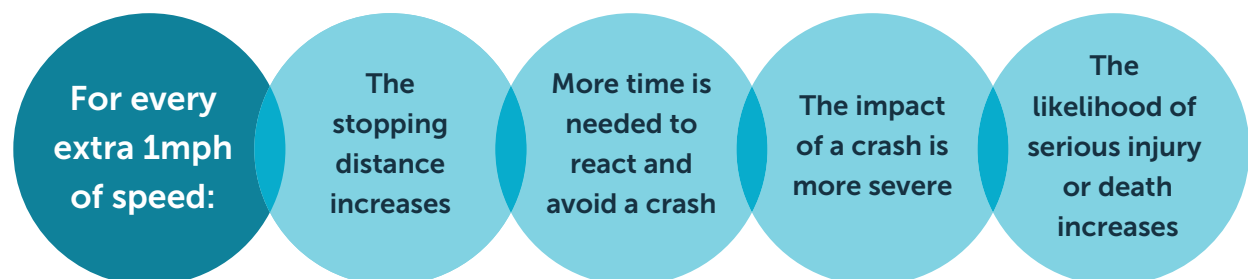
Road safety programmes

By taking a whole life approach to road safety and education, we can develop safe attitudes towards road use from a young age. Road safety education, introduced from pre-school age, will help to foster an entire lifetime of safe behaviour and create a generational shift in attitudes.

EDUCATION

National driver's programme

A driver's education programme in schools for all children of driving age could underpin safer road use amongst the most vulnerable of road users and has proved to be an essential part of a broader road safety programme. A National Driver's Programme could also form part of the court sentencing guidelines for road traffic offences, giving courts the authority to refer all disqualified drivers to the programme, as a condition for the return of their driver's license.



How fast you travel is within the control of every driver and rider



CHALLENGES

EDUCATION

Graduated Licence scheme

The implementation of a Graduated Licence Scheme would prepare developing novice drivers to be safe and low risk, from L (learner), to P1 (provisional) and P2 (passed) through to a full licence.

EDUCATION

Road safety campaigns

Road safety public awareness campaigns have resulted globally in changed attitudes toward road safety issues and improved safety behaviour. The distribution of road safety messages by traditional (TV & radio) and social media is a proved and effective way to reach a wide cross-section of the population. Social media is key to targeting young people, who are the most vulnerable road users.

Campaigns should tailor messaging to address new or emerging challenges as well as education of specific topics including the use of roundabouts, crosswalks, improvement and elimination of bad driver behaviours (indicator use, speeding, etc,) and the importance of seat belts.



The Road Safety Strategy will focus on drivers education aimed at Cayman's young people





CHALLENGES

ENFORCEMENT

Targeted enforcement and sanctions

There are varied driver behaviours associated with RTCs, including driving while intoxicated, driving while impaired by drugs, speeding, careless driving, dangerous and reckless driving and driving an unlicensed and/or uninsured vehicle. Tackling the safety problems associated with these behaviours requires increased awareness of their consequences, alongside robust enforcement.

- Increase penalties and enforcement of drink and drug driving.
- Introduce a fixed penalty notice for careless driving.
- Increase the level of certain fixed penalty motoring offences ensuring they are more proportionate to non-motoring offences of a similar severity.

ENFORCEMENT

Reduction in legal limits of alcohol levels

Lawmakers amended the legislation on October 19, 2022 to reduce the maximum alcohol-blood levels for drivers by a third - from 0.1% to 0.07%, bringing it closer to the worldwide average of 0.06%.

- | | |
|-----------------|---|
| • Cayman | 0.070 milligrams alcohol per 100 milliliters blood |
| • Canada | 0.080 milligrams alcohol per 100 milliliters blood |
| • UK | 0.080 milligrams alcohol per 100 milliliters blood |
| • USA | 0.080 grams of alcohol in 100 milliliters blood (Blood Alcohol Concentrate) |



CHALLENGES

ENFORCEMENT

Increase of RCIPS traffic and roads policing

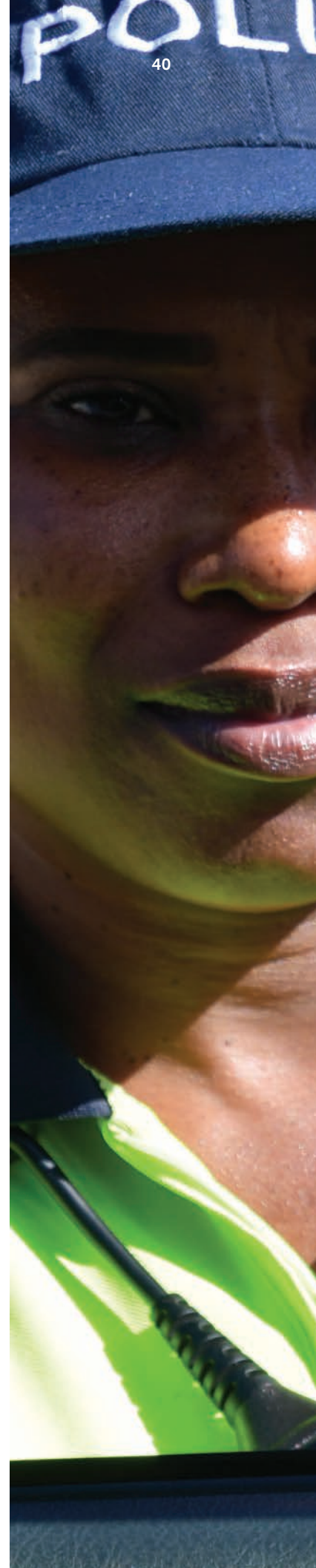
Increasing and sustaining road traffic enforcement operations throughout the year, with heightened enforcement where requirements are known or identified would result in a reduction in the driver behaviours associated with RTCs and an increase in road safety.





ACTIONS

- » **The implementation of a Graduated License Scheme**, preparing and developing novice drivers to be safe and low risk, from L (learner), to P1 (provisional) and P2 (passed) through to a full licence.
- » **Wider enforcement of safety belt laws.**
- » **Enforcement of tougher penalties for traffic offences** including driving under the influence of alcohol and/or illegal substances, speeding offences and distracted driving.
- » **Greater enforcement of the distracted driving laws** currently in place (including the prevalent use of cell phones while driving).
- » **Review and investment in road safety public education campaigns** to ensure messaging is effective, engaging and targeted at high-risk groups.
- » **Introduction of mandatory road safety as part of the curriculum** into primary and secondary schools. The DVDL Driver Education Programme is currently taught at John Gray and Clifton Hunter High Schools.







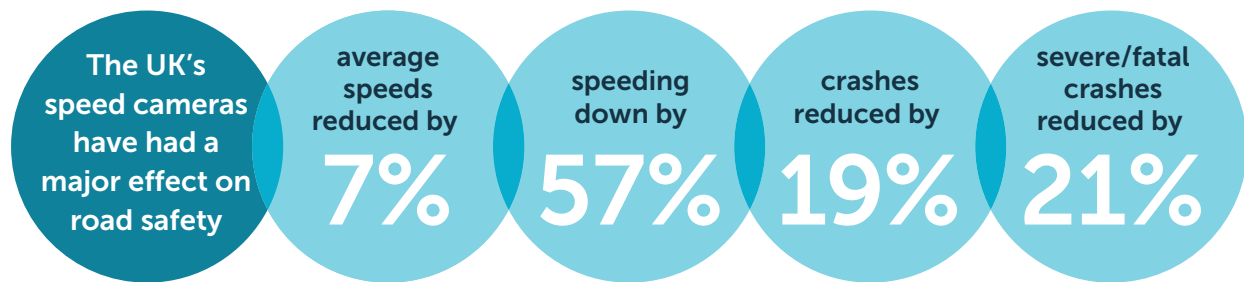
CHALLENGES

In the Cayman Islands, speed is a factor in the majority of road deaths.

Speeding which encompasses excessive speed and inappropriate speed (driving too fast for the prevailing conditions) is recognised as a major contributing factor in the number and severity of RTCs.

As a vehicle's speed increases so does the distance needed to stop. This means that as speed increases so does the risk of a collision. Also, higher vehicle speed equates to a greater amount of kinetic energy that must be absorbed in the event of a collision.

There is compelling international evidence that increased travel speeds, even at low levels, are directly related to both the likelihood of a collision and its severity.





CHALLENGES

ENFORCEMENT

Speed cameras

The implementation of over-arching speed cameras, planned for 2024 to guide effective speed enforcement and deter speeding, with the ultimate objective of reducing road deaths and injuries, including;

- Improved communications with the community around speed cameras and locations, annual reporting of speeding collision trends, revenue and infringements.
- Revised site selection criteria for camera locations.

ENFORCEMENT

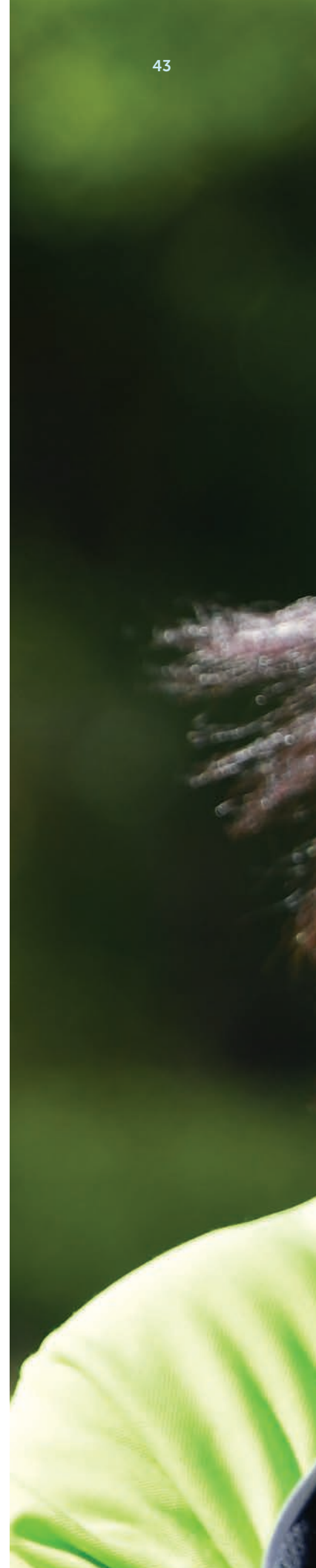
Increased traffic policing

Increase high visibility police enforcement road traffic enforcement operations throughout the year, with heightened enforcement where requirements are known or identified.

EDUCATION

Schools

Education is vital when it comes to safe speeds, starting with children in school and driver's education. Road safety needs to be introduced as part of the mandatory curriculum in both primary and secondary schools.







CHALLENGES

EDUCATION

Improved communications

Develop improved public service information around the speed problem.

ENFORCEMENT & ENGINEERING

25mph zones

Utilise lower speed limit schemes for high pedestrian activity areas and roads with a high volume of on-road cyclists, including a reduction in speed limits from 40mph to 25mph zones in high traffic areas. 25mph is a speed that is more compatible with the vulnerability and fallibility of people. 25mph zones have already been successfully implemented on West Bay Road, Seven Mile Beach Corridor and all school zones.





ACTIONS

- » **Introduce legislation to support fixed camera detection** enforcement across the Islands.
- » **Increase the police presence on roads** to enforce speed limits and encourage compliance.
- » **A review of and investment in road safety public education** campaigns to ensure messaging is effective, engaging and targeted.
- » **Introduction of mandatory road safety as part of the curriculum** into primary and secondary schools.
- » **Implementation of lower speed limit schemes** for high pedestrian activity areas and roads with high volume of cyclists.



Lower speed limit schemes for high pedestrian activity areas are proven to save lives





CHALLENGES

Internationally vehicle safety has improved dramatically in developed nations in recent years with multiple improvements in vehicle safety taking place, including air bags, electronic stability control, child restraints, seat belts, anti-locking braking systems and speed limiters.

Innovation in vehicle technology, design and equipment can help avoid a crash or reduce the impact when a crash occurs. Continuing to support smarter safer vehicle design, increasing the number of vehicles with lifesaving technology and increasing the number of people that choose the safest vehicles, is key. However, there are some key issues that still impact safe vehicle use including:

- **Population Growth:** As our population grows, so does the number of vehicles imported to the Cayman Island and present on the roads. The number of registered vehicles continues to increase, in the past five years alone has grown by 26% to 45,664.
- **Vehicle Age:** Younger drivers and low-income workers are more likely to drive older, less safe vehicles.
- **The risk of death or serious injury** in an MVA is lower for later model cars with the risk of a 2007 vehicle being half that of a vehicle produced in 1987.

ENFORCEMENT

Importation of Vehicles

Congested roads contribute to driver frustration and economic loss from increased travel time. Managing the importation of vehicles is an effective way of reducing congestion on the roads. On 25 April 2023, Cabinet approved the Customs and Border Control (Prohibited Goods) (Amendment) Order, 2023 which will see new import restrictions on some categories of vehicles older than seven years.





CHALLENGES

ENFORCEMENT

Emissions

Some vehicles negatively impact air quality and our environment through emissions. By incentivising the importation of vehicles that reduce environmental pollution and improve safety, we can strive to reach internationally recognized standards. These goals are achieved in other jurisdictions by setting standards for vehicle emissions.

ENFORCEMENT

Heavy Goods Vehicles

Agencies such as the DVDL, the Transport Board, the NRA and the RCIPS can jointly address the risks related to HGV's in all three areas of Education, Engineering and Enforcement, for example, the training of Police Officers as certified vehicle inspectors. This should be expanded in each district and a deliberate programme of enforcement applied to reduce weight, speed and vehicle maintenance violations by HGVs.

EDUCATION

Consumer Awareness

There is an opportunity to work with used car sales outlets to promote safety measures and protocols at the time of purchase of any vehicle and ensure vehicles comply with safety standards.





With 45,664 motor vehicles on Cayman's roads, congestion is a persistent problem



ACTIONS

- » **New and Used Car safety ratings and vehicle research** – New Car Assessment Program (NCAP).
- » **Adopt safer vehicles legislation** for importation of vehicles (no cheap imports).
- » **Collaboration with DVDL, NRA and PTU** to address risks related to HGV. Recommendation for the implementation of deliberate programme of enforcement applied to reduce weight, speed and vehicle maintenance violations by HGV's.
- » **Training of Police Officers** as certified vehicle inspectors (already in progress).



A new HGV strategy will improve operational safety and the uptake of safety technology

A strong evidence base

The Cayman Islands has an extensive collection of data, information and research on collisions not only in our region, but an understanding of the causes and impact of collisions on a worldwide scale. The data collected to date has been achieved through strong partnerships between agencies and means we now have a growing understanding of serious injuries caused by collisions.

It is vital that the Road Safety Strategy continue to have an evolving and robust research program and enhances the collection of data and safety performance indicators alongside program evaluation to improve safety programs and ensure they are delivering the expected outcomes.

Given the importance of this information it is vital it is made available to all involved in road safety initiatives, including the public and wider community.

2022 - RCIPS ISSUED TICKETS BY TYPE AND DISTRICT								
	Grand Cayman					Sister Islands		Cayman Islands
	BT	EE	GT	NS	WB	CB	LC	
Speeding - exceeds maximum speed limit in zone	412	273	1484	272	487	98	0	3026
Using/keeping on a road a vehicle required to be licensed	711	56	1088	114	172	11	0	2152
Using a disapproved piece of equipment (tint)	24	14	641	4	92	22	0	797
Using a vehicle with expired registration	60	6	492	15	56	3	0	632
Using a mobile phone while operating a vehicle	36	1	363	3	123	2	0	528
Failing to comply with traffic signs/signals	32	0	186	1	180	2	0	401
Driving/in charge of a MV under the influence of alcohol	41	3	132	5	46	7	0	234
Parking or loading a vehicle where there is a yellow line	34	0	148	1	4	0	0	187
Driving without insurance	26	4	69	4	27	1	0	131

National Road Safety Strategy 2023-2028 development

The National Road Safety Strategy incorporates challenging safety targets and innovative actions with the potential to shift behaviours across our community and achieve sustainable road safety benefits.

Road safety is a shared responsibility which does not belong to one institution or the Government alone. A concerted effort is required by all stakeholders and the general public to make Cayman's road safe for all.

There are a number of agencies responsible and accountable for road safety delivery throughout the Cayman Islands requiring strong coordination amongst these bodies.

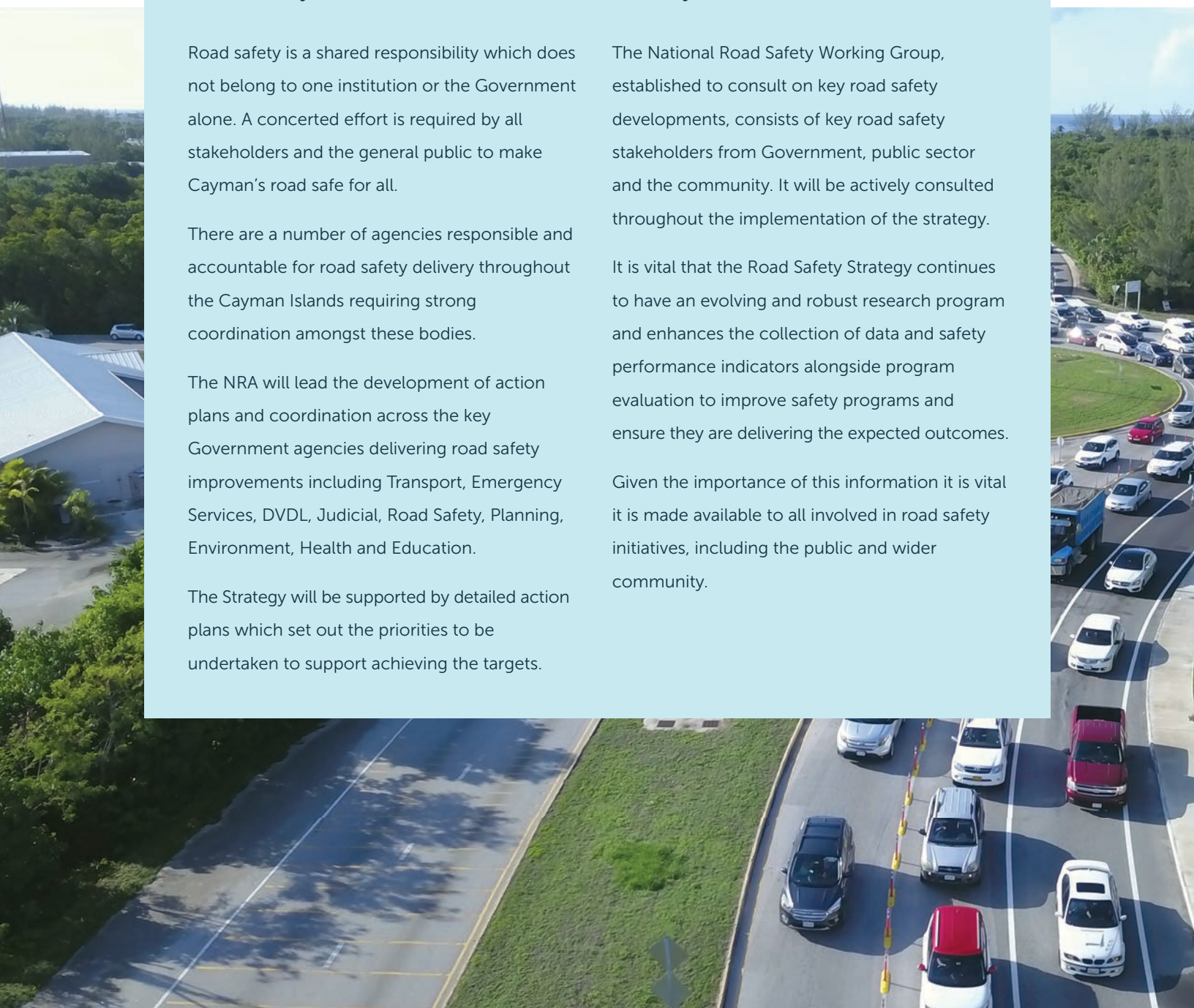
The NRA will lead the development of action plans and coordination across the key Government agencies delivering road safety improvements including Transport, Emergency Services, DVDL, Judicial, Road Safety, Planning, Environment, Health and Education.

The Strategy will be supported by detailed action plans which set out the priorities to be undertaken to support achieving the targets.

The National Road Safety Working Group, established to consult on key road safety developments, consists of key road safety stakeholders from Government, public sector and the community. It will be actively consulted throughout the implementation of the strategy.

It is vital that the Road Safety Strategy continues to have an evolving and robust research program and enhances the collection of data and safety performance indicators alongside program evaluation to improve safety programs and ensure they are delivering the expected outcomes.

Given the importance of this information it is vital it is made available to all involved in road safety initiatives, including the public and wider community.



The stakeholders



Managing the Strategy:

key areas of focus

The National Road Safety Working Group will report annually on the progress of this strategy and a review of the strategy will inform the development of new action plans.

The strategy's success will depend on implementation of the following:

- » Improve engagement with stakeholders and the community.
- » Work closely with key partners including Transport, Emergency Services, DVDL, Judicial, Road Safety, Planning, Environment, Health and Education.
- » Work in partnership with RCIPS to ensure the ongoing mainstreaming of road safety.
- » Continued funding of RCIPS enhanced enforcement programs to ensure road users comply with the traffic law and are safe and compliant.
- » Develop further innovative public education campaigns with a strengthened focus on positive prevention.
- » Promote road safety as a key workplace safety issue.
- » Develop and implement Safe System training for road authorities.
- » Ensure accountability of road safety programs with regular reporting and publishing of program results.
- » Enhance data collection systems to further improve quality of collision data, in particular for serious injuries.
- » Provide collision data to other agencies, local government and make public record.
- » Work with stakeholders and agencies to improve engagement, road safety capacity and knowledge sharing opportunities.
- » Develop a strategy to target repeat offenders.

**RIDE
AND
DRIVE
CAREFULLY**

In Loving Memory of
Matthew Omar Owens
12.01.84 to 05.09.15





The Road to Zero

Let's get there all together.

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CAYMAN ISLANDS GOVERNMENT



RCIPS