

**WRITTEN QUESTION TO THE MINISTER FOR INFRASTRUCTURE  
BY DEPUTY M. TADIER OF ST. BRELADE  
ANSWER TO BE TABLED ON TUESDAY 22nd OCTOBER 2019**

**Question**

Will the Minister –

- (a) provide a breakdown of reported collisions that have taken place on Route de la Haule, including a map of where the incidents have occurred, in the past ten years to date; and
- (b) provide a list of the top ten accident ‘hotspots’ in the Island in each of the past three years?

**Answer**

- (a) Please find attached two files providing details of the ‘recorded injury collisions’ over the last 10 years 2008 to 2018 on Route de la Haule. Other than the graphs page the map also includes latest available 2019 data, this has not been included in the graphs page as the 2019 data is not a full set and incomplete data could skew the summary.
  - i. Route de la Haule Map.pdf – map showing locations of collisions with collision reference
  - ii. Route de la Haule Graphs.pdf – summary graphs of collisions

*Please note that the data includes collisions at the Beaumont Filter in Turn and at the junction of Le Mont au Roux as it is not practical to accurately determine exactly where the collision occurred in relation to the road name boundaries. Whilst the Department endeavours to map collisions as accurately as possible it cannot guarantee exact collision location data as is naturally a margin of error within the data. This is particularly the case for collisions which occurred prior to 2013 which have not been subject to our updated verification processes.*

- (b) The top 10 hotspots for each of the past 3 years is not a simple answer; to define a ‘hotspot’ the Department has looked at locations where 3 or more collisions occur within a 25m radius. Over the last 3 years there have been 901 recorded injury collisions occurring across the entire road network meaning that in any individual year there are less than 10 hotspots. Therefore there are 3 variations on the answer to this question below:
  - i. Firstly looking at hotspots within each individual year for the last 3 years we have the following findings with the number of collisions in brackets:

**2016**

- Five Oaks (6)
- St Aubins, Charing Cross/La Neuve Route (3)

**2017**

- Robin Hood Signals (5)
- Airport Roundabout (4)
- Le Mont au Roux (4)
- Beaumont Hill Mini Roundabout (4)
- Stopford Rd / La Rue le Masurier (3)
- Overpass Roundabout (3)

**2018**

- Outside Domino's Pizza (5)
  - Gloucester St / Esplanade (3)
  - Victoria Avenue - Bel Royal Car Park exit (3)
  - Havre des Pas / Green Street (3)
  - Bath Street / Minden Street (3)
- ii. Taking the 3 years as one group provides a more meaningful dataset, the top 10 hotspots are:
- Five Oaks (9)
  - Robin Hood Signals (8)
  - Overpass Roundabout (8)
  - Beaumont Hill Mini Roundabout (7)
  - Outside Domino's Pizza (6)
  - Green Street Roundabout (6)
  - St Aubins, Charing Cross/La Neuve Route (5)
  - Airport Roundabout (5)
  - Gloucester St / Esplanade (5)
  - Croix au Lion, St Peter (5)
  - David Place / Val Plaisant (5)
  - Stopford Road / David Place (5)
- iii. To provide a full picture on this subject it is necessary to explain the standard approach; this is to consider the last 5 years' worth of data and look at collisions within a 25m radius (with discretion where trends exceed this area, or where collisions are clearly not connected within the area). This is an approach the Department adopted in 2018 (reviewing data from 2013 to 2017 inclusive). The top 10 sites identified from this approach were:

	<b>Location</b>	<b>Number of Collisions</b>	<b>Action and current status</b>
<b>1</b>	Five Oaks	15	Scheme to be implemented shortly
<b>2</b>	Rue du Fort / St Clements Road	13	Previous works seems to have been effective, some changes added to future junction refurbishment
<b>3</b>	Overpass Roundabout	12	Identify and implement alternative routes for pedal cycles as part of masterplan works
<b>4</b>	Beaumont Hill Mini Roundabout	11	Investigate skid resistance issues
<b>5</b>	Green Street Roundabout	10	To soon since previous scheme to assess effectiveness
<b>6</b>	Robin Hood Signals	9	Investigate changes to signal setup
<b>6</b>	Croix au Lion, St Peter	9	Scheme to be delivered (currently in design)
<b>6</b>	Springfield Garage	9	Recent works should address issue
<b>6</b>	Longueville Manor	9	Scheme currently being delivered
<b>10</b>	Beaumont Filter in Turn	8	No Action
<b>10</b>	Mont Felard / St Aubin's Road	8	Previous works seems to have been effective
<b>10</b>	Gloucester Street / Esplanade	8	Investigate skid resistance issues

The Department is currently repeating this process with collisions from 2014 to 2018, the top 10 sites are now:

	<b>Location</b>	<b>Number of Collisions</b>	<b>Number of Collisions (2013-2017)</b>	
<b>1</b>	Five Oaks	15	15	=
<b>2</b>	Rue du Fort / St Clements Road	11	13	▼
<b>3</b>	Overpass Roundabout	10	12	▼
<b>3</b>	Beaumont Hill Mini Roundabout	10	11	▼
<b>5</b>	Robin Hood Signals	9	9	=
<b>5</b>	Kensington Place / Esplanade	9	7	▲
<b>7</b>	Croix au Lion, St Peter	8	9	▼
<b>7</b>	David Place / Val Plaisant	8	7	▲
<b>7</b>	Stopford Road / David Place	8	6	▲
<b>10</b>	Green Street Roundabout	7	10	▼
<b>10</b>	Beaumont Filter in Turn	7	8	▼
<b>10</b>	Gloucester Street / Esplanade	7	8	▼

















There is an ongoing programme of work to address road safety as any collision is undesirable and can have a significant impact on lives. But it is important to recognise relative risk when interpreting the collision data provided.

It inevitable that the concentrations of collisions are located on roads where there are higher volumes of traffic and particularly at junctions where there are more conflicting manoeuvres, this is reflected in the data.

The risk posed in using Jersey's roads are similar to urban areas elsewhere. Engineering can only ever be part of the solution, as driver behaviours is the dominant factor in the majority of collisions.



**Legend**

-  1xPed - Fatal
-  1xPed - Serious
-  2xPed - Serious
-  3xPed - Serious
-  1xPed - Slight
-  2xPed - Slight
-  Cycle - Fatal
-  Cycle - Serious
-  Cycle - Slight
-  Motorcycle - Fatal
-  Motorcycle - Serious
-  Motorcycle - Slight
-  Car - Fatal
-  Car - Serious
-  Car - Slight
-  Horse - Slight

**Route de la Haule RTC's 2008-Date**  
 Date: 15/10/2019 Scale 1:4,000

While every effort has been made to ensure the accuracy of the information displayed on the map, it is of course possible that errors, omissions and inconsistencies do exist. Help us to improve the accuracy of this data by reporting any observations to the mapping service team on [mst@gov.je](mailto:mst@gov.je)



**Collision Summary Sheet for:  
Route de la Haule RTC's (2008-18)**

