

## **STATES OF JERSEY POLICE**

### **Submission to the Environment Scrutiny Panel: Review of Speed Limits Policy**

#### **General Observations**

1. Vehicle speed will invariably be a contributory factor in many road traffic collisions. The slower a vehicle is travelling, the more time the driver has to react to unforeseen factors.
2. This is illustrated by the safe stopping distances listed by the UK Highway Code –
  - 20mph 12 metres
  - 30 mph 23 metres
  - 40 mph 36 metres
3. Logically, if speed limits in Jersey were lower and the majority of drivers abided by these limits, the number of road traffic collisions in the Island would be reduced.
4. The Police submission to the Speed Limits Review Group also made the point that speed would always be an aggravating factor in determining the severity of an RTC and any associated casualties.

#### **RTC Contributory Factors**

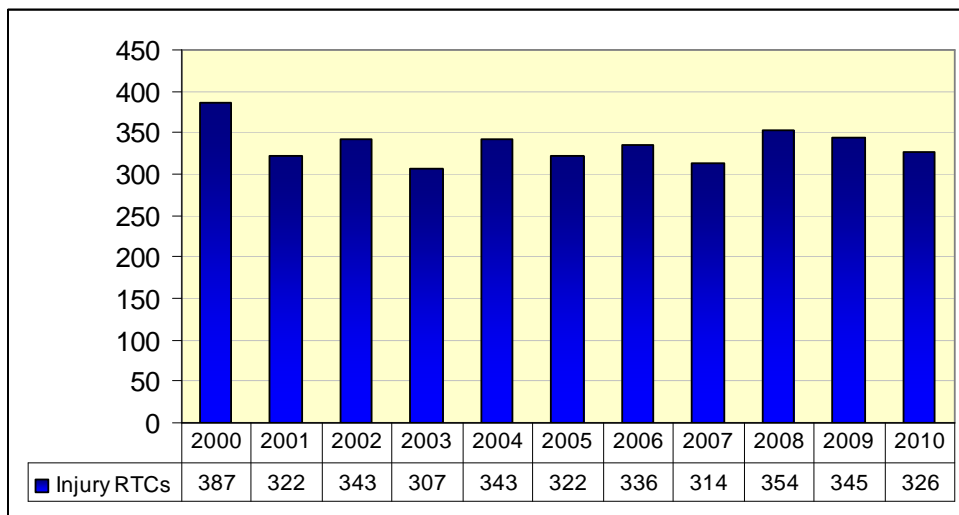
5. The report also considered, however, the extent to which *speeding* (ie speed in excess of the prevailing speed limit) was deemed to be a contributory factor in influencing the number of RTCs experienced in Jersey.
6. States of Jersey Police use a list of 41 different options when considering the contributory factors that may have caused an RTC. These are based on a national standard but have been adapted for local use. Up to three contributory factors can be assigned to each RTC. These are applied by a member of police staff on the basis of the narrative description in the police officer's RTC report. The contributory factors are inevitably somewhat subjective unless a serious RTC is subject to a specific review by a qualified Accident Investigator. Nevertheless, the aggregated figures provide general indicators for reference by both the Police and Transport and Technical Services. The latter are provided with summary RTC data on a regular basis.
7. The contributory factors now include 'excessive speed' and 'inappropriate speed for the prevailing conditions'. The former is applied when it is evident that a driver was speeding (ie breaking the speed limit) at the time of the RTC.
8. The Police submission to the Speed Limits Review Group reported that speeding was deemed to be the main contributory factor in less than 3% of a sample of 172 injury RTCs in 2008. This sample represented about 50% of the injury RTCs in 2008. This work was done by a university student and was done retrospectively for 2008 in order to provide comparative data in line with revised contributory factors adopted in 2009. One of the significant changes introduced in 2009 was to make the distinction between speeding and inappropriate speed.
9. Since August 2009, when the report was produced, the Force has completed full sets of contributory factor data for injury RTCs in 2008 (March onwards), 2009 and 2010. The top 15

results for each year are set out below. These list the primary contributory factors so it is important to note that ‘inappropriate speed for the prevailing conditions’ in particular is likely to be a secondary factor in many cases (eg; where weather conditions is deemed to be the primary factor) –

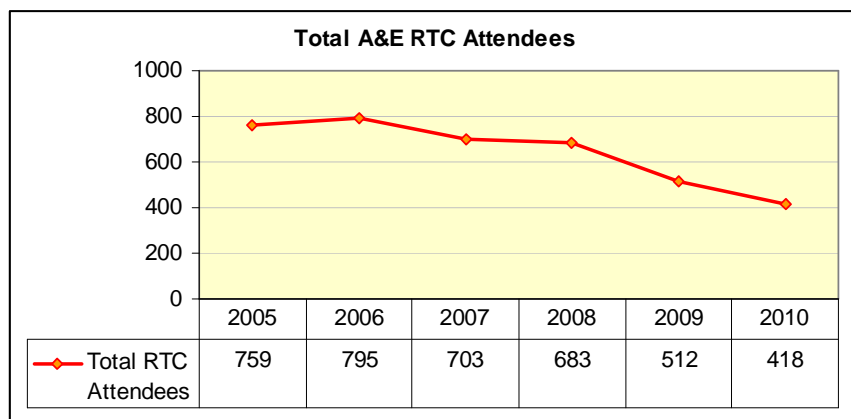
2008		2009		2010	
Weather Conditions	12%	Weather Conditions	9%	Crossing Road Junction Carelessly	12%
Pedestrian Actions	7%	Pedestrian Actions	8%	Weather Conditions	9%
Crossing Road Junction Carelessly	6%	Following Too Close	7%	Pedestrian Actions	7%
Turning Right Carelessly	6%	Crossing Road Junction Carelessly	7%	Drunk or Drugged	6%
Inappropriate Speed for Prevailing Conditions	6%	Drunk or Drugged	6%	Excessive Speed	6%
Excessive Speed	5%	Turning Right Carelessly	5%	Following Too Close	6%
Following Too Close	5%	Inappropriate Speed for Prevailing Conditions	4%	Turning Right Carelessly	4%
Misjudging Clearance	5%	Failing to Keep to Nearside	3%	Stopping Suddenly	3%
Road Surface Contaminants (e.g. Oil, Gravel etc.)	4%	Failing to Comply with Traffic Sign or Traffic Lights	3%	Inappropriate Speed for Prevailing Conditions	3%
Reversing Carelessly	4%	Misjudging Clearance	3%	Overtaking Improperly on Offside	3%
Stopping Suddenly	4%	Road Surface Contaminants (e.g. Oil, Gravel etc.)	3%	Animal/Obstruction in Carriageway	3%
Other actions by cyclist	4%	Shunted Stationary Vehicle	3%	Other actions by cyclist	3%
Overtaking Improperly on Offside	3%	Other actions by cyclist	3%	Road Surface Contaminants (e.g. Oil, Gravel etc.)	2%
Shunted Stationary Vehicle	2%	Stopping Suddenly	3%	Failing to Comply with Traffic Sign or Traffic Lights	2%
Failing to Keep to Nearside	2%	Excessive Speed	3%	Illness	2%

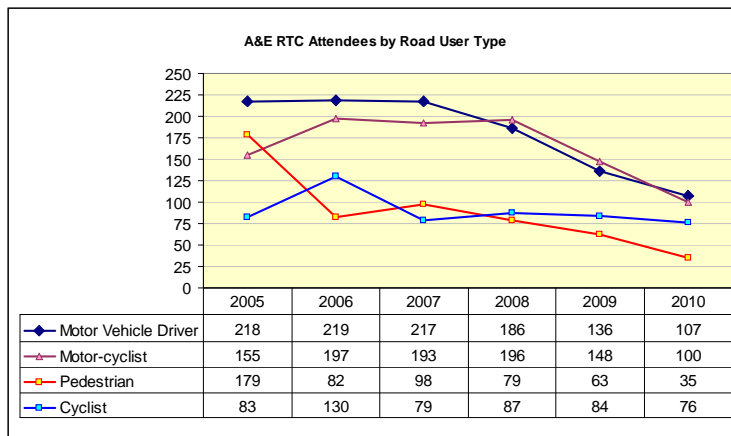
### Overall Number of RTCs

10. The overall number of injury RTCs recorded in Jersey has not shown any significant change since 2000, despite the increase in the Island’s population. Increasing vehicle safety is likely to have played a part in this respect.



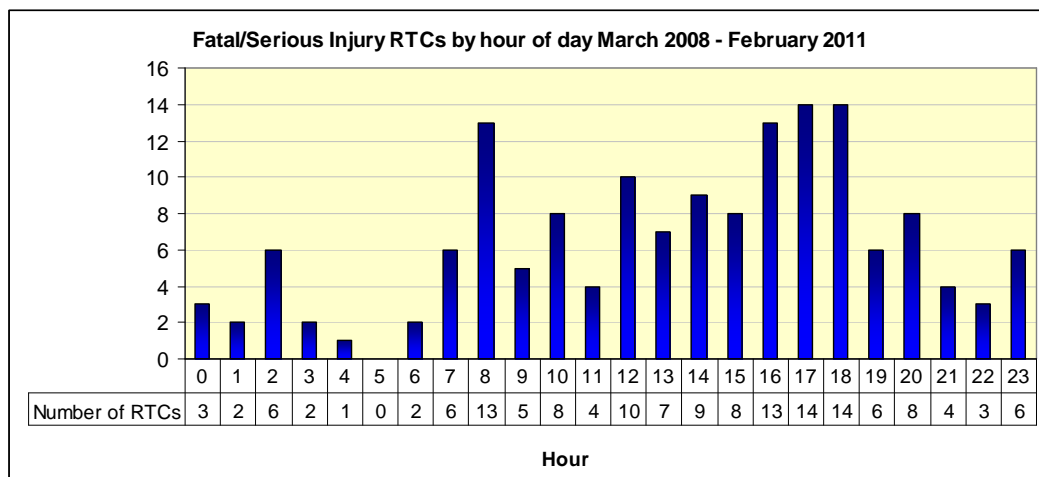
11. This also seems to be reflected in data provided by Hospital Accident and Emergency. This shows a 45% reduction in the number of people recorded attending A&E with RTC injuries between 2005 and 2010. There has been a reduction in the number of people in each of the main road user types attending A&E with RTC injuries between 2005 and 2010.





### **Timing of Fatal/Serious Injury RTCs**

12. This graph shows the number of people injured in RTCs at particular times of day. As can be seen, the main peaks are during the morning and evening rush hours.



### **Benchmarking**

13. Comparisons with Guernsey and the Isle of Man should be treated with some caution as we would need to ensure that their definitions and recording practices are consistent with ours. Jersey's population is currently 92,500. The last census figures for the other islands were Guernsey 59,807 (2001) and Isle of Man 80,058 (2002).

	Jersey <sup>1</sup>		Guernsey		Isle of Man <sup>2</sup>	
	2009	2010	2009	2010	2009	2010
Fatal	3	3	3	3	6	5
Serious	42	60	16	10	62	57
Slight	300	263	118	121	230	226
Damage only	374	361	410	429	644	748
<b>Total Recorded RTCs</b>	<b>719</b>	<b>687</b>	<b>547</b>	<b>563</b>	<b>942</b>	<b>1036</b>

<sup>1</sup> This is a count of the number of RTC incidents regardless of the number of people injured in the incidents. The most serious injury is used to categorise the incident. Hence, a fatal RTC in which two other people are seriously and slightly injured will count as a fatal to avoid multiple counts of the same incident

<sup>2</sup> In the last three years over a third of the fatal and serious incidents in the Isle of Man occurred during the two-week TT period. Including similar MGP (Manx Grand Prix) period in August the two events are indirectly responsible for around half of the fatal and serious incidents each year

14. The Isle of Man maintain similar contributory factor data to the States of Jersey Police. Their figures show that speed (Isle of Man have not introduced the distinction between excessive and inappropriate speed as in Jersey so this figure represents a combination of both factors) was considered to be the primary cause of 21% of injury RTCs and 12% of all RTCs.

### **Speed Monitor Data**

15. The Police submission to the Speed Limits Review Group referred to data from three sites. Included below is speed monitor data from a range of sites across the Island.

<b>Road (30mph)</b>	<b>Year</b>	<b>No. of days monitored</b>	<b>Total no. of vehicles</b>	<b>Not speeding</b>	<b>31-35mph</b>	<b>36-40mph</b>	<b>41mph+</b>
La Grande Route de St. Laurent opposite Arsenal	2008	7	38,952	50%	37%	10%	3%
La Grande Route de St. Pierre junction with La Grande Piece	2009	7	75,170	92%	7%	1%	<1%
Route Orange opposite La Moye School*	2008	7	44,878	59%	29%	10%	2%
La Rue a Don opposite Checkers	2005	12	85,390	77%	19%	4%	1%
La Rue des Buttes St. Mary	2007	10	53,595	77%	18%	4%	1%
La Grande Route de Faldouet opposite Devon Villa	2005	15	38,208	37%	35%	22%	7%
La Grande Route de St. Jean, Sion	2006	8	54,017	64%	29%	6%	1%
La Route de la Trinite opposite school playing field*	2009	11	28,001	43%	37%	15%	5%
<b>Road (40mph)</b>	<b>Year</b>	<b>No. of days monitored</b>	<b>Total no. of vehicles</b>	<b>Not speeding</b>	<b>41-45mph</b>	<b>46-50mph</b>	<b>51mph+</b>
La Grande Route de St. Ouen 96m from Rue Vegeur	2005	9	54,555	81%	14%	3%	1%
Victoria Avenue 30m east of Tyneville Lane	2007	4	47,958	80%	16%	3%	1%
La Grande Route de La Cote outside Salisbury Cottage *	2007	7	46,436	99%	<1%	<1%	<1%
La Grande Route de St. Clement junction with La Rue Jambert *	2007	10	37,996	98%	1%	<1%	<1%
<i>Speed limits are correct for the time of monitoring trials</i>							

## APPENDIX 1

In the original Police submission to the Speed Limits Review Group, speed monitor details in relation to three routes were included. Set out below are the total number of RTCs recorded for those routes and the associated primary contributory factors for 2009 and 2010.

IncidentRoad	ContributoryFactors	2009			2009 Total	2010			2010 Total	Grand Total
		Serious	Slight	No Injuries		Serious	Slight	No Injuries		
La Grande Route de la Cote	Excessive Speed		1	2	3				3	
	Inappropriate speed		1		1				1	
	Crossing Road Junction Carelessly		3		3				3	
	Defective Vehicle		1		1				1	
	Drunk or drugged		1	2	3				3	
	Other actions by cyclist					2		2	2	
	Overtaking Improperly on Offside		1		1		1	1	2	
	Pedestrian Actions		1		1		1	1	2	
	Turning Right Carelessly			1	1				1	
	Weather Conditions						1	1	1	
	Unknown Factors		1	6	7	2	1	8	18	
	Turning Left Carelessly			1	1				1	
	Failing to Keep to Nearside			1	1				1	
<b>La Grande Route de la Cote Total</b>			<b>10</b>	<b>13</b>	<b>23</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>39</b>	
La Route de la Haule	Crossing Road Junction Carelessly			1	1				1	
	Drunk or drugged			1	1		1	1	2	
	Failing to Stop at Pedestrian Crossing		1		1				1	
	Following Too Close	1			1		1	1	2	
	Overtaking Improperly on Offside						1	1	1	
	Shunted Stationary Vehicle		1	1	2				2	
	Turning Right Carelessly						1	1	1	
	Weather Conditions						1	1	1	
	Unknown Factors			1	1		1	4	6	
	Stopping Suddenly			1	1				1	
	Turning Left Carelessly			1	1				1	
<b>La Route de la Haule Total</b>		<b>1</b>	<b>2</b>	<b>6</b>	<b>9</b>		<b>6</b>	<b>4</b>	<b>19</b>	
Grande Route de St. Laurent	Crossing Road Junction Carelessly			1	1	1		1	2	
	Drunk or drugged		1		1				1	
	Other actions by cyclist		1		1				1	
	Pedestrian Actions		1		1				1	
	Unknown Factors						2	2	2	
	Failing to Keep to Nearside			1	1				1	
<b>Grande Route de St. Laurent Total</b>			<b>3</b>	<b>2</b>	<b>5</b>	<b>1</b>		<b>2</b>	<b>8</b>	
<b>Grand Total</b>		<b>1</b>	<b>15</b>	<b>21</b>	<b>37</b>	<b>5</b>	<b>10</b>	<b>14</b>	<b>66</b>	

## Appendix 2: Public Opinion

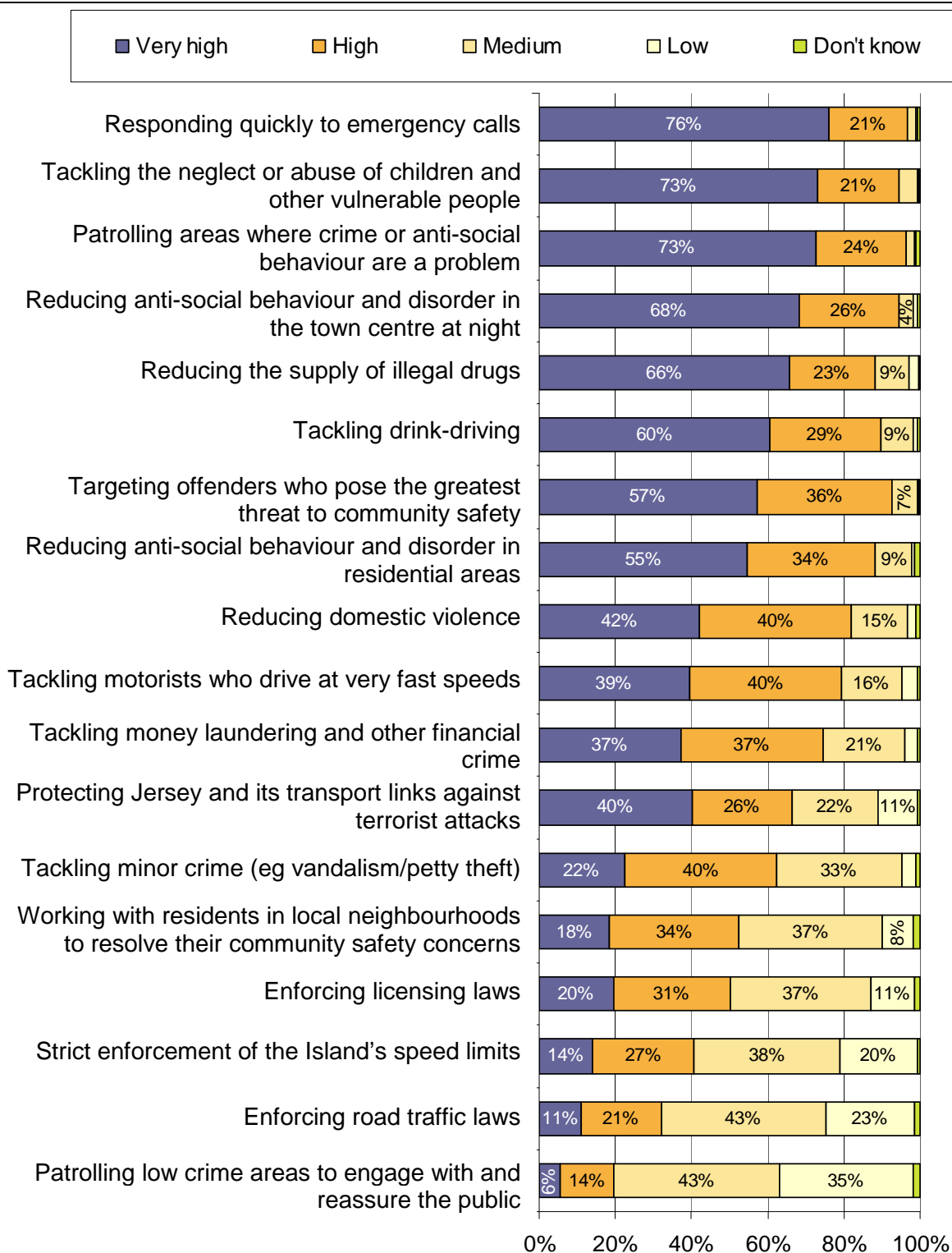
States of Jersey Police regularly seek public opinion concerning community safety issues and policing performance through the Jersey Annual Social Survey.

The Police submission to the Speed Limits Review Group drew upon these findings. It was particularly noticeable how people considered speeding to be an issue in their local neighbourhoods but were far less concerned that the issue was an Islandwide problem

	Neighbourhood Issues			Islandwide Issues		
	2007	2005	2003	2007	2005	2003
Excessive speed	52	52	60	21	19	22
Anti-social behaviour by young people	60	59	N/a	69	67	N/a
Young people hanging around in street	N/a	N/a	31	N/a	N/a	22
Vandalism and graffiti	25	27	21	15	19	18
Rowdy or drunken behaviour	N/a	N/a	18	N/a	N/a	37
Fighting or assaults in the street	N/a	N/a	7	N/a	N/a	44
Street violence and disorder	20	18	N/a	46	42	N/a
Burglary of houses	13	13	17	9	9	23
People dealing in drugs	22	24	N/a	68	71	N/a
People using or dealing in drugs	N/a	N/a	17	N/a	N/a	70
Drink driving	16	18	13	22	25	21
Theft of or from vehicles	4	7	8	3	5	7
Domestic Violence	7	7	3	11	11	9

In 2009, States of Jersey Police introduced different questions into the Jersey Annual Social Survey asking the public to prioritise different policing activity. The results showed that whilst ‘tackling motorists who drive at very fast speeds’ was ranked as a very high or high priority by 79% of respondents (placing it 10<sup>th</sup> out of 18 options), ‘strict enforcement of the Island’s speed limits was scored as a very high or high priority by only 41% (16<sup>th</sup> out of the 18 options). The full results are shown overleaf.

JASS 2009 included a comprehensive list of eighteen police duties and services and asked the public to prioritise each into “Very high”, “High”, “Medium” and “Low” priority. Respondents were also able to choose the option “Don’t know”.



### **Appendix 3: RTC Contributory Factors**

These are the contributory factors used by States of Jersey Police to assess road traffic collisions –

Tired or Asleep  
Illness  
Drunk or Drugged  
Excessive Speed  
Inappropriate Speed for Prevailing Conditions  
Failing to Keep to Nearside  
Overtaking Improperly on Nearside  
Overtaking Improperly on Offside  
Failing to Stop at Pedestrian Crossing  
Turning Round Carelessly  
Reversing Carelessly  
Failing to Comply with Traffic Sign or Traffic Lights  
Failing to Comply with Double White Lines  
Starting from Nearside Carelessly  
Starting from Offside Carelessly  
Changing Traffic Lanes Carelessly  
Cyclist Riding with Head Down  
Cyclists more than Two Abreast  
Turning Left Carelessly  
Turning Right Carelessly  
Opening Doors Carelessly  
Crossing Road Junction Carelessly  
Cyclist Holding Another Vehicle  
Stopping Suddenly  
Misjudging Clearance  
Failing to Comply with Traffic Lights  
Incorrect Use of Vehicle Lighting  
Following Too Close  
Inadequate Vehicle Lighting  
Dazzled By Another's Lights  
Defective Vehicle  
Actions by Vehicle Passengers  
Animal/Obstruction in Carriageway  
Defective Road  
Weather Conditions  
Road Surface Contaminants (e.g. Oil, Gravel etc.)  
Unknown Factors  
Pedestrian Actions  
Shunted Stationary Vehicle  
Other actions by cyclist