

Best Practices

Using Data to Improve Road Safety Enforcement - Jamaica

National Road Safety Council (NRSC)
5 August 2019



For consideration ...

- Motorcycle fatalities a growing challenge;
- Road Safety Enforcement
 - Crash Death and Injury Data;
 - Impaired Driving;
 - Traffic Ticketing;
 - Driver Behaviour.
- Conclusion



Motorcycle Fatalities - a growing challenge

Road Fatalities per 100,000 of Population

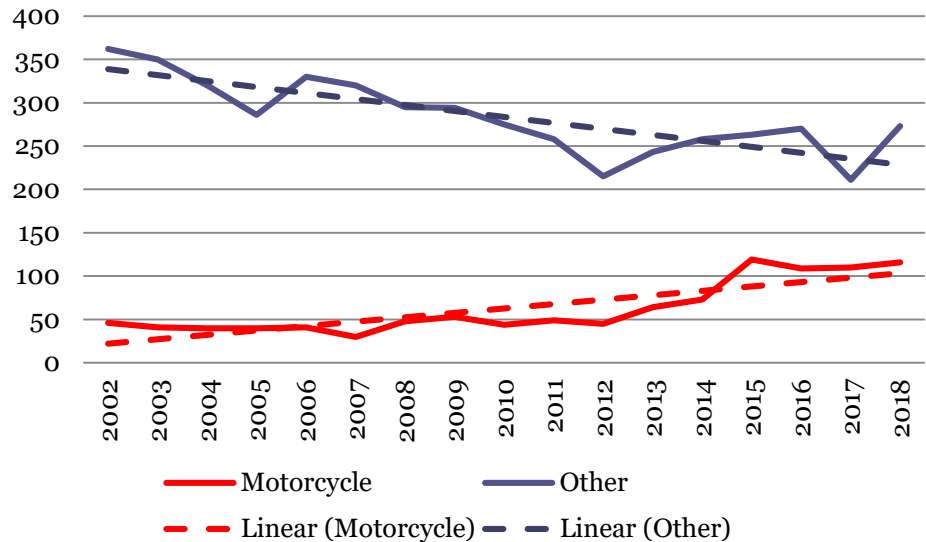


Other



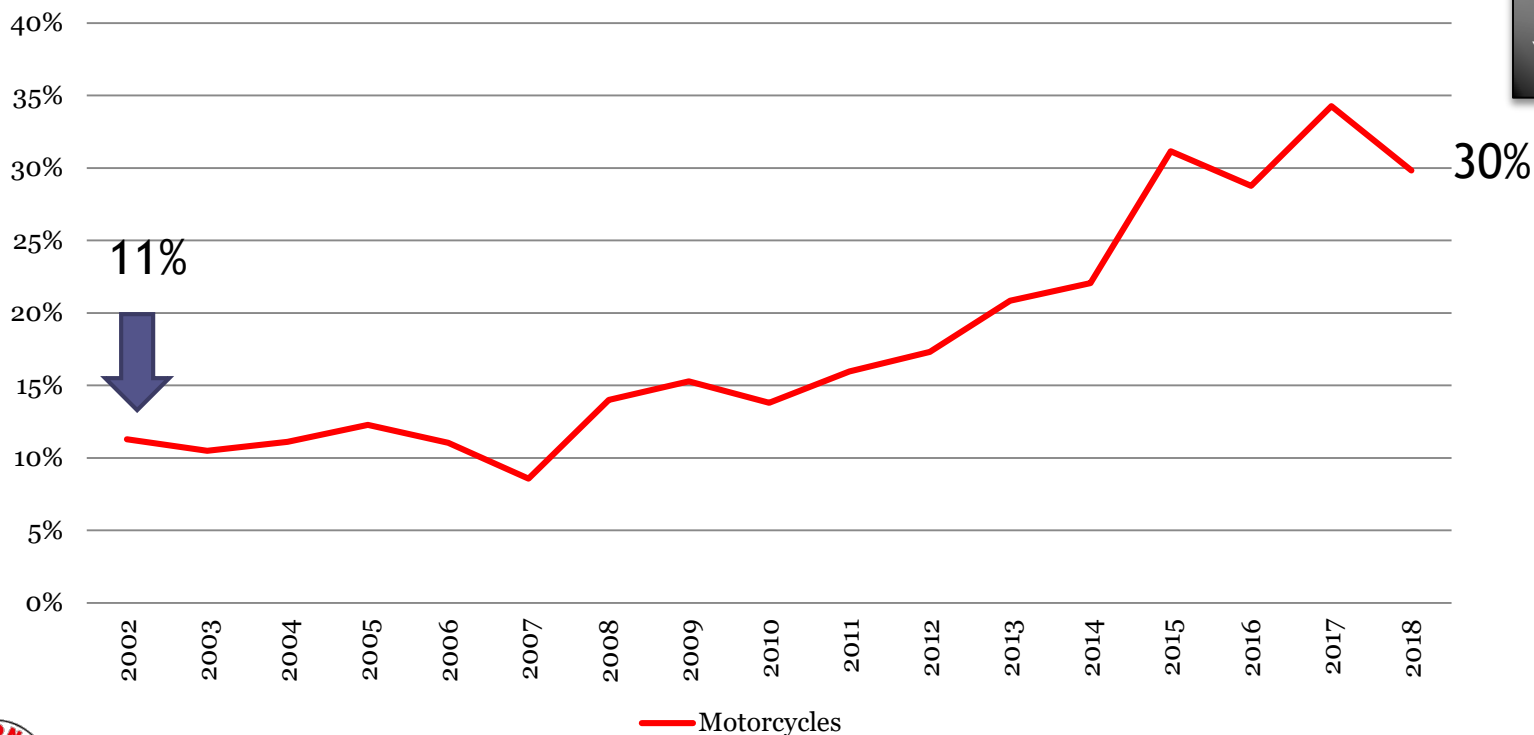
Motorcycle

Motorcycle (including Pillion) vs Other Fatalities



Motorcycle fatalities growing relative to other segments

Motorcycles % of Total Fatalities



Motorcycle fatalities

– the significant growing segment

- Blamed on influx of “cheap” bikes from China (<US\$600 selling price);
- Situation reportedly not unique to Jamaica - cheap imports flooding Asia, Caribbean, Africa ... similar growth in fatalities;
- What may be unique to Jamaica:
 - Many bike drivers:
 - Not licensed nor insured;
 - Drive unlicensed bikes;
 - Do not wear helmets or other safety gear;
 - Do not obey police command to stop;
 - Police not allowed to chase because of high potential for death/injury to both bikers and police.



Road Safety Enforcement

- Crash death and injury data

- Jamaica can easily produce road crash and fatality statistics going back at least 30 years:
 - Daily reports from the police circulated to stakeholders (including media);
 - MonaGeoinformatics Crash Map presents the fatality statistics;
- Almost no data available on injuries. We are left to guess at the impact of road crashes on the economy (2% to 5% of GDP??)
 - 2017 study by **Violence Prevention Alliance** estimates cost of road crashes and violence related injuries to **health care system (only)** at 1% of GDP (N.B. excludes all non-hospital costs e.g. insurance companies, loss of income, cost of care by families, rehabilitation of road infrastructure, etc).

http://www.nationalroadsafetycouncil.org.jm/pdf/CostofCare2017_Final2Jan2018.pdf



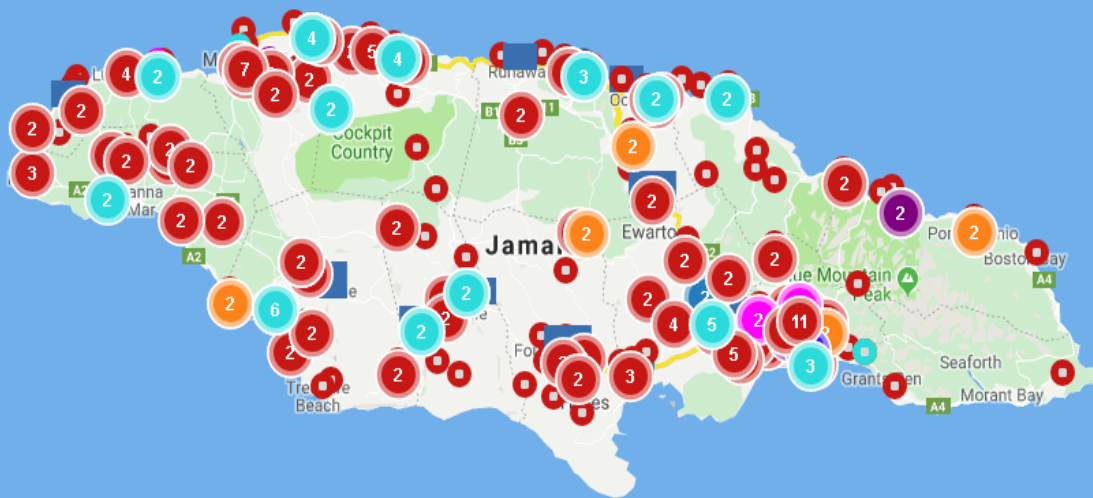


Total Crashes (2019) 239

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Road Safety Enforcement

- Impaired driving

- Breathalyzer legislation in place since 1995;
- **Very** low rates of detection:
 - Do Jamaicans “party” less than others?
 - Are we using designated drivers when impaired?
- We seldom test drivers involved in serious crashes;
- We almost never test the blood of fatality victims;
- The true picture is woefully incomplete;
- Marijuana (“ganga”) use decriminalized in 2015:
 - RTA 2018 includes offence for driving while using;
 - What impact of “ganga” use on the statistics?



Road Safety Enforcement

- Traffic ticketing

- Speed radar in use since 1993
 - Effectiveness? oncoming drivers flash their lights warning fellow drivers to slow down; police use same locations regularly;
- Computerized ticketing system has been in place since 1990s
 - stopped working because of Y2K;
- New system implemented in 2010 (after failure of an earlier effort);
- Hand-held devices introduced in 2012:
 - Gave police road-side access to vehicle and driver records;
 - Immediately uploaded data into traffic ticketing database (zero errors);
 - Loved by traffic police but put on a shelf since;
- System integrates police, Courts and Traffic Authority;



Road Safety Enforcement

- Traffic ticketing (continued)

- System plagued by:
 - Courts resistant (formerly?) to electronic documents;
 - Courts not updating system with final adjudication of cases (not integrated into work processes);
 - Slow and error-prone data entry of tickets by police (=>payments not match tickets);
 - Use of system only to enhance government revenue;
 - No (very little?) analysis of data as a means of targeting driver behaviour-change and guiding enforcement efforts;
 - Apparent “resistance” to automation.



Road Safety Enforcement

- Driver behaviour

- Unpaid tickets are a major issue:
 - National Works Agency has offered to locate vehicles using traffic management ANPR cameras but police have not taken up offer;
 - Demerit points system being frustrated since 1993 introduction;
 - Provisions in 2018 Act:
 - Fix demerit point loophole (licence can now be suspended);
 - Driver will not be able to renew licence (or renew vehicle license) without paying tickets;
 - **Proposal:** Regulations to make it a condition of holding a driver's licence that licence suspended for 3 unpaid tickets, and revoked if not turned in for suspension.



Concluding comments ...

- Jamaica has been making efforts to use data/best practice:
 - Updated legislation (RTA 2018 repealed/replaced 1938 Act);
 - Use of Breathalyzer since 1995;
 - Speed radar since 1993;
 - Traffic ticketing technology since mid-1990s;
 - Crash mapping since 2014;
 - Electronic enforcement provided under RTA 2018
 - initial use likely for speeding, red light running, lane violation;
- Mixed results:
 - Need to integrate ticketing system into work processes (Courts);
 - Real cost of crashes including injuries??!!
 - What impact of decriminalization of “ganga” use?
 - Need to make more effective use of the data and technology for policy and enforcement ... police recently formed a “Technology” branch;
 - NRSC seeking to engage with UWI on road traffic research.

