



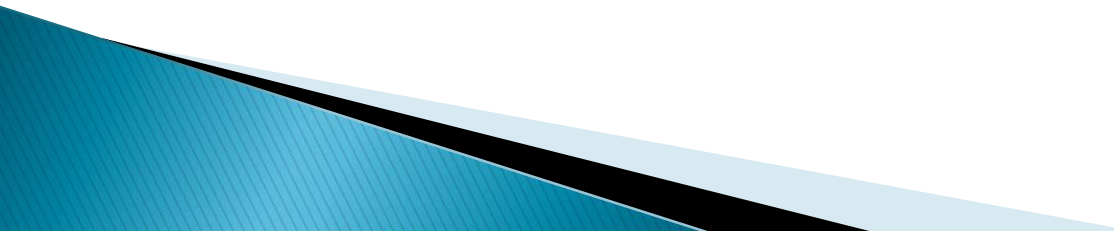
Coroners Service

Speeding & Driving

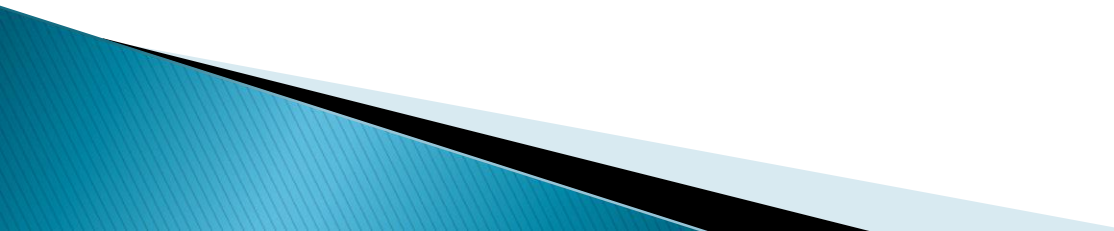
CARSP Conference
June 12, 2018

Vincent M. Stancato
BC Coroners Service

BC Coroners Service Mandate

- ▶ The British Columbia Coroners Service is committed to conducting a thorough, independent examination of the factors contributing to death in order to improve community safety and quality of life in the Province of British Columbia.
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Role of the Coroner

- ▶ The Coroner Service is a civil regulatory regime. We are not fault finders, instead we focus only on finding fact.
 - ▶ The Coroner is an independent investigator who clarifies the circumstances of all sudden, unexpected and unnatural deaths for the public record.
 - ▶ The Coroner makes recommendations to prevent future loss of life in similar circumstances.
 - ▶ The Coroner's role is independent – by eliciting the facts we serve the deceased, his/her family, community and broader societal interests.
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BC Coroners Service Investigations

- Coroners investigate all deaths resulting from violence, misadventure, and accidents.
- Coroners in BC are mandated to answer 5 questions
- In 2016, the Coroners Service investigated approximately 10,300 deaths.
- **315** of those deaths were related to a motor vehicle incident.

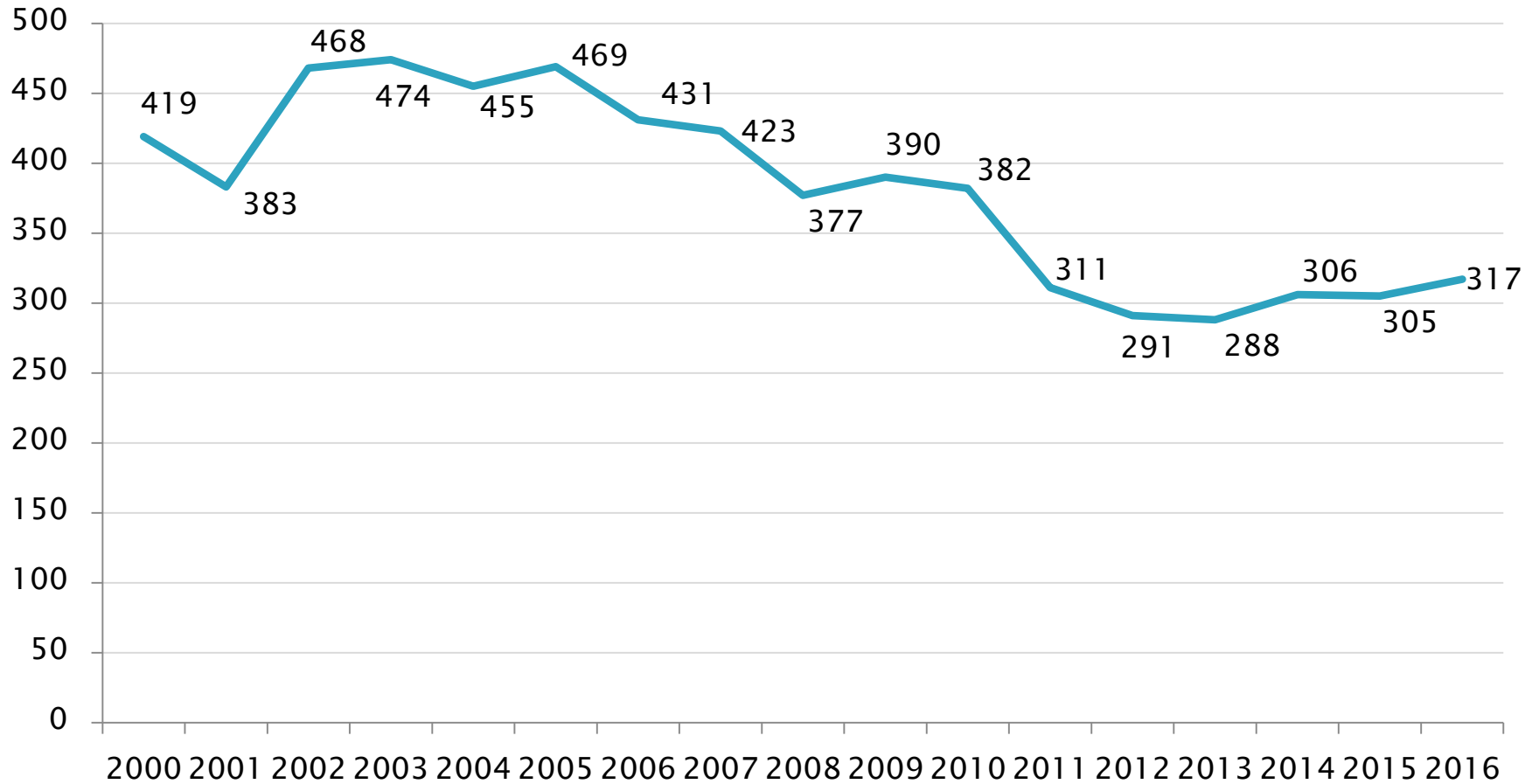


Traffic Investigations

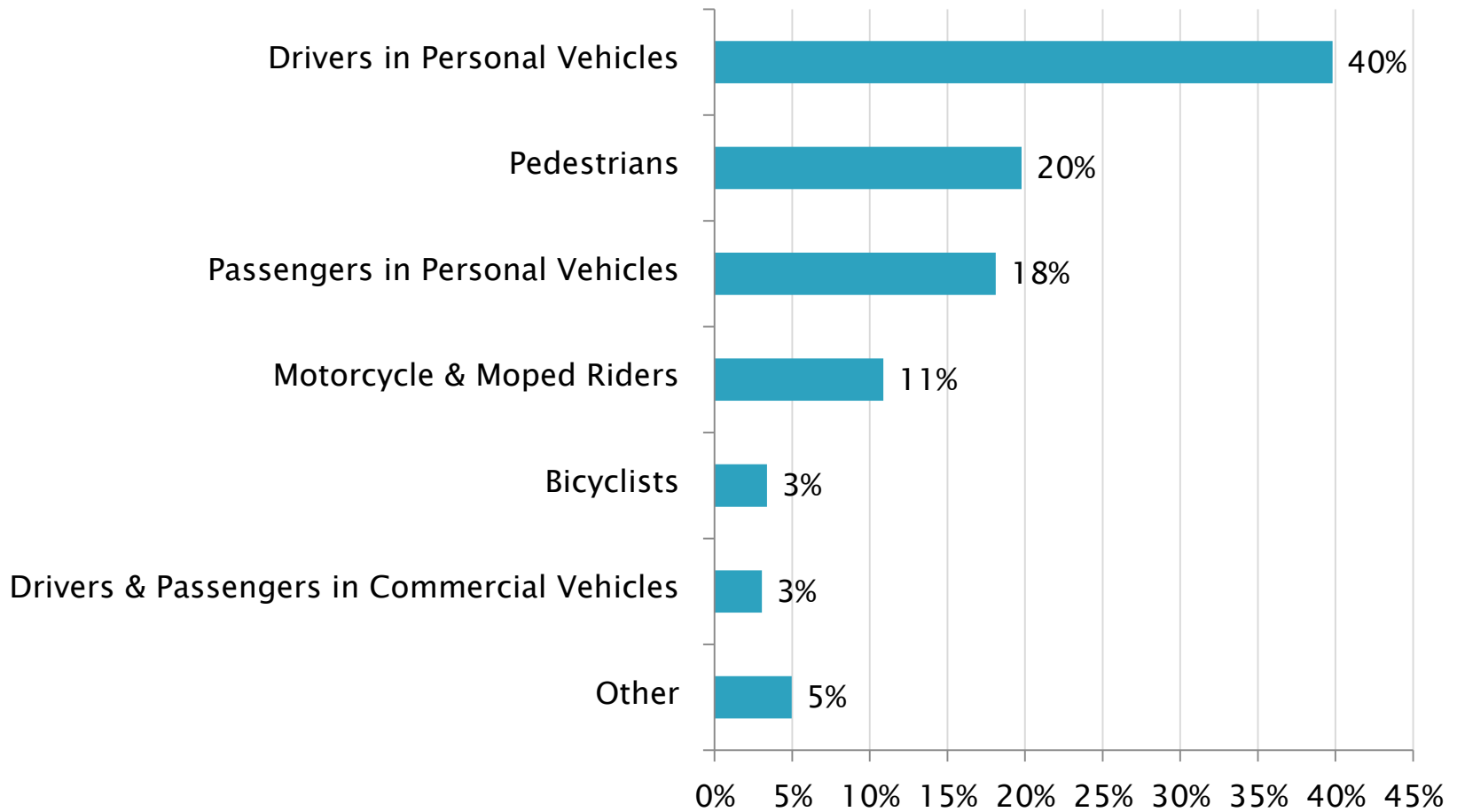
- Determine Where, When, How, and Why the incident occurred
- Coroners may visit the scene, seize relevant documents, review pre incident events, work with traffic reconstruction specialists, and/or order autopsy/toxicology testing as required.
- Where possible, identify contributing factors.



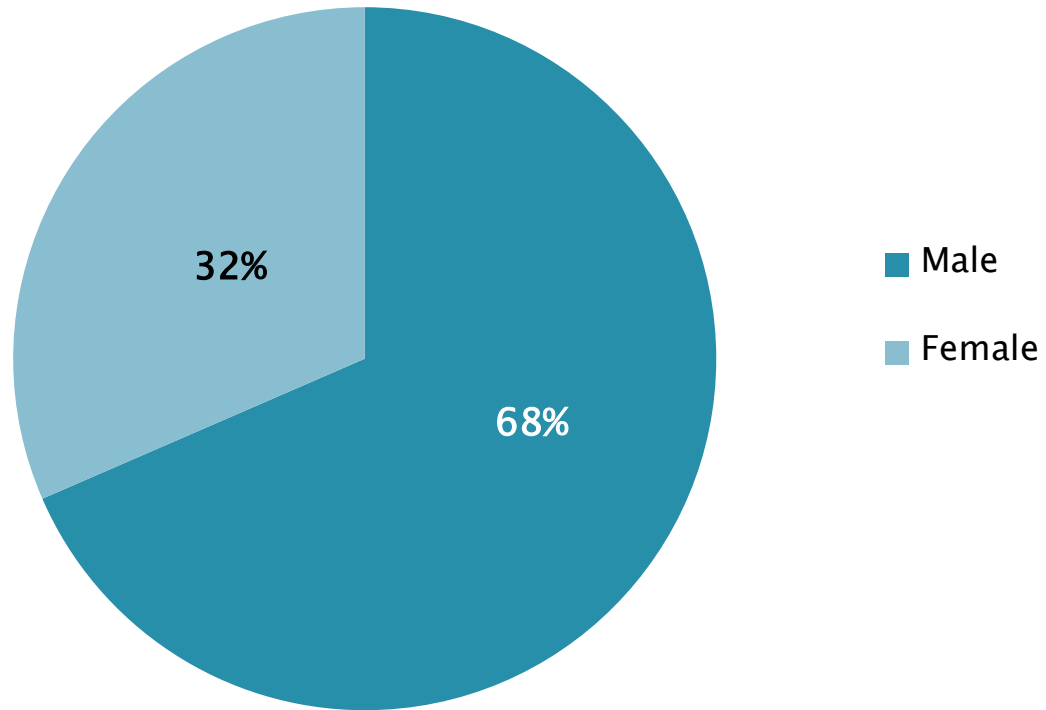
Motor Vehicle Incident Deaths, 2000–2016



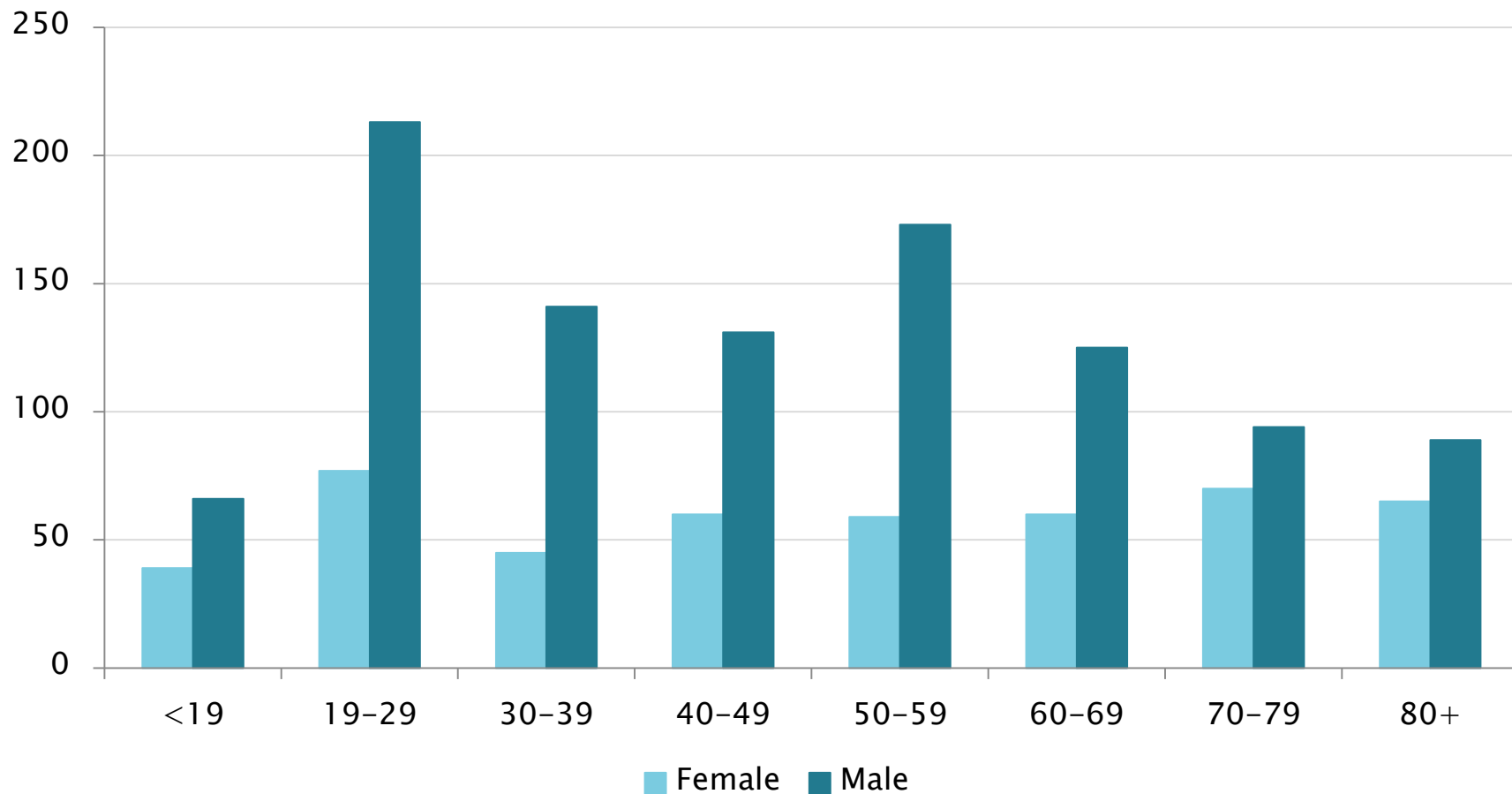
Motor Vehicle Incident Deaths by Means, 2012–2016



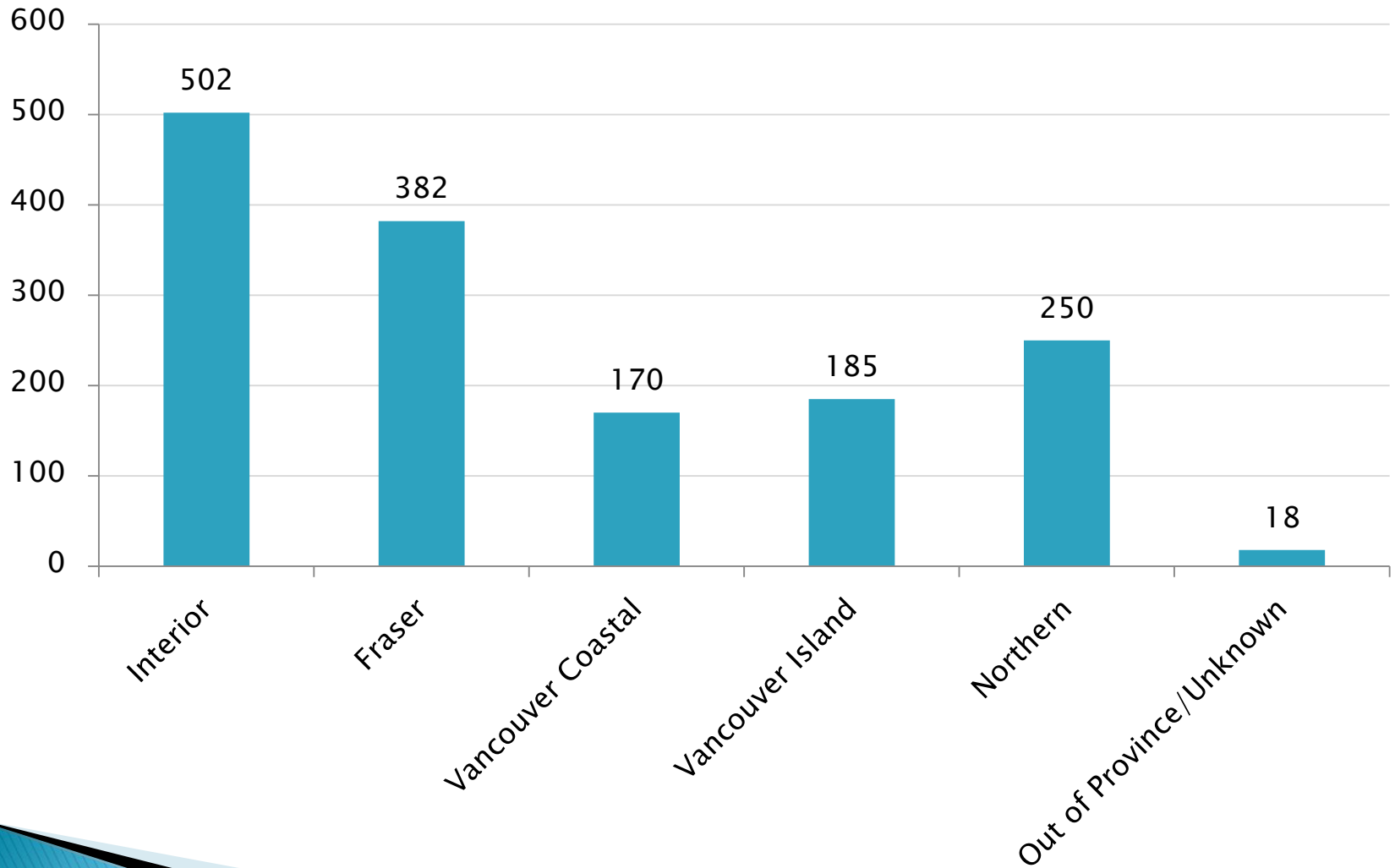
Motor Vehicle Incident Deaths by Gender, 2012–2016



Motor Vehicle Incident Deaths by Age and Gender, 2012-2016



Motor Vehicle Incident Deaths by Health Authority of Injury, 2012–2016

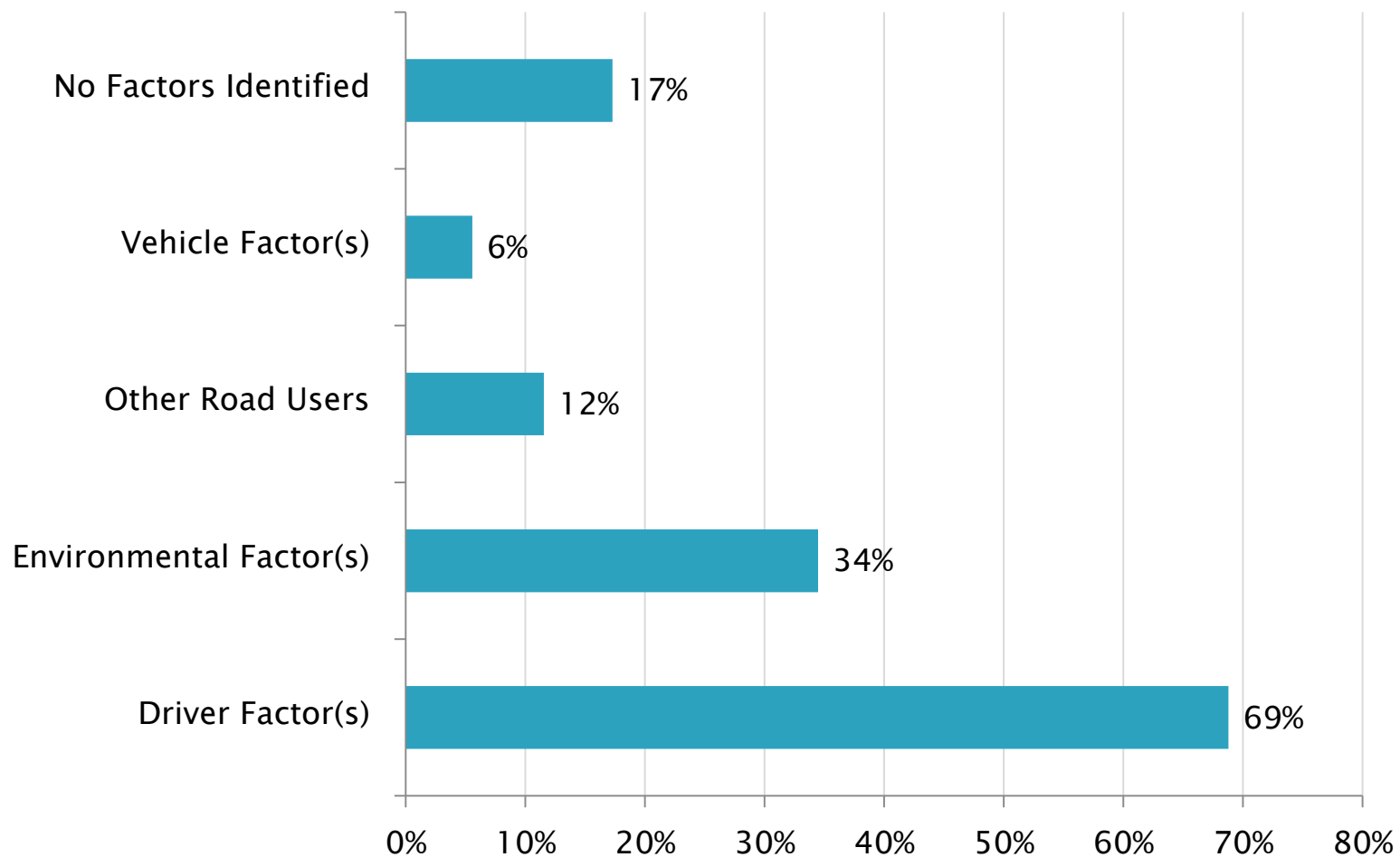


Contributing Factors Limitations

- In some cases (unwitnessed MVI's), it may not be possible to determine specific human factors (inattention, distraction, fatigue etc.)
- Such human factors should be interpreted with caution.
- Measurable factors (such as Speed) are much more reliable when assessing the reason for an incident.
- There is often more than one contributing factor in a fatality (e.g. speeding driver on icy roads)

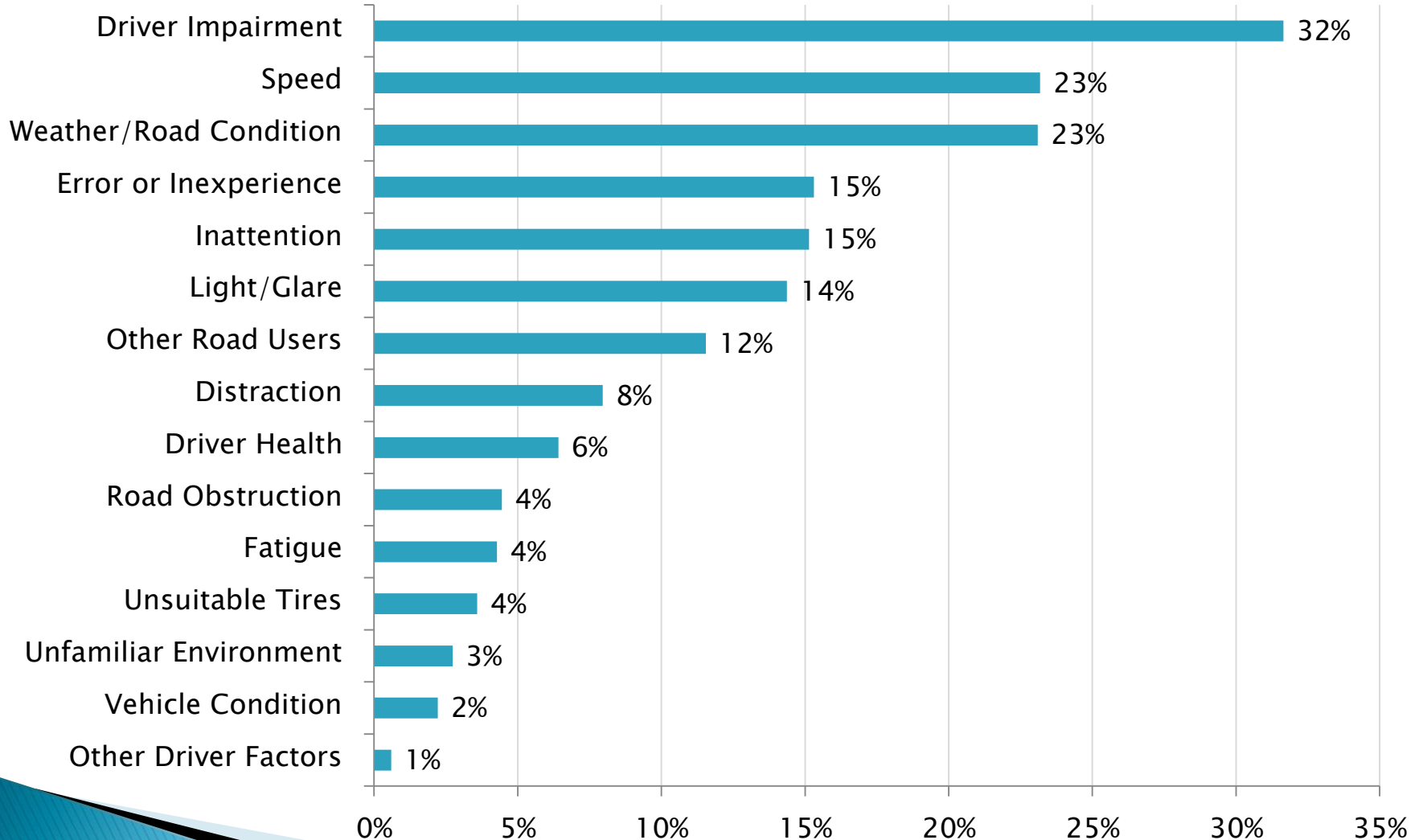


Motor Vehicle Incident Deaths by Contributing Factors, 2012–2016



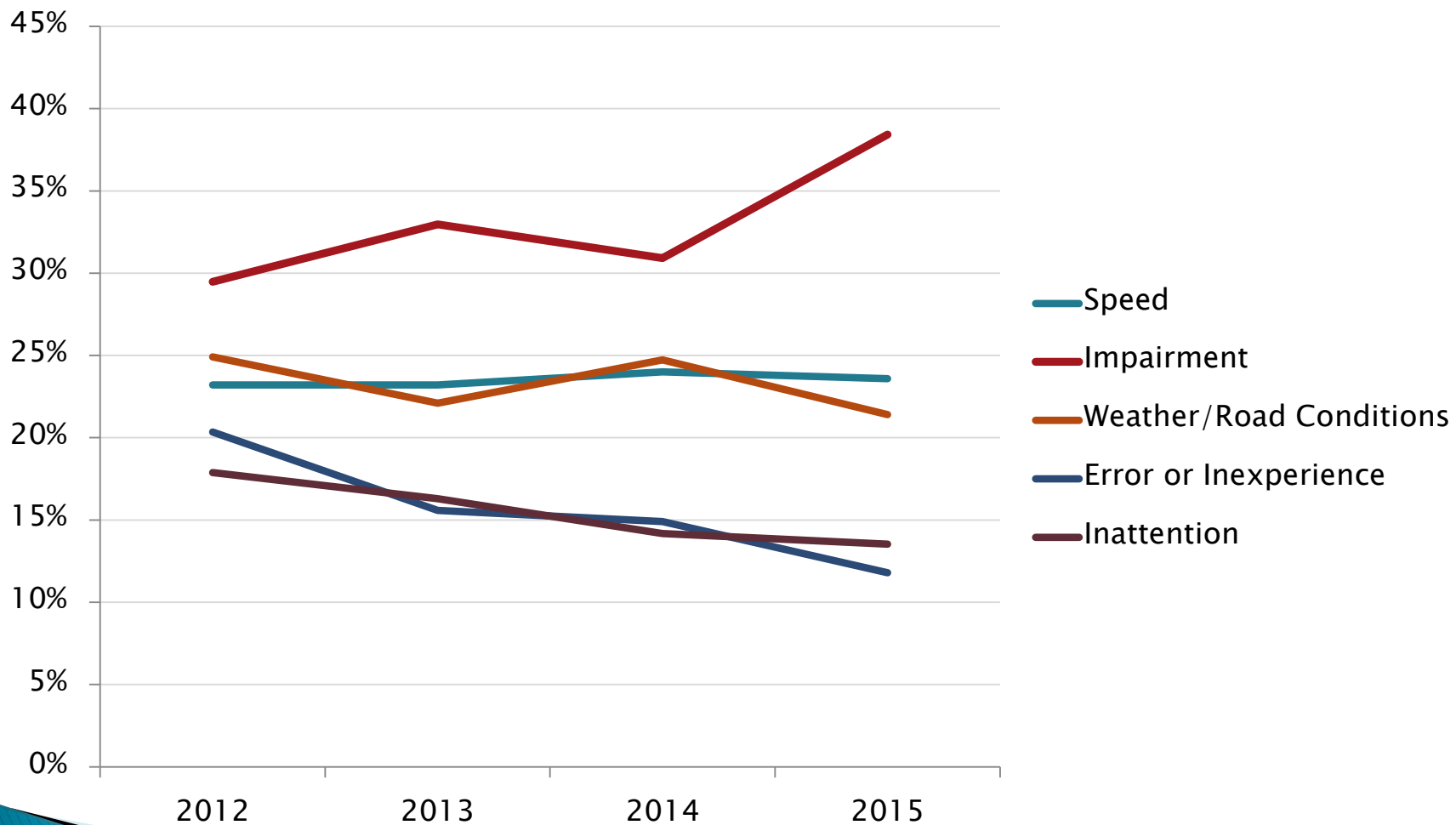
Motor vehicle incidents could have multiple contributing factors.

Contributing Factors to Motor Vehicle Incident Deaths, 2012–2016



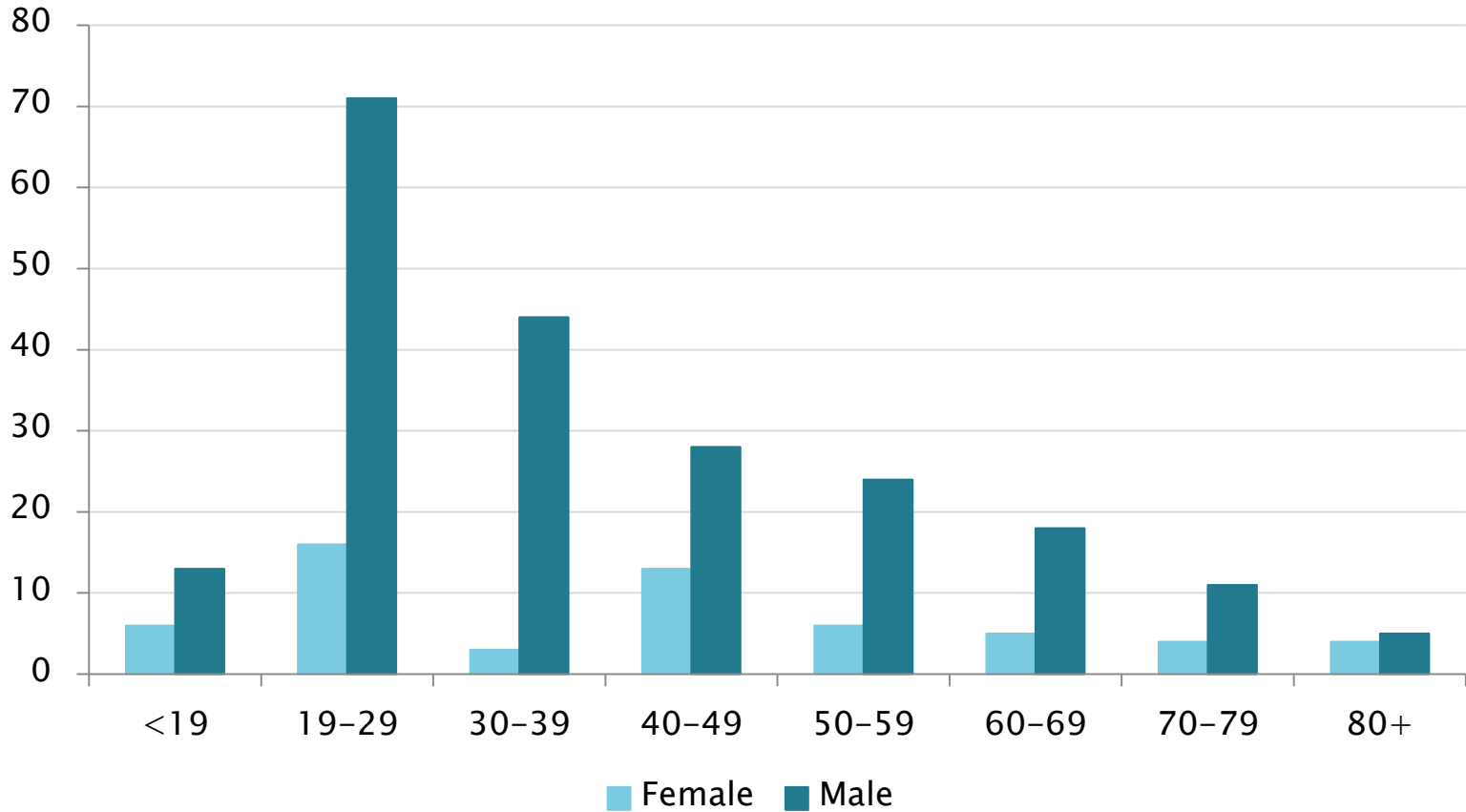
Motor vehicle incidents could have multiple contributing factors.

Contributing Factors to Motor Vehicle Incident Deaths, 2012–2015

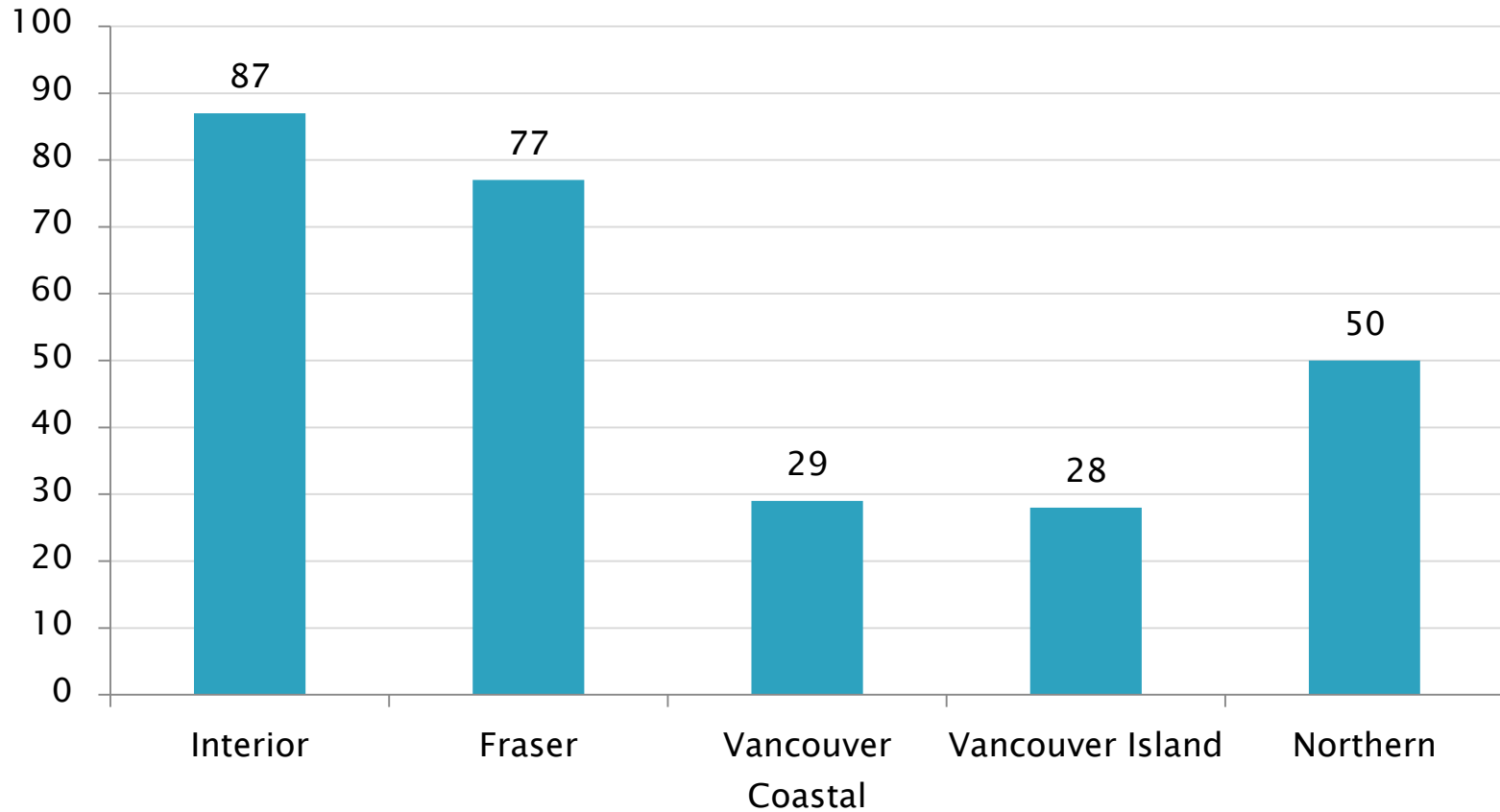


Motor vehicle incidents could have multiple contributing factors.

Speed Related MVI Deaths by Age and Sex, 2012-2016



Speed Related MVI Deaths by Health Authority, 2012-2016



Recommendations from MVI Deaths with Speed as a Contributing Factor

- ▶ Recommendations were made in 8 motor vehicle incidents (from 2014):
 - Ex. In 2014, Decedent driving on Highway #10 in Delta BC and vehicle slid into path of oncoming traffic. No centre median/barrier. Driver and passenger deceased.
 - Recommendation to Ministry of Transportation & Infrastructure to review road design and safety upgrades.



Recommendations from MVI Deaths with Speed as a Contributing Factor

- Ministry replied in 2016 to indicate that median barriers were installed on Hwy 10 between Scott Road and Highway #91.
- Recently, coroners have been directed to send Recommendations for Information to Ministry of Transportation for educational/review purposes if road safety potential issue.



Recommendations Cont.

- ▶ Since the 1990's Coroner's have made a number of recommendations that are strictly related to limiting speed in certain areas.
- ▶ Some Examples include....
 - Reducing the speed limit on Hwy 95 to 90 km/hour from Golden to Radium.
 - Reducing the speed limit to 80 km on Hwy 1 between Yale and Spuzzum
 - Extend speed limit of 60 Km/hr in the Lions Bay area to include the Kelvin Road intersection.
 - Consider a reduction in the speed limit on Hwy 97N from 70 km/hr to 50 km/hr
 - *Several committees - i.e. Hwy 3*

Death Review Panel

**BC Coroners Service Child Death Review Panel
A Review of Young Driver Deaths
2004-2013**



**REPORT TO THE CHIEF CORONER OF BRITISH
COLUMBIA**

Recommendations

Recommendation 1:

- ▶ Review of the Graduated Licencing Program (ICBC)

Recommendation 2:

- ▶ Enhanced Data Collection (BCCS; ICBC)

Recommendation 3:

- ▶ Reduce Speed Related Injury and Death (Ministry of Transportation and Infrastructure; Ministry of Justice)

Response to Recommendation #3

Recommendation:

The Ministry of Transportation and Infrastructure ensure that road safety and injury prevention are the paramount criteria used in the course of monitoring and reviewing existing speed limits and setting new speed limits on BC's provincial road system; and

The Ministry of Justice conduct a pilot project of automated speed enforcement strategies such as "time and distance" and "speed on green" in areas identified as high risk for serious crashes.

Response from Ministry of Transportation and Infrastructure

Safety and injury prevention are key considerations when setting and reviewing speed limits across the province. Engineers follow internationally accepted standards when setting speed limits, which take into account a road's safety history, as well as ambient speed, design & level of adjacent development.

As part of the British Columbia Road Safety Strategy Executive Steering Committee, the ministry will continue to work with its road safety partners to monitor the sections of highway where speed limits were changed following the ministry's Rural Highway Safety and Speed Review to ensure they remain safe.