



RoadSafetyBC

# Motor Vehicle Related Fatalities 10-year Statistics for British Columbia 2006-2015

Research and Data Unit

Policy and Strategic Initiatives Branch

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## Introduction and Definitions

This report presents the preliminary count of fatal victims of motor vehicle crashes in British Columbia for the ten year period 2006 to 2015. The report is updated every year.

The data source for report is police-reported information collected by police and entered into the Traffic Accident System (TAS). The reconciliation of this data with Coroners Service data is limited to basic information such as the total number of fatalities, collision date, date of death, age, and gender. However, the police-reported data is not reconciled with coroner data regarding the various contributing factors involved in fatal crashes. Some of the definitions and the standards of proof vary between the data sets. While a partial reconciliation process does occur between the data sets, each data set remains unique.

This data supports road safety programs, enforcement campaigns, policy development, and is used to evaluate various provincial road safety initiatives.

Although these counts are considered preliminary, the motor vehicle fatality numbers contained in this report are largely final and settled, subject to only small further adjustments given the possibility that some new or adjusted data is received after the publication of this report. If a few late cases are reported, the numbers will be updated in subsequent reports, on an annual basis. This, however, will not affect the general trends. Road crash fatalities vary based on many factors, including legislative and policy changes, the cumulative number of vehicle kilometers driven, enforcement practices and policies, seasonal weather, random variation, and road conditions and roadway characteristics and design.

Research from Australia indicates that for every motor vehicle related death there are about twelve seriously injured victims, with a quarter of these catastrophic injuries.<sup>1</sup> It is important to recognize that while the focus of this report is on fatalities and related trends, the problems of injuries and their associated trends, while not reflected in this particular report, are recognized as a significant problem.

### Definitions

**Fatality:** Refers to a road user who dies within 30 days after an injury sustained in a crash involving at least one motor vehicle on a 'highway' as defined in the *Motor Vehicle Act* (largely any public roadway). The *Motor Vehicle Act* does not apply to forest-service roads, industrial roads and private driveways. Fatal victims of off-road snowmobile accidents, homicides, and suicides are excluded from this report.

**Road User:** Refers to a driver, passenger, pedestrian or cyclist who is travelling on a 'highway' as defined in the *Motor Vehicle Act*.

**Averages:** 5-year average refers to the average number of fatalities from 2011 to 2015. 10-year average refers to the average number of fatalities from 2006 to 2015.

### Notes about the data:

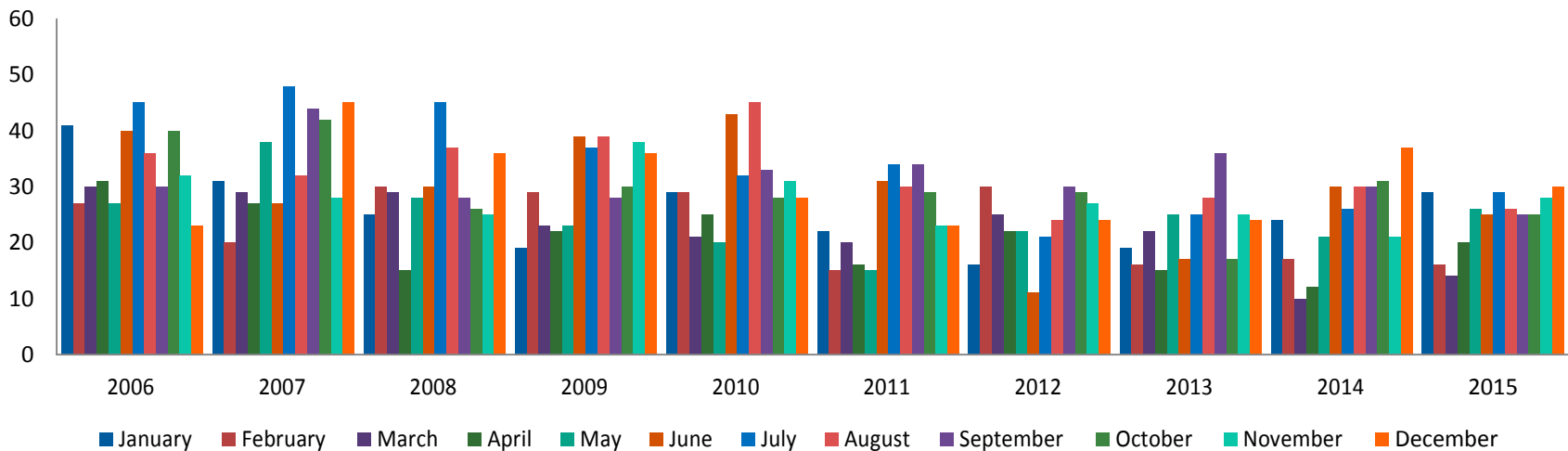
- Data is as of June 30, 2016.
- When comparing this fatality report with editions published in a different year, counts may differ due to further development of data, rounding, late reporting or corrections.
- Long-term trends may differ from the 10-year trends presented on the graphs.
- "Unknown" or "other" is listed when data was missing or incomplete.
- Due to rounding, 5 and 10-year averages may not add up.
- All 2015 counts are preliminary, but are largely final and settled.
- Fatal victim averages are rounded up.
- **Up to 4 different contributing factors** may be assigned to each entity (vehicle, motorcycle, cyclist or pedestrian) involved in a motor vehicle crash. Therefore some victims in tables 9 to 11 are included in other "contributing factors" tables on this document.

## Fatal Victims by Month

Table 1: Fatal victims by month

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	5-year average	10-year average
January	41	31	25	19	29	22	16	19	24	29	22	26
February	27	20	30	29	29	15	30	16	17	16	19	23
March	30	29	29	23	21	20	25	22	10	14	19	23
April	31	27	15	22	25	16	22	15	12	20	17	21
May	27	38	28	23	20	15	22	25	21	26	22	25
June	40	27	30	39	43	31	11	17	30	25	23	30
July	45	48	45	37	32	34	21	25	26	29	27	35
August	36	32	37	39	45	30	24	28	30	26	28	33
September	30	44	28	28	33	34	30	36	30	25	31	32
October	40	42	26	30	28	29	29	17	31	25	27	30
November	32	28	25	38	31	23	27	25	21	28	25	28
December	23	45	36	36	28	23	24	24	37	30	28	31
<b>Total</b>	<b>402</b>	<b>411</b>	<b>354</b>	<b>363</b>	<b>364</b>	<b>292</b>	<b>281</b>	<b>269</b>	<b>289</b>	<b>293</b>	<b>285</b>	<b>332</b>

Figure 1: Fatal victims by month

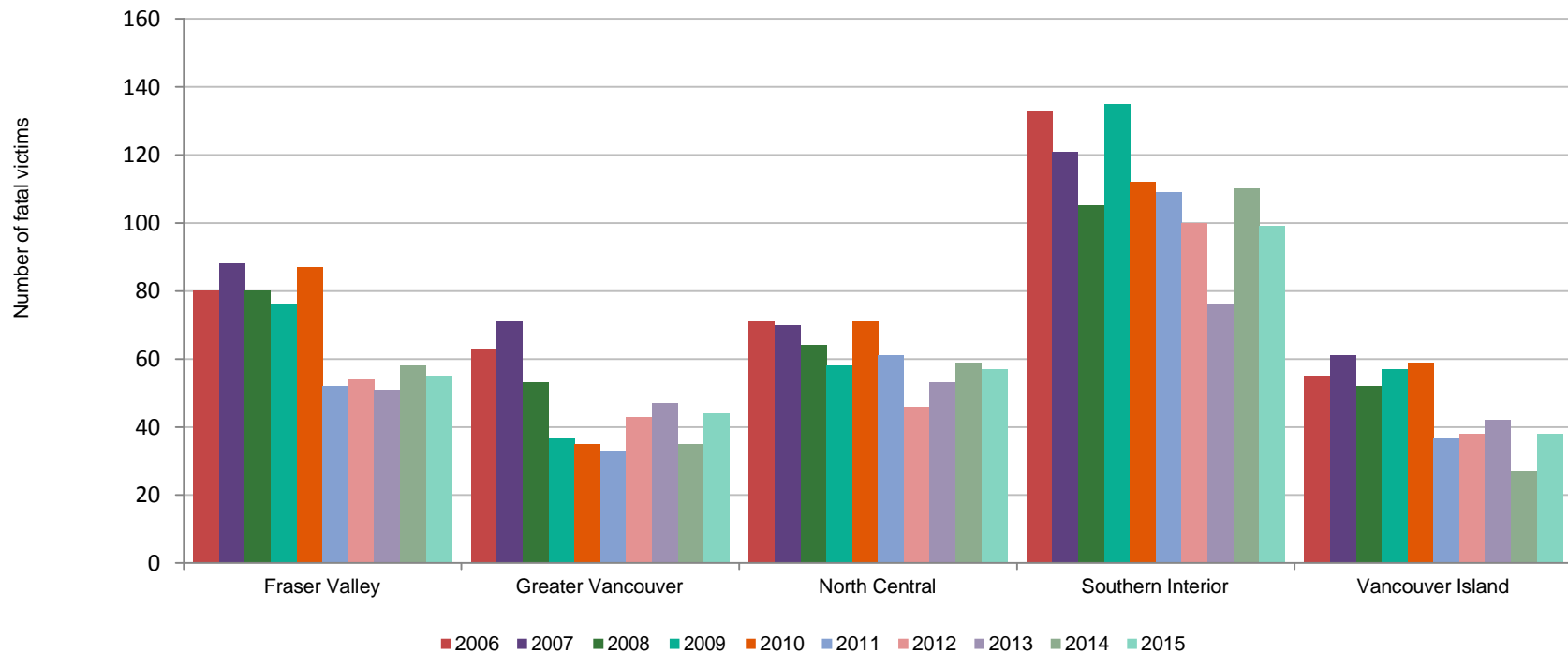


## Fatal Victims by Region

Table 2: Fatal victims by region<sup>2</sup>

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	5-year average	10-year average
Fraser Valley	80	88	80	76	87	52	54	51	58	55	54	69
Greater Vancouver	63	71	53	37	35	33	43	47	35	44	41	47
North Central	71	70	64	58	71	61	46	53	59	57	56	61
Southern Interior	133	121	105	135	112	109	100	76	110	99	99	110
Vancouver Island	55	61	52	57	59	37	38	42	27	38	37	47
<b>Total</b>	<b>402</b>	<b>411</b>	<b>354</b>	<b>363</b>	<b>364</b>	<b>292</b>	<b>281</b>	<b>269</b>	<b>289</b>	<b>293</b>	<b>285</b>	<b>332</b>

Figure 2: Fatal victims by region

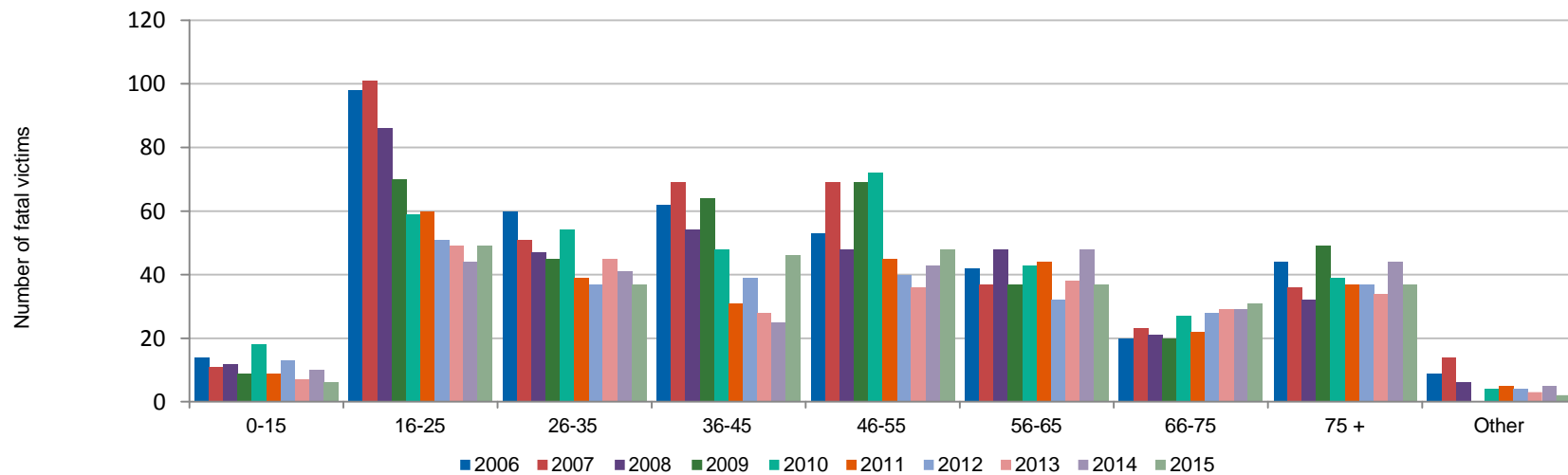


## Fatal Victims by Age Range

Table 3: Fatal victims by age range

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	5-year average	10-year average
0-15	14	11	12	9	18	9	13	7	10	6	9	11
16-25	98	101	86	70	59	60	51	49	44	49	51	67
26-35	60	51	47	45	54	39	37	45	41	37	40	46
36-45	62	69	54	64	48	31	39	28	25	46	34	47
46-55	53	69	48	69	72	45	40	36	43	48	43	53
56-65	42	37	48	37	43	44	32	38	48	37	40	41
66-75	20	23	21	20	27	22	28	29	29	31	28	25
75 +	44	36	32	49	39	37	37	34	44	37	38	39
Other	9	14	6	0	4	5	4	3	5	2	4	6
<b>Total</b>	<b>402</b>	<b>411</b>	<b>354</b>	<b>363</b>	<b>364</b>	<b>292</b>	<b>281</b>	<b>269</b>	<b>289</b>	<b>293</b>	<b>285</b>	<b>332</b>

Figure 3: Fatal victims by age range

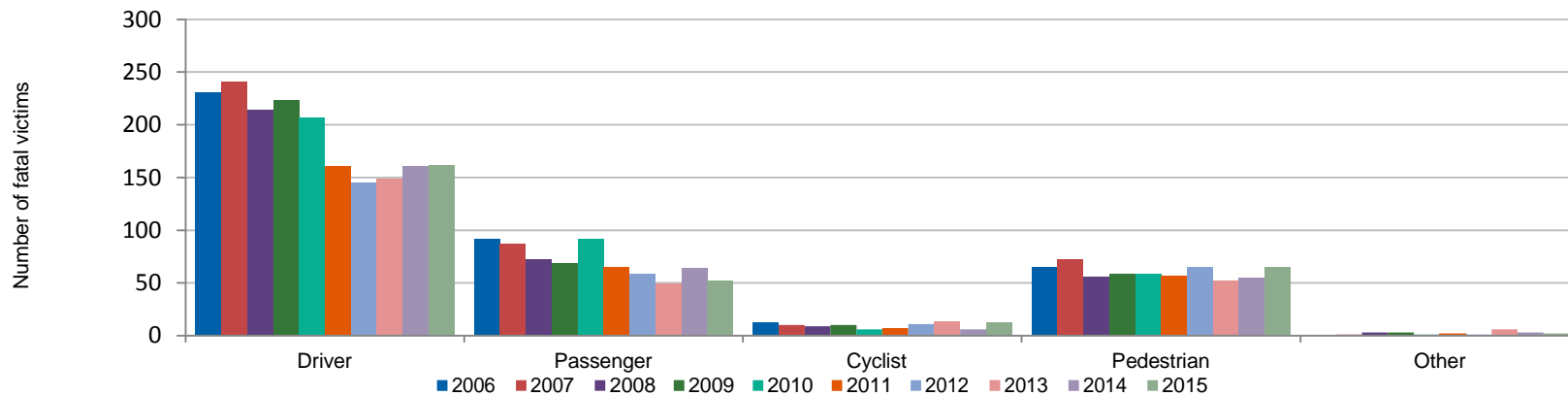


## Fatal Victims by Role and Gender

Table 4: Fatal victims by road user type and gender

		2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	5-year average	10-year average
Driver	Female	45	52	55	48	49	34	24	31	28	31	30	40
	Male	185	189	159	175	158	127	121	117	133	131	126	150
	unknown	1	0	0	0	0	0	0	1	0	0	1	1
Passenger	Female	38	50	36	36	46	33	36	30	32	27	32	37
	Male	54	37	36	33	46	32	23	19	32	25	27	34
	unknown	2	0	0	0	0	0	0	0	0	0	0	1
Pedestrian	Female	28	25	22	20	30	21	29	27	24	25	26	26
	Male	37	47	34	38	28	35	36	24	31	39	33	35
	unknown	0	0	0	0	0	1	0	1	0	1	1	1
Cyclist	Female	2	2	1	2	0	1	3	2	1	3	2	2
	Male	10	8	8	8	6	6	8	11	5	9	8	8
Other	Female	0	1	0	0	0	1	0	2	2	0	1	1
	Male	0	0	2	3	1	0	1	3	1	2	2	2
	unknown	0	0	1	0	0	1	0	1	0	0	1	1
<b>Total</b>		<b>402</b>	<b>411</b>	<b>354</b>	<b>363</b>	<b>364</b>	<b>292</b>	<b>281</b>	<b>269</b>	<b>289</b>	<b>293</b>	<b>285</b>	<b>332</b>

Figure 4: Fatal victims by road user type

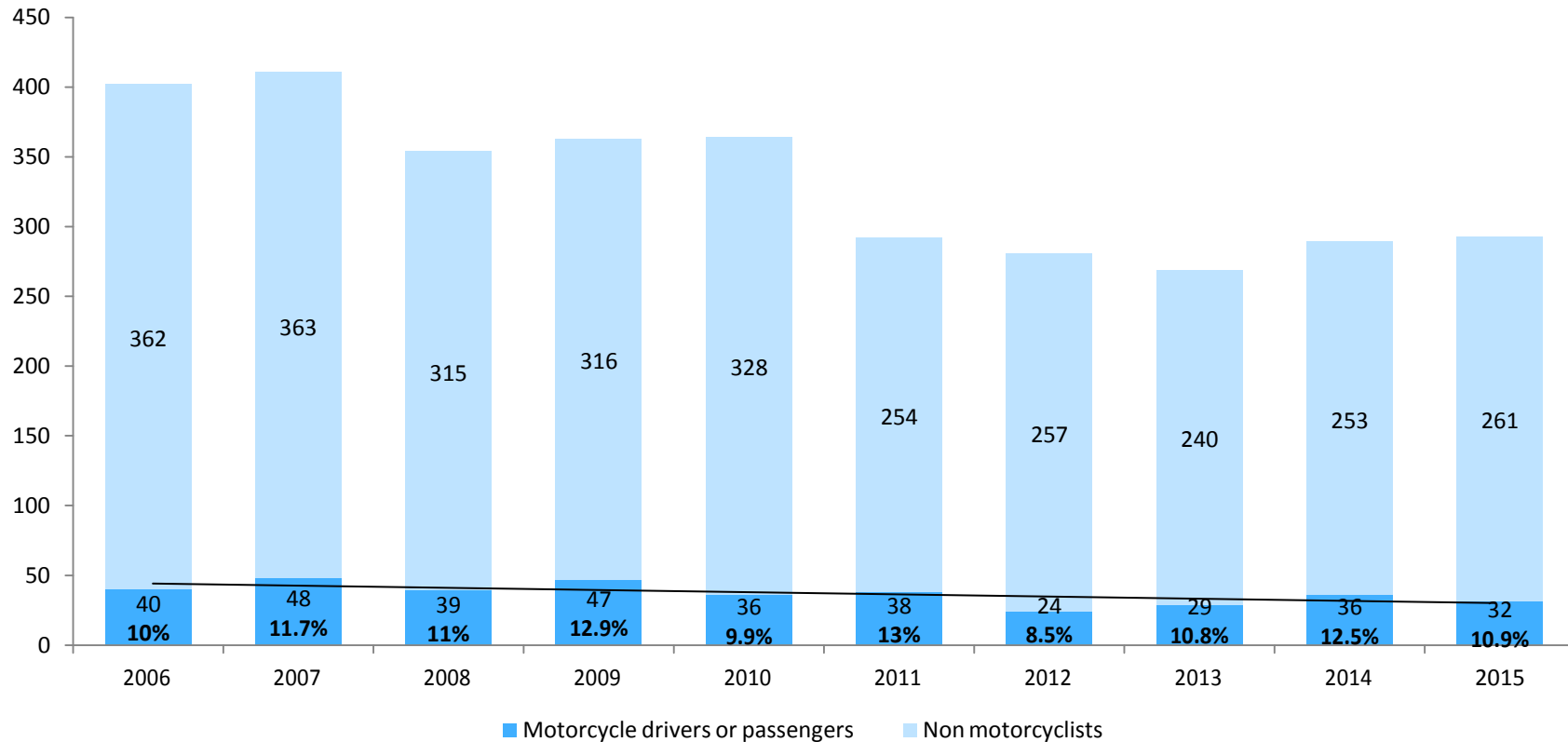


## Motorcyclist Fatalities

Table 5: Motorcyclist Fatalities<sup>3</sup>

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	5-year average	10-year average
Motorcycle drivers or passengers	40	48	39	47	36	38	24	29	36	32	32	37
Non motorcyclists	362	363	315	316	328	254	257	240	253	261	253	295
<b>Total</b>	<b>402</b>	<b>411</b>	<b>354</b>	<b>363</b>	<b>364</b>	<b>292</b>	<b>281</b>	<b>269</b>	<b>289</b>	<b>293</b>	<b>285</b>	<b>332</b>

Figure 5: Motorcyclist Fatalities



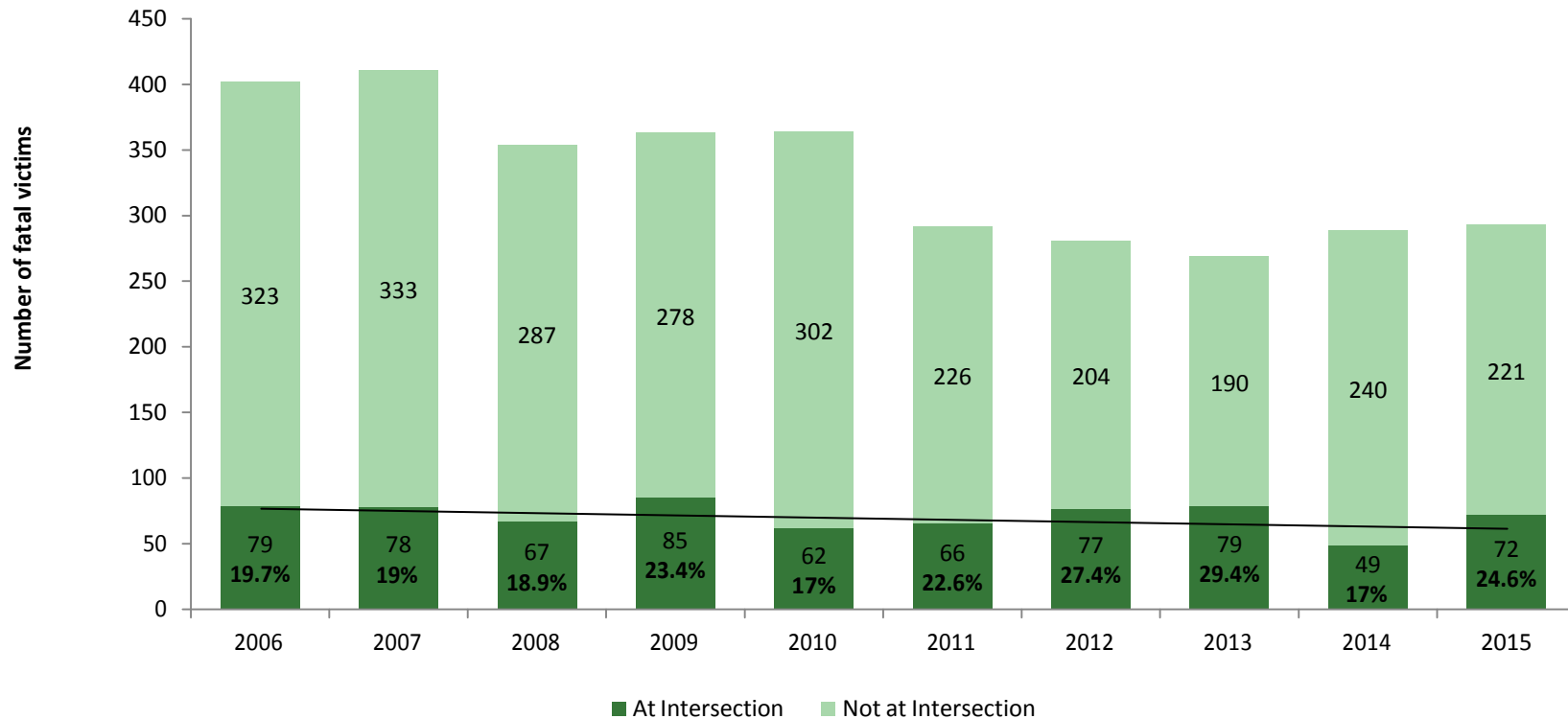


## Fatal Victims of Crashes at Intersections and Non Intersections

Table 6: Fatal victims of crashes at intersections and non intersections

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	5-year average	10-year average
At Intersection	79	78	67	85	62	66	77	79	49	72	69	72
Not at Intersection	323	333	287	278	302	226	204	190	240	221	217	261
Total	402	411	354	363	364	292	281	269	289	293	285	332

Figure 6: Fatal victims of crashes at intersections and non intersections

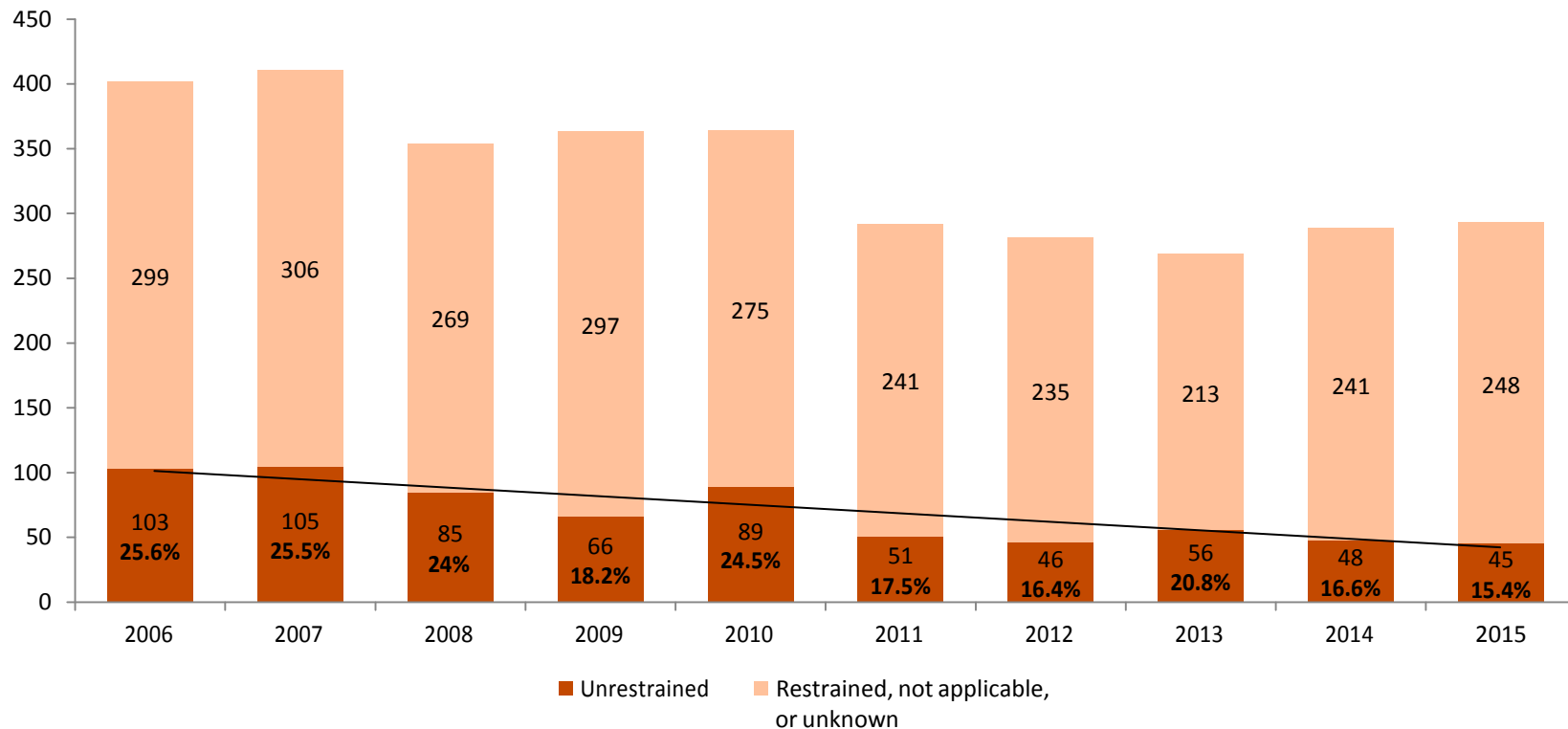


## Unrestrained Fatal Victims

Table 7: Unrestrained fatal victims<sup>4</sup>

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	5-year average	10-year average
Unrestrained	103	105	85	66	89	51	46	56	48	45	50	70
Restrained, not applicable <sup>5</sup> , or unknown	299	306	269	297	275	241	235	213	241	248	236	263
<b>Total</b>	<b>402</b>	<b>411</b>	<b>354</b>	<b>363</b>	<b>364</b>	<b>292</b>	<b>281</b>	<b>269</b>	<b>289</b>	<b>293</b>	<b>285</b>	<b>332</b>

Figure 7: Unrestrained fatal victims

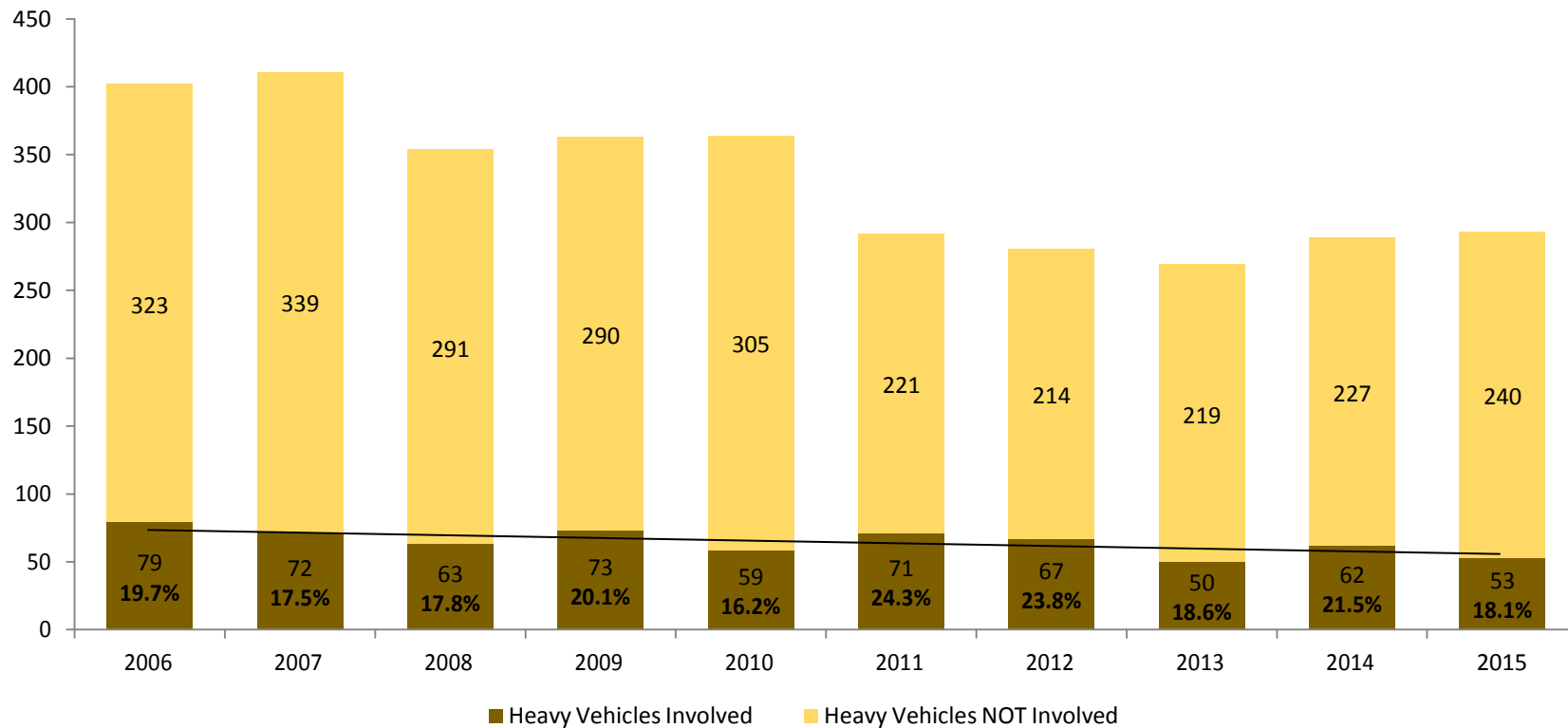


## Fatal Victims of Crashes Involving Heavy Vehicles

Table 8: Fatal victims of crashes involving heavy vehicles<sup>6</sup>

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	5-year average	10-year average
Heavy Vehicles Involved	79	72	63	73	59	71	67	50	62	53	61	65
Heavy Vehicles NOT Involved	323	339	291	290	305	221	214	219	227	240	225	267
<b>Total</b>	<b>402</b>	<b>411</b>	<b>354</b>	<b>363</b>	<b>364</b>	<b>292</b>	<b>281</b>	<b>269</b>	<b>289</b>	<b>293</b>	<b>285</b>	<b>332</b>

Figure 8: Fatal victims of crashes involving heavy vehicles

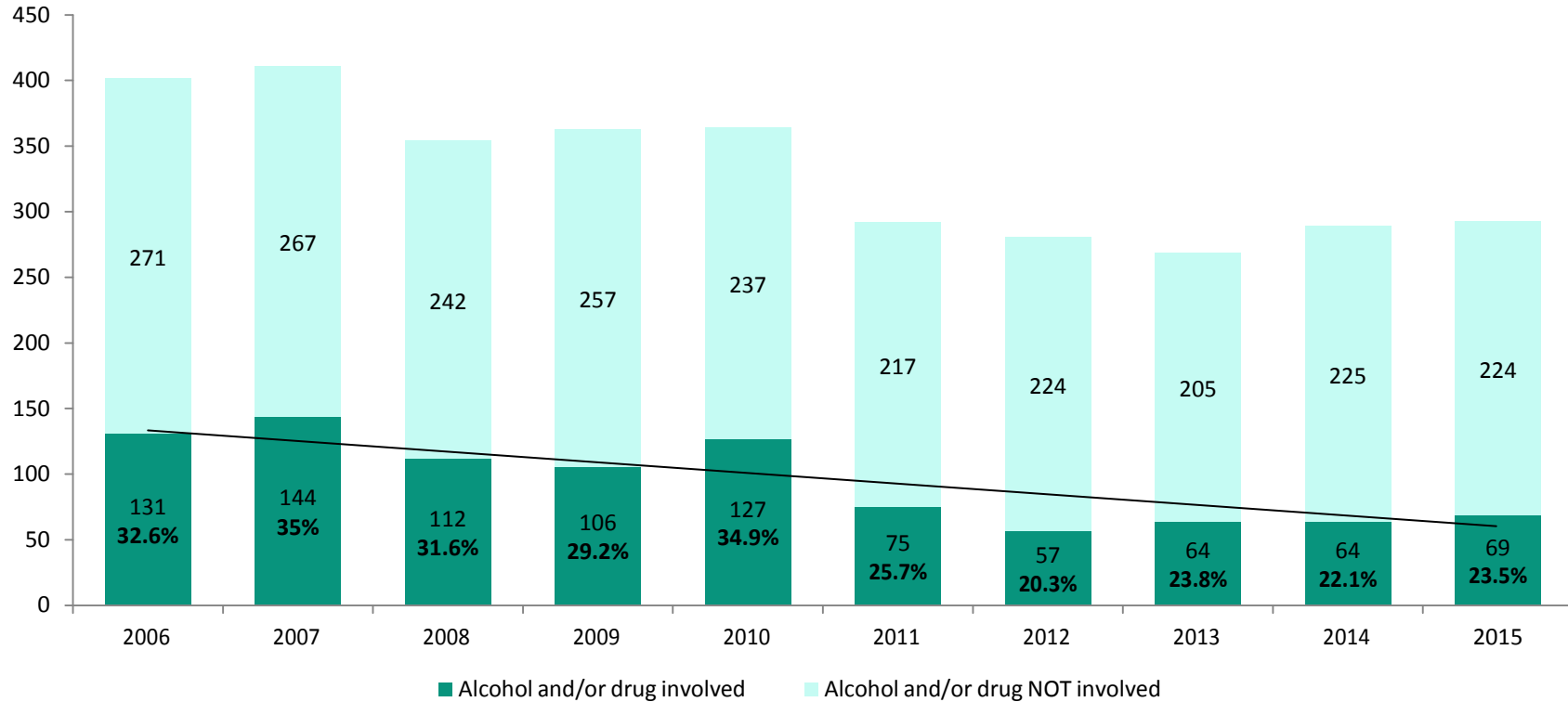


## Fatal Victims of Crashes Involving Alcohol and/or Drug

Table 9: Fatal victims of crashes involving alcohol and/or drug<sup>7</sup>

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	5-year average	10-year average
Alcohol and/or drug involved	131	144	112	106	127	75	57	64	64	69	66	95
Alcohol and/or drug NOT involved	271	267	242	257	237	217	224	205	225	224	219	237
<b>Total</b>	<b>402</b>	<b>411</b>	<b>354</b>	<b>363</b>	<b>364</b>	<b>292</b>	<b>281</b>	<b>269</b>	<b>289</b>	<b>293</b>	<b>285</b>	<b>332</b>

Figure 9: Fatal victims of crashes involving alcohol and/or drug

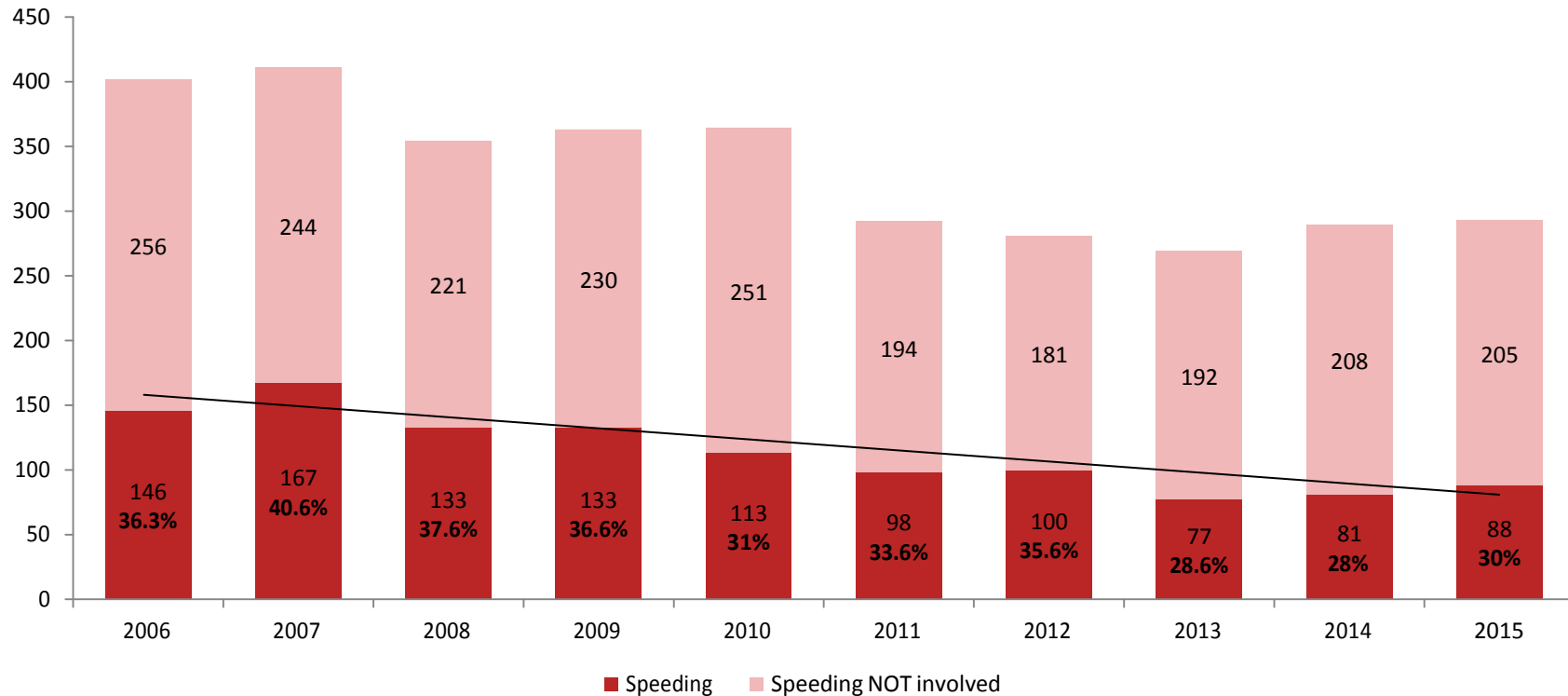


## Fatal Victims of Crashes Involving Speeding

Table 10: Fatal victims of crashes involving speeding<sup>8</sup>

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	5-year average	10-year average
Speeding	146	167	133	133	113	98	100	77	81	88	89	114
Speeding NOT involved	256	244	221	230	251	194	181	192	208	205	196	219
<b>Total</b>	<b>402</b>	<b>411</b>	<b>354</b>	<b>363</b>	<b>364</b>	<b>292</b>	<b>281</b>	<b>269</b>	<b>289</b>	<b>293</b>	<b>285</b>	<b>332</b>

Figure 10: Fatal victims of crashes involving speeding

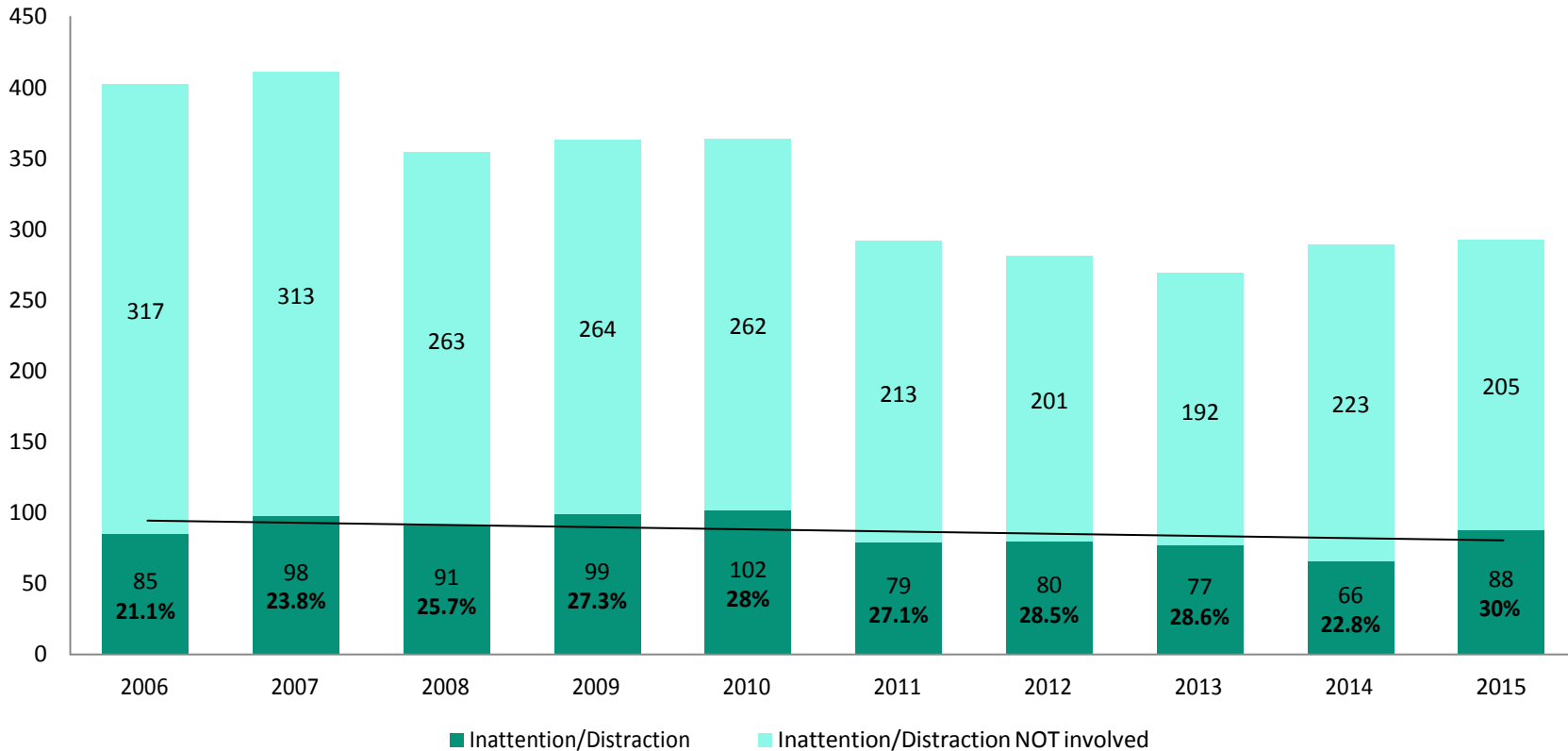


## Fatal Victims of Crashes Involving all forms of Driver Distraction/Inattention

Table 11: Fatal victims of crashes involving driver distraction/inattention<sup>9</sup>

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	5-year average	10-year average
<b>Distraction/Inattention</b>	85	98	91	99	102	79	80	77	66	88	78	87
<b>Distraction/Inattention NOT involved</b>	317	313	263	264	262	213	201	192	223	205	207	246
<b>Total</b>	<b>402</b>	<b>411</b>	<b>354</b>	<b>363</b>	<b>364</b>	<b>292</b>	<b>281</b>	<b>269</b>	<b>289</b>	<b>293</b>	<b>285</b>	<b>332</b>

Figure 11: Fatal victims of crashes involving driver distraction/inattention



## Notes

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<sup>1</sup> I. Johnston, C. Muir, & E. Howard (2014), [Eliminating Serious Injury and Death from Road Transport: A crisis of complacency](#), Boca Raton, FL., CRC Press.

<sup>2</sup> British Columbia's regions include the following:

- Greater Vancouver: Includes Vancouver to Port Coquitlam, as far North as Whistler, and the eastern parts of the sunshine coast.
- Fraser Valley: Includes areas south of Vancouver, including Richmond, Delta, and Surrey and as far east as Hope.
- Vancouver Island: Encompasses the Gulf Islands and the Mainland coastal community of Powell River.
- Southern Interior: Includes the southern third of the province, including the Kamloops area, the Okanagan and Kootenay regions, as far west as Boston Bar and Lillooet.
- North Central: Includes the Central Interior as far south as 100 Mile House, the Peace River district, Prince Rupert, Haida Gwaii, and all points north.

<sup>3</sup> Includes motorcycles, mopeds and enclosed motorcycles.

<sup>4</sup> Fatal victim was not wearing a restraint (seatbelt, lap belt, infant /child restraint system, booster seat).

<sup>5</sup> "Not Applicable" includes victims for which a seatbelt was not applicable including pedestrians, cyclists, motorcyclists and any motor vehicle where a restraint is not provided (bus, ATV, golf cart).

<sup>6</sup> Heavy vehicles include: single unit truck / heavy (code 21); combination unit truck / light (code 30); comb unit truck / heavy (code 31); combination unit tractor / trailer (code 32); combination unit tractor/trailer & pup [4-wheel trailer] (code 33); log truck & pole trailer (code 34); tow truck (code 35); combination unit truck/pull trailer/5<sup>th</sup> wheeler (code 36); bus - local transit (code 41); bus - intercity (code 42); road construction (grader, paver, roller) (code 91); general construction (code 92); mobile crane (code 94).

<sup>7</sup> Fatal victims where one or more of the following contributing factors was assigned to the entities involved in the crash: alcohol involvement (10); prescribed medication(27); ability impaired by alcohol (80); alcohol suspected (81); drugs illegal (15); ability impaired by drugs (82); drugs suspected (83); ability impaired by medication (84).

<sup>8</sup> Fatal victims where one or more of the following contributing factors was assigned to the entities involved in the crash: unsafe speed (code 31); exceeding speed limit (code 35); excessive speed over 40 km/h (code 36); and driving too fast for conditions (code 37).

<sup>9</sup> Fatal victims where one or more of the following contributing factors was assigned to the entities involved in the crash: communication/video equipment (code 34); driver inattentive (code 85); and driver internal/external distraction (code 86). "Driver inattentive (code 85)" represents the majority of these three codes.