



RoadSafetyBC

Motor Vehicle Related Fatalities 10 year Statistics for British Columbia 2005-2014

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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 period 2005 to 2014. The report is updated every year.

The primary data source for road safety reports is police-reported information collected in 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 this date. 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 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.¹ It is important, therefore, to recognize that while the focus of this report is on fatalities and related trends, the problem of injuries, and their associated trends, is not reflected in this report, but 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: Is a driver, passenger, pedestrian or cyclist who is travelling on a 'highway' as defined in the *Motor Vehicle Act*.

Notes about the data:

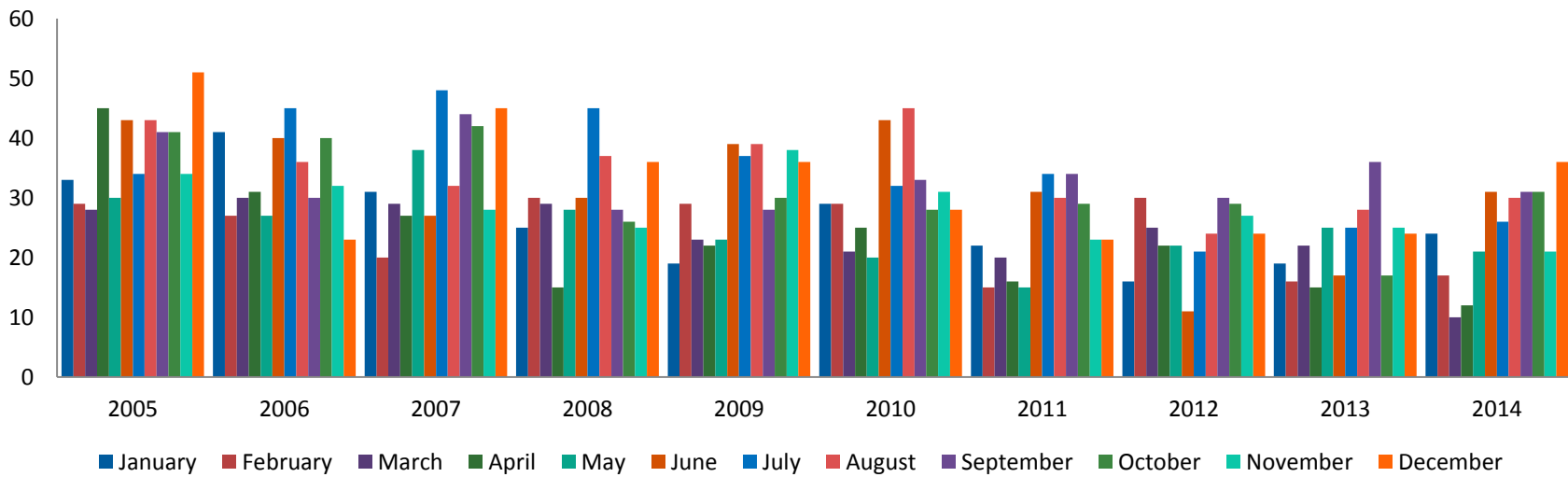
- Data as of September 30, 2015.
- When comparing this fatality report with editions published in a different year, counts may differ due to further development of data, rounding, late reporting or corrections.
- Long-term trends may differ from the 10-year trends presented on the graphs.
- "Unknown" or "other" is listed when data was missing or incomplete.
- Due to rounding, 10-year averages may not add up.
- All 2014 counts are preliminary.
- 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 may be included in other "contributing factors" tables on this document.

Fatal Victims by Month

Table 1: Fatal victims by month

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	10-year average
January	33	41	31	25	19	29	22	16	19	24	26
February	29	27	20	30	29	29	15	30	16	17	25
March	28	30	29	29	23	21	20	25	22	10	24
April	45	31	27	15	22	25	16	22	15	12	23
May	30	27	38	28	23	20	15	22	25	21	25
June	43	40	27	30	39	43	31	11	17	31	32
July	34	45	48	45	37	32	34	21	25	26	35
August	43	36	32	37	39	45	30	24	28	30	35
September	41	30	44	28	28	33	34	30	36	31	34
October	41	40	42	26	30	28	29	29	17	31	32
November	34	32	28	25	38	31	23	27	25	21	29
December	51	23	45	36	36	28	23	24	24	36	33
Total	452	402	411	354	363	364	292	281	269	290	348

Figure 1: Fatal victims by month

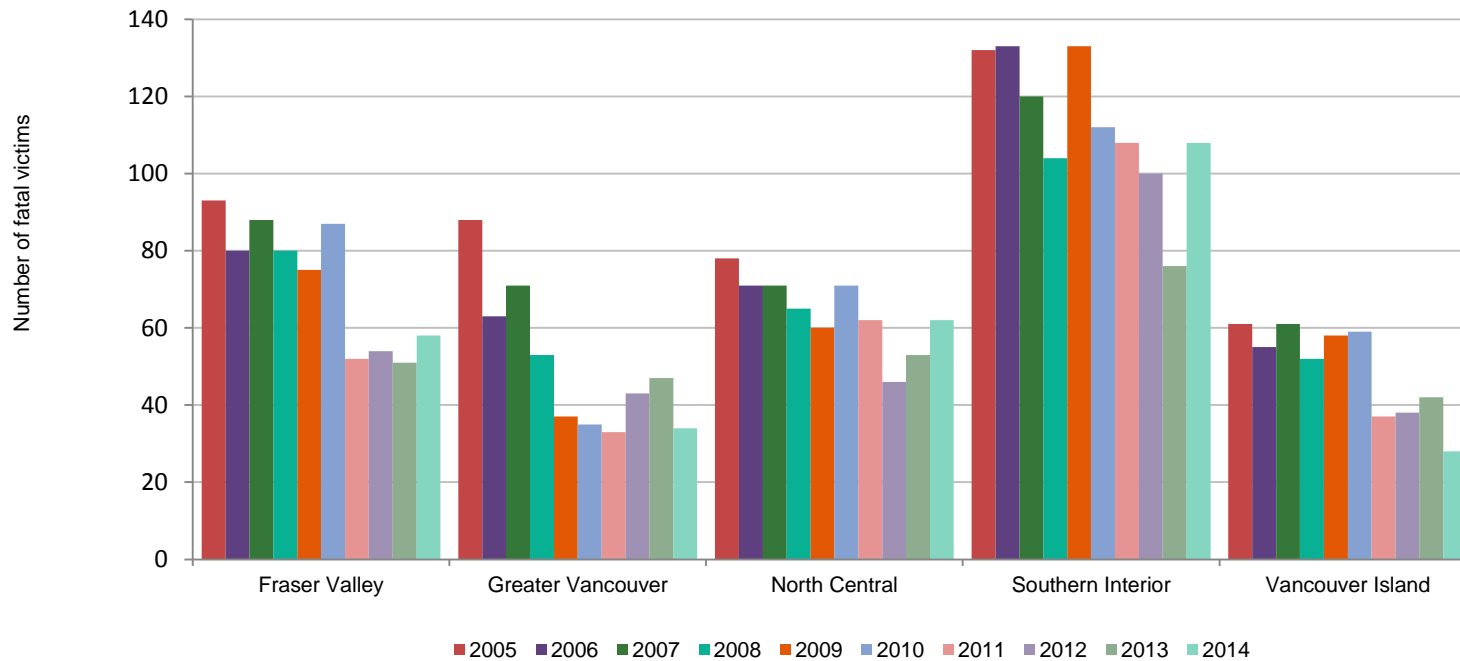


Fatal Victims by Region

Table 2: Fatal victims by region²

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	10-year average
Fraser Valley	93	80	88	80	75	87	52	54	51	58	72
Greater Vancouver	88	63	71	53	37	35	33	43	47	34	51
North Central	78	71	71	65	60	71	62	46	53	62	64
Southern Interior	132	133	120	104	133	112	108	100	76	108	113
Vancouver Island	61	55	61	52	58	59	37	38	42	28	50
Total	452	402	411	354	363	364	292	281	269	290	348

Figure 2: Fatal victims by region

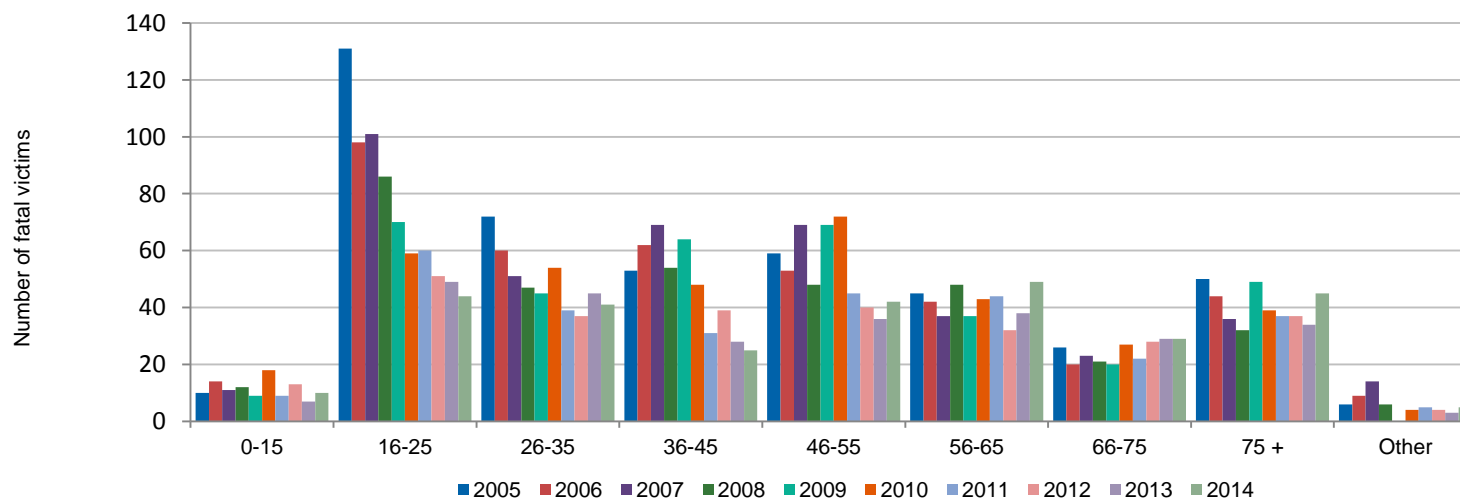


Fatal Victims by Age Range

Table 3: Fatal victims by age range³

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	10-year average
0-15	10	14	11	12	9	18	9	13	7	10	12
16-25	131	98	101	86	70	59	60	51	49	44	75
26-35	72	60	51	47	45	54	39	37	45	41	50
36-45	53	62	69	54	64	48	31	39	28	25	48
46-55	59	53	69	48	69	72	45	40	36	42	54
56-65	45	42	37	48	37	43	44	32	38	49	42
66-75	26	20	23	21	20	27	22	28	29	29	25
75 +	50	44	36	32	49	39	37	37	34	45	41
Other	6	9	14	6	0	4	5	4	3	5	6
Total	452	402	411	354	363	364	292	281	269	290	348

Figure 3: Fatal victims by age range

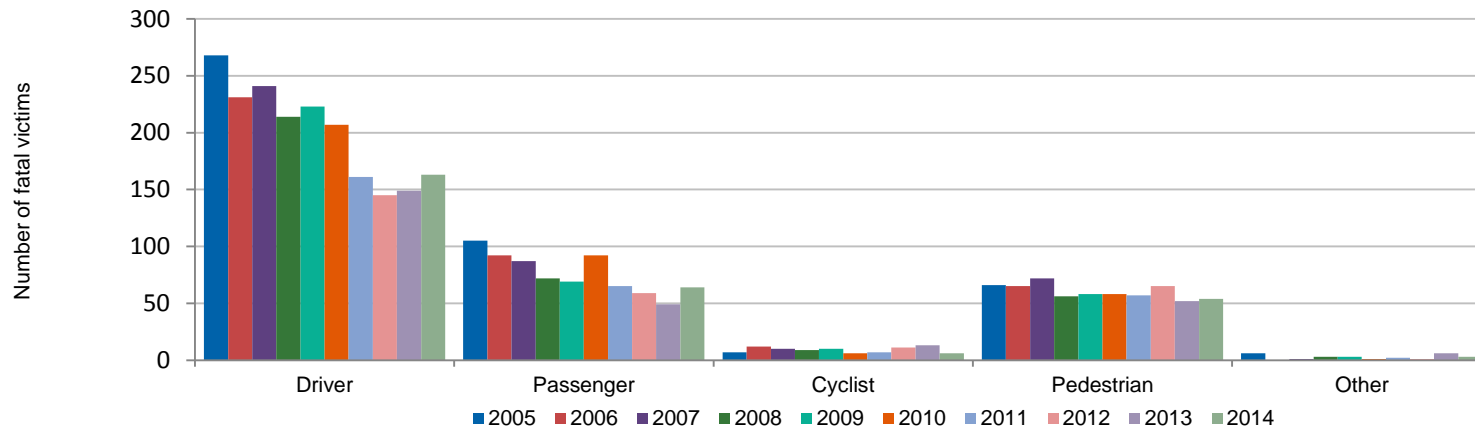


Fatal Victims by Role and Gender

Table 4: Fatal victims by road user type and gender

		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	10-year average
Driver	Female	62	45	52	55	48	49	34	24	31	27	43
	Male	205	185	189	159	175	158	127	121	117	136	158
	unknown	1	1	0	0	0	0	0	0	1	0	1
Passenger	Female	57	38	50	36	36	46	33	36	30	32	40
	Male	48	54	37	36	33	46	32	23	19	32	36
	unknown	0	2	0	0	0	0	0	0	0	0	1
Cyclist	Female	1	2	2	1	2	0	1	3	2	1	2
	Male	6	10	8	8	8	6	6	8	11	5	8
Pedestrian	Female	27	28	25	22	20	30	21	29	27	24	26
	Male	39	37	47	34	38	28	35	36	24	30	35
	unknown	0	0	0	0	0	0	1	0	1	0	1
Other	Female	0	0	1	0	0	0	1	0	2	2	1
	Male	6	0	0	2	3	1	0	1	3	1	2
	unknown	0	0	0	1	0	0	1	0	1	0	1
Total		452	402	411	354	363	364	292	281	269	290	348

Figure 4: Fatal victims by road user type

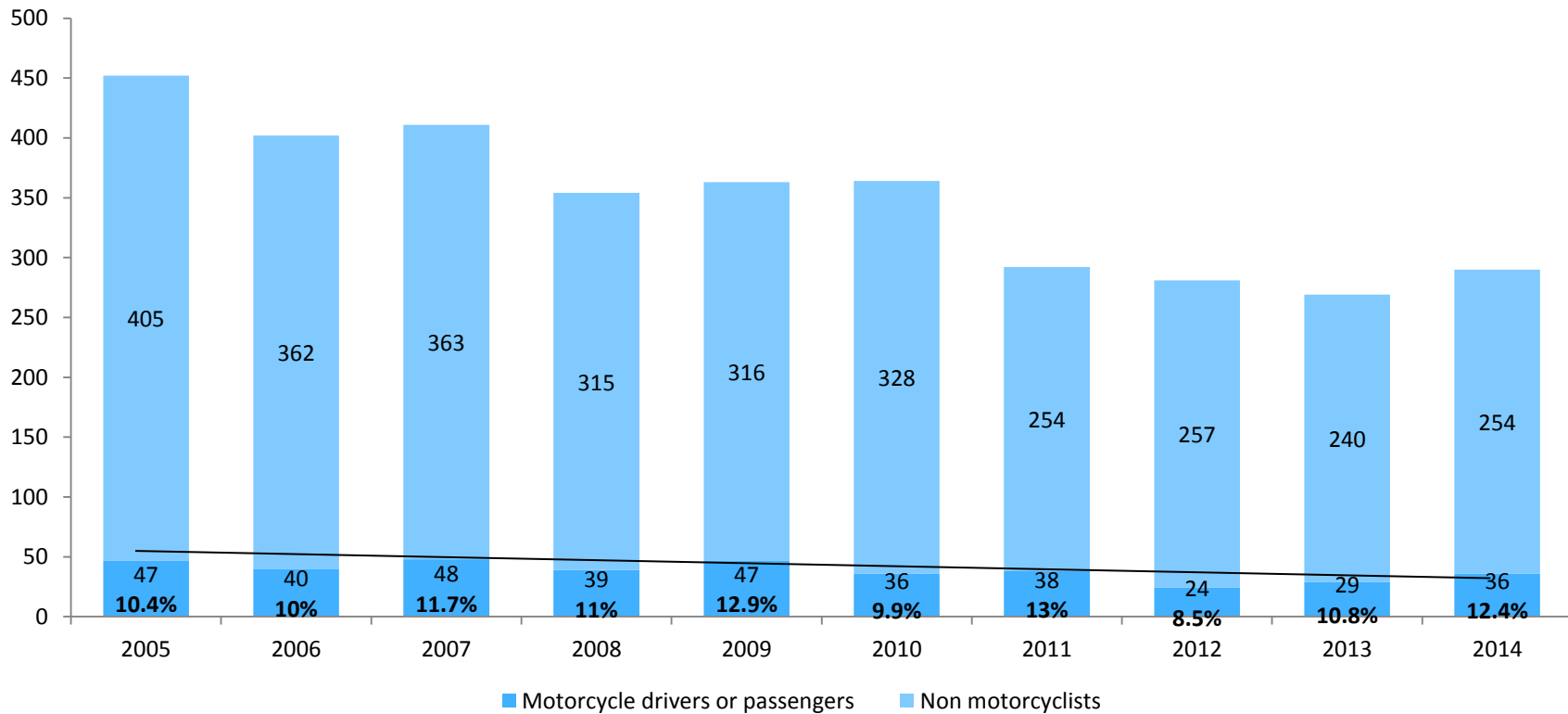


Motorcyclist Fatalities

Table 5: Motorcyclist Fatalities⁴

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	10-year average
Motorcycle drivers or passengers	47	40	48	39	47	36	38	24	29	36	39
Non motorcyclists	405	362	363	315	316	328	254	257	240	254	310
Total	452	402	411	354	363	364	292	281	269	290	348

Figure 5: Motorcyclist Fatalities

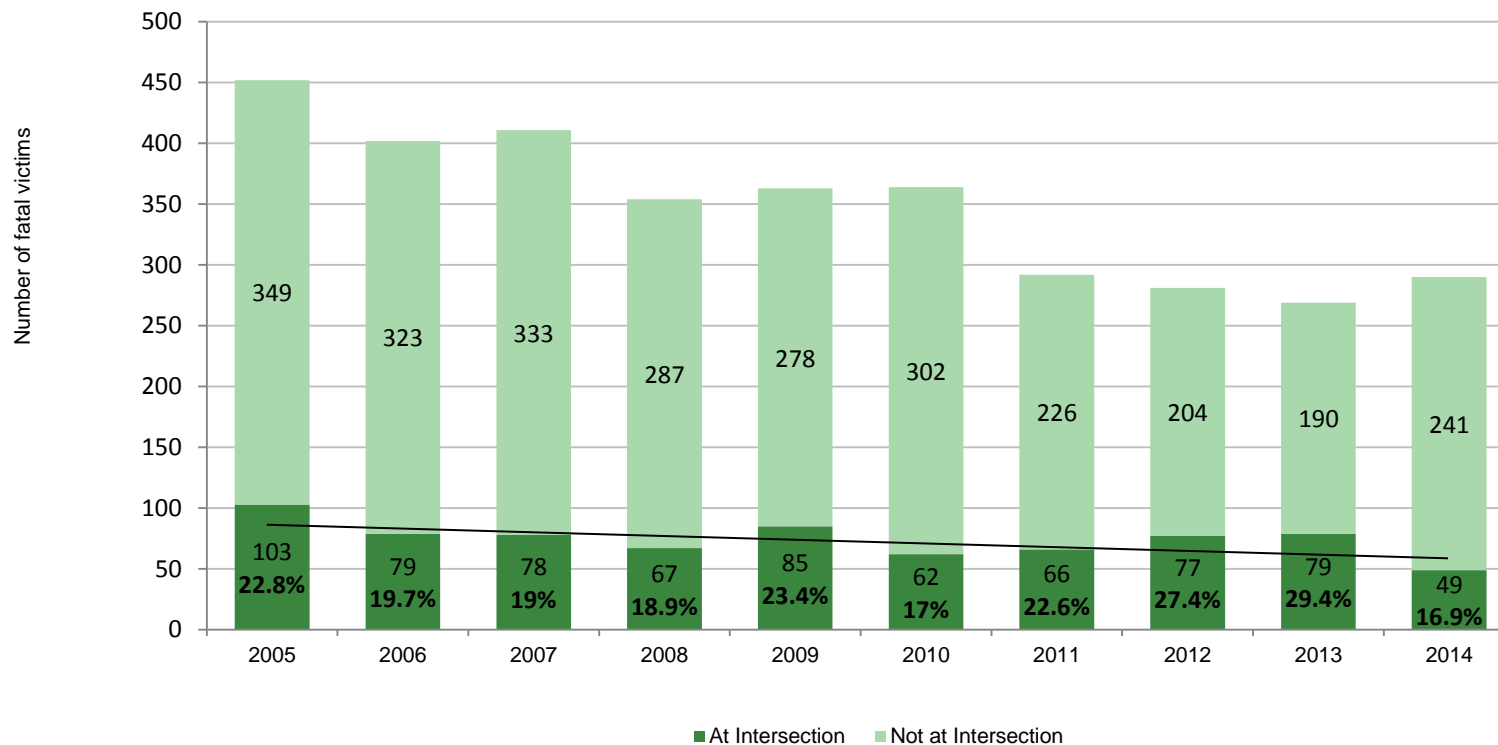


Fatal Victims by Crash at Intersections and Non-intersections

Table 6: Fatal victims by crash at intersections and non-intersections

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	10-year average
At Intersection	103	79	78	67	85	62	66	77	79	49	75
Not at Intersection	349	323	333	287	278	302	226	204	190	241	274
Total	452	402	411	354	363	364	292	281	269	290	348

Figure 6: Fatal victims by crash at intersections and non-intersections

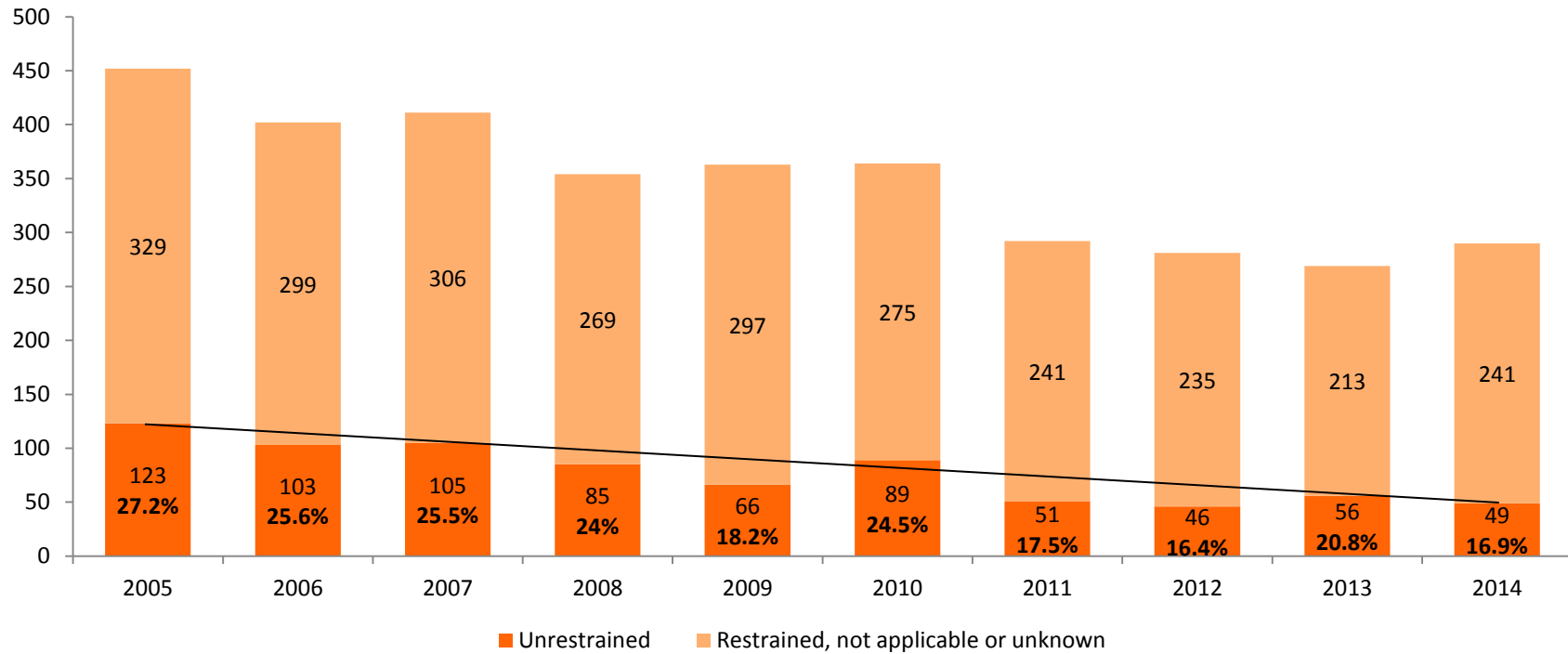


Unrestrained Fatal Victims

Table 7: Unrestrained fatal victims⁵

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	10-year average
Unrestrained	123	103	105	85	66	89	51	46	56	49	78
Restrained, not applicable ⁶ , or unknown	329	299	306	269	297	275	241	235	213	241	271
Total	452	402	411	354	363	364	292	281	269	290	348

Figure 7: Unrestrained fatal victims

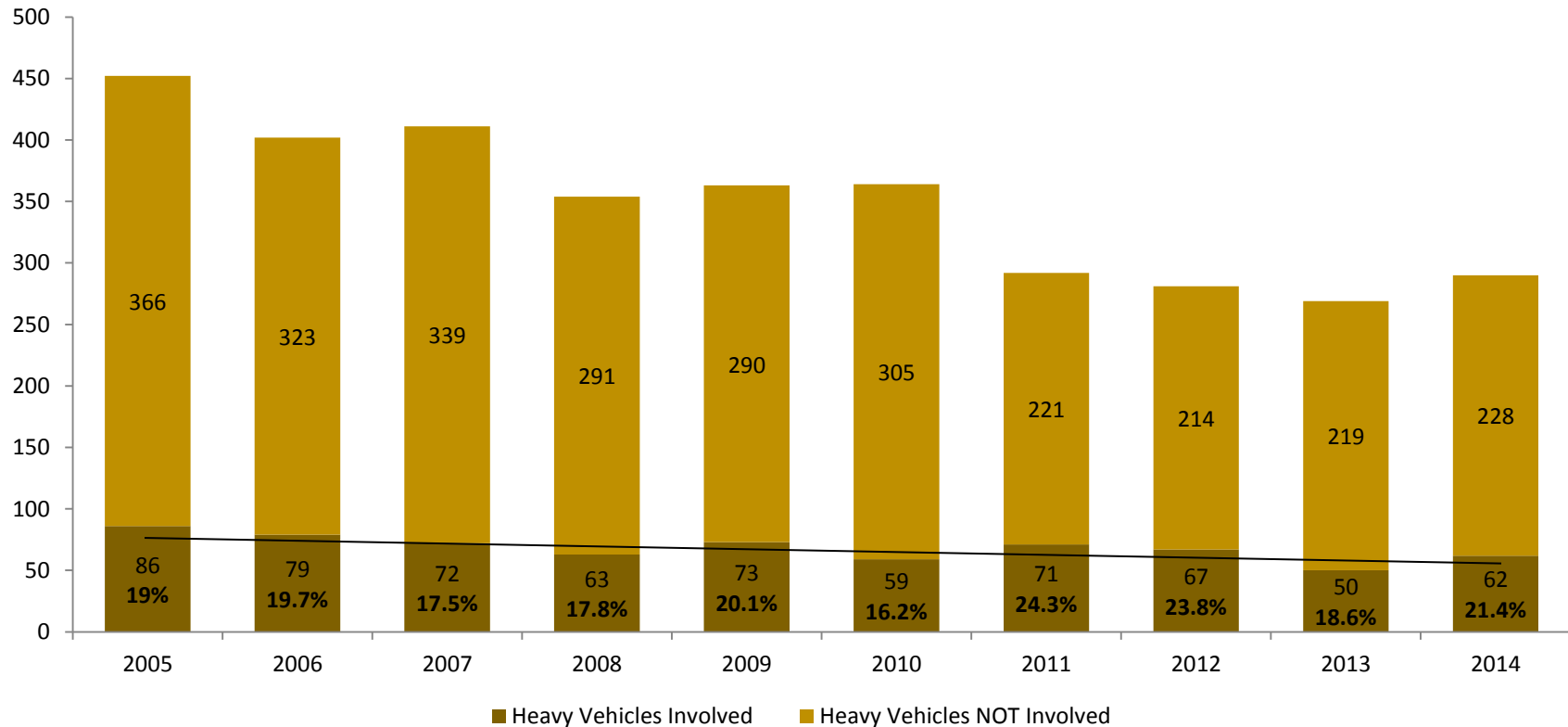


Fatal Victims of Crashes Involving Heavy Vehicles

Table 8: Fatal victims of crashes involving heavy vehicles⁷

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	10-year average
Heavy Vehicles Involved	86	79	72	63	73	59	71	67	50	62	69
Heavy Vehicles NOT Involved	366	323	339	291	290	305	221	214	219	228	280
Total	452	402	411	354	363	364	292	281	269	290	348

Figure 8: Fatal victims of crashes involving heavy vehicles

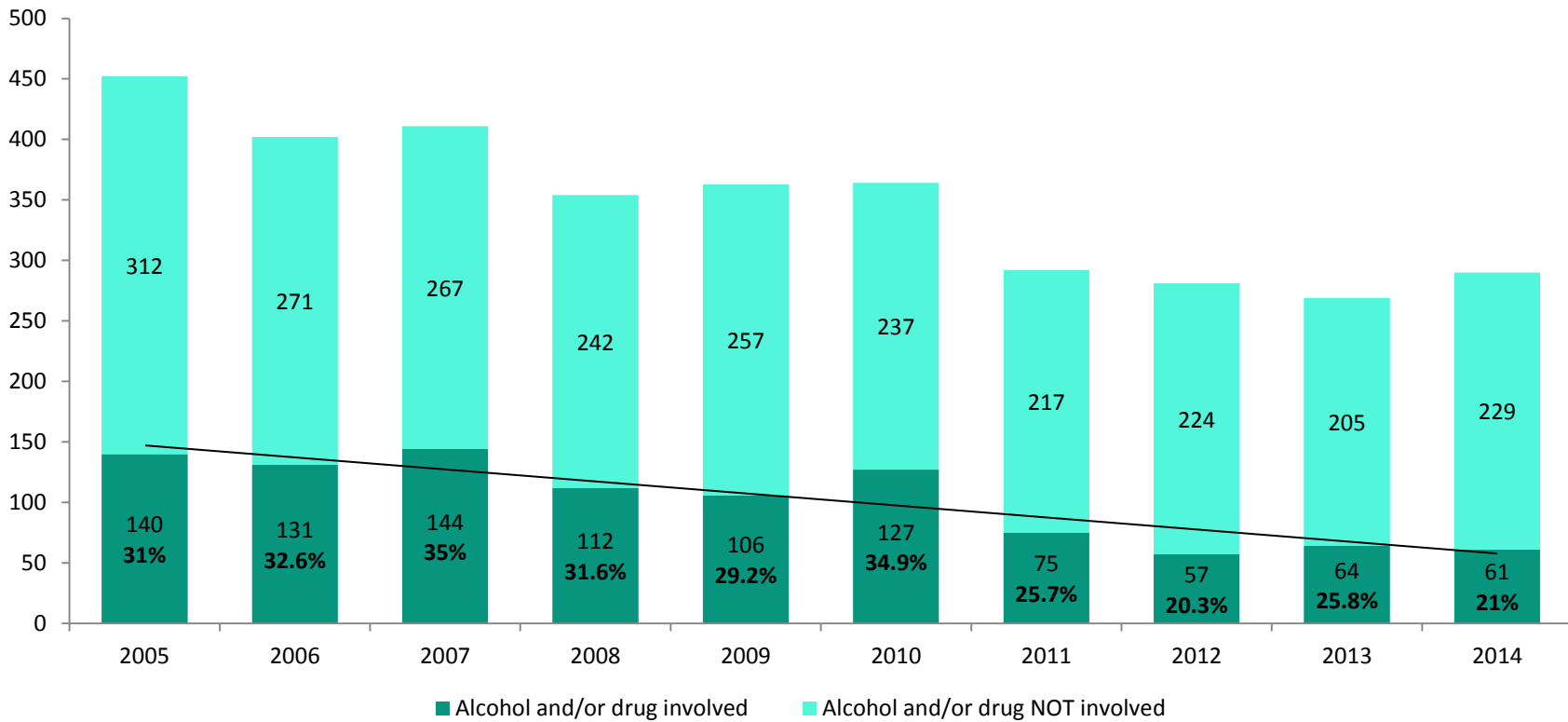


Fatal Victims of Crashes Involving Alcohol and/or Drug

Table 9: Fatal victims of crashes involving alcohol and/or drug⁸

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	10-year average
Alcohol and/or drug involved	140	131	144	112	106	127	75	57	64	61	102
Alcohol and/or drug NOT involved	312	271	267	242	257	237	217	224	205	229	247
Total	452	402	411	354	363	364	292	281	269	290	348

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

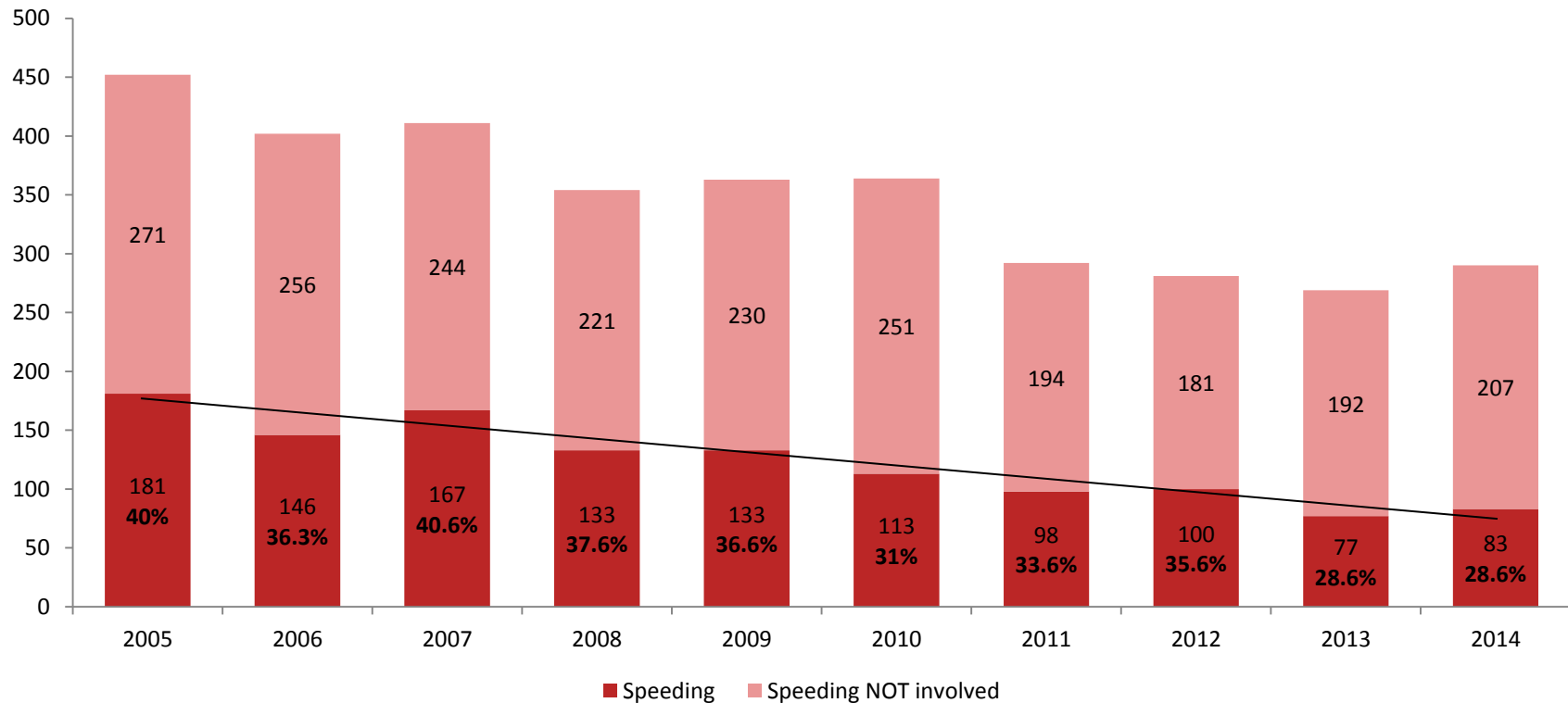


Fatal Victims of Crashes Involving Speeding

Table 10: Fatal victims of crashes involving speeding⁹

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	10-year average
Speeding	181	146	167	133	133	113	98	100	77	83	124
Speeding NOT involved	271	256	244	221	230	251	194	181	192	207	225
Total	452	402	411	354	363	364	292	281	269	290	348

Figure 10: Fatal victims of crashes involving speeding

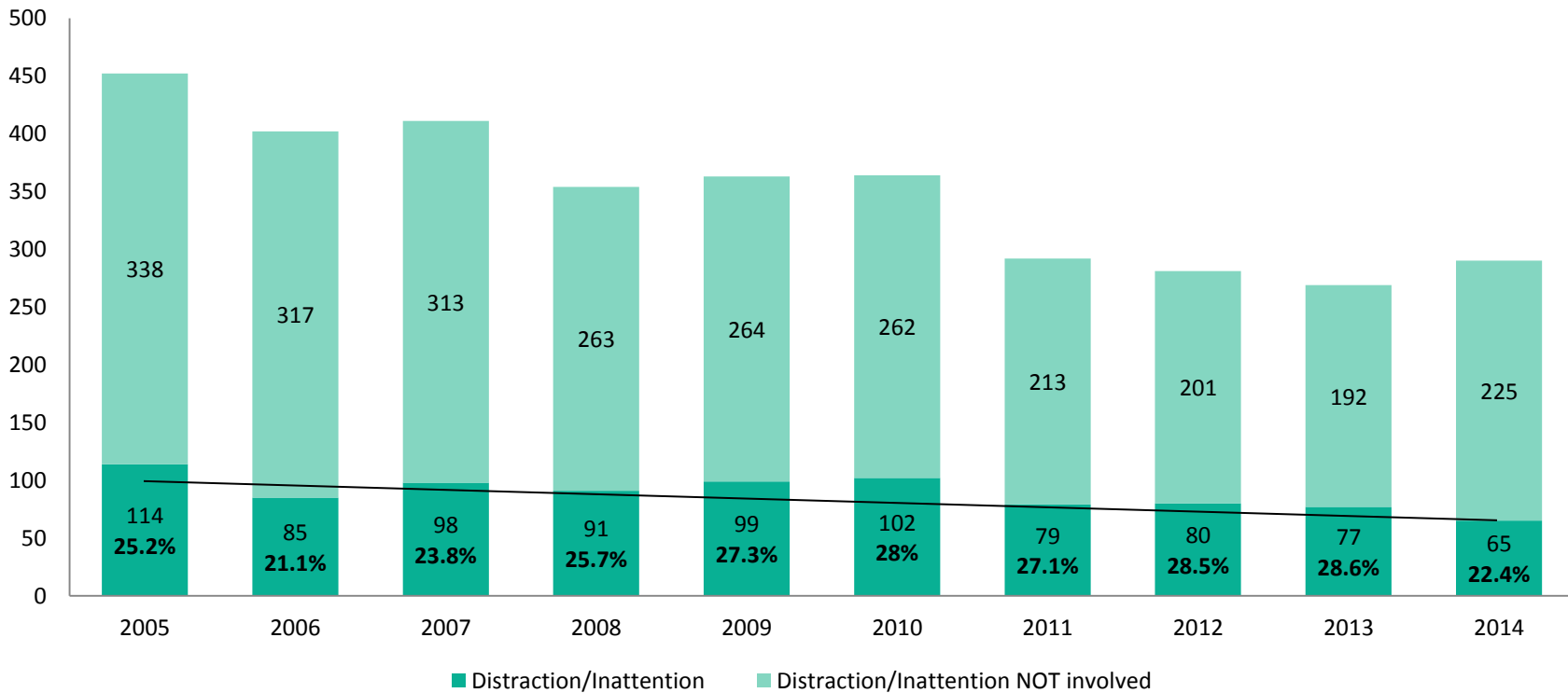


Fatal Victims of Crashes Involving all forms of Driver Distraction/Inattention

Table 11: Fatal victims of crashes involving driver distraction/ inattention¹⁰

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	10-year average
Distraction/Inattention	114	85	98	91	99	102	79	80	77	65	89
Distraction/Inattention NOT involved	338	317	313	263	264	262	213	201	192	225	259
Total	452	402	411	354	363	364	292	281	269	290	348

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



Notes

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

² British Columbia's regions include the following:

- 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.

³ Child fatalities on private driveways are not included in those statistics.

⁴ Includes motorcycles, mopeds and enclosed motorcycles.

⁵ Fatal victim was not wearing a restraint (seatbelt, lap belt, infant /child restraint system, booster seat).

⁶ "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).

⁷ 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/5th 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).

⁸ Fatal victims where one or more of the following contributing factors was assigned to the entities involved in the crash: alcohol involvement (code 10); ability affected by alcohol (code 80); alcohol suspected (code 81); drugs illegal (code 15); ability affected by drugs (code 82); drugs suspected (code 83); and ability affected by medication (code 84).

⁹ 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).

¹⁰ 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.