

2007 to 2011

Motor Vehicle Fatalities in British Columbia: Statistics



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Office of the Superintendent of Motor Vehicles
Research and Data Unit – **Road User Safety**
Policy and Research 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 period 2007 to 2011. The report will be updated two times per year.

British Columbia's Traffic Accident System compiles information on all traffic collisions reported in the Province (police reports and self-reports).

Information on traffic collisions supports road safety programs, enforcement campaigns, policy development, and it is used to evaluate provincial road safety initiatives such as the Immediate Roadside Prohibitions for impaired driving.

The fatality data presented in this report is based on a reconciliation of police data, coroner's data and RCMP data. Fatality data usually require at least one year to settle. Therefore, counts for 2011 should be considered preliminary. If a few late cases are reported, the numbers will be updated in subsequent reports, on a bi-annual basis. This will not affect the general trends.

Definitions:

Fatality: A fatality refers to a road user who died within 30 days after an injury sustained in a collision 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, or 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 June 30, 2011.

Traffic Accident data is gathered from reports completed by police or submitted by individuals to police. The data is entered and reconciled in the Traffic Accident System.

Data has been reconciled with the B.C. Coroner's data and the RCMP data.

When comparing this edition with future editions, counts may differ due to further development of data, rounding, late reporting or corrections.

Long-term trends may differ from the 5-year trends presented on the graphs.

"Unknown" or "other" is listed when data was missing or incomplete.

Because of rounding, 5-year averages may not add up.



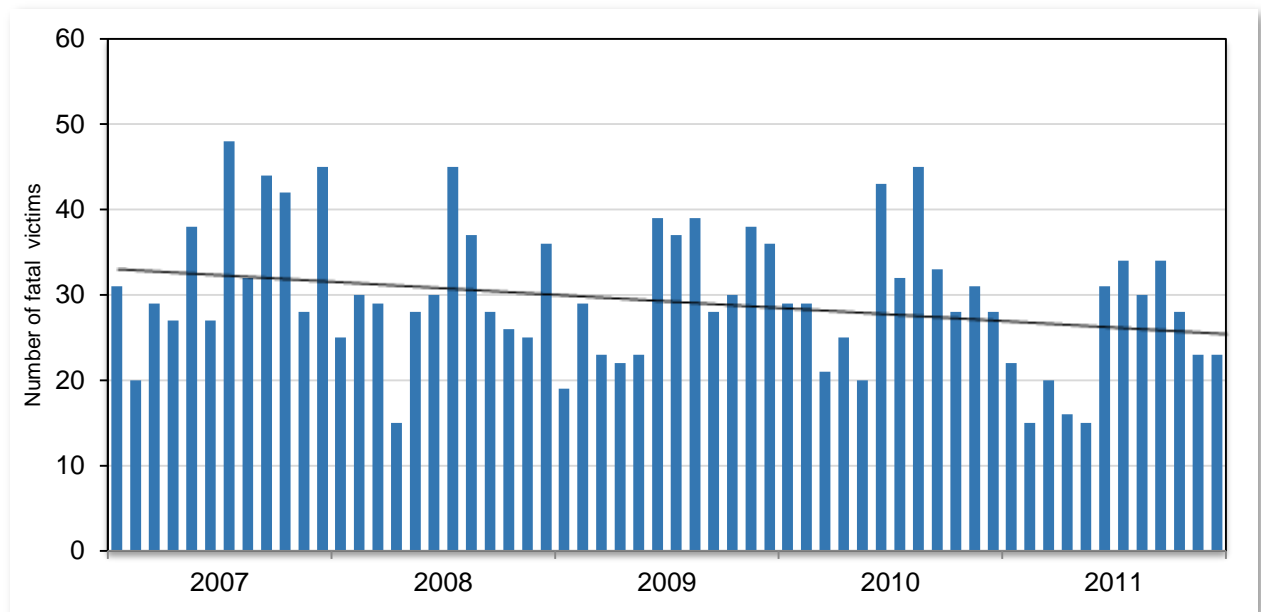
Fatal Victims by Month

Table 1: Fatal victims by month

	2007	2008	2009	2010	2011*	5-year average**
January	31	25	19	29	22	26
February	20	30	29	29	15	25
March	29	29	23	21	20	25
April	27	15	22	25	16	21
May	38	28	23	20	15	25
June	27	30	39	43	31	34
July	48	45	37	32	34	40
August	32	37	39	45	30	37
September	44	28	28	33	34	34
October	42	26	30	28	28	31
November	28	25	38	31	23	29
December	45	36	36	28	23	34
Total per Year	411	354	363	364	291	357

*Counts are preliminary. ** Fatal victim averages are rounded up to the next unit.

Figure 1: Fatal victims by month





Fatal Victims by Region

Table 2: Fatal victims by region

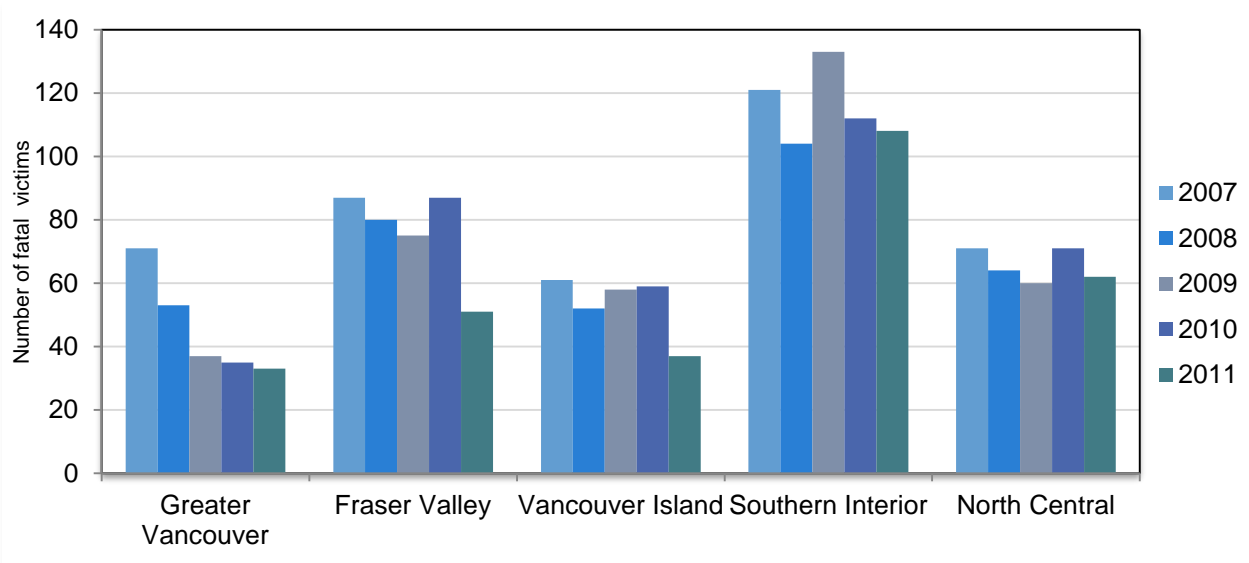
	2007	2008	2009	2010	2011*	5-year average**
Greater Vancouver	71	53	37	35	33	46
Fraser Valley	87	80	75	87	51	76
Vancouver Island	61	52	58	59	37	54
Southern Interior	121	104	133	112	108	116
North Central	71	64	60	71	62	66
Unknown	0	1	0	0	0	1
British Columbia Total	411	354	363	364	291	357

*Counts are preliminary. ** Fatal victim averages are rounded up to the next unit.

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 and Haida Gwaii, and all points north.

Figure 2: Fatal victims by region





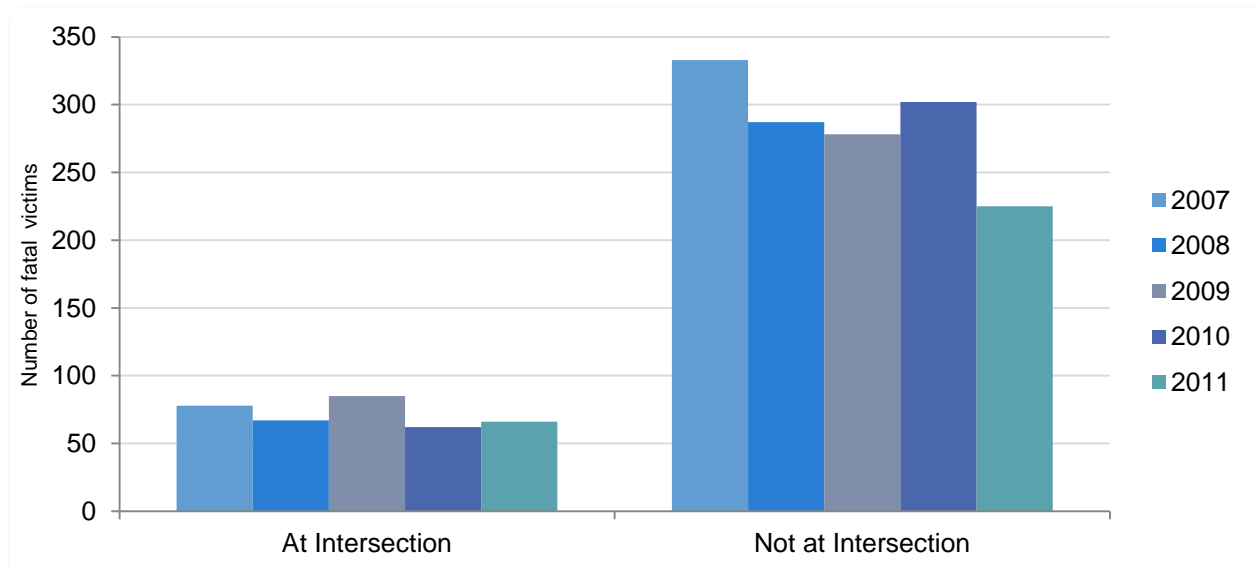
Fatal Victims by Crash at Intersections and Non-intersections

Table 3: Fatal victims by crash at intersections and non-intersections

	2007	2008	2009	2010	2011*	5-year average**
At Intersection***	78	67	85	62	66	72
Not at Intersection	333	287	278	302	225	285
Grand Total	411	354	363	364	291	357

*Counts are preliminary. ** Fatal victim averages are rounded up to the next unit. *** Fatal victim was in a crash at an intersection.

Figure 3: Fatal victims by crash at intersections and non-intersections





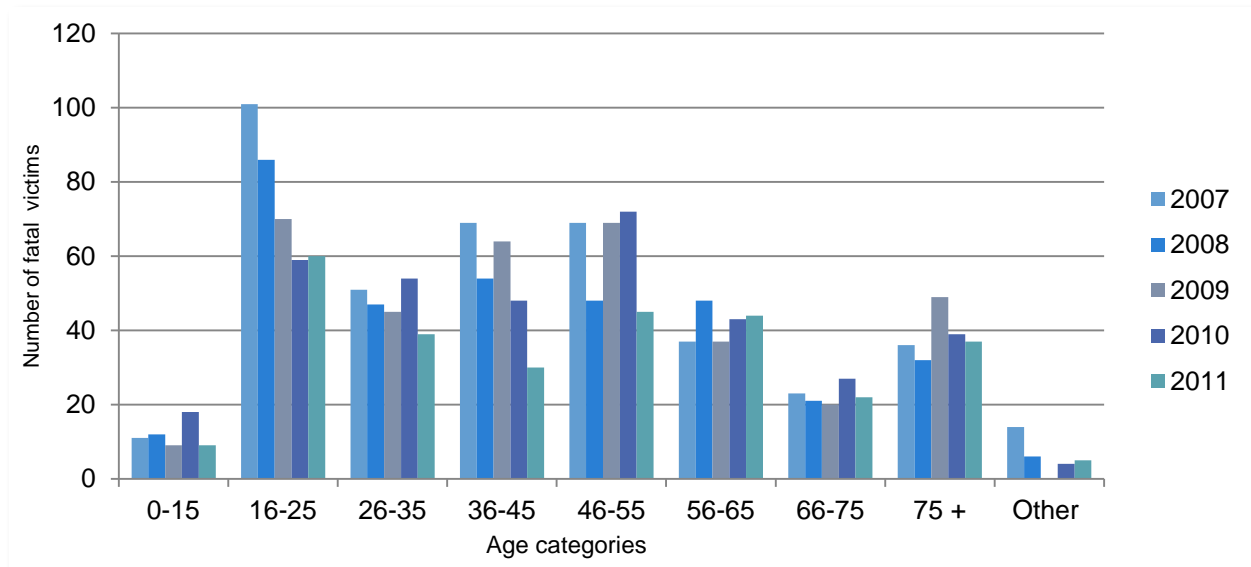
Fatal Victims by Age Range

Table 4: Fatal victims by age range

	2007	2008	2009	2010	2011*	5-year Average**
0-3	0	0	3	6	1	2
4-7	3	4	0	1	2	2
8-12	6	4	3	3	6	5
13-15	2	4	3	8	0	4
16-18	27	25	21	13	13	20
19-21	35	23	18	24	21	25
22-25	39	38	31	22	26	32
26-35	51	47	45	54	39	48
36-45	69	54	64	48	30	53
46-55	69	48	69	72	45	61
56-65	37	48	37	43	44	42
66-75	23	21	20	27	22	23
75 +	36	32	49	39	37	39
Other	14	6	0	4	5	6
Grand Total	411	354	363	364	291	357

*Counts are preliminary. ** Fatal victim averages are rounded up to the next unit.
Note: Child fatalities on private driveways are not included in those statistics.

Figure 4: Fatal victims by age range





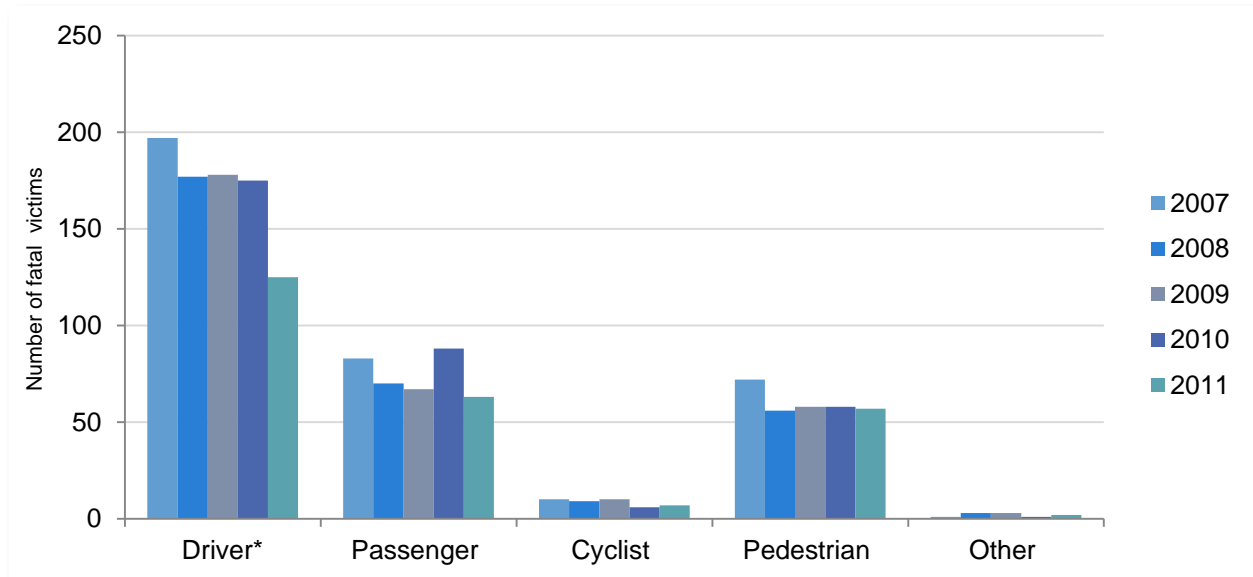
Fatal Victims by Role and Gender

Table 5: Fatal victims by role and gender

		2007	2008	2009	2010	2011*	5-year average**
Driver***	Female	52	55	48	49	34	48
	Male	189	159	175	158	126	162
	Unknown	0	0	0	0	0	0
Passenger	Female	50	36	36	46	33	41
	Male	37	36	33	46	32	37
	Unknown	0	0	0	0	0	0
Cyclist	Female	2	1	2	0	1	2
	Male	8	8	8	6	6	8
	Unknown	0	0	0	0	0	0
Pedestrian	Female	25	22	20	30	21	24
	Male	47	34	38	28	35	37
	Unknown	0	0	0	0	1	1
Other	Female	1	0	0	0	1	1
	Male	0	2	3	1	0	2
	Unknown	0	1	0	0	1	1
Grand Total		411	354	363	364	291	357

*Counts are preliminary. ** Fatal victim averages are rounded up to the next unit. *** Includes motorcyclist drivers.

Figure 5: Fatal victims by role and gender



* Includes motorcyclists drivers



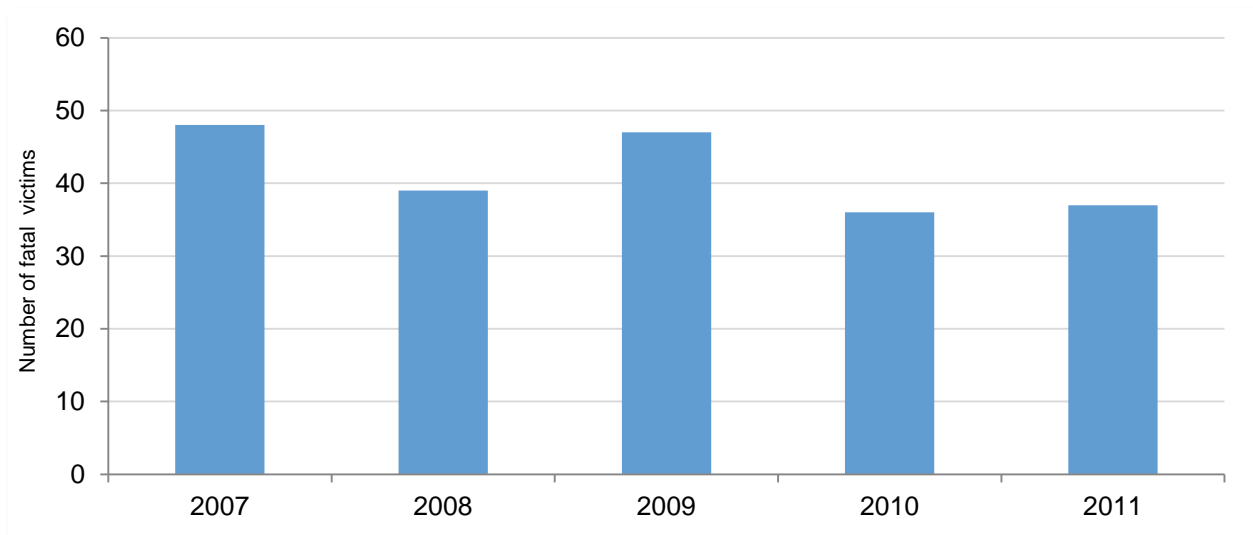
Fatal Victims Motorcyclists

Table 6: Fatal victims motorcyclists

	2007	2008	2009	2010	2011*	5-year Average**
Motorcycle driver or passenger***	48	39	47	36	37	42
Non Motorcyclists	363	315	316	328	254	316
Grand Total	411	354	363	364	291	357

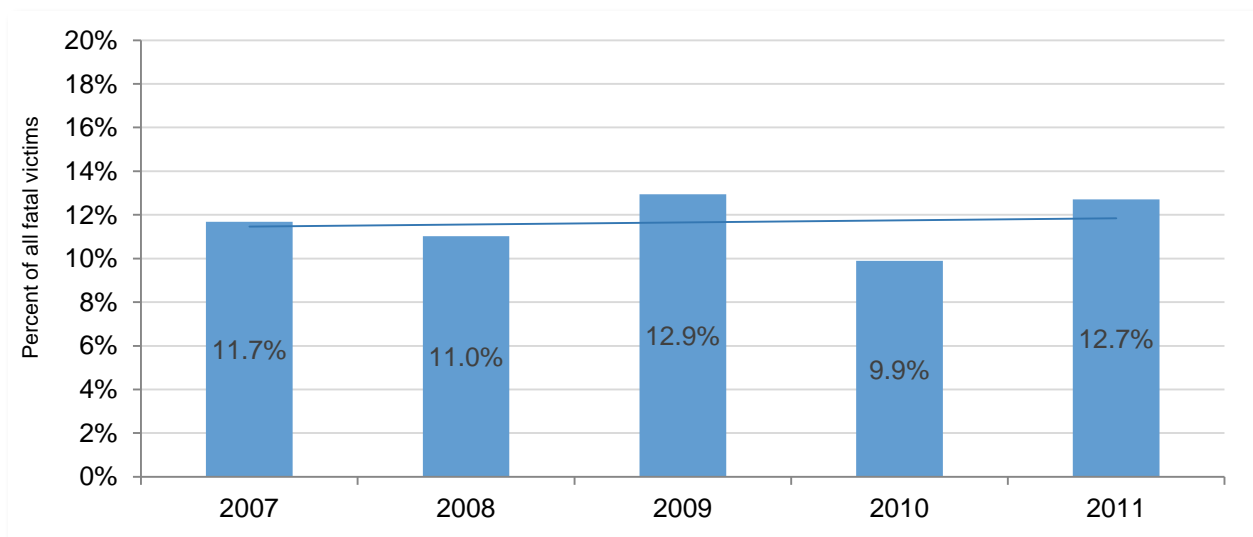
*Counts are preliminary. ** Fatal victim averages are rounded up to the next unit. *** Includes motorcycles and moped.

Figure 6: Fatal victims motorcyclists



Note: Any trend (increase / decrease) should be considered within the context of Figure 1 (overall fatal victims over time).

Figure 7: Fatal victims motorcyclists as a proportion of all fatal victims





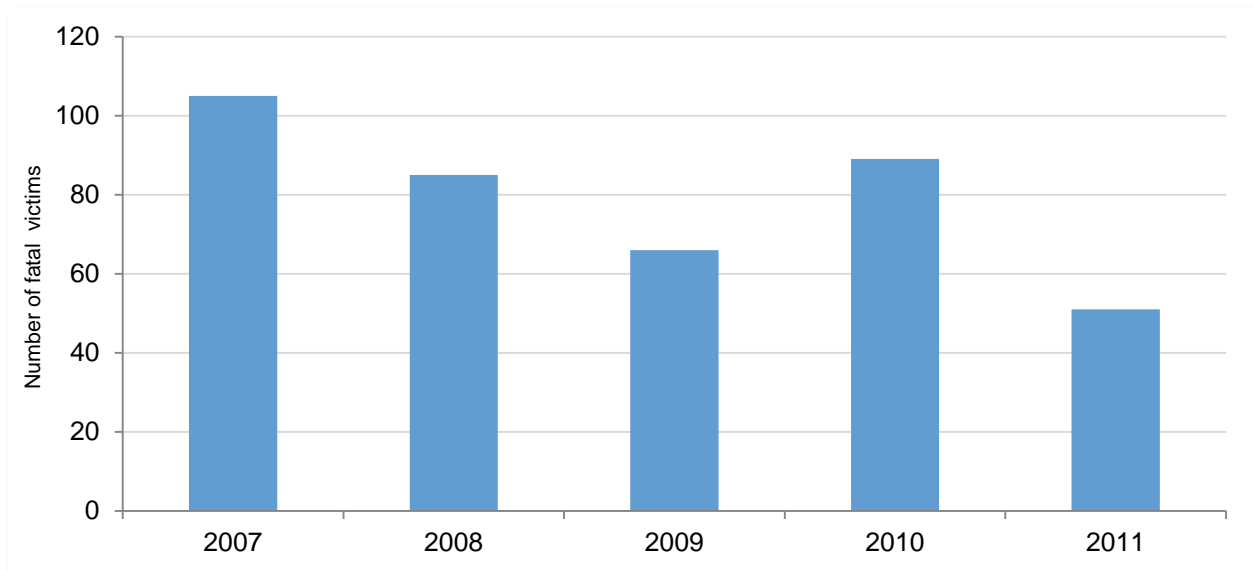
Unrestrained Fatal Victims

Table 7: Unrestrained fatal victims

	2007	2008	2009	2010	2011*	5-year Average**
Unrestrained***	105	85	66	89	51	80
Restrained	306	269	297	275	240	278
Grand Total	411	354	363	364	291	357

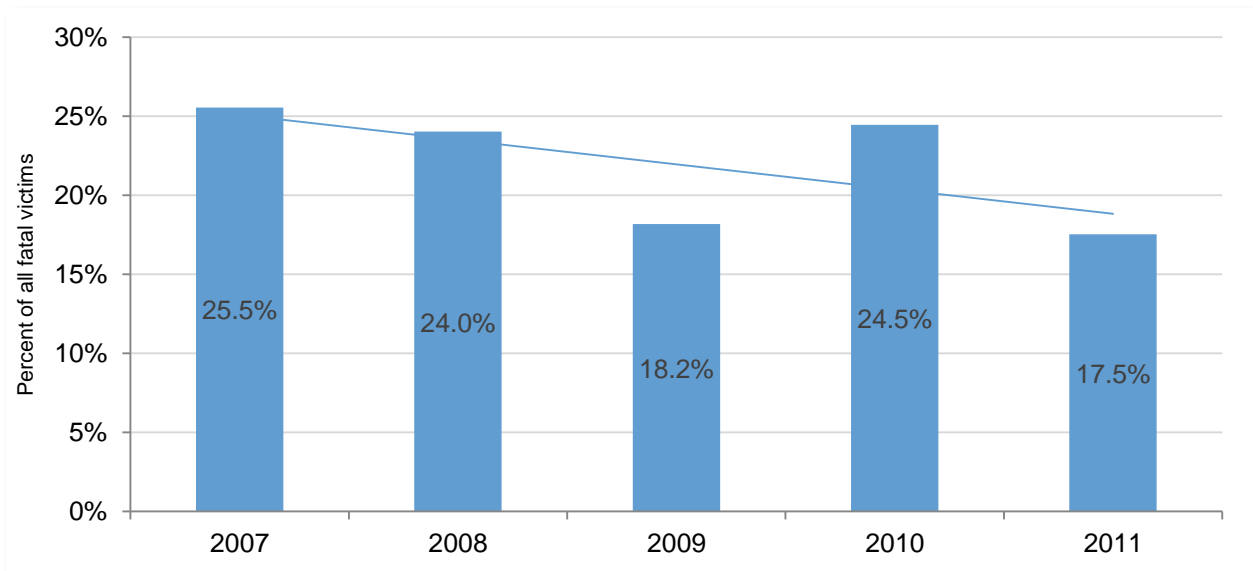
*Counts are preliminary. ** Fatal victim averages are rounded up to the next unit. *** Fatal victim was not wearing a restraint (seatbelt, lap belt, infant /child restraint system, booster seat).

Figure 8: Unrestrained fatal victims



Note: Any trend (increase / decrease) should be considered within the context of Figure 1 (overall fatal victims over time).

Figure 9: Unrestrained fatal victims as a proportion of all fatal victims





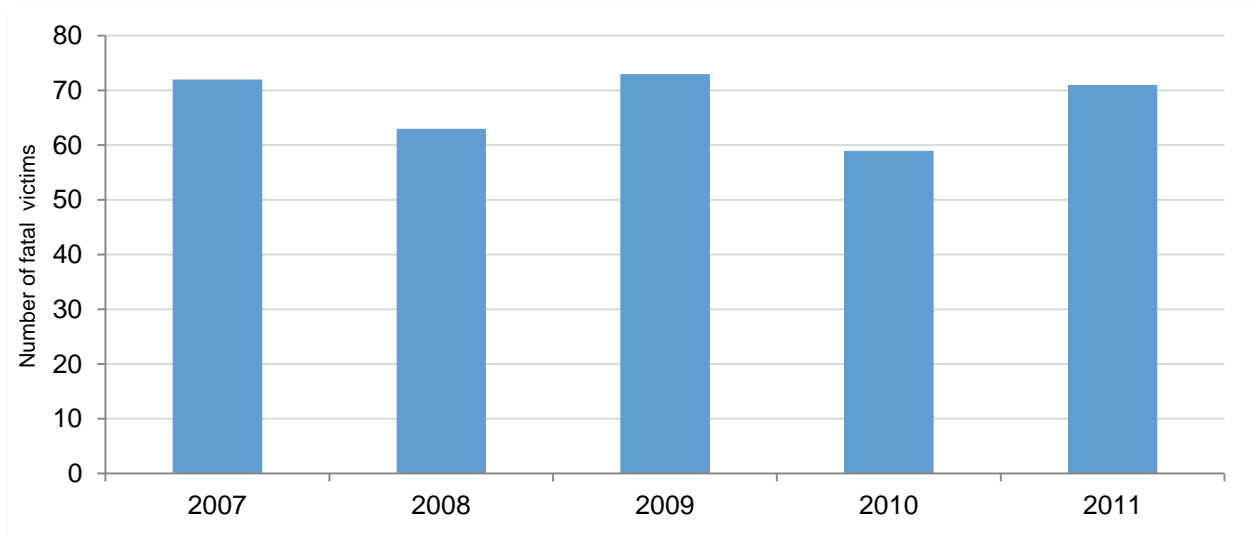
Fatal Victims of Crashes Involving Heavy Vehicles

Table 8: Fatal victims of crashes involving heavy vehicles

	2007	2008	2009	2010	2011*	5-year Average**
Heavy vehicles*** involved	72	63	73	59	71	68
Heavy vehicles NOT involved	339	291	290	305	220	289
Grand Total	411	354	363	364	291	357

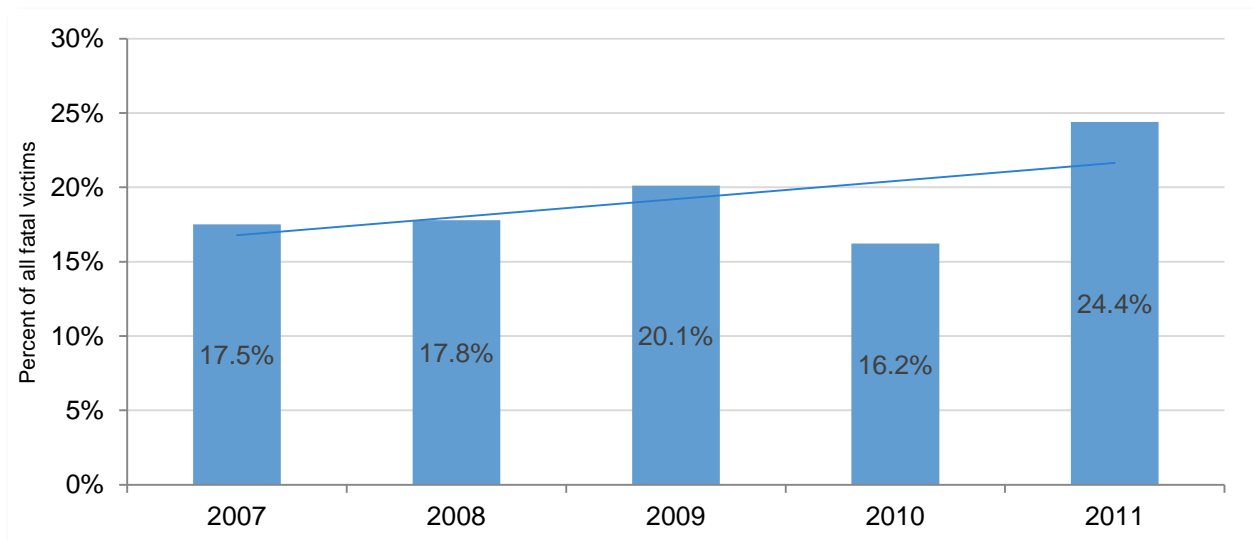
*Counts are preliminary. ** Fatal victim averages are rounded up to the next unit. *** Heavy vehicles include: single unit truck / heavy (code 21); combination unit truck / light (code 30); comb unit truck / heavy (code 31); combination unit tractor / trailer (code 32); combination unit tractor/trailer & 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).

Figure 10: Fatal victims of crashes involving heavy vehicles



Note: Any trend (increase / decrease) should be considered within the context of Figure 1 (overall fatal victims over time).

Figure 11: Fatal victims of crashes involving heavy vehicles as a proportion of all fatal victims





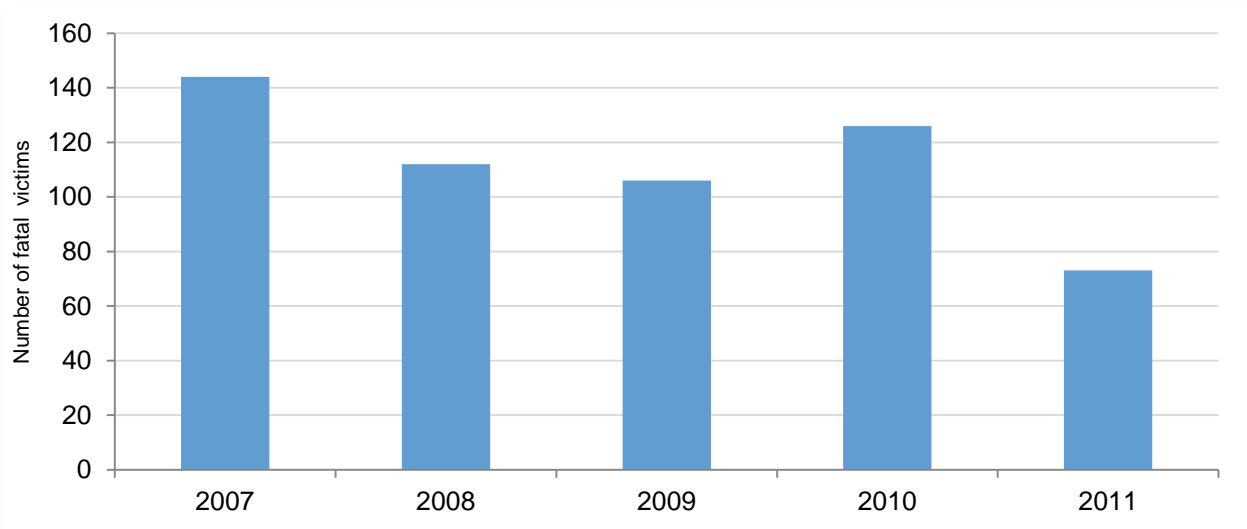
Fatal Victims of Crashes Involving Impairment

Table 9: Fatal victims of crashes involving impairment

	2007	2008	2009	2010	2011*	5-year average**
Impairment***	144	112	106	126	73	113
Impairment NOT involved	267	242	257	238	218	245
Grand Total	411	354	363	364	291	357

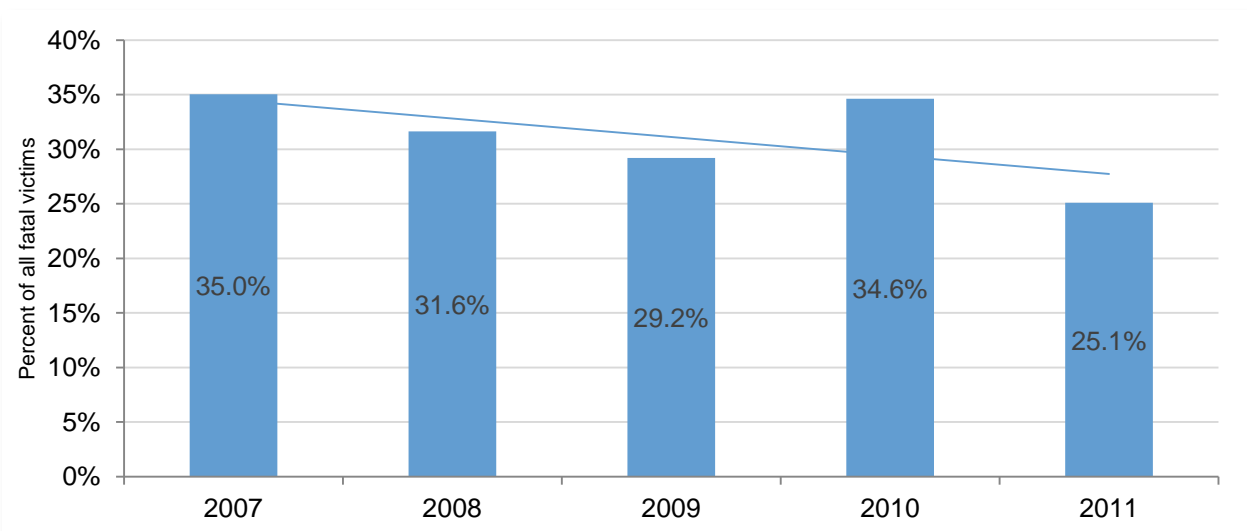
*Counts are preliminary. ** Fatal victim averages are rounded up to the next unit. *** Fatal victims where one or more of the following contributing factors was assigned to the entities involved in the crash: alcohol involvement (code 10); ability impaired by alcohol (code 80); alcohol suspected (code 81); drugs illegal (code 15); ability impaired by drugs (code 82); drugs suspected (code 83); and ability impaired by medication (code 84). 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 this table may be included in the other "contributing factors" tables on this document (tables 9 to 11).

Figure 12: Fatal victims of crashes involving impairment



Note: Any trend (increase / decrease) should be considered within the context of Figure 1 (overall fatal victims over time).

Figure 13: Fatal victims of crashes involving impairment as a proportion of all fatal victims





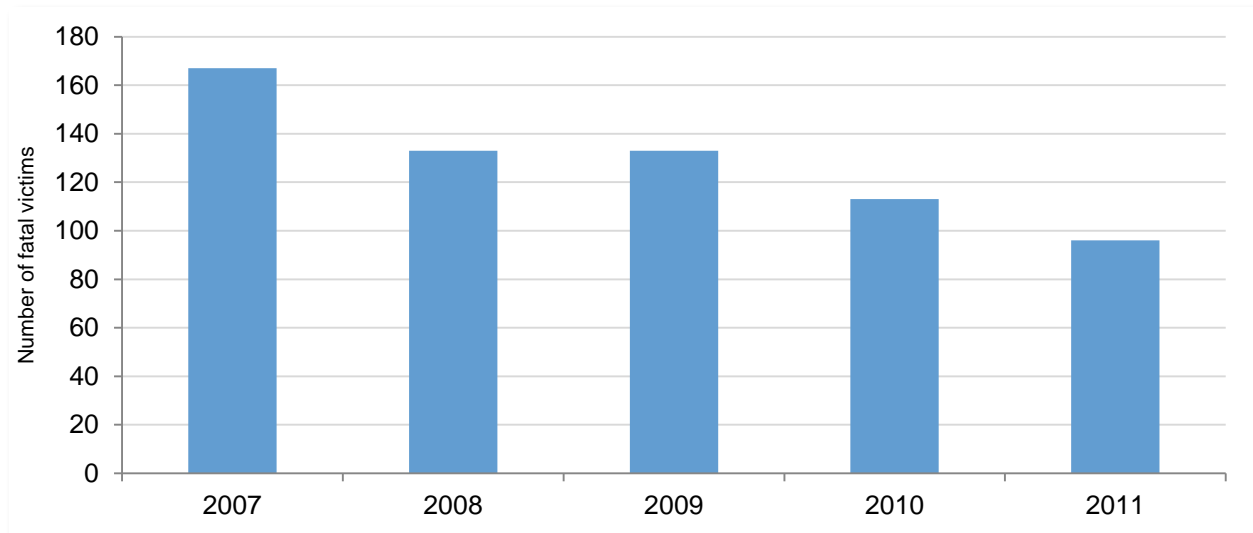
Fatal Victims of Crashes Involving Speed

Table 10: Fatal victims of crashes involving speed

	2007	2008	2009	2010	2011*	5-year Average**
Speed***	167	133	133	113	96	129
Speed NOT involved	244	221	230	251	195	229
Grand Total	411	354	363	364	291	357

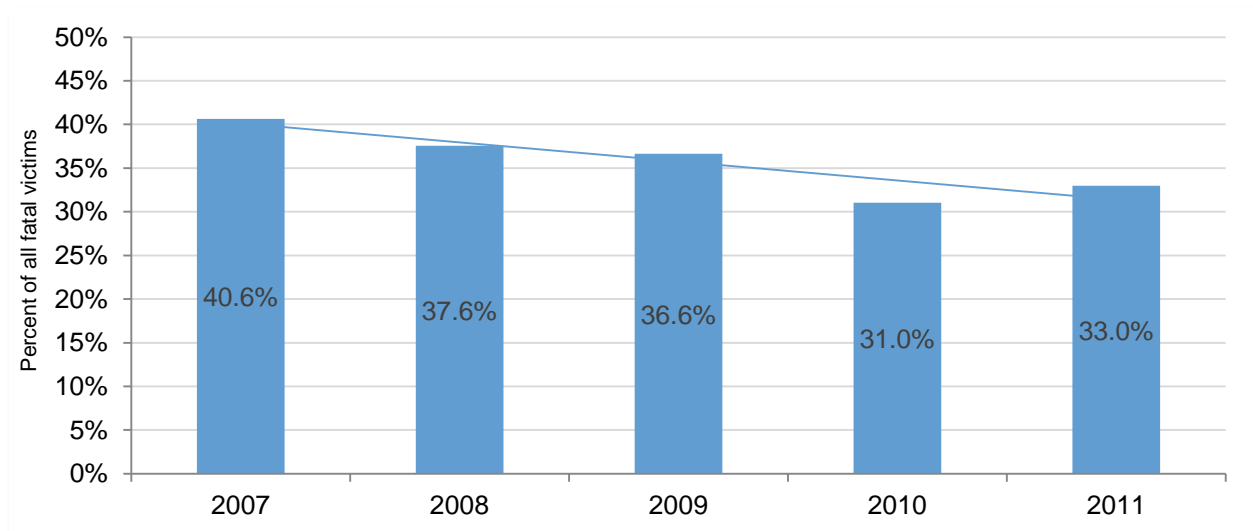
*Counts are preliminary. ** Fatal victim averages are rounded up to the next unit. *** Fatal victims where one or more of the following contributing factors was assigned to the entities involved in the crash: unsafe speed (code 31); exceeding speed limit (code 35); excessive speed over 40 km/h (code 36); and driving too fast for conditions (code 37). 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 this table may be included in the other “contributing factors” tables on this document (tables 9 to 11).

Figure 14: Fatal victims of crashes involving speed



Note: Any trend (increase / decrease) should be considered within the context of Figure 1 (overall fatal victims over time).

Figure 15: Fatal victims of crashes involving speed as a proportion of all fatal victims





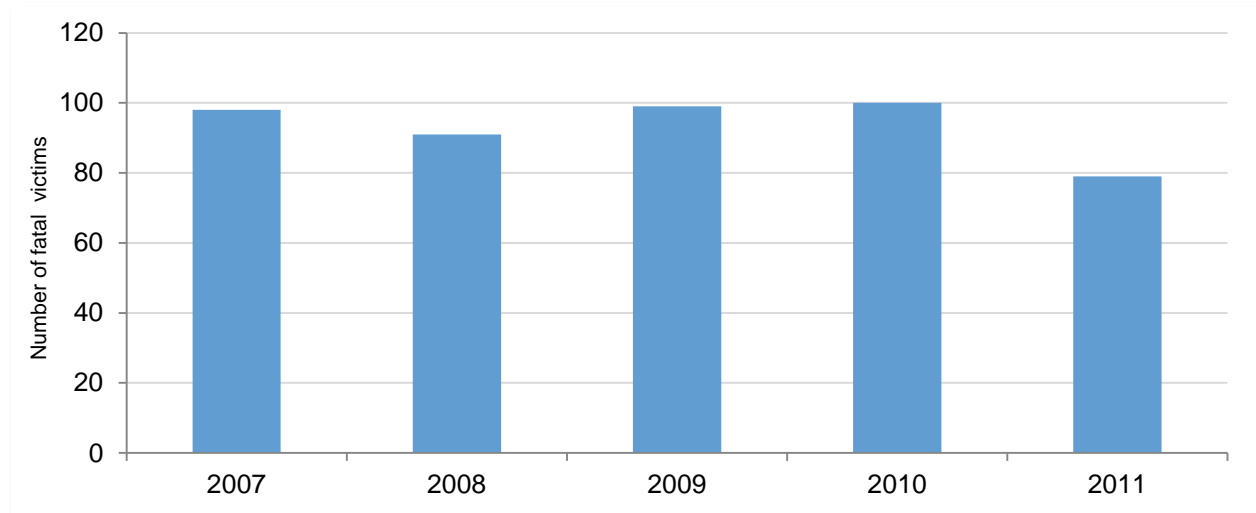
Fatal Victims of Crashes Involving Distraction

Table 11: Fatal victims of crashes involving distraction

	2007	2008	2009	2010	2011*	5-year average**
Inattention/Distracted***	98	91	99	100	79	94
Inattention/Distracted NOT involved	313	263	264	264	212	264
Grand Total	411	354	363	364	291	357

*Counts are preliminary. ** Fatal victim averages are rounded up to the next unit. *** 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. 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 this table may be included in other "contributing factors" tables on this document (tables 9 to 11).

Figure 16: Fatal victims of crashes involving distraction



Note: Any trend (increase / decrease) should be considered within the context of Figure 1 (overall fatal victims over time).

Figure 17: Fatal victims of crashes involving distraction as a proportion of all fatal victims

