



RoadSafetyBC

Motor Vehicle Related Fatalities 5 year Statistics for British Columbia 2009-2013

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RAD 2014 – 089

October 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 2009 to 2013. The report will be 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 either the causes or the various contributing factors involved in fatal incidents. Some of the definitions and the standards of proof vary between the two data sets. Ultimately, 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 it is used to evaluate various provincial road safety initiatives.

Fatality data usually require at least one year to settle. Therefore, counts for 2013 should be considered preliminary. 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.

Research from Australia indicates that for every motor vehicle related death there are about twelve seriously injured victims, with a quarter of these catastrophic injuries¹. 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.

Definitions

Fatality: A 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 June 30, 2014.
- 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 5-year trends presented on the graphs.
- "Unknown" or "other" is listed when data was missing or incomplete.
- Due to rounding, 5-year averages may not add up.

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.

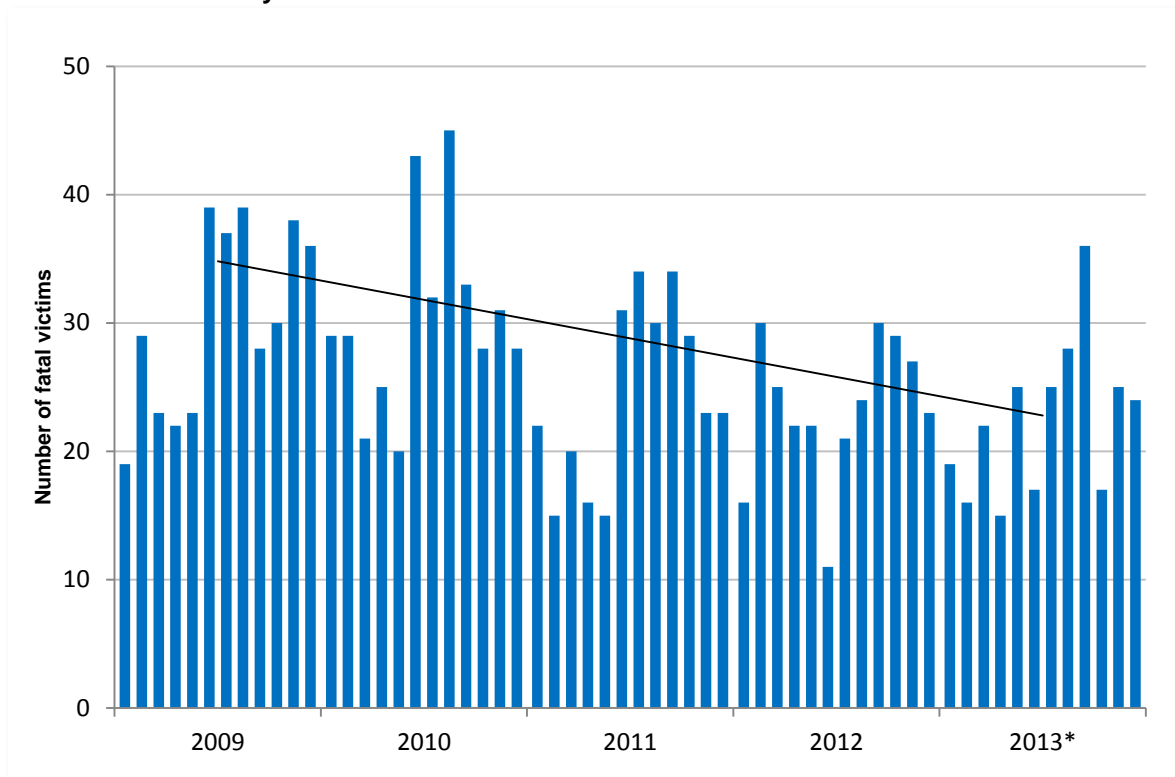
Fatal Victims by Month

Table 1: Fatal victims by month

	2009	2010	2011	2012	2013*	5-year average**
January	19	29	22	16	19	21
February	29	29	15	30	16	24
March	23	21	20	25	22	23
April	22	25	16	22	15	20
May	23	20	15	22	25	21
June	39	43	31	11	17	29
July	37	32	34	21	25	30
August	39	45	30	24	28	34
September	28	33	34	30	36	33
October	30	28	29	29	17	27
November	38	31	23	27	25	29
December	36	28	23	23	24	27
Total	363	364	292	280	269	314

*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

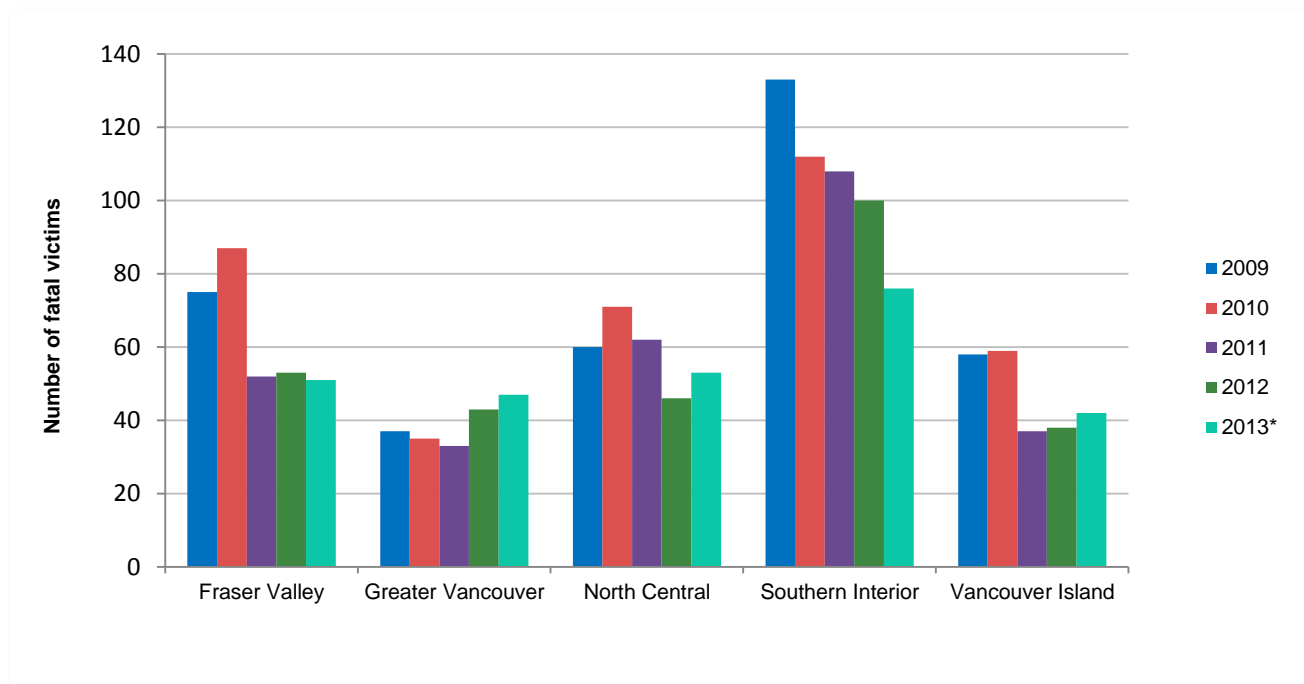
	2009	2010	2011	2012	2013*	5-year average**
Fraser Valley	75	87	52	53	51	64
Greater Vancouver	37	35	33	43	47	39
North Central	60	71	62	46	53	59
Southern Interior	133	112	108	100	76	106
Vancouver Island	58	59	37	38	42	47
Total	363	364	292	280	269	314

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

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.

Figure 2: Fatal victims by region



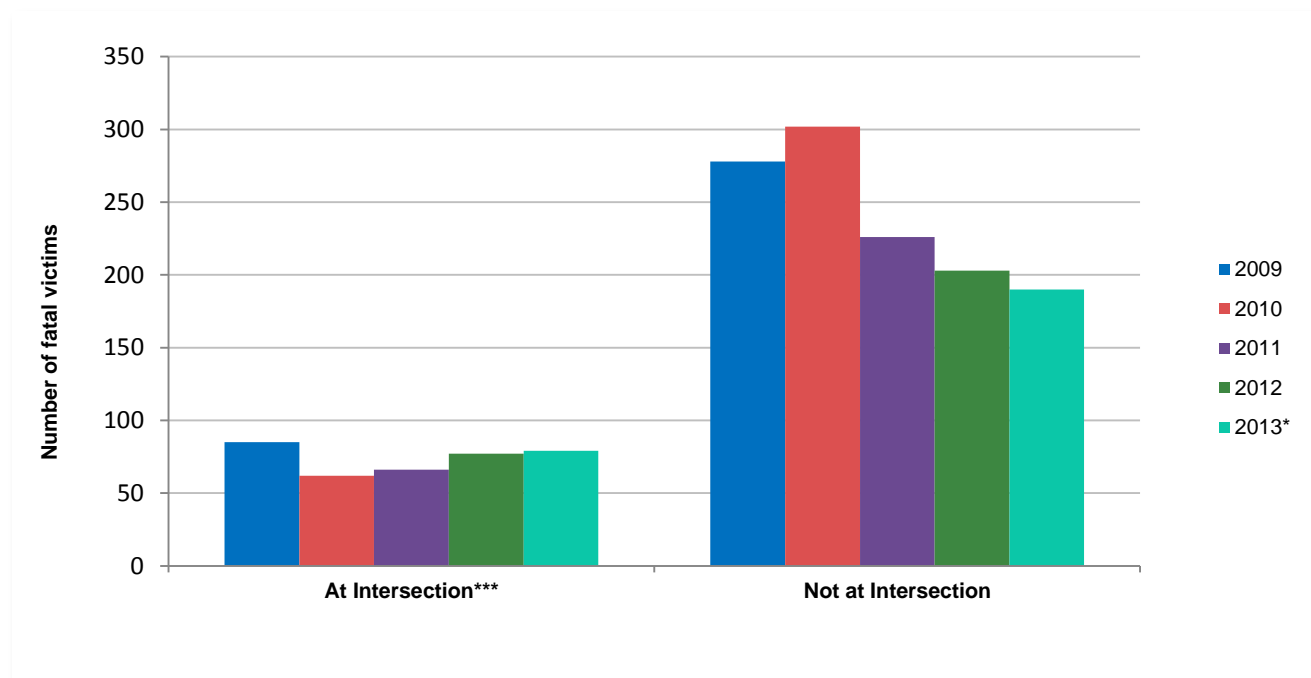
Fatal Victims by Crash at Intersections and Non-intersections

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

	2009	2010	2011	2012	2013*	5-year average**
At Intersection***	85	62	66	77	79	74
Not at Intersection	278	302	226	203	190	240
Total	363	364	292	280	269	314

*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

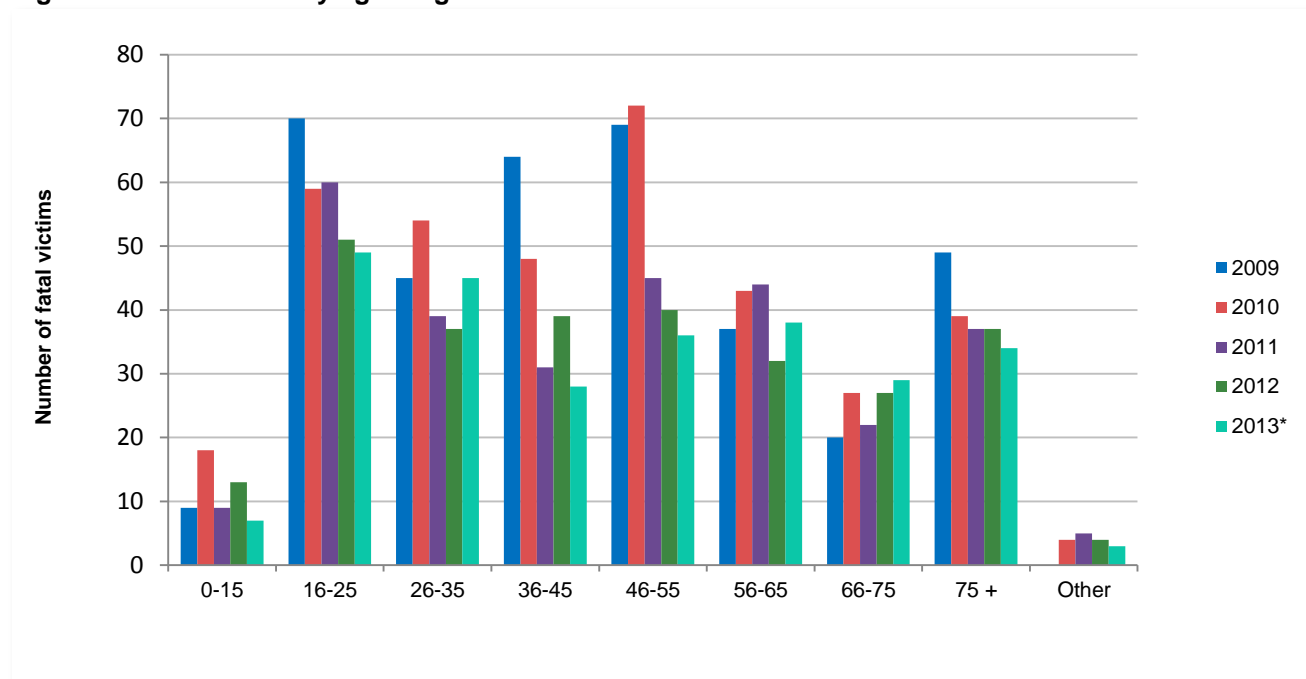
Table 4: Fatal victims by age range

	2009	2010	2011	2012	2013*	5-year average**
0-3	3	6	1	3	5	4
4-7	0	1	2	1	1	1
8-12	3	3	6	1	0	3
13-15	3	8	0	8	1	4
16-18	21	13	13	17	10	15
19-21	18	24	21	17	17	20
22-25	31	22	26	17	22	24
26-35	45	54	39	37	45	44
36-45	64	48	31	39	28	42
46-55	69	72	45	40	36	53
56-65	37	43	44	32	38	39
66-75	20	27	22	27	29	25
75 +	49	39	37	37	34	40
Other	0	4	5	4	3	4
Total	363	364	292	280	269	314

*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



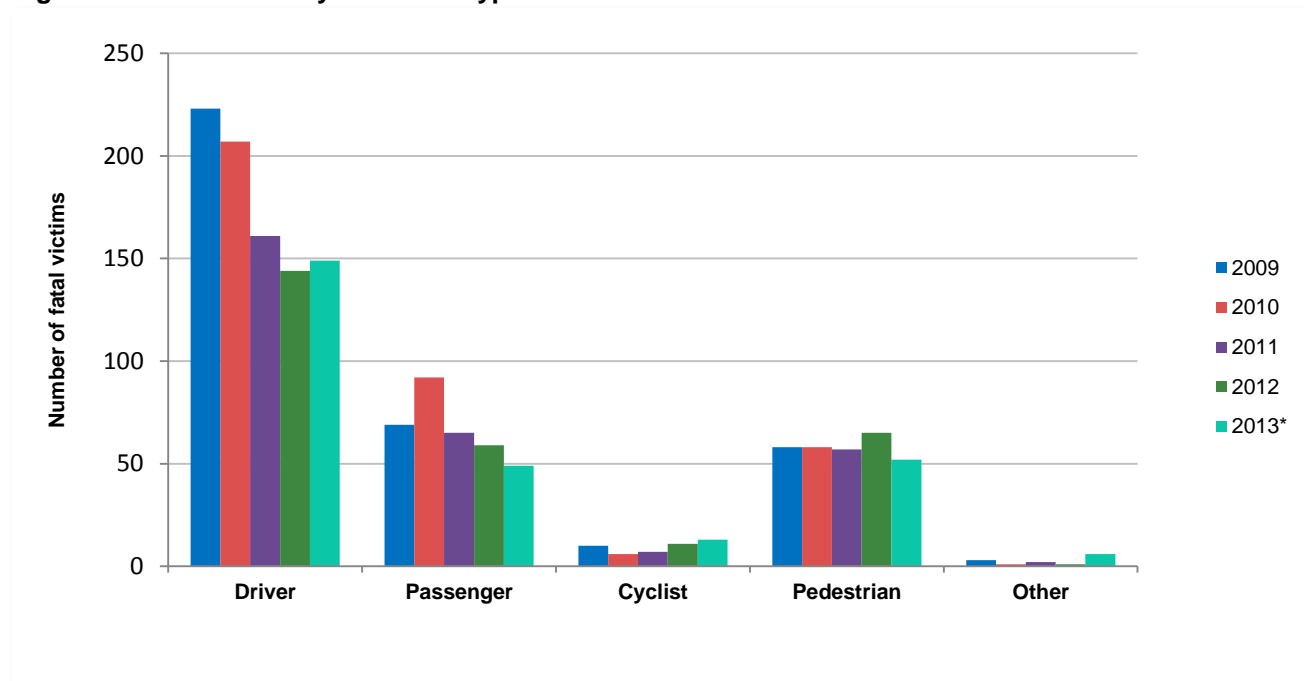
Fatal Victims by Role and Gender

Table 5: Fatal victims by road user type and gender

		2009	2010	2011	2012	2013*	5-year average**
Driver	Female	48	49	34	24	31	38
	Male	175	158	127	120	117	140
	unknown	0	0	0	0	1	1
Passenger	Female	36	46	33	36	30	37
	Male	33	46	32	23	19	31
Cyclist	Female	2	0	1	3	2	2
	Male	8	6	6	8	11	8
Pedestrian	Female	20	30	21	29	27	26
	Male	38	28	35	36	24	33
	unknown	0	0	1	0	1	1
Other	Female	0	0	1	0	2	1
	Male	3	1	0	1	3	2
	unknown	0	0	1	0	1	1
Total		363	364	292	280	269	314

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

Figure 5: Fatal victims by road user type



Motorcyclist Fatalities

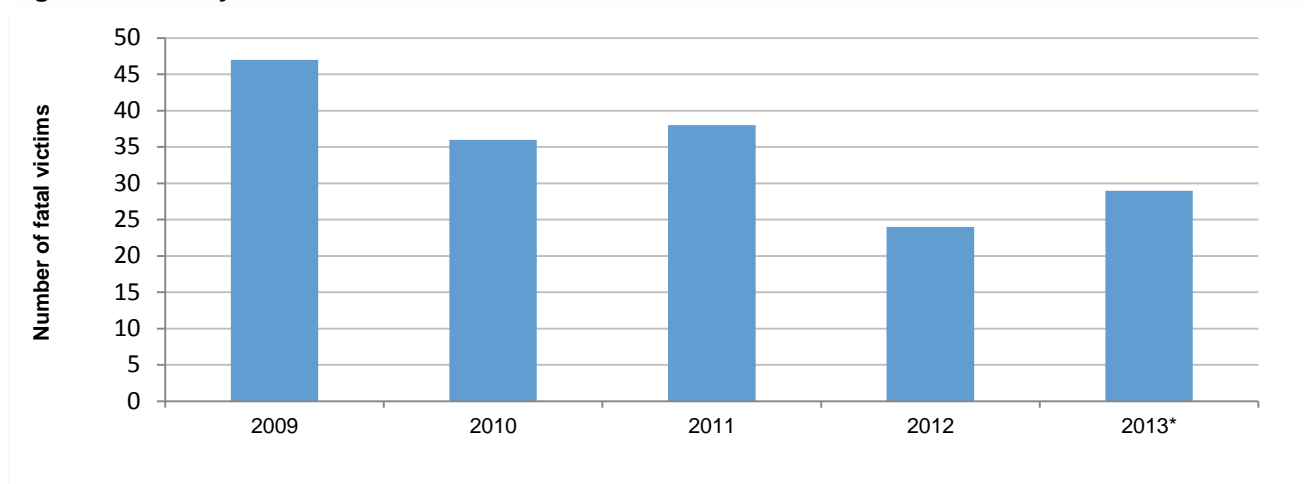
Table 6: Motorcyclist Fatalities

	2009	2010	2011	2012	2013*	5-year average**
Motorcycle drivers or passengers***	47	36	38	24	29	35
Non motorcyclists	316	328	254	256	240	279
Total	363	364	292	280	269	314

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

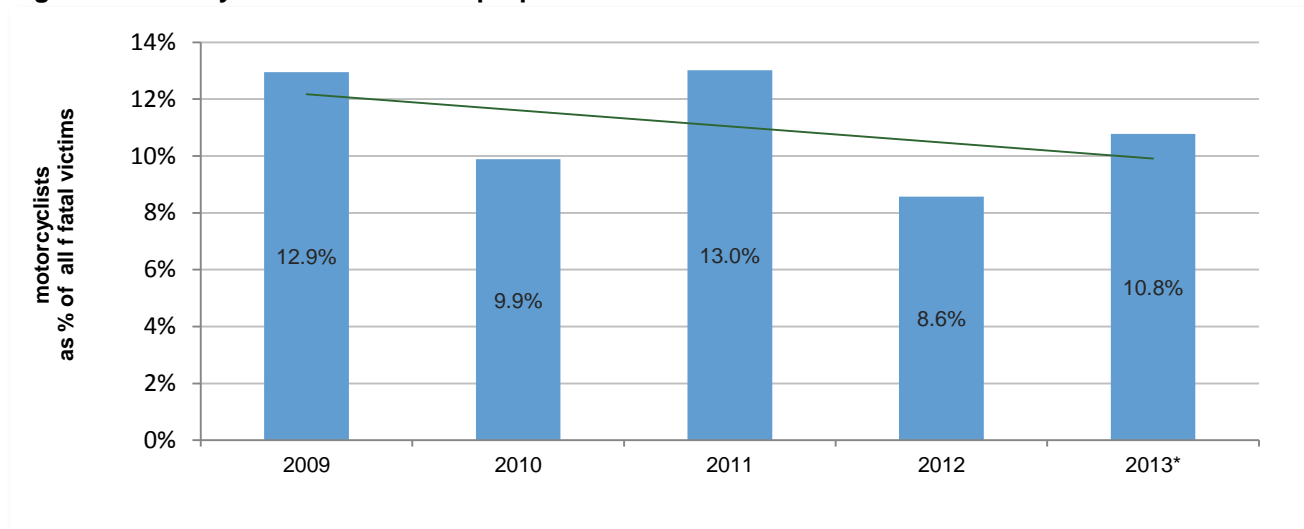
*** Includes motorcycles, mopeds and enclosed motorcycles.

Figure 6: Motorcyclist Fatalities



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

Figure 7: Motorcyclist Fatalities as a proportion of all fatal victims



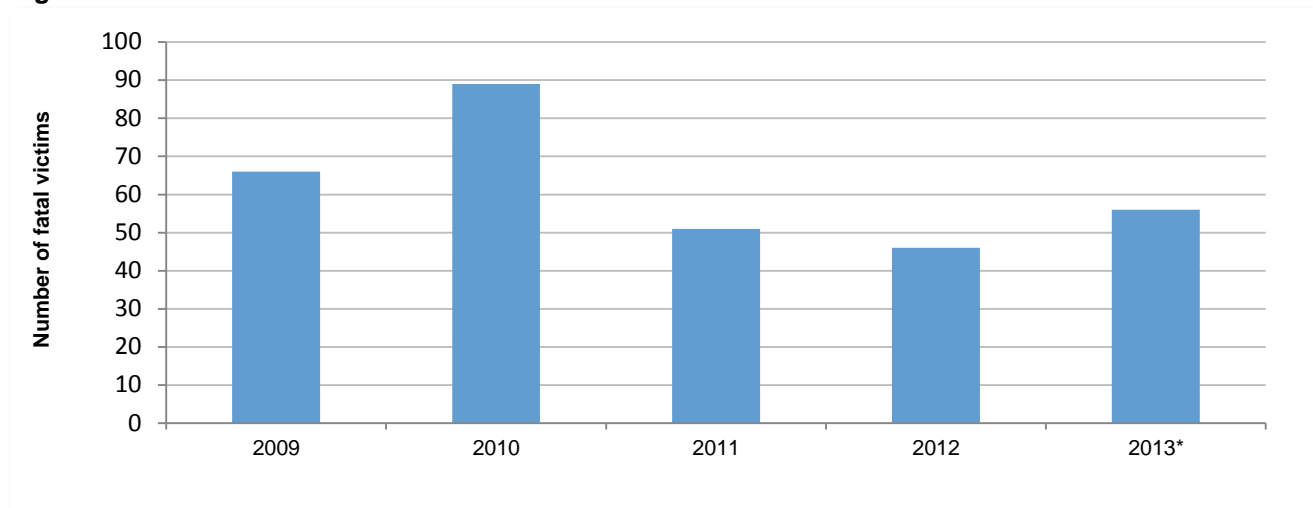
Unrestrained Fatal Victims

Table 7: Unrestrained fatal victims

	2009	2010	2011	2012	2013*	5-year average**
Unrestrained***	66	89	51	46	56	62
Restrained	297	275	241	234	213	252
Total	363	364	292	280	269	314

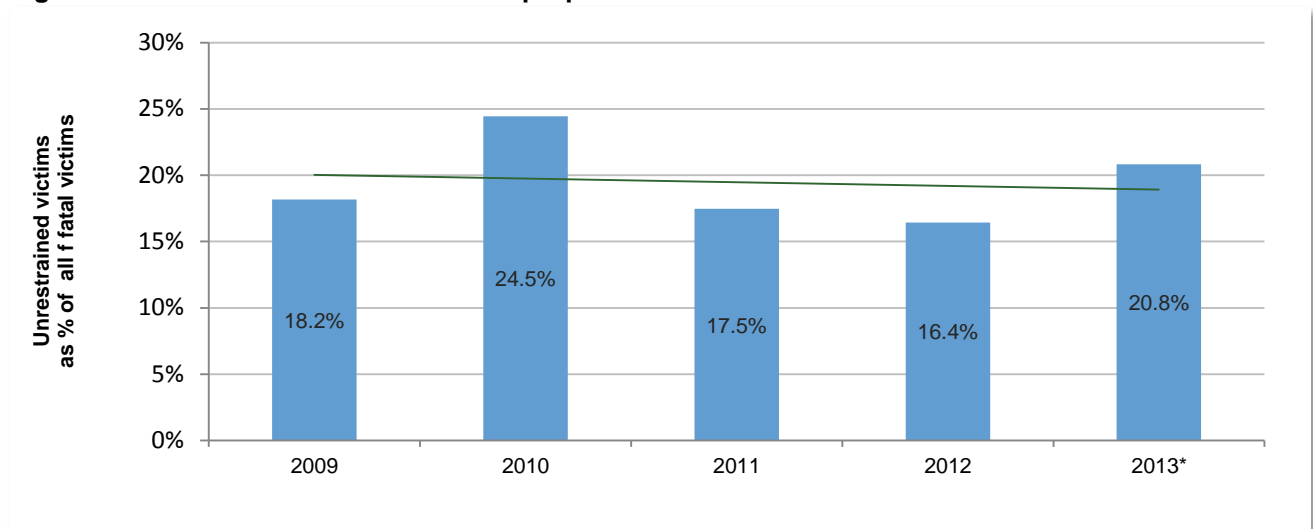
*Counts are preliminary. ** Fatal victim averages are rounded up to the next unit. *** Fatal victim was not wearing a restraint (seatbelt, lap belt, infant /child restraint system, booster seat).

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



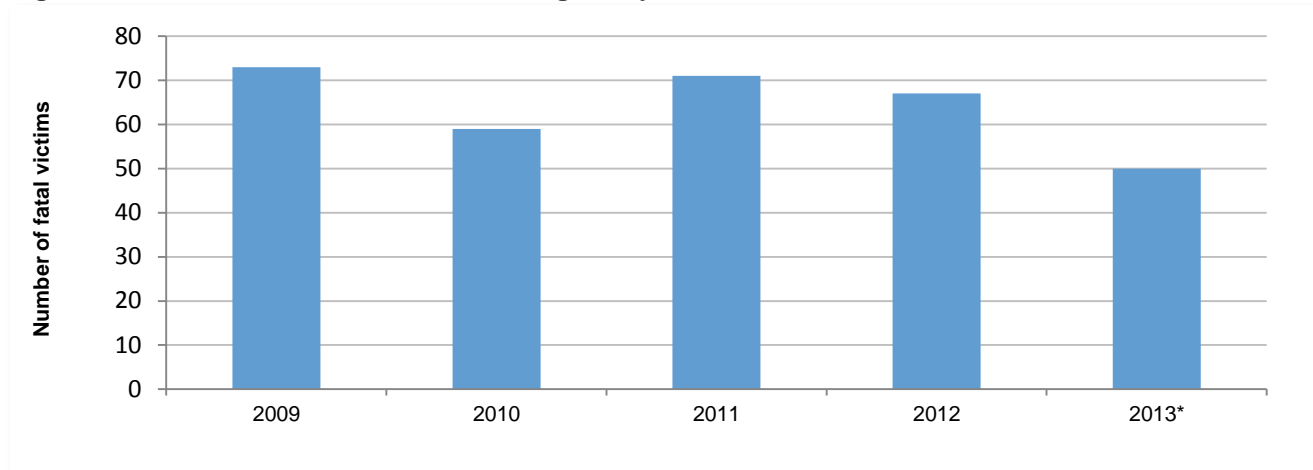
Fatal Victims of Crashes Involving Heavy Vehicles

Table 8: Fatal victims of crashes involving heavy vehicles

	2009	2010	2011	2012	2013*	5-year average**
Heavy Vehicles*** involved	73	59	71	67	50	64
Heavy vehicles NOT involved	290	305	221	213	219	250
Total	363	364	292	280	269	314

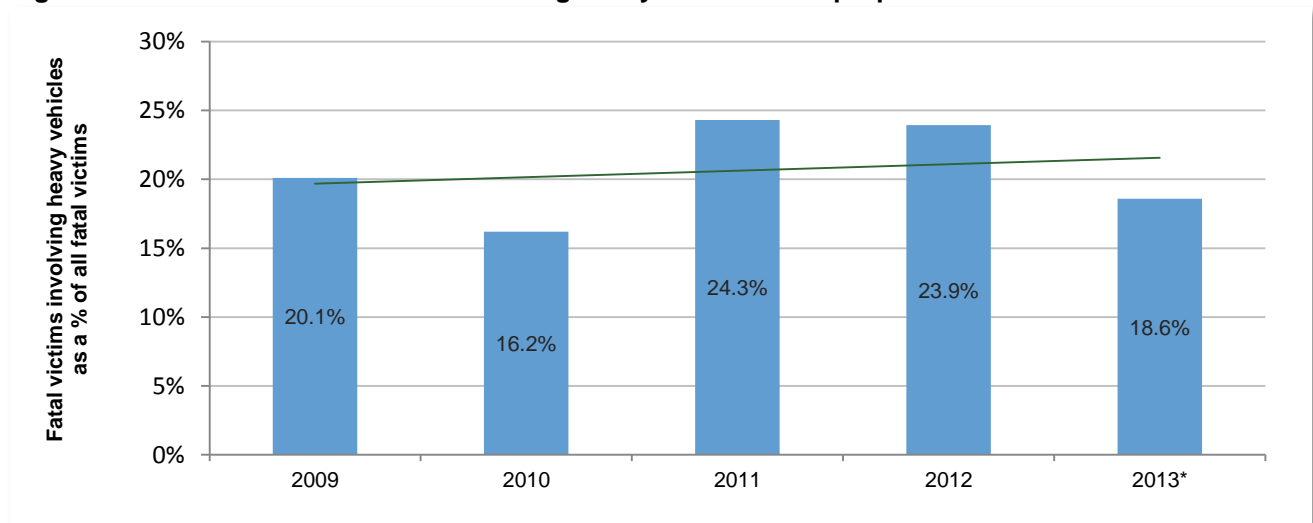
*Counts are preliminary. ** Fatal victim averages are rounded up to the next unit. *** Heavy vehicles include: single unit truck / heavy (code 21); combination unit truck / light (code 30); comb unit truck / heavy (code 31); combination unit tractor / trailer (code 32); combination unit tractor/trailer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



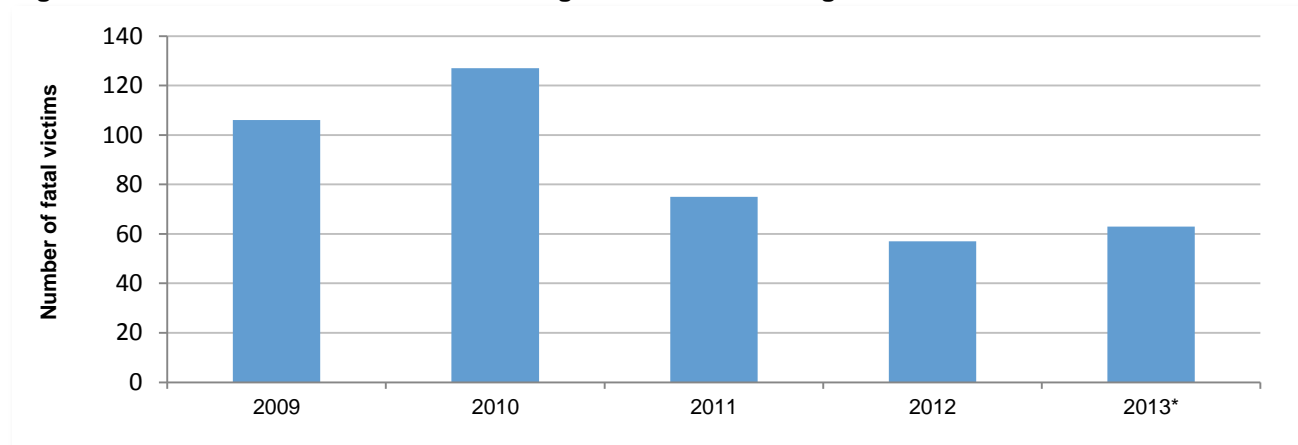
Fatal Victims of Crashes Involving Alcohol and/or Drug

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

	2009	2010	2011	2012	2013*	5-year average**
Alcohol and/or drug involved***	106	127	75	57	63	86
Alcohol and/or drug NOT involved	257	237	217	223	206	228
Total	363	364	292	280	269	314

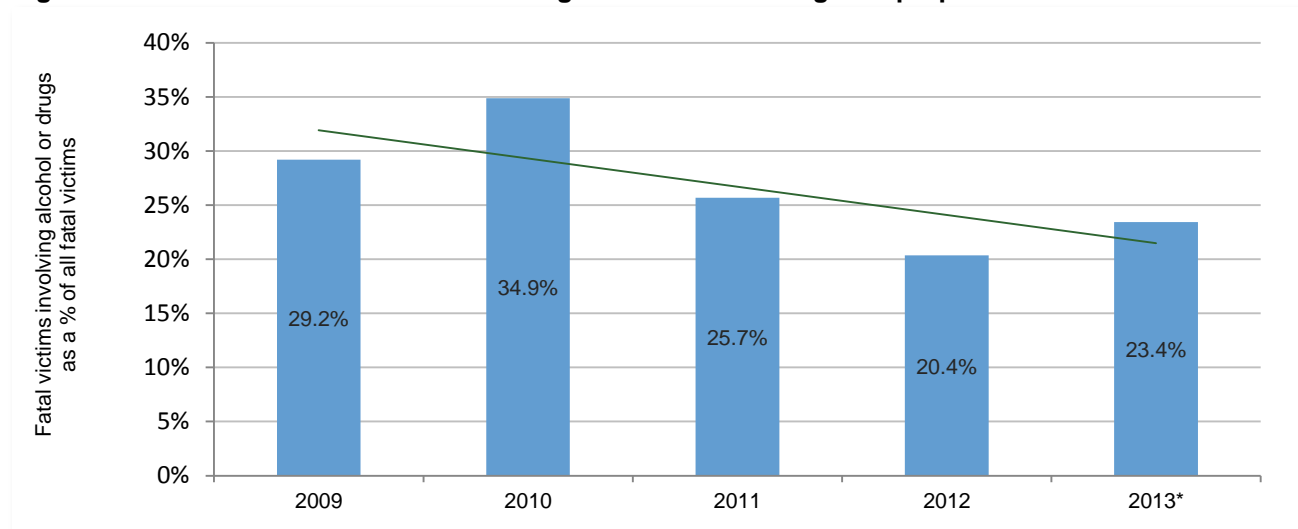
*Counts are preliminary. ** Fatal victim averages are rounded up to the next unit. *** Fatal victims where one or more of the following contributing factors was assigned to the entities involved in the crash: alcohol involvement (code 10); ability affected by alcohol (code 80); alcohol suspected (code 81); drugs illegal (code 15); ability affected by drugs (code 82); drugs suspected (code 83); and ability affected by medication (code 84). 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 Alcohol and/or Drug



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 alcohol and/or drug as a proportion of all fatal victims



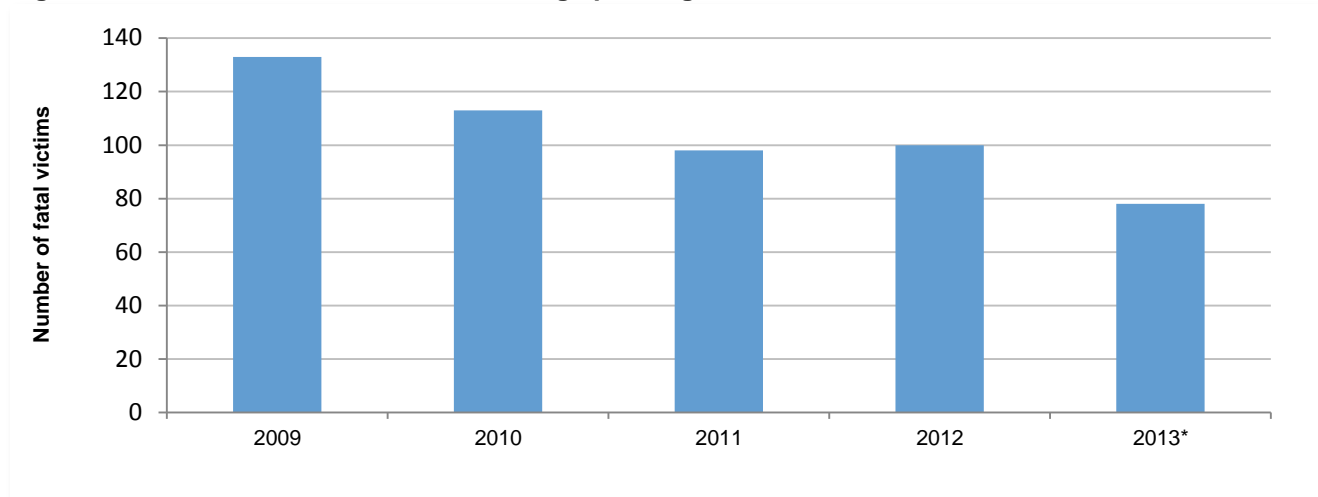
Fatal Victims of Crashes Involving Speeding

Table 10: Fatal victims of crashes involving speeding

	2009	2010	2011	2012	2013*	5-year average**
Speeding***	133	113	98	100	78	105
Speeding NOT involved	230	251	194	180	191	210
Total	363	364	292	280	269	314

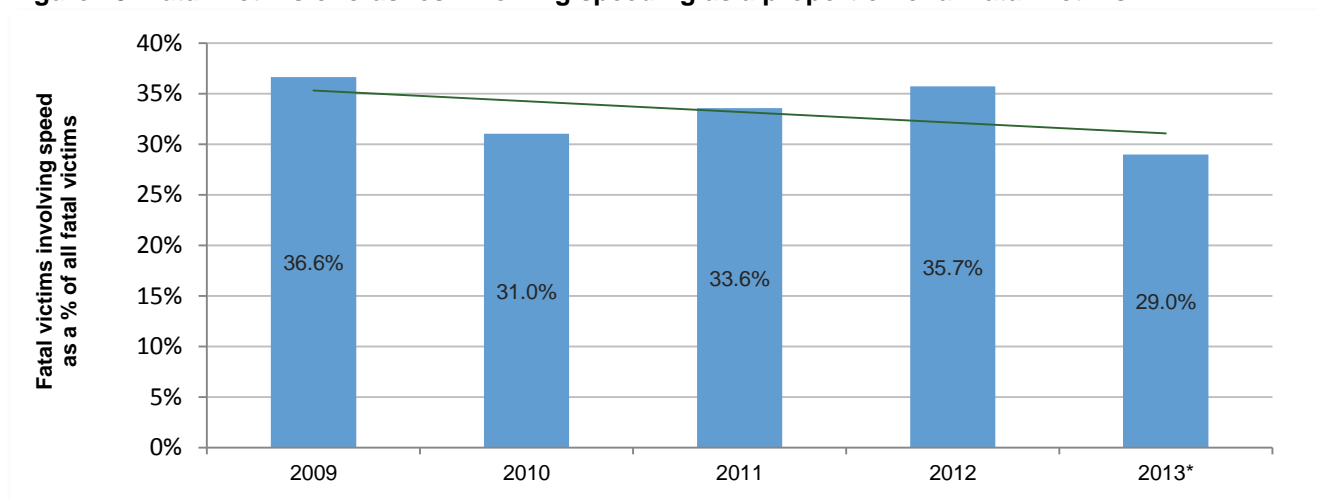
*Counts are preliminary. ** Fatal victim averages are rounded up to the next unit. *** Fatal victims where one or more of the following contributing factors was assigned to the entities involved in the crash: unsafe speed (code 31); exceeding speed limit (code 35); excessive speed over 40 km/h (code 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 speeding



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 speeding as a proportion of all fatal victims



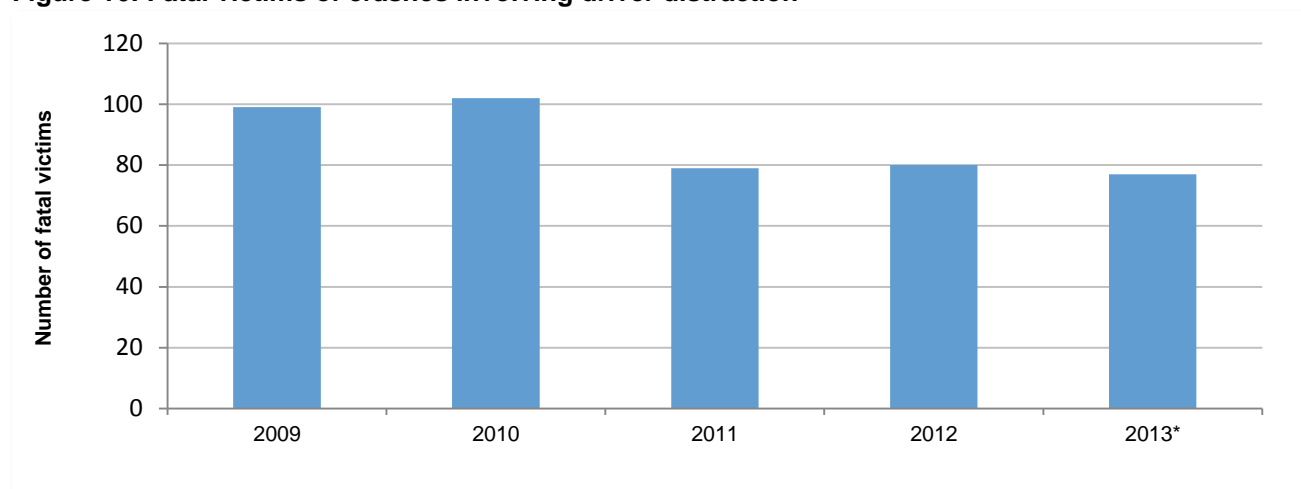
Fatal Victims of Crashes Involving Driver Distraction

Table 11: Fatal victims of crashes involving driver distraction

	2009	2010	2011	2012	2013*	5-year average**
Inattention/Distracted***	99	102	79	80	77	88
Inattention/Distracted NOT involved	264	262	213	200	192	227
Total	363	364	292	280	269	314

*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 driver 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 driver distraction as a proportion of all fatal victims

