

ONTARIO ROAD SAFETY

Annual Report 2008



ONTARIO ROAD SAFETY ANNUAL REPORT 2008

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MINISTER'S MESSAGE

Ontario's outstanding road safety record is made possible through the hard work of many partners.

The Ontario Government develops legislation to improve public safety; the police make sure that the rules of the road are enforced; and road safety organizations – including law enforcement, public health organizations and public partners, corporate and not-for-profit sectors – all help to educate Ontarians and promote road safety.

But, it is the responsibility of all of us to follow the law and do our part to keep our roads safe.

These combined efforts have produced excellent results: once again, Ontario has the safest roads in North America. Injuries and fatalities continue to decline, despite more drivers on our roads and highways. Speed-related fatalities and fatalities resulting from large truck collisions are on the decline. We are also seeing fewer fatalities among pedestrians and cyclists.

The 2008 Ontario Road Safety Annual Report (ORSAR) presents these findings and more. The report confirms the success of our efforts to improve road safety. It also reminds us that one death on our roads is one too many.

Our report is a benchmark of how far we have come, and shows us where future opportunities are possible. Everyone has a stake in making Ontario's roads safer. I am confident that together, we will continue to make improvements and save more lives.

Yours sincerely,



Kathleen Wynne
Minister of Transportation

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FOREWORD



FOREWORD

Ontario has the safest roads in North America.

2008 marked the lowest fatality rate ever recorded in the province – 0.70 per 10,000 licensed drivers.

Traffic fatalities and injuries in collisions involving speeding, drinking and driving and large trucks are all on the decline, as are fatalities among pedestrians and cyclists.

Ontario Road Safety Annual Report 2008

What is the Ontario Road Safety Annual Report (ORSAR)?

Road safety is important to all Ontarians. Transportation needs and demands are constantly evolving. Technology, vehicles, people and attitudes change over time. As demographics shift, new road safety challenges can arise.

ORSAR acts as a benchmark for the Province to gauge its progress in improving road safety year-by-year. The report provides valuable data and serves as a guide to determine where more effort is required.

To help the government address and meet new challenges, ORSAR provides valuable insights about long-term and emerging trends in Ontario.

ORSAR is an annual compilation of key road safety statistics, including:

- Fatalities and injuries involving road users
- Collision, injury and fatality rates
- Collision-related data concerning drinking and driving, speeding, pedestrians, cyclists, novice and senior drivers, large trucks, etc.

As an example, instances of inattentive driving as factors in fatal collisions have been trending upwards over the past decade. In 2008, the government addressed this trend by introducing distracted driving legislation that banned the use of handheld devices while driving.

In recent years, Ontario's roads have ranked among the safest in North America – often earning the number one ranking. By continuing to work with our road safety partners and utilizing tools such as ORSAR, Ontario can continue to develop new and innovative road safety strategies that will save lives and maintain Ontario's roads as among the safest in the world.

Key Road Safety Findings for Ontario in 2008

For more than 20 years, Ontario has measured road safety by calculating the number of collision-related fatalities for every 10,000 licensed drivers. This method is preferred by many other jurisdictions, in part, because data on the number of traffic fatalities and the number of licensed drivers in North America are relatively easy to obtain, making comparisons easy to obtain.

In Ontario, the fatality rate per 10,000 licensed drivers in 2008 was 0.70 – the lowest ever recorded in this province.

This places Ontario first in all of North America. Our province ranks well ahead of neighbouring jurisdictions such as New York (ranked 8th), Québec (9th), Michigan (20th) and Ohio (26th).

Ontario has now ranked first or second for 10 years in a row, and has made significant progress in saving lives and reducing the severity of injuries.

Road Safety in Ontario: 2007 vs 2008

| Category | 2007 | 2008 |
|---|-----------|-----------|
| Licensed Drivers | 8,945,397 | 9,042,286 |
| Number of Fatalities | 765 | 631 |
| Fatality Rate per 10,000 Licensed Drivers | 0.86 | 0.70 |
| Number of Injuries | 67,175 | 62,743 |
| Injury Rate per 10,000 Licensed Drivers | 75 | 69 |

Road Safety in Ontario: Significant Progress Since 2003

| Category | 2003 | 2008 | Change | % Change |
|----------------------|--------|--------|----------|----------|
| Number of Fatalities | 831 | 631 | (200) | (24.1) |
| Major Injuries | 3,848 | 2,942 | (906) | (23.5) |
| Minor Injuries | 30,401 | 27,127 | (3,274) | (10.8) |
| Minimal Injuries | 43,630 | 32,674 | (10,956) | (25.1) |

Improving Road Safety for All Ontarians

Ontario's successful road safety record is built on hard work from many partners, including the police, public health organizations, road safety partners from public, corporate and not-for-profit sectors.

The Province leads the way by developing and introducing new safety legislation, providing and promoting road safety public education, and enforcing laws and supporting our partners in the policing community – all making our roads safer each year.

In 2008, Ministry initiatives targeted distracted driving, young and new drivers, and driving schools.

Distracted Driving

Over the past ten years, the use of electronic devices has increased. At the same time, there has been a rising trend in distracted driving as a factor in fatal collisions.

In 2008, the province addressed this situation and reminded Ontarians that driving a vehicle requires their full attention. Working with our partners in law enforcement, public health, and road safety, we developed and introduced legislation to ban the use of handheld devices while driving.

The message to Ontario drivers was clear: "Eyes on the Road, Hands on the Wheel."

For many Ontarians, the new law meant a simple change in routine – putting down their electronic devices while driving and staying focussed on the road. These adjustments will make a huge difference for the safety of those travelling on our roads.

Young and New Drivers

Despite our accomplishments over the past ten years, people continue to be seriously injured or killed as a result of collisions on our roads.

The majority of these collisions are preventable. This is particularly true among young drivers. Statistics tell us that injuries due to motor vehicle collisions are a leading cause of death for youth in Canada.

Because of this increased risk, young and new drivers continue to be an area where we focus our education efforts. We want to make sure that new drivers are developing the skills, behaviours and the tools they need to become safe, responsible drivers.

We continue to build upon the success of Ontario's Graduated Licensing System. Our province was the first jurisdiction in North America to introduce a comprehensive graduated licensing program.

Improved Driver Training

Prior to 2007, schools offering Beginner Driver Education (BDE) in Ontario were not regulated by the Ministry of Transportation.

2008 was the first full year during which Ontario Regulation 473/07 was implemented. This new regulation oversees the BDE industry and continues to ensure that a high-quality Ministry-approved BDE program is delivered throughout Ontario.

The Ministry ensures that BDE schools are complying with provincial standards and that all requirements are being met by conducting yearly audits of all schools in Ontario.

Ontario has brought in some of the highest testing standards in the world to evaluate our novice drivers. This will ensure that young and beginner drivers will benefit from quality education and thorough testing, which will produce better drivers and safer roads.

Looking Ahead: Building on Our Success

For 10 years in a row, Ontario has ranked first or second in North America in having the lowest number of road fatalities per 10,000 licensed drivers. The province has also made significant progress in reducing injury involving drivers, pedestrians and cyclists.

The last few years in particular have been marked by the introduction of several new road safety measures:

- Street racing / stunt driving legislation
- Blood Alcohol Concentration (BAC) warn range sanctions and 0 BAC for all drivers aged 21 and under
- Distracted driving legislation
- Improvements to the Graduated Licensing System
- Improvements to beginner driver training
- Speed limiters for large trucks
- Vehicle impoundment program for suspended and impaired drivers
- Increased penalties for serious infractions
- One person, one seatbelt law

To ensure the success of these initiatives, resources will continue to be devoted to:

- Public education and awareness of new measures and existing rules
- Work with the policing community on effective enforcement
- Program monitoring and evaluation to measure effectiveness and identify future opportunities

Ontario will remain vigilant in looking for new and better ways to improve road safety. We will continue to benefit from the excellent relationships we have with all of our partners.

The 2008 ORSAR numbers show that Ontario is on the right track, and our efforts are making a difference. Lives are being saved. Ontario will continue to have the safest roads in North America.

Preliminary Statistics for 2009

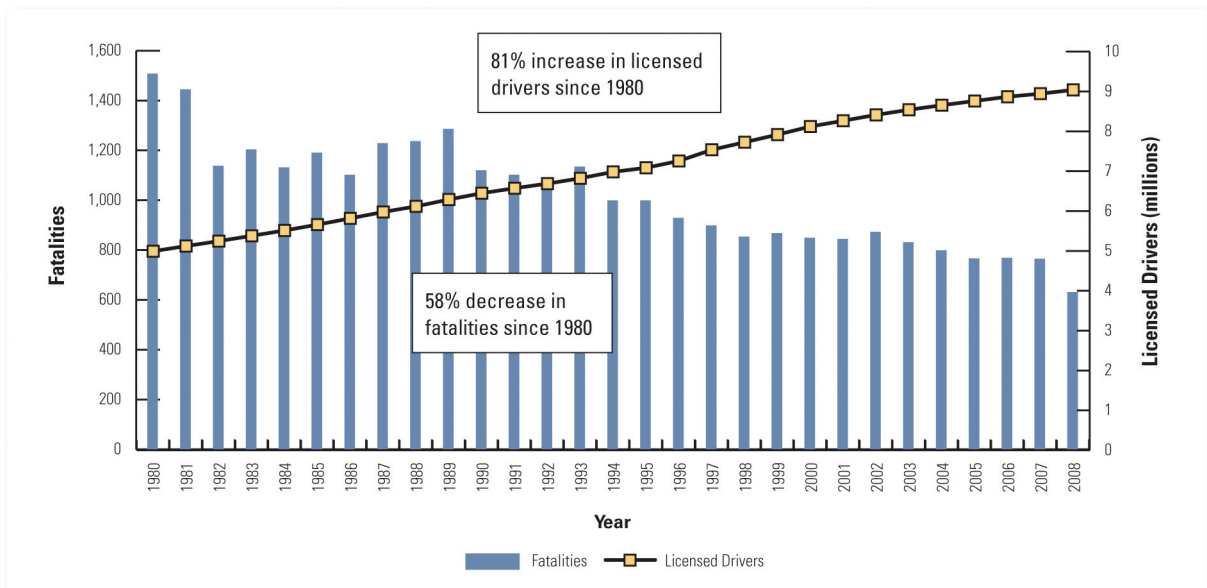
Ontario's road safety record showed continued improvement in 2008. The preliminary statistics for 2009 show another year of improvement.

Figures show that both the number of fatalities and the rate of fatalities per 10,000 licensed drivers continue to decline. Fewer people are suffering serious injuries on our roads.

Our collaborative efforts are paying off, but there is still much work to do.

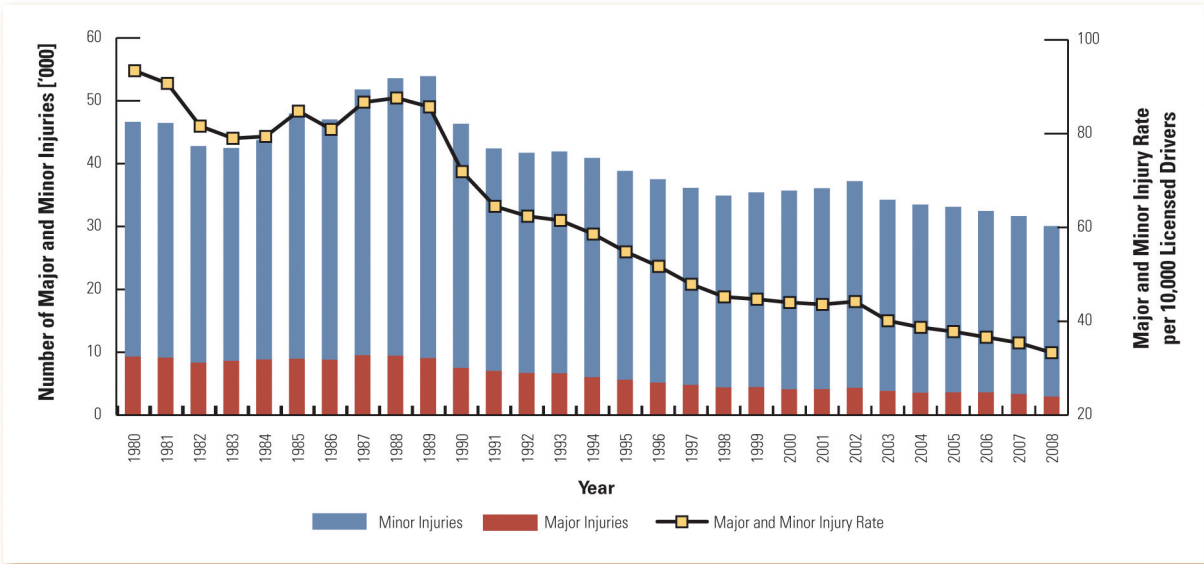
Key Road Safety Statistical Trends

Number of Fatalities and Licensed Drivers, 1980–2008



Between 1980 and 2008, the number of licensed drivers increased by 81 per cent. In contrast, the number of fatalities decreased by 58 per cent over this period.

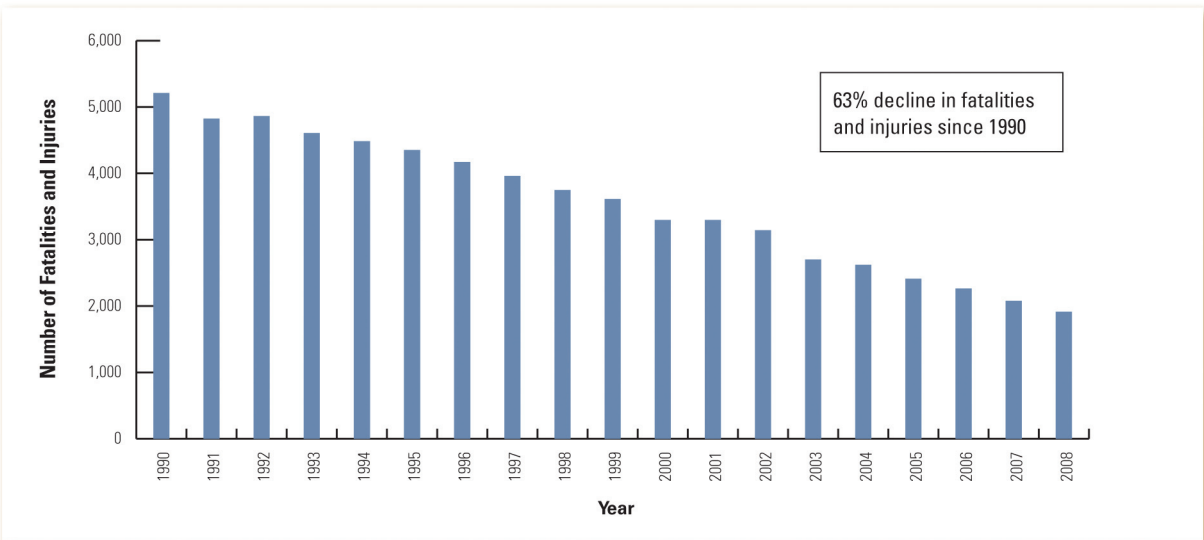
Number and Rate of Major and Minor Injuries, 1980–2008



In 2008, 62,743 people were injured (including minor, major and minimum injuries) in motor vehicle crashes, 38,624 fewer than in 1980. This puts the number of injuries on the province’s roadways at its lowest level since 1965.

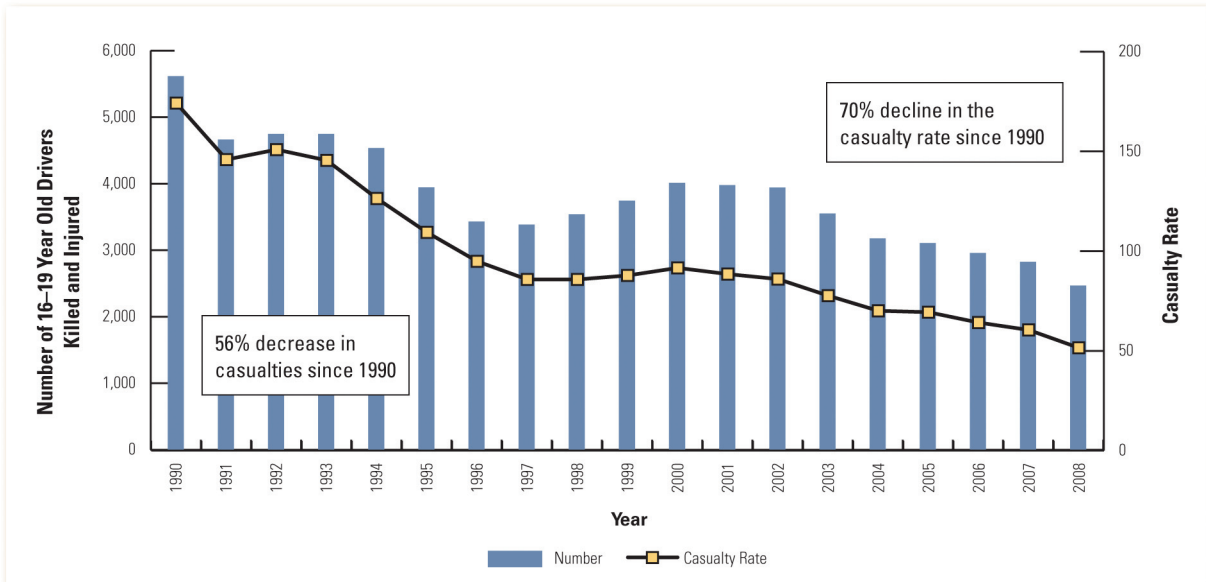
Fatality and Injury Trends for Different Age Groups

Number of Persons Age 0–9 Killed and Injured, 1990–2008



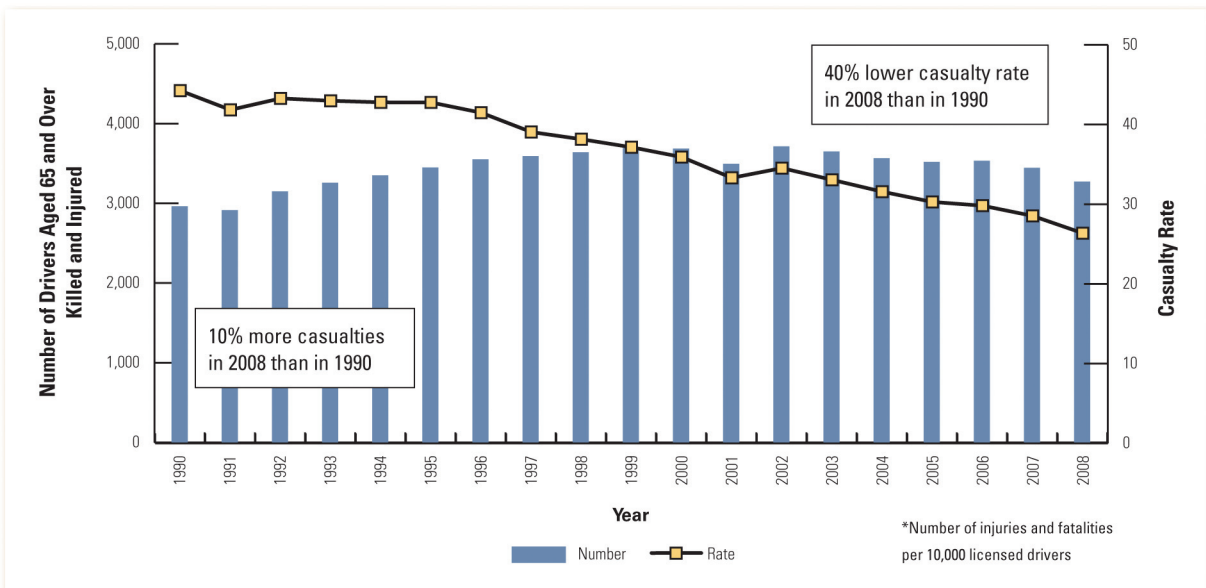
Between 1990 and 2008, the number of traffic fatalities and injuries among children aged 0-9 has dropped steadily, leading to an overall decline of 63 per cent.

Number and Rate of Drivers 16–19 Years Old Killed and Injured, 1990–2008



Both the number and per licensed drivers rate of 16–19 year old driver casualties (deaths or injuries) have declined, with a 56 per cent decrease in the number killed/injured and a 70 per cent decline in the casualty rate since 1990. Over the time period 1990-2008, the number of licensed drivers aged 16–19 increased by 48 per cent, from 322,542 to 478,950.

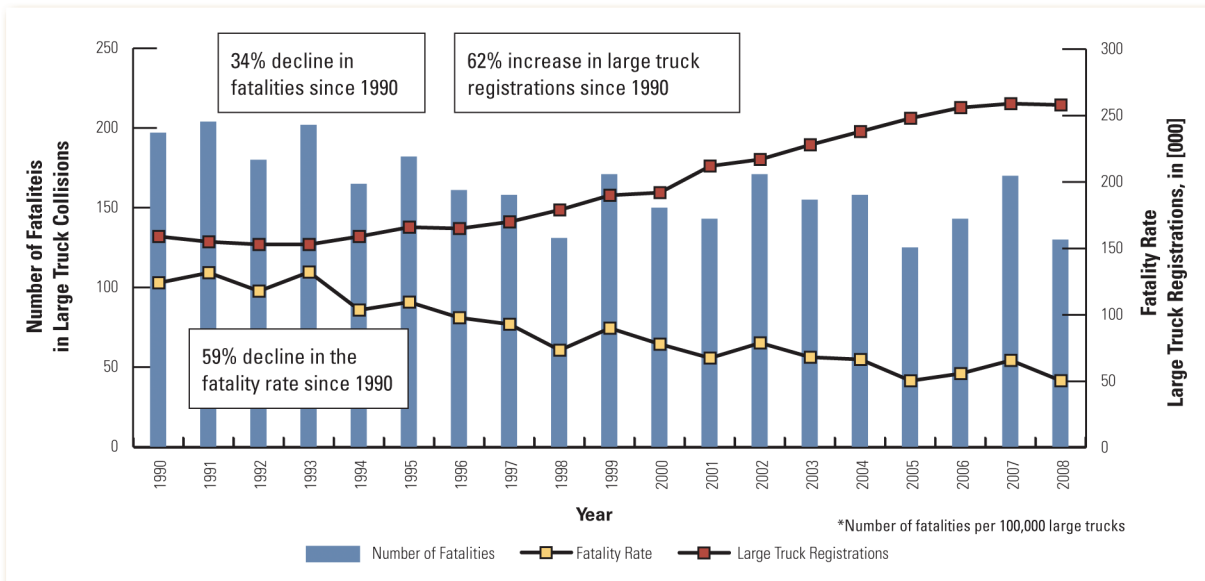
Number and Rate* of Drivers Aged 65 and Over Killed and Injured, 1990–2008



The number of drivers aged 65 and over killed and injured has increased since 1990. However, the population of drivers age 65 and over has been increasing more rapidly, therefore, the casualty rate per 10,000 licensed drivers has decreased by 40 per cent.

Large Trucks

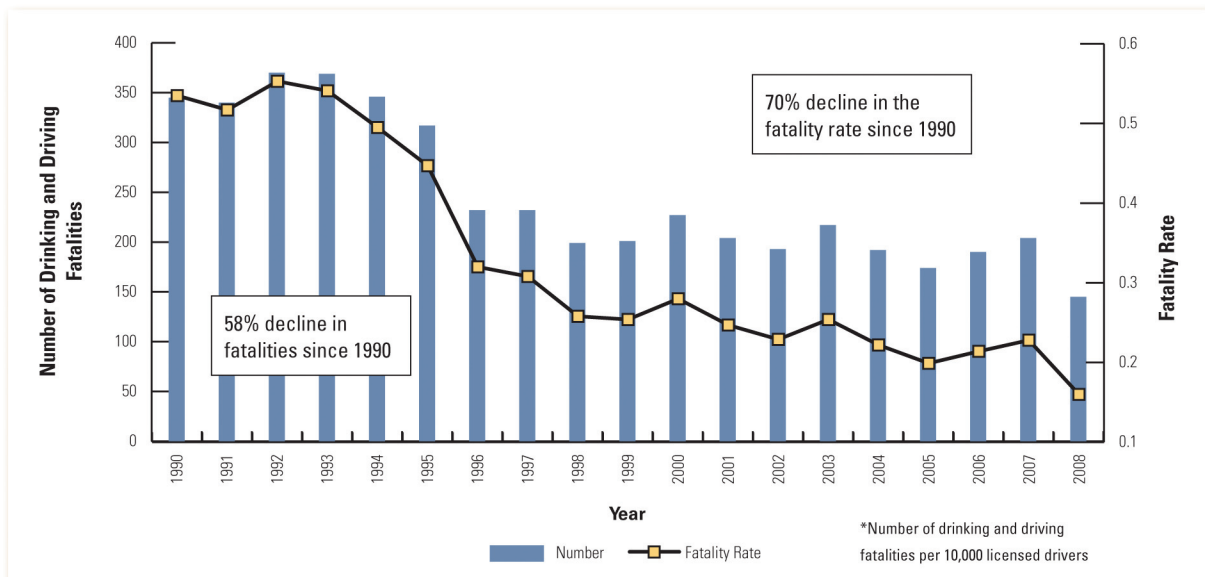
Number and Rate* of Fatalities in Large Truck Collisions; Large Truck Registrations, 1990–2008



Ontario's data shows that despite an increase of 62 per cent in the number of large trucks registered in Ontario, the number of large truck fatalities decreased from 197 in 1990 to 130 in 2008, down 34 per cent.

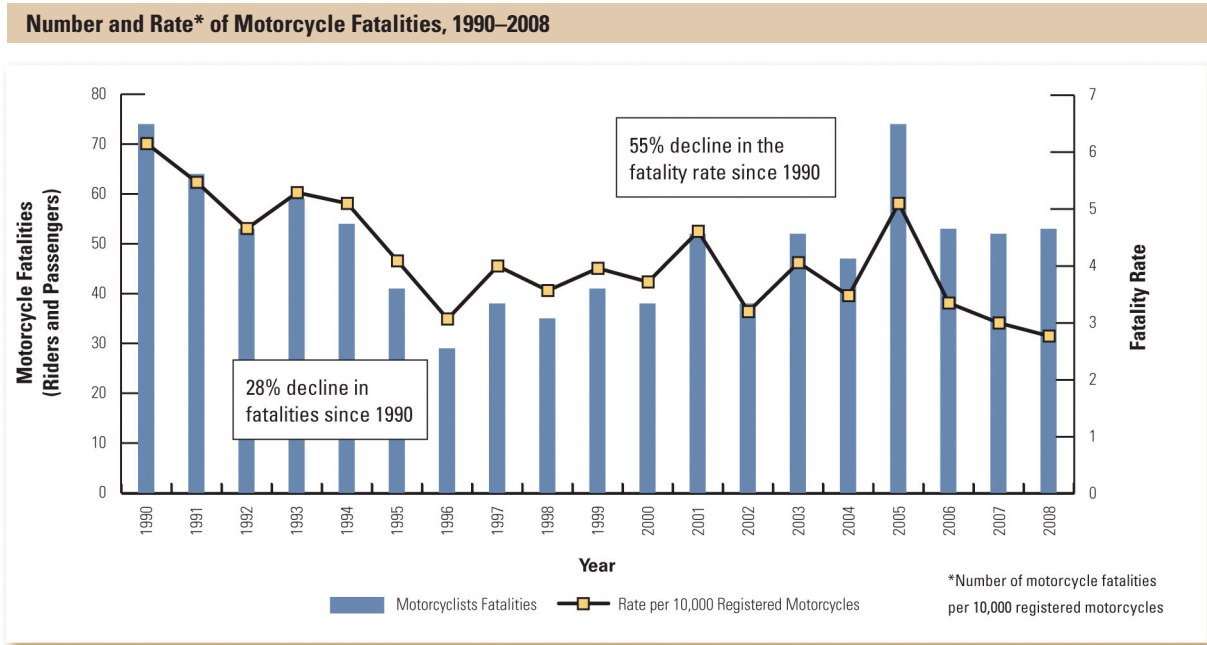
Drinking and Driving

Number and Rate* of Drinking and Driving Fatalities, 1990–2008



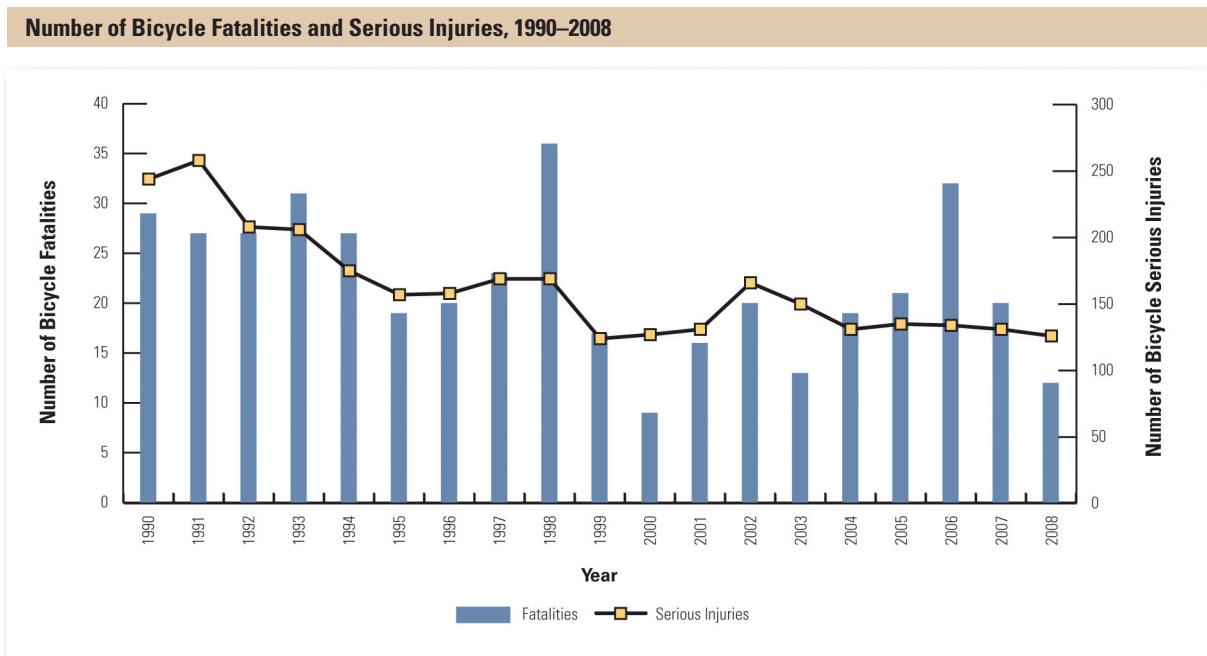
Both the number of drinking and driving fatalities and the rate per 10,000 licensed drivers have declined dramatically from 1990, by 58 per cent and 70 per cent respectively.

Vulnerable Road Users



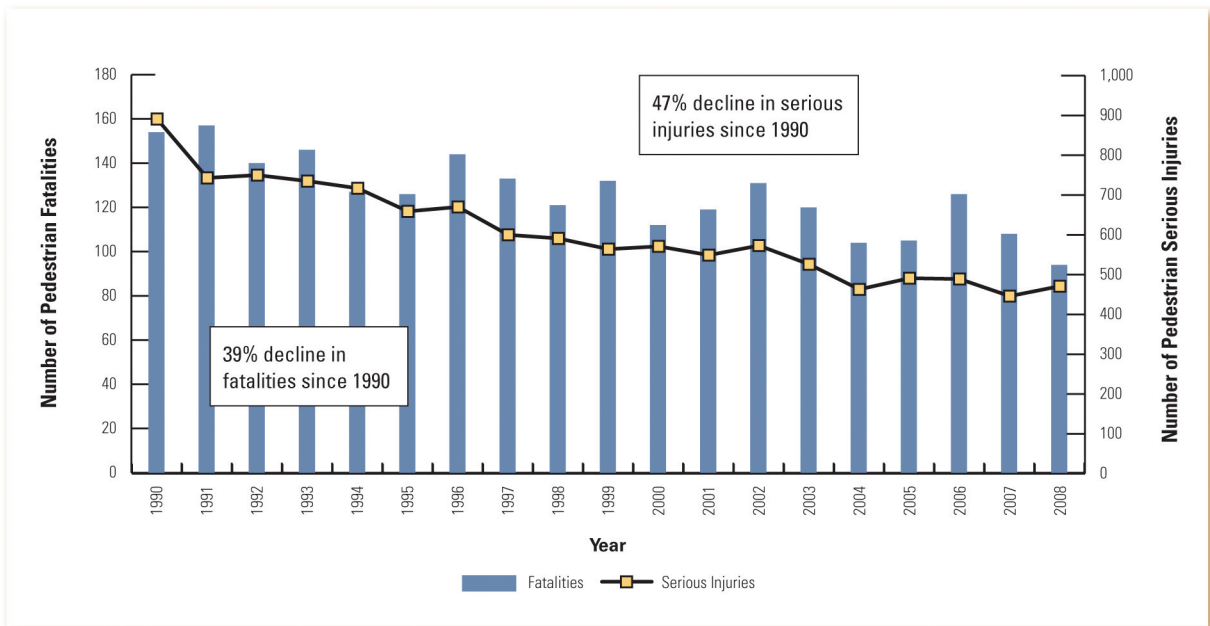
Motorcycle registrations increased 11 per cent from 173,314 in 2007 to 191,572 in 2008. At the same time, motorcycle rider fatalities increased from 52 in 2007 to 53 in 2008.

Over the long term, between 1990 and 2008, there has been a 55 per cent decline in the fatality rate per 10,000 motorcycle registrations.



Between 1990 and 2008, the number of bicycle rider fatalities fluctuated between a high of 36 in 1998 and a low of 9 in 2000. There were 12 bicycle rider fatalities in 2008.

Number of Pedestrian Fatalities and Serious Injuries, 1990–2008



Between 1990 and 2008, the number of pedestrian fatalities was highest in 1991 with 157, and reached its lowest level in decades in 2008 with 94.

OVERVIEW



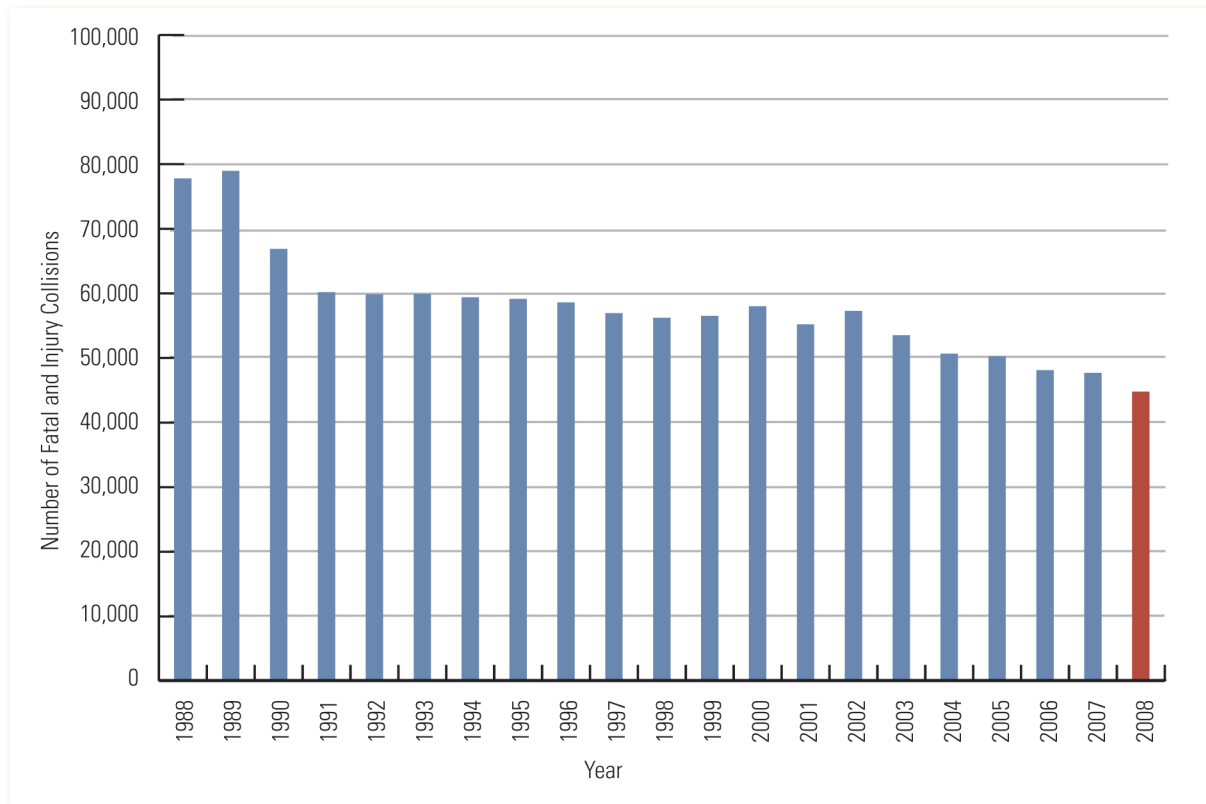
1. OVERVIEW

This section provides a synopsis of key road safety statistics such as the total number of traffic fatalities, injuries, collisions, licensed drivers and registered vehicles.

The primary measure of road user safety in Ontario is the number of fatalities for every 10,000 licensed drivers. In 2008, Ontario's fatality rate of 0.70 per 10,000 licensed drivers was the lowest ever recorded in Ontario. Ontario's rate was the lowest in all of North America in 2008.

The information on hospitalizations and other statistics in this section are stark reminders of the human and economic cost of motor vehicle collisions, both in terms of lives lost, pain and suffering, and the impact on Ontario's healthcare system, which affects everyone in Ontario.

Figure 1 Total Number of Fatal and Injury Collisions in Ontario, 1988–2008



1A. SYNOPSIS

| Selected Statistics: 2008 | |
|---|------------|
| Total Reportable Collisions | 229,196 |
| Total Drivers Involved in Collisions | 404,919 |
| Total Vehicles Involved in Collisions | 422,190 |
| Fatal Collisions | 574 |
| Personal Injury Collisions | 44,219 |
| Property Damage Collisions | 184,403 |
| Persons Killed | 631 |
| Drivers Killed (excludes All Terrain Vehicle and Snow Vehicle Drivers) | 405 |
| Drivers Killed (Impaired or Had Been Drinking) | 90 |
| Passengers Killed | 122 |
| Pedestrians Killed | 94 |
| Other Road Users Killed | 10 |
| Persons Injured | 62,743 |
| Estimated Ontario Population | 12,932,297 |
| Licensed Drivers | 9,042,286 |
| Registered Motor Vehicles | 8,361,021 |
| Estimated Vehicle Kilometres Travelled (in millions) | 124,673 |
| Number of Persons Killed in Motor Vehicle Collisions per 100,000 People in Ontario | 4.88 |
| Number of Persons Killed in Motor Vehicle Collisions per 100 Million Kilometres Travelled | 0.51 |
| Collision Rate per 100 Million Kilometres Travelled | 183.84 |
| Fatal Collision Rate per 100 Million Kilometres Travelled | 0.46 |
| Number of Persons Killed in Motor Vehicle Collisions per 10,000 Licensed Drivers | 0.70 |

1B. HEALTH PERSPECTIVE

Table 1.1: Selected Diagnoses of Motor Vehicle Collision Injuries Hospitalized in Ontario, Fiscal Year 2007/2008

| Selected Diagnoses | Hospital Admissions | Hospital Days of Stay |
|---|----------------------------|------------------------------|
| Fracture of head | 157 | 900 |
| Fracture of neck and trunk | 910 | 9,004 |
| Fracture of upper limb | 514 | 2,514 |
| Fracture of lower limb | 1,280 | 12,081 |
| Fractures involving multiple body regions | 8 | 120 |
| Dislocations, sprains and strains | 123 | 597 |
| Dislocations, sprains and strains involving multiple body regions | * | * |
| Intracranial injury | 721 | 10,379 |
| Internal injury of chest, abdomen and pelvis | 460 | 4,344 |
| Open wound of head, neck or trunk | 44 | 174 |
| Open wound of upper limb | 16 | 381 |
| Open wound of lower limb | 34 | 312 |
| Open wounds involving multiple body regions | 5 | 68 |
| Other diagnosis | 1,022 | 9,456 |
| Total Admissions and Days ** | 5,294 | 50,330 |

Source: Ministry of Health and Long-Term Care, Health Solutions Delivery Branch, Health Data Decision Support Unit

* Small cell count (a value of less than 5); small cell counts are not to be published

** Totals do not include small cell counts

Table 1.2: Selected Surgical Procedures for Motor Vehicle Collision Injuries Hospitalized in Ontario, Fiscal Year 2007/2008

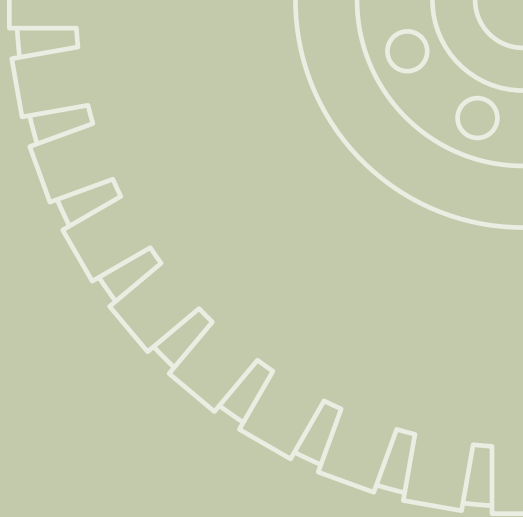
| Selected Procedure | Hospital Admissions | Hospital Days of Stay |
|--|----------------------------|------------------------------|
| Head, brain and cerebral meninges | 103 | 2,725 |
| Spinal cord, spinal canal and meninges | 15 | 378 |
| Nose, mouth and pharynx | 21 | 174 |
| Chest wall, pleura, mediastinum and diaphragm | 118 | 1,269 |
| Bone marrow and spleen | 44 | 591 |
| Kidney | * | 90 |
| Facial bones and joints | 80 | 767 |
| Reduction of fracture/dislocation with or without fixation (excluding head and facial bones) | 1,664 | 15,875 |
| Repair joint structures (excluding head or facial bones) | 20 | 133 |
| Skin and subcutaneous tissue | 63 | 976 |
| Other diagnostic and therapeutic interventions | 1,745 | 20,464 |
| Sub-total of surgical admissions and days** | 3,873 | 43,442 |
| No interventions performed – surgical procedures | 1,417 | 6,888 |

Source: Ministry of Health and Long-Term Care, Health Solutions Delivery Branch, Health Data Decision Support Unit

* Small cell count (a value of less than 5); small cell counts are not to be published

** Sub-totals do not include small cell counts

THE PEOPLE

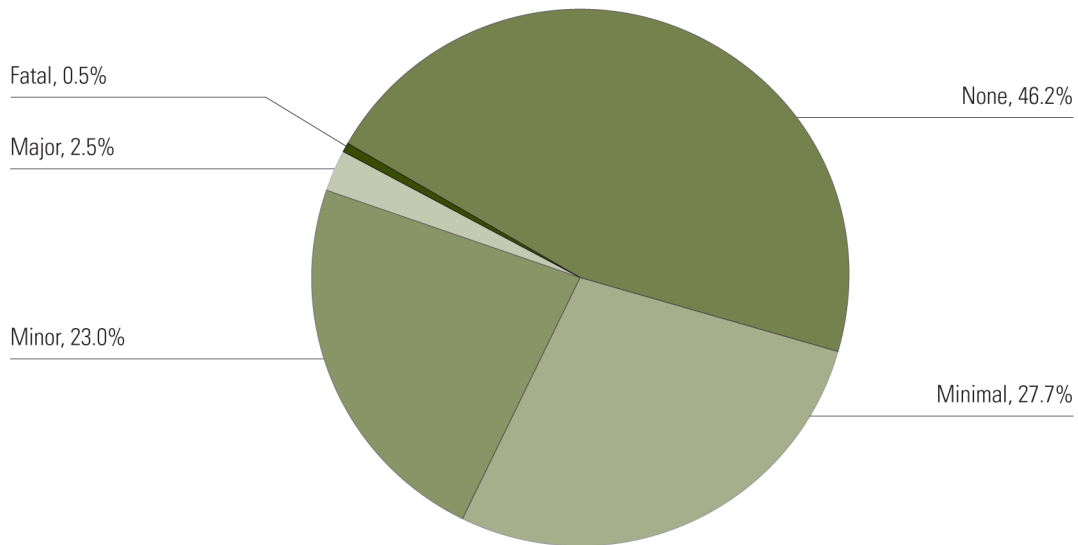


2. THE PEOPLE

This section highlights traffic fatalities and injuries by severity and characteristics of the road users involved. Key historical road safety data – covering a period of more than 75 years – is also provided to assist in analyzing long-term safety trends in Ontario.

Highlights in this section include a decrease in the number of traffic fatalities from 765 in 2007 to 631 in 2008. While the number of drivers on Ontario roads continues to increase, the number of persons injured declined. Out of 962 drivers involved in fatal collisions, 133 were drinking drivers.

Figure 2 Persons Involved in Fatal and Injury Collisions by Severity of Injury, 2008



2A. PEOPLE IN COLLISIONS

Table 2.1: Category of Involved Person by Severity of Injury in Fatal and Personal Injury Collisions, 2008

| Category of Involved Person | Severity of Injury | | | | | Total |
|---------------------------------|--------------------|---------------|---------------|--------------|------------|----------------|
| | None | Minimal | Minor | Major | Fatal | |
| Driver | 34,816 | 19,531 | 15,367 | 1,321 | 343 | 71,378 |
| Passenger* | 18,756 | 9,607 | 7,207 | 712 | 122 | 36,404 |
| Pedestrian | 161 | 1,710 | 2,273 | 471 | 94 | 4,709 |
| Bicyclist | 27 | 960 | 946 | 109 | 12 | 2,054 |
| Bicycle Passenger | 14 | 141 | 180 | 17 | 0 | 352 |
| All Terrain Vehicle** Driver | 6 | 4 | 12 | 7 | 2 | 31 |
| All Terrain Vehicle** Passenger | 1 | 5 | 4 | 2 | 1 | 13 |
| Snow Vehicle Driver | 2 | 4 | 8 | 5 | 2 | 21 |
| Snow Vehicle Passenger | 2 | 2 | 2 | 1 | 0 | 7 |
| Motorcycle Driver | 63 | 351 | 654 | 194 | 50 | 1,312 |
| Motorcycle Passenger | 33 | 94 | 208 | 64 | 3 | 402 |
| Moped Driver | 5 | 8 | 28 | 5 | 0 | 46 |
| Moped Passenger | 3 | 4 | 7 | 0 | 0 | 14 |
| Hanger On | 43 | 84 | 100 | 19 | 2 | 248 |
| Other | 538 | 169 | 131 | 15 | 0 | 853 |
| Total | 54,470 | 32,674 | 27,127 | 2,942 | 631 | 117,844 |

* Includes bus passengers

** In this table, all terrain vehicles include two-wheel, three-wheel and four-wheel off-road vehicles.

Only persons involved in HTA reportable fatality and injury collisions are shown in this table (for more information on special vehicles, see Chapter 6).

Fatal: Person killed immediately or within 30 days of the motor vehicle collision.

Major: Person admitted to hospital.

Minor: Person went to hospital and was treated in the emergency room but was not admitted.

Minimal: Person did not go to hospital when leaving the scene of the collision. Includes minor abrasions, bruises and complaints of pain.

None: Uninjured person.

Table 2.2: Category of Person Killed by Age Groups, 2008

| Category of Person | Age Groups | | | | | | | | | | | | | | Total | | | |
|---------------------------------|------------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-----------|-----------|-----------|----------|------------|-----|
| | 0-4 | 5-9 | 10-15 | 16 | 17 | 18 | 19 | 20 | 21-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65-74 | | 75+ | UK | |
| Driver | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 6 | 8 | 34 | 43 | 42 | 59 | 47 | 35 | 53 | 0 | 343 |
| Passenger* | 4 | 1 | 4 | 5 | 7 | 3 | 7 | 10 | 11 | 15 | 9 | 12 | 12 | 10 | 14 | 0 | 0 | 124 |
| Pedestrian | 1 | 0 | 2 | 3 | 0 | 3 | 1 | 0 | 6 | 8 | 11 | 13 | 14 | 8 | 24 | 0 | 0 | 94 |
| Bicyclist | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 12 |
| Bicycle Passenger | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All Terrain Vehicle** Driver | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| All Terrain Vehicle** Passenger | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Snow Vehicle Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Snow Vehicle Passenger | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Motorcycle Driver | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 11 | 11 | 15 | 6 | 3 | 0 | 0 | 0 | 50 |
| Motorcycle Passenger | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 |
| Moped Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Moped Passenger | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 5 | 1 | 9 | 9 | 15 | 15 | 14 | 20 | 55 | 81 | 74 | 104 | 81 | 56 | 92 | 0 | 631 | |

* Includes hangers on

** In this table, all terrain vehicles include two-wheel, three-wheel and four-wheel off-road vehicles.

UK = Unknown

Only persons involved in HTA reportable collisions are shown in this table (for more information on special vehicles, see Chapter 6).

Table 2.3: Category of Person Injured by Age Groups, 2008

| Category of Person | Age Groups | | | | | | | | | | | | | | Total | | |
|---------------------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|---------------|--------------|--------------|--------------|--------------|---------------|
| | 0-4 | 5-9 | 10-15 | 16 | 17 | 18 | 19 | 20 | 21-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65-74 | | 75+ | UK |
| Driver | 0 | 0 | 18 | 129 | 623 | 830 | 865 | 859 | 3,465 | 7,403 | 7,496 | 7,106 | 4,187 | 1,918 | 1,267 | 53 | 36,219 |
| Passenger* | 706 | 945 | 1,458 | 470 | 590 | 572 | 578 | 561 | 1,732 | 2,522 | 1,962 | 1,979 | 1,381 | 855 | 776 | 592 | 17,679 |
| Pedestrian | 86 | 141 | 483 | 132 | 123 | 121 | 145 | 103 | 389 | 637 | 528 | 547 | 411 | 260 | 256 | 92 | 4,454 |
| Bicyclist | 0 | 4 | 15 | 9 | 10 | 13 | 17 | 13 | 73 | 110 | 109 | 91 | 46 | 17 | 6 | 1,482 | 2,015 |
| Bicycle Passenger | 0 | 12 | 57 | 13 | 9 | 19 | 8 | 12 | 37 | 47 | 59 | 55 | 25 | 12 | 3 | 3 | 371 |
| All Terrain Vehicle** Driver | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 3 | 4 | 3 | 3 | 0 | 0 | 2 | 3 | 23 |
| All Terrain Vehicle** Passenger | 0 | 0 | 2 | 2 | 2 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| Snow Vehicle Driver | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 5 | 5 | 1 | 0 | 0 | 0 | 17 |
| Snow Vehicle Passenger | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| Motorcycle Driver | 0 | 0 | 2 | 10 | 12 | 14 | 19 | 14 | 95 | 275 | 276 | 292 | 157 | 30 | 1 | 2 | 1,199 |
| Motorcycle Passenger | 1 | 2 | 4 | 3 | 6 | 3 | 5 | 11 | 34 | 62 | 70 | 108 | 44 | 13 | 1 | 10 | 377 |
| Moped Driver | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 10 | 7 | 10 | 10 | 1 | 1 | 0 | 41 |
| Moped Passenger | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 11 |
| Other | 4 | 7 | 7 | 5 | 4 | 10 | 5 | 2 | 22 | 43 | 57 | 62 | 44 | 13 | 18 | 18 | 321 |
| Total | 797 | 1,111 | 2,051 | 773 | 1,382 | 1,586 | 1,643 | 1,577 | 5,855 | 11,121 | 10,573 | 10,262 | 6,307 | 3,119 | 2,331 | 2,255 | 62,743 |

* Includes hangers on

** In this table, all terrain vehicles include two-wheel, three-wheel and four-wheel off-road vehicles.

UK = Unknown

Only persons involved in HTA reportable collisions are shown in this table (for more information on special vehicles, see Chapter 6).

Table 2.4: Sex of Driver by Class of Collision, 2008

| Sex of Driver | Class of Collision | | | Total |
|---------------|--------------------|-----------------|-----------------|----------------|
| | Fatal | Personal Injury | Property Damage | |
| Male | 715 | 47,932 | 190,617 | 239,264 |
| Female | 232 | 29,974 | 107,891 | 138,097 |
| Unknown* | 15 | 4,176 | 23,367 | 27,558 |
| Total | 962 | 82,082 | 321,875 | 404,919 |

* This includes situations where the enforcement officer is unable to make a determination, e.g., hit and run.

Fatal Collision: A motor vehicle collision in which at least one person sustains bodily injury resulting in death within 30 days of the collision.

Personal Injury Collision: A motor vehicle collision in which at least one person involved sustains bodily injury not resulting in death.

Property Damage: A motor vehicle collision in which no person sustains bodily injury, but in which there is damage to any public property or damage to private property including damage to the motor vehicle or its load.

Table 2.5: Driver Condition by Class of Collision, 2008

| Condition of Driver | Class of Collision | | | Total |
|-------------------------------------|--------------------|-----------------|-----------------|----------------|
| | Fatal | Personal Injury | Property Damage | |
| Normal | 641 | 61,929 | 246,531 | 309,109 |
| Had Been Drinking | 34 | 959 | 2,128 | 3,121 |
| Ability Impaired – Alcohol over .08 | 87 | 812 | 1,698 | 2,597 |
| Ability Impaired Alcohol | 12 | 396 | 850 | 1,258 |
| Ability Impaired Drugs | 11 | 98 | 162 | 263 |
| Fatigue | 12 | 551 | 1,084 | 1,647 |
| Medical/Physical Disability | 19 | 571 | 548 | 1,138 |
| Inattentive | 84 | 11,030 | 24,265 | 35,379 |
| Other* | 9 | 300 | 901 | 1,210 |
| Unknown** | 53 | 5,436 | 43,708 | 49,197 |
| Total | 962 | 82,082 | 321,875 | 404,919 |

* Driver condition is not defined above

** This includes situations where the enforcement officer is unable to make a determination, e.g., hit and run.

Had Been Drinking: Driver had consumed alcohol but his/her physical condition was not legally impaired.

Ability Impaired Alcohol over .08: Driver had consumed alcohol and upon testing was found to have a blood alcohol level in excess of .08 grams of alcohol per 100 millilitres of blood.

Ability Impaired Alcohol: Driver had consumed sufficient alcohol to warrant being charged with a drinking and driving offence.

Inattentive: Driver was operating a motor vehicle without due care and attention or placing less than full concentration on driving, e.g., changing radio stations, consuming food, reading, talking on phone or two-way radio, using headphones.

Table 2.6: Driver Age by Driver Condition in all Collisions, 2008*

| Driver Age | Driver Condition | | | | | | Total |
|--------------|------------------|-------------------|---------------------------|--------------------------|---------------|---------------|----------------|
| | Normal | Had Been Drinking | Impaired Alcohol over .08 | Ability Impaired Alcohol | Other | Unknown | |
| Under 16 | 87 | 7 | 0 | 7 | 47 | 32 | 180 |
| 16 | 1,085 | 17 | 9 | 6 | 279 | 107 | 1,503 |
| 17 | 4,879 | 51 | 32 | 15 | 1,118 | 414 | 6,509 |
| 18 | 6,204 | 108 | 62 | 17 | 1,332 | 556 | 8,279 |
| 19 | 6,417 | 109 | 106 | 56 | 1,214 | 577 | 8,479 |
| 20 | 6,380 | 147 | 107 | 45 | 1,134 | 582 | 8,395 |
| 21–24 | 26,849 | 536 | 433 | 166 | 3,992 | 2,289 | 34,265 |
| 25–34 | 62,041 | 754 | 623 | 307 | 7,198 | 5,110 | 76,033 |
| 35–44 | 68,654 | 558 | 499 | 266 | 7,246 | 5,650 | 82,873 |
| 45–54 | 62,961 | 443 | 438 | 212 | 6,394 | 4,945 | 75,393 |
| 55–64 | 36,458 | 191 | 188 | 96 | 4,271 | 2,895 | 44,099 |
| 65–74 | 15,737 | 69 | 75 | 32 | 2,294 | 1,354 | 19,561 |
| 75 & over | 8,828 | 34 | 16 | 13 | 2,017 | 884 | 11,792 |
| Unknown | 2,529 | 97 | 9 | 20 | 1,101 | 23,802 | 27,558 |
| Total | 309,109 | 3,121 | 2,597 | 1,258 | 39,637 | 49,197 | 404,919 |

* Includes bicyclists, drivers of all terrain vehicles, etc.

Table 2.7: Recorded Occurrence of Driver Condition in Drivers Killed, 2008*

| Recorded Occurrence | Number of Drivers | % |
|-------------------------------------|--------------------------|--------------|
| Normal | 247 | 62.3 |
| Had Been Drinking | 21 | 5.1 |
| Ability Impaired – Alcohol over .08 | 68 | 16.6 |
| Ability Impaired Alcohol | 1 | 0.2 |
| Ability Impaired Drugs | 9 | 0.2 |
| Fatigue | 6 | 1.5 |
| Medical/Physical Disability | 18 | 4.4 |
| Inattentive | 32 | 7.8 |
| Other | 7 | 1.7 |
| Unknown | 0 | 0.0 |
| Total | 409 | 100.0 |

* Total includes drivers of all vehicle types killed in HTA reportable collisions.

Table 2.8: Apparent Driver Action by Class of Collision, 2008

| Apparent Driver Action | Class of Collision | | | Total |
|-------------------------------|--------------------|-----------------|-----------------|----------------|
| | Fatal | Personal Injury | Property Damage | |
| Driving Properly | 403 | 38,994 | 157,914 | 197,311 |
| Following Too Close | 8 | 7,134 | 26,602 | 33,744 |
| Speed Too Fast | 64 | 810 | 1,582 | 2,456 |
| Speed Too Fast for Conditions | 60 | 4,453 | 17,348 | 21,861 |
| Speed Too Slow | 0 | 66 | 214 | 280 |
| Improper Turn | 16 | 3,599 | 11,476 | 15,091 |
| Disobey Traffic Control | 48 | 3,770 | 5,988 | 9,806 |
| Fail to Yield Right of Way | 77 | 8,337 | 19,851 | 28,265 |
| Improper Passing | 11 | 631 | 2,711 | 3,353 |
| Lost Control | 122 | 6,128 | 18,734 | 24,984 |
| Wrong Way on One Way Road | 3 | 92 | 187 | 282 |
| Improper Lane Change | 17 | 1,537 | 9,658 | 11,212 |
| Other* | 92 | 4,755 | 18,692 | 23,539 |
| Unknown | 41 | 1,776 | 30,918 | 32,735 |
| Total | 962 | 82,082 | 321,875 | 404,919 |

* Includes actions such as hit and run, driving on the wrong side of the road, improper parking and illegally parked.

The tables on the next two pages include only seat belt usage in collisions in which there were fatalities and personal injuries. Property damage only collisions are excluded.

Table 2.9: Seat Belt Usage by Severity of Driver Injury in Fatal and Personal Injury Collisions, 2008

| Safety Equipment Used | Severity of Injury | | | | | Total |
|-----------------------|--------------------|--------------|---------------|---------------|---------------|---------------|
| | Fatal | Major | Minor | Minimal | None Injured | |
| Seat Belt Used | 213 | 973 | 13,465 | 18,026 | 32,295 | 64,972 |
| Other Equipment* | 22 | 84 | 703 | 654 | 393 | 1,856 |
| Equipment Not Used | 68 | 134 | 260 | 111 | 77 | 650 |
| No Safety Equipment | 1 | 9 | 36 | 44 | 69 | 159 |
| Use Unknown | 39 | 121 | 903 | 696 | 1,982 | 3,741 |
| Total | 343 | 1,321 | 15,367 | 19,531 | 34,816 | 71,378 |

* Other equipment includes use of airbags. Combined use of seat belt with airbag deployment is unknown.

Table 2.10: Seat Belt Usage by Severity of Passenger* Injury in Fatal and Personal Injury Collisions, 2008

| Safety Equipment Used | Severity of Injury | | | | | Total |
|------------------------------------|--------------------|------------|--------------|--------------|---------------|---------------|
| | Fatal | Major | Minor | Minimal | None Injured | |
| Seat Belt Used | 57 | 462 | 5,749 | 7,980 | 14,735 | 28,983 |
| Child Safety Seat Used Incorrectly | 2 | 2 | 22 | 24 | 92 | 142 |
| Child Safety Seat Used Correctly | 1 | 15 | 186 | 428 | 1,835 | 2,465 |
| Other Equipment** | 2 | 31 | 214 | 191 | 145 | 583 |
| Equipment Not Used | 29 | 107 | 267 | 142 | 85 | 630 |
| No Safety Equipment | 10 | 45 | 395 | 495 | 940 | 1,885 |
| Use Unknown | 23 | 66 | 407 | 355 | 879 | 1,730 |
| Total | 124 | 728 | 7,240 | 9,615 | 18,711 | 36,418 |

* Includes hangers on and excludes passengers in parked vehicles.

** Other equipment includes use of airbags. Combined use of seat belt with airbag deployment is unknown.

Table 2.11: Restraint Use for Children (0–4 Years) Killed in Collisions, 2004–2008

| Year Used | Child Restraint Used Correctly | Child Restraint Used Incorrectly | Lap/Lap & Shoulder Belt | Restraint Not Available | Available Not Used | Use Unknown | Total |
|-----------|--------------------------------|----------------------------------|-------------------------|-------------------------|--------------------|-------------|-------|
| 2004 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2005 | 6 | 0 | 0 | 1 | 0 | 1 | 8 |
| 2006 | 5 | 1 | 0 | 0 | 0 | 1 | 7 |
| 2007 | 2 | 1 | 0 | 0 | 0 | 0 | 3 |
| 2008 | 1 | 2 | 1 | 0 | 0 | 0 | 4 |

Table 2.12: Restraint Use for Children (0–4 Years) Involved in Fatal and Personal Injury Collisions by Severity of Injury, 2008

| Restraint Used | Injury Level | | |
|----------------------------------|---------------|-----------------|---------------|
| | Major/Fatal % | Minimal/Minor % | No Injuries % |
| Child Restraint Used Correctly | 45.8 | 62.4 | 64.1 |
| Child Restraint Used Incorrectly | 12.5 | 5.2 | 3.5 |
| Lap/Lap-Shoulder Belt | 20.8 | 23.0 | 26.5 |
| Not Available | 4.2 | 6.0 | 3.2 |
| Available/Not Used | 8.3 | 0.9 | 0.1 |
| Other | 0.0 | 0.7 | 0.2 |
| Unknown | 8.3 | 1.7 | 2.3 |
| Total | 100.0 | 100.0 | 100.0 |

Table 2.13: Pedestrian Condition by Severity of Injury, 2008

| Condition of Pedestrian | Killed | Injured |
|-----------------------------------|---------------|----------------|
| Normal | 49 | 3,014 |
| Had Been Drinking | 7 | 192 |
| Ability Impaired Alcohol over .08 | 20 | 6 |
| Ability Impaired Alcohol | 1 | 48 |
| Ability Impaired Drugs | 4 | 9 |
| Fatigue | 1 | 5 |
| Medical or Physical Defect | 3 | 113 |
| Inattentive | 9 | 630 |
| Other | 0 | 74 |
| Unknown | 0 | 363 |
| Total | 94 | 4,454 |

Table 2.14: Apparent Pedestrian Action by Severity of Injury, 2008

| Apparent Pedestrian Action | Killed | Injured |
|--|---------------|----------------|
| Crossing Intersection With Right of Way | 17 | 1,745 |
| Crossing Intersection Without Right of Way | 19 | 651 |
| Crossing Intersection No Traffic Control | 14 | 269 |
| Crossing Pedestrian Crossover | 3 | 122 |
| Crossing Marked Crosswalk Without Right of Way | 4 | 121 |
| Walking on Roadway With Traffic | 10 | 130 |
| Walking on Roadway Against Traffic | 4 | 72 |
| On Sidewalk or Shoulder | 3 | 302 |
| Playing or Working on Highway | 0 | 57 |
| Coming from Behind Parked Vehicle or Object | 2 | 87 |
| Running onto Roadway | 5 | 296 |
| Getting On/Off School Bus* | 0 | 3 |
| Getting On/Off Vehicle | 0 | 69 |
| Pushing/Working on Vehicle | 0 | 17 |
| Other | 13 | 513 |
| Total | 94 | 4,454 |

* Calendar Year

2B. PUTTING THE PEOPLE IN CONTEXT

Table 2.15: Category of Persons Killed and Injured, 1988–2008

| Year | Ontario Population (Est.)** | Driver | | Passenger* | | Pedestrian | | All Others | | Persons Killed In All Classes | | Persons Injured In All Classes | |
|------|-----------------------------|--------|---------|------------|---------|------------|---------|------------|---------|-------------------------------|------------------|--------------------------------|------------------|
| | | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Number | Rate Per 100,000 | Number | Rate Per 100,000 |
| 1988 | 9,439,600 | 563 | 63,339 | 350 | 39,157 | 186 | 6,344 | 138 | 9,318 | 1,237 | 13.1 | 118,158 | 1,251.7 |
| 1989 | 9,598,600 | 627 | 66,334 | 369 | 39,950 | 161 | 6,187 | 129 | 8,181 | 1,286 | 13.4 | 120,652 | 1,257.0 |
| 1990 | 9,743,300 | 540 | 55,073 | 321 | 33,606 | 154 | 5,839 | 105 | 7,057 | 1,120 | 11.5 | 101,575 | 1,042.5 |
| 1991 | 10,084,900 | 542 | 48,021 | 298 | 30,230 | 157 | 5,352 | 105 | 6,916 | 1,102 | 10.9 | 90,519 | 897.6 |
| 1992 | 10,098,600 | 548 | 49,259 | 317 | 30,567 | 140 | 5,177 | 85 | 6,022 | 1,090 | 10.8 | 91,025 | 901.4 |
| 1993 | 10,813,200 | 595 | 49,628 | 296 | 30,584 | 146 | 5,181 | 98 | 5,756 | 1,135 | 10.5 | 91,149 | 842.9 |
| 1994 | 10,927,800 | 508 | 49,632 | 273 | 29,570 | 127 | 5,344 | 91 | 5,484 | 999 | 9.1 | 90,030 | 823.9 |
| 1995 | 11,100,000 | 527 | 49,916 | 276 | 29,440 | 126 | 5,261 | 70 | 4,955 | 999 | 9.0 | 89,572 | 807.0 |
| 1996 | 11,320,456 | 459 | 49,614 | 270 | 28,997 | 144 | 5,336 | 55 | 4,458 | 928 | 8.2 | 88,405 | 780.9 |
| 1997 | 11,500,329 | 474 | 47,861 | 224 | 27,915 | 133 | 5,154 | 68 | 4,597 | 899 | 7.8 | 85,527 | 743.7 |
| 1998 | 11,675,497 | 437 | 47,088 | 222 | 26,422 | 121 | 4,978 | 74 | 4,704 | 854 | 7.3 | 83,192 | 712.5 |
| 1999 | 11,513,700 | 452 | 47,943 | 221 | 26,774 | 132 | 4,894 | 63 | 4,451 | 868 | 7.5 | 84,062 | 730.1 |
| 2000 | 11,695,110 | 437 | 48,068 | 243 | 27,206 | 112 | 5,190 | 57 | 4,544 | 849 | 7.3 | 85,009 | 726.9 |
| 2001 | 11,966,960 | 430 | 45,758 | 224 | 26,510 | 119 | 5,063 | 72 | 4,451 | 845 | 7.1 | 81,782 | 683.4 |
| 2002 | 12,027,900 | 450 | 47,909 | 227 | 26,742 | 131 | 4,990 | 65 | 4,551 | 873 | 7.3 | 84,192 | 700.0 |
| 2003 | 12,293,700 | 425 | 44,212 | 216 | 24,563 | 120 | 4,758 | 70 | 4,346 | 831 | 6.8 | 77,879 | 633.5 |
| 2004 | 12,407,300 | 433 | 41,608 | 191 | 22,396 | 104 | 4,505 | 71 | 4,499 | 799 | 6.4 | 73,008 | 588.4 |
| 2005 | 12,558,669 | 377 | 41,199 | 183 | 21,268 | 105 | 4,709 | 101 | 4,674 | 766 | 6.1 | 71,850 | 572.1 |
| 2006 | 12,705,328 | 383 | 39,633 | 169 | 20,005 | 126 | 4,729 | 91 | 4,426 | 769 | 6.1 | 68,793 | 541.5 |
| 2007 | 12,803,861 | 396 | 38,913 | 186 | 19,112 | 108 | 4,636 | 75 | 4,514 | 765 | 6.0 | 67,175 | 524.6 |
| 2008 | 12,932,297 | 343 | 36,219 | 124 | 17,679 | 94 | 4,454 | 70 | 4,391 | 631 | 4.9 | 62,743 | 485.2 |

* Excludes motorcycle passengers, who are included with "All Others".

**Source: Statistics Canada

Table 2.16: Sex of Driver Population by Age Groups, 2008

| Sex of Driver | Age Groups | | | | | | | Total |
|---------------|----------------|----------------|------------------|------------------|------------------|------------------|------------------|------------------|
| | 16–19 | 20–24 | 25–34 | 35–44 | 45–54 | 55–64 | 65+ | |
| Male | 253,956 | 386,802 | 783,013 | 925,887 | 972,506 | 701,961 | 673,549 | 4,697,674 |
| Female | 224,994 | 357,689 | 770,539 | 882,710 | 903,236 | 637,987 | 567,457 | 4,344,612 |
| Total | 478,950 | 744,491 | 1,553,552 | 1,808,597 | 1,875,742 | 1,339,948 | 1,241,006 | 9,042,286 |

Table 2.17: Driver Population by Age Groups, 1988–2008

| Year | Age Groups | | | | | | | Total |
|------|------------|---------|-----------|-----------|-----------|-----------|-----------|-----------|
| | 16–19 | 20–24 | 25–34 | 35–44 | 45–54 | 55–64 | 65+ | |
| 1988 | 310,764 | 643,691 | 1,588,516 | 1,353,841 | 898,103 | 714,266 | 608,931 | 6,118,112 |
| 1989 | 323,109 | 631,470 | 1,634,187 | 1,409,053 | 931,991 | 720,788 | 639,826 | 6,290,424 |
| 1990 | 322,542 | 629,478 | 1,666,474 | 1,467,699 | 964,925 | 728,380 | 669,385 | 6,448,883 |
| 1991 | 319,584 | 627,931 | 1,673,502 | 1,501,765 | 1,018,365 | 736,652 | 696,432 | 6,574,231 |
| 1992 | 314,685 | 623,707 | 1,665,433 | 1,528,726 | 1,082,883 | 745,759 | 727,568 | 6,688,761 |
| 1993 | 326,389 | 621,934 | 1,655,573 | 1,566,083 | 1,136,365 | 758,840 | 758,244 | 6,823,428 |
| 1994 | 358,817 | 622,704 | 1,645,962 | 1,611,972 | 1,190,442 | 770,882 | 783,181 | 6,983,960 |
| 1995 | 360,847 | 614,094 | 1,621,989 | 1,659,749 | 1,240,072 | 782,871 | 806,396 | 7,086,018 |
| 1996 | 361,571 | 612,060 | 1,608,567 | 1,717,050 | 1,297,289 | 805,486 | 856,144 | 7,258,167 |
| 1997 | 394,512 | 624,532 | 1,611,708 | 1,789,110 | 1,360,555 | 837,606 | 919,584 | 7,537,607 |
| 1998 | 412,589 | 634,053 | 1,593,744 | 1,845,474 | 1,415,258 | 872,426 | 954,212 | 7,727,756 |
| 1999 | 426,643 | 642,808 | 1,576,673 | 1,895,323 | 1,475,588 | 907,235 | 994,044 | 7,918,314 |
| 2000 | 438,170 | 659,331 | 1,582,207 | 1,935,150 | 1,540,499 | 939,838 | 1,026,179 | 8,121,374 |
| 2001 | 449,853 | 671,424 | 1,580,758 | 1,946,713 | 1,577,920 | 990,745 | 1,049,203 | 8,266,616 |
| 2002 | 458,627 | 686,561 | 1,580,837 | 1,945,944 | 1,612,219 | 1,053,877 | 1,075,439 | 8,413,504 |
| 2003 | 457,049 | 704,720 | 1,575,345 | 1,940,896 | 1,653,604 | 1,105,726 | 1,104,215 | 8,541,555 |
| 2004 | 453,157 | 719,861 | 1,567,346 | 1,929,418 | 1,698,350 | 1,157,824 | 1,129,641 | 8,655,597 |
| 2005 | 447,954 | 727,529 | 1,557,476 | 1,912,898 | 1,748,335 | 1,206,374 | 1,161,644 | 8,762,210 |
| 2006 | 461,058 | 736,575 | 1,550,313 | 1,888,582 | 1,793,515 | 1,252,613 | 1,185,309 | 8,867,965 |
| 2007 | 466,979 | 739,555 | 1,547,980 | 1,851,780 | 1,835,315 | 1,296,295 | 1,207,493 | 8,945,397 |
| 2008 | 478,950 | 744,491 | 1,553,552 | 1,808,597 | 1,875,742 | 1,339,948 | 1,241,006 | 9,042,286 |

Table 2.18: Driver Licence Class by Sex, 2008

| Licence Class | Driver Sex | | | | Total | |
|---------------|------------|------|--------|------|---------|------|
| | Male | % | Female | % | | |
| A | 102,537 | 2.18 | 2,212 | 0.05 | 104,749 | 1.16 |
| AB | 5,036 | 0.11 | 676 | 0.02 | 5,712 | 0.06 |
| ABM | 2,594 | 0.06 | 166 | 0.00 | 2,760 | 0.03 |
| ABM1 | 20 | 0.00 | 5 | 0.00 | 25 | 0.00 |
| ABM2 | 216 | 0.00 | 46 | 0.00 | 262 | 0.00 |
| AC | 27,554 | 0.59 | 1,074 | 0.02 | 28,628 | 0.32 |
| ACM | 10,704 | 0.23 | 179 | 0.00 | 10,883 | 0.12 |
| ACM1 | 214 | 0.00 | 7 | 0.00 | 221 | 0.00 |
| ACM2 | 1,465 | 0.03 | 56 | 0.00 | 1,521 | 0.02 |
| AM | 27,926 | 0.59 | 191 | 0.00 | 28,117 | 0.31 |
| AM1 | 439 | 0.01 | 5 | 0.00 | 444 | 0.00 |
| AM2 | 3,666 | 0.08 | 78 | 0.00 | 3,744 | 0.04 |
| B | 17,731 | 0.38 | 17,604 | 0.41 | 35,335 | 0.39 |
| BM | 4,711 | 0.10 | 933 | 0.02 | 5,644 | 0.06 |
| BM1 | 40 | 0.00 | 35 | 0.00 | 75 | 0.00 |
| BM2 | 432 | 0.01 | 310 | 0.01 | 742 | 0.01 |
| C | 7,501 | 0.16 | 1,089 | 0.03 | 8,590 | 0.09 |
| CM | 1,775 | 0.04 | 76 | 0.00 | 1,851 | 0.02 |
| CM1 | 31 | 0.00 | 5 | 0.00 | 36 | 0.00 |
| CM2 | 264 | 0.01 | 28 | 0.00 | 292 | 0.00 |
| D | 222,314 | 4.73 | 22,150 | 0.51 | 244,464 | 2.70 |
| DE | 107 | 0.00 | 34 | 0.00 | 141 | 0.00 |
| DEM | 26 | 0.00 | 0 | 0.00 | 26 | 0.00 |
| DEM1 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| DEM2 | 3 | 0.00 | 1 | 0.00 | 4 | 0.00 |
| DF | 2,525 | 0.05 | 203 | 0.00 | 2,728 | 0.03 |
| DFM | 877 | 0.02 | 27 | 0.00 | 904 | 0.01 |
| DFM1 | 17 | 0.00 | 0 | 0.00 | 17 | 0.00 |
| DFM2 | 127 | 0.00 | 15 | 0.00 | 142 | 0.00 |
| DM | 63,179 | 1.34 | 1,687 | 0.04 | 64,866 | 0.72 |
| DM1 | 568 | 0.01 | 37 | 0.00 | 605 | 0.01 |
| DM2 | 4,766 | 0.10 | 319 | 0.01 | 5,085 | 0.06 |
| E | 1,426 | 0.03 | 2,257 | 0.05 | 3,683 | 0.04 |

Table 2.18: Driver Licence Class by Sex, 2008 (continued)

| Licence Class | Driver Sex | | | | Total | % |
|---------------|------------------|---------------|------------------|---------------|------------------|---------------|
| | Male | % | Female | % | | |
| EM | 156 | 0.00 | 37 | 0.00 | 193 | 0.00 |
| EM1 | 1 | 0.00 | 1 | 0.00 | 2 | 0.00 |
| EM2 | 18 | 0.00 | 7 | 0.00 | 25 | 0.00 |
| F | 7,565 | 0.16 | 6,047 | 0.14 | 13,612 | 0.15 |
| FM | 1,398 | 0.03 | 248 | 0.01 | 1,646 | 0.02 |
| FM1 | 36 | 0.00 | 15 | 0.00 | 51 | 0.00 |
| FM2 | 253 | 0.01 | 151 | 0.00 | 404 | 0.00 |
| G | 3,200,532 | 68.13 | 3,535,436 | 81.38 | 6,735,968 | 74.49 |
| G1 | 241,004 | 5.13 | 332,420 | 7.65 | 573,424 | 6.34 |
| G1M | 59 | 0.00 | 18 | 0.00 | 77 | 0.00 |
| G1M1 | 588 | 0.01 | 120 | 0.00 | 708 | 0.01 |
| G1M2 | 987 | 0.02 | 247 | 0.01 | 1,234 | 0.01 |
| G2 | 335,140 | 7.13 | 341,075 | 7.85 | 676,215 | 7.48 |
| G2M | 329 | 0.01 | 59 | 0.00 | 388 | 0.00 |
| G2M1 | 670 | 0.01 | 107 | 0.00 | 777 | 0.01 |
| G2M2 | 3,160 | 0.07 | 527 | 0.01 | 3,687 | 0.04 |
| GM | 335,258 | 7.14 | 57,046 | 1.31 | 392,304 | 4.34 |
| GM1 | 6,420 | 0.14 | 1,878 | 0.04 | 8,298 | 0.09 |
| GM2 | 51,717 | 1.10 | 17,267 | 0.40 | 68,984 | 0.76 |
| M | 762 | 0.02 | 144 | 0.00 | 906 | 0.01 |
| M1 | 285 | 0.01 | 77 | 0.00 | 362 | 0.00 |
| M2 | 545 | 0.01 | 180 | 0.00 | 725 | 0.01 |
| Total | 4,697,674 | 100.00 | 4,344,612 | 100.00 | 9,042,286 | 100.00 |

Table 2.19: Licensed Drivers, Total Collisions, Persons Killed and Injured, 1931–2008

| Year | Licensed Drivers | Total Collisions | Persons Killed | Persons Injured |
|-------------|-------------------------|-------------------------|-----------------------|------------------------|
| 1931 | 666,266 | 9,241 | 571 | 8,494 |
| 1932 | 648,710 | 9,171 | 502 | 8,231 |
| 1933 | 638,710 | 8,634 | 403 | 7,877 |
| 1934 | 665,743 | 9,645 | 512 | 8,990 |
| 1935 | 707,457 | 10,648 | 560 | 9,839 |
| 1936 | 755,765 | 11,388 | 546 | 10,251 |
| 1937 | 802,765 | 13,906 | 766 | 12,092 |
| 1938 | 866,729 | 13,715 | 640 | 11,683 |
| 1939 | 899,572 | 13,710 | 652 | 11,638 |
| 1940 | 937,551 | 16,921 | 716 | 13,715 |
| 1941 | 986,773 | 18,167 | 801 | 14,275 |
| 1942 | 961,883 | 13,490 | 567 | 10,205 |
| 1943 | 919,457 | 11,025 | 549 | 8,628 |
| 1944 | 905,650 | 11,004 | 498 | 8,373 |
| 1945 | 971,852 | 13,458 | 598 | 9,804 |
| 1946 | 1,087,445 | 17,356 | 688 | 12,228 |
| 1947 | 1,144,291 | 22,293 | 734 | 13,056 |
| 1948 | 1,209,408 | 27,406 | 740 | 14,970 |
| 1949 | 1,278,584 | 34,472 | 830 | 17,469 |
| 1950 | 1,366,388 | 43,681 | 791 | 19,940 |
| 1951 | 1,461,538 | 54,920 | 949 | 22,557 |
| 1952 | 1,556,559 | 58,515 | 1,010 | 23,643 |
| 1953 | 1,656,259 | 65,866 | 1,082 | 24,353 |
| 1954 | 1,747,567 | 62,509 | 1,045 | 24,607 |
| 1955 | 1,856,845 | 63,219 | 1,111 | 26,246 |
| 1956 | 1,967,789 | 71,399 | 1,180 | 28,626 |
| 1957 | 2,088,551 | 76,302 | 1,279 | 30,414 |
| 1958 | 2,176,417 | 76,884 | 1,112 | 30,106 |
| 1959 | 2,270,246 | 81,518 | 1,187 | 31,602 |
| 1960 | 2,355,567 | 87,186 | 1,166 | 34,436 |
| 1961 | 2,414,615 | 85,577 | 1,268 | 37,146 |
| 1962 | 2,469,425 | 94,231 | 1,383 | 41,766 |
| 1963 | 2,555,015 | 104,919 | 1,421 | 47,801 |

Table 2.19: Licensed Drivers, Total Collisions, Persons Killed and Injured, 1931–2008 (continued)

| Year | Licensed Drivers | Total Collisions | Persons Killed | Persons Injured |
|-------------|-------------------------|-------------------------|-----------------------|------------------------|
| 1964 | 2,694,023 | 111,232 | 1,424 | 54,560 |
| 1965 | 2,739,138 | 128,462 | 1,611 | 60,917 |
| 1966 | 2,821,648 | 139,781 | 1,596 | 65,210 |
| 1967 | 3,004,654 | 145,008 | 1,719 | 67,280 |
| 1968 | 3,128,509 | 155,127 | 1,586 | 71,520 |
| 1969 | 3,247,979 | 169,395 | 1,683 | 74,902 |
| 1970 | 3,422,892 | 141,609 | 1,535 | 75,126 |
| 1971 | 3,563,197 | 158,831 | 1,769 | 84,650 |
| 1972 | 3,688,541 | 189,494 | 1,934 | 95,181 |
| 1973 | 3,841,628 | 193,021 | 1,959 | 97,790 |
| 1974 | 3,972,980 | 204,271 | 1,748 | 98,673 |
| 1975 | 4,160,623 | 213,689 | 1,800 | 97,034 |
| 1976 | 4,315,925 | 211,865 | 1,511 | 83,736 |
| 1977 | 4,562,903 | 218,567 | 1,420 | 95,664 |
| 1978 | 4,725,546 | 186,363 | 1,450 | 94,979 |
| 1979 | 4,858,351 | 197,196 | 1,560 | 101,321 |
| 1980 | 4,993,531 | 196,501 | 1,508 | 101,367 |
| 1981 | 5,123,177 | 198,372 | 1,445 | 100,321 |
| 1982 | 5,247,198 | 187,943 | 1,138 | 92,815 |
| 1983 | 5,380,259 | 181,999 | 1,204 | 91,706 |
| 1984 | 5,513,911 | 194,782 | 1,132 | 97,230 |
| 1985 | 5,660,422 | 189,750 | 1,191 | 109,169 |
| 1986 | 5,817,799 | 187,286 | 1,102 | 108,839 |
| 1987 | 5,978,105 | 203,431 | 1,229 | 121,089 |
| 1988 | 6,118,112 | 228,398 | 1,237 | 118,158 |
| 1989 | 6,290,424 | 247,038 | 1,286 | 120,652 |
| 1990 | 6,448,883 | 220,188 | 1,120 | 101,575 |
| 1991 | 6,574,231 | 213,669 | 1,102 | 90,519 |
| 1992 | 6,688,761 | 224,249 | 1,090 | 91,025 |
| 1993 | 6,823,428 | 228,834 | 1,135 | 91,149 |
| 1994 | 6,983,960 | 226,996 | 999 | 90,030 |
| 1995 | 7,086,018 | 219,085 | 999 | 89,572 |
| 1996 | 7,258,167 | 215,024 | 929 | 88,445 |

Table 2.19: Licensed Drivers, Total Collisions, Persons Killed and Injured, 1931–2008 (continued)

| Year | Licensed Drivers | Total Collisions | Persons Killed | Persons Injured |
|------|------------------|------------------|----------------|-----------------|
| 1997 | 7,537,607 | 221,500 | 899 | 85,527 |
| 1998 | 7,727,756 | 213,356 | 854 | 83,192 |
| 1999 | 7,918,314 | 221,962 | 868 | 84,062 |
| 2000 | 8,121,374 | 240,630 | 849 | 85,009 |
| 2001 | 8,266,616 | 234,004 | 845 | 81,782 |
| 2002 | 8,413,504 | 244,642 | 873 | 84,192 |
| 2003 | 8,541,555 | 246,463 | 831 | 77,879 |
| 2004 | 8,655,597 | 231,548 | 799 | 73,008 |
| 2005 | 8,762,210 | 230,258 | 766 | 71,850 |
| 2006 | 8,867,965 | 216,247 | 769 | 68,793 |
| 2007 | 8,945,397 | 233,487 | 765 | 67,175 |
| 2008 | 9,042,286 | 229,196 | 631 | 62,743 |

Table 2.20: Driver Age Groups – Number Licensed, Collision Involvement and Per Cent Involved in Collisions, 2008

| Drivers Age | Drivers Licensed | | | Drivers Involved in Collisions* | | | % of Drivers of Each Age Involved in Collisions | | |
|--------------|------------------|------------------|------------------|---------------------------------|----------------|----------------|---|-------------|-------------|
| | Male | Female | Total | Male | Female | Total | Male | Female | Total |
| Under 16 | 0 | 0 | 0 | 105 | 25 | 130 | N/A | N/A | N/A |
| 16 | 48,129 | 42,460 | 90,589 | 896 | 572 | 1,468 | 1.86 | 1.35 | 1.62 |
| 17 | 61,454 | 54,332 | 115,786 | 3,889 | 2,581 | 6,470 | 6.33 | 4.75 | 5.59 |
| 18 | 70,587 | 61,856 | 132,443 | 5,140 | 3,098 | 8,238 | 7.28 | 5.01 | 6.22 |
| 19 | 73,786 | 66,346 | 140,132 | 5,313 | 3,131 | 8,444 | 7.20 | 4.72 | 6.03 |
| 20 | 75,139 | 68,223 | 143,362 | 5,221 | 3,134 | 8,355 | 6.95 | 4.59 | 5.83 |
| 21–24 | 311,663 | 289,466 | 601,129 | 20,924 | 13,161 | 34,085 | 6.71 | 4.55 | 5.67 |
| 25–34 | 783,013 | 770,539 | 1,553,552 | 46,997 | 28,630 | 75,627 | 6.00 | 3.72 | 4.87 |
| 35–44 | 925,887 | 882,710 | 1,808,597 | 51,162 | 31,195 | 82,357 | 5.53 | 3.53 | 4.55 |
| 45–54 | 972,506 | 903,236 | 1,875,742 | 47,890 | 26,968 | 74,858 | 4.92 | 2.99 | 3.99 |
| 55–64 | 701,961 | 637,987 | 1,339,948 | 29,174 | 14,682 | 43,856 | 4.16 | 2.30 | 3.27 |
| 65–74 | 409,451 | 348,829 | 758,280 | 13,083 | 6,396 | 19,479 | 3.20 | 1.83 | 2.57 |
| 75 & over | 264,098 | 218,628 | 482,726 | 7,543 | 4,211 | 11,754 | 2.86 | 1.93 | 2.43 |
| Unknown | 0 | 0 | 0 | 42,336 | 0 | 42,336 | N/A | N/A | N/A |
| Total | 4,697,674 | 4,344,612 | 9,042,286 | 279,673 | 137,784 | 417,457 | 5.95 | 3.17 | 4.62 |

* This table includes people in the driver's position of parked vehicles and excludes drivers of some vehicles such as bicycles, snow and off-road vehicles, etc.

THE COLLISION

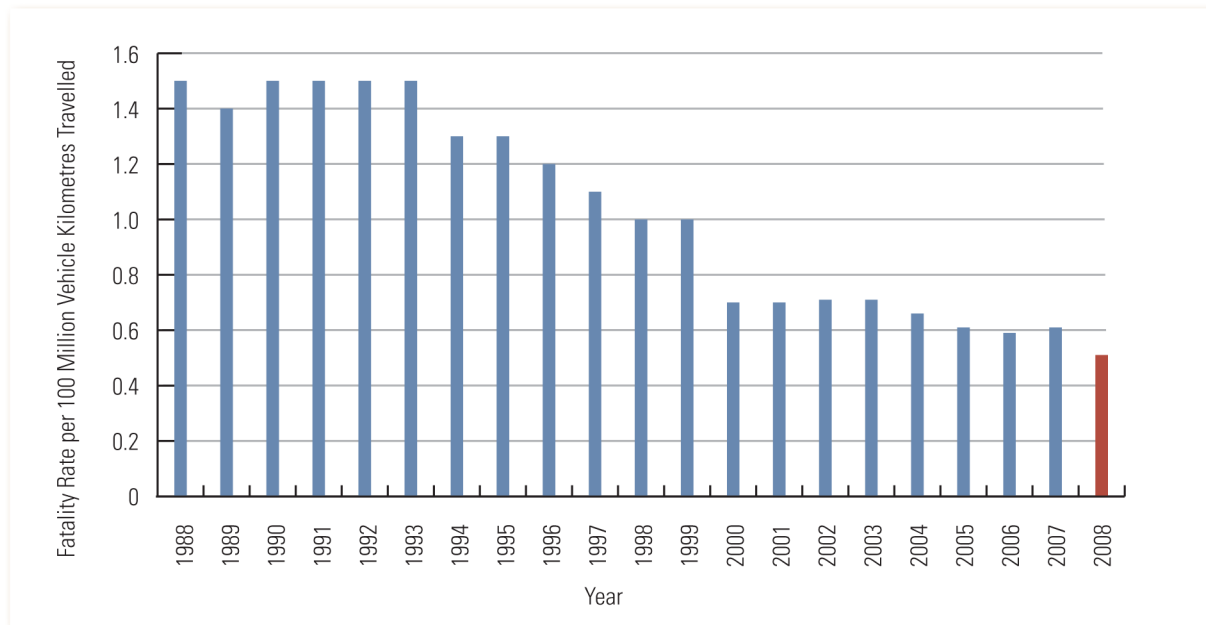


3. THE COLLISION

This section profiles the types of collisions that occur on Ontario’s roads. To prevent motor vehicle collisions, we need to understand the context in which they occur, including hour of occurrence, day, month, collision type, location, and environmental factors. Identifying these contributing factors is an important step toward reducing collisions on Ontario’s roads.

The number of fatal collisions decreased from 683 in 2007 to 574 in 2008, down by 109, and the number of injury collisions decreased from 47,014 in 2007 to 44,219 in 2008, down by 2,795. The number of property damage collisions also decreased from 185,790 in 2007 to 184,403 in 2008, down by 1,387. The fatality rate per 100 million vehicle kilometres travelled in Ontario decreased from 0.61 in 2007 to 0.51 in 2008.

Figure 3 Fatality Rate per 100 Million Vehicle Kilometres Travelled in Ontario, 1988–2008



3A. TYPES OF COLLISIONS

Table 3.1: Class of Collision, 1988–2008

| Year | Class of Collision | | | Total |
|------|--------------------|-----------------|-----------------|---------|
| | Fatal | Personal Injury | Property Damage | |
| 1988 | 1,076 | 76,724 | 150,598 | 228,398 |
| 1989 | 1,106 | 77,852 | 168,080 | 247,038 |
| 1990 | 959 | 65,912 | 153,317 | 220,188 |
| 1991 | 956 | 59,242 | 153,471 | 213,669 |
| 1992 | 942 | 58,889 | 164,418 | 224,249 |
| 1993 | 987 | 58,932 | 168,915 | 228,834 |
| 1994 | 875 | 58,525 | 167,596 | 226,996 |
| 1995 | 860 | 58,273 | 159,952 | 219,085 |
| 1996 | 816 | 57,791 | 156,417 | 215,024 |
| 1997 | 807 | 56,121 | 164,572 | 221,500 |
| 1998 | 768 | 55,441 | 157,147 | 213,356 |
| 1999 | 763 | 55,764 | 165,435 | 221,962 |
| 2000 | 737 | 57,279 | 182,614 | 240,630 |
| 2001 | 733 | 54,479 | 178,792 | 234,004 |
| 2002 | 770 | 56,516 | 187,356 | 244,642 |
| 2003 | 754 | 52,757 | 192,952 | 246,463 |
| 2004 | 718 | 49,948 | 180,882 | 231,548 |
| 2005 | 684 | 49,584 | 179,990 | 230,258 |
| 2006 | 692 | 47,411 | 168,144 | 216,247 |
| 2007 | 683 | 47,014 | 185,790 | 233,487 |
| 2008 | 574 | 44,219 | 184,403 | 229,196 |

Table 3.2: Collision Rate Per One Million Kilometres Travelled, 1988–2008

| Year | Collision Rate | Year | Collision Rate | Year | Collision Rate |
|------|----------------|------|----------------|------|----------------|
| 1988 | 3.2 | 1995 | 2.8 | 2002 | 2.0* |
| 1989 | 3.2 | 1996 | 2.7 | 2003 | 2.1* |
| 1990 | 3.0 | 1997 | 2.7 | 2004 | 1.9* |
| 1991 | 2.9 | 1998 | 2.5 | 2005 | 1.8* |
| 1992 | 3.1 | 1999 | 2.5 | 2006 | 1.66* |
| 1993 | 3.0 | 2000 | 2.0* | 2007 | 1.87* |
| 1994 | 2.9 | 2001 | 2.0* | 2008 | 1.84* |

* Based on Statistics Canada estimates of Vehicle Kilometres Travelled

Table 3.3: Motor Vehicles Involved in Collisions Based on Initial Impact, 2008

| Motor Vehicle in Collision Involving | Class of Collision | | | Total |
|--------------------------------------|--------------------|-----------------|-----------------|----------------|
| | Fatal | Personal Injury | Property Damage | |
| Moveable Objects: | | | | |
| Other Motor Vehicles | 601 | 64,388 | 268,532 | 333,521 |
| Unattended Vehicles | 5 | 496 | 15,354 | 15,855 |
| Pedestrian | 95 | 4,116 | 307 | 4,518 |
| Cyclist | 14 | 2,338 | 533 | 2,885 |
| Railway Train | 6 | 12 | 18 | 36 |
| Street Car | 1 | 45 | 255 | 301 |
| Farm Tractor | 1 | 30 | 79 | 110 |
| Domestic Animal | 0 | 59 | 639 | 698 |
| Wild Animal | 1 | 456 | 12,298 | 12,755 |
| Other Moveable Objects | 1 | 71 | 244 | 316 |
| Sub-total | 725 | 72,011 | 298,259 | 370,995 |
| Fixed Objects: | | | | |
| Cable Guide Rail | 0 | 44 | 282 | 326 |
| Concrete Guide Rail | 1 | 274 | 1,263 | 1,538 |
| Steel Guide Rail | 1 | 151 | 786 | 938 |
| Pole (Utility Tower) | 4 | 330 | 1,391 | 1,725 |
| Pole (Sign/Parking Meter) | 1 | 79 | 768 | 848 |
| Fence/Noise Barrier | 2 | 22 | 175 | 199 |
| Culvert | 0 | 13 | 18 | 31 |
| Bridge Support | 0 | 16 | 96 | 112 |
| Rock Face | 1 | 17 | 22 | 40 |
| Snow Bank or Drift | 2 | 71 | 523 | 596 |
| Ditch | 4 | 234 | 836 | 1,074 |
| Curb | 9 | 435 | 1,514 | 1,958 |
| Crash Cushion | 1 | 16 | 32 | 49 |
| Building or Wall | 0 | 37 | 152 | 189 |
| Water Course | 0 | 0 | 5 | 5 |
| Construction Marker | 0 | 1 | 34 | 35 |
| Tree, Shrub or Stump | 3 | 88 | 388 | 479 |
| Other Fixed Object | 5 | 263 | 1,289 | 1,557 |
| Sub-total | 34 | 2,091 | 9,574 | 11,699 |

Table 3.3: Motor Vehicles Involved in Collisions Based on Initial Impact, 2008 (continued)

| Motor Vehicle in Collision Involving | Class of Collision | | | Total |
|--------------------------------------|--------------------|-----------------|-----------------|----------------|
| | Fatal | Personal Injury | Property Damage | |
| Other Events: | | | | |
| Ran Off Road | 99 | 2,837 | 7,479 | 10,415 |
| Skidding/Sliding | 94 | 4,466 | 16,883 | 21,443 |
| Jack-knifing | 1 | 25 | 121 | 147 |
| Load Spill | 1 | 6 | 79 | 86 |
| Fire/Explosion | 0 | 6 | 188 | 194 |
| Submersion | 0 | 2 | 12 | 14 |
| Rollover | 3 | 207 | 272 | 482 |
| Debris on Road | 0 | 100 | 994 | 1,094 |
| Debris off Vehicle | 10 | 106 | 1,215 | 1,331 |
| Other Non-Collision Event | 10 | 1,102 | 3,178 | 4,290 |
| Sub-total | 218 | 8,857 | 30,421 | 39,496 |
| Total | 977 | 82,959 | 338,254 | 422,190 |

Table 3.4: Initial Impact Type by Class of Collision, 2008

| Initial Impact Type | Class of Collision | | | Total |
|-------------------------------|--------------------|-----------------|-----------------|----------------|
| | Fatal | Personal Injury | Property Damage | |
| Approaching | 119 | 1,525 | 3,105 | 4,749 |
| Angle | 69 | 5,923 | 17,793 | 23,785 |
| Rear End | 37 | 12,403 | 51,644 | 64,084 |
| Sideswipe | 31 | 2,976 | 22,883 | 25,890 |
| Turning Movement | 38 | 7,004 | 24,500 | 31,542 |
| With Unattended Motor Vehicle | 5 | 511 | 15,520 | 16,036 |
| Single Motor Vehicle | 275 | 13,697 | 46,440 | 60,412 |
| Other | 0 | 180 | 2,518 | 2,698 |
| Unknown | 0 | 0 | 0 | 0 |
| Total | 574 | 44,219 | 184,403 | 229,196 |

3B. TIME AND ENVIRONMENT

Table 3.5: Month of Occurrence by Class of Collision, 2008

| Month of Occurrence | Class of Collision | | | | | | Total | |
|---------------------|--------------------|--------------|-----------------|--------------|-----------------|--------------|----------------|--------------|
| | Fatal | % | Personal Injury | % | Property Damage | % | Total | % |
| January | 46 | 8.0 | 3,696 | 8.4 | 17,475 | 9.5 | 21,217 | 9.3 |
| February | 34 | 5.9 | 3,762 | 8.5 | 20,556 | 11.1 | 24,352 | 10.6 |
| March | 35 | 6.1 | 3,002 | 6.8 | 16,027 | 8.7 | 19,064 | 8.3 |
| April | 41 | 7.1 | 3,043 | 6.9 | 11,793 | 6.4 | 14,877 | 6.5 |
| May | 48 | 8.4 | 3,548 | 8.0 | 12,720 | 6.9 | 16,316 | 7.1 |
| June | 49 | 8.5 | 3,859 | 8.7 | 13,453 | 7.3 | 17,361 | 7.6 |
| July | 51 | 8.9 | 3,767 | 8.5 | 12,536 | 6.8 | 16,354 | 7.1 |
| August | 64 | 11.1 | 3,990 | 9.0 | 12,157 | 6.6 | 16,211 | 7.1 |
| September | 54 | 9.4 | 3,922 | 8.9 | 13,068 | 7.1 | 17,044 | 7.4 |
| October | 53 | 9.2 | 3,857 | 8.7 | 14,915 | 8.1 | 18,825 | 8.2 |
| November | 50 | 8.7 | 3,954 | 8.9 | 18,394 | 10.0 | 22,398 | 9.8 |
| December | 49 | 8.5 | 3,819 | 8.6 | 21,309 | 11.6 | 25,177 | 11.0 |
| Total | 574 | 100.0 | 44,219 | 100.0 | 184,403 | 100.0 | 229,196 | 100.0 |

Table 3.6: Day of Week by Class of Collision, 2008

| Day of Occurrence | Class of Collision | | | | | | Total | |
|-------------------|--------------------|--------------|-----------------|--------------|-----------------|--------------|----------------|--------------|
| | Fatal | % | Personal Injury | % | Property Damage | % | Total | % |
| Monday | 79 | 13.8 | 5,990 | 13.5 | 24,433 | 13.2 | 30,502 | 13.3 |
| Tuesday | 76 | 13.2 | 6,791 | 15.4 | 29,471 | 16.0 | 36,338 | 15.9 |
| Wednesday | 91 | 15.9 | 6,750 | 15.3 | 29,983 | 16.3 | 36,824 | 16.1 |
| Thursday | 63 | 11.0 | 6,446 | 14.6 | 26,769 | 14.5 | 33,278 | 14.5 |
| Friday | 85 | 14.8 | 7,360 | 16.6 | 31,346 | 17.0 | 38,791 | 16.9 |
| Saturday | 87 | 15.2 | 6,047 | 13.7 | 24,162 | 13.1 | 30,296 | 13.2 |
| Sunday | 93 | 16.2 | 4,835 | 10.9 | 18,239 | 9.9 | 23,167 | 10.1 |
| Total | 574 | 100.0 | 44,219 | 100.0 | 184,403 | 100.0 | 229,196 | 100.0 |

Table 3.7: Hour of Occurrence by Class of Collision, 2008

| Hour of Occurrence A.M. | Class of Collision | | | | | | | |
|--------------------------------|--------------------|--------------|-----------------|--------------|-----------------|--------------|----------------|--------------|
| | Fatal | % | Personal Injury | % | Property Damage | % | Total | % |
| 12 to 1 a.m. | 17 | 3.0 | 593 | 1.3 | 2,534 | 1.4 | 3,144 | 1.4 |
| 1 to 2 a.m. | 20 | 3.5 | 565 | 1.3 | 2,545 | 1.4 | 3,130 | 1.4 |
| 2 to 3 a.m. | 16 | 2.8 | 619 | 1.4 | 2,561 | 1.4 | 3,196 | 1.4 |
| 3 to 4 a.m. | 12 | 2.1 | 517 | 1.2 | 2,182 | 1.2 | 2,711 | 1.2 |
| 4 to 5 a.m. | 7 | 1.2 | 372 | 0.8 | 1,783 | 1.0 | 2,162 | 0.9 |
| 5 to 6 a.m. | 17 | 3.0 | 425 | 1.0 | 2,595 | 1.4 | 3,037 | 1.3 |
| Sub-total | 89 | 15.5 | 3,091 | 7.0 | 14,200 | 7.7 | 17,380 | 7.6 |
| 6 to 7 a.m. | 24 | 4.2 | 1,073 | 2.4 | 4,908 | 2.7 | 6,005 | 2.6 |
| 7 to 8 a.m. | 20 | 3.5 | 1,811 | 4.1 | 7,888 | 4.3 | 9,719 | 4.2 |
| 8 to 9 a.m. | 15 | 2.6 | 2,713 | 6.1 | 12,061 | 6.5 | 14,789 | 6.5 |
| 9 to 10 a.m. | 24 | 4.2 | 1,997 | 4.5 | 9,444 | 5.1 | 11,465 | 5.0 |
| 10 to 11 a.m. | 19 | 3.3 | 2,062 | 4.7 | 8,813 | 4.8 | 10,894 | 4.8 |
| 11 to 12 noon | 34 | 5.9 | 2,324 | 5.3 | 9,529 | 5.2 | 11,887 | 5.2 |
| Sub-total | 136 | 23.7 | 11,980 | 27.1 | 52,643 | 28.5 | 64,759 | 28.3 |
| Hour of Occurrence P.M. | | | | | | | | |
| 12 to 1 p.m. | 21 | 3.7 | 2,835 | 6.4 | 10,713 | 5.8 | 13,569 | 5.9 |
| 1 to 2 p.m. | 34 | 5.9 | 2,594 | 5.9 | 10,204 | 5.5 | 12,832 | 5.6 |
| 2 to 3 p.m. | 27 | 4.7 | 2,852 | 6.4 | 10,916 | 5.9 | 13,795 | 6.0 |
| 3 to 4 p.m. | 25 | 4.4 | 3,456 | 7.8 | 13,407 | 7.3 | 16,888 | 7.4 |
| 4 to 5 p.m. | 38 | 6.6 | 3,610 | 8.2 | 14,301 | 7.8 | 17,949 | 7.8 |
| 5 to 6 p.m. | 34 | 5.9 | 3,691 | 8.3 | 15,239 | 8.3 | 18,964 | 8.3 |
| Sub-total | 179 | 31.2 | 19,038 | 43.1 | 74,780 | 40.6 | 93,997 | 41.0 |
| 6 to 7 p.m. | 37 | 6.4 | 2,824 | 6.4 | 11,755 | 6.4 | 14,616 | 6.4 |
| 7 to 8 p.m. | 28 | 4.9 | 1,993 | 4.5 | 8,095 | 4.4 | 10,116 | 4.4 |
| 8 to 9 p.m. | 28 | 4.9 | 1,535 | 3.5 | 6,321 | 3.4 | 7,884 | 3.4 |
| 9 to 10 p.m. | 28 | 4.9 | 1,369 | 3.1 | 6,086 | 3.3 | 7,483 | 3.3 |
| 10 to 11 p.m. | 22 | 3.8 | 1,170 | 2.6 | 4,897 | 2.7 | 6,089 | 2.7 |
| 11 to 12 midnight | 22 | 3.8 | 917 | 2.1 | 4,018 | 2.2 | 4,957 | 2.2 |
| Sub-total | 165 | 28.7 | 9,808 | 22.2 | 41,172 | 22.3 | 51,145 | 22.3 |
| Unknown | 5 | 0.9 | 302 | 0.7 | 1,608 | 0.9 | 1,915 | 0.8 |
| Total | 574 | 100.0 | 44,219 | 100.0 | 184,403 | 100.0 | 229,196 | 100.0 |

Table 3.8: Statutory Holidays, Holiday Weekends – Persons Killed and Injured in Fatal Collisions, 2008

| Statutory Holiday* | Number of Fatal Collisions | Drivers | | Passengers | | Others | | Total | |
|----------------------|----------------------------|---------|---------|------------|---------|--------|---------|--------|---------|
| | | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| Easter Weekend | 2 | 1 | 2 | 2 | 3 | 0 | 0 | 3 | 5 |
| Victoria Day | 5 | 4 | 3 | 3 | 11 | 0 | 0 | 7 | 14 |
| Canada Day | 6 | 5 | 5 | 2 | 3 | 0 | 0 | 7 | 8 |
| Civic Holiday | 5 | 4 | 1 | 0 | 0 | 1 | 0 | 5 | 1 |
| Labour Day | 5 | 2 | 4 | 2 | 5 | 1 | 0 | 5 | 9 |
| Thanksgiving Day | 9 | 6 | 4 | 4 | 6 | 1 | 0 | 11 | 10 |
| Christmas/Boxing Day | 4 | 2 | 2 | 1 | 8 | 1 | 0 | 4 | 10 |

* Actual length may vary depending on the calendar year. For certain holidays, it might include the whole weekend.

Table 3.9: Light Condition by Class of Collision, 2008

| Light Condition | Class of Collision | | | | | | Total | |
|-----------------|--------------------|--------------|-----------------|--------------|-----------------|--------------|----------------|--------------|
| | Fatal | % | Personal Injury | % | Property Damage | % | | |
| Daylight | 322 | 56.1 | 31,749 | 71.8 | 127,330 | 69.0 | 159,401 | 69.5 |
| Dawn | 12 | 2.1 | 698 | 1.6 | 3,196 | 1.7 | 3,906 | 1.7 |
| Dusk | 14 | 2.4 | 1,322 | 3.0 | 5,851 | 3.2 | 7,187 | 3.1 |
| Darkness | 223 | 38.9 | 10,411 | 23.5 | 47,706 | 25.9 | 58,340 | 25.5 |
| Other | 3 | 0.5 | 39 | 0.1 | 320 | 0.2 | 362 | 0.2 |
| Total | 574 | 100.0 | 44,219 | 100.0 | 184,403 | 100.0 | 229,196 | 100.0 |

Table 3.10: Visibility by Class of Collision, 2008

| Visibility | Class of Collision | | | | | | Total | |
|--------------------------|--------------------|---------------|-----------------|---------------|-----------------|---------------|----------------|---------------|
| | Fatal | % | Personal Injury | % | Property Damage | % | | |
| Clear | 441 | 76.83 | 34,303 | 77.58 | 136,388 | 73.96 | 171,132 | 74.67 |
| Rain | 62 | 10.80 | 4,589 | 10.38 | 17,197 | 9.33 | 21,848 | 9.53 |
| Snow | 42 | 7.32 | 4,006 | 9.06 | 24,860 | 13.48 | 28,908 | 12.61 |
| Freezing Rain | 4 | 0.70 | 337 | 0.76 | 1,626 | 0.88 | 1,967 | 0.86 |
| Drifting Snow | 4 | 0.70 | 339 | 0.77 | 1,714 | 0.93 | 2,057 | 0.90 |
| Strong Wind | 3 | 0.52 | 129 | 0.29 | 608 | 0.33 | 740 | 0.32 |
| Fog, Mist, Smoke or Dust | 13 | 2.26 | 318 | 0.72 | 1,273 | 0.69 | 1,604 | 0.70 |
| Other | 5 | 0.87 | 198 | 0.45 | 737 | 0.40 | 940 | 0.41 |
| Total | 574 | 100.00 | 44,219 | 100.00 | 184,403 | 100.00 | 229,196 | 100.00 |

3C. THE COLLISION LOCATION

Table 3.11: Road Jurisdiction by Class of Collision, 2008

| Road Jurisdiction | Class of Collision | | | Total |
|-------------------------------------|--------------------|-----------------|-----------------|----------------|
| | Fatal | Personal Injury | Property Damage | |
| Municipal (Excluding Township Road) | 206 | 27,659 | 116,337 | 144,202 |
| Provincial Highway | 139 | 7,646 | 32,709 | 40,494 |
| Township | 46 | 1,360 | 6,230 | 7,636 |
| County or District | 91 | 2,362 | 9,565 | 12,018 |
| Regional Municipality | 90 | 5,075 | 19,178 | 24,343 |
| Federal | 1 | 86 | 293 | 380 |
| Other | 1 | 31 | 91 | 123 |
| Total | 574 | 44,219 | 184,403 | 229,196 |

Table 3.12: Road Jurisdiction for All Collisions, 1999–2008

| Road Jurisdiction* | Year | | | | | | | | | | Total |
|-----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | |
| Municipal | 126,063 | 136,499 | 143,951 | 149,533 | 149,310 | 139,303 | 139,081 | 132,420 | 143,967 | 144,202 | 1,404,329 |
| Provincial | 37,139 | 38,366 | 36,511 | 39,579 | 42,518 | 40,506 | 40,780 | 37,603 | 41,235 | 40,494 | 394,731 |
| Township | 8,672 | 9,844 | 8,678 | 9,602 | 9,146 | 8,144 | 8,189 | 7,819 | 8,273 | 7,636 | 86,003 |
| County or District | 11,217 | 12,847 | 12,692 | 13,773 | 14,200 | 13,929 | 12,852 | 12,144 | 12,933 | 12,018 | 128,605 |
| Regional Municipality | 38,360 | 42,464 | 31,659 | 31,628 | 30,731 | 29,195 | 28,864 | 25,760 | 26,559 | 24,343 | 309,563 |
| Federal | 400 | 439 | 354 | 425 | 423 | 363 | 392 | 343 | 377 | 380 | 3,896 |
| Other | 111 | 171 | 159 | 102 | 135 | 108 | 100 | 158 | 143 | 123 | 1,310 |
| Total | 221,962 | 240,630 | 234,004 | 244,642 | 246,463 | 231,548 | 230,258 | 216,247 | 233,487 | 229,196 | 2,328,437 |

* Collisions may not be comparable across the different years due to transfer of highways between jurisdictions.

Table 3.13: Collision Location by Class of Collision, 2008

| Road Location | Class of Collision | | | | | | Total | |
|-----------------------|--------------------|--------------|-----------------|--------------|-----------------|--------------|----------------|--------------|
| | Fatal | % | Personal Injury | % | Property Damage | % | Total | % |
| Non-intersection | 341 | 59.4 | 16,909 | 38.2 | 84,961 | 46.1 | 102,211 | 44.6 |
| Intersection Related | 91 | 15.9 | 11,504 | 26.0 | 44,638 | 24.2 | 56,233 | 24.5 |
| At Intersection | 95 | 16.6 | 11,468 | 25.9 | 32,172 | 17.4 | 43,735 | 19.1 |
| At/Near Private Drive | 33 | 5.7 | 3,937 | 8.9 | 21,060 | 11.4 | 25,030 | 10.9 |
| At Railway | 5 | 0.9 | 53 | 0.1 | 258 | 0.1 | 316 | 0.1 |
| Underpass or Tunnel | 2 | 0.3 | 39 | 0.1 | 154 | 0.1 | 195 | 0.1 |
| Overpass or Bridge | 7 | 1.2 | 227 | 0.5 | 721 | 0.4 | 955 | 0.4 |
| Other | 0 | 0.0 | 82 | 0.2 | 439 | 0.2 | 521 | 0.2 |
| Total | 574 | 100.0 | 44,219 | 100.0 | 184,403 | 100.0 | 229,196 | 100.0 |

Table 3.14: Road Surface Condition by Class of Collision, 2008

| Road Surface Condition | Class of Collision | | | | | | Total | |
|------------------------|--------------------|--------------|-----------------|--------------|-----------------|--------------|----------------|--------------|
| | Fatal | % | Personal Injury | % | Property Damage | % | Total | % |
| Dry | 380 | 66.2 | 29,300 | 66.3 | 111,028 | 60.2 | 140,708 | 61.4 |
| Wet | 122 | 21.3 | 8,549 | 19.3 | 33,487 | 18.2 | 42,158 | 18.4 |
| Loose Snow | 24 | 4.2 | 2,091 | 4.7 | 13,726 | 7.4 | 15,841 | 6.9 |
| Slush | 10 | 1.7 | 1,116 | 2.5 | 6,216 | 3.4 | 7,342 | 3.2 |
| Packed Snow | 17 | 3.0 | 1,139 | 2.6 | 8,146 | 4.4 | 9,302 | 4.1 |
| Ice | 15 | 2.6 | 1,701 | 3.8 | 10,366 | 5.6 | 12,082 | 5.3 |
| Mud | 0 | 0.0 | 4 | 0.0 | 55 | 0.0 | 59 | 0.0 |
| Loose Sand or Gravel | 4 | 0.7 | 183 | 0.4 | 551 | 0.3 | 738 | 0.3 |
| Spilled Liquid | 0 | 0.0 | 24 | 0.1 | 26 | 0.0 | 50 | 0.0 |
| Other | 2 | 0.3 | 112 | 0.3 | 802 | 0.4 | 916 | 0.4 |
| Total | 574 | 100.0 | 44,219 | 100.0 | 184,403 | 100.0 | 229,196 | 100.0 |

PLACE OF COLLISION



4. PLACE OF COLLISION

This section pinpoints the location of collisions in Ontario and provides a breakdown of the various classes of collision by municipality. The location of collisions provides vital information to MTO and local road authorities about the safety of Ontario's roads and highways. Comparing the number of collisions and injuries within specific municipalities over the years may help to highlight trends in road safety over time. This information helps MTO and local authorities to prioritize their infrastructure projects, enforcement activities, and education campaigns.

Changes to the names and boundaries of municipalities due to amalgamation or annexation may mean that the statistics found in Table 4.1 of this section are not necessarily comparable from year to year. Information about number of population by Ontario's municipalities can be found at the Statistics Canada website at www.statcan.gc.ca. These figures can be used to determine per capita fatality or injury rates by municipality for comparison purpose.

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2008

| Place of Collision | Total Collisions | Class of Collision | | | Persons | | Motor Vehicle Registrations* |
|---|------------------|--------------------|-----------------|-----------------|------------|---------------|------------------------------|
| | | Fatal | Personal Injury | Property Damage | Killed | Injured | |
| ONTARIO TOTAL | 229,196 | 574 | 44,219 | 184,403 | 631 | 62,743 | 8,603,486 |
| Algoma | | | | | | | |
| Blind River T | 22 | 0 | 1 | 21 | 0 | 1 | |
| Elliot Lake C | 85 | 1 | 9 | 75 | 1 | 12 | |
| Huron Shores M | 5 | 0 | 0 | 5 | 0 | 0 | |
| Macdonald, Meredith & Aberdeen Add'l TP | 4 | 0 | 0 | 4 | 0 | 0 | |
| Sault Ste. Marie C | 1,453 | 1 | 306 | 1,146 | 1 | 426 | |
| Provincial Highway | 584 | 3 | 130 | 451 | 3 | 207 | |
| Other Areas | 238 | 0 | 46 | 192 | 0 | 60 | |
| Algoma Total | 2,391 | 5 | 492 | 1,894 | 5 | 706 | 116,079 |
| Brant | | | | | | | |
| Brantford C | 1,580 | 0 | 307 | 1,273 | 0 | 407 | |
| Provincial Highway | 253 | 3 | 49 | 201 | 3 | 62 | |
| Other Areas | 544 | 4 | 109 | 431 | 5 | 152 | |
| Brant Total | 2,377 | 7 | 465 | 1,905 | 8 | 621 | 95,061 |

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2008 (continued)

| Place of Collision | Total Collisions | Class of Collision | | | Persons | | Motor Vehicle Registrations* |
|-----------------------------|------------------|--------------------|-----------------|-----------------|-----------|------------|------------------------------|
| | | Fatal | Personal Injury | Property Damage | Killed | Injured | |
| Bruce | | | | | | | |
| Arran-Elderslie M | 77 | 1 | 14 | 62 | 1 | 31 | |
| Brockton M | 296 | 1 | 44 | 251 | 1 | 66 | |
| Huron-Kinloss TP | 270 | 1 | 49 | 220 | 1 | 80 | |
| Kincardine M | 200 | 0 | 32 | 168 | 0 | 41 | |
| Saugeen Shores T | 153 | 0 | 22 | 131 | 0 | 32 | |
| South Bruce Peninsula T | 69 | 0 | 17 | 52 | 0 | 19 | |
| Provincial Highway | 203 | 1 | 37 | 165 | 1 | 48 | |
| Other Areas | 181 | 1 | 35 | 145 | 1 | 59 | |
| Bruce Total | 1,449 | 5 | 250 | 1,194 | 5 | 376 | 68,597 |
| Chatham-Kent | | | | | | | |
| Provincial Highway | 165 | 1 | 36 | 128 | 1 | 59 | |
| Other Areas | 1,352 | 9 | 263 | 1,080 | 10 | 384 | |
| Chatham-Kent Total | 1,517 | 10 | 299 | 1,208 | 11 | 443 | 89,387 |
| Cochrane | | | | | | | |
| Black River-Matheson TP | 2 | 0 | 0 | 2 | 0 | 0 | |
| Cochrane T | 78 | 0 | 18 | 60 | 0 | 24 | |
| Hearst T | 36 | 0 | 7 | 29 | 0 | 9 | |
| Iroquois Falls T | 28 | 0 | 5 | 23 | 0 | 5 | |
| Kapuskasing T | 65 | 0 | 9 | 56 | 0 | 10 | |
| Timmins C | 616 | 0 | 126 | 490 | 0 | 173 | |
| Provincial Highway | 342 | 3 | 76 | 263 | 4 | 114 | |
| Other Areas | 182 | 2 | 33 | 147 | 2 | 55 | |
| Cochrane Total | 1,349 | 5 | 274 | 1,070 | 6 | 390 | 87,511 |
| Dufferin | | | | | | | |
| Amaranth TP | 95 | 1 | 18 | 76 | 2 | 32 | |
| East Garafraxa TP | 74 | 0 | 9 | 65 | 0 | 12 | |
| East Luther Grand Valley TP | 24 | 0 | 3 | 21 | 0 | 4 | |
| Melancthon TP | 66 | 0 | 7 | 59 | 0 | 10 | |
| Mono T | 95 | 0 | 18 | 77 | 0 | 25 | |
| Mulmur TP | 66 | 1 | 11 | 54 | 1 | 20 | |
| Orangeville T | 325 | 0 | 41 | 284 | 0 | 54 | |

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2008 (continued)

| Place of Collision | Total Collisions | Class of Collision | | | Persons | | Motor Vehicle Registrations* |
|-----------------------|------------------|--------------------|-----------------|-----------------|-----------|--------------|------------------------------|
| | | Fatal | Personal Injury | Property Damage | Killed | Injured | |
| Shelburne T | 46 | 0 | 8 | 38 | 0 | 10 | |
| Provincial Highway | 193 | 3 | 41 | 149 | 3 | 75 | |
| Other Areas | 294 | 1 | 62 | 231 | 1 | 103 | |
| Dufferin Total | 1,278 | 6 | 218 | 1,054 | 7 | 345 | 45,628 |
| Durham | | | | | | | |
| Ajax T | 466 | 1 | 188 | 277 | 1 | 253 | |
| Brock TP | 98 | 0 | 16 | 82 | 0 | 22 | |
| Clarington M | 653 | 7 | 118 | 528 | 7 | 169 | |
| Oshawa C | 2,047 | 4 | 299 | 1,744 | 4 | 396 | |
| Pickering C | 485 | 1 | 189 | 295 | 1 | 263 | |
| Scugog TP | 245 | 2 | 49 | 194 | 3 | 65 | |
| Uxbridge TP | 263 | 2 | 54 | 207 | 3 | 93 | |
| Whitby T | 1,229 | 4 | 221 | 1,004 | 5 | 308 | |
| Provincial Highway | 1,760 | 0 | 319 | 1,441 | 0 | 475 | |
| Other Areas | 94 | 0 | 18 | 76 | 0 | 26 | |
| Durham Total | 7,340 | 21 | 1,471 | 5,848 | 24 | 2,070 | 422,991 |
| Elgin | | | | | | | |
| Aylmer T | 63 | 0 | 10 | 53 | 0 | 11 | |
| Bayham M | 77 | 1 | 16 | 60 | 1 | 30 | |
| Central Elgin M | 138 | 0 | 27 | 111 | 0 | 37 | |
| Dutton-Dunwich M | 65 | 1 | 6 | 58 | 1 | 9 | |
| Malahide TP | 99 | 1 | 25 | 73 | 1 | 45 | |
| Southwold TP | 65 | 1 | 12 | 52 | 1 | 17 | |
| St. Thomas C | 367 | 1 | 101 | 265 | 1 | 149 | |
| West Elgin M | 43 | 0 | 9 | 34 | 0 | 18 | |
| Provincial Highway | 161 | 0 | 27 | 134 | 0 | 44 | |
| Other Areas | 81 | 2 | 10 | 69 | 2 | 18 | |
| Elgin Total | 1,159 | 7 | 243 | 909 | 7 | 378 | 74,297 |
| Essex | | | | | | | |
| Amherstburg T | 255 | 2 | 42 | 211 | 2 | 59 | |
| Essex T | 216 | 3 | 27 | 186 | 4 | 41 | |

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2008 (continued)

| Place of Collision | Total Collisions | Class of Collision | | | Persons | | Motor Vehicle Registrations* |
|------------------------|------------------|--------------------|-----------------|-----------------|-----------|--------------|------------------------------|
| | | Fatal | Personal Injury | Property Damage | Killed | Injured | |
| Kingsville T | 172 | 3 | 27 | 142 | 3 | 30 | |
| Lakeshore T | 317 | 3 | 74 | 240 | 3 | 96 | |
| LaSalle T | 153 | 0 | 30 | 123 | 0 | 39 | |
| Leamington M | 374 | 1 | 69 | 304 | 1 | 106 | |
| Tecumseh T | 263 | 2 | 51 | 210 | 3 | 79 | |
| Windsor C | 4,059 | 6 | 828 | 3,225 | 6 | 1,120 | |
| Provincial Highway | 266 | 0 | 84 | 182 | 0 | 148 | |
| Other Areas | 66 | 0 | 10 | 56 | 0 | 10 | |
| Essex Total | 6,141 | 20 | 1,242 | 4,879 | 22 | 1,728 | 266,918 |
| Frontenac | | | | | | | |
| Central Frontenac TP | 70 | 0 | 10 | 60 | 0 | 11 | |
| Frontenac Islands TP | 7 | 0 | 1 | 6 | 0 | 1 | |
| Kingston C | 1,587 | 3 | 276 | 1,308 | 3 | 365 | |
| North Frontenac TP | 16 | 0 | 2 | 14 | 0 | 2 | |
| South Frontenac TP | 237 | 1 | 57 | 179 | 1 | 71 | |
| Provincial Highway | 354 | 0 | 75 | 279 | 0 | 100 | |
| Other Areas | 32 | 0 | 6 | 26 | 0 | 7 | |
| Frontenac Total | 2,303 | 4 | 427 | 1,872 | 4 | 557 | 108,353 |
| Grey | | | | | | | |
| The Blue Mountains T | 101 | 0 | 19 | 82 | 0 | 34 | |
| Chatsworth TP | 81 | 0 | 12 | 69 | 0 | 17 | |
| Georgian Bluffs TP | 19 | 0 | 2 | 17 | 0 | 2 | |
| Grey Highlands M | 78 | 0 | 7 | 71 | 0 | 13 | |
| Hanover T | 109 | 0 | 18 | 91 | 0 | 25 | |
| Meaford M | 94 | 1 | 14 | 79 | 1 | 19 | |
| Owen Sound C | 335 | 0 | 59 | 276 | 0 | 78 | |
| Southgate TP | 58 | 0 | 11 | 47 | 0 | 16 | |
| West Grey M | 325 | 2 | 68 | 255 | 2 | 99 | |
| Provincial Highway | 305 | 3 | 70 | 232 | 3 | 122 | |
| Other Areas | 238 | 4 | 42 | 192 | 4 | 64 | |
| Grey Total | 1,743 | 10 | 322 | 1,411 | 10 | 489 | 76,452 |

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2008 (continued)

| Place of Collision | Total Collisions | Class of Collision | | | Persons | | Motor Vehicle Registrations* |
|--------------------------------|------------------|--------------------|-----------------|-----------------|-----------|--------------|------------------------------|
| | | Fatal | Personal Injury | Property Damage | Killed | Injured | |
| Haldimand-Norfolk | | | | | | | |
| Provincial Highway | 211 | 2 | 49 | 160 | 2 | 85 | |
| Other Areas | 1,401 | 11 | 274 | 1,116 | 11 | 389 | |
| Haldimand-Norfolk Total | 1,612 | 13 | 323 | 1,276 | 13 | 474 | 98,530 |
| Haliburton | | | | | | | |
| Algonquin Highlands TP | 4 | 0 | 1 | 3 | 0 | 1 | |
| Dysart et al TP | 99 | 0 | 14 | 85 | 0 | 21 | |
| Highlands East M | 0 | 0 | 0 | 0 | 0 | 0 | |
| Minden Hills TP | 97 | 0 | 15 | 82 | 0 | 24 | |
| Provincial Highway | 196 | 0 | 28 | 168 | 0 | 36 | |
| Other Areas | 122 | 0 | 24 | 98 | 0 | 27 | |
| Haliburton Total | 518 | 0 | 82 | 436 | 0 | 109 | 21,640 |
| Halton | | | | | | | |
| Burlington C | 2,286 | 1 | 395 | 1,890 | 1 | 519 | |
| Halton Hills T | 692 | 2 | 132 | 558 | 2 | 197 | |
| Milton T | 1,002 | 5 | 195 | 802 | 7 | 276 | |
| Oakville T | 2,204 | 3 | 286 | 1,915 | 3 | 385 | |
| Provincial Highway | 2,768 | 5 | 460 | 2,303 | 5 | 692 | |
| Other Areas | 121 | 0 | 15 | 106 | 0 | 24 | |
| Halton Total | 9,073 | 16 | 1,483 | 7,574 | 18 | 2,093 | 339,737 |
| Hamilton | | | | | | | |
| Hamilton C | 8,580 | 15 | 1,727 | 6,838 | 15 | 2,459 | |
| Provincial Highway | 1,191 | 1 | 255 | 935 | 1 | 364 | |
| Other Areas | 0 | 0 | 0 | 0 | 0 | 0 | |
| Hamilton Total | 9,771 | 16 | 1,982 | 7,773 | 16 | 2,823 | 312,259 |
| Hastings | | | | | | | |
| Bancroft T | 68 | 0 | 10 | 58 | 0 | 14 | |
| Belleville C | 906 | 2 | 158 | 746 | 3 | 207 | |
| Centre Hastings M | 43 | 0 | 8 | 35 | 0 | 14 | |
| Deseronto T | 11 | 0 | 1 | 10 | 0 | 1 | |
| Faraday TP | 7 | 0 | 2 | 5 | 0 | 3 | |

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2008 (continued)

| Place of Collision | Total Collisions | Class of Collision | | | Persons | | Motor Vehicle Registrations* |
|-------------------------------|------------------|--------------------|-----------------|-----------------|-----------|------------|------------------------------|
| | | Fatal | Personal Injury | Property Damage | Killed | Injured | |
| Hastings Highlands M | 0 | 0 | 0 | 0 | 0 | 0 | |
| Madoc TP | 13 | 0 | 2 | 11 | 0 | 4 | |
| Marmora and Lake M | 27 | 0 | 5 | 22 | 0 | 5 | |
| Stirling-Rawdon TP | 73 | 0 | 9 | 64 | 0 | 12 | |
| Tweed M | 75 | 2 | 8 | 65 | 2 | 8 | |
| Tyendinaga TP | 48 | 0 | 9 | 39 | 0 | 11 | |
| Provincial Highway | 572 | 1 | 120 | 451 | 1 | 180 | |
| Other Areas | 671 | 3 | 136 | 532 | 3 | 193 | |
| Hastings Total | 2,514 | 8 | 468 | 2,038 | 9 | 652 | 118,074 |
| Huron | | | | | | | |
| Ashfield-Colborne-Wawanosh TP | 43 | 0 | 5 | 38 | 0 | 7 | |
| Bluewater M | 0 | 0 | 0 | 0 | 0 | 0 | |
| Central Huron M | 27 | 0 | 4 | 23 | 0 | 9 | |
| Goderich T | 92 | 0 | 18 | 74 | 0 | 29 | |
| Howick TP | 51 | 1 | 8 | 42 | 1 | 17 | |
| Huron East M | 52 | 0 | 5 | 47 | 0 | 6 | |
| Morris-Turnberry M | 58 | 0 | 12 | 46 | 0 | 15 | |
| North Huron TP | 16 | 0 | 1 | 15 | 0 | 1 | |
| South Huron M | 0 | 0 | 0 | 0 | 0 | 0 | |
| Provincial Highway | 172 | 3 | 30 | 139 | 4 | 48 | |
| Other Areas | 447 | 7 | 78 | 362 | 8 | 131 | |
| Huron Total | 958 | 11 | 161 | 786 | 13 | 263 | 52,815 |
| Kawartha Lakes | | | | | | | |
| Kawartha Lakes C | 441 | 4 | 79 | 358 | 5 | 108 | |
| Provincial Highway | 261 | 4 | 60 | 197 | 4 | 119 | |
| Other Areas | 1 | 0 | 0 | 1 | 0 | 0 | |
| Kawartha Lakes Total | 703 | 8 | 139 | 556 | 9 | 227 | 71,423 |
| Kenora | | | | | | | |
| Dryden C | 116 | 0 | 4 | 112 | 0 | 6 | |
| Kenora C | 385 | 0 | 37 | 348 | 0 | 50 | |
| Red Lake M | 23 | 0 | 1 | 22 | 0 | 1 | |

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2008 (continued)

| Place of Collision | Total Collisions | Class of Collision | | | Persons | | Motor Vehicle Registrations* |
|----------------------|------------------|--------------------|-----------------|-----------------|-----------|------------|------------------------------|
| | | Fatal | Personal Injury | Property Damage | Killed | Injured | |
| Sioux Lookout M | 50 | 0 | 9 | 41 | 0 | 9 | |
| Provincial Highway | 925 | 4 | 134 | 787 | 4 | 215 | |
| Other Areas | 147 | 1 | 19 | 127 | 1 | 25 | |
| Kenora Total | 1,646 | 5 | 204 | 1,437 | 5 | 306 | 53,133 |
| Lambton | | | | | | | |
| Brooke-Alvinston TP | 26 | 0 | 5 | 21 | 0 | 8 | |
| Dawn-Euphemia TP | 44 | 1 | 6 | 37 | 1 | 15 | |
| Enniskillen TP | 78 | 0 | 13 | 65 | 0 | 24 | |
| Petrolia T | 35 | 1 | 3 | 31 | 1 | 3 | |
| Plympton-Wyoming T | 94 | 0 | 24 | 70 | 0 | 37 | |
| Point Edward V | 23 | 0 | 3 | 20 | 0 | 4 | |
| Sarnia C | 904 | 2 | 153 | 749 | 2 | 206 | |
| St. Clair TP | 1 | 0 | 0 | 1 | 0 | 0 | |
| Warwick TP | 55 | 1 | 14 | 40 | 1 | 22 | |
| Provincial Highway | 236 | 2 | 34 | 200 | 2 | 54 | |
| Other Areas | 303 | 3 | 62 | 238 | 3 | 94 | |
| Lambton Total | 1,799 | 10 | 317 | 1,472 | 10 | 467 | 103,650 |
| Lanark | | | | | | | |
| Beckwith TP | 44 | 0 | 5 | 39 | 0 | 6 | |
| Carleton Place T | 95 | 0 | 15 | 80 | 0 | 22 | |
| Lanark Highlands TP | 159 | 0 | 24 | 135 | 0 | 34 | |
| Mississippi Mills T | 88 | 1 | 18 | 69 | 1 | 31 | |
| Montague TP | 67 | 1 | 9 | 57 | 1 | 14 | |
| Perth T | 218 | 2 | 39 | 177 | 2 | 59 | |
| Smiths Falls ST | 202 | 0 | 22 | 180 | 0 | 24 | |
| Tay Valley TP | 2 | 0 | 1 | 1 | 0 | 1 | |
| Provincial Highway | 212 | 3 | 37 | 172 | 3 | 70 | |
| Other Areas | 246 | 1 | 34 | 211 | 1 | 49 | |
| Lanark Total | 1,333 | 8 | 204 | 1,121 | 8 | 310 | 58,701 |

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2008 (continued)

| Place of Collision | Total Collisions | Class of Collision | | | Persons | | Motor Vehicle Registrations* |
|-------------------------------------|------------------|--------------------|-----------------|-----------------|----------|------------|------------------------------|
| | | Fatal | Personal Injury | Property Damage | Killed | Injured | |
| Leeds & Grenville | | | | | | | |
| Athens TP | 30 | 0 | 5 | 25 | 0 | 8 | |
| Augusta TP | 89 | 0 | 11 | 78 | 0 | 12 | |
| Brockville C | 373 | 0 | 72 | 301 | 0 | 102 | |
| Edwardsburgh/Cardinal TP | 80 | 0 | 19 | 61 | 0 | 26 | |
| Elizabethtown-Kitley TP | 117 | 1 | 23 | 93 | 1 | 29 | |
| Front of Yonge TP | 16 | 0 | 4 | 12 | 0 | 6 | |
| Gananoque ST | 69 | 0 | 7 | 62 | 0 | 8 | |
| Leeds and the Thousand Islands TP | 0 | 0 | 0 | 0 | 0 | 0 | |
| Merrickville-Wolford V | 41 | 0 | 6 | 35 | 0 | 7 | |
| North Grenville M | 246 | 0 | 46 | 200 | 0 | 71 | |
| Prescott ST | 101 | 0 | 19 | 82 | 0 | 25 | |
| Rideau Lakes TP | 107 | 0 | 17 | 90 | 0 | 21 | |
| Provincial Highway | 710 | 5 | 118 | 587 | 5 | 167 | |
| Other Areas | 275 | 1 | 43 | 231 | 1 | 54 | |
| Leeds & Grenville Total | 2,254 | 7 | 390 | 1,857 | 7 | 536 | 88,799 |
| Lennox & Addington | | | | | | | |
| Addington Highlands TP | 20 | 0 | 2 | 18 | 0 | 3 | |
| Greater Napanee T | 198 | 1 | 30 | 167 | 1 | 45 | |
| Loyalist TP | 108 | 0 | 27 | 81 | 0 | 40 | |
| Stone Mills TP | 100 | 2 | 13 | 85 | 2 | 20 | |
| Provincial Highway | 265 | 2 | 57 | 206 | 2 | 83 | |
| Other Areas | 34 | 0 | 8 | 26 | 0 | 9 | |
| Lennox & Addington Total | 725 | 5 | 137 | 583 | 5 | 200 | 32,828 |
| Manitoulin | | | | | | | |
| Central Manitoulin M | 9 | 0 | 2 | 7 | 0 | 2 | |
| Provincial Highway | 198 | 1 | 28 | 169 | 1 | 35 | |
| Other Areas | 111 | 0 | 17 | 94 | 0 | 28 | |
| Manitoulin Total | 318 | 1 | 47 | 270 | 1 | 65 | 14,965 |

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2008 (continued)

| Place of Collision | Total Collisions | Class of Collision | | | Persons | | Motor Vehicle Registrations* |
|------------------------|------------------|--------------------|-----------------|-----------------|-----------|--------------|------------------------------|
| | | Fatal | Personal Injury | Property Damage | Killed | Injured | |
| Middlesex | | | | | | | |
| Adelaide-Metcalf TP | 72 | 1 | 16 | 55 | 1 | 27 | |
| London C | 7,331 | 7 | 1,386 | 5,938 | 7 | 1,978 | |
| Lucan Biddulph TP | 39 | 0 | 6 | 33 | 0 | 8 | |
| Middlesex Centre M | 242 | 3 | 52 | 187 | 3 | 85 | |
| North Middlesex M | 3 | 0 | 0 | 3 | 0 | 0 | |
| Southwest Middlesex M | 20 | 0 | 4 | 16 | 0 | 7 | |
| Strathroy-Caradoc TP | 216 | 1 | 41 | 174 | 2 | 56 | |
| Provincial Highway | 459 | 1 | 85 | 373 | 1 | 120 | |
| Other Areas | 670 | 3 | 139 | 528 | 3 | 233 | |
| Middlesex Total | 9,052 | 16 | 1,729 | 7,307 | 17 | 2,514 | 287,445 |
| Muskoka | | | | | | | |
| Bracebridge T | 215 | 0 | 30 | 185 | 0 | 38 | |
| Georgian Bay TP | 20 | 0 | 4 | 16 | 0 | 7 | |
| Gravenhurst T | 125 | 3 | 19 | 103 | 3 | 24 | |
| Huntsville T | 270 | 1 | 43 | 226 | 1 | 53 | |
| Lake of Bays TP | 36 | 1 | 5 | 30 | 1 | 9 | |
| Muskoka Lakes TP | 99 | 0 | 12 | 87 | 0 | 17 | |
| Provincial Highway | 573 | 2 | 101 | 470 | 2 | 156 | |
| Other Areas | 107 | 1 | 18 | 88 | 1 | 23 | |
| Muskoka Total | 1,445 | 8 | 232 | 1,205 | 8 | 327 | 63,884 |
| Niagara | | | | | | | |
| Fort Erie T | 333 | 1 | 74 | 258 | 1 | 101 | |
| Grimsby T | 227 | 0 | 46 | 181 | 0 | 54 | |
| Lincoln T | 240 | 2 | 40 | 198 | 2 | 50 | |
| Niagara Falls C | 1,423 | 5 | 234 | 1,184 | 5 | 316 | |
| Niagara-on-the-Lake T | 180 | 2 | 31 | 147 | 3 | 39 | |
| Pelham T | 160 | 1 | 28 | 131 | 1 | 44 | |
| Port Colborne C | 175 | 0 | 29 | 146 | 0 | 39 | |
| St. Catharines C | 1,818 | 2 | 253 | 1,563 | 2 | 341 | |
| Thorold C | 227 | 2 | 30 | 195 | 2 | 38 | |

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2008 (continued)

| Place of Collision | Total Collisions | Class of Collision | | | Persons | | Motor Vehicle Registrations* |
|-----------------------------|------------------|--------------------|-----------------|-----------------|-----------|--------------|------------------------------|
| | | Fatal | Personal Injury | Property Damage | Killed | Injured | |
| Wainfleet TP | 63 | 0 | 9 | 54 | 0 | 9 | |
| Welland C | 654 | 1 | 126 | 527 | 1 | 173 | |
| West Lincoln TP | 139 | 3 | 26 | 110 | 4 | 37 | |
| Provincial Highway | 1,286 | 2 | 292 | 992 | 2 | 422 | |
| Other Areas | 179 | 0 | 27 | 152 | 0 | 34 | |
| Niagara Total | 7,104 | 21 | 1,245 | 5,838 | 23 | 1,697 | 318,725 |
| Nipissing | | | | | | | |
| Bonfield TP | 10 | 0 | 1 | 9 | 0 | 1 | |
| East Ferris TP | 22 | 0 | 4 | 18 | 0 | 6 | |
| Mattawa T | 17 | 0 | 4 | 13 | 0 | 4 | |
| North Bay C | 751 | 0 | 112 | 639 | 0 | 145 | |
| West Nipissing M | 117 | 0 | 17 | 100 | 0 | 20 | |
| Provincial Highway | 670 | 8 | 147 | 515 | 12 | 225 | |
| Other Areas | 92 | 0 | 19 | 73 | 0 | 29 | |
| Nipissing Total | 1,679 | 8 | 304 | 1,367 | 12 | 430 | 79,859 |
| Northumberland | | | | | | | |
| Alnwick-Haldimand TP | 101 | 1 | 27 | 73 | 1 | 39 | |
| Brighton M | 104 | 0 | 21 | 83 | 0 | 29 | |
| Cobourg T | 200 | 1 | 35 | 164 | 1 | 50 | |
| Cramahe TP | 57 | 2 | 13 | 42 | 4 | 14 | |
| Hamilton TP | 88 | 2 | 16 | 70 | 2 | 23 | |
| Port Hope M | 167 | 0 | 25 | 142 | 0 | 39 | |
| Trent Hills M | 125 | 1 | 25 | 99 | 1 | 39 | |
| Provincial Highway | 382 | 1 | 65 | 316 | 1 | 95 | |
| Other Areas | 208 | 0 | 40 | 168 | 0 | 54 | |
| Northumberland Total | 1,432 | 8 | 267 | 1,157 | 10 | 382 | 73,448 |
| Ottawa | | | | | | | |
| Ottawa C | 13,989 | 19 | 2,795 | 11,175 | 22 | 3,725 | |
| Provincial Highway | 1,604 | 8 | 274 | 1,322 | 9 | 373 | |
| Other Areas | 0 | 0 | 0 | 0 | 0 | 0 | |
| Ottawa Total | 15,593 | 27 | 3,069 | 12,497 | 31 | 4,098 | 505,056 |

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2008 (continued)

| Place of Collision | Total Collisions | Class of Collision | | | Persons | | Motor Vehicle Registrations* |
|--------------------------|------------------|--------------------|-----------------|-----------------|-----------|--------------|------------------------------|
| | | Fatal | Personal Injury | Property Damage | Killed | Injured | |
| Oxford | | | | | | | |
| East Zorra-Tavistock TP | 47 | 0 | 8 | 39 | 0 | 16 | |
| Ingersoll T | 110 | 0 | 24 | 86 | 0 | 28 | |
| Norwich TP | 120 | 2 | 28 | 90 | 2 | 55 | |
| Tillsonburg T | 153 | 0 | 38 | 115 | 0 | 60 | |
| Woodstock C | 526 | 2 | 89 | 435 | 2 | 131 | |
| Zorra TP | 173 | 2 | 30 | 141 | 2 | 55 | |
| Provincial Highway | 433 | 4 | 88 | 341 | 6 | 137 | |
| Other Areas | 277 | 3 | 53 | 221 | 3 | 74 | |
| Oxford Total | 1,839 | 13 | 358 | 1,468 | 15 | 556 | 87,219 |
| Parry Sound | | | | | | | |
| Magnetawan M | 5 | 0 | 1 | 4 | 0 | 2 | |
| McDougall M | 18 | 0 | 1 | 17 | 0 | 2 | |
| Nipissing TP | 4 | 0 | 1 | 3 | 0 | 1 | |
| Parry Sound T | 142 | 0 | 22 | 120 | 0 | 29 | |
| Perry TP | 12 | 0 | 3 | 9 | 0 | 4 | |
| Powassan M | 18 | 0 | 4 | 14 | 0 | 4 | |
| Provincial Highway | 640 | 2 | 124 | 514 | 2 | 181 | |
| Other Areas | 135 | 1 | 31 | 103 | 1 | 42 | |
| Parry Sound Total | 974 | 3 | 187 | 784 | 3 | 265 | 55,019 |
| Peel | | | | | | | |
| Brampton C | 5,709 | 14 | 867 | 4,828 | 14 | 1,224 | |
| Caledon T | 1,064 | 4 | 190 | 870 | 5 | 284 | |
| Mississauga C | 7,792 | 12 | 1,165 | 6,615 | 13 | 1,553 | |
| Provincial Highway | 4,243 | 6 | 614 | 3,623 | 7 | 898 | |
| Other Areas | 549 | 1 | 36 | 512 | 1 | 48 | |
| Peel Total | 19,357 | 37 | 2,872 | 16,448 | 40 | 4,007 | 767,973 |
| Perth | | | | | | | |
| North Perth M | 146 | 0 | 28 | 118 | 0 | 42 | |
| Perth East TP | 170 | 1 | 40 | 129 | 1 | 66 | |
| Perth South TP | 83 | 1 | 20 | 62 | 1 | 29 | |

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2008 (continued)

| Place of Collision | Total Collisions | Class of Collision | | | Persons | | Motor Vehicle Registrations* |
|-------------------------------------|------------------|--------------------|-----------------|-----------------|----------|------------|------------------------------|
| | | Fatal | Personal Injury | Property Damage | Killed | Injured | |
| St. Marys ST | 46 | 0 | 5 | 41 | 0 | 7 | |
| Stratford C | 420 | 0 | 79 | 341 | 0 | 118 | |
| West Perth M | 91 | 0 | 18 | 73 | 0 | 22 | |
| Provincial Highway | 167 | 2 | 29 | 136 | 2 | 53 | |
| Other Areas | 62 | 3 | 11 | 48 | 3 | 23 | |
| Perth Total | 1,185 | 7 | 230 | 948 | 7 | 360 | 59,063 |
| Peterborough | | | | | | | |
| Asphodel-Norwood TP | 43 | 0 | 10 | 33 | 0 | 20 | |
| Cavan-Monaghan TP | 82 | 0 | 16 | 66 | 0 | 20 | |
| Douro-Dummer TP | 65 | 1 | 10 | 54 | 1 | 12 | |
| Galway-Cavendish-Harvey TP | 81 | 1 | 10 | 70 | 1 | 15 | |
| Havelock-Belmont-Methuen TP | 49 | 0 | 7 | 42 | 0 | 7 | |
| North Kawartha TP | 29 | 0 | 5 | 24 | 0 | 9 | |
| Otonabee-South Monaghan TP | 89 | 0 | 17 | 72 | 0 | 23 | |
| Peterborough C | 795 | 3 | 388 | 404 | 3 | 552 | |
| Smith-Ennismore-Lakefield TP | 219 | 1 | 53 | 165 | 1 | 76 | |
| Provincial Highway | 368 | 2 | 56 | 310 | 3 | 86 | |
| Other Areas | 38 | 0 | 10 | 28 | 0 | 13 | |
| Peterborough Total | 1,858 | 8 | 582 | 1,268 | 9 | 833 | 108,893 |
| Prescott & Russell | | | | | | | |
| Alfred and Plantagenet TP | 126 | 2 | 38 | 86 | 3 | 62 | |
| Casselman V | 36 | 0 | 4 | 32 | 0 | 6 | |
| Clarence-Rockland C | 257 | 2 | 55 | 200 | 2 | 91 | |
| East Hawkesbury TP | 28 | 0 | 7 | 21 | 0 | 11 | |
| Hawkesbury T | 186 | 0 | 22 | 164 | 0 | 26 | |
| The Nation M | 199 | 0 | 43 | 156 | 0 | 52 | |
| Russell TP | 105 | 0 | 23 | 82 | 0 | 34 | |
| Provincial Highway | 211 | 1 | 47 | 163 | 1 | 66 | |
| Other Areas | 166 | 1 | 42 | 123 | 1 | 64 | |
| Prescott & Russell Total | 1,314 | 6 | 281 | 1,027 | 7 | 412 | 84,483 |

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2008 (continued)

| Place of Collision | Total Collisions | Class of Collision | | | Persons | | Motor Vehicle Registrations* |
|----------------------------------|------------------|--------------------|-----------------|-----------------|-----------|------------|------------------------------|
| | | Fatal | Personal Injury | Property Damage | Killed | Injured | |
| Prince Edward | | | | | | | |
| Provincial Highway | 38 | 0 | 3 | 35 | 0 | 4 | |
| Other Areas | 395 | 0 | 85 | 310 | 0 | 123 | |
| Prince Edward Total | 433 | 0 | 88 | 345 | 0 | 127 | 23,636 |
| Rainy River | | | | | | | |
| Atikokan T | 22 | 0 | 1 | 21 | 0 | 1 | |
| Fort Frances T | 140 | 0 | 15 | 125 | 0 | 16 | |
| Provincial Highway | 298 | 0 | 43 | 255 | 0 | 70 | |
| Other Areas | 66 | 0 | 11 | 55 | 0 | 14 | |
| Rainy River Total | 526 | 0 | 70 | 456 | 0 | 101 | 23,269 |
| Renfrew | | | | | | | |
| Admaston-Bromley TP | 27 | 0 | 8 | 19 | 0 | 9 | |
| Arnprior T | 70 | 0 | 15 | 55 | 0 | 20 | |
| Bonnechere Valley TP | 2 | 0 | 0 | 2 | 0 | 0 | |
| Brudenell, Lyndoch and Raglan TP | 16 | 0 | 1 | 15 | 0 | 1 | |
| Deep River T | 24 | 0 | 6 | 18 | 0 | 7 | |
| Greater Madawaska TP | 0 | 0 | 0 | 0 | 0 | 0 | |
| Horton TP | 44 | 1 | 10 | 33 | 1 | 12 | |
| Laurentian Hills T | 33 | 0 | 4 | 29 | 0 | 4 | |
| Laurentian Valley TP | 115 | 1 | 29 | 85 | 1 | 44 | |
| Madawaska Valley TP | 1 | 0 | 0 | 1 | 0 | 0 | |
| McNab-Braeside TP | 68 | 3 | 6 | 59 | 3 | 12 | |
| North Algona Wilberforce TP | 40 | 0 | 4 | 36 | 0 | 4 | |
| Pembroke C | 262 | 1 | 59 | 202 | 1 | 80 | |
| Petawawa T | 131 | 0 | 31 | 100 | 0 | 42 | |
| Renfrew T | 234 | 1 | 44 | 189 | 1 | 64 | |
| Whitewater Region TP | 0 | 0 | 0 | 0 | 0 | 0 | |
| Provincial Highway | 460 | 2 | 93 | 365 | 2 | 151 | |
| Other Areas | 315 | 1 | 42 | 272 | 3 | 49 | |
| Renfrew Total | 1,842 | 10 | 352 | 1,480 | 12 | 499 | 97,468 |

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2008 (continued)

| Place of Collision | Total Collisions | Class of Collision | | | Persons | | Motor Vehicle Registrations* |
|---|------------------|--------------------|-----------------|-----------------|-----------|--------------|------------------------------|
| | | Fatal | Personal Injury | Property Damage | Killed | Injured | |
| Simcoe | | | | | | | |
| Adjala-Tosorontio TP | 156 | 0 | 28 | 128 | 0 | 33 | |
| Barrie C | 2,080 | 3 | 305 | 1,772 | 3 | 456 | |
| Bradford West Gwillimbury T | 402 | 2 | 66 | 334 | 3 | 91 | |
| Clearview TP | 301 | 0 | 77 | 224 | 0 | 121 | |
| Collingwood T | 299 | 0 | 40 | 259 | 0 | 57 | |
| Essa TP | 215 | 1 | 44 | 170 | 2 | 71 | |
| Innisfil T | 446 | 4 | 111 | 331 | 4 | 182 | |
| Midland T | 220 | 0 | 40 | 180 | 0 | 68 | |
| New Tecumseth T | 327 | 0 | 64 | 263 | 0 | 108 | |
| Orillia C | 513 | 0 | 104 | 409 | 0 | 155 | |
| Oro-Medonte TP | 83 | 0 | 18 | 65 | 0 | 28 | |
| Penetanguishene T | 45 | 0 | 7 | 38 | 0 | 9 | |
| Ramara TP | 90 | 4 | 15 | 71 | 4 | 20 | |
| Severn TP | 101 | 0 | 22 | 79 | 0 | 36 | |
| Tay TP | 102 | 0 | 16 | 86 | 0 | 25 | |
| Tiny TP | 129 | 0 | 28 | 101 | 0 | 36 | |
| Wasaga Beach T | 177 | 0 | 31 | 146 | 0 | 42 | |
| Provincial Highway | 1,904 | 2 | 385 | 1,517 | 2 | 639 | |
| Other Areas | 465 | 3 | 107 | 355 | 3 | 177 | |
| Simcoe Total | 8,055 | 19 | 1,508 | 6,528 | 21 | 2,354 | 356,991 |
| Stormont, Dundas & Glengarry | | | | | | | |
| Cornwall C | 988 | 1 | 128 | 859 | 1 | 169 | |
| North Dundas TP | 11 | 0 | 1 | 10 | 0 | 1 | |
| North Glengarry TP | 146 | 0 | 27 | 119 | 0 | 31 | |
| North Stormont TP | 70 | 1 | 6 | 63 | 1 | 7 | |
| South Dundas TP | 4 | 0 | 2 | 2 | 0 | 4 | |
| South Glengarry TP | 113 | 0 | 26 | 87 | 0 | 33 | |
| South Stormont TP | 121 | 0 | 13 | 108 | 0 | 21 | |
| Provincial Highway | 407 | 7 | 68 | 332 | 7 | 99 | |
| Other Areas | 179 | 6 | 23 | 150 | 9 | 41 | |
| Stormont, Dundas & Glengarry Total | 2,039 | 15 | 294 | 1,730 | 18 | 406 | 93,213 |

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2008 (continued)

| Place of Collision | Total Collisions | Class of Collision | | | Persons | | Motor Vehicle Registrations* |
|--------------------------|------------------|--------------------|-----------------|-----------------|-----------|--------------|------------------------------|
| | | Fatal | Personal Injury | Property Damage | Killed | Injured | |
| Sudbury | | | | | | | |
| Chapleau TP | 12 | 0 | 2 | 10 | 0 | 3 | |
| Espanola T | 45 | 0 | 10 | 35 | 0 | 11 | |
| French River M | 4 | 0 | 1 | 3 | 0 | 1 | |
| Greater Sudbury C | 2,886 | 4 | 513 | 2,369 | 4 | 727 | |
| Markstay-Warren M | 6 | 0 | 1 | 5 | 0 | 3 | |
| Provincial Highway | 750 | 8 | 197 | 545 | 12 | 328 | |
| Other Areas | 181 | 0 | 42 | 139 | 0 | 59 | |
| Sudbury Total | 3,884 | 12 | 766 | 3,106 | 16 | 1,132 | 187,001 |
| Thunder Bay | | | | | | | |
| Greenstone M | 9 | 0 | 1 | 8 | 0 | 1 | |
| Manitouwadge TP | 5 | 0 | 1 | 4 | 0 | 1 | |
| Marathon T | 14 | 0 | 1 | 13 | 0 | 1 | |
| Neebing M | 17 | 0 | 3 | 14 | 0 | 6 | |
| Nipigon TP | 9 | 0 | 0 | 9 | 0 | 0 | |
| Oliver Paipoonge M | 51 | 1 | 5 | 45 | 1 | 6 | |
| Shuniah M | 30 | 1 | 7 | 22 | 1 | 11 | |
| Terrace Bay TP | 5 | 0 | 0 | 5 | 0 | 0 | |
| Thunder Bay C | 2,052 | 5 | 413 | 1,634 | 5 | 583 | |
| Provincial Highway | 995 | 11 | 172 | 812 | 13 | 263 | |
| Other Areas | 111 | 0 | 26 | 85 | 0 | 38 | |
| Thunder Bay Total | 3,298 | 18 | 629 | 2,651 | 20 | 910 | 140,198 |
| Timiskaming | | | | | | | |
| Englehart T | 3 | 0 | 0 | 3 | 0 | 0 | |
| Kirkland Lake T | 106 | 0 | 9 | 97 | 0 | 11 | |
| Temiskaming Shores C | 131 | 1 | 12 | 118 | 1 | 17 | |
| Provincial Highway | 293 | 4 | 58 | 231 | 4 | 108 | |
| Other Areas | 117 | 1 | 17 | 99 | 1 | 23 | |
| Timiskaming Total | 650 | 6 | 96 | 548 | 6 | 159 | 37,897 |

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2008 (continued)

| Place of Collision | Total Collisions | Class of Collision | | | Persons | | Motor Vehicle Registrations* |
|-------------------------|------------------|--------------------|-----------------|-----------------|-----------|---------------|------------------------------|
| | | Fatal | Personal Injury | Property Damage | Killed | Injured | |
| Toronto | | | | | | | |
| Toronto C | 48,400 | 55 | 10,541 | 37,804 | 58 | 14,858 | |
| Provincial Highway | 7,873 | 6 | 1,558 | 6,309 | 6 | 2,278 | |
| Other Areas | 0 | 0 | 0 | 0 | 0 | 0 | |
| Toronto Total | 56,273 | 61 | 12,099 | 44,113 | 64 | 17,136 | 1,165,680 |
| Waterloo | | | | | | | |
| Cambridge C | 2,130 | 3 | 470 | 1,657 | 3 | 626 | |
| Kitchener C | 3,586 | 3 | 762 | 2,821 | 3 | 1,044 | |
| North Dumfries TP | 169 | 2 | 41 | 126 | 2 | 60 | |
| Waterloo C | 1,895 | 3 | 336 | 1,556 | 3 | 455 | |
| Wellesley TP | 50 | 2 | 12 | 36 | 4 | 23 | |
| Wilmot TP | 189 | 3 | 34 | 152 | 3 | 58 | |
| Woolwich TP | 365 | 2 | 88 | 275 | 2 | 120 | |
| Provincial Highway | 1,250 | 3 | 271 | 976 | 3 | 414 | |
| Other Areas | 62 | 0 | 15 | 47 | 0 | 16 | |
| Waterloo Total | 9,696 | 21 | 2,029 | 7,646 | 23 | 2,816 | 340,909 |
| Wellington | | | | | | | |
| Centre Wellington TP | 276 | 1 | 40 | 235 | 1 | 58 | |
| Erin T | 144 | 0 | 16 | 128 | 0 | 18 | |
| Guelph C | 1,285 | 0 | 447 | 838 | 0 | 622 | |
| Guelph/Eramosa TP | 242 | 0 | 52 | 190 | 0 | 71 | |
| Mapleton TP | 182 | 2 | 31 | 149 | 2 | 40 | |
| Minto T | 92 | 0 | 14 | 78 | 0 | 17 | |
| Puslinch TP | 181 | 3 | 40 | 138 | 3 | 57 | |
| Wellington North TP | 117 | 0 | 19 | 98 | 0 | 28 | |
| Provincial Highway | 802 | 3 | 170 | 629 | 3 | 270 | |
| Other Areas | 104 | 3 | 14 | 87 | 3 | 32 | |
| Wellington Total | 3,425 | 12 | 843 | 2,570 | 12 | 1,213 | 154,774 |

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2008 (continued)

| Place of Collision | Total Collisions | Class of Collision | | | Persons | | Motor Vehicle Registrations* |
|--------------------------|------------------|--------------------|-----------------|-----------------|-----------|--------------|------------------------------|
| | | Fatal | Personal Injury | Property Damage | Killed | Injured | |
| York | | | | | | | |
| Aurora T | 476 | 1 | 63 | 412 | 2 | 82 | |
| East Gwillimbury T | 372 | 7 | 74 | 291 | 7 | 106 | |
| Georgina T | 355 | 0 | 61 | 294 | 0 | 70 | |
| King TP | 341 | 1 | 56 | 284 | 1 | 76 | |
| Markham T | 3,137 | 10 | 564 | 2,563 | 10 | 795 | |
| Newmarket T | 838 | 1 | 139 | 698 | 1 | 194 | |
| Richmond Hill T | 2,223 | 2 | 352 | 1,869 | 3 | 484 | |
| Vaughan C | 3,885 | 4 | 721 | 3,160 | 4 | 946 | |
| Whitchurch Stouffville T | 223 | 0 | 34 | 189 | 0 | 47 | |
| Provincial Highway | 1,885 | 4 | 352 | 1,529 | 6 | 546 | |
| Other Areas | 237 | 0 | 33 | 204 | 0 | 35 | |
| York Total | 13,972 | 30 | 2,449 | 11,493 | 34 | 3,381 | 673,555 |

* This number does not match the vehicle population in Table 5.5; it does not include 11,778 registered vehicles that are not associated with a county or region in Ontario.

Legend:

C = City
 T = Town
 TP = Township
 M = Municipality
 ST = Separated Town
 V = Village

Other Areas:

Includes jurisdictions with less than 1,500 population and/or experienced amalgamations/annexation, or name change after 1992.

Table 4.1 is not comparable to previous years.

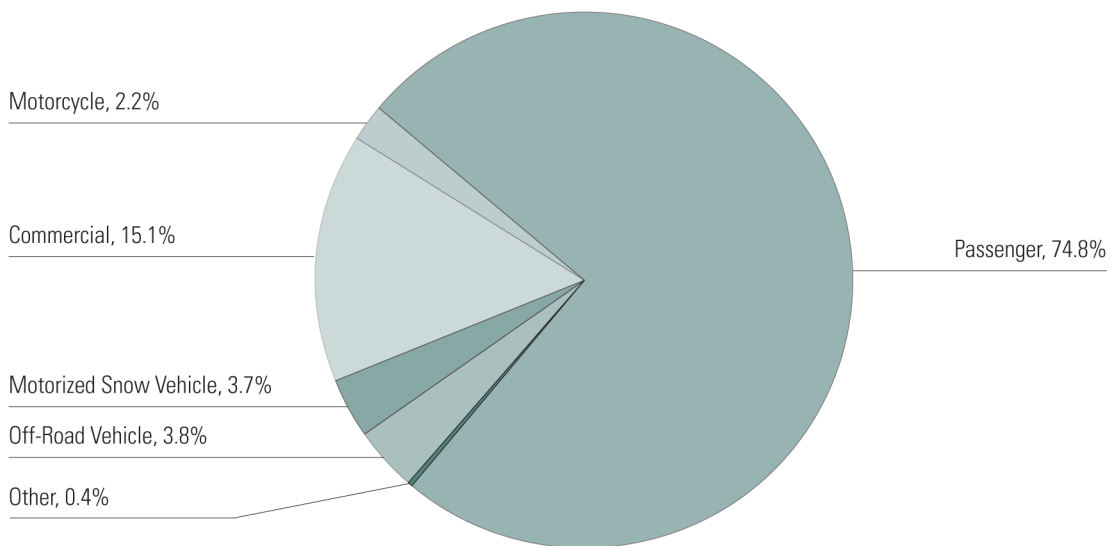
THE VEHICLE



5. THE VEHICLE

This section examines vehicles involved in motor vehicle collisions in Ontario. In 2008, passenger vehicles made up nearly three quarters of the vehicle population in Ontario; however, they also represented nearly 80 per cent of all vehicles involved in collisions. About 1.3 per cent of all motor vehicles involved in collisions had apparent mechanical defects.

Figure 5 Vehicle Population by Vehicle Class in Ontario, 2008



5A. VEHICLES IN COLLISIONS

Table 5.1: Vehicles Involved in Collisions by Class of Collision, 2008

| Type of Vehicle | Class of Collision | | | Total |
|-------------------------|--------------------|-----------------|-----------------|----------------|
| | Fatal | Personal Injury | Property Damage | |
| Passenger Car | 534 | 58,546 | 238,123 | 297,203 |
| Passenger Van | 92 | 7,662 | 28,677 | 36,431 |
| Motorcycle & Moped | 53 | 1,608 | 956 | 2,617 |
| Pick-up Truck | 110 | 6,297 | 28,499 | 34,906 |
| Delivery Van | 5 | 947 | 3,995 | 4,947 |
| Tow Truck | 3 | 151 | 505 | 659 |
| Truck | 132 | 2,598 | 13,978 | 16,708 |
| Bus | 5 | 811 | 2,638 | 3,454 |
| School Vehicle | 4 | 228 | 1,208 | 1,440 |
| Off-Road Vehicle | 3 | 38 | 73 | 114 |
| Snowmobile | 2 | 24 | 63 | 89 |
| Snow Plow | 0 | 23 | 172 | 195 |
| Emergency Vehicle | 4 | 389 | 1,653 | 2,046 |
| Farm Vehicle | 1 | 60 | 172 | 233 |
| Construction Equipment | 0 | 49 | 267 | 316 |
| Motor Home | 1 | 10 | 90 | 101 |
| Railway Train | 6 | 20 | 23 | 49 |
| Street Car | 1 | 107 | 336 | 444 |
| Bicycle | 14 | 2,535 | 609 | 3,158 |
| Other | 0 | 2 | 0 | 2 |
| Other Non-Motor Vehicle | 0 | 180 | 527 | 707 |
| Unknown | 7 | 674 | 15,690 | 16,371 |
| Total | 977 | 82,959 | 338,254 | 422,190 |

Table 5.2: Condition of Vehicle by Class of Collision, 2008

| Condition of Vehicle | Class of Collision | | | Total |
|-------------------------------------|--------------------|-----------------|-----------------|----------------|
| | Fatal | Personal Injury | Property Damage | |
| No Apparent Defect | 932 | 79,812 | 300,421 | 381,165 |
| Service Brakes Defective | 0 | 48 | 123 | 171 |
| Steering Defective | 0 | 3 | 31 | 34 |
| Tire Puncture or Blow Out | 0 | 16 | 71 | 87 |
| Tire Tread Insufficient | 0 | 4 | 21 | 25 |
| Headlamps Defective | 0 | 6 | 16 | 22 |
| Other Lamps or Reflectors Defective | 0 | 1 | 4 | 5 |
| Engine Controls Defective | 0 | 2 | 14 | 16 |
| Wheels or Suspension Defective | 0 | 10 | 33 | 43 |
| Vision Obscured | 0 | 5 | 33 | 38 |
| Trailer Hitch Defective | 0 | 0 | 5 | 5 |
| Other Defects | 8 | 451 | 4,554 | 5,013 |
| Unknown | 37 | 2,601 | 32,928 | 35,566 |
| Total | 977 | 82,959 | 338,254 | 422,190 |

Table 5.3: Model Year of Vehicle by Class of Collision, 2008

| Model Year of Vehicle | Class of Collision | | | Total |
|-----------------------|--------------------|-----------------|-----------------|----------------|
| | Fatal | Personal Injury | Property Damage | |
| 2009 | 5 | 666 | 3,089 | 3,760 |
| 2008 | 45 | 4,542 | 20,515 | 25,102 |
| 2007 | 92 | 6,326 | 27,488 | 33,906 |
| 2006 | 87 | 5,812 | 25,702 | 31,601 |
| 2005 | 67 | 5,800 | 25,241 | 31,108 |
| 2004 | 67 | 5,526 | 23,164 | 28,757 |
| 2003 | 81 | 6,446 | 26,406 | 32,933 |
| 2002 | 71 | 5,890 | 23,989 | 29,950 |
| 2001 | 55 | 5,302 | 20,779 | 26,136 |
| 2000 | 62 | 5,680 | 22,589 | 28,331 |
| 1999 and earlier | 316 | 25,995 | 93,852 | 120,163 |
| Unknown | 29 | 4,974 | 25,440 | 30,443 |
| Total | 977 | 82,959 | 338,254 | 422,190 |

Table 5.4: Insurance Status of Vehicle by Class of Collision, 2008

| Insurance | Class of Collision | | | Total |
|--------------|--------------------|-----------------|-----------------|----------------|
| | Fatal | Personal Injury | Property Damage | |
| Insured | 912 | 77,922 | 316,161 | 394,995 |
| Not Insured | 22 | 599 | 1,498 | 2,119 |
| Unknown | 43 | 4,438 | 20,595 | 25,076 |
| Total | 977 | 82,959 | 338,254 | 422,190 |

5B. PUTTING THE VEHICLE IN CONTEXT**Table 5.5: Vehicle Population by Type of Vehicle, 2008**

| Vehicle Class | Vehicle Population |
|-------------------------|--------------------|
| Passenger | 6,446,988 |
| Motorcycle | 191,572 |
| Moped | 1,720 |
| Commercial* | 1,238,191 |
| Bus | 23,343 |
| School Bus | 8,868 |
| Motorized Snow Vehicle | 315,735 |
| Off-Road Vehicle | 324,099 |
| Road Building Machinery | 460 |
| Permanent Apparatus | 2,815 |
| Farm Trucks | 61,473 |
| Total | 8,615,264 |

* Excludes vehicles registered under the PRORATE-P program (61,492 vehicles)

Table 5.6: Selected Types of Vehicles by Model Year, 2008

| Vehicle Class | Model Year | | | | | | | | | | 1999 and earlier | Total |
|------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|------------------|
| | 2009 | 2008 | 2007 | 2006 | 2005 | 2004 | 2003 | 2002 | 2001 | 2000 | | |
| Passenger | 151,455 | 476,104 | 515,788 | 480,311 | 479,870 | 424,209 | 513,171 | 493,484 | 420,435 | 453,343 | 2,038,818 | 6,446,988 |
| Motorcycle | 1,555 | 13,527 | 16,626 | 15,983 | 13,874 | 12,204 | 14,761 | 11,387 | 10,539 | 9,722 | 71,394 | 191,572 |
| Moped | 1 | 8 | 17 | 103 | 347 | 89 | 44 | 74 | 262 | 90 | 685 | 1,720 |
| Commercial* | 15,725 | 90,229 | 98,335 | 88,348 | 86,485 | 85,216 | 90,577 | 76,697 | 71,303 | 83,786 | 516,238 | 1,302,939 |
| Bus | 1,399 | 2,161 | 2,129 | 2,925 | 2,266 | 2,813 | 2,175 | 1,791 | 2,184 | 2,567 | 9,801 | 32,211 |
| Motorized Snow Vehicle | 4,703 | 5,744 | 8,340 | 9,284 | 8,711 | 8,932 | 9,239 | 10,242 | 7,176 | 9,727 | 233,637 | 315,735 |
| Off-Road Vehicle | 2,654 | 16,559 | 24,669 | 22,884 | 23,335 | 25,057 | 20,336 | 16,294 | 18,728 | 15,303 | 138,280 | 324,099 |
| Total | 177,492 | 604,332 | 665,904 | 619,838 | 614,888 | 558,520 | 650,303 | 609,969 | 530,627 | 574,538 | 3,008,853 | 8,615,264 |

* Excludes vehicles registered under the PRORATE-P program (61,492 vehicles)

Table 5.7: Vehicle Damage Level by Class of Collision, 2008

| Damage | Class of Collision | | | Total |
|--------------|--------------------|-----------------|-----------------|----------------|
| | Fatal | Personal Injury | Property Damage | |
| None | 48 | 7,829 | 21,564 | 29,441 |
| Light | 120 | 22,400 | 145,978 | 168,498 |
| Moderate | 107 | 21,791 | 95,558 | 117,456 |
| Severe | 165 | 17,725 | 29,738 | 47,628 |
| Demolished | 491 | 8,794 | 5,921 | 15,206 |
| Unknown | 46 | 4,420 | 39,495 | 43,961 |
| Total | 977 | 82,959 | 338,254 | 422,190 |

Vehicle Damage

None: No visible damage.

Light: Slight or superficial damage. Includes scratches, small dents, minor cracks in glass that do not affect safety or performance of vehicle.

Moderate: Unsafe conditions result from damage. Vehicle must be repaired to make its condition meet requirements of law. Vehicle can be driven off road or limited distance but doing so would be unsafe.

Severe: Vehicle cannot be driven. Requires towing. Would normally be repaired.

Demolished: Vehicle damaged to the extent that repairs would not be feasible.

SPECIAL VEHICLES



6. SPECIAL VEHICLES

This section examines vehicles of special interest, including motorcycles, school buses, large trucks, snowmobiles, off-road vehicles and bicycles.

The ministry is continuously monitoring the safety of special vehicle types.

6A. MOTORCYCLES

Table 6.1: Motorcyclists* Killed and Injured, 1999–2008

| Year | Drivers | | Passengers | |
|------|---------|---------|------------|---------|
| | Killed | Injured | Killed | Injured |
| 1999 | 38 | 1,115 | 3 | 223 |
| 2000 | 37 | 1,161 | 1 | 257 |
| 2001 | 49 | 1,166 | 3 | 318 |
| 2002 | 35 | 1,161 | 3 | 311 |
| 2003 | 46 | 1,087 | 6 | 268 |
| 2004 | 44 | 1,107 | 3 | 297 |
| 2005 | 68 | 1,206 | 6 | 362 |
| 2006 | 48 | 1,219 | 5 | 352 |
| 2007 | 48 | 1,274 | 4 | 399 |
| 2008 | 50 | 1,199 | 3 | 366 |

* Excludes hangers on, moped drivers and passengers.

Table 6.2: Selected Factors Relevant to Fatal Motorcycle Collisions, 2008

| Factors (not mutually exclusive) | % |
|---|----------|
| Unlicensed Motorcycle Drivers | 2.0 |
| Under 25 Years Old | 7.8 |
| Alcohol Used | |
| Ability Impaired Alcohol > .08 | 17.7 |
| Had Been Drinking | 3.9 |
| Unknown | 0.0 |
| Helmet Not Worn (Fatalities) | 9.8 |
| Motorcycle Driver Error | |
| Speed Too Fast/Lost Control | 51.0 |
| Other Error | 23.5 |
| Single Vehicle Collisions | 48.0 |
| Day/Night | 71/29 |
| Weekend | 39.2 |

6B. SCHOOL VEHICLES**Table 6.3: Pupils Transported Daily, Total Number of School Vehicles Involved in Collisions – School Years 2003/2004–2007/2008**

| School Year | Pupils Transported Daily | Number of School Vehicles in Collisions |
|--------------------|---------------------------------|--|
| 2003/2004 | 685,325 | 1,239 |
| 2004/2005* | N/A | 1,186 |
| 2005/2006 | 847,205 | 1,101 |
| 2006/2007 | 838,326 | 1,186 |
| 2007/2008 | 787,580 | 1,306 |

* Data from Ministry of Education not available

Table 6.4: School Vehicle Type by Nature of Collision, School Year 2007/2008

| School Vehicle Type | Nature of Collision | | | | Total Number of Collisions | Five Year Total (2003/2004–2007/2008) |
|----------------------------|----------------------------|---------------------|-------------------------|------------------------|-----------------------------------|--|
| | Fatal | Pupil Injury | Non-Pupil Injury | Property Damage | | |
| School Bus | 1 | 69 | 84 | 1,085 | 1,239 | 5,582 |
| School Van | 0 | 5 | 9 | 23 | 37 | 207 |
| Other School Vehicles | 0 | 0 | 2 | 28 | 30 | 229 |
| Total | 1 | 74 | 95 | 1,136 | 1,306 | 6,018 |

Table 6.5: Pupil Injury by Collision Event and Vehicle Type, 2007/2008 (Number of Persons)

| School Vehicle Type | Collision Event | | | | | | Total | | Five Year Total (2003/2004 – 2007/2008) | |
|-----------------------|-----------------|----------|--------------------------|-----------|----------|----------|----------|-----------|---|------------|
| | Crossing Road | | Within School Vehicle | | Other | | | | | |
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| School Bus | 0 | 0 | 0 | 86 | 0 | 8 | 0 | 94 | 2 | 607 |
| School Van | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 22 |
| Other School Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 0 | 0 | 0 | 91 | 0 | 8 | 0 | 99 | 2 | 633 |

6C. LARGE TRUCKS**Table 6.6: Number of Persons Killed in Collisions Involving Large Trucks, 2004–2008**

| Year | Persons Killed in Truck Collisions | | | |
|--------------|--|--|-------------------------|----------------------|
| | Where Truck Driver Not Driving Properly | % Where Truck Driver Not Driving Properly | All Truck Collisions | % of Total Deaths |
| 2004 | 55 | 34.8 | 158 | 19.8 |
| 2005 | 34 | 27.2 | 125 | 16.3 |
| 2006 | 47 | 32.9 | 143 | 18.6 |
| 2007 | 56 | 32.9 | 170 | 22.2 |
| 2008 | 47 | 36.2 | 130 | 20.6 |
| Total | 239 | 32.8 | 726 | 18.2 |

Table 6.7: Number of Large Trucks in All Classes of Collisions, 2008

| Truck Types | Class of Collision | | | Total |
|--------------------------|--------------------|-----------------|-----------------|---------------|
| | Fatal | Personal Injury | Property Damage | |
| Straight Truck | 52 | 1,166 | 6,362 | 7,580 |
| Straight Truck & Trailer | 2 | 96 | 476 | 574 |
| Tractor Only | 29 | 469 | 2,955 | 3,453 |
| Tractor & Semi-Trailer | 41 | 851 | 3,748 | 4,640 |
| "A-C" Train Double | 1 | 14 | 66 | 81 |
| "B" Train Double | 1 | 20 | 121 | 142 |
| Other/Unknown | 9 | 133 | 755 | 897 |
| Total | 135 | 2,749 | 14,483 | 17,367 |

Table 6.8: Registered Trucks, 2008

| Driver Licence Required | Registered Trucks |
|-------------------------|-------------------|
| G | 1,106,564 |
| D | 72,906 |
| A* | 184,961** |
| Total | 1,364,431 |

* Tractor/trailer combination only.

** Includes vehicles registered under the PRORATE-P program (61,492 vehicles).

Table 6.9: Selected Factors Relevant to Fatal Large Truck Collisions, 2008

| Factors in Fatal Collisions | % |
|-----------------------------|----|
| Drivers | |
| Alcohol Involved | 1 |
| Driving Properly | 67 |
| Collisions | |
| Single Vehicle | 22 |
| Weather Condition – Clear | 74 |
| Daylight | 65 |
| Vehicles | |
| Vehicle Defect Present* | 2 |

* Excludes unknown category

6D. OFF-ROAD VEHICLES

Table 6.10: Drivers of Off-Road Vehicles Killed and Injured by Collision Location*, 2004–2008

| Location | Killed | | | | | Injured | | | | |
|--------------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|------------|------------|
| | 2004 | 2005 | 2006 | 2007 | 2008 | 2004 | 2005 | 2006 | 2007 | 2008 |
| On-Highway | 7 | 9 | 11 | 16 | 10 | 122 | 114 | 131 | 141 | 136 |
| Off-Highway | 7 | 11 | 8 | 8 | 7 | 100 | 109 | 119 | 117 | 105 |
| Total | 14 | 20 | 19 | 24 | 17 | 222 | 223 | 250 | 258 | 241 |

* Beginning with the 2004 ORSAR edition, the ORV statistics include casualties of all "on-highway" collisions, and not only HTA reportable collisions. As a result, provided statistics are not comparable with the statistics provided in the earlier editions of ORSAR.

Table 6.11a: Passengers of Off-Road Vehicles Killed and Injured by Collision Location*, 2004–2008

| Location | Killed | | | | | Injured | | | | |
|--------------|----------|----------|----------|----------|----------|------------|------------|------------|------------|------------|
| | 2004 | 2005 | 2006 | 2007 | 2008 | 2004 | 2005 | 2006 | 2007 | 2008 |
| On-Highway | 0 | 0 | 0 | 1 | 3 | 64 | 51 | 91 | 89 | 91 |
| Off-Highway | 2 | 0 | 0 | 3 | 0 | 63 | 51 | 54 | 54 | 66 |
| Total | 2 | 0 | 0 | 4 | 3 | 127 | 102 | 145 | 143 | 157 |

* Beginning with the 2004 ORSAR edition, the ORV statistics include casualties of all "on-highway" collisions, and not only HTA reportable collisions. As a result, provided statistics are not comparable with the statistics provided in the earlier editions of ORSAR.

Table 6.11b: Pedestrians Killed and Injured by Off-Road Vehicles, by Collision Location*, 2004–2008

| Location | Killed | | | | | Injured | | | | |
|--------------|----------|----------|----------|----------|----------|----------|-----------|-----------|----------|----------|
| | 2004 | 2005 | 2006 | 2007 | 2008 | 2004 | 2005 | 2006 | 2007 | 2008 |
| On-Highway | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 5 | 1 | 4 |
| Off-Highway | 1 | 0 | 0 | 0 | 0 | 6 | 2 | 6 | 3 | 2 |
| Total | 1 | 0 | 0 | 0 | 0 | 9 | 10 | 11 | 4 | 6 |

* Beginning with the 2004 ORSAR edition, the ORV statistics include casualties of all "on-highway" collisions, and not only HTA reportable collisions. As a result, provided statistics are not comparable with the statistics provided in the earlier editions of ORSAR.

Table 6.12: Registered Off-Road Vehicles, 2004–2008

| Year | Vehicles Registered |
|------|---------------------|
| 2004 | 232,200 |
| 2005 | 254,653 |
| 2006 | 276,800 |
| 2007 | 299,849 |
| 2008 | 324,099 |

Table 6.13: Selected Factors Relevant to All Off-Road Vehicle Collisions, 2008

| Factors | % |
|-------------------------------|----|
| Drivers Under 25 Years of Age | 39 |
| Alcohol Used | 16 |
| Speeding | 20 |
| Helmet Not Worn | 33 |
| Daytime | 77 |
| Two-Wheeled | 18 |
| Three-Wheeled | 4 |
| Four-Wheeled | 78 |

6E. MOTORIZED SNOW VEHICLES

Table 6.14: Drivers of Motorized Snow Vehicles* Killed and Injured by Collision Location – Riding Seasons 2003/2004–2007/2008

| Location | Killed | | | | | Injured | | | | |
|--------------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|------------|------------|
| | 03/04 | 04/05 | 05/06 | 06/07 | 07/08 | 03/04 | 04/05 | 05/06 | 06/07 | 07/08 |
| On-Highway | 4 | 7 | 6 | 4 | 4 | 50 | 55 | 48 | 46 | 56 |
| Off-Highway | 24 | 16 | 22 | 10 | 17 | 131 | 178 | 119 | 100 | 140 |
| Total | 28 | 23 | 28 | 14 | 21 | 181 | 233 | 167 | 146 | 196 |

* Beginning with the 2004 ORSAR edition, the MSV statistics include casualties of all "on-highway" collisions, and not as in the previous years only HTA reportable collisions. As a result, provided statistics are not comparable with the statistics provided in the earlier editions of ORSAR.

Table 6.15a: Passengers of Motorized Snow Vehicles* Killed and Injured by Collision Location – Riding Seasons 2003/2004–2007/2008

| Location | Killed | | | | | Injured | | | | |
|--------------|----------|----------|----------|----------|----------|-----------|------------|-----------|-----------|-----------|
| | 03/04 | 04/05 | 05/06 | 06/07 | 07/08 | 03/04 | 04/05 | 05/06 | 06/07 | 07/08 |
| On-Highway | 0 | 0 | 0 | 0 | 1 | 28 | 33 | 27 | 12 | 24 |
| Off-Highway | 1 | 0 | 2 | 1 | 2 | 59 | 79 | 61 | 42 | 66 |
| Total | 1 | 0 | 2 | 1 | 3 | 87 | 112 | 88 | 54 | 91 |

* Beginning with the 2004 ORSAR edition, the MSV statistics include casualties of all "on-highway" collisions, and not as in the previous years only HTA reportable collisions. As a result, provided statistics are not comparable with the statistics provided in the earlier editions of ORSAR.

Table 6.15b: Pedestrians Killed and Injured by Motorized Snow Vehicles* by Collision Location – Riding Seasons 2003/2004–2007/2008

| Location | Killed | | | | | Injured | | | | |
|--------------|----------|----------|----------|----------|----------|-----------|----------|----------|----------|----------|
| | 03/04 | 04/05 | 05/06 | 06/07 | 07/08 | 03/04 | 04/05 | 05/06 | 06/07 | 07/08 |
| On-Highway | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 1 | 5 |
| Off-Highway | 1 | 2 | 0 | 2 | 0 | 7 | 8 | 7 | 1 | 3 |
| Total | 1 | 2 | 0 | 2 | 0 | 11 | 8 | 9 | 2 | 8 |

* Beginning with the 2004 ORSAR edition, the MSV statistics include all casualties of "on-highway" collisions, and not as in the previous years only HTA reportable collisions. As a result, provided statistics are not comparable with the statistics provided in the earlier editions of ORSAR.

Table 6.16: Registered Motorized Snow Vehicles, 2004–2008

| Year | Registered Motorized Snow Vehicles |
|------|------------------------------------|
| 2004 | 321,445 |
| 2005 | 317,254 |
| 2006 | 306,479 |
| 2007 | 310,798 |
| 2008 | 315,735 |

Table 6.17: Selected Factors Relevant to All Motorized Snow Vehicle Collisions, 2007/2008

| Factors | % |
|---------------------------------------|----|
| Unlicensed Operators | 4 |
| Rider Error; Speed too Fast | 29 |
| Alcohol Used | 16 |
| Surface Condition; Icy or Packed Snow | 61 |

6F. BICYCLES

Note: The following three tables consider bicycles involved in HTA reportable* collisions only.

Table 6.18: Bicyclists* Killed and Injured, 2004–2008

| Year | Drivers | | Passengers | |
|------|---------|---------|------------|---------|
| | Killed | Injured | Killed | Injured |
| 2004 | 19 | 2,526 | 0 | 288 |
| 2005 | 21 | 2,449 | 0 | 361 |
| 2006 | 32 | 2,091 | 0 | 401 |
| 2007 | 19 | 2,126 | 1 | 394 |
| 2008 | 12 | 2,015 | 0 | 338 |

* Includes hangers on

Table 6.19: Age of Bicyclists Involved in Collisions by Light Condition, 2008

| Light Condition | Age Groups | | | | | UK* | Total |
|-----------------|------------|-----------|------------|------------|-----------|--------------|--------------|
| | 0–5 | 6–15 | 16–30 | 31–60 | 61+ | | |
| Daylight | 0 | 25 | 203 | 300 | 47 | 1,504 | 2,079 |
| Dawn | 0 | 1 | 3 | 2 | 0 | 15 | 21 |
| Dusk | 0 | 0 | 9 | 11 | 0 | 55 | 75 |
| Dark | 0 | 0 | 41 | 37 | 3 | 265 | 346 |
| Other | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total | 0 | 26 | 256 | 350 | 50 | 1,843 | 2,525 |

* UK = Unknown

Table 6.20: Selected Factors Relevant to All Bicycle Collisions, 2008

| Factors | % |
|---|----|
| Driving Properly (Bicyclist) | 46 |
| Driving Properly (Motor Vehicle Driver) | 48 |
| Intersection Related | 68 |
| Going Ahead (Bicyclist) | 85 |
| Alcohol Related (Bicyclist) | 33 |
| No Apparent Vehicle Defect (Bicycle) | 98 |
| Clear Visibility | 92 |
| Weekend | 19 |

* Involves at least one motor vehicle

CONVICTION, OFFENCE AND SUSPENSION DATA

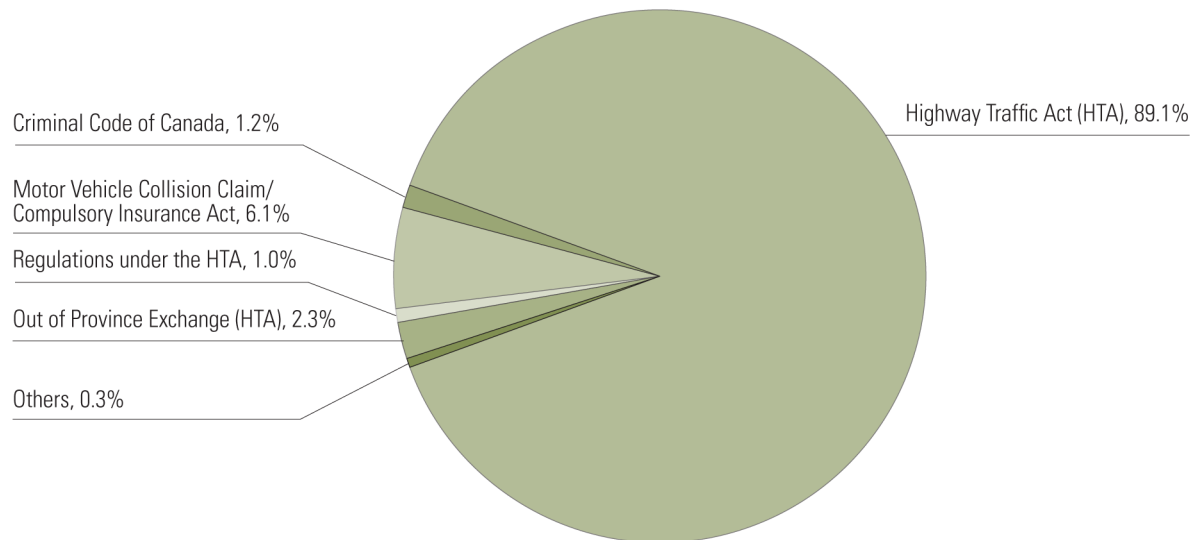


7. CONVICTION, OFFENCE AND SUSPENSION DATA

This section presents conviction, offence and suspension data related to motor vehicle use in Ontario. Convictions are summarized by legislation and conviction type.

In 2008, nearly 90 per cent of motor vehicle convictions were related to Highway Traffic Act (HTA) offences and less than 1.2 per cent were related to the Criminal Code of Canada (e.g., drinking and driving, dangerous driving, fail to remain).

Figure 7 Motor Vehicle Convictions in Ontario by Type, 2008



7A. CONVICTION DATA

Table 7.1: Summary of Motor Vehicle Related Convictions, 2008

| Convictions* | Number |
|--|------------------|
| Highway Traffic Act (HTA) | 1,296,170 |
| Regulations under the HTA | 14,511 |
| Criminal Code of Canada** | 16,836 |
| Municipal By-Law*** | 13 |
| Motor Vehicle Collision Claim/Compulsory Insurance Act | 89,149 |
| Motorized Snow Vehicles Act | 2,218 |
| Off-Road Vehicles Act | 1,695 |
| Out of Province Exchange (HTA) | 33,933 |
| Others**** | 487 |
| Total | 1,455,012 |

* Includes manually recorded convictions.

** This figure does not include 513 convictions for young offenders under the Criminal Code.

*** In previous years a large portion of convictions under HTA Regulations were allocated to convictions under Municipal By-Law.

**** Others may include acts not listed above, such as Motor Vehicle Safety Act.

Table 7.2: Motor Vehicle Convictions Related to the Highway Traffic Act, 2008

| Convictions | Number |
|---------------------------------------|------------------|
| Equipment | 25,210 |
| Administrative* | 185,185 |
| Seat Belt (Driver & Passenger)** | 59,153 |
| Other Non-Pointable Convictions*** | 84,423 |
| Speeding | 780,152 |
| Other Pointable Convictions (2–4 pts) | 135,341 |
| Other Pointable Convictions (5–7 pts) | 13,312 |
| Driving While Suspended | 13,394 |
| Total | 1,296,170 |

* Non-moving, weight, vehicle registration, licence renewal, etc.

** Failure to wear seat belt convictions registered against passengers over 16 are no longer included.

*** Now includes some out-of-province convictions.

Table 7.3: Motor Vehicle Convictions Related to the Criminal Code, 2008*

| Convictions | Number |
|---------------------------------|---------------|
| Alcohol Related** | 12,588 |
| Criminal Negligence | 11 |
| Fail to Remain at Collision | 507 |
| Fail to Stop for Police Officer | 498 |
| Driving While Disqualified | 1,902 |
| Dangerous Driving | 1,326 |
| Motor Manslaughter | 4 |
| Total | 16,836 |

* Does not include 513 convictions for young offenders.

** Includes some out-of-province convictions.

7B. OFFENCE DATA

Table 7.4: Number of Convicted Drivers* with Criminal Code of Canada Offences, 1999–2008

| Conviction Type | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 |
|-------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Criminal Negligence | 0 | 20 | 31 | 26 | 23 | 13 | 18 | 13 | 18 | 4 |
| Fail to Remain | 608 | 656 | 626 | 624 | 579 | 566 | 501 | 523 | 529 | 468 |
| Dangerous Driving | 1,060 | 1,073 | 1,161 | 1,107 | 1,161 | 1,124 | 1,275 | 1,344 | 1,257 | 1,194 |
| Impaired Driving | 9,102 | 9,264 | 8,878 | 8,200 | 7,357 | 6,678 | 6,557 | 6,590 | 6,695 | 6,426 |
| Blood/Alcohol over .08 | 7,149 | 7,169 | 7,205 | 6,488 | 5,674 | 5,381 | 5,263 | 4,972 | 5,271 | 5,338 |
| Fail to Provide Breath Sample | 1,361 | 1,313 | 1,372 | 1,227 | 1,163 | 1,057 | 1,005 | 1,029 | 1,028 | 920 |
| Driving While Disqualified | 2,035 | 2,005 | 1,825 | 1,783 | 1,819 | 1,806 | 1,805 | 1,839 | 1,811 | 1,824 |
| Motor Manslaughter | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 2 |
| Undefined | 0 | 0 | 214 | 423 | 477 | 425 | 444 | 504 | 466 | 481 |
| Total | 21,315 | 21,500 | 21,312 | 19,878 | 18,257 | 17,050 | 16,869 | 16,815 | 17,078 | 16,657 |

* The same driver may be represented in this table more than once.

Table 7.5: Administrative Driver Licence Suspensions*, Monthly Suspensions Issued, 1999–2008

| Suspensions | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| January | 1,352 | 1,550 | 1,500 | 1,416 | 1,349 | 1,203 | 1,330 | 1,228 | 1,210 | 1,183 |
| February | 1,567 | 1,487 | 1,450 | 1,452 | 1,391 | 1,501 | 1,330 | 1,197 | 1,206 | 1,259 |
| March | 1,664 | 1,662 | 1,874 | 1,683 | 1,566 | 1,400 | 1,424 | 1,317 | 1,410 | 1,438 |
| April | 1,592 | 1,799 | 1,816 | 1,574 | 1,412 | 1,494 | 1,393 | 1,340 | 1,375 | 1,297 |
| May | 1,763 | 1,634 | 1,752 | 1,756 | 1,578 | 1,528 | 1,468 | 1,247 | 1,430 | 1,472 |
| June | 1,531 | 1,646 | 1,768 | 1,811 | 1,608 | 1,391 | 1,366 | 1,307 | 1,456 | 1,547 |
| July | 1,720 | 1,854 | 1,795 | 1,712 | 1,589 | 1,483 | 1,531 | 1,452 | 1,480 | 1,533 |
| August | 1,660 | 1,808 | 1,699 | 1,675 | 1,639 | 1,476 | 1,317 | 1,399 | 1,455 | 1,686 |
| September | 1,570 | 1,699 | 1,837 | 1,720 | 1,498 | 1,385 | 1,386 | 1,396 | 1,517 | 1,536 |
| October | 1,839 | 1,724 | 1,691 | 1,671 | 1,568 | 1,555 | 1,450 | 1,487 | 1,444 | 1,673 |
| November | 1,686 | 1,624 | 1,790 | 1,668 | 1,591 | 1,377 | 1,315 | 1,412 | 1,392 | 1,556 |
| December | 1,760 | 1,879 | 1,986 | 1,792 | 1,578 | 1,468 | 1,645 | 1,709 | 1,533 | 1,463 |
| Total | 19,704 | 20,366 | 20,958 | 19,930 | 18,367 | 17,261 | 16,955 | 16,491 | 16,908 | 17,643 |

*See Appendix for a more detailed explanation of ADLS.

7C. SUSPENSION DATA

Table 7.6: Demerit Point Suspensions by Driver Age, 2008

| Driver Age | Demerit Point Suspensions | | | | |
|--------------|---------------------------|---------------------------|----------------------------|----------------------------|-----------------------------|
| | Probationary | Novice First Accumulation | Novice Second Accumulation | Regular First Accumulation | Regular Second Accumulation |
| 16 | 0 | 1 | 0 | 0 | 0 |
| 17 | 0 | 19 | 0 | 1 | 0 |
| 18 | 0 | 169 | 4 | 1 | 0 |
| 19 | 0 | 339 | 15 | 17 | 2 |
| 20–24 | 0 | 1,303 | 151 | 337 | 23 |
| 25–34 | 0 | 606 | 95 | 578 | 45 |
| 35–44 | 0 | 204 | 22 | 289 | 20 |
| 45–54 | 0 | 72 | 14 | 145 | 5 |
| 55–64 | 0 | 18 | 1 | 52 | 1 |
| 65–74 | 0 | 12 | 0 | 13 | 2 |
| 75 + | 0 | 0 | 1 | 2 | 0 |
| Total | 0 | 2,743 | 303 | 1,435 | 98 |

8. APPENDIX

8A. GLOSSARY

Ability Impaired Alcohol:

Driver had consumed sufficient alcohol to warrant being charged with a drinking and driving offence.

Ability Impaired – Alcohol over .08:

Driver had consumed alcohol and upon testing was found to have a blood-alcohol level in excess of 80 mg.

Administrative Driver's Licence Suspension (ADLS):

This program, designed to reduce drinking and driving, started November 29, 1996. Under this program, provincial law permits the immediate suspension of a driver's licence for 90 days upon evidence gathered by a police officer that the driver (a) was shown to have a concentration of alcohol in excess of 80 milligrams per 100 millilitres of blood or (b) failed or refused to provide a breath or blood sample.

Alcohol Involved:

This category includes drivers reported as ability impaired by alcohol and drivers reported as "had been drinking".

Class G1 Driver's Licence:

A holder of a Class G1 driver's licence:

- must have a zero blood alcohol concentration while driving;
- must have an accompanying driver who is a fully licensed driver (Class A, B, C, D, E, F or G) with at least four years driving experience and has a blood alcohol concentration less than .05;
- the accompanying driver must be the only passenger in the front seat with the G1 driver;
- unless accompanied by a licensed driving instructor, must not drive on Ontario's "400-series" highways or on high speed expressways such as the Queen Elizabeth Way, the Don Valley Parkway, E.C. Row Expressway and the Conestoga Parkway;
- must limit the number of passengers they carry to the number of seat belts in the vehicle;
- must not drive between the hours of midnight and 5 a.m.;
- may drive a Class G vehicle only.

The G1 licence period is 12 months in length, and it can be reduced to eight months by successfully completing an approved driver education course. For information about approved courses, call ServiceOntario at 1-800-268-4686. At the end of the G1 licence period, drivers must pass a road test before proceeding to the G2 licence period.

Class G2 Driver's Licence:

A holder of a Class G2 driver's licence:

- must have a zero blood alcohol concentration while driving;
- is allowed to drive any motor vehicle that requires a Class G driver's licence on the road;

- must limit the number of back seat passengers they carry to the number of seat belts in the back seat of the vehicle;
- during the first 6 months on G2, a driver under the age of 20 who is driving between midnight and 5 a.m. must restrict the number of teenage passengers to one when driving without an accompanying fully licensed “G” driver; after 6 months of driving in the G2 licence period, the number of teenage passengers can’t exceed three (since 2005).

The G2 licence period lasts 12 months. After completing, drivers are eligible to take a comprehensive test to qualify for full licence privileges.

Class M1 Motorcycle Driver’s Licence:

A holder of a Class M1 motorcycle driver’s licence:

- is allowed to operate a motorcycle, limited-speed motorcycle (motor scooter) or motor-assisted bicycle (moped) for the purposes of training;
- must have a zero blood alcohol content while driving;
- is only allowed to drive during daylight hours (one half-hour before sunrise to one half-hour after sunset);
- is only allowed to drive on roads with speed limits of 80 km/h or less, except where there is no other route to take;
- may drive on highways 11, 17, 61, 69, 71, 101, 102, 144, and 655;
- must not carry passengers.

The M1 licence period lasts at least 60 days, and the licence is valid for 90 days. M1 drivers must pass the M1 road test before proceeding to the M2 licence period. Alternatively, during the M1 period, they may take an approved motorcycle or motor scooter safety course that includes a road test, instead of the ministry road test.

Class M2 Motorcycle Driver’s Licence:

A holder of a Class M2 motorcycle driver’s licence:

- must have a zero blood alcohol concentration while driving.

After completing the M2 licence period, drivers will be eligible to take a comprehensive test to qualify for full licence privileges.

Class M2/M with L Condition:

A Class M2 or M with L Condition is a motorcycle licence that restricts the licence holder to operating mopeds or limited-speed motorcycles.

Conviction:

Registered when a person pleads guilty to, or is found guilty of, an offence related to a motor vehicle under any Act of the Ontario Legislature or its accompanying regulations, under the Parliament of Canada or any accompanying order, or under any municipal by-law.

Driver:

Unless specified otherwise, any person, whether licensed or not, considered to be in care and control of a vehicle at the time of a collision.

Had Been Drinking:

Driving after having consumed an amount of alcohol not considered sufficient to be legally impaired or with a measured blood alcohol count of greater than zero but less than 80 milligrams per 100 millilitres of blood. In 2008, a blood alcohol concentration from .05 to .08 resulted in a 12-hour roadside driver's licence suspension. As of 2009, this same range of blood alcohol concentration results in 3, 7 and 30-day suspensions for first, second and third time offenders respectively.

Hanger-on:

Hangers-on are persons hanging onto a moving motor vehicle's fenders, bumpers, doors or other parts of the vehicle and not located inside, e.g., riding in back of pick-up.

Highway:

A common and public highway, street, avenue, etc., any part of which is intended for public use or used by the general public for the passage of vehicles and including the area between the property lines.

Kilometres Travelled:

Prior to 2000, vehicle fleet mileage was estimated on the basis of taxed gasoline and motor fuel sales. Total litres sold were converted to kilometres travelled based on a conversion factor of 22.0 kilometres per gallon. Starting in 2000, vehicle kilometres travelled are based on estimates provided by Statistics Canada and Transport Canada.

Limited-Speed Motorcycle (Motor Scooter):

A limited-speed motorcycle is also known as a "motor scooter."

Motor scooters can be either electric or gas powered with a "step through" design and have a maximum speed of 70 km/h. Most motor scooters have automatic transmissions, with a maximum engine displacement of 50 cubic centimeters.

Major Injury:

A non-fatal injury severe enough to require that the injured person be admitted to hospital, even if for observation only.

Minimal Injury:

A non-fatal injury, including minor abrasions and bruises, which does not necessitate the injured person going to a hospital.

Minor Injury:

A non-fatal injury requiring medical treatment at a hospital emergency room, but not requiring hospitalization of the involved person.

Motor-Assisted Bicycle (Moped):

A motor-assisted bicycle is also known as a “moped”. mopeds have pedals that can be operated at all times. mopeds can be either electric or piston powered and have a maximum speed of 50 km/h.

Mopeds have a piston displacement of not more than 50 cubic centimetres.

Motor Vehicle Collision:

Any incident in which bodily injury or damage to property is sustained as a result of the movement of a motor vehicle, or of its load while a motor vehicle is in motion.

Off-Highway Collisions:

An off-highway collision involving any of the motorized vehicles which are covered by legislation under the *Highway Traffic Act*, the *Motorized Snow Vehicles Act*, and the *Off-Road Vehicles Act*.

On-Highway Collisions:

A motor vehicle collision which occurs on the highway between the property lines.

Pedestrian:

Any person not riding in or on a vehicle involved in a motor vehicle collision.

Fatal Collision:

A motor vehicle collision in which at least one person sustains bodily injuries resulting in death. Prior to January 1, 1982, fatal collision statistics included deaths attributed to injuries sustained in the collision, for up to one year after the collision. Since that date, only deaths occurring within 30 days of the collision have been included.

Personal Injury Collision:

A motor vehicle collision in which at least one person involved sustains bodily injuries not resulting in death.

Property Damage Collision:

A motor vehicle collision in which no person sustains bodily injury, but in which there is damage to any public property or damage to private property* including damage to the motor vehicle or its load.

Reportable Collision:

Any collision involving injury or damage to private property in excess of a monetary value prescribed by regulation.*

* The minimum reportable level for property damage only collisions rose from \$200 to \$400 on January 1, 1978 and rose again to \$700 on January 1, 1985. As of January 1, 1998, the minimum reportable level for property damage only collision is \$1,000.

Self-Reporting of a Collision:

Under the *Highway Traffic Act* [s.199 (1.1)], when one is in a collision in which there is only property damage (no injury or death, and, among other conditions, no criminal activities such as impaired driving) the involved person(s) may report the collision immediately by proceeding with one's vehicle to a Collision Reporting Centre. Self-reporting of a collision was introduced on January 1, 1997.

Suspension:

Withdrawal of a driver's privilege to operate a motor vehicle for a prescribed period of time.

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