ONTARIO ROAD SAFETY

Annual Report 2014

Ontario

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The Ministry of Transportation's Official Driver's Handbook is available online at http://www.mto.gov.on.ca/english/publications/handbooks.shtml. You can also purchase hardcopies at DriveTest Centres, and at various department stores, automotive retail outlets and book stores.

For more information on the data in this publication, please contact the Road Safety Research Office – 416-235-3585.

Produced by:

Road Safety Research Office
Safety Policy & Education Branch
Ministry of Transportation
87 Sir William Hearst Avenue
Room 212
Toronto, Ontario
M3M 0B4

Phone: 416-235-3585
Fax: 416-235-5129

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FOREWORD

Ontario's roads continue to be among the safest in North America.

In 2014, Ontario's fatality rate of 0.53 per 10,000 licensed drivers was the lowest ever recorded in Ontario (matching a record low in 2011). It was the second lowest in all of North America, behind only Prince Edward Island.

In 2014, the number of traffic fatalities on Ontario roads was 517, which is the second lowest number of fatalities since 1944.

Ontario Road Safety Annual Report 2014

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

Road safety is a priority for the Ontario government. As technology, vehicles, and people's attitudes evolve over time, so do transportation needs and demands. With shifting economic and demographic factors, new road safety challenges can arise.

ORSAR allows the Ontario government to monitor its progress in improving road safety year-by-year. The report provides valuable data and guides the government as it determines where more effort is required.

ORSAR is used by the Ministry of Transportation, Ontario (MTO) for policy and program analysis and development, road safety research, public education and performance measurement. ORSAR data is also used by road safety and injury prevention organizations, transportation associations, research institutions, police services and other ministries and governments.

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

To produce ORSAR, MTO collects data from several different sources, including police services, other ministries, and the Office of the Chief Coroner.

Over the past 16 years, our province has ranked either first or second among all North American jurisdictions. Although Ontario's roads consistently rank among the safest in North America, on average one person is killed on Ontario's roads every 17 hours.

By continuing to work with our road safety partners and monitoring trends captured in ORSAR, Ontario can continue to develop new and innovative road safety strategies that will help save lives and keep Ontario's roads among the safest in the world.

Key Road Safety Findings for Ontario in 2014

For more than 20 years, Ontario has measured road safety by calculating the number of collision-related fatalities for every 10,000 licensed drivers.

In Ontario, the fatality rate per 10,000 licensed drivers in 2014 was 0.53, the lowest ever recorded (matching a record low in 2011). The actual number of fatalities was 517. This is the second lowest number of fatalities since 1944.

The fatality rate places Ontario second in all of North America in the number of road fatalities, behind only Prince Edward Island. Ontario has now ranked first or second for 16 years in a row.

The number of injuries on Ontario's roads was 54,081, a decrease of 25% over the past decade.

Road Safety in Ontario: 2013 vs 2014

Category	2013	2014
Number of Fatalities	518	517
Number of Injuries	59,570	54,081
Fatality Rate per 10,000 Licensed Drivers	0.54	0.53
Injury Rate per 10,000 Licensed Drivers	62.1	55.7

Top Priority Road Safety Issues

Road safety is a challenge that requires commitment to build on our efforts year after year. We can take pride in milestone achievements, but keep in mind that they are milestones – the challenge is always to do more, to save more lives.

In recent years, the Ontario government has led the way by working with many road safety partners, including police, public health and safety organizations in the public, corporate and not-for-profit sectors. With support from these partners, Ontario has developed and introduced numerous pieces of legislation aimed at making our roads safer each year.

Recent legislation and new measures include:

- New legislation that will help keep the province's roads among the safest in North America by reducing collisions, injuries and fatalities
- street racing / stunt driving legislation
- distracted driving legislation
- blood Alcohol Content (BAC) warn range sanctions / reduced suspension
- zero BAC for drivers 21 and under
- speed limiters for large trucks
- expanded vehicle impoundment program
- increased penalties for infractions
- a made-in-Ontario cycling strategy
- enhanced senior driver license renewal program

ORSAR 2014 indicates that our legislative initiatives, combined with strong enforcement and education, are achieving positive results. A quick look at some key statistics underlines this continuing success.

Drinking and Driving

Compared to the previous year's statistics, the number of drinking and driving fatalities decreased from 110 in 2013 to 98 in 2014 – a reduction of 11 per cent.

Drugs and Driving

Beginning in February 2011, the Office of the Chief Coroner of Ontario initiated a pilot project where all drivers killed in motor vehicle collisions were tested for the presence of drugs. The drug testing conducted during the pilot has become a permanent practice.

The number of fatalities attributed to drugs other than alcohol decreased from 64 in 2013 to 54 in 2014 – a reduction of 16 per cent.

Speeding / Street Racing

Street racers and drivers who put other road users at risk by driving aggressively now face roadside vehicle impoundment and licence suspensions, and upon conviction face a fine of up to $10,000, a jail term of up to six months, and prolonged licence suspensions.

The number of people killed in Ontario in speed-related collisions increased from 72 in 2013 to 85 in 2014 – an increase of 18 per cent.

Inattentive Driving

The number of people killed in Ontario in collisions involving an inattentive driver decreased from 81 in 2013 to 109 in 2014 – an increase of 35 per cent.

Inattentive driving was responsible for 1 in every 5 people killed on Ontario roads in 2014.

It is currently illegal for drivers to talk, text, type, dial or email using hand-held cell phones and other hand-held communications and entertainment devices.

Senior Drivers Fatalities

Fatalities among senior drivers age 80 and over decreased from 27 in 2013 to 16 in 2014 – a decrease of 41 per cent.

Young Drivers Fatalities

Fatalities among young drivers aged 16-19 decreased from 17 in 2013 to 16 in 2014 – a decrease of 6 per cent.

Large Truck Fatalities

Fatalities involving large trucks increased from 96 in 2013 to 109 in 2014 – an increase of 14 per cent.

Seat Belts

Even though a Transport Canada survey shows Ontario has a 96 per cent seatbelt usage rate, about one in every six vehicle occupants killed on Ontario's roads were unbelted.

In 2014, 58 vehicle occupants were killed while not wearing a seat belt – down from 72 in 2013.

Vulnerable Road Users

The number of motorcycle rider fatalities increased from 50 in 2013 to 61 in 2014.

The number of pedestrian fatalities increased from 100 in 2013 to 110 in 2014.

The number of bicycling fatalities decreased from 25 in 2013 to 16 in 2014.

At a Glance: Situations with the Highest Road Fatalities

Category	Number of Fatalities	Percentage of Total Fatalities*
Pedestrians	110	21%
Large Trucks	109	21%
Inattentive Driving	109	21%
Drinking and Driving	98	19%
Speed-Related	85	16%
Motorcyclists	61	12%
Unbelted Occupants	58	11%
Drug-Involved	54	10%
Senior Drivers	16	3%
Cyclists	16	3%
Young Drivers	16	3%

*Some fatal crashes involve more than one of the factors listed. These percentages do not add to 100.

Looking Ahead: Next Steps

For 16 years in a row, Ontario has ranked first or second in North America as the jurisdiction with the lowest number of road fatalities per 10,000 licensed drivers. The province has also achieved target reductions in fatalities and serious injuries, despite annual increases in the number of licensed drivers.

Road safety is a challenge that evolves with growing populations, new technologies and urban and rural development. The future brings with it new priorities that we are committed to address. These include:

- drug-impaired driving as an emerging issue
- sharing the road with vulnerable road users, such as pedestrians and cyclists
- senior drivers and driver fitness in light of an aging population and health issues
- all-terrain vehicle safety

Social marketing has been an important means to educate the public and help save lives. It aims to change behaviours and change attitudes, to promote safety awareness and make our streets safer.

Studies show road safety marketing campaigns result in a 12 per cent reduction in collisions. Ontario aims to be among the many countries that emphasize proactive, preventative measures, particularly education and awareness initiatives that reduce risky driving behaviour.

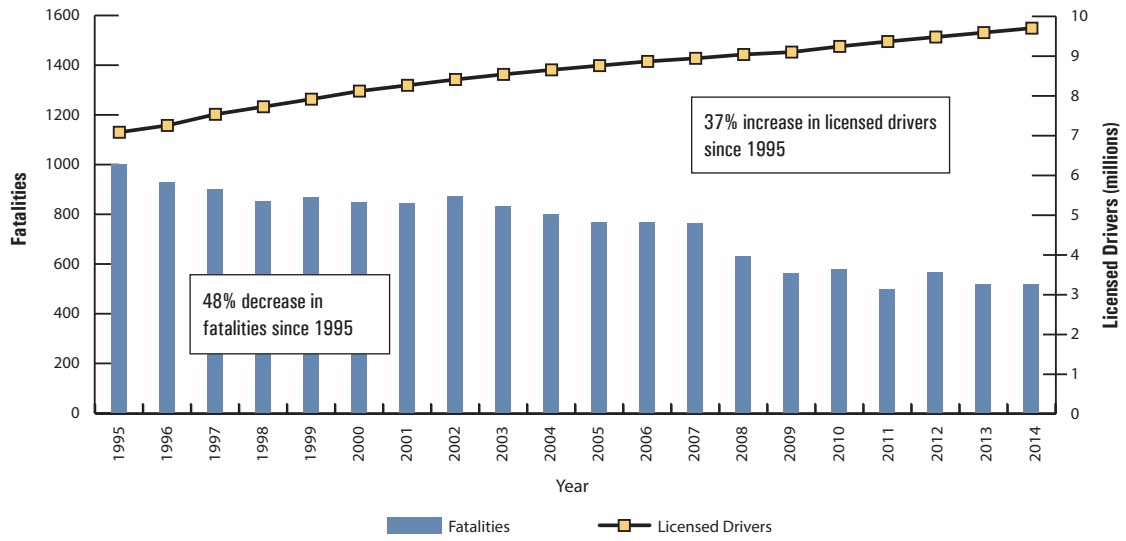
Conclusion

ORSAR 2014 confirms that Ontario continues to be a leader in road safety.

We continue to work closely with our road safety partners and support police in their efforts to crack down on unsafe drivers and driving practices. As we review the findings of this year's report, we will strive to achieve better results and more milestones, and make Ontario's roads the safest in the world.

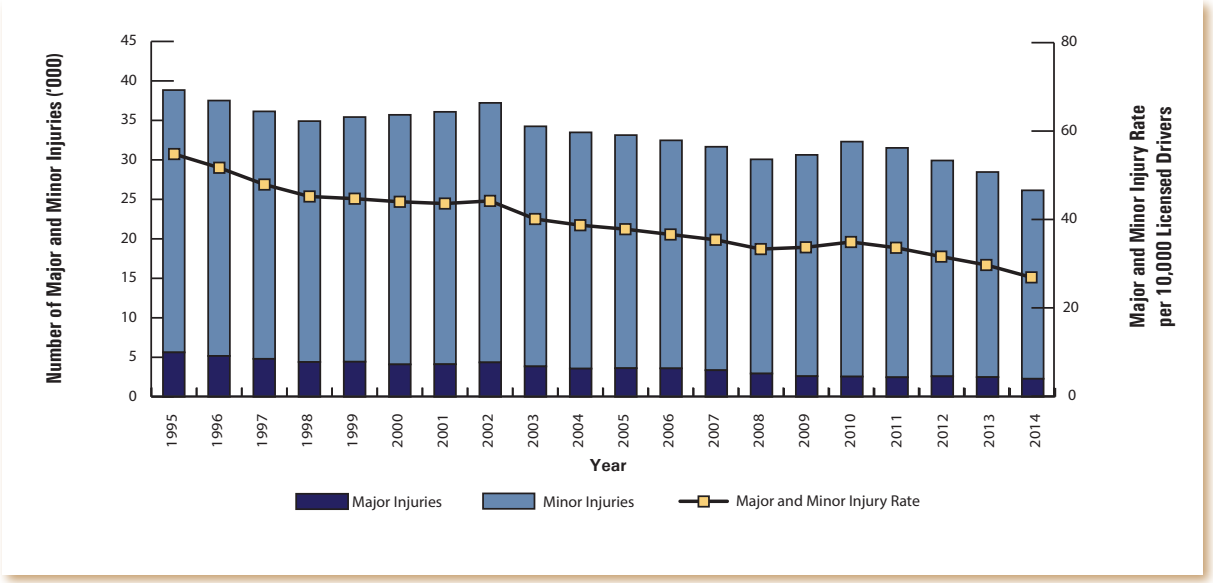
Key Road Safety Statistical Trends

Number of Fatalities and Licensed Drivers, 1995–2014



Between 1995 and 2014, the number of licensed drivers increased by 37 per cent. In contrast, the number of fatalities decreased by 48 per cent over this 20-year period.

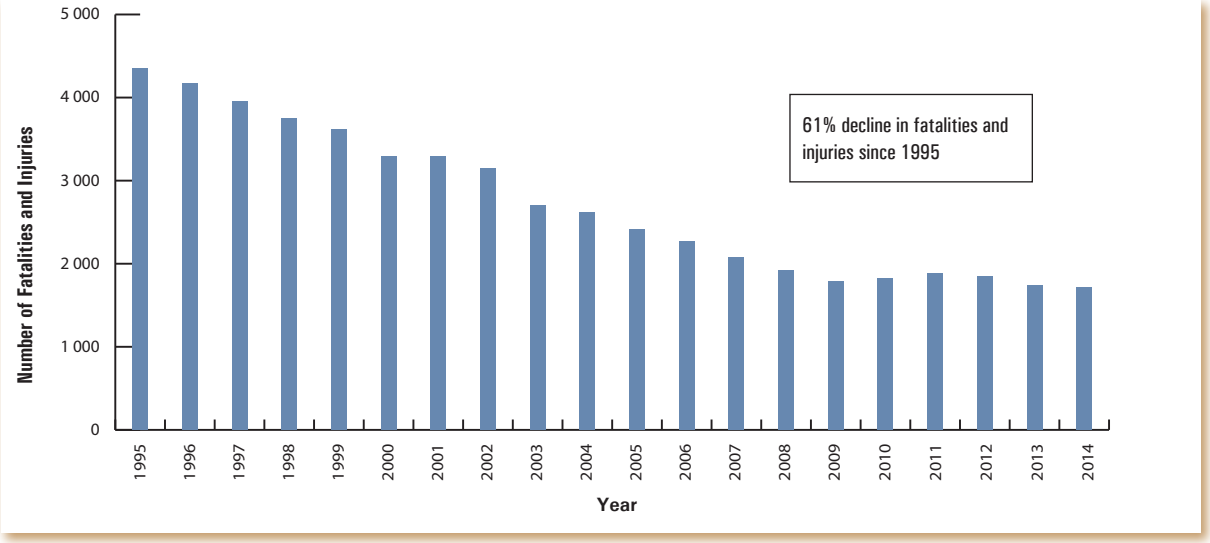
Number and Rate of Major and Minor Injuries, 1995–2014



In 2014, 54,081 people were injured (including major, minor and minimal injuries) in motor vehicle crashes, 35,491 fewer than in 1995. This puts the number of injuries on the province's roadways at its lowest level since 1964.

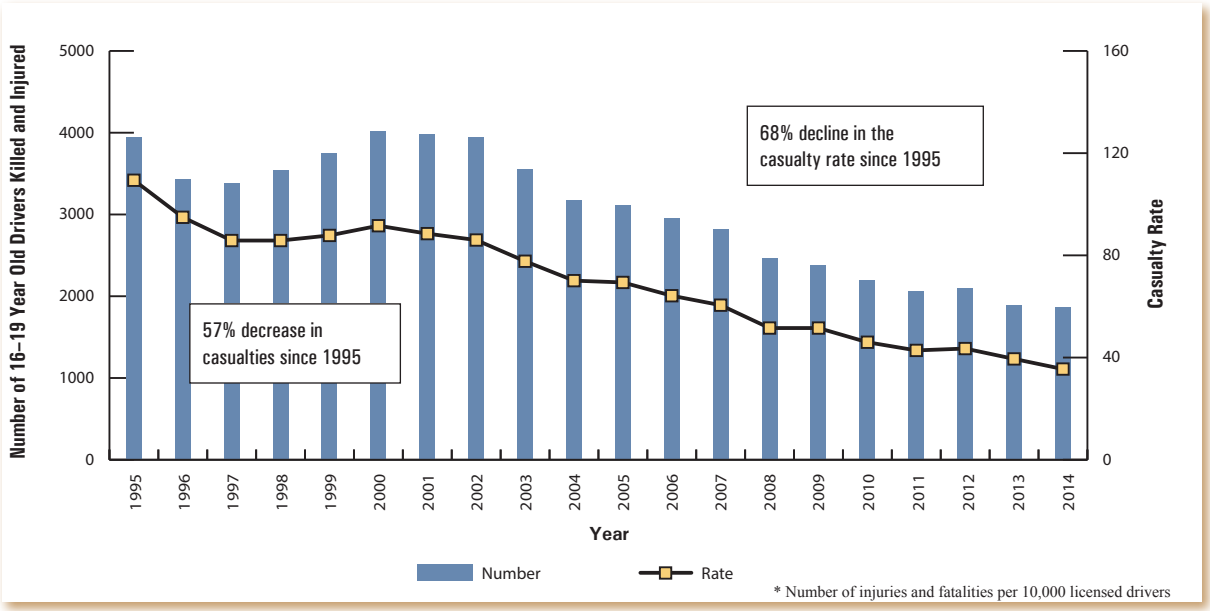
Fatality and Injury Trends for Different Age Groups

Number of Persons Age 0–9 Killed and Injured, 1995–2014



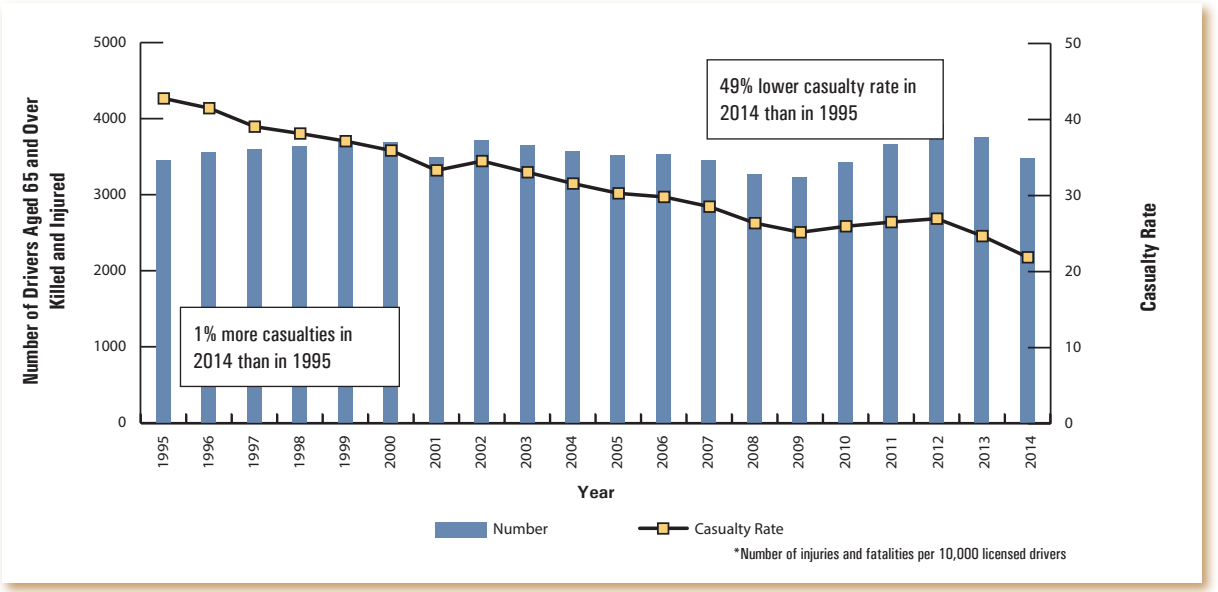
Between 1995 and 2014, the number of traffic fatalities and injuries among children aged 0-9 has dropped steadily, leading to an overall decline of 61 per cent.

Number and Rate* of Drivers 16–19 Years Old Killed and Injured, 1995–2014



The number of 16-19 year old driver casualties (deaths or injuries) have declined, with a 57 per cent decrease in the number killed/injured and a 68 per cent decline in the casualty rate since 1995. Over the same time period 1995-2014, the number of licensed drivers aged 16-19 increased by 31 per cent, from 360,847 to 473,531.

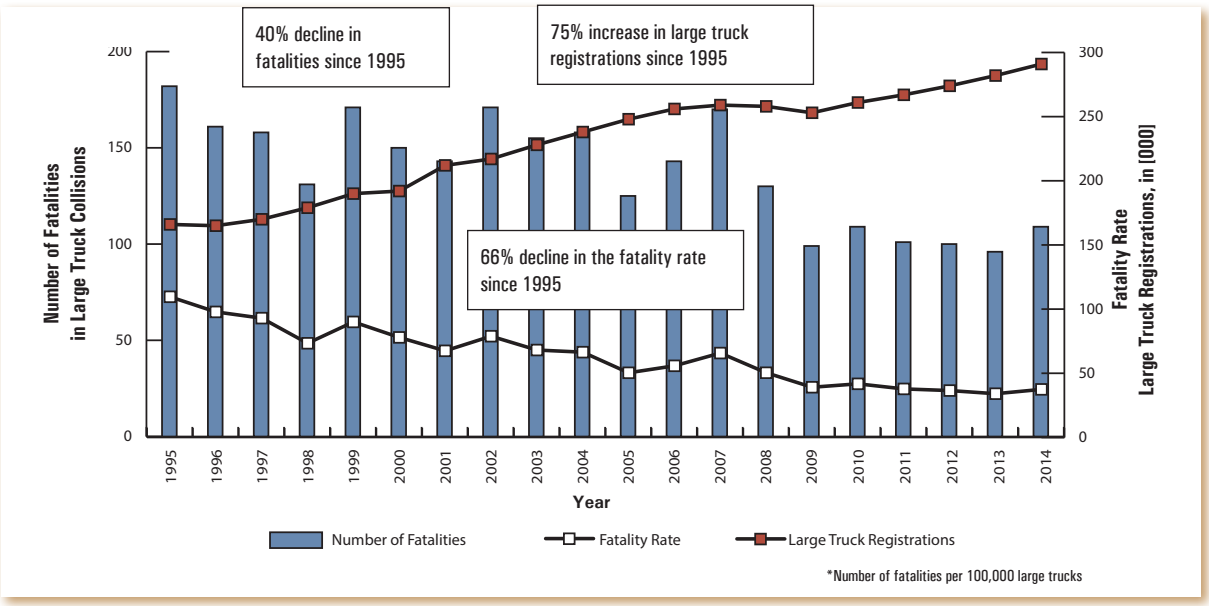
Number and Rate* of Drivers Aged 65 and Over Killed and Injured, 1995–2014



The number of drivers aged 65 and over killed and injured increased by 1 per cent between 1995 and 2014. 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 49 per cent.

Large Trucks

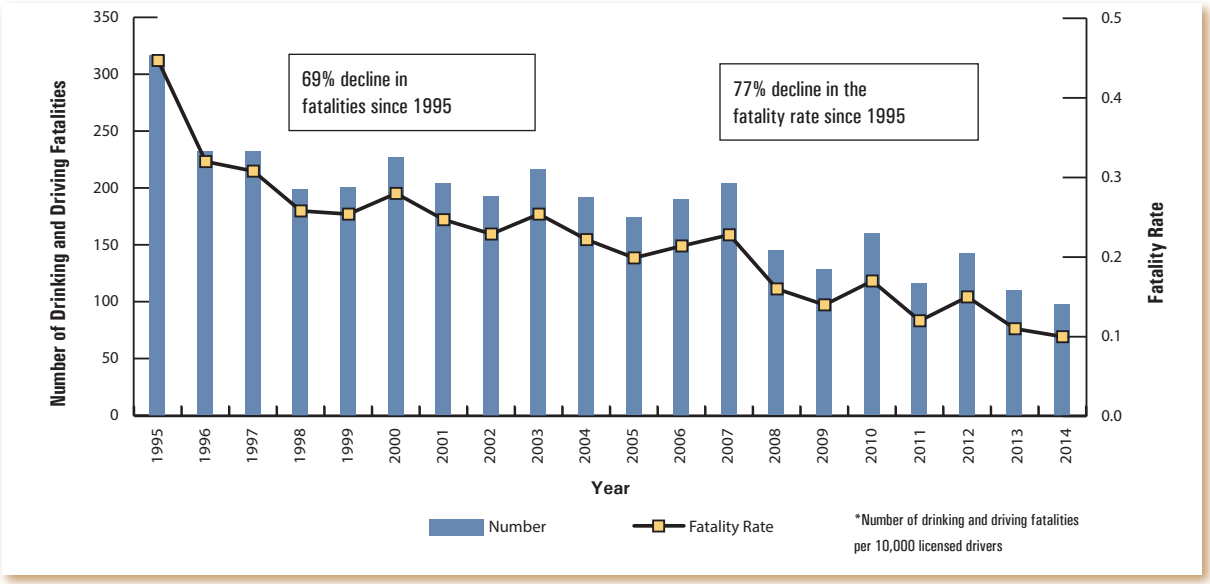
Number and Rate* of Fatalities in Large Truck Collisions; Large Truck Registrations, 1995–2014



Ontario's data shows that despite an increase of 75 per cent in the number of large trucks registered in Ontario, the number of large truck fatalities decreased from 182 in 1995 to 109 in 2014, down 40 per cent.

Drinking and Driving

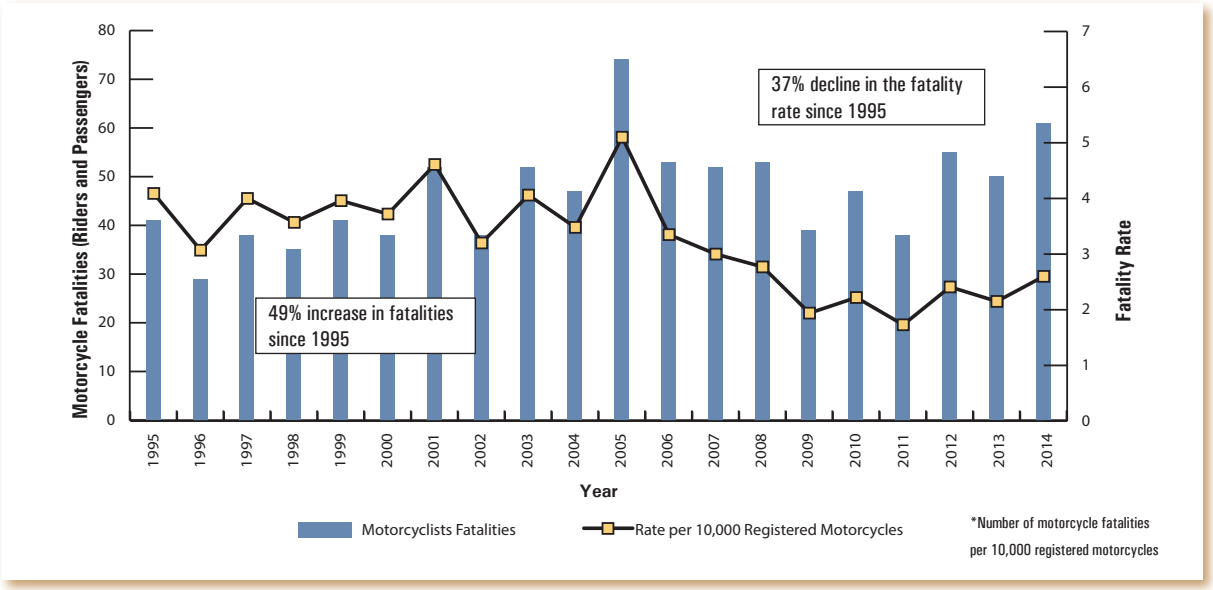
Number and Rate* of Drinking and Driving Fatalities, 1995–2014



Both the number of drinking and driving fatalities and the fatality rate per 10,000 licensed drivers have declined dramatically from 1995, by 69 per cent and 77 per cent respectively.

Vulnerable Road Users

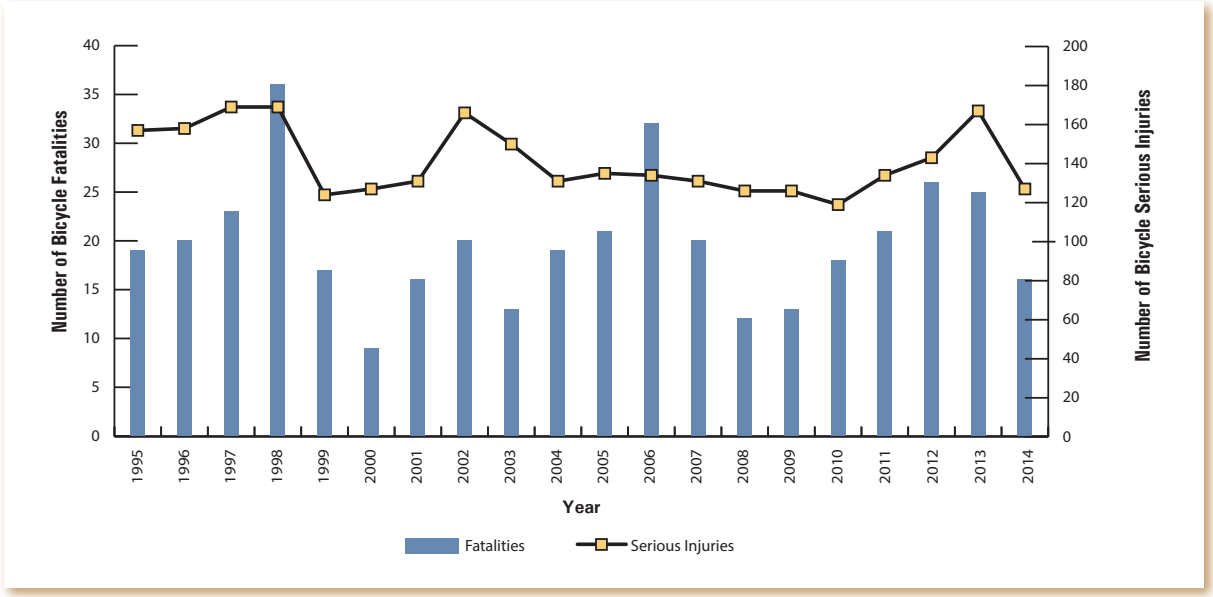
Number and Rate* of Motorcycle Fatalities, 1995–2014



Motorcycle registrations increased 1 per cent from 232,717 in 2013 to 234,893 in 2014. However, motorcycle rider fatalities increased from 50 in 2013 to 61 in 2014.

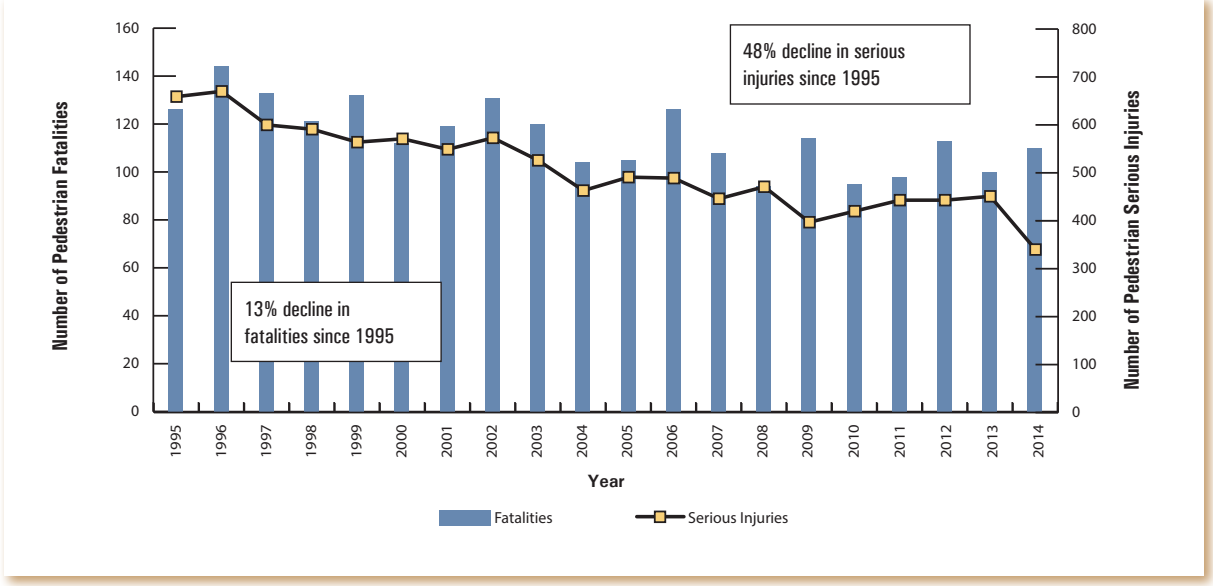
Over the long term, between 1995 and 2014, there has been a 37 per cent decline in the fatality rate per 10,000 motorcycle registrations.

Number of Bicycle Fatalities and Serious Injuries, 1995–2014



Between 1995 and 2014, the number of bicycle rider fatalities fluctuated between a high of 36 in 1998 and a low of 9 in 2000. There were 16 bicycle rider fatalities in 2014.

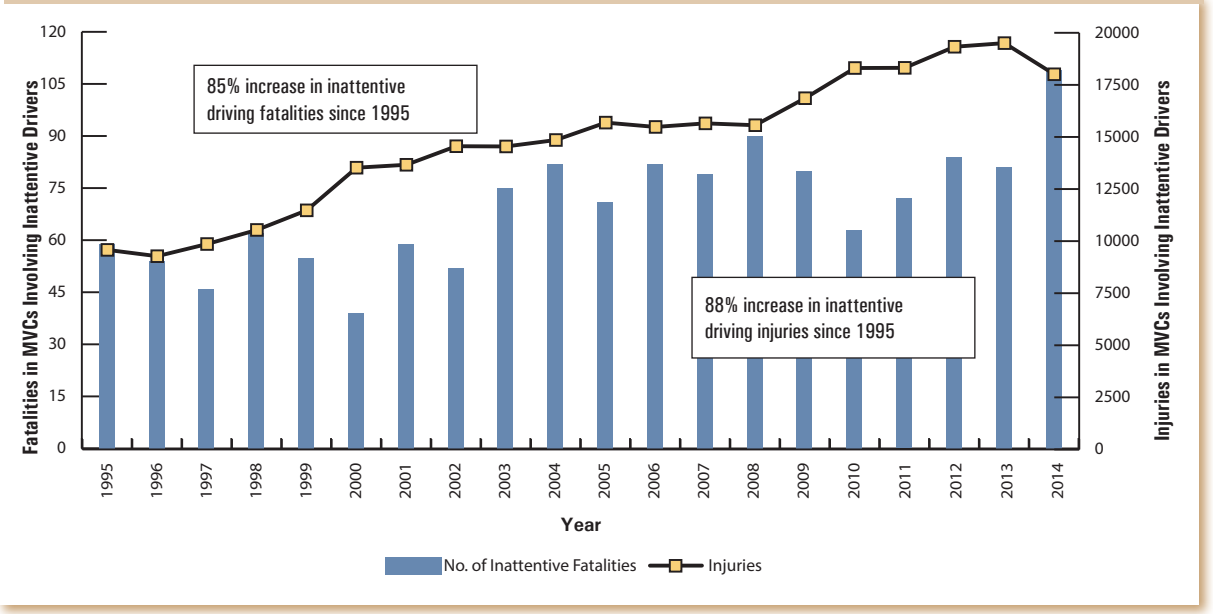
Number of Pedestrian Fatalities and Serious Injuries, 1995–2014



Between 1995 and 2014, the number of pedestrian fatalities was highest in 1996 with 144, and reached its lowest level in two decades in 2008 with 94. The number of pedestrian fatalities increased from 100 in 2013 to 110 in 2014, up by 10 per cent. The number of pedestrian serious injuries decreased by 25 per cent in 2014 compared with 2013.

Inattentive Driving*

Number of Inattentive Driving Fatalities and Injuries, 1995-2014



The number of fatalities in collisions involving an inattentive driver increased from 59 in 1995 to 109 in 2014; this represents an increase of 85 per cent. During the same time period, the number of injuries in collisions involving an inattentive driver increased from 9,579 in 1995 to 18,010 in 2014, an increase of 88 per cent.

**An Inattentive driver is defined as a driver operating a motor vehicle without due care and attention or placing less concentration on driving. Other examples of inattentive driving could include: changing radio stations, consuming food, reading, and talking on a phone.*

OVERVIEW

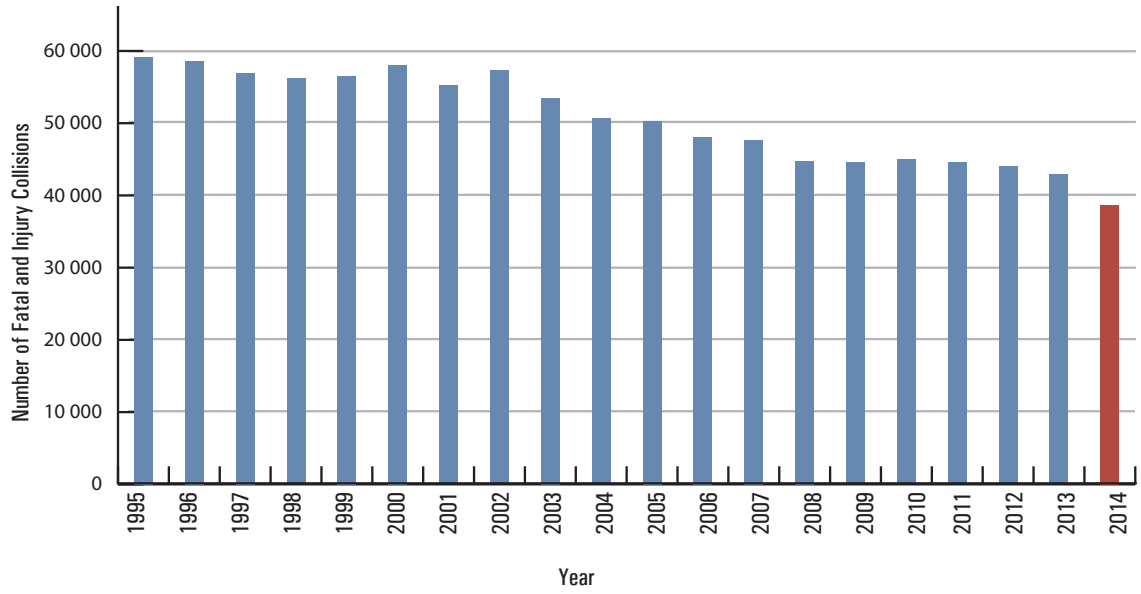
1. OVERVIEW

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 2014, Ontario's fatality rate of 0.53 per 10,000 licensed drivers was the lowest ever recorded, matching the previous record low in 2011. Ontario continued to be a road safety leader in Canada and in North America.

The information on hospitalizations and other statistics in this section is a stark reminder 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, 1995–2014**



1A. SYNOPSIS

Selected Statistics: 2014	
Total Reportable Collisions	217,557
Total Drivers Involved in Collisions	389,269
Total Vehicles Involved in Collisions	404,823
Fatal Collisions	484
Personal Injury Collisions	38,240
Property Damage Collisions	178,833
Persons Killed	517
Drivers Killed (excludes All Terrain Vehicle and Snow Vehicle Drivers)	323
Drivers Killed (Impaired or Had Been Drinking)	58
Passengers Killed	78
Pedestrians Killed	110
Other Road Users Killed	6
Persons Injured	54,081
Estimated Ontario Population (2014)	13,685,200
Licensed Drivers	9,704,044
Registered Motor Vehicles	9,065,279
Estimated Vehicle Kilometres Travelled (in millions)	134,947
Number of Persons Killed in Motor Vehicle Collisions per 100,000 People in Ontario	3.78
Number of Persons Killed in Motor Vehicle Collisions per 100 Million Kilometres Travelled	0.38
Collision Rate per 100 Million Kilometres Travelled	161.22
Fatal Collision Rate per 100 Million Kilometres Travelled	0.36
Number of Persons Killed in Motor Vehicle Collisions per 10,000 Licensed Drivers	0.53

1B. HEALTH PERSPECTIVE

Table 1.1: Selected Diagnoses of Motor Vehicle Collision Injuries Hospitalized in Ontario, Fiscal Year 2013/2014

Selected Diagnoses	Hospital Admissions	Hospital Days of Stay
Fracture of head	105	612
Fracture of neck and trunk	914	8,437
Fracture of upper limb	424	3,082
Fracture of lower limb	1,042	10,561
Fractures involving multiple body regions	2	112
Dislocation, sprains and strains	80	333
Dislocations, sprains, and strains involving multiple body regions	1	1
Intracranial injury	679	10,322
Internal injury of chest, abdomen, and pelvis	335	2,838
Open wound of head, neck, or trunk	58	210
Open wound of upper limb	16	85
Open wound of lower limb	30	363
Open wounds involving multiple body regions	1	1
Other diagnosis	1,031	11,508
Total Admissions and Days	**4,718**	**48,465**

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

Table 1.2: Selected Surgical Procedures for Motor Vehicle Collision Injuries Hospitalized in Ontario, Fiscal Year 2013/2014

Selected Procedure	Hospital Admissions	Hospital Days of Stay
Head, brain, and cerebral meninges	94	2,876
Spinal cord, spinal canal, and meninges	11	237
Nose, mouth, and pharynx	18	118
Chest wall, pleura, mediastinum, and diaphragm	126	1,196
Bone marrow and spleen	47	514
Kidney	2	24
Facial bones and joints	45	407
Reduction of fracture/dislocation with or without fixation (excluding head or facial bones)	1,542	16,604
Repair joint structures (excluding head or facial bones)	7	29
Skin and subcutaneous tissue	41	485
Other diagnostic and therapeutic interventions	1,397	16,733
Sub-total of surgical admissions and days	**4,718**	**48,465**
No interventions performed - surgical procedures	1,388	9,242

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

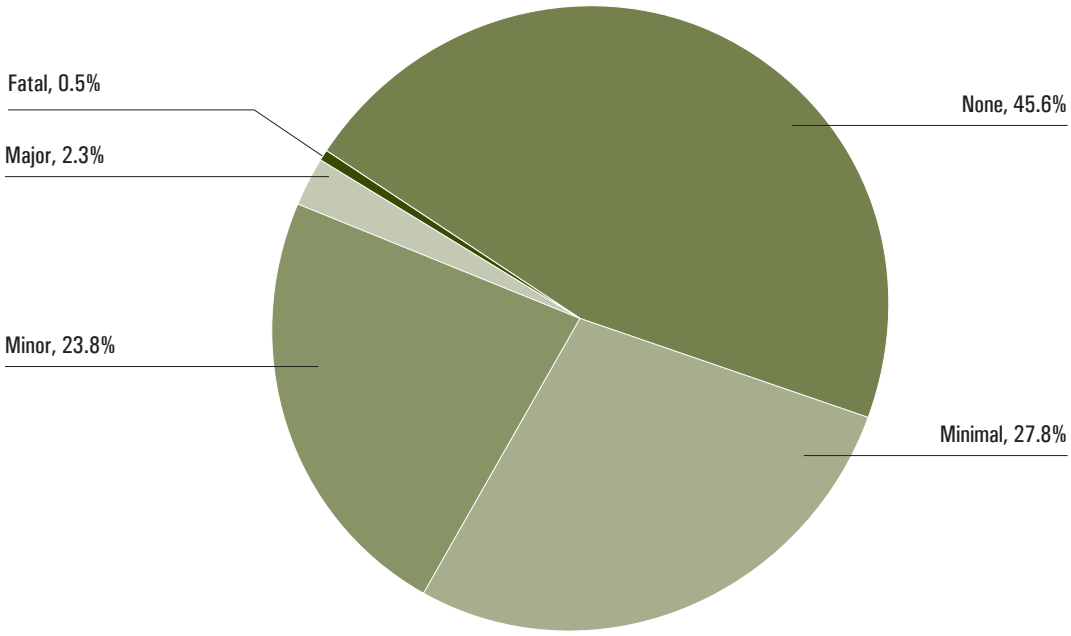
2. THE PEOPLE

This section highlights traffic fatalities and injuries by severity and characteristics of the road users involved. A few examples of road user characteristics identified in this chapter include: driver action and condition at the time of collision, pedestrian action and condition, and seat belt usage. Key historical road safety data – covering a period of more than 80 years – is also provided to assist in analyzing long-term safety trends in Ontario.

There was a decrease in the number of traffic fatalities from 518 in 2013 to 517 in 2014; the number of serious injuries decreased from 2,490 in 2013 to 2,282 in 2014. At the same time period, the number of licensed drivers increased by 111,555, from 9,592,489 in 2013 to 9,704,044 in 2014.

Out of 853 drivers involved in fatal collisions, 91 were drinking drivers, 47 drivers' ability was impaired by drugs, 106 drivers were coded as inattentive, and 114 were speeding (e.g. above speed limit or driving too fast for conditions). Despite the fact that about 96 percent of Ontario drivers use seat belts, 58 vehicle occupants who were fatally injured were not using seat belts at the time of the crash.

Figure 2 **Persons Involved in Fatal and Injury Collisions by Severity of Injury, 2014**



2A. PEOPLE IN COLLISIONS

Table 2.1: Category of Involved Person by Severity of Injury in Fatal and Personal Injury Collisions, 2014

Category of Involved Person	Severity of Injury					
	None	Minimal	Minor	Major	Fatal	Total
Driver	30,059	17,312	13,796	997	251	**62,415**
Passenger*	14,896	7,452	5,805	485	71	**28,709**
Pedestrian	88	1,588	2,125	340	110	**4,251**
Bicyclist	39	835	842	108	16	**1,840**
Bicycle Passenger	5	87	88	11	0	**191**
All Terrain Vehicle Driver **	6	3	12	4	3	**28**
All Terrain Vehicle Passenger **	0	6	2	3	0	**11**
Snow Vehicle Driver	1	2	5	6	2	**16**
Snow Vehicle Passenger	0	3	5	3	0	**11**
Motorcycle Driver	54	316	627	234	56	**1,287**
Motorcycle Passenger	25	83	177	44	5	**334**
Moped Driver	4	5	13	2	0	**24**
Moped Passenger	1	0	3	1	0	**5**
Hanger On	11	23	25	7	2	**68**
Other	589	222	337	37	1	**1,186**
Total	**45,778**	**27,937**	**23,862**	**2,282**	**517**	**100,376**

* Includes bus passengers

** In this table, all terrain vehicles include two-wheel, three-wheel and four-wheel 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 Persons Killed by Age Groups, 2014

Category of Person	Age Groups																
	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	Total
Driver	0	0	0	0	4	6	6	8	19	46	32	41	38	26	25	0	**251**
Passenger*	1	2	2	0	1	4	2	1	9	19	2	9	7	3	11	0	**73**
Pedestrian	0	1	1	3	0	2	3	3	3	11	11	8	21	18	25	0	**110**
Bicyclist	0	1	0	0	0	1	1	0	0	1	2	6	2	2	0	0	**16**
Bicycle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
All Terrain Vehicle** Driver	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	**3**
All Terrain Vehicle** Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Snow Vehicle Driver	0	0	0	0	0	0	0	0	0	1	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**
Motorcycle Driver	0	0	0	0	0	0	0	0	7	9	11	14	9	6	0	0	**56**
Motorcycle Passenger	0	0	0	0	0	0	0	0	1	1	0	2	1	0	0	0	**5**
Moped Driver	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**
Other	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	**1**
Total	**1**	**4**	**3**	**3**	**5**	**13**	**12**	**12**	**42**	**89**	**59**	**80**	**78**	**55**	**61**	**0**	**517**

* 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 Persons Injured by Age Groups, 2014

Category of Person	Age Groups																
	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	Total
Driver	0	0	5	84	399	574	609	631	2,707	6,191	5,747	6,181	4,278	2,088	1,337	1,274	**32,105**
Passenger*	660	853	1,105	289	357	369	376	342	1,242	1,937	1,354	1,507	1,298	837	716	785	**14,027**
Pedestrian	49	103	304	120	105	116	112	114	406	640	425	499	425	287	220	128	**4,053**
Bicyclist	2	25	123	46	34	56	45	53	208	317	192	233	151	58	24	218	**1,785**
Bicycle Passenger	3	5	32	5	11	7	8	9	28	42	27	32	22	7	5	45	**288**
All Terrain Vehicle** Driver	0	0	1	1	1	2	0	3	2	2	0	2	3	0	0	2	**19**
All Terrain Vehicle** Passenger	0	1	1	0	2	1	0	1	0	1	1	1	0	1	0	1	**11**
Snow Vehicle Driver	0	0	0	0	1	0	2	0	1	3	1	4	1	0	0	0	**13**
Snow Vehicle Passenger	0	1	0	2	0	0	1	0	3	1	2	0	1	0	0	0	**11**
Motorcycle Driver	0	0	3	6	9	13	16	13	89	236	223	247	166	54	4	98	**1,177**
Motorcycle Passenger	1	0	5	2	1	1	3	1	12	56	56	80	40	14	0	44	**316**
Moped Driver	0	0	0	0	1	1	0	0	4	5	2	4	1	2	0	0	**20**
Moped Passenger	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	**4**
Other	0	3	2	3	3	2	2	3	9	40	51	46	36	13	11	28	**252**
Total	**715**	**991**	**1,581**	**558**	**924**	**1,142**	**1,174**	**1,170**	**4,711**	**9,472**	**8,082**	**8,838**	**6,422**	**3,361**	**2,317**	**2,623**	**54,081**

* 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, 2014

Sex of Driver	Class of Collision			
	Fatal	Personal Injury	Property Damage	Total
Male	668	40,421	180,880	**221,969**
Female	178	27,384	110,330	**137,892**
Unknown*	7	4,214	25,187	**29,408**
Total	**853**	**72,019**	**316,397**	**389,269**

* 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, 2014

Condition of Driver	Class of Collision			
	Fatal	Personal Injury	Property Damage	Total
Normal	523	51,030	239,800	**291,353**
Had Been Drinking	22	476	1,159	**1,657**
Ability Impaired – Alcohol over 0.08	64	582	1,251	**1,897**
Ability Impaired Alcohol	5	287	616	**908**
Ability Impaired Drugs*	47	60	170	**277**
Fatigue	22	548	1,147	**1,717**
Medical/Physical Disability	24	511	494	**1,029**
Inattentive	106	12,429	37,689	**50,224**
Other **	13	597	1,863	**2,473**
Unknown ***	27	5,499	32,208	**37,734**
Total	**853**	**72,019**	**316,397**	**389,269**

* Beginning in February 2011, all drivers killed in motor vehicle collisions were tested for the presence of drugs. Therefore, data may not be comparable to previous years.

** 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 0.08: Driver had consumed alcohol and upon testing was found to have a blood alcohol level in excess of 0.08 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, 2014*

Driver Age	Driver Condition						
	Normal	Had Been Drinking	Impaired Alcohol over 0.08	Ability Impaired Alcohol	Other	Unknown	Total
Under 16	30	1	0	1	30	5	**67**
16	674	3	2	1	233	34	**947**
17	3,369	15	10	5	1,147	140	**4,686**
18	4,476	31	25	18	1,343	157	**6,050**
19	4,915	54	56	19	1,500	198	**6,742**
20	5,110	67	62	33	1,519	199	**6,990**
21-24	24,344	279	293	154	5,860	946	**31,876**
25-34	58,661	466	544	256	10,871	2,113	**72,911**
35-44	57,189	260	356	168	9,100	1,949	**69,022**
45-54	60,241	238	299	135	9,568	2,052	**72,533**
55-64	41,533	147	176	89	6,670	1,416	**50,031**
65-74	19,724	52	50	19	4,104	745	**24,694**
75 & over	9,800	25	15	8	3,100	424	**13,372**
Unknown	1,287	19	9	2	1,482	26,549	**29,348**
Total	**291,353**	**1,657**	**1,897**	**908**	**56,527**	**36,927**	**389,269**

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

Table 2.7: Recorded Occurrence of Driver Condition in Drivers Killed, 2014*

Recorded Occurrence	Number of Drivers	%
Normal	129	39.2%
Had Been Drinking	16	4.9%
Ability Impaired – Alcohol over 0.08	46	14.0%
Ability Impaired Alcohol	1	0.3%
Ability Impaired Drugs**	46	14.0%
Fatigue	14	4.3%
Medical/Physical Disability	23	7.0%
Inattentive	48	14.6%
Other	6	1.8%
Unknown	0	0.0%
Total	**329**	**100.0%**

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

** Beginning in February 2011, all drivers killed in motor vehicle collisions were tested for the presence of drugs. Therefore, data may not be comparable to previous years.

Table 2.8: Apparent Driver Action by Class of Collision, 2014

Apparent Driver Action	Class of Collision			
	Fatal	Personal Injury	Property Damage	Total
Driving Properly	381	33,743	158,805	**192,929**
Following Too Close	3	6,886	30,343	**37,232**
Speed Too Fast	38	597	996	**1,631**
Speed Too Fast for Conditions	76	3,857	15,879	**19,812**
Speed Too Slow / Exceed Speed Limit	0	46	162	**208**
Improper Turn	16	3,113	10,327	**13,456**
Disobey Traffic Control	36	3,074	4,825	**7,935**
Fail to Yield Right of Way	62	6,985	20,651	**27,698**
Improper Passing	10	450	2,615	**3,075**
Lost Control	106	5,268	17,114	**22,488**
Wrong Way on One Way Road	4	43	142	**189**
Improper Lane Change	21	1,373	11,492	**12,886**
Other*	72	3,075	17,894	**21,041**
Unknown	28	3,509	25,152	**28,689**
Total	**853**	**72,019**	**316,397**	**389,269**

* 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, 2014

Safety Equipment Used	Severity of Injury					
	Fatal	Major	Minor	Minimal	None	Total
Seat Belt Used	189	780	12,456	16,053	27,740	**57,218**
Other Equipment*	9	70	696	647	877	**2,299**
Equipment Not used	41	84	147	70	48	**390**
No Safety Equipment	0	7	19	10	39	**75**
Use Unknown	12	56	477	532	1,355	**2,432**
Total	**251**	**997**	**13,796**	**17,312**	**30,059**	**62,415**

* 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, 2014

Safety Equipment Used	Severity of Injury					
	Fatal	Major	Minor	Minimal	None	Total
Seat Belt Used	46	340	4,758	6,179	11,638	**22,961**
Child Safety Seat Used Incorrectly	2	3	12	37	92	**146**
Child Safety Seat Used Correctly	0	14	218	406	1,591	**2,229**
Other Equipment**	1	29	263	235	423	**951**
Equipment Not used	17	62	174	108	53	**414**
No Safety Equipment	2	12	218	273	699	**1,204**
Use Unknown	5	36	345	255	652	**1,293**
Total	**73**	**496**	**5,988**	**7,493**	**15,148**	**29,198**

* 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, 2010–2014

Year Used	Child Restraint Used Correctly	Child Restraint Used Incorrectly	Lap/ Lap & Shoulder Belt	Restraint Not Available	Available Not Used	Use Unknown	Total
2010	1	1	0	0	0	0	**2**
2011	1	2	0	0	0	0	**3**
2012	5	0	0	0	0	0	**5**
2013	1	0	0	0	0	0	**1**
2014	0	1	0	0	0	0	**1**

Table 2.12: Restraint Use for Children (0–4 Years) Involved in Fatal and Personal Injury Collisions by Severity of Injury, 2014

Restraint Used	Injury Level		
	Major/Fatal %	Minimal/Minor %	No Injuries %
Child Restraint Used Correctly	52.4	67.8	68.5
Child Restraint Used Incorrectly	19.0	5.2	3.6
Lap/Lap-Shoulder Belt	14.3	20.2	21.5
Not Available	4.8	1.3	1.4
Available/Not Used	0.0	0.5	0.1
Other	4.8	3.1	2.5
Unknown	4.8	2.0	2.4
Total	**100.0**	**100.0**	**100.0**

Table 2.13: Pedestrian Condition by Severity of Injury, 2014

Condition of Pedestrian	Killed	Injured
Normal	49	3,068
Had Been Drinking	4	163
Ability Impaired Alcohol over .08	11	8
Ability Impaired Alcohol	0	40
Ability Impaired Drugs	8	12
Fatigue	0	1
Medical or Physical Defect	6	74
Inattentive	25	565
Other	7	58
Unknown	0	64
Total	**110**	**4,053**

Table 2.14: Apparent Pedestrian Action by Severity of Injury, 2014

Apparent Pedestrian Action	Killed	Injured
Crossing Intersection With Right of Way	22	1,935
Crossing Intersection Without Right of Way	24	524
Crossing Intersection No Traffic Control	15	267
Crossing Pedestrian Crossover	4	140
Crossing Marked Crosswalk Without Right of Way	3	100
Walking on Roadway With Traffic	10	113
Walking on Roadway Against Traffic	5	50
On Sidewalk or Shoulder	7	295
Playing or Working on Highway	0	41
Coming from Behind Parked Vehicle or Object	1	41
Running onto Roadway	6	245
Getting On/Off School Bus*	0	2
Getting On/Off Vehicle	0	51
Pushing/Working on Vehicle	0	17
Other	13	232
Total	**110**	**4,053**

* Calendar Year

Table 2.15: Category of Persons Killed and Injured, 1988–2014

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	4,505	765	6.0	67,166	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
2009	13,072,700	277	35,403	113	18,224	114	4,522	60	4,413	564	4.3	62,562	478.8
2010	13,223,800	299	35,959	115	19,152	95	4,621	70	4,782	579	4.4	64,514	487.9
2011	13,263,500	237	35,517	92	16,835	98	4,857	71	4,810	498	3.8	62,019	467.6
2012	13,410,100	236	35,254	127	16,044	113	4,604	92	5,099	568	4.2	61,001	454.9
2013	13,551,000	246	35,163	92	15,575	100	4,290	80	4,542	518	3.8	59,570	439.6
2014	13,685,200	251	32,105	71	13,742	110	4,053	85	4,181	517	3.8	54,081	395.2

* Excludes motorcycle passengers, who are included with "All Others". **Source: Statistics Canada

Table 2.16: Sex of Driver Population by Age Groups, 2014

Sex of Driver	Age Groups							Total
	16–19	20–24	25–34	35–44	45–54	55–64	65+	
Male	247,828	420,222	838,279	843,159	976,587	822,321	840,008	**4,988,404**
Female	225,703	383,089	818,633	843,029	927,305	769,550	748,331	**4,715,640**
Total	**473,531**	**803,311**	**1,656,912**	**1,686,188**	**1,903,892**	**1,591,871**	**1,588,339**	**9,704,044**

Table 2.17: Driver Population by Age Groups, 1988–2014

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**
2009	462,718	746,486	1,554,266	1,763,704	1,906,532	1,388,094	1,280,138	**9,101,938**
2010	478,342	765,075	1,572,436	1,740,128	1,927,499	1,441,906	1,319,881	**9,245,267**
2011	482,743	777,981	1,591,669	1,722,950	1,931,679	1,477,896	1,382,691	**9,367,609**
2012	481,601	790,157	1,610,128	1,710,796	1,924,202	1,509,382	1,454,653	**9,480,919**
2013	478,625	797,813	1,631,668	1,697,225	1,916,064	1,549,142	1,521,952	**9,592,489**
2014	473,531	803,311	1,656,912	1,686,188	1,903,892	1,591,871	1,588,339	**9,704,044**

Table 2.18: Driver Licence Class by Sex, 2014

Licence Class	Driver Sex				Total	%
	Male	%	Female	%		
A	104,752	2.10	2,138	0.05	**106,890**	1.10
AB	5,042	0.10	700	0.01	**5,742**	0.06
ABM	2,532	0.05	180	0.00	**2,712**	0.03
ABM1	12	0.00	4	0.00	**16**	0.00
ABM2	184	0.00	28	0.00	**212**	0.00
AC	29,820	0.60	1,027	0.02	**30,847**	0.32
ACM	11,420	0.23	228	0.00	**11,648**	0.12
ACM1	169	0.00	7	0.00	**176**	0.00
ACM2	1,543	0.03	53	0.00	**1,596**	0.02
AM	26,485	0.53	206	0.00	**26,691**	0.28
AM1	320	0.01	3	0.00	**323**	0.00
AM2	3,403	0.07	68	0.00	**3,471**	0.04
B	18,095	0.36	16,574	0.35	**34,669**	0.36
BM	4,881	0.10	1,004	0.02	**5,885**	0.06
BM1	29	0.00	22	0.00	**51**	0.00
BM2	362	0.01	242	0.01	**604**	0.01
C	9,607	0.19	1,430	0.03	**11,037**	0.11
CM	1,947	0.04	96	0.00	**2,043**	0.02
CM1	31	0.00	2	0.00	**33**	0.00
CM2	442	0.01	40	0.00	**482**	0.00
D	191,958	3.85	21,319	0.45	**213,277**	2.20
DE	114	0.00	31	0.00	**145**	0.00
DEM	37	0.00	1	0.00	**38**	0.00
DEM1	0	0.00	0	0.00	**0**	0.00
DEM2	1	0.00	0	0.00	**1**	0.00
DF	3,330	0.07	291	0.01	**3,621**	0.04
DFM	935	0.02	51	0.00	**986**	0.01
DFM1	16	0.00	2	0.00	**18**	0.00
DFM2	220	0.00	12	0.00	**232**	0.00
DM	61,939	1.24	1,914	0.04	**63,853**	0.66
DM1	359	0.01	18	0.00	**377**	0.00
DM2	4,763	0.10	297	0.01	**5,060**	0.05
E	1,400	0.03	1,953	0.04	**3,353**	0.03

Table 2.18: Driver Licence Class by Sex, 2014 (continued)

Licence Class	Driver Sex				Total	%
	Male	%	Female	%		
EM	156	0.00	31	0.00	**187**	0.00
EM1	1	0.00	0	0.00	**1**	0.00
EM2	16	0.00	10	0.00	**26**	0.00
F	8,059	0.16	5,943	0.13	**14,002**	0.14
FM	1,357	0.03	278	0.01	**1,635**	0.02
FM1	26	0.00	10	0.00	**36**	0.00
FM2	360	0.01	128	0.00	**488**	0.01
G	3,453,391	69.23	3,868,086	82.03	**7,321,477**	75.45
G1	263,222	5.28	349,984	7.42	**613,206**	6.32
G1M	80	0.00	23	0.00	**103**	0.00
G1M1	454	0.01	59	0.00	**513**	0.01
G1M2	1,218	0.02	323	0.01	**1,541**	0.02
G2	349,465	7.01	358,207	7.60	**707,672**	7.29
G2M	257	0.01	38	0.00	**295**	0.00
G2M1	549	0.01	78	0.00	**627**	0.01
G2M2	3,479	0.07	558	0.01	**4,037**	0.04
GM	357,653	7.17	63,653	1.35	**421,306**	4.34
GM1	4,853	0.10	1,177	0.02	**6,030**	0.06
GM2	56,202	1.13	16,754	0.36	**72,956**	0.75
M	674	0.01	150	0.00	**824**	0.01
M1	116	0.00	20	0.00	**136**	0.00
M2	668	0.01	189	0.00	**857**	0.01
Total	**4,988,404**	**100.00**	**4,715,640**	**100.00**	**9,704,044**	**100.00**

Table 2.19: Licensed Drivers, Total Collisions, Persons Killed and Injured, 1931–2014

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, 1931–2014 (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, 1931–2014 (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
2009	9,101,938	216,315	564	62,562
2010	9,245,267	215,533	579	64,514
2011	9,367,609	177,039	498	62,019
2012	9,480,919	172,868	568	61,001
2013	9,592,489	188,999	518	59,570
2014	9,704,044	217,557	517	54,081

Table 2.20: Driver Age Groups – Number Licensed, Collision Involvement and Per Cent Involved in Collisions, 2014

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**	33	11	**44**	N/A	N/A	**N/A**
16	44,293	41,327	**85,620**	517	417	**934**	1.17	1.01	**1.09**
17	58,613	53,429	**112,042**	2,748	1,924	**4,672**	4.69	3.60	**4.17**
18	68,515	62,003	**130,518**	3,575	2,463	**6,038**	5.22	3.97	**4.63**
19	76,407	68,944	**145,351**	4,106	2,610	**6,716**	5.37	3.79	**4.62**
20	80,749	72,485	**153,234**	4,262	2,712	**6,974**	5.28	3.74	**4.55**
21-24	339,473	310,604	**650,077**	18,837	12,937	**31,774**	5.55	4.17	**4.89**
25-34	838,279	818,633	**1,656,912**	43,520	29,047	**72,567**	5.19	3.55	**4.38**
35-44	843,159	843,029	**1,686,188**	40,909	27,716	**68,625**	5.00	3.29	**4.07**
45-54	976,587	927,305	**1,903,892**	45,135	26,932	**72,067**	5.35	2.90	**3.79**
55-64	822,321	769,550	**1,591,871**	32,366	17,332	**49,698**	3.49	2.25	**3.12**
65-74	530,219	483,423	**1,013,642**	15,830	8,759	**24,589**	2.06	1.81	**2.43**
75 & over	309,789	264,908	**574,697**	8,472	4,872	**13,344**	2.73	1.84	**2.32**
Unknown	0	0	**0**	41,983	0	**41,983**	N/A	N/A	**N/A**
Total	**4,988,404**	**4,715,640**	**9,704,044**	**262,293**	**137,732**	**400,025**	**5.26**	**2.92**	**4.12**

* This table includes people in the driver's position of parked vehicles and excludes drivers of some snow and off-road vehicles, etc.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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 increased from 470 in 2013 to 484 in 2014, up by 14. The number of injury collisions decreased from 42,408 in 2013 to 38,240 in 2014, down by 4,168. The number of property damage collisions for 2014 was 178,833.

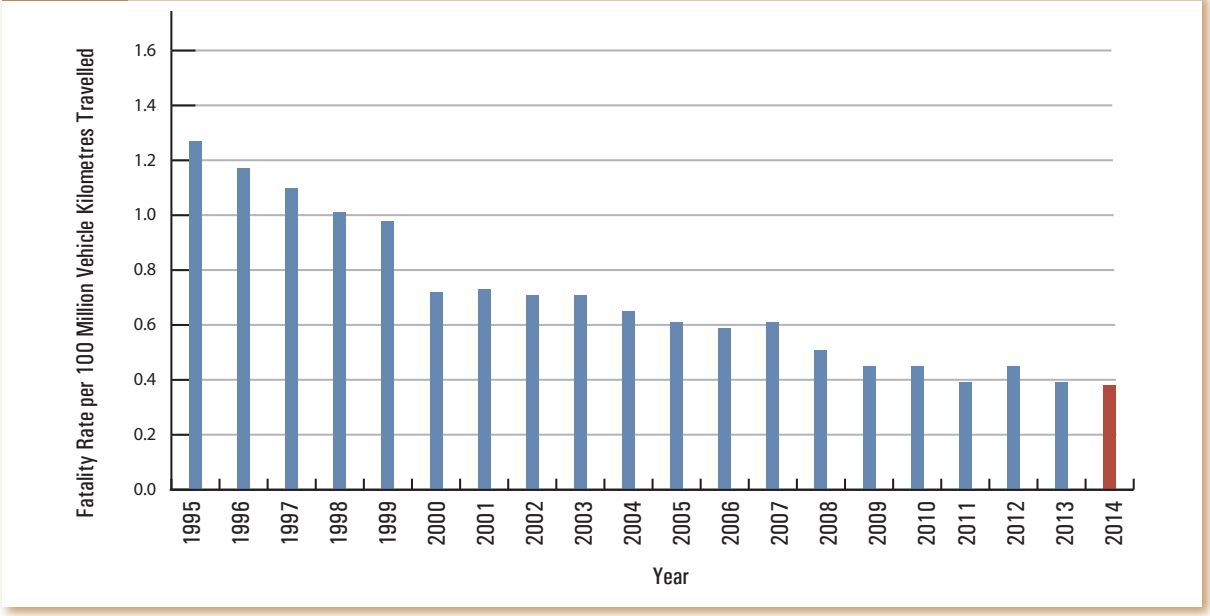
It is worth noting a decision has been made to discontinue counting self-reported, non-priority property damage collisions. Priority property damage collisions will continue to be counted and include the following types of collisions:

- All those occurring on provincial highways;
- All those involving carrier vehicles;
- All those involving drivers aged 70 or over; and
- All those where a driver's condition has been reported as being impaired by drugs or if the driver had a medical/physical disability

Continued transition to electronic collision reporting, which concluded July 1, 2014, is also noteworthy, for regardless of their priority, self-reported collisions that meet the property damage threshold of $1,000 or greater are received electronically.

The fatality rate per 100 million kilometres traveled in Ontario decreased from 0.39 in 2013 to 0.38 in 2014.

Figure 3 **Fatality Rate per 100 Million Vehicle Kilometres Travelled in Ontario, 1995–2014**



3A. TYPES OF COLLISIONS

Table 3.1: Class of Collision, 1988–2014

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**
2009	516	44,054	171,745	**216,315**
2010	534	44,430	170,569	**215,533**
2011	466	44,076	132,497	**177,039**
2012	505	43,484	128,879	**172,868**
2013	470	42,408	146,121	**188,999**
2014	484	38,240	178,833	**217,557**

Table 3.2: Collision Rate Per One Million Kilometres Travelled, 1988–2014

Year	Collision Rate	Year	Collision Rate	Year	Collision Rate
1988	3.2	1997	2.7	2006	1.66*
1989	3.2	1998	2.5	2007	1.87*
1990	3.0	1999	2.5	2008	1.84*
1991	2.9	2000	2.0*	2009	1.72*
1992	3.1	2001	2.0*	2010	1.66**
1993	3.0	2002	2.0*	2011	1.39**
1994	2.9	2003	2.1*	2012	1.36**
1995	2.8	2004	1.9*	2013	1.43**
1996	2.7	2005	1.8*	**2014**	**1.61****

* Based on Statistics Canada estimates of Vehicle Kilometres Travelled. ** Based on Westbay Research Inc. estimates for CCMTA

Table 3.3: Motor Vehicles Involved in Collisions Based on Initial Impact, 2014

Motor Vehicle in Collision Involving	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Moveable Objects:				
Other Motor Vehicles	512	57,049	266,441	**324,002**
Unattended Vehicles	8	407	15,287	**15,702**
Pedestrian	101	3,728	220	**4,049**
Cyclist	14	2,089	561	**2,664**
Railway Train	1	5	16	**22**
Street Car	0	24	161	**185**
Farm Tractor	3	20	94	**117**
Domestic Animal	0	39	679	**718**
Wild Animal	3	410	12,739	**13,152**
Other Moveable Objects	9	318	850	**1,177**
Sub-total	**651**	**64,089**	**297,048**	**361,788**
Fixed Objects:				
Cable Guide Rail	2	42	249	**293**
Concrete Guide Rail	3	239	923	**1,165**
Steel Guide Rail	1	142	678	**821**
Pole (Utility Tower)	2	262	1,293	**1,557**
Pole (Sign/Parking Meter)	1	87	882	**970**
Fence/Noise Barrier	0	26	167	**193**
Culvert	0	20	29	**49**
Bridge Support	2	17	89	**108**
Rock Face	0	14	26	**40**
Snow Bank or Drift	1	97	702	**800**
Ditch	6	236	828	**1,070**
Curb	10	284	1,220	**1,514**
Crash Cushion	0	15	66	**81**
Building or Wall	2	35	124	**161**
Water Course	0	3	7	**10**
Construction Marker	0	4	58	**62**
Tree, Shrub, or Stump	0	98	377	**475**
Other Fixed Object	3	142	920	**1,065**
Sub-total	**33**	**1,763**	**8,638**	**10,434**

Table 3.3: Motor Vehicles Involved in Collisions Based on Initial Impact, 2014 (continued)

Motor Vehicle in Collision Involving	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Other Events:				
Ran Off Road	69	2,087	5,693	**7,849**
Skidding/Sliding	94	3,646	14,313	**18,053**
Jack-knifing	1	16	131	**148**
Load Spill	1	12	80	**93**
Fire/Explosion	0	6	143	**149**
Submersion	0	0	5	**5**
Rollover	0	152	184	**336**
Debris on Road	4	71	1,292	**1,367**
Debris off Vehicle	3	117	1,385	**1,505**
Other Non-Collision Event	13	689	2,394	**3,096**
Sub-total	**185**	**6,796**	**25,620**	**32,601**
Total	**869**	**72,648**	**331,306**	**404,823**

Table 3.4: Initial Impact Type by Class of Collision, 2014

Initial Impact Type	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Approaching	96	976	1,875	**2,947**
Angle	50	4,342	10,902	**15,294**
Rear End	33	11,123	52,576	**63,732**
Sideswipe	21	2,311	22,948	**25,280**
Turning Movement	43	8,006	30,666	**38,715**
With Unattended Motor Vehicle	6	338	12,963	**13,307**
Single Motor Vehicle	234	10,939	41,268	**52,441**
Other	1	205	5,635	**5,841**
Unknown	0	0	0	**0**
Total	**484**	**38,240**	**178,833**	**217,557**

3B. TIME AND ENVIRONMENT

Table 3.5: Month of Occurrence by Class of Collision, 2014

Month of Occurrence	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
January	33	6.8	3,856	10.1	22,667	12.7	**26,556**	**12.2**
February	21	4.3	2,891	7.6	17,483	9.8	**20,395**	**9.4**
March	25	5.2	2,529	6.6	14,447	8.1	**17,001**	**7.8**
April	26	5.4	2,172	5.7	10,435	5.8	**12,633**	**5.8**
May	35	7.2	2,669	7.0	11,325	6.3	**14,029**	**6.4**
June	41	8.5	3,013	7.9	12,366	6.9	**15,420**	**7.1**
July	38	7.9	3,424	9.0	12,726	7.1	**16,188**	**7.4**
August	57	11.8	3,509	9.2	12,167	6.8	**15,733**	**7.2**
September	63	13.0	3,530	9.2	13,440	7.5	**17,033**	**7.8**
October	57	11.8	3,811	10.0	16,109	9.0	**19,977**	**9.2**
November	49	10.1	3,602	9.4	19,516	10.9	**23,167**	**10.6**
December	39	8.1	3,234	8.5	16,152	9.0	**19,425**	**8.9**
Total	**484**	**100.0**	**38,240**	**100.0**	**178,833**	**100.0**	**217,557**	**100.0**

Table 3.6: Day of Week by Class of Collision, 2014

Day of Occurrence	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Monday	64	13.2	5,253	13.7	24,401	13.6	**29,718**	**13.7**
Tuesday	56	11.6	5,927	15.5	27,158	15.2	**33,141**	**15.2**
Wednesday	56	11.6	5,843	15.3	29,234	16.3	**35,133**	**16.1**
Thursday	89	18.4	6,115	16.0	29,715	16.6	**35,919**	**16.5**
Friday	75	15.5	6,231	16.3	30,140	16.9	**36,446**	**16.8**
Saturday	77	15.9	4,871	12.7	21,518	12.0	**26,466**	**12.2**
Sunday	67	13.8	4,000	10.5	16,667	9.3	**20,734**	**9.5**
Total	**484**	**100.0**	**38,240**	**100.0**	**178,833**	**100.0**	**217,557**	**100.0**

Table 3.7: Hour of Occurrence by Class of Collision, 2014

Hour of Occurrence A.M.	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
12 to 1 a.m.	16	3.3	530	1.4	2,521	1.4	**3,067**	**1.4**
1 to 2 a.m.	16	3.3	400	1.0	1,764	1.0	**2,180**	**1.0**
2 to 3 a.m.	20	4.1	358	0.9	1,613	0.9	**1,991**	**0.9**
3 to 4 a.m.	8	1.7	311	0.8	1,378	0.8	**1,697**	**0.8**
4 to 5 a.m.	7	1.4	235	0.6	1,267	0.7	**1,509**	**0.7**
5 to 6 a.m.	19	3.9	405	1.1	2,277	1.3	**2,701**	**1.2**
Sub-total	**86**	**17.8**	**2,239**	**5.9**	**10,820**	**6.1**	**13,145**	**6.0**
6 to 7 a.m.	21	4.3	1,025	2.7	4,929	2.8	**5,975**	**2.7**
7 to 8 a.m.	18	3.7	1,570	4.1	7,859	4.4	**9,447**	**4.3**
8 to 9 a.m.	18	3.7	2,325	6.1	12,035	6.7	**14,378**	**6.6**
9 to 10 a.m.	14	2.9	1,967	5.1	9,598	5.4	**11,579**	**5.3**
10 to 11 a.m.	13	2.7	1,840	4.8	8,478	4.7	**10,331**	**4.7**
11 to 12 noon	20	4.1	1,995	5.2	9,290	5.2	**11,305**	**5.2**
Sub-total	**104**	**21.5**	**10,722**	**28.0**	**52,189**	**29.2**	**63,015**	**29.0**
Hour of Occurrence P.M.								
12 to 1 p.m.	23	4.8	2,254	5.9	10,686	6.0	**12,963**	**6.0**
1 to 2 p.m.	21	4.3	2,299	6.0	10,270	5.7	**12,590**	**5.8**
2 to 3 p.m.	26	5.4	2,565	6.7	11,316	6.3	**13,907**	**6.4**
3 to 4 p.m.	31	6.4	3,126	8.2	14,182	7.9	**17,339**	**8.0**
4 to 5 p.m.	39	8.1	3,236	8.5	14,979	8.4	**18,254**	**8.4**
5 to 6 p.m.	28	5.8	3,382	8.8	15,641	8.7	**19,051**	**8.8**
Sub-total	**168**	**34.7**	**16,862**	**44.1**	**77,074**	**43.1**	**94,104**	**43.3**
6 to 7 p.m.	32	6.6	2,486	6.5	11,584	6.5	**14,102**	**6.5**
7 to 8 p.m.	25	5.2	1,726	4.5	7,806	4.4	**9,557**	**4.4**
8 to 9 p.m.	23	4.8	1,353	3.5	6,000	3.4	**7,376**	**3.4**
9 to 10 p.m.	14	2.9	1,209	3.2	5,371	3.0	**6,594**	**3.0**
10 to 11 p.m.	14	2.9	901	2.4	4,399	2.5	**5,314**	**2.4**
11 to 12 midnight	15	3.1	707	1.8	3,332	1.9	**4,054**	**1.9**
Sub-total	**123**	**25.4**	**8,382**	**21.9**	**38,492**	**21.5**	**46,997**	**21.6**
Unknown	3	0.6	35	0.1	258	0.1	**296**	**0.1**
Total	**484**	**100.0**	**38,240**	**100.0**	**178,833**	**100.0**	**217,557**	**100.0**

Table 3.8: Statutory Holidays, Holiday Weekends – Persons Killed and Injured in Fatal Collisions, 2014

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

* 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, 2014

Light Condition	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Daylight	272	56.2	27,725	72.5	128,247	71.7	**156,244**	**71.8**
Dawn	13	2.7	621	1.6	3,102	1.7	**3,736**	**1.7**
Dusk	14	2.9	1,204	3.1	5,595	3.1	**6,813**	**3.1**
Darkness	184	38.0	8,681	22.7	41,699	23.3	**50,564**	**23.2**
Other	1	0.2	9	0.0	190	0.1	**200**	**0.1**
Total	**484**	**100.0**	**38,240**	**100.0**	**178,833**	**100.0**	**217,557**	**100.0**

Table 3.10: Visibility by Class of Collision, 2014

Visibility	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Clear	396	81.8	30,331	79.3	139,504	78.0	**170,231**	**78.2**
Rain	43	8.9	3,708	9.7	14,686	8.2	**18,437**	**8.5**
Snow	21	4.3	3,061	8.0	19,071	10.7	**22,153**	**10.2**
Freezing Rain	2	0.4	176	0.5	946	0.5	**1,124**	**0.5**
Drifting Snow	8	1.7	525	1.4	2,449	1.4	**2,982**	**1.4**
Strong Wind	3	0.6	141	0.4	674	0.4	**818**	**0.4**
Fog, Mist, Smoke or Dust	9	1.9	221	0.6	1,025	0.6	**1,255**	**0.6**
Other	2	0.4	77	0.2	478	0.3	**557**	**0.3**
Total	**484**	**100.0**	**38,240**	**100.0**	**178,833**	**100.0**	**217,557**	**100.0**

3C. THE COLLISION LOCATION

Table 3.11: Road Jurisdiction by Class of Collision, 2014

Road Jurisdiction	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Municipal (Excluding Township Road)	184	22,065	107,067	**129,316**
Provincial Highway	148	7,008	32,822	**39,978**
Township	27	973	5,128	**6,128**
County or District	67	2,102	9,897	**12,066**
Regional Municipality	57	5,972	23,441	**29,470**
Federal	1	89	400	**490**
Other	0	31	78	**109**
Total	**484**	**38,240**	**178,833**	**217,557**

Table 3.12: Road Jurisdiction for All Collisions, 2005–2014

Road Jurisdiction*	Year									
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Municipal	139,303	139,081	132,420	144,202	137,616	137,548	100,183	97,951	106,385	129,316
Provincial	40,506	40,780	37,603	40,494	35,800	33,816	36,857	34,411	39,500	39,978
Township	8,144	8,189	7,819	7,636	7,295	6,665	6,358	6,296	6,442	6,128
County or District	13,929	12,852	12,144	12,018	11,444	11,638	11,852	11,178	11,524	12,066
Regional Municipality	29,195	28,864	25,760	24,343	23,622	25,360	21,318	22,562	24,677	29,470
Federal	363	392	343	380	426	415	385	393	395	490
Other	108	100	158	123	112	91	86	77	76	109
Total	**231,548**	**230,258**	**216,247**	**229,196**	**216,315**	**215,533**	**177,039**	**172,868**	**188,999**	**217,557**

* 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, 2014

Road Location	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Non-intersection	291	60.1	14,795	38.7	82,949	46.4	**98,035**	**45.1**
Intersection Related	59	12.2	8,970	23.5	39,031	21.8	**48,060**	**22.1**
At Intersection	101	20.9	10,935	28.6	33,331	18.6	**44,367**	**20.4**
At/Near Private Drive	24	5.0	3,221	8.4	21,951	12.3	**25,196**	**11.6**
At Railway	1	0.2	48	0.1	225	0.1	**274**	**0.1**
Underpass or Tunnel	2	0.4	43	0.1	229	0.1	**274**	**0.1**
Overpass or Bridge	5	1.0	158	0.4	714	0.4	**877**	**0.4**
Other	1	0.2	70	0.2	403	0.2	**474**	**0.2**
Total	**484**	**100.0**	**38,240**	**100.0**	**178,833**	**100.0**	**217,557**	**100.0**

Table 3.14: Road Surface Condition by Class of Collision, 2014

Road Surface Condition	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Dry	342	70.7	26,019	68.0	114,864	64.2	**141,225**	**64.9**
Wet	100	20.7	6,868	18.0	28,217	15.8	**35,185**	**16.2**
Loose Snow	11	2.3	1,794	4.7	11,234	6.3	**13,039**	**6.0**
Slush	3	0.6	673	1.8	4,584	2.6	**5,260**	**2.4**
Packed Snow	14	2.9	1,057	2.8	8,171	4.6	**9,242**	**4.2**
Ice	8	1.7	1,601	4.2	10,742	6.0	**12,351**	**5.7**
Mud	0	0.0	5	0.0	43	0.0	**48**	**0.0**
Loose Sand or Gravel	5	1.0	133	0.3	331	0.2	**469**	**0.2**
Spilled Liquid	0	0.0	11	0.0	19	0.0	**30**	**0.0**
Other	1	0.2	79	0.2	628	0.4	**708**	**0.3**
Total	**484**	**100.0**	**38,240**	**100.0**	**178,833**	**100.0**	**217,557**	**100.0**

PLACE OF COLLISION

4. PLACE OF COLLISION

This section identifies the location of collisions in Ontario and provides a breakdown of the various classes of collision, the number of persons killed or injured and the number of motor vehicle registrations by municipality and county. 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 may not be comparable from year to year. Information about population numbers 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, 2014

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
ONTARIO TOTAL	**217,557**	**484**	**38,240**	**178,833**	**517**	**54,081**	**9,541,525**
Algoma							
Blind River T	30	0	6	24	0	7	
Elliot Lake C	69	0	9	60	0	11	
Huron Shores M	6	0	0	6	0	0	
Macdonald, Meredith & Aberdeen Add'l TP	2	0	0	2	0	0	
Sault Ste. Marie C	1,379	0	316	1,063	0	431	
Provincial Highway	461	5	89	367	5	132	
Other Areas	150	0	17	133	0	27	
Algoma Total	**2,097**	**5**	**437**	**1,655**	**5**	**608**	**122,683**
Brant							
Brantford C	1,694	1	290	1,403	1	397	
Provincial Highway	342	0	56	286	0	87	
Other Areas	704	5	130	569	5	189	
Brant Total	**2,740**	**6**	**476**	**2,258**	**6**	**673**	**103,510**

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2014 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Bruce							
Arran-Elderslie M	81	1	14	66	1	19	
Brockton M	171	1	25	145	1	43	
Huron-Kinloss TP	87	0	14	73	0	16	
Kincardine M	128	0	22	106	0	31	
Saugeen Shores T	173	0	30	143	0	42	
South Bruce Peninsula T	82	0	18	64	0	32	
Provincial Highway	238	2	43	193	2	76	
Other Areas	169	1	30	138	1	55	
Bruce Total	**1,129**	**5**	**196**	**928**	**5**	**314**	**74,403**
Chatham-Kent							
Provincial Highway	257	4	42	211	5	82	
Other Areas	1,426	5	223	1,198	5	320	
Chatham-Kent Total	**1,683**	**9**	**265**	**1,409**	**10**	**402**	**91,372**
Cochrane							
Black River-Matheson TP	4	0	1	3	0	1	
Cochrane T	43	0	6	37	0	6	
Hearst T	36	0	12	24	0	17	
Iroquois Falls T	31	0	5	26	0	5	
Kapuskasing T	70	0	15	55	0	17	
Timmins C	709	2	89	618	2	120	
Provincial Highway	357	3	56	298	3	80	
Other Areas	130	0	29	101	0	43	
Cochrane Total	**1,380**	**5**	**213**	**1,162**	**5**	**289**	**94,232**
Dufferin							
Amaranth TP	96	3	17	76	5	37	
East Garafraxa TP	88	1	15	72	1	20	
East Luther Grand Valley TP	39	0	5	34	0	9	
Melancthon TP	97	0	16	81	0	25	
Mono T	129	0	24	105	0	43	
Mulmur TP	100	0	19	81	0	29	
Orangeville T	277	0	38	239	0	48	
Shelburne T	55	0	5	50	0	6	
Provincial Highway	201	0	50	151	0	83	
Other Areas	139	1	25	113	1	40	
Dufferin Total	**1,221**	**5**	**214**	**1,002**	**7**	**340**	**52,611**

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2014 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Durham							
Ajax T	1,303	2	220	1,081	2	332	
Brock TP	111	0	24	87	0	31	
Clarington M	707	2	129	576	2	183	
Oshawa C	2,303	3	411	1,889	3	564	
Pickering C	1,057	0	181	876	0	248	
Scugog TP	118	2	29	87	2	37	
Uxbridge TP	227	2	60	165	3	78	
Whitby T	1,521	2	229	1,290	2	337	
Provincial Highway	2,062	6	355	1,701	7	563	
Other Areas	137	0	30	107	0	38	
Durham Total	**9,546**	**19**	**1,668**	**7,859**	**21**	**2,411**	**471,255**
Elgin							
Aylmer T	61	0	4	57	0	5	
Bayham M	60	1	9	50	1	11	
Central Elgin M	121	1	25	95	1	46	
Dutton-Dunwich M	59	0	8	51	0	13	
Malahide TP	108	0	22	86	0	36	
Southwold TP	79	0	9	70	0	11	
St. Thomas C	344	0	66	278	0	71	
West Elgin M	40	0	4	36	0	5	
Provincial Highway	196	1	29	166	1	52	
Other Areas	120	0	19	101	0	32	
Elgin Total	**1,188**	**3**	**195**	**990**	**3**	**282**	**80,022**
Essex							
Amherstburg T	224	0	37	187	0	52	
Essex T	158	2	30	126	2	40	
Kingsville T	170	0	30	140	0	45	
Lakeshore T	340	2	50	288	2	68	
LaSalle T	237	0	43	194	0	56	
Leamington M	309	2	40	267	2	58	
Tecumseh T	226	0	36	190	0	48	
Windsor C	4059	3	961	3095	3	1,268	
Provincial Highway	345	1	45	299	1	77	
Other Areas	70	0	14	56	0	22	
Essex Total	**6,138**	**10**	**1,286**	**4,842**	**10**	**1,734**	**280,170**

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2014 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Frontenac							
Central Frontenac TP	57	0	12	45	0	18	
Frontenac Islands TP	8	0	1	7	0	1	
Kingston C	2,051	4	317	1,730	5	416	
North Frontenac TP	29	0	7	22	0	12	
South Frontenac TP	191	2	35	154	2	47	
Provincial Highway	350	1	56	293	1	83	
Other Areas	20	0	3	17	0	3	
Frontenac Total	**2,706**	**7**	**431**	**2,268**	**8**	**580**	**118,021**
Grey							
The Blue Mountains T	122	2	10	110	2	23	
Chatsworth TP	59	0	10	49	0	11	
Georgian Bluffs TP	67	1	13	53	2	25	
Grey Highlands M	104	0	17	87	0	25	
Hanover T	106	0	15	91	0	22	
Meaford M	111	0	16	95	0	23	
Owen Sound C	337	0	50	287	0	73	
Southgate TP	66	0	10	56	0	18	
West Grey M	260	1	31	228	1	57	
Provincial Highway	357	2	67	288	2	130	
Other Areas	184	0	23	161	0	33	
Grey Total	**1,773**	**6**	**262**	**1,505**	**7**	**440**	**82,142**
Haldimand-Norfolk							
Provincial Highway	242	3	63	176	4	98	
Other Areas	1,350	6	235	1,109	6	345	
Haldimand-Norfolk Total	**1,592**	**9**	**298**	**1,285**	**10**	**443**	**104,415**
Haliburton							
Algonquin Highlands TP	13	0	3	10	0	3	
Dysart et al TP	112	0	9	103	0	9	
Highlands East M	33	1	1	31	1	3	
Minden Hills TP	59	0	7	52	0	10	
Provincial Highway	195	0	28	167	0	36	
Other Areas	92	0	10	82	0	17	
Haliburton Total	**504**	**1**	**58**	**445**	**1**	**78**	**24,761**

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2013 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Halton							
Burlington C	2,265	2	348	1,915	2	460	
Halton Hills T	592	2	91	499	3	137	
Milton T	1,332	2	228	1,102	2	307	
Oakville T	2,243	2	270	1,971	2	369	
Provincial Highway	2,624	3	383	2,238	3	604	
Other Areas	7	0	5	2	0	5	
Halton Total	**9,063**	**11**	**1,325**	**7,727**	**12**	**1,882**	**391,188**
Hamilton							
Hamilton C	8,060	17	1,749	6,294	18	2,556	
Provincial Highway	1,260	3	189	1,068	3	295	
Other Areas	9	0	1	8	0	1	
Hamilton Total	**9,329**	**20**	**1,939**	**7,370**	**21**	**2,852**	**332,909**
Hastings							
Bancroft T	48	0	8	40	0	10	
Belleville C	900	1	123	776	1	162	
Centre Hastings M	30	0	7	23	0	7	
Deseronto T	9	0	2	7	0	2	
Faraday TP	24	0	4	20	0	5	
Hastings Highlands M	33	0	2	31	0	2	
Madoc TP	18	0	2	16	0	4	
Marmora and Lake M	26	0	2	24	0	2	
Stirling-Rawdon TP	43	0	3	40	0	4	
Tweed M	55	0	8	47	0	9	
Tyendinaga TP	79	1	21	57	1	30	
Provincial Highway	535	2	87	446	2	141	
Other Areas	629	2	103	524	2	139	
Hastings Total	**2,429**	**6**	**372**	**2,051**	**6**	**517**	**126,918**
Huron							
Ashfield-Colborne-Wawanosh TP	72	0	8	64	0	11	
Bluewater M	30	0	5	25	0	8	
Central Huron M	45	0	10	35	0	15	
Goderich T	93	0	20	73	0	31	
Howick TP	61	0	6	55	0	10	
Huron East M	69	0	7	62	0	9	

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2014 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Morris-Turnberry M	67	3	8	56	3	14	
North Huron TP	38	0	3	35	0	3	
South Huron M	59	1	10	48	1	14	
Provincial Highway	135	4	20	111	5	42	
Other Areas	271	1	47	223	1	60	
Huron Total	**940**	**9**	**144**	**787**	**10**	**217**	**55,514**
Kawartha Lakes							
Kawartha Lakes C	796	4	145	647	4	218	
Provincial Highway	253	5	69	179	6	101	
Other Areas	185	1	44	140	1	62	
Kawartha Lakes Total	**1,234**	**10**	**258**	**966**	**11**	**381**	**77,169**
Kenora							
Dryden C	106	0	7	99	0	11	
Kenora C	307	1	36	270	1	46	
Red Lake M	39	0	5	34	0	6	
Sioux Lookout M	53	0	9	44	0	14	
Provincial Highway	424	7	45	372	8	73	
Other Areas	71	0	6	65	0	11	
Kenora Total	**1,000**	**8**	**108**	**884**	**9**	**161**	**57,359**
Lambton							
Brooke-Alvinston TP	41	0	4	37	0	4	
Dawn-Euphemia TP	33	0	3	30	0	3	
Enniskillen TP	75	1	13	61	1	19	
Petrolia T	29	0	3	26	0	3	
Plympton-Wyoming T	72	0	14	58	0	20	
Point Edward V	17	0	3	14	0	8	
Sarnia C	833	2	105	726	2	155	
St. Clair TP	76	0	15	61	0	21	
Warwick TP	34	0	6	28	0	10	
Provincial Highway	228	2	35	191	3	73	
Other Areas	146	0	23	123	0	28	
Lambton Total	**1,584**	**5**	**224**	**1,355**	**6**	**344**	**103,107**

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2014 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Lanark							
Beckwith TP	53	0	9	44	0	14	
Carleton Place T	108	0	5	103	0	8	
Lanark Highlands TP	126	0	16	110	0	19	
Mississippi Mills T	158	0	20	138	0	29	
Montague TP	39	0	4	35	0	8	
Perth T	123	0	17	106	0	26	
Smiths Falls ST	144	0	11	133	0	14	
Tay Valley TP	36	0	1	35	0	1	
Provincial Highway	175	1	34	140	1	55	
Other Areas	140	0	20	120	0	28	
Lanark Total	**1,102**	**1**	**137**	**964**	**1**	**202**	**65,220**
Leeds & Grenville							
Athens TP	29	0	5	24	0	7	
Augusta TP	80	1	10	69	1	21	
Brockville C	307	2	40	265	2	53	
Edwardsburgh/ Cardinal TP	59	1	14	44	1	20	
Elizabethtown-Kitley TP	94	1	26	67	1	42	
Front of Yonge TP	22	0	4	18	0	5	
Gananoque ST	68	1	3	64	1	5	
Leeds and the Thousand Islands TP	59	0	8	51	0	20	
Merrickville-Wolford V	27	0	2	25	0	2	
North Grenville M	192	1	21	170	1	31	
Prescott ST	55	0	8	47	0	11	
Rideau Lakes TP	106	0	15	91	0	23	
Provincial Highway	542	2	83	457	2	117	
Other Areas	125	0	14	111	0	18	
Leeds & Grenville Total	**1,765**	**9**	**253**	**1,503**	**9**	**375**	**95,398**

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2014 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Lennox & Addington							
Addington Highlands TP	10	0	1	9	0	2	
Greater Napanee T	193	0	35	158	0	47	
Loyalist TP	114	1	21	92	1	32	
Stone Mills TP	88	0	14	74	0	20	
Provincial Highway	270	2	70	198	3	101	
Other Areas	23	0	1	22	0	1	
Lennox & Addington Total	**698**	**3**	**142**	**553**	**4**	**203**	**37,161**
Manitoulin							
Central Manitoulin M	14	0	1	13	0	1	
Provincial Highway	211	0	30	181	0	42	
Other Areas	89	0	16	73	0	27	
Manitoulin Total	**314**	**0**	**47**	**267**	**0**	**70**	**16,481**
Middlesex							
Adelaide-Metcalfe TP	94	1	16	77	1	26	
London C	7,298	5	1,352	5,941	5	1,923	
Lucan Biddulph TP	35	1	9	25	1	12	
Middlesex Centre M	189	3	31	155	4	60	
North Middlesex M	70	0	13	57	0	19	
Southwest Middlesex M	68	2	10	56	2	15	
Strathroy-Caradoc TP	239	1	39	199	1	63	
Provincial Highway	495	2	97	396	2	145	
Other Areas	573	4	105	464	4	160	
Middlesex Total	**9,061**	**19**	**1,672**	**7,370**	**20**	**2,423**	**305,966**
Muskoka							
Bracebridge T	106	0	11	95	0	12	
Georgian Bay TP	17	0	2	15	0	2	
Gravenhurst T	123	0	14	109	0	17	
Huntsville T	204	0	18	186	0	24	

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2014 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Lake Of Bays TP	35	0	3	32	0	3	
Muskoka Lakes TP	168	0	20	148	0	27	
Provincial Highway	604	2	89	513	2	125	
Other Areas	124	0	11	113	0	15	
Muskoka Total	**1,381**	**2**	**168**	**1,211**	**2**	**225**	**69,192**
Niagara							
Fort Erie T	239	0	42	197	0	54	
Grimsby T	204	2	38	164	2	44	
Lincoln T	122	1	18	103	1	29	
Niagara Falls C	1205	1	154	1050	1	197	
Niagara-On-The-Lake T	218	0	36	182	0	56	
Pelham T	80	1	9	70	1	10	
Port Colborne C	148	1	23	124	1	32	
St. Catharines C	1561	2	226	1333	2	294	
Thorold C	217	1	25	191	1	37	
Wainfleet TP	50	0	8	42	0	8	
Welland C	519	1	73	445	1	90	
West Lincoln TP	156	3	33	120	5	60	
Provincial Highway	1,320	2	221	1,097	2	315	
Other Areas	128	0	20	108	0	28	
Niagara Total	**6,167**	**15**	**926**	**5,226**	**17**	**1,254**	**340,492**
Nipissing							
Bonfield TP	2	0	1	1	0	2	
East Ferris TP	37	0	4	33	0	5	
Mattawa T	15	0	2	13	0	2	
North Bay C	850	2	152	696	2	206	
West Nipissing M	70	0	5	65	0	5	
Provincial Highway	586	4	119	463	4	193	
Other Areas	73	0	10	63	0	12	
Nipissing Total	**1,633**	**6**	**293**	**1,334**	**6**	**425**	**89,341**
Northumberland							
Alnwick-Haldimand TP	71	0	15	56	0	19	
Brighton M	103	0	24	79	0	42	
Cobourg T	196	1	26	169	1	36	
Cramahe TP	44	0	11	33	0	14	

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2014 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Hamilton TP	56	0	14	42	0	15	
Port Hope M	173	0	34	139	0	57	
Trent Hills M	74	0	14	60	0	15	
Provincial Highway	410	1	69	340	1	90	
Other Areas	113	1	15	97	1	22	
Northumberland Total	**1,240**	**3**	**222**	**1,015**	**3**	**310**	**81,330**
Ottawa							
Ottawa C	11,688	20	2,301	9,367	21	3,036	
Provincial Highway	1,605	5	223	1,377	5	301	
Other Areas	3	0	1	2	0	2	
Ottawa Total	**13,296**	**25**	**2,525**	**10,746**	**26**	**3,339**	**560,446**
Oxford							
East Zorra-Tavistock TP	79	1	13	65	1	21	
Ingersoll T	90	0	12	78	0	17	
Norwich TP	188	2	31	155	2	50	
Tillsonburg T	170	2	25	143	3	34	
Woodstock C	565	1	67	497	1	92	
Zorra TP	205	3	31	171	3	41	
Provincial Highway	429	0	61	368	0	86	
Other Areas	268	1	38	229	1	49	
Oxford Total	**1,994**	**10**	**278**	**1,706**	**11**	**390**	**96,525**
Parry Sound							
Magnetawan M	7	0	2	5	0	2	
Mcdougall M	25	0	2	23	0	2	
Nipissing TP	5	0	0	5	0	0	
Parry Sound T	109	0	17	92	0	23	
Perry TP	5	0	1	4	0	2	
Powassan M	26	0	3	23	0	4	
Provincial Highway	632	1	100	531	1	150	
Other Areas	169	1	21	147	1	33	
Parry Sound Total	**978**	**2**	**146**	**830**	**2**	**216**	**59,817**

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2014 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Peel							
Brampton C	7,067	10	1,005	6,052	12	1,354	
Caledon T	496	1	71	424	1	102	
Mississauga C	7,818	14	915	6,889	15	1,151	
Provincial Highway	4,476	5	979	3,492	6	1,483	
Other Areas	507	1	91	415	1	144	
Peel Total	**20,364**	**31**	**3,061**	**17,272**	**35**	**4,234**	**820,148**
Perth							
North Perth M	99	0	17	82	0	23	
Perth East TP	117	1	21	95	1	40	
Perth South TP	121	0	26	95	0	48	
St. Marys ST	53	1	6	46	1	6	
Stratford C	430	0	77	353	0	109	
West Perth M	63	0	10	53	0	13	
Provincial Highway	202	1	41	160	1	66	
Other Areas	262	1	51	210	1	84	
Perth Total	**1,347**	**4**	**249**	**1,094**	**4**	**389**	**62,736**
Peterborough							
Asphodel-Norwood TP	34	0	12	22	0	21	
Cavan-Monaghan TP	45	0	11	34	0	20	
Douro-Dummer TP	57	0	7	50	0	13	
Galway-Cavendish-Harvey TP	41	1	9	31	1	11	
Havelock-Belmont-Methuen TP	31	0	5	26	0	6	
North Kawartha TP	25	0	3	22	0	3	
Otonabee-South Monaghan TP	57	0	8	49	0	11	
Peterborough C	1469	1	295	1173	1	388	
Smith-Ennismore-Lakefield TP	143	0	26	117	0	43	
Provincial Highway	330	2	83	245	2	134	
Other Areas	44	0	8	36	0	9	
Peterborough Total	**2,276**	**4**	**467**	**1,805**	**4**	**659**	**117,139**

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2014 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Prescott & Russell							
Alfred and Plantagenet TP	99	0	24	75	0	34	
Casselman V	36	0	3	33	0	5	
Clarence-Rockland C	244	1	44	199	1	63	
East Hawkesbury TP	33	1	7	25	1	9	
Hawkesbury T	175	0	20	155	0	23	
The Nation M	71	1	20	50	1	30	
Russell TP	151	0	31	120	0	36	
Provincial Highway	238	3	35	200	3	55	
Other Areas	173	1	29	143	1	37	
Prescott & Russell Total	**1,220**	**7**	**213**	**1,000**	**7**	**292**	**94,857**
Prince Edward							
Provincial Highway	53	0	7	46	0	13	
Other Areas	330	2	42	286	2	50	
Prince Edward Total	**383**	**2**	**49**	**332**	**2**	**63**	**25,000**
Rainy River							
Atikokan T	16	0	0	16		0	
Fort Frances T	124	0	14	110	0	23	
Provincial Highway	348	1	41	306	1	69	
Other Areas	94	1	10	83	1	21	
Rainy River Total	**582**	**2**	**65**	**515**	**2**	**113**	**24,123**
Renfrew							
Admaston-Bromley TP	23	1	0	22	1	0	
Arnprior T	98	1	15	82	1	16	
Bonnechere Valley TP	20	0	2	18	0	4	
Brudenell, Lyndoch and Raglan TP	28	1	1	26	1	1	

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2014 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Deep River T	14	0	4	10	0	4	
Greater Madawaska TP	20	0	1	19	0	1	
Horton TP	32	0	4	28	0	4	
Laurentian Hills T	10	0	0	10	0	0	
Laurentian Valley TP	115	0	21	94	0	34	
Madawaska Valley TP	30	0	8	22	0	9	
McNab-Braeside TP	78	0	13	65	0	15	
North Algona Wilberforce TP	51	0	4	47	0	4	
Pembroke C	206	0	35	171	0	42	
Petawawa T	138	0	24	114	0	30	
Renfrew T	107	0	17	90	0	23	
Whitewater Region TP	41	0	10	31	0	16	
Provincial Highway	413	4	66	343	5	118	
Other Areas	134	2	21	111	2	26	
Renfrew Total	**1,558**	**9**	**246**	**1,303**	**10**	**347**	**107,028**
Simcoe							
Adjala-Tosorontio TP	131	1	18	112	1	30	
Barrie C	2,680	3	394	2,283	3	579	
Bradford West Gwillimbury T	259	0	42	217	0	56	
Clearview TP	281	1	52	228	1	78	
Collingwood T	309	0	32	277	0	51	
Essa TP	253	0	43	210	0	69	
Innisfil T	426	1	71	354	1	109	
Midland T	296	0	62	234	0	92	
New Tecumseth T	306	3	51	252	3	73	
Orillia C	473	0	86	387	0	117	
Oro-Medonte TP	116	3	19	94	3	24	

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2014 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Penetanguishene T	66	0	8	58	0	10	
Ramara TP	97	2	22	73	2	24	
Severn TP	103	1	24	78	1	41	
Tay TP	105	0	24	81	0	28	
Tiny TP	105	0	23	82	0	32	
Wasaga Beach T	176	1	28	147	1	42	
Provincial Highway	1,826	11	281	1,534	12	454	
Other Areas	640	2	101	537	2	154	
Simcoe Total	**8,648**	**29**	**1,381**	**7,238**	**30**	**2,063**	**403,465**
Stormont, Dundas & Glengarry							
Cornwall C	815	1	97	717	1	119	
North Dundas TP	79	0	15	64	0	18	
North Glengarry TP	97	1	8	88	1	11	
North Stormont TP	40	0	7	33	0	10	
South Dundas TP	83	0	9	74	0	15	
South Glengarry TP	109	1	15	93	1	16	
South Stormont TP	127	0	19	108	0	26	
Provincial Highway	376	3	64	309	4	102	
Other Areas	162	0	20	142	0	22	
Stormont, Dundas & Glengarry Total	**1,888**	**6**	**254**	**1,628**	**7**	**339**	**99,349**
Sudbury							
Chapleau TP	13	0	2	11	0	2	
Espanola T	39	1	5	33	1	6	
French River M	7	0	0	7	0	0	
Greater Sudbury C	2,761	5	487	2,269	5	671	
Markstay-Warren M	9	0	0	9	0	0	
Provincial Highway	702	10	159	533	11	248	
Other Areas	80	0	12	68	0	13	
Sudbury Total	**3,611**	**16**	**665**	**2,930**	**17**	**940**	**199,805**

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2014 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Thunder Bay							
Greenstone M	12	0	2	10	0	2	
Manitouwadge TP	10	0	0	10	0	0	
Marathon T	17	0	1	16	0	1	
Neebing M	16	0	2	14	0	4	
Nipigon TP	0	0	0	0	0	0	
Oliver Paipoonge M	30	0	2	28	0	2	
Shuniah M	24	0	1	23	0	1	
Terrace Bay TP	4	0	1	3	0	2	
Thunder Bay C	1,883	3	281	1,599	3	402	
Provincial Highway	849	5	121	723	8	167	
Other Areas	66	0	7	59	0	9	
Thunder Bay Total	**2,911**	**8**	**418**	**2,485**	**11**	**590**	**149,757**
Timiskaming							
Englehart T	12	0	1	11	0	1	
Kirkland Lake T	116	0	12	104	0	14	
Temiskaming Shores C	54	0	8	46	0	11	
Provincial Highway	485	7	89	389	8	131	
Other Areas	147	0	15	132	0	20	
Timiskaming Total	**814**	**7**	**125**	**682**	**8**	**177**	**41,127**
Toronto							
Toronto C	39,018	51	6,384	32,583	51	8,863	
Provincial Highway	7,332	9	1,347	5,976	9	2,030	
Other Areas	0	0	0	0	0	0	
Toronto Total	**46,350**	**60**	**7,731**	**38,559**	**60**	**10,893**	**1,194,280**

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2014 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Waterloo							
Cambridge C	2,381	2	517	1,862	2	696	
Kitchener C	3,858	3	853	3,002	3	1,145	
North Dumfries TP	143	1	31	111	1	45	
Waterloo C	1676	2	328	1346	2	437	
Wellesley TP	89	1	22	66	1	33	
Wilmot TP	213	0	40	173	0	57	
Woolwich TP	472	1	91	380	1	128	
Provincial Highway	1,409	0	277	1,132	0	393	
Other Areas	67	0	8	59	0	15	
Waterloo Total	**10,308**	**10**	**2,167**	**8,131**	**10**	**2,949**	**371,162**
Wellington							
Centre Wellington TP	241	0	32	209	0	43	
Erin T	143	0	19	124	0	37	
Guelph C	1,897	0	337	1,560	0	472	
Guelph/Eramosa TP	235	0	35	200	0	47	
Mapleton TP	143	2	29	112	2	47	
Minto T	82	0	11	71	0	14	
Puslinch TP	186	0	31	155	0	47	
Wellington North TP	89	1	6	82	1	11	
Provincial Highway	780	3	143	634	3	231	
Other Areas	217	0	29	188	0	39	
Wellington Total	**4,013**	**6**	**672**	**3,335**	**6**	**988**	**168,236**
York							
Aurora T	575	0	103	472	0	147	
East Gwillimbury T	474	3	105	366	3	163	
Georgina T	386	0	72	314	0	99	
King TP	401	3	106	292	4	148	
Markham T	2663	5	807	1851	5	1,101	
Newmarket T	836	3	162	671	3	221	

Table 4.1: Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2014 (continued)

Place of Collision	Class of Collision				Persons		Motor Vehicle Registrations*
	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	
Richmond Hill T	1380	3	460	917	3	625	
Vaughan C	3411	4	1098	2309	4	1,573	
Whitchurch Stouffville T	335	0	72	263	0	118	
Provincial Highway	1,818	8	272	1,538	8	413	
Other Areas	99	0	42	57	0	57	
York Total	**12,378**	**29**	**3,299**	**9,050**	**30**	**4,665**	**1,002,183**

* This number does not match the vehicle population in Table 5.5; it does not include 10,259 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 figures above do not include 1 Property Damage Only collisions whose location was unknown.

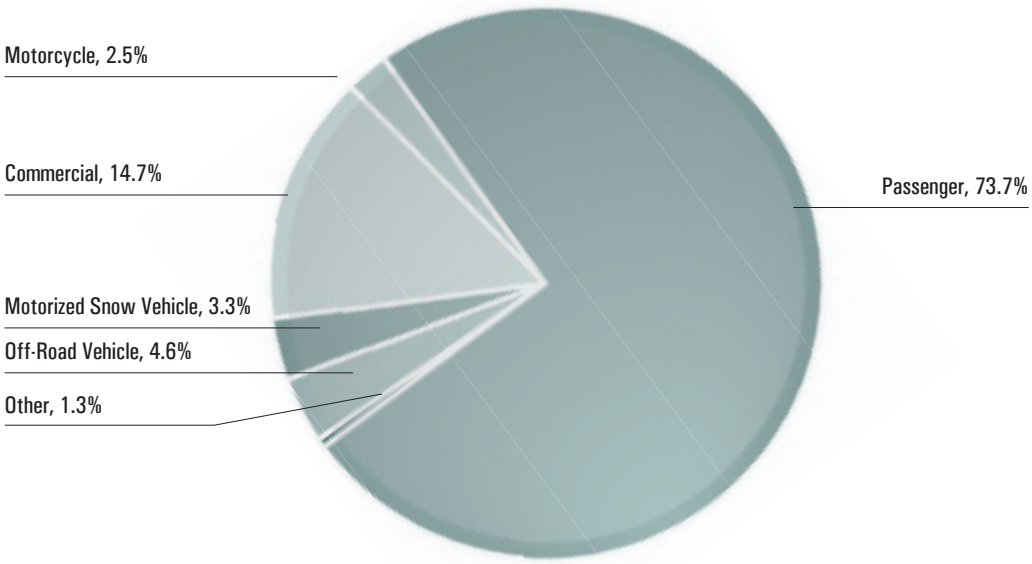

Red Hill Valley
Parkway
500 m
Red Hill Valley
Parkway
Burlington St.
Woodward Ave.
H
90
Burlington
Street
Woodward
Avenue
30

5. THE VEHICLE

This section examines the types of vehicles involved in motor vehicle collisions in Ontario. In 2014, passenger vehicles made up about 74 per cent of the vehicle population in Ontario; however, they also represented about 78 per cent of all vehicles involved in collisions.

Only 1 per cent of all motor vehicles involved in collisions had apparent mechanical defects.

Figure 5 **Vehicle Population by Vehicle Class in Ontario, 2014**



5A. VEHICLES IN COLLISIONS

Table 5.1: Vehicles Involved in Collisions by Class of Collision, 2014

Type of Vehicle	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Passenger Car	448	52,978	237,845	**291,271**
Passenger Van	51	4,400	18,208	**22,659**
Motorcycle & Moped	59	1,457	757	**2,273**
Pick-up Truck	130	6,173	31,405	**37,708**
Delivery Van	13	735	4,321	**5,069**
Tow Truck	3	104	608	**715**
Truck	115	2,729	13,998	**16,842**
Bus	13	696	2,925	**3,634**
School Vehicle	1	176	1,339	**1,516**
Off-Road Vehicle	3	33	27	**63**
Snowmobile	2	21	38	**61**
Snow Plow	0	47	475	**522**
Emergency Vehicle	0	257	1,413	**1,670**
Farm Vehicle	6	57	216	**279**
Construction Equipment	1	36	297	**334**
Motor Home	0	5	74	**79**
Railway Train	1	6	20	**27**
Street Car	3	61	215	**279**
Bicycle	17	2,217	613	**2,847**
Other	0	45	170	**215**
Other Non-Motor Vehicle	2	140	778	**920**
Unknown	1	275	15,564	**15,840**
Total	**869**	**72,648**	**331,306**	**404,823**

Table 5.2: Condition of Vehicle by Class of Collision, 2014

Condition of Vehicle	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
No Apparent Defect	814	69,826	303,296	**373,936**
Service Brakes Defective	1	39	115	**155**
Steering Defective	0	7	25	**32**
Tire Puncture or Blow Out	0	11	35	**46**
Tire Tread Insufficient	1	8	42	**51**
Headlamps Defective	0	0	30	**30**
Other Lamps or Reflectors Defective	0	6	23	**29**
Engine Controls Defective	0	4	12	**16**
Wheels or Suspension Defective	0	5	44	**49**
Vision Obscured	3	16	66	**85**
Trailer Hitch Defective	0	1	5	**6**
Other Defects	17	408	4,309	**4,734**
Unknown	33	2,317	23,304	**25,654**
Total	**869**	**72,648**	**331,306**	**404,823**

Table 5.3: Model Year of Vehicle by Class of Collision, 2014

Model Year of Vehicle	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
2015	6	356	1,901	**2,263**
2014	43	3,441	17,256	**20,740**
2013	49	5,068	25,281	**30,398**
2012	47	4,584	22,719	**27,350**
2011	54	4,243	21,635	**25,932**
2010	58	4,834	23,611	**28,503**
2009	64	4,208	19,767	**24,039**
2008	39	4,977	22,800	**27,816**
2007	69	5,294	23,711	**29,074**
2006	56	4,644	21,006	**25,706**
2005 and earlier	361	27,157	110,503	**138,021**
Unknown	23	3,842	21,116	**24,981**
Total	**869**	**72,648**	**331,306**	**404,823**

Table 5.4: Insurance Status of Vehicle by Class of Collision, 2014

Insurance	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Insured	797	69,326	307,471	**377,594**
Not Insured	21	638	1,256	**1,915**
Unknown	51	2,684	22,579	**25,314**
Total	**869**	**72,648**	**331,306**	**404,823**

5B. PUTTING THE VEHICLE IN CONTEXT

Table 5.5: Vehicle Population by Type of Vehicle, 2014

Vehicle Class	Vehicle Population
Passenger	6,856,540
Motorcycle	234,893
Moped	840
Commercial*	1,364,761
Bus	23,118
School Bus	10,899
Motorized Snow Vehicle	308,578
Off-Road Vehicle	423,822
Road Building Machinery	364
Permanent Apparatus	2,486
Farm Trucks	79,257
Total	**9,305,558**
* Excludes vehicles registered under the PRORATE-P program (68,229 vehicles)	

Table 5.6: Selected Types of Vehicles by Model Year, 2014

Vehicle Class	Model Year											Total
	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005 and earlier	
Passenger	145,568	499,668	525,191	472,938	438,674	506,515	426,516	476,635	485,569	441,628	2,437,638	**6,856,540**
Motorcycle	462	6,844	10,071	9,748	9,222	8,693	17,247	17,736	17,205	15,997	121,668	**234,893**
Moped	0	2	7	4	2	9	15	8	12	59	722	**840**
Commercial*	21,856	105,175	94,109	87,495	103,417	96,701	70,822	90,517	93,435	83,824	599,517	**1,446,868**
Bus	834	1,982	2,772	2,483	2,268	2,441	2,946	2,246	2,034	2,954	11,057	**34,017**
Motorized Snow Vehicle	6,098	6,060	5,483	5,918	5,928	6,429	7,085	5,911	7,734	8,473	243,459	**308,578**
Off-Road Vehicle	1,034	13,798	15,629	15,092	14,815	10,025	18,806	23,514	27,641	24,267	259,201	**423,822**
Total	**175,852**	**633,529**	**653,262**	**593,678**	**574,326**	**630,813**	**543,437**	**616,567**	**633,630**	**577,202**	**3,673,262**	**9,305,558**

* Excludes vehicles registered under the PRORATE-P program (68,229 vehicles)

Table 5.7: Vehicle Damage Level by Class of Collision, 2014

Damage	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
None	55	6,295	18,213	**24,563**
Light	98	18,398	149,241	**167,737**
Moderate	132	19,689	96,373	**116,194**
Severe	135	15,865	28,307	**44,307**
Demolished	404	7,808	6,007	**14,219**
Unknown	45	4,593	33,165	**37,803**
Total	**869**	**72,648**	**331,306**	**404,823**

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.

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 as many fatalities and injuries result from collisions that occur off road and involve off-road vehicles and snowmobiles. Safety of some other vehicle types such as bicyclists, motorcyclists, school buses or large trucks is always in the centre of public scrutiny.

6A. MOTORCYCLES

Table 6.1: Motorcyclists* Killed and Injured, 2005–2014

Year	Drivers		Passengers	
	Killed	Injured	Killed	Injured
2005	68	1,206	6	362
2006	48	1,219	5	352
2007	48	1,274	4	399
2008	50	1,199	3	366
2009	38	1,236	1	425
2010	45	1,230	2	462
2011	36	1,326	2	478
2012	54	1,338	1	478
2013	47	1,250	3	431
2014	56	1,177	5	313

* Excludes hangers on, moped drivers and passengers.

Table 6.2: Selected Factors Relevant to Fatal Motorcycle Collisions, 2014

Factors (not mutually exclusive)	%
Unlicensed Motorcycle Drivers	1.9
Under 25 Years Old	11.9
Alcohol Used	
Ability Impaired Alcohol > 0.08	13.8
Had Been Drinking	3.4
Unknown	1.7
Helmet Not Worn (Fatalities)	1.7
Motorcycle Driver Error	
Speed Too Fast/Lost Control	53.6
Other Error	24.5
Single Vehicle Collisions	43.1
Day/Night	72/28
Weekend	41.4

6B. SCHOOL VEHICLES

Table 6.3: Pupils Transported Daily, Total Number of School Vehicles Involved in Collisions – School Years 2009/2010–2013/2014

School Year	Pupils Transported Daily	Number of School Vehicles in Collisions
2009/2010	818,190	1,059
2010/2011	824,102	1,154
2011/2012	823,462	1,010
2012/2013	833,685	1,097
2013/2014	834,228	1,445

Table 6.4: Collisions Involving School Vehicles by Type & Nature of Collision 2013/2014

School Vehicle Type	Nature of Collision				Total Number of Collisions	Five Year Total (2009/2010 –2013/2014)
	Fatal	Pupil Injury	Non-Pupil Injury	Property Damage		
School Bus	0	68	96	1,185	**1,349**	**5,684**
School Van	0	2	4	20	**26**	**168**
Other School Vehicles	0	3	3	45	**51**	**218**
Total	**0**	**73**	**103**	**1,250**	**1,426**	**6,070**

Table 6.5: Pupil Injury by Collision Event and Vehicle Type, 2013/2014 (Number of Persons)

School Vehicle Type	Collision Event									
	Crossing Road		Within School Vehicle		Other		Total		Five Year Total (2009/2010 - 2013/2014)	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
School Bus	0	1	0	63	0	5	**0**	**69**	**0**	**430**
School Van	0	0	0	4	0	0	**0**	**4**	**0**	**13**
Other School Vehicles	0	0	0	0	0	1	**0**	**1**	**0**	**8**
Total	**0**	**1**	**0**	**67**	**0**	**6**	**0**	**74**	**0**	**451**

6C. LARGE TRUCKS

Table 6.6: Number of Persons Killed in Collisions Involving Large Trucks, 2010–2014

Year	Persons Killed in Truck Collisions			
	Where Truck Driver Not Driving Properly	% Where Truck Driver Not Driving Properly	All Truck Collisions	% of Total Deaths
2010	30	27.5	109	**18.8**
2011	30	29.7	101	**20.3**
2012	21	21.0	100	**17.6**
2013	29	30.2	96	**18.5**
2014	36	33.0	109	**21.1**
Total	**146**	**28.3**	**515**	**18.8**

Table 6.7: Number of Large Trucks in All Classes of Collisions, 2014

Truck Types	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Straight Truck	32	984	6,047	**7,063**
Straight Truck & Trailer	6	155	704	**865**
Tractor Only	1	215	1,400	**1,616**
Tractor & Semi-Trailer	68	1,085	4,908	**6,061**
"A-C" Train Double	2	23	101	**126**
"B" Train Double	3	38	115	**156**
Other/Unknown	6	333	1,331	**1,670**
Total	**118**	**2,833**	**14,606**	**17,557**

Table 6.8: Registered Trucks, 2014

Driver Licence Required	Registered Trucks
G	1,224,012
D	85,487
A*	205,668**
Total	**1,515,167**

* Tractor/trailer combination only.

** Includes vehicles registered under the PRORATE-P program (68,229 vehicles).

Table 6.9: Selected Factors Relevant to Fatal Large Truck Collisions, 2014

Factors in Fatal Collisions	%
Drivers	
Alcohol Involved	2
Driving Properly	66
Collisions	
Single Vehicle	17
Weather Condition – Clear	76
Daylight	64
Vehicles	
Vehicle Defect Present*	4

* Excludes unknown category.

6D. OFF-ROAD VEHICLES

Table 6.10: Drivers of Off-Road Vehicles Killed and Injured by Collision Location*, 2010–2014

Location	Killed					Injured				
	2010	2011	2012	2013	2014	2010	2011	2012	2013	2014
On-Highway	9	6	6	11	8	129	127	125	118	106
Off-Highway	8	10	9	9	3	124	124	114	115	106
Total	**17**	**16**	**15**	**20**	**11**	**253**	**251**	**239**	**233**	**212**

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

Table 6.11a: Passengers of Off-Road Vehicles Killed and Injured, by Collision Location*, 2010 – 2014

Location	Killed					Injured				
	2010	2011	2012	2013	2014	2010	2011	2012	2013	2014
On-Highway	2	1	2	1	0	126	93	98	84	63
Off-Highway	0	1	2	0	0	37	65	73	87	51
Total	**2**	**2**	**4**	**1**	**0**	**163**	**158**	**171**	**171**	**114**

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

Table 6.11b: Pedestrians Killed and Injured by Off-Road Vehicles, by Collision Location*, 2010 – 2014

Location	Killed					Injured				
	2010	2011	2012	2013	2014	2010	2011	2012	2013	2014
On-Highway	0	0	0	0	0	4	4	5	3	0
Off-Highway	0	0	0	0	0	4	4	5	3	2
Total	**0**	**0**	**0**	**0**	**0**	**8**	**8**	**10**	**6**	**2**

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

Table 6.12: Registered Off-Road Vehicles, 2010–2014

Year	Vehicles Registered
2010	358,835
2011	374,784
2012	390,821
2013	407,585
2014	423,822

Table 6.13: Selected Factors Relevant to All Off-Road Vehicle Collisions, 2014

Factors	%	
Drivers Under 25 Years of Age	49	
Alcohol Used	20	
Speeding	21	
Helmet Not Worn	34	
Daytime	76	
Two-Wheeled	16	
Three-Wheeled	2	
Four-Wheeled	82	

6E. MOTORIZED SNOW VEHICLES

Table 6.14: Drivers of Motorized Snow Vehicles* Killed and Injured by Collision Location – Riding Seasons 2009/2010–2013/2014

Location	Killed					Injured				
	09/10	10/11	11/12	12/13	13/14	09/10	10/11	11/12	12/13	13/14
On-Highway	6	5	2	6	9	31	35	33	30	61
Off-Highway	17	15	9	17	10	130	102	58	91	122
Total	**23**	**20**	**11**	**23**	**19**	**161**	**137**	**91**	**121**	**183**

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

Table 6.15a: Passengers of Motorized Snow Vehicles* Killed and Injured by Collision Location – Riding Seasons 2009/2010–2013/2014

Location	Killed					Injured				
	09/10	10/11	11/12	12/13	13/14	09/10	10/11	11/12	12/13	13/14
On-Highway	0	0	0	0	1	8	14	16	27	27
Off-Highway	4	0	3	1	1	24	70	41	64	71
Total	**4**	**0**	**3**	**1**	**2**	**32**	**84**	**57**	**91**	**98**

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

Table 6.15b: Pedestrians Killed and Injured by Motorized Snow Vehicles* by Collision Location – Riding Seasons 2009/2010–2013/2014

Location	Killed					Injured				
	09/10	10/11	11/12	12/13	13/14	09/10	10/11	11/12	12/13	13/14
On-Highway	0	0	0	0	1	2	1	2	0	2
Off-Highway	0	0	0	0	1	2	0	0	2	4
Total	**0**	**0**	**0**	**0**	**2**	**4**	**1**	**2**	**2**	**6**

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

Table 6.16: Registered Motorized Snow Vehicles, 2010–2014

Year	Registered Motorized Snow Vehicles
2010	310,525
2011	304,603
2012	297,859
2013	304,634
2014	308,578

Table 6.17: Selected Factors Relevant to All Motorized Snow Vehicle Collisions, Riding Season 2013/2014

Factors	%
Unlicensed Operators	2
Rider Error; Speed too Fast	24
Alcohol Used	10
Surface Condition; Icy or Packed Snow	66

6F. BICYCLES

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

Table 6.18: Bicyclists* Killed and Injured, 2010–2014

Year	Drivers		Passengers	
	Killed	Injured	Killed	Injured
2010	17	2,087	1	422
2011	21	2,179	0	416
2012	26	2,318	0	451
2013	24	2,054	1	427
2014	16	1,785	0	288

* Includes hangers on

Table 6.19: Age of Bicyclists Involved in Collisions by Light Condition, 2014

Light Condition	Age Groups					Unknown	Total
	0–5	6–15	16–30	31–60	61+		
Daylight	0	7	26	41	9	2,160	2,243
Dawn	0	0	0	1	0	32	33
Dusk	0	0	1	1	0	91	93
Dark	0	1	9	6	0	457	473
Other	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
Total	**0**	**8**	**36**	**49**	**9**	**2,740**	**2,842**

Table 6.20: Selected Factors Relevant to All Bicycle Collisions, 2014

Factors	%
Driving Properly (Bicyclist)	44
Driving Properly (Motor Vehicle Driver)	53
Intersection Related	68
Going Ahead (Bicyclist)	86
Alcohol Related (Bicyclist)	2
No Apparent Vehicle Defect (Bicycle)	97
Clear Visibility	91
Weekend	20

CONVICTION, OFFENCE AND SUSPENSION DATA

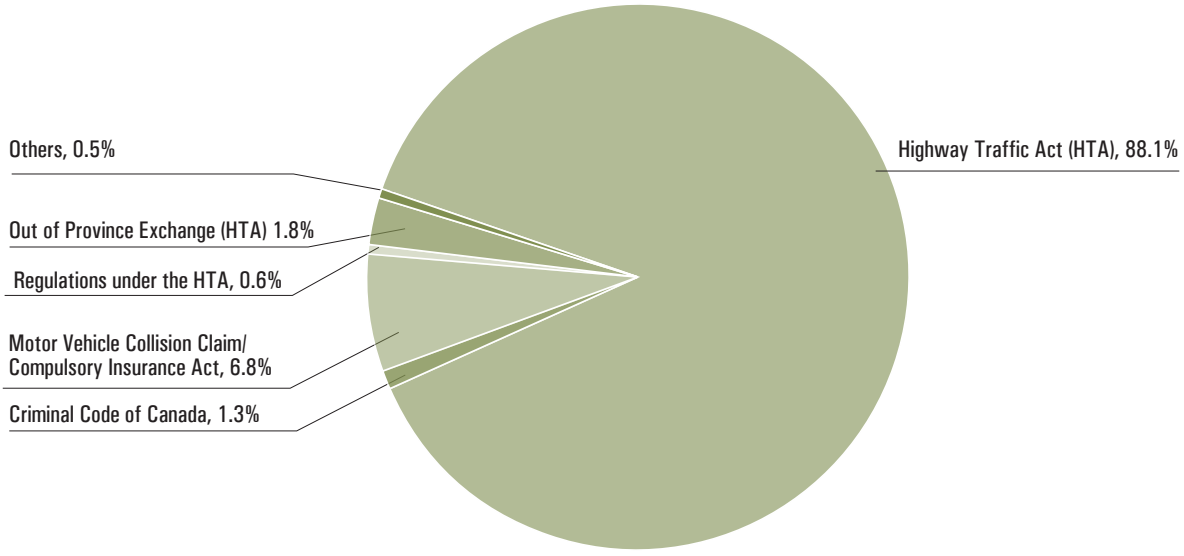
7. CONVICTION, OFFENCE AND SUSPENSION DATA

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

In 2014, nearly 90 per cent of motor vehicle convictions were related to Highway Traffic Act (HTA) offences and 1.3 per cent were related to the Criminal Code of Canada (e.g., drinking and driving, dangerous driving, fail to remain).

In the last decade, the number of Administrative Drivers Licence Suspensions (ADLS) for drinking and driving has dropped from about 17,000 to under 14,000 occurrences annually.

Figure 7 **Motor Vehicle Convictions in Ontario by Type, 2014**



7A. CONVICTION DATA

Table 7.1: Summary of Motor Vehicle Related Convictions, 2014

Convictions*	Number
Highway Traffic Act (HTA)	1,011,078
Regulations under the HTA	7,270
Criminal Code of Canada** (incl. OOP)	14,777
Municipal By-Law***	-
Motor Vehicle Collision Claim/Compulsory Insurance Act	78,363
Motorized Snow Vehicles Act	2,410
Off-Road Vehicles Act	1,236
Out of Province Exchange (HTA)	31,195
Others****	1,859
Total	**1,148,188**

* Includes manually recorded convictions.

** This figure does not include 158 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, 2014

Convictions*	Number
Equipment	76,232
Administrative*	172,779
Seat Belt (Driver & Passenger)**	22,844
Other Non-Pointable Convictions ***	60,927
Speeding	527,303
Other Pointable Convictions (2 - 4 pts)	128,742
Other Pointable Convictions (5 - 7 pts)	7,511
Driving While Suspended	14,740
Total	**1,011,078**

* 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, 2014*

Convictions	Number
Alcohol or Drug Related**	11,491
Criminal Negligence	4
Fail to Remain at Collision	357
Fail to Stop for Police Officer	351
Driving While Disqualified	1,702
Dangerous Driving	867
Motor Manslaughter	5
Total	**14,777**

* This figure does not include 158 convictions for young offenders under the Criminal Code.

** Includes some out-of-province convictions.

7B. OFFENCE DATA

Table 7.4: Number of Driver* Convictions for Criminal Code of Canada Offences, 2005–2014**

Conviction Type	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Criminal Negligence	18	15	18	14	12	9	4	2	1	0
Fail to Remain	502	532	543	529	429	420	353	185	222	164
Dangerous Driving	1,281	1,353	1,303	1,316	1,182	967	856	566	513	453
Impaired Driving	6,575	6,640	6,836	7,045	6,869	6,540	5,710	4,222	3,892	3,413
Blood/Alcohol over .08	5,296	5,040	5,441	5,950	6,252	6,070	6,117	4,942	4,367	4,382
Fail to Provide Breath Sample	1,009	1,034	1,053	1,065	1,097	1,138	934	598	530	472
Driving While Disqualified	1,809	1,852	1,851	1,931	2,003	2,163	2,138	1,291	1,222	1,085
Motor Manslaughter	1	1	3	2	0	1	0	0	2	0
Undefined	446	506	471	510	473	417	341	283	248	232
Total	**16,937**	**16,973**	**17,519**	**18,362**	**18,317**	**17,725**	**16,453**	**12,089**	**10,997**	**10,201**

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

** Includes offences and registered convictions that occurred in the same year.

Table 7.5: Administrative Driver Licence Suspensions*, Monthly Suspensions Issued, 2005–2014

Suspensions	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
January	1,330	1,228	1,210	1,183	1,368	1,298	1,154	1,071	994	911
February	1,330	1,197	1,206	1,259	1,401	1,140	1,219	1,230	1,028	895
March	1,424	1,317	1,410	1,438	1,502	1,252	1,332	1,236	1,339	1,104
April	1,393	1,340	1,375	1,297	1,391	1,363	1,304	1,284	1,117	1,078
May	1,468	1,247	1,430	1,472	1,533	1,486	1,342	1,212	1,233	1,244
June	1,366	1,307	1,456	1,547	1,373	1,296	1,360	1,265	1,273	1,149
July	1,531	1,452	1,480	1,533	1,489	1,454	1,475	1,338	1,175	1,156
August	1,317	1,399	1,455	1,686	1,482	1,400	1,281	1,393	1,235	1,354
September	1,386	1,396	1,517	1,536	1,458	1,360	1,303	1,359	1,179	1,061
October	1,450	1,487	1,444	1,673	1,412	1,416	1,354	1,285	1,173	1,154
November	1,315	1,412	1,392	1,556	1,656	1,344	1,313	1,314	1,155	1,237
December	1,645	1,709	1,533	1,463	1,374	1,411	1,467	1,523	1,174	1,302
Total	**16,955**	**16,491**	**16,908**	**17,643**	**17,439**	**16,220**	**15,904**	**15,510**	**14,075**	**13,645**

* See Appendix for a more detailed explanation of ADLS.

7C. SUSPENSION DATA

Table 7.6: Demerit Point Suspensions by Driver Age, 2014

Driver Age	Demerit Point Suspensions			
	Novice First Accumulation	Novice Second Accumulation	Regular First Accumulation	Regular Second Accumulation
16	0	0	0	0
17	0	0	0	0
18	12	0	0	0
19	21	0	3	0
20-24	148	6	93	8
25-34	88	7	181	17
35-44	47	5	83	9
45-54	24	6	65	6
55-64	15	3	26	0
65-74	1	0	9	1
75 +	1	0	3	0
Total	**357**	**27**	**463**	**41**

8. APPENDIX

8A. GLOSSARY

Ability Impaired Alcohol:

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

Ability Impaired – Alcohol over 0.08:

Ability Impaired, Alcohol: Driver had consumed alcohol and upon testing was found to have a blood-alcohol level in excess of 80 milligrams per 100 millilitres of blood.

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) the driver failed or refused to provide a breath or blood sample.

Alcohol Involved:

This category includes drivers reported as "Had Been Drinking", with "BAC > 80 mg/100mL" or with "Ability Impaired by Alcohol".

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 0.05;
- 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 ensure the number of passengers in the vehicle is limited to the number of working seat belts;
- must not drive between the hours of midnight and 5 a.m.;
- may drive a Class G vehicle only.

The G1 licence period lasts at minimum 12 months. 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 ensure the number of passengers in the vehicle is limited to the number of working seat belts;
- for the first six months, G2 drivers aged 19 and under cannot carry more than one passenger aged 19 and under between midnight and 5 a.m.
- after the first six months, G2 drivers aged 19 and under cannot carry more than three passengers aged 19 and under between midnight and 5 a.m.*

The G2 licence period lasts at minimum 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:

- to operate 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);
- must not ride on highways with speed limits of more than 80 km/h except highways 11, 17, 61, 69, 71, 101, 102, 144, 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. Drivers may take an approved M2 Exit motorcycle safety course that includes a road test, instead of the ministry road test.

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.

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.

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. As of May 1, 2009, a blood alcohol concentration from 0.05 to 0.08 results in a 3, 7, or 30-day roadside driver's licence suspension for first, second, or third-time occurrences, respectively. Immediately prior to that date, a blood alcohol concentration from 0.05 to 0.08 resulted in a 12-hour suspension.

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; for example riding in back of a 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.

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 the phone or two-way radio, using headphones.

Kilometres Travelled:

Prior to 2000, vehicle fleet mileage was estimated on the basis of taxed gasoline and motor fuel sales. 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 that 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:

A collision that occurs off a public highway. It can include collisions located on or adjacent to trails and paths, on the surface of a frozen lake or river, or in a private parking lot.

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.

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.**

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.

*These passenger restrictions do not apply if the G2 driver is accompanied by a full "G" licensed driver (with at least four years driving experience) in the front seat, or if the passengers are immediate family members.

**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.

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Ministry of Transportation
87 Sir William Hearst Ave.
Main Floor, Room 212
Toronto, Ontario
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