

Road Safety in Canada 2016-2023

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CARSP Webinar

September 10, 2025

Road Safety Strategy 2016-2025

- Road Safety Strategy is the 4th Canadian Road Safety Plan
- Canada was one of the first countries to have a formal plan
- Launched by the Council of Ministers of Transport in January 2016
- Vision: Towards Zero, The Safest Roads in the World
- No hard targets but called for a continual downward trend in deaths and serious injuries compared to a rolling three-year average
- Framework provided to support jurisdictionally specific safety plans utilizing the Safe Systems Approach

RSS 2025 Features

Contributing Factors

- Distracted driving
- Alcohol impaired driving
- Drug impaired driving
- Fatigue impaired driving
- Speed and aggressive driving
- Unrestrained occupants
- Environmental factors
- Road infrastructure
- Vehicle factors

Risk Groups

- Young/novice drivers
- Medically-at-risk drivers
- Vulnerable road users (pedestrians, motorcyclists, cyclists)
- Commercial drivers
- High-risk drivers
- General population

Interventions

- Policy/legislation/regulation
- Education/training
- Communication/awareness
- Enforcement
- Information/data/research
- Technology
- Linkages

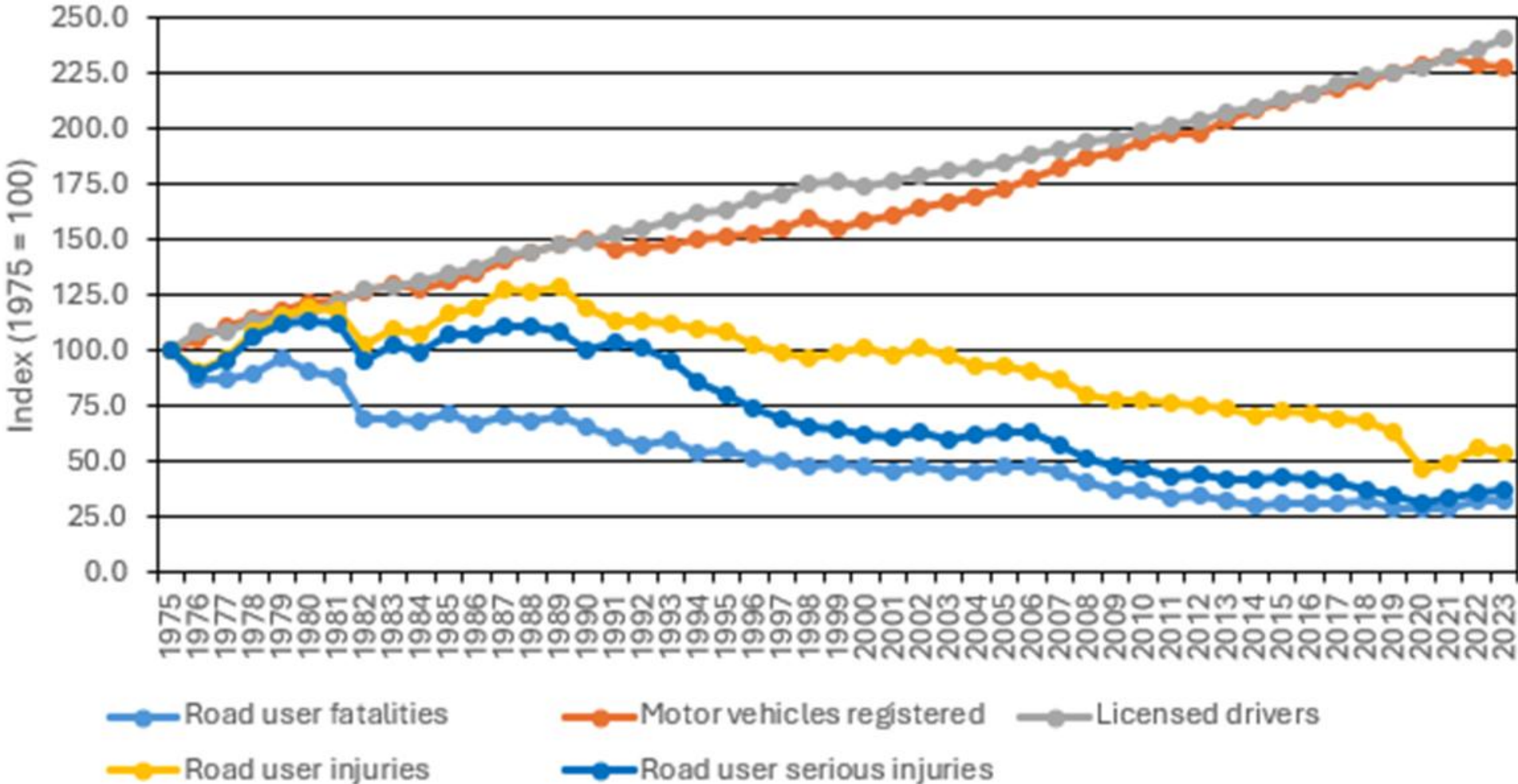
Purpose of Presentation

- Road Safety Strategy 2025 is coming to a close at the end of this year
- We wanted to examine how Canada has been doing with respect to road safety during the first 8 years of the strategy

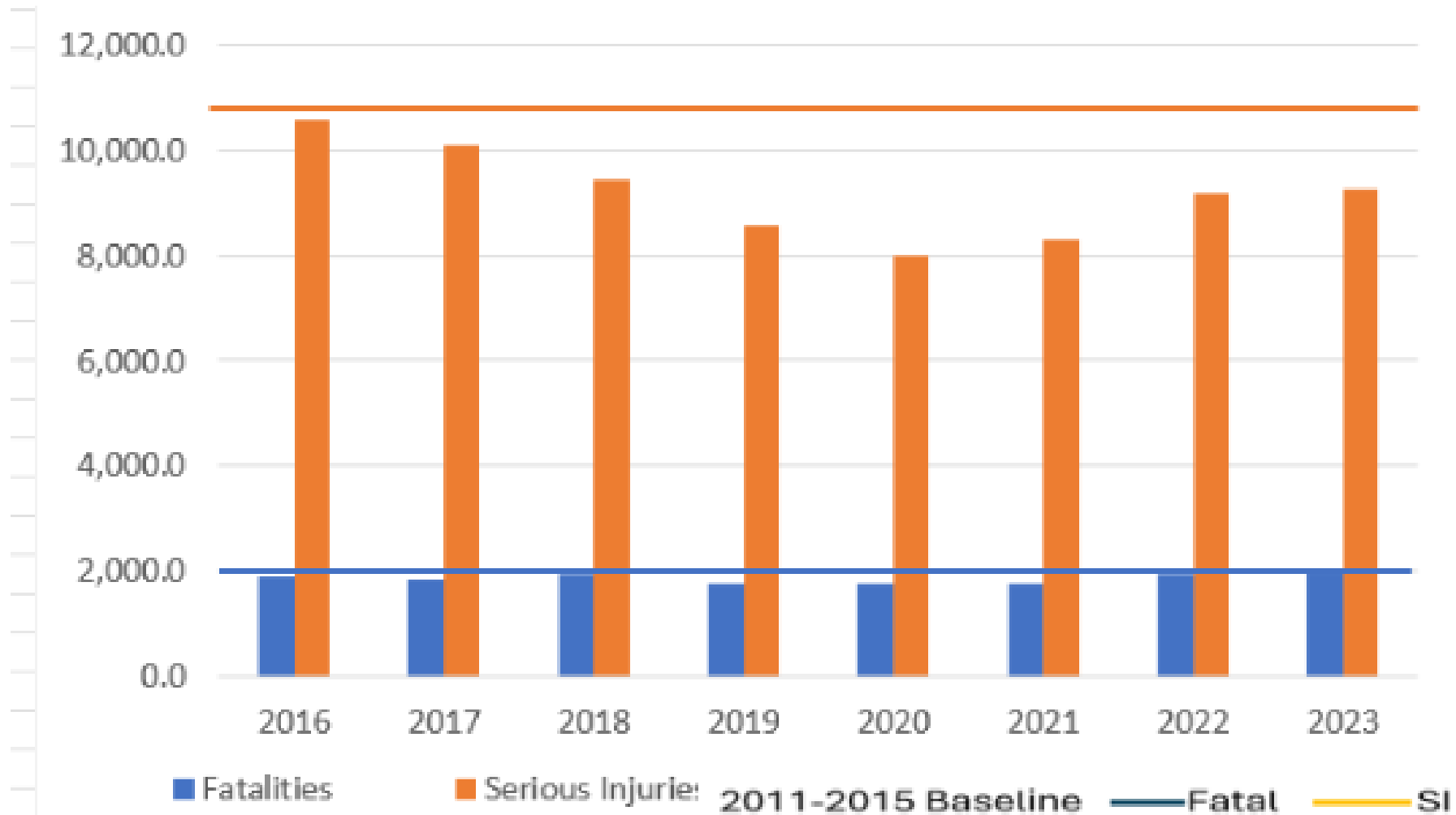
Methodology

- Data from the National Collision Database
 - Examined data for period 2016 to 2023 compared to the baseline period of 2011-2015
 - Total number of fatalities and serious injuries was examined for:
 - Seat belt use
 - Speeding
 - Distraction
 - Intersections
 - Young drivers (16 – 24 years old)
 - Pedestrians
 - Motorcyclists
 - Bicyclists
 - Commercial vehicles
 - Impairment by alcohol, drugs and fatigue
 - Environment/weather

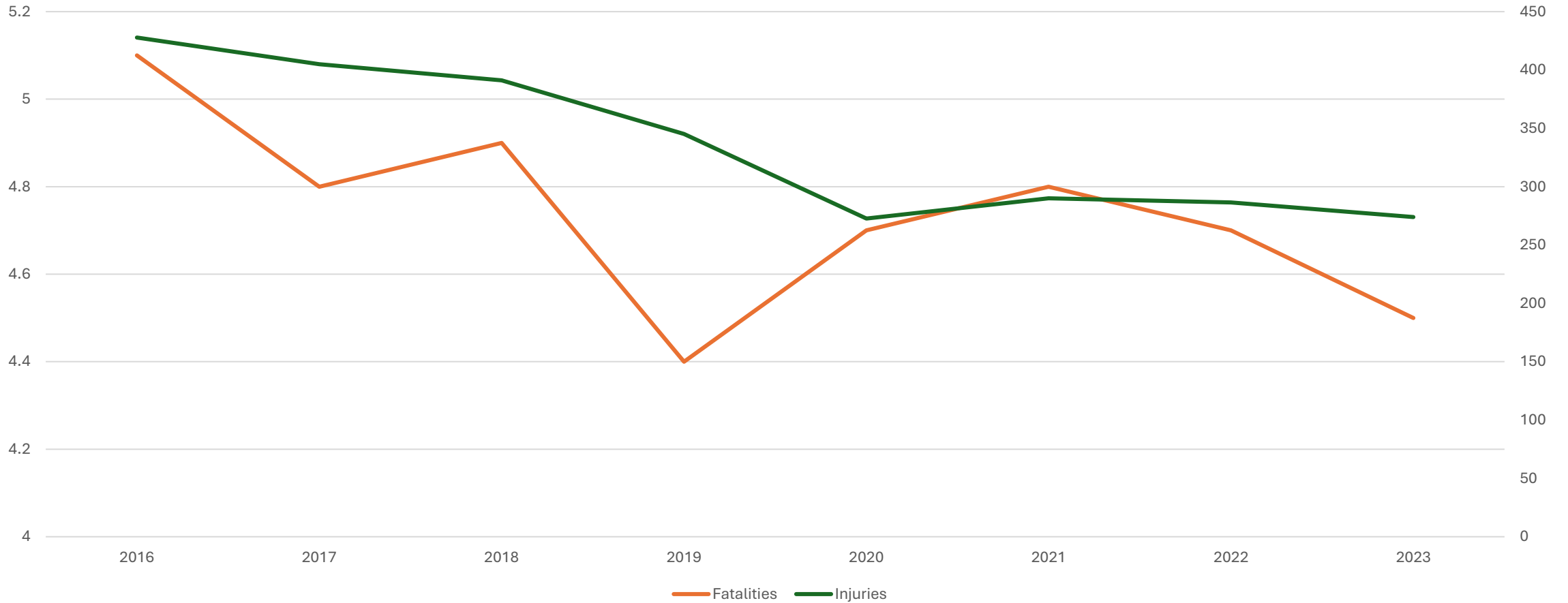
Driver, Vehicles, Fatalities and Injuries 1975-2023



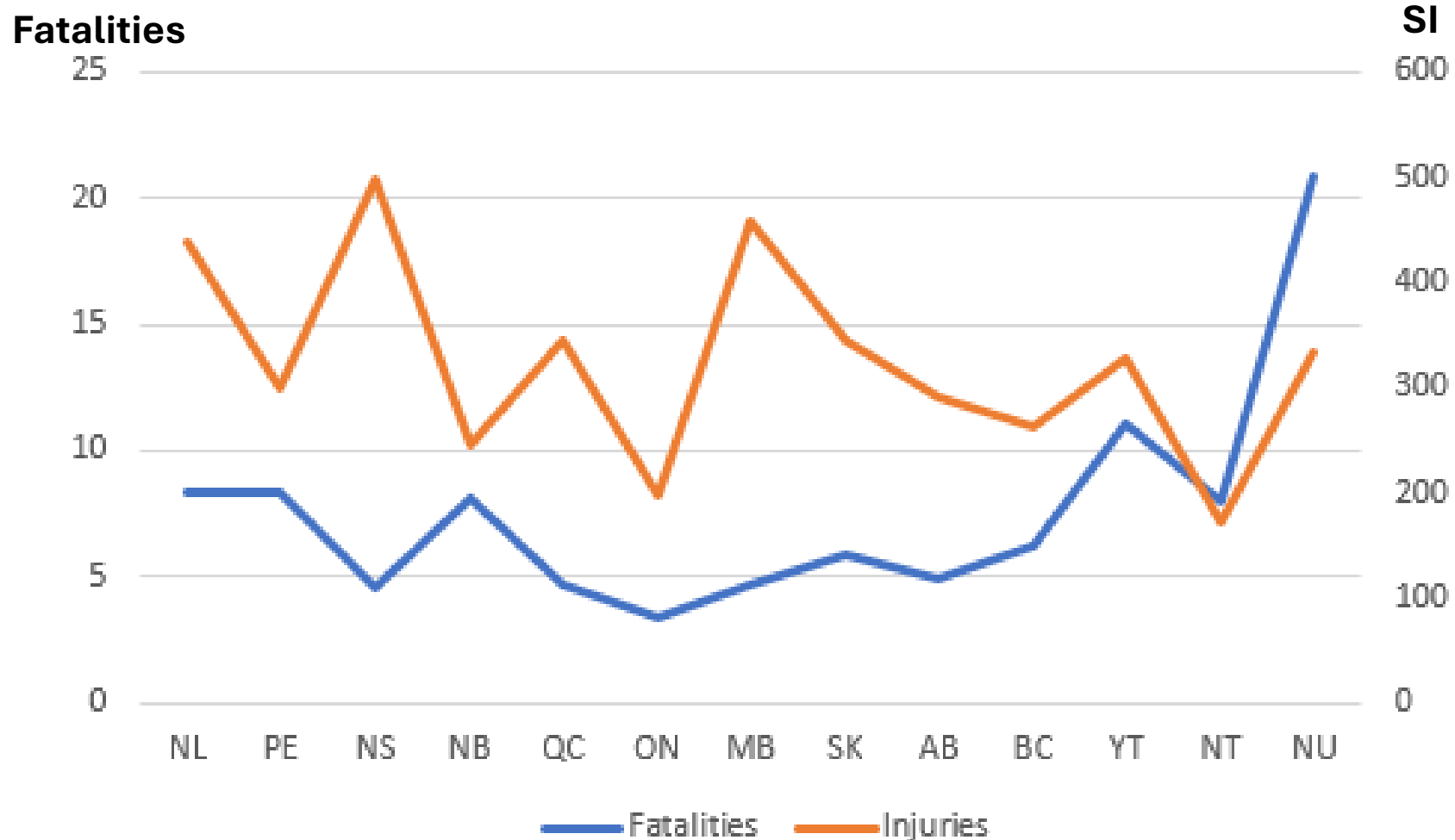
Fatalities and Serious Injuries



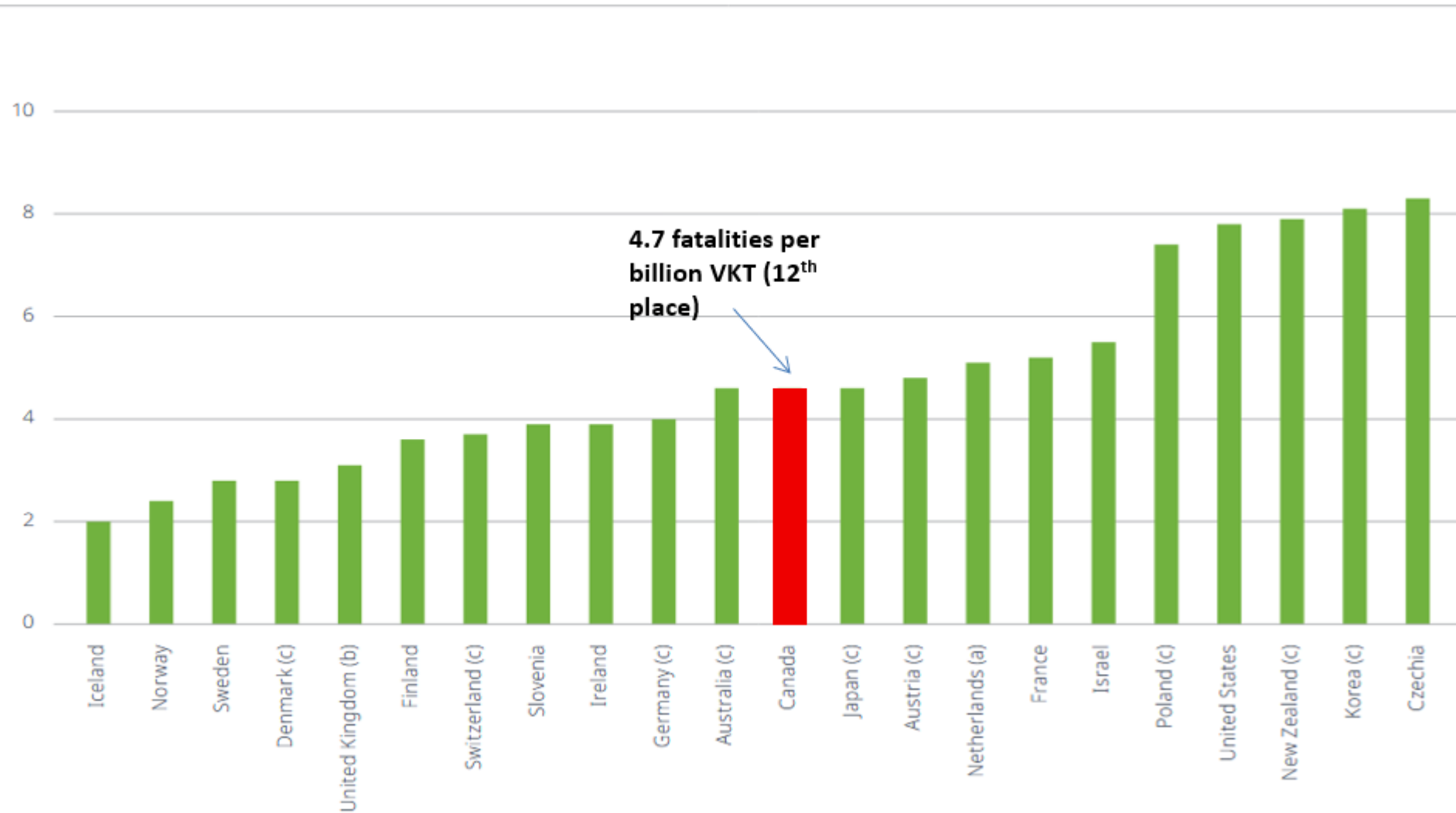
Fatality and Injury Rates per Billion VKT 2016-2023



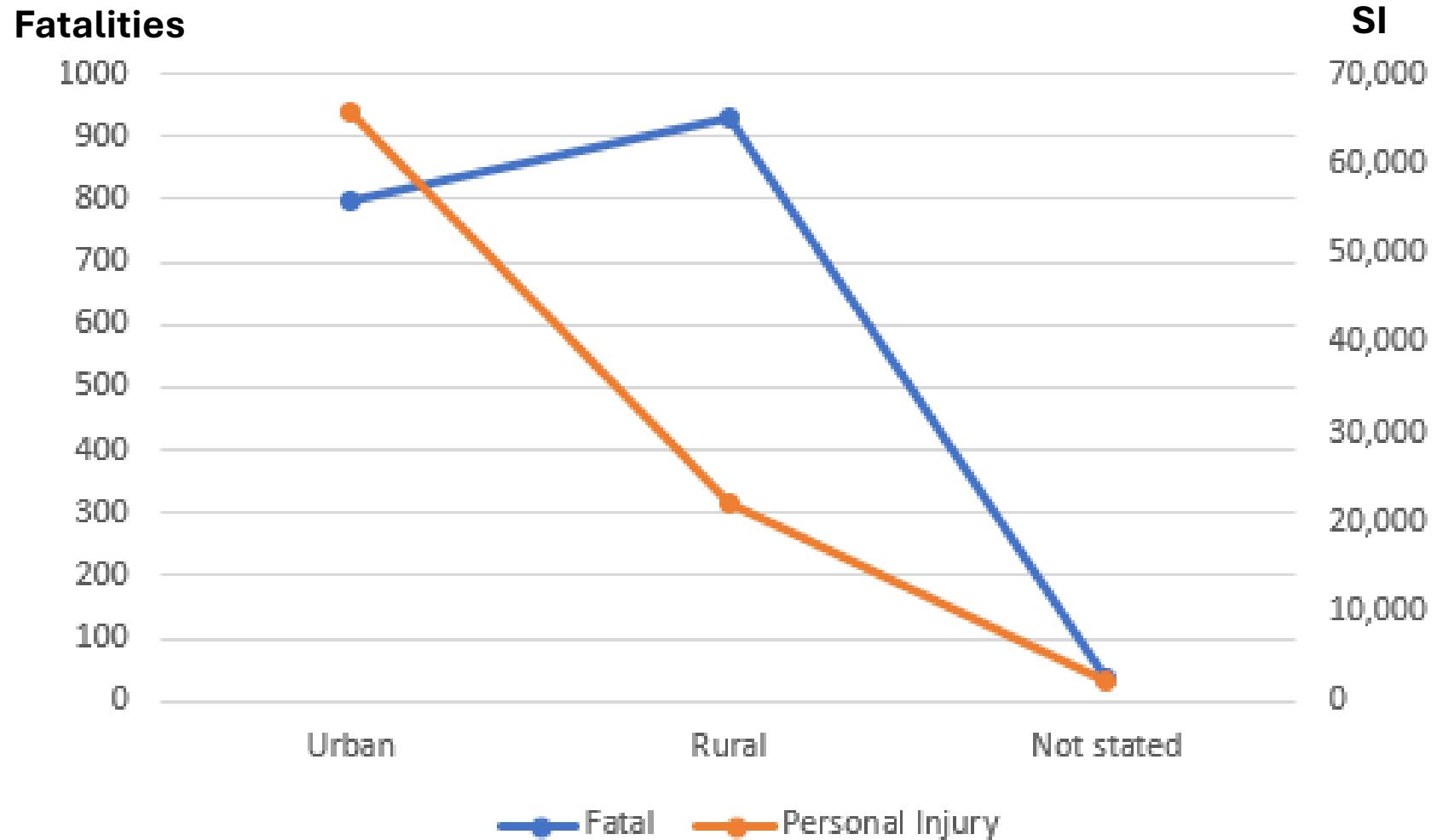
Rates per Billion VKT by Jurisdiction 2023



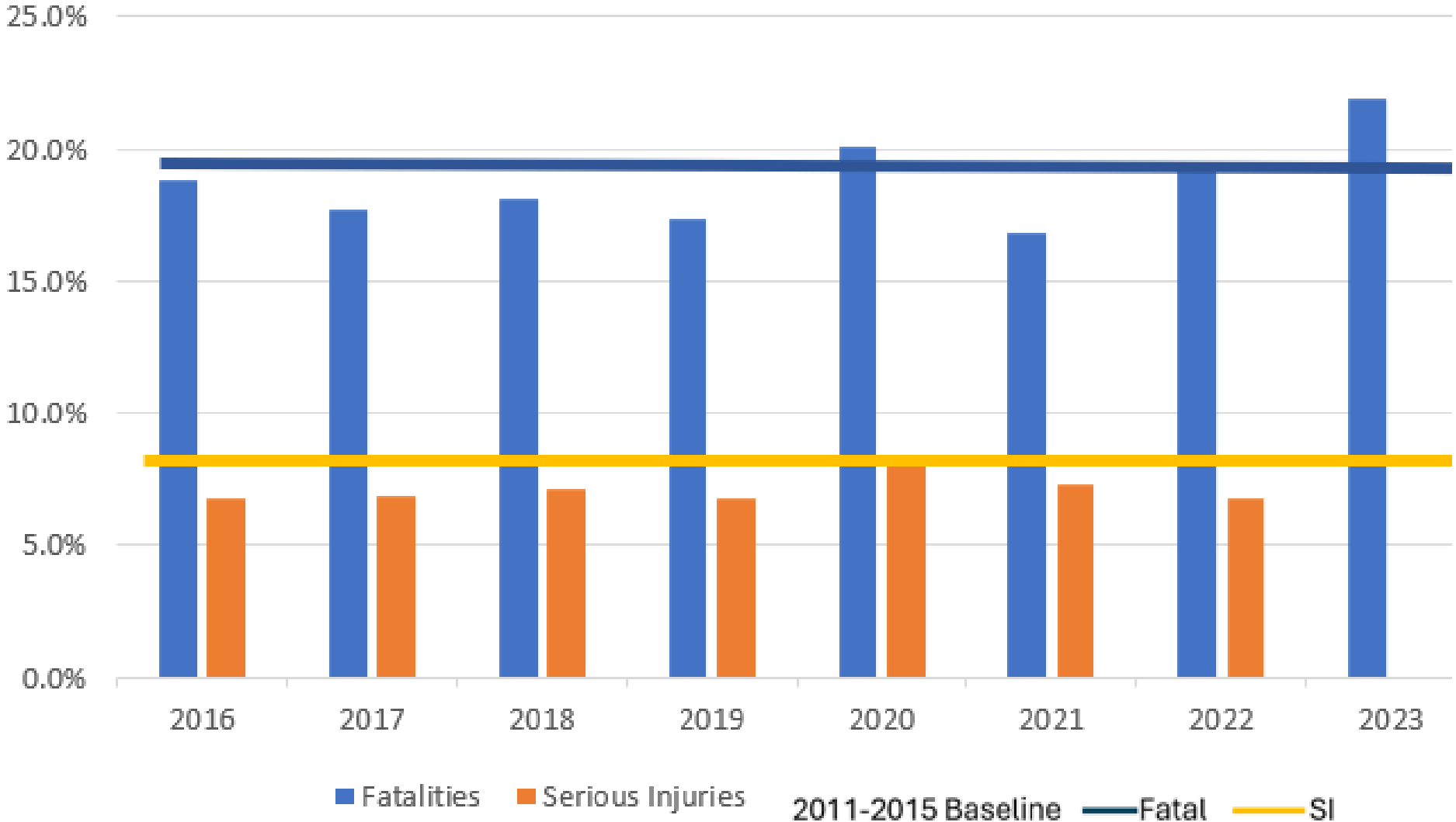
OECD World Ranking, 2023



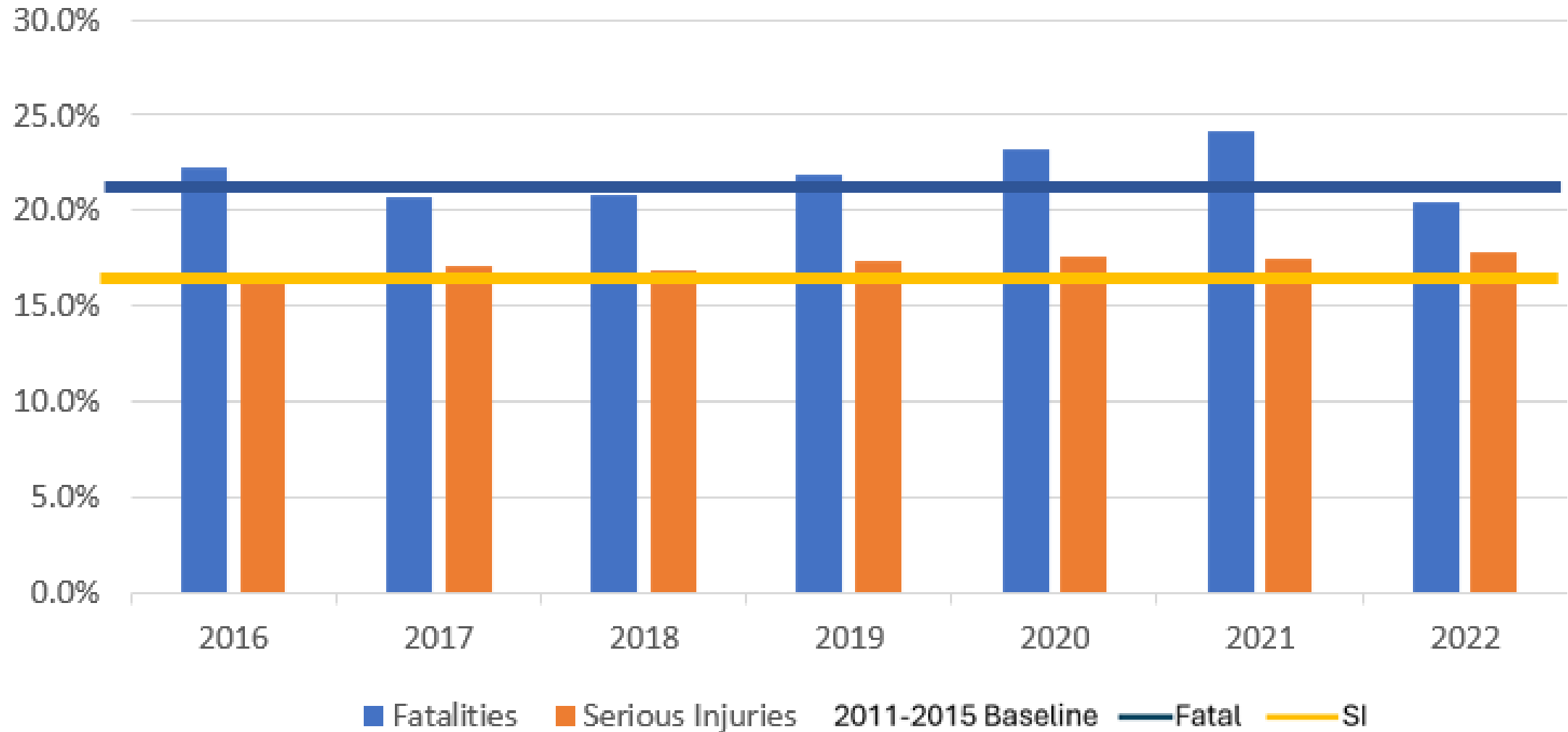
Fatal and Injury Crashes by Urban/Rural, 2023



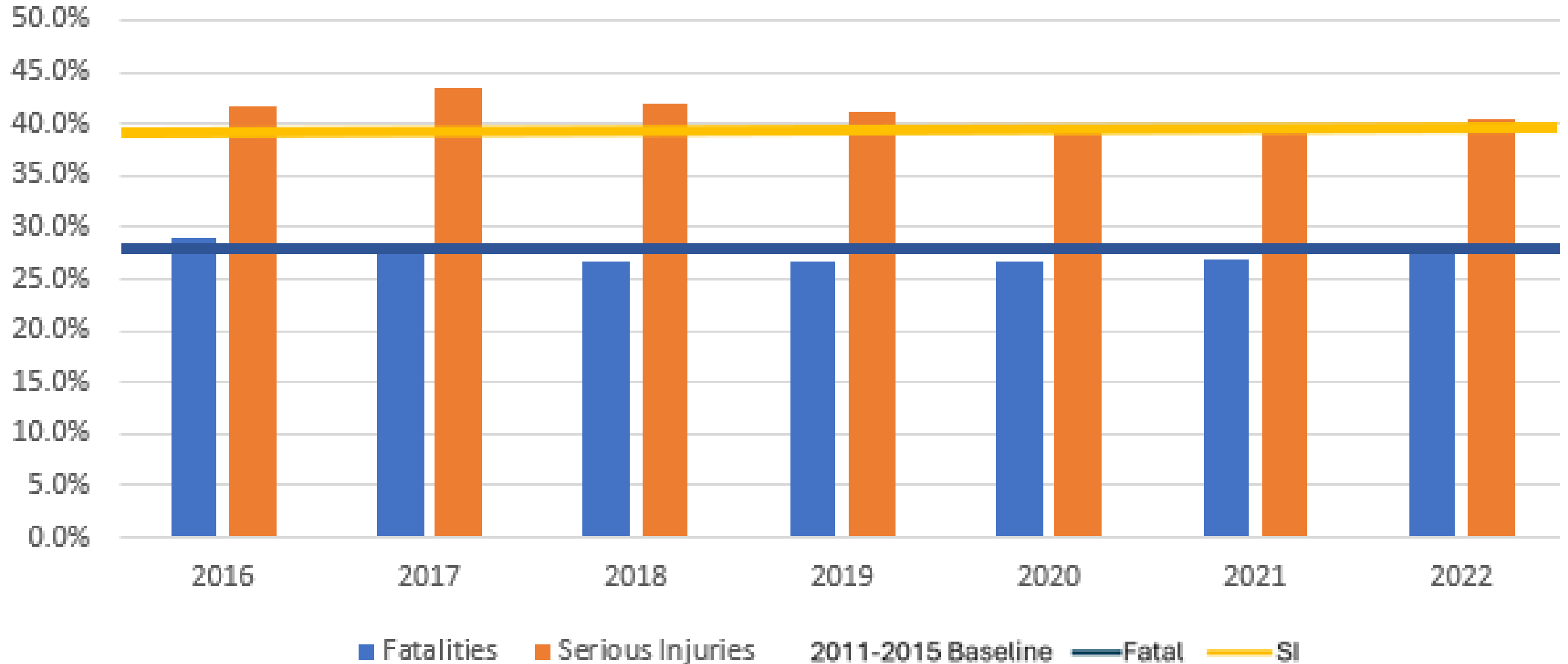
Percentage of Fatalities and Serious Injuries Unbelted



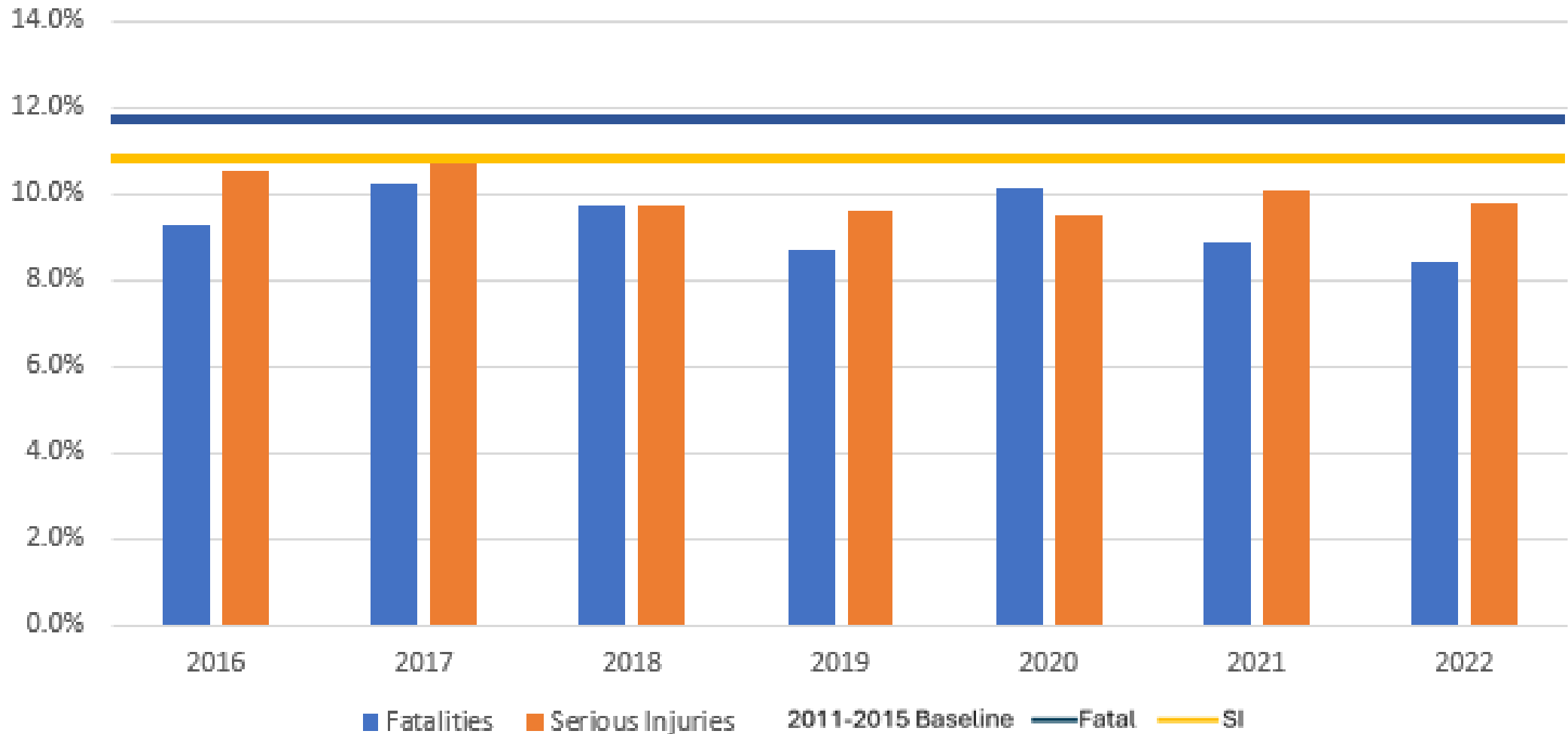
Speed Related Fatalities and Serious Injuries



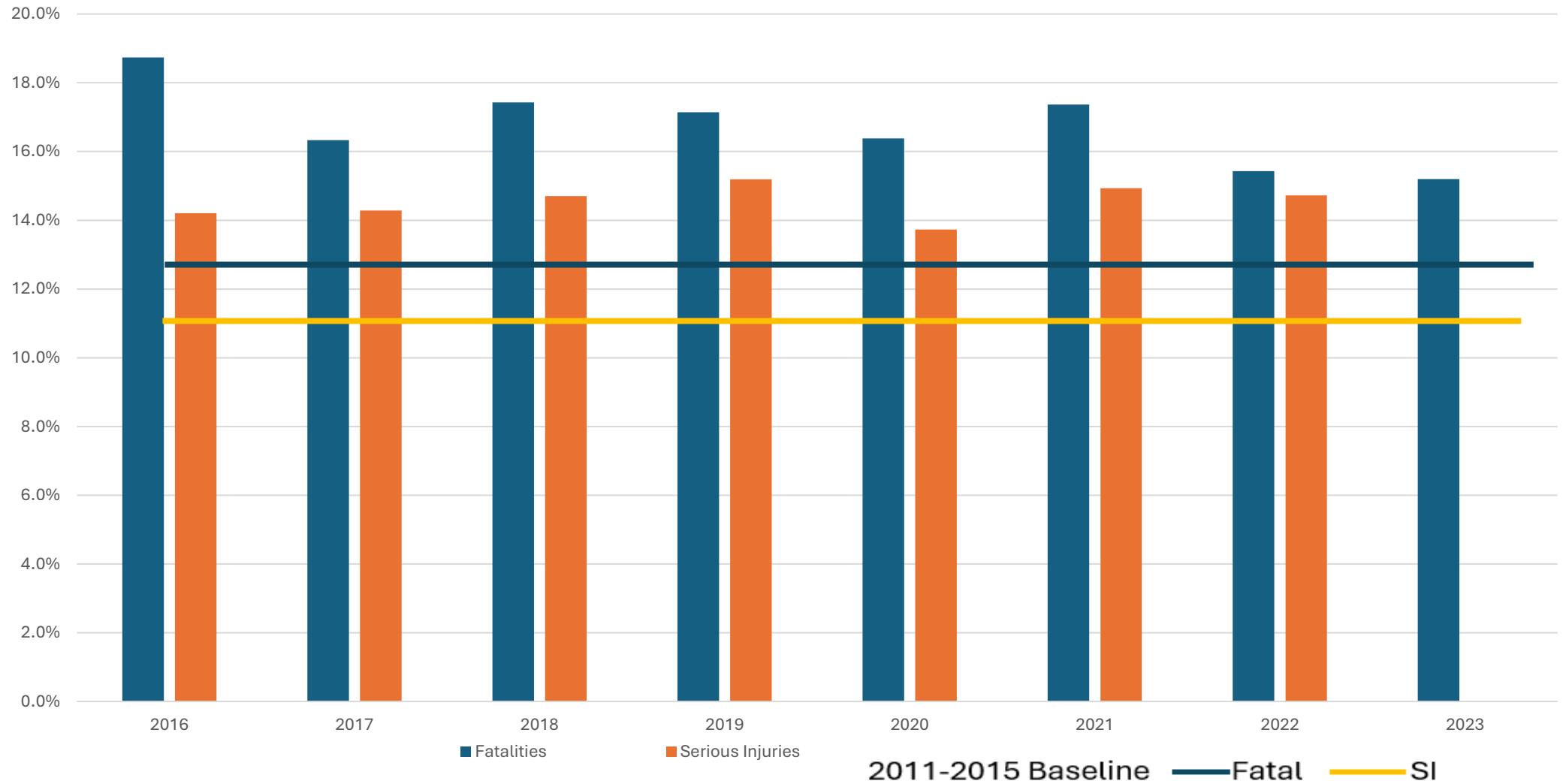
Intersection Related Fatalities and Serious Injuries



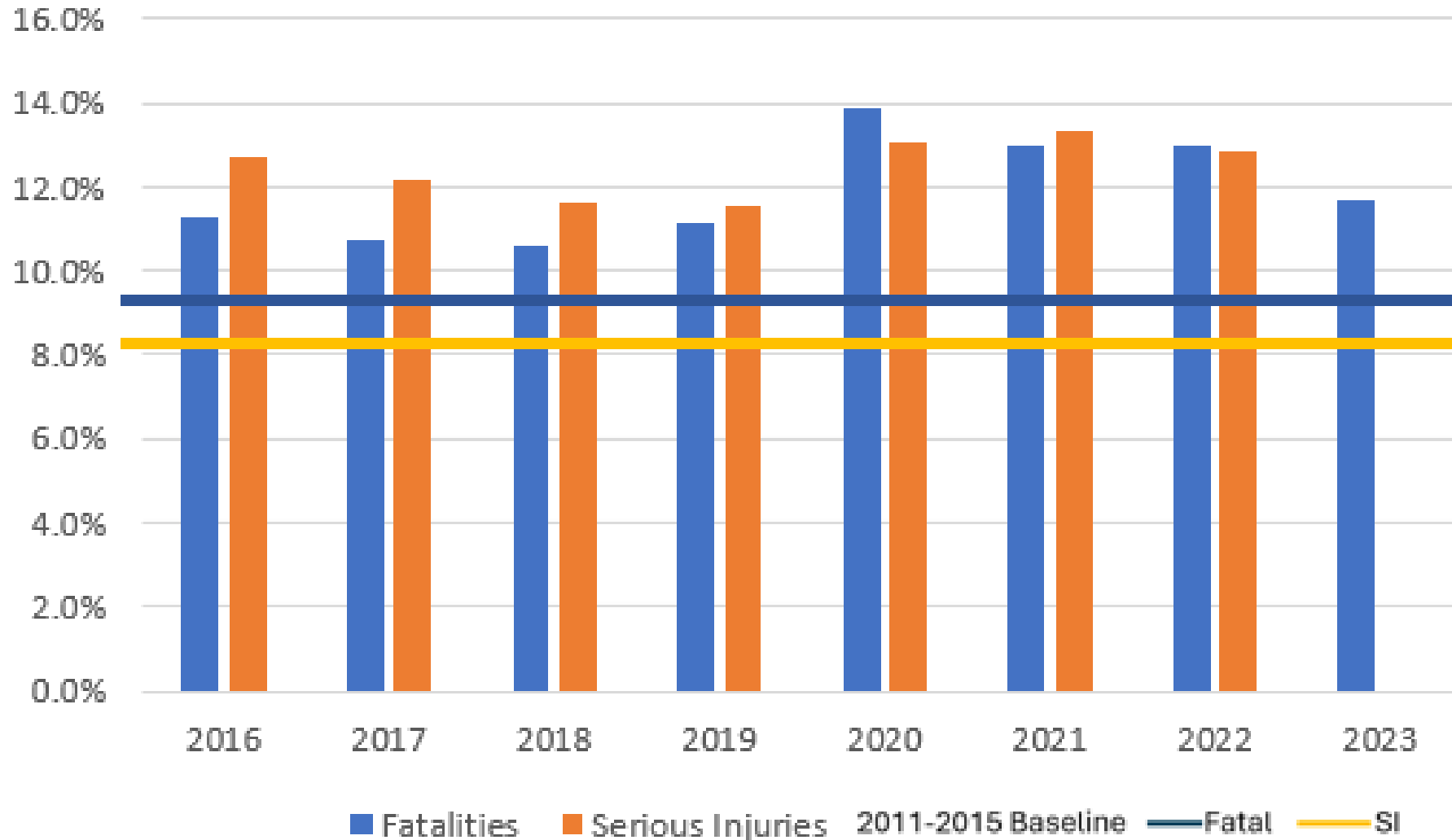
Young Driver (16-24) Related Fatalities and Serious Injuries



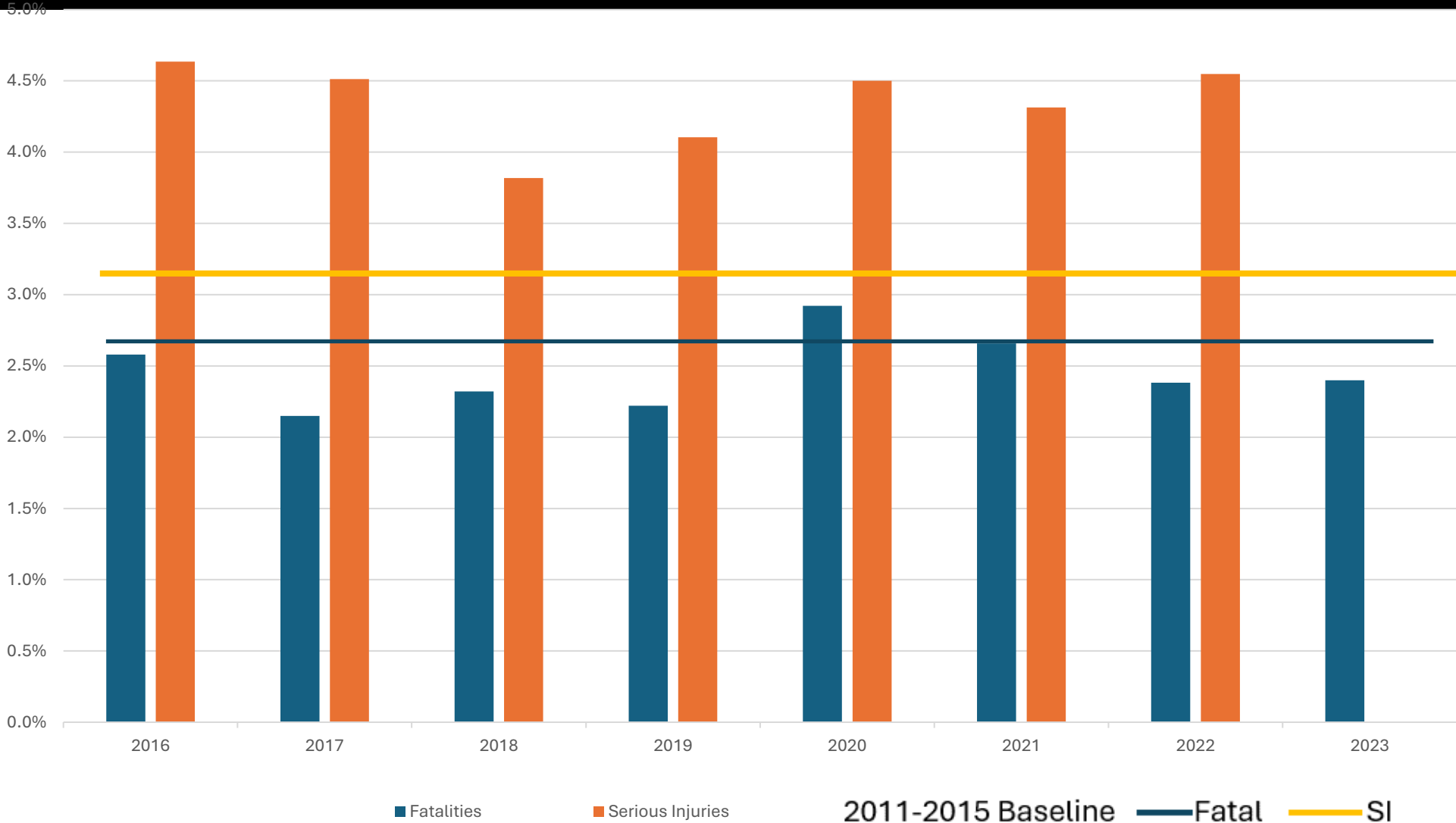
Pedestrian Related Fatalities and Serious Injuries



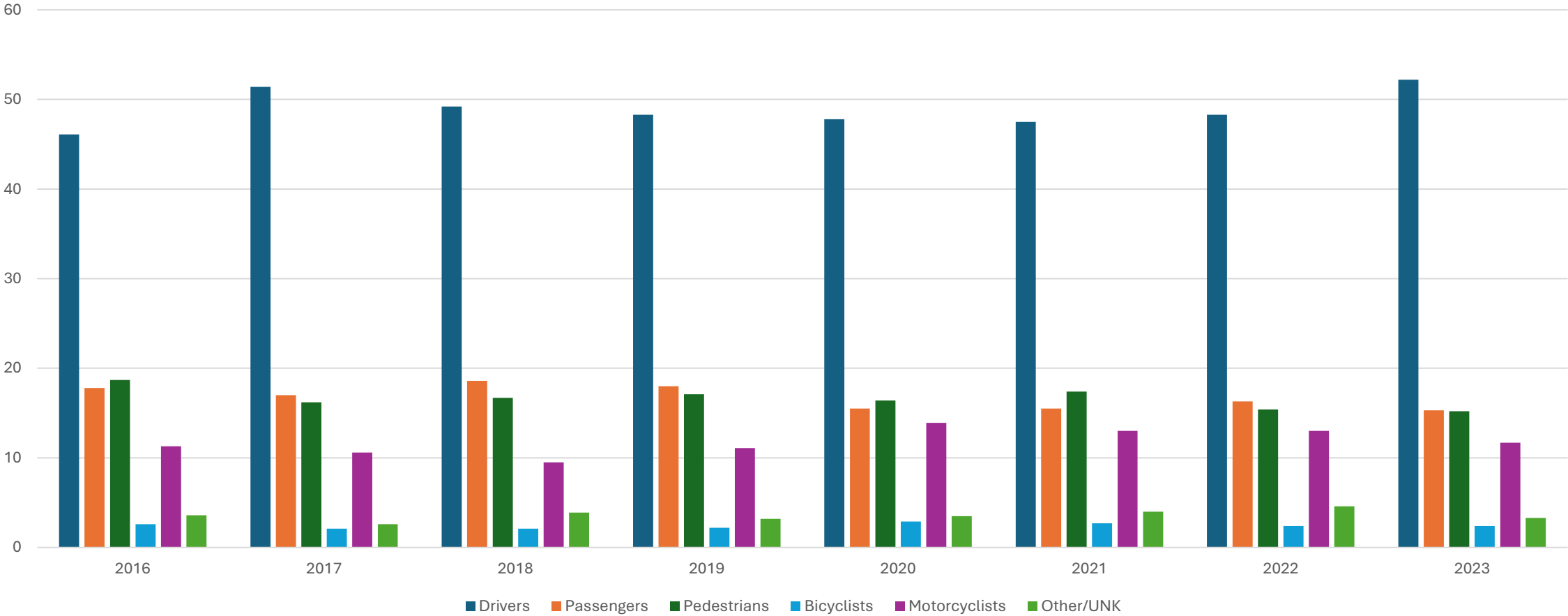
Motorcyclist Related Fatalities and Serious Injuries



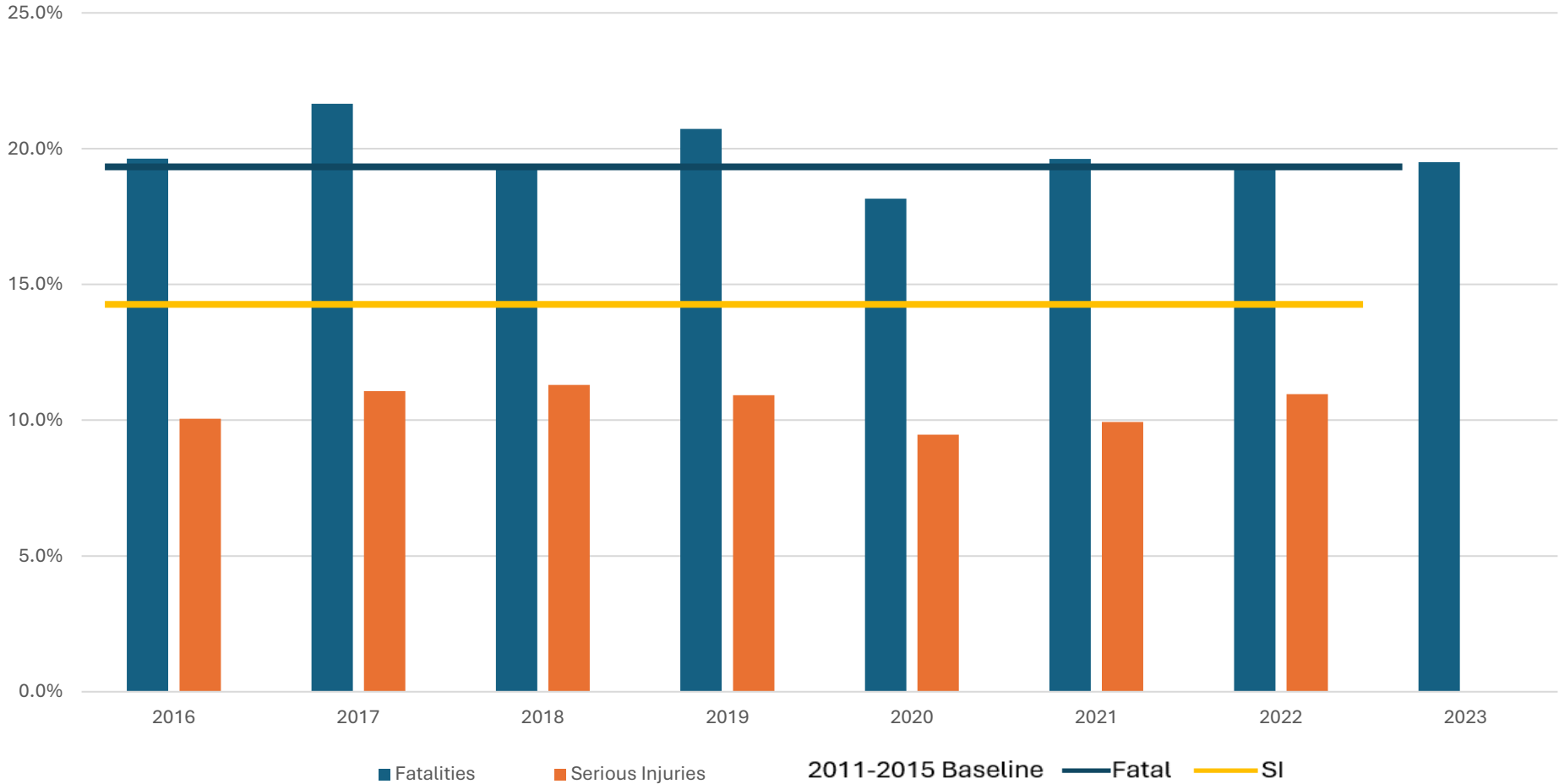
Bicyclist Related Fatalities and Serious Injuries



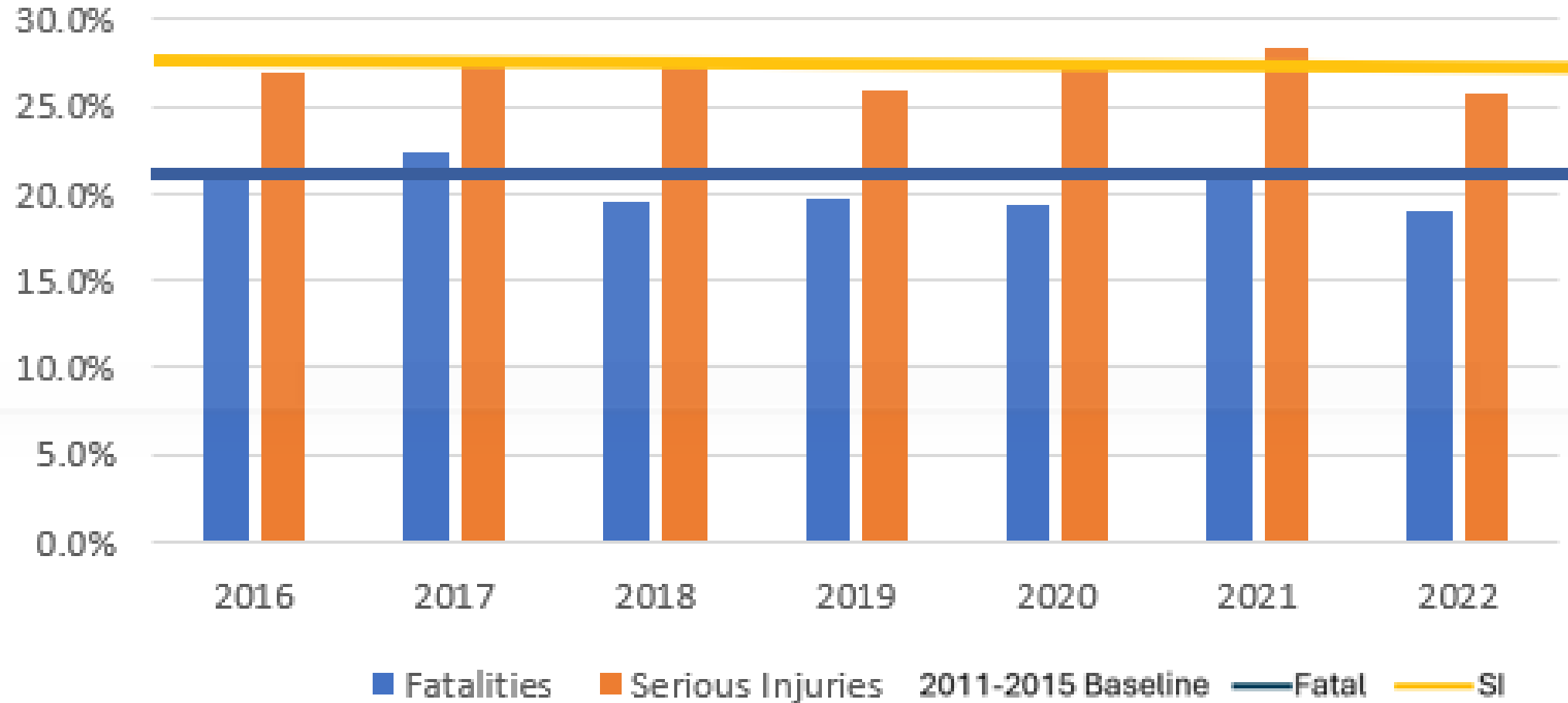
Percentage of Fatalities by Road User 2016 - 2023



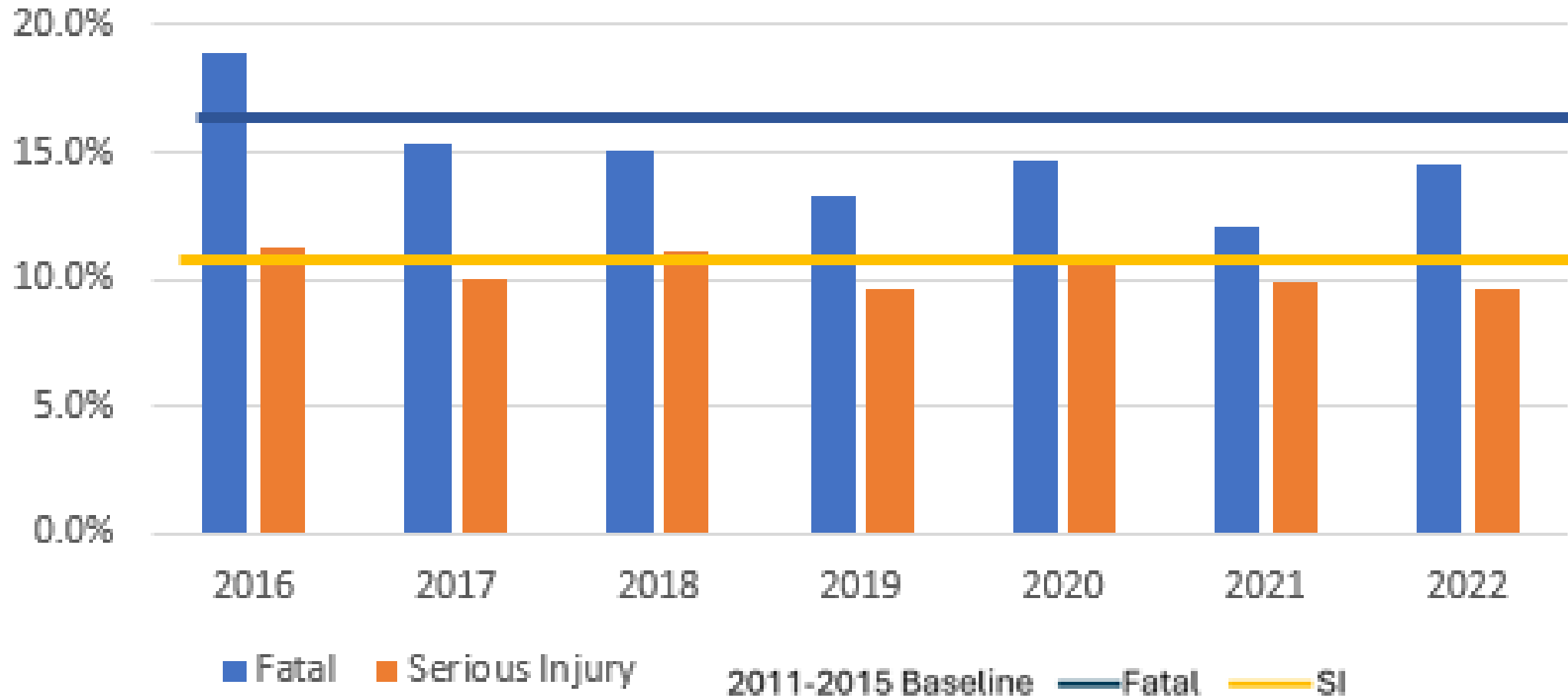
Commercial Vehicle Related Fatalities and Serious Injuries



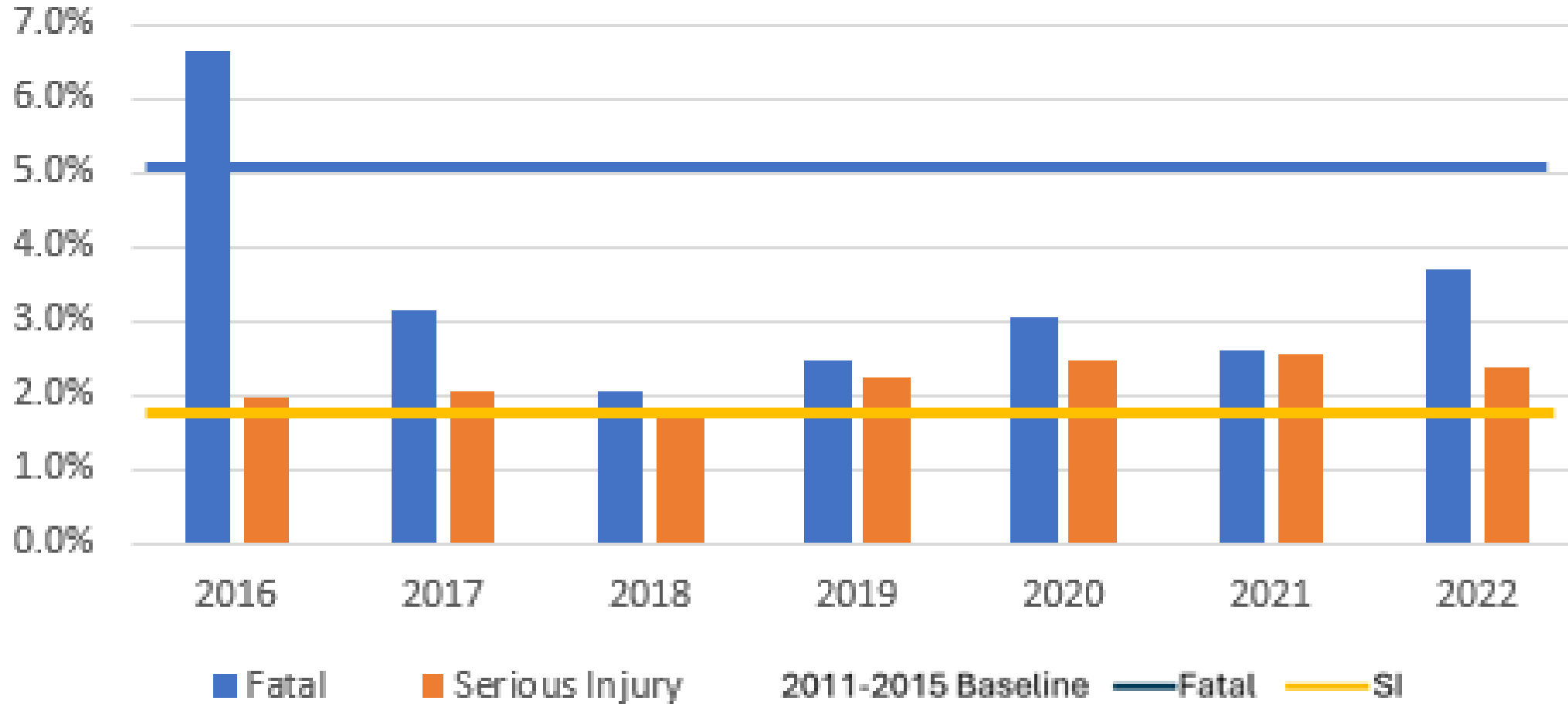
Distraction Related Fatalities and Serious Injuries



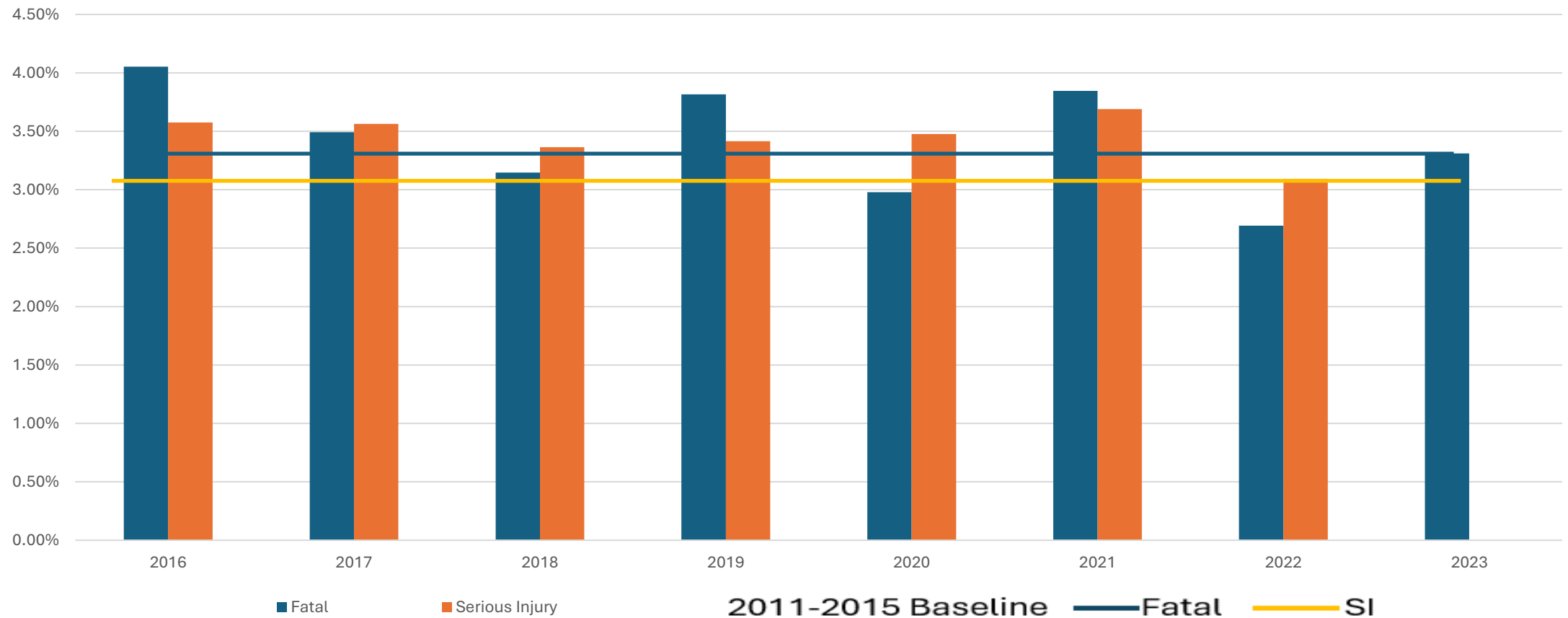
Alcohol Related Fatalities and Serious Injuries



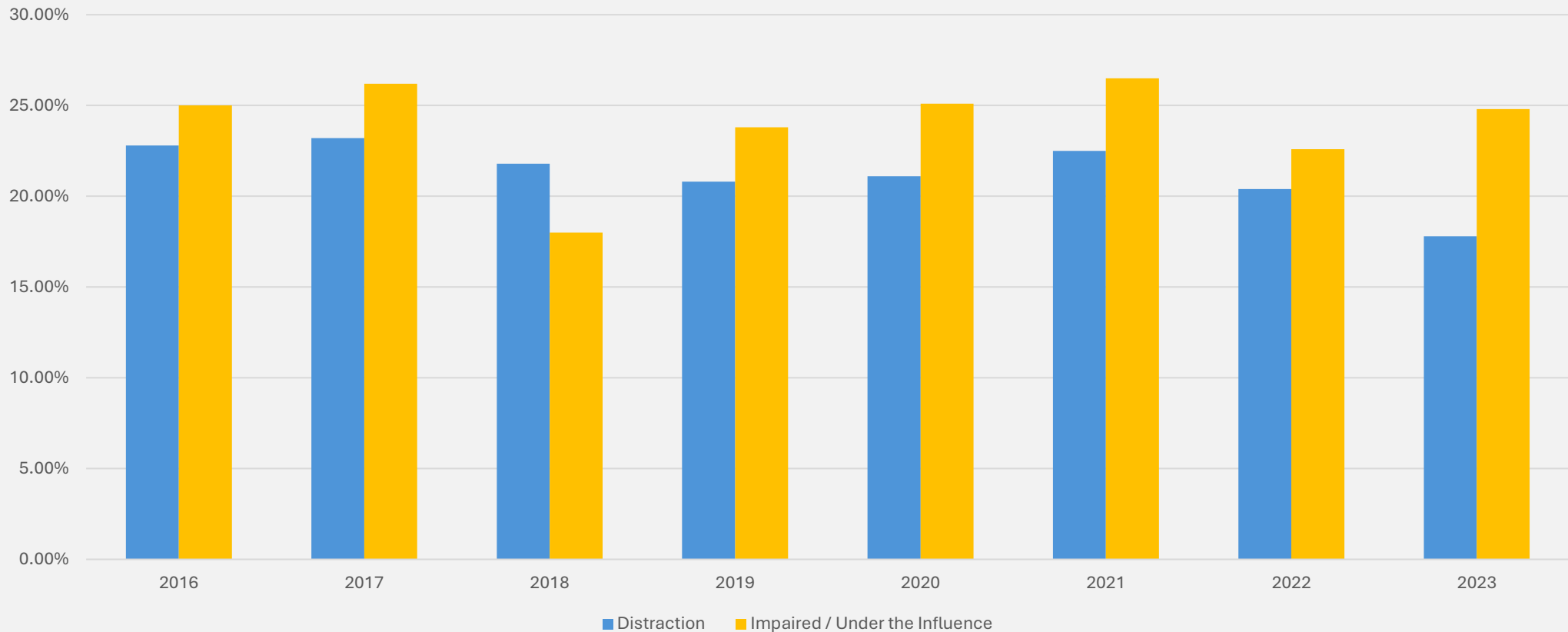
Drug Related Fatalities and Serious Injuries



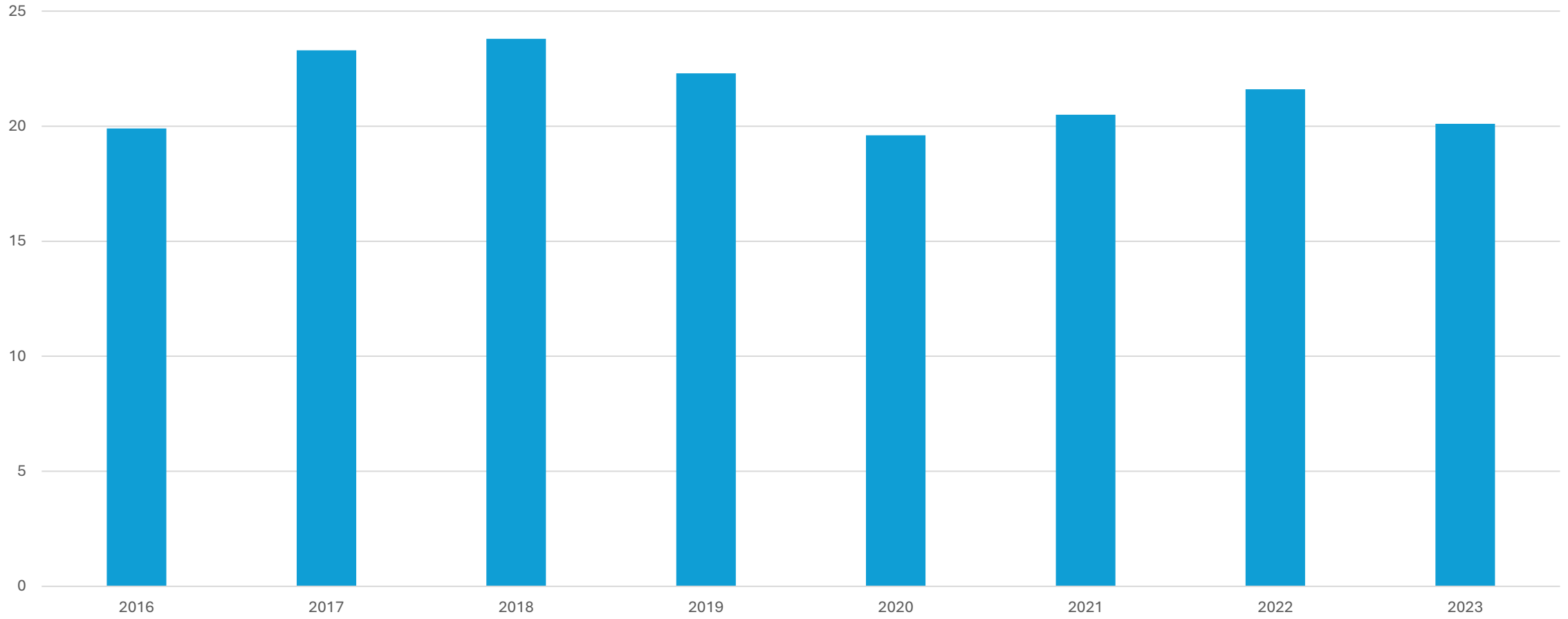
Fatigue Related Fatalities and Serious Injuries



Distraction and Impairment in Fatal Crashes



Percentage of Fatal Collisions Involving the Environment 2016 - 2023



Outcomes

- Some improvement in:
 - Total number of fatalities and serious injuries
 - Seat belt use
 - Intersections
 - Young drivers
 - Commercial vehicles
 - Distraction
 - Alcohol impairment
- Areas of concern:
 - Speed, drug impairment, pedestrians, motorcyclists
- Canada's Road Safety Strategy 2025 expires at the end of this year
- A new safety plan is being developed
 - Stakeholder surveys completed