



VEHICLE / PEDESTRIAN COLLISIONS (HRM: 2012-2015)

March 8, 2016

SUMMARY

There was a total of 847 vehicle/pedestrian collisions reported to police in the 2012-2015 period, with a total of 875 victims in Halifax Regional Municipality. The number of collisions decreased by 19% from 2012 to 2013, increased by 55% from 2013 to 2014 and decreased 21% from 2014 to 2015.

In the four year period, the majority of victims (52%) did not experience an injury as a result of the collision. Victims were most commonly in the 21-30 age range, with females accounting for a higher proportion than males. Males accounted for 66% of drivers involved in vehicle/pedestrian collisions.

Most vehicle/pedestrian collisions occurred on weekdays, most commonly between 3-8pm. Across the four year period, there was an average of 22 collisions reported per month from October to March, compared to an average of 13 collisions per month from April to September. Weather conditions were clear and/or sunny at the time of most collisions.

Incidents in crosswalks accounted for over half of vehicle/pedestrian collisions. At least one SOT was issued in 44% of collisions.

TOTAL VEHICLE/PEDESTRIAN COLLISIONS IN HRM: 847

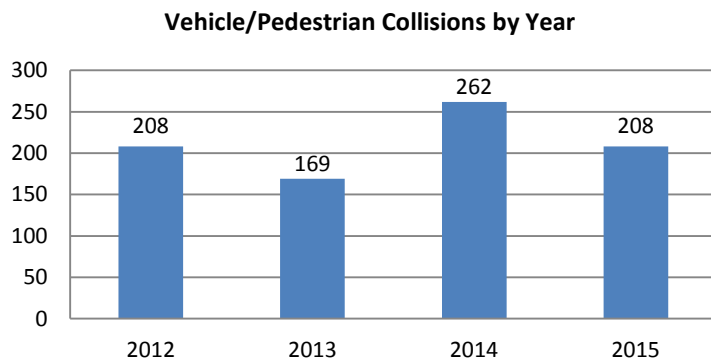
TOTAL VICTIMS OF VEHICLE/PEDESTRIAN COLLISIONS IN HRM: 875

DISCLAIMER: All figures presented in this report reflect the information held on HRP systems at the time of data extraction and are subject to change without notice.

DETAILED ANALYSIS – VEHICLE / PEDESTRIAN COLLISIONS

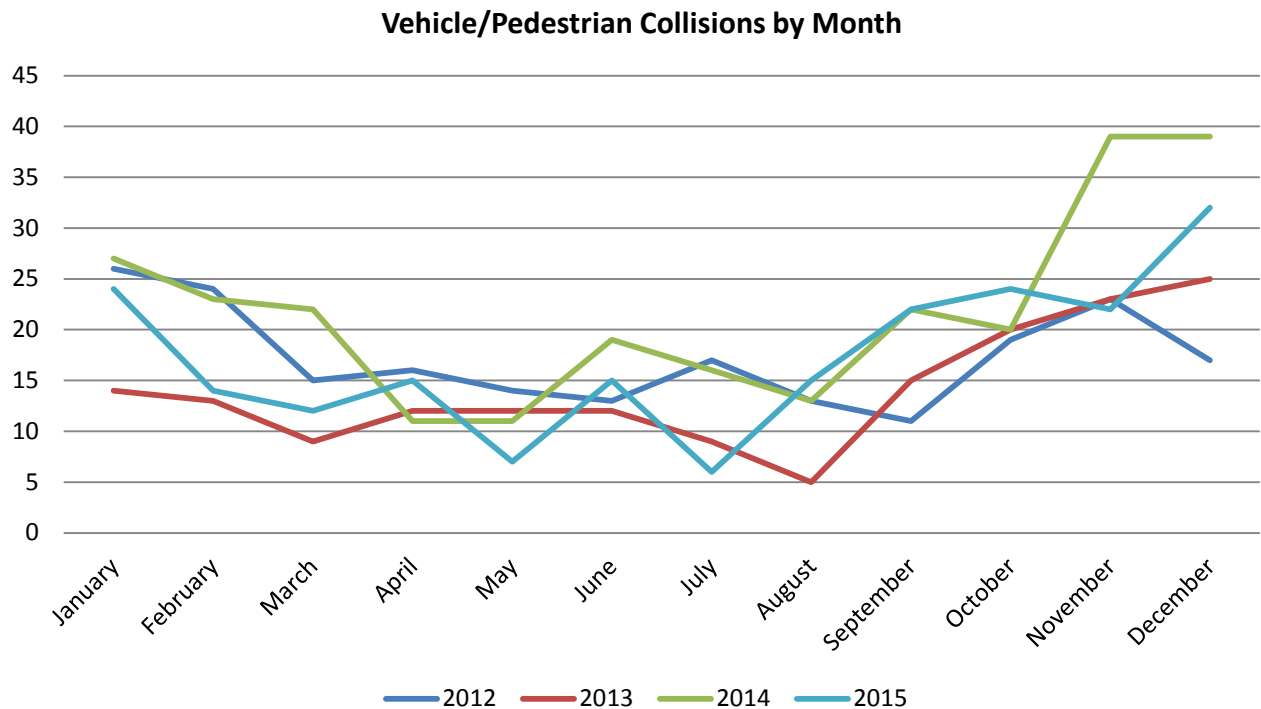
OVERALL TRENDS

The number of vehicle/pedestrian collisions reported in 2013 dropped compared to 2012. However there was a substantial increase in reported incidents from 2013 to 2014 and a significant decrease from 2014 to 2015.



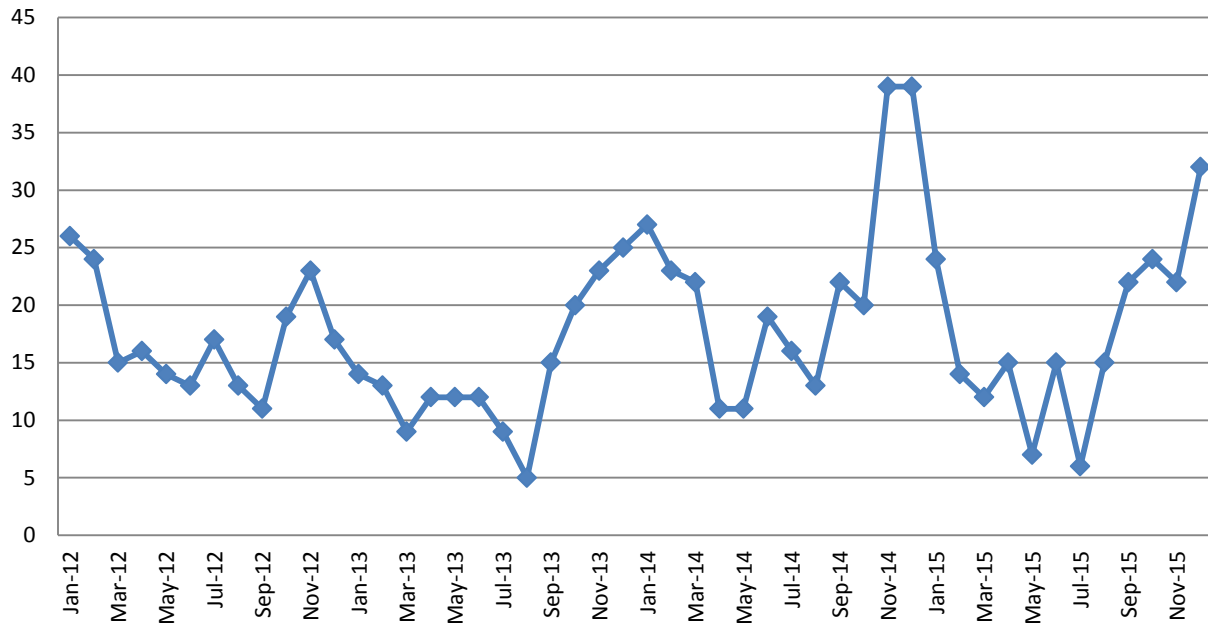
Yearly % Changes	
Period	% Change
2012-2013	↓ 18.8 %
2013-2014	↑ 55.0 %
2014-2015	↓ 20.6 %
2012-2014	00.0 %

All four years saw an overall decrease in the number of vehicle/pedestrian collisions during the spring and summer months, followed by increases throughout the fall.



The below chart displays the number of vehicle/pedestrians collisions each month over the four year period. In 2012, the number of collisions began to drop in December after an increase throughout the fall months. By October 2013, the number of collisions increases to 20 and the numbers remain at 20+ incidents until April 2014. By the fall 2014, the numbers start to increase again and peak at 39 collisions in both November and December. In January 2015, the number of collisions dropped significantly from the previous year and continued to decrease until July with only a few slight peaks in April and June. December accounted for the highest number of collisions for all of 2015.

Vehicle/Pedestrian Collisions by Month: 2012-2015



DIVISIONS & DISTRICTS

In 2013, West Division and Tantallon District were the only areas that saw an increase in the number of vehicle/pedestrian collisions compared to 2012. All HRP divisions and Sackville District had an increase in the number of collisions from 2013 to 2014. In 2015, all HRP divisions and Cole Harbour District saw a decrease in the number of collisions compared to 2014; in addition, Sackville District and Musquodoboit Harbour both saw an increase.

All HRP divisions had an increase in collisions from 2012 to 2014; however, Central and West divisions saw a decrease from 2012-2015.

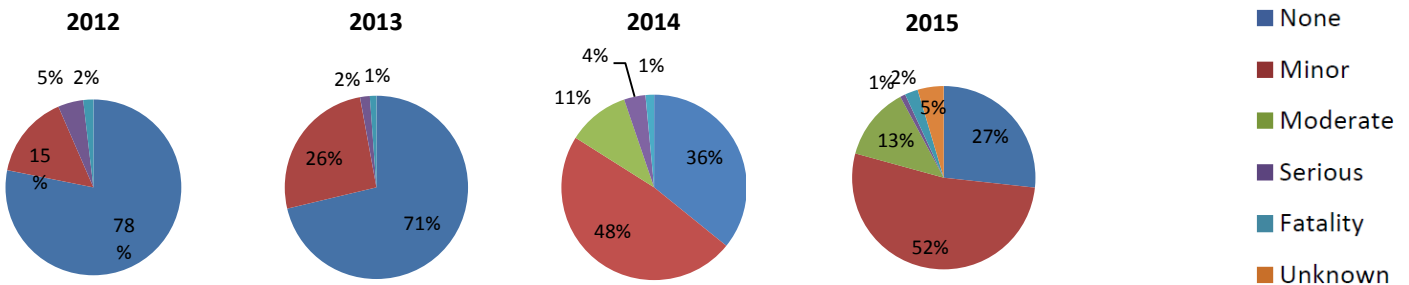
2012-2015						
DIVISION/DISTRICT	2012	2013	2014	2015	2012-2015	2012-2015 % Change
Central	87	63	102	81	333	↓ 6.9%
East	46	35	64	50	195	↑ 8.7%
West	46	51	72	43	212	↓ 6.5%
HRP	179	149	238	174	740	↓ 2.8%
Cole Harbour	10	7	6	5	28	↓ 50.0%
Sackville	18	6	15	24	63	↑ 33.3%
Musquodoboit Hbr.	1	0	0	2	3	↑ 100.0%
North Central	0	0	0	0	0	0%
Sheet Harbour	0	0	0	0	0	0%
Tantallon	0	7	3	3	13	↑ 300.0%
RCMP	29	20	24	34	107	↑ 17.2%
HRM TOTAL	208	169	262	208	847	0%

PEDESTRIAN INJURIES

From 2012 to 2015, 52% of victims were not injured as a result of a vehicle/pedestrian collision. The proportion of minor injuries increased substantially in 2014 compared to the previous two years; however, it increased in 2015. 2015 had the most fatalities out of all the years.

2012-2015		
Injury Type	#	%
No Injury	446	51.6%
Minor / Moderate*	378	43.8%
Serious	25	2.9%
Fatality	15	1.7%
TOTAL	864	100%

* Moderate injury classification only used in 2014.
Above table excludes 11 cases where pedestrian injury is unknown.



VICTIMS

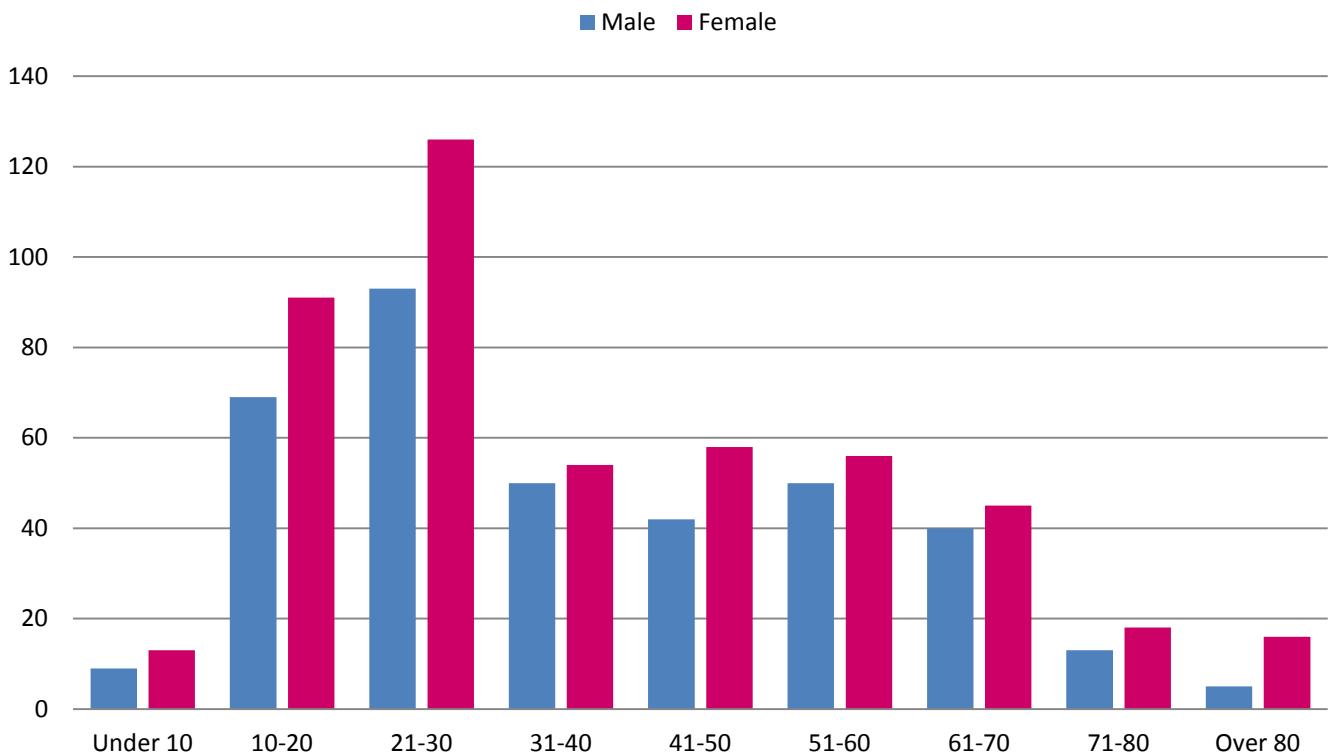
A higher proportion of victims were female (489, 56%) compared to male (385, 44%) in the 2012-2015 period and the gender of one victim was unknown.

In all, the 21-30 age group had the highest proportion of victims (25.9% of victims), followed by the 10-20 age group (18.9% of victims). This trend is observable amongst males and females. According to the 2011 census for the HRM area, 15.3% of the population is in the 20-29 age range and 11.4% of the population is in the 10-19 age range.

Victim figures exclude 27 cases where victim sex and/or age unknown.

2012-2015			
Victim Age Range	Female	Males	All Victims
Under 10	2.7%	2.4%	2.6%
10-20	19.1%	18.6%	18.9%
21-30	26.4%	25.1%	25.9%
31-40	11.3%	13.5%	12.3%
41-50	12.2%	11.3%	11.8%
51-60	11.7%	13.5%	12.5%
61-70	9.4%	10.8%	10.0%
71-80	3.8%	3.5%	3.7%
Over 80	3.4%	1.3%	2.5%
All Ages	56.0%	44.0%	100%

2012-2015: Victim Age Range vs. Sex of Victim



DRIVERS

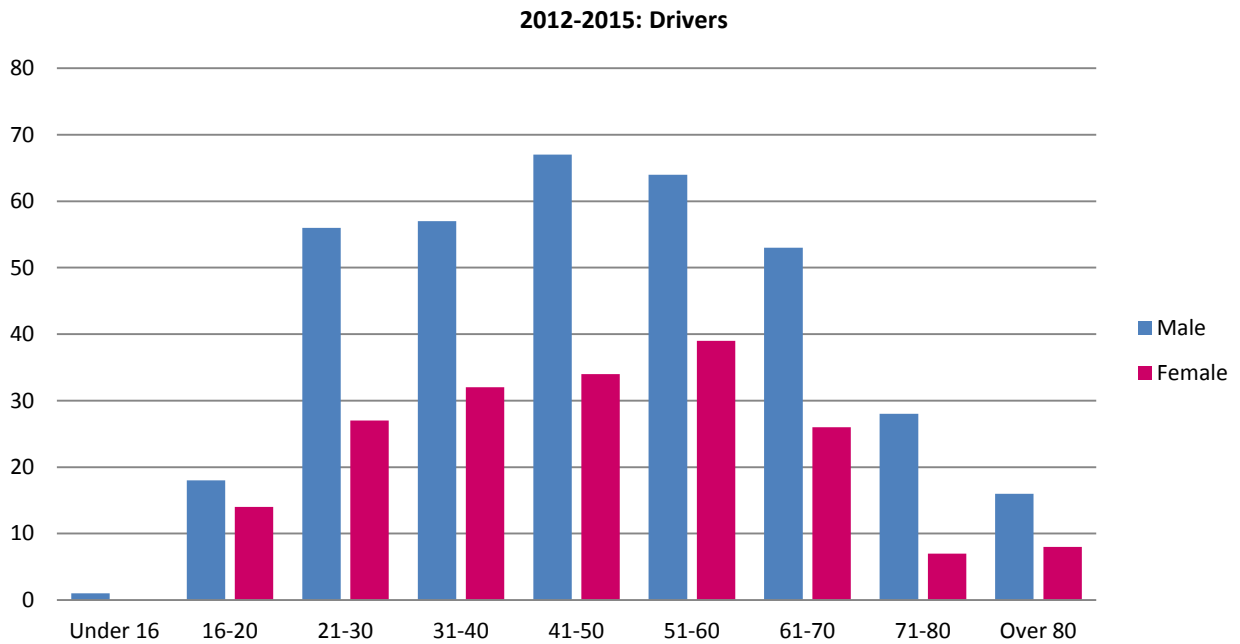
In the 2012-2015 period, males accounted for 65.9% of drivers involved in vehicle/pedestrian collisions, which exceeds the male proportion of the population that is of approximate driving age in HRM (nearly 48% according to the 2011 census).

Drivers in the 41-60 age group accounted for 36% of those involved in vehicle/pedestrian collisions over the four year period. This is slightly above the proportion of the HRM population in the similar age bracket (31%).

Driver figures exclude 64 cases where driver sex and/or age unknown.

2012-2015			
Driver Age Range	Females	Males	All Drivers
Under 16	0.00%	0.21%	0.14%
10-20	8.03%	5.54%	6.41%
21-30	15.26%	14.71%	14.90%
31-40	16.06%	16.63%	16.43%
41-50	18.07%	18.76%	18.52%
51-60	18.88%	17.06%	17.69%
61-70	15.26%	14.07%	14.48%
71-80	4.82%	9.17%	7.66%
Over 80	3.61%	3.84%	3.76%
All Ages	34.10%	65.90%	100%

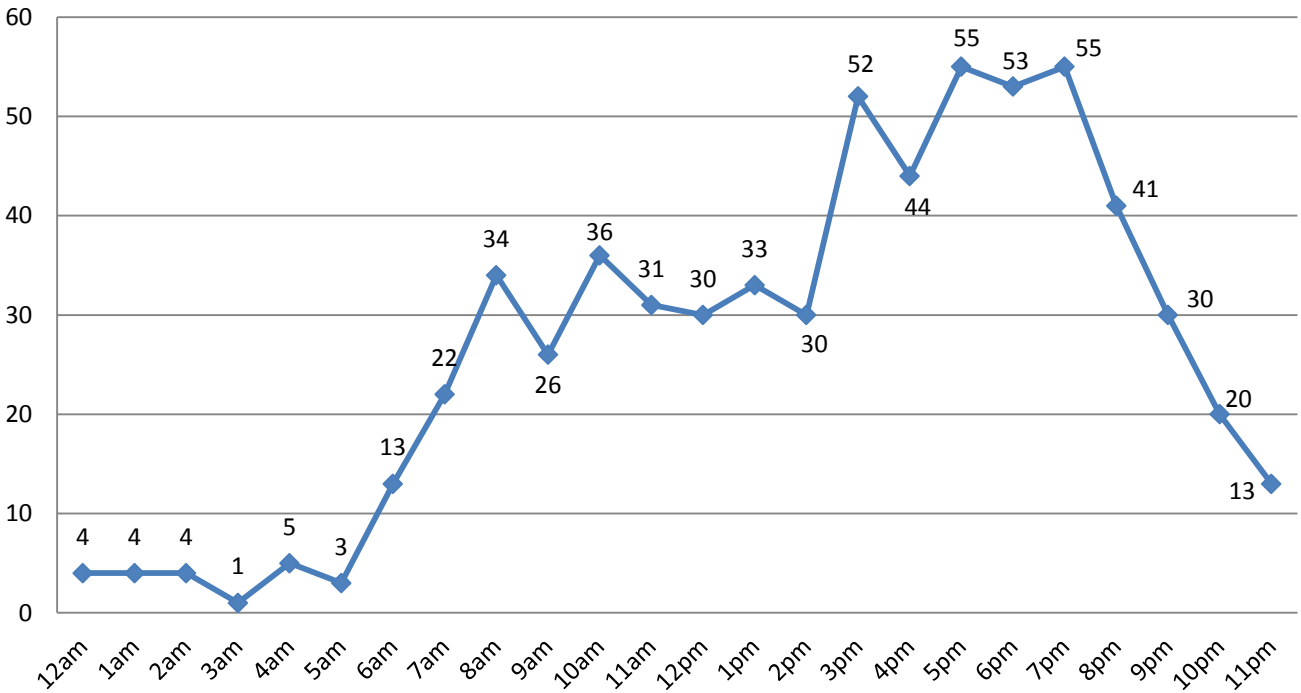
% of cases where driver sex is known



PEAK COLLISION TIMES

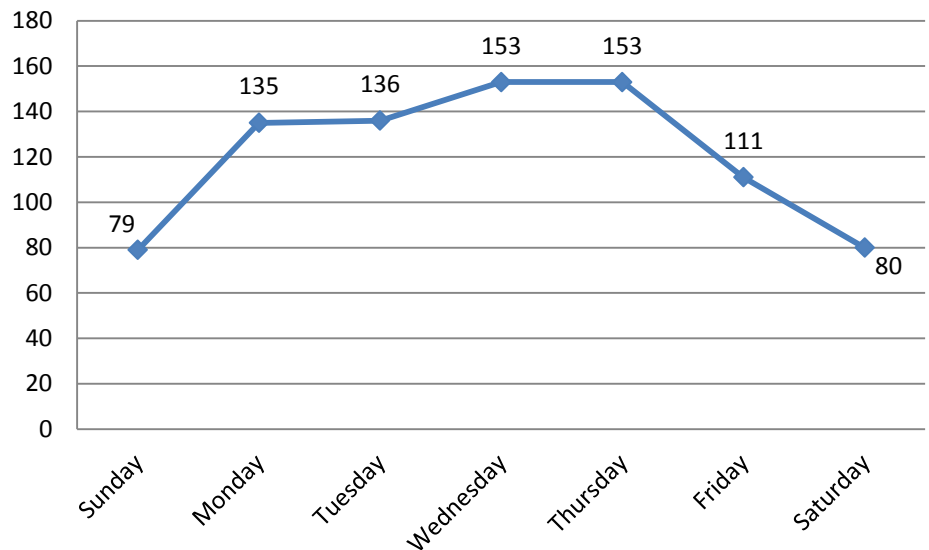
The peak time for vehicle/pedestrian collisions in 2012-2015 was from 3pm-8pm, with just over 40% of collisions occurring during this timeframe.

2012-2015: Time of Day



2012-2015: Day of Week

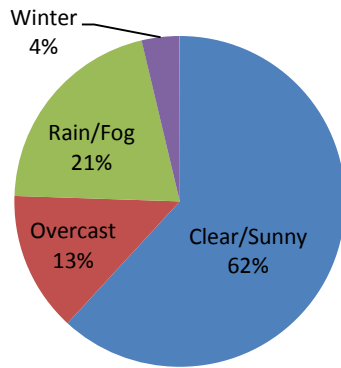
Vehicle/pedestrian collisions most often occurred Monday to Thursday (68%), peaking on Wednesday and Thursday.



WEATHER & LIGHTING CONDITIONS

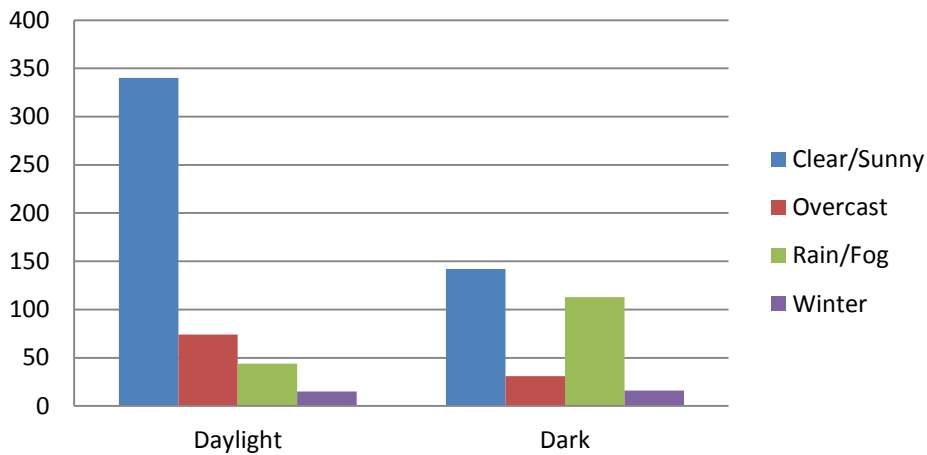
Most of the vehicle/pedestrian collisions throughout 2012-2015 took place during daylight (61%), with the remaining 39% occurring during darkness.

2012-2015: Weather Conditions



The majority of collisions occurred during clear and/or sunny weather conditions (62%). One quarter of collisions took place during rain, fog or winter conditions.

2012-2015: Lighting & Weather



Nearly half (44%) of all collisions took place in clear and/or sunny conditions during daylight hours.

Clear and/or sunny conditions were present for 70.5% of collisions that occurred during daylight and 29.5% that occurred during darkness.

Of the collisions which took place during rain and/or fog, 72% were during darkness.

Excludes 72 cases where weather conditions are unknown

CROSSWALK COLLISIONS

Most vehicle/pedestrian collisions occurred at crosswalks in all four years (511 collisions, 61% for the 2012-2015 period).

Crosswalk Collisions			
Year	Outside Crosswalk	In Crosswalk	% In Crosswalk
2012	69	139	66.8%
2013	73	94	56.3%
2014	106	156	59.5%
2015	86	122	58.7%
2012-2015	334	511	60.3%

Crosswalk data not available for 2 cases in 2013

SUMMARY OFFENCE TICKETS (SOTs)

44% of vehicle/pedestrian collisions which occurred from 2012 to 2015 resulted in at least one SOT being issued.

Reasons for not issuing a SOT may include:

- Unable to identify driver or pedestrian
- Conflicting versions of events making it difficult to determine right of way
- Victim either unwilling to co-operate or requested a SOT not be issued to driver

Summary Offence Tickets			
Year	No SOT Issued	SOT Issued	% SOT Issued
2012	105	103	49.5%
2013	104	65	38.5%
2014	141	121	46.2%
2015	121	87	41.8%
2012-2015	471	376	44.4%

DISCLAIMER: The above analysis does not include figures recorded as 'unknown' at the data collection stage.