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**Date** February 23, 2023 **Report No.** 2023-206  
**To** Chair and Members  
Vision Zero Road Safety Committee  
**From** Inderjit Hans, P. Eng., PMP  
General Manager, Public Works Commission

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### 1.0 Type of Report

Consent Item   
Item For Consideration

### 2.0 Topic **2021 Collision Statistics [Financial Impact-None]**

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### 3.0 Recommendation

That Report 2023-206 regarding “2021 Collision Statistics”, BE RECEIVED.

### 4.0 Background

At its meeting held April 27, 2021, City Council approved report no. 2021-275 City of Brantford Vision Zero Road Safety Plan. The plan aims to address a number of goals and priorities for the City, including promoting safe, healthy, and age-friendly built environments; ensuring all neighbourhoods in the City are safe, vibrant, attractive, and inclusive; and promoting a safe and efficient transportation system that connects Brantford neighbourhoods and neighbouring communities.

Since April 27, 2021, staff have undertaken several initiatives towards the success of the plan. The initiatives include but are not limited to:

- Pedestrian Countdown Signals
- Audible Push Buttons for Pedestrians

- Designated on and off road cycling facilities
- Traffic Calming and Neighbourhood Traffic Management Assessments
- Red Light Camera program
- Community Safety Zones

The plan focused on achieving the following four goals by 2026:

1. Establish an understanding of the costs associated with road collisions in the City for the following areas to help evaluate the progress of road safety initiatives.
2. Partner with community organizations to stress the importance of road safety and reinforce that it is a shared responsibility between the City, community partners, and members of the public.
3. Reduce the number of total road collisions on municipal roads by 10% from the 2019 figures by the end of 2026.
4. Reduce the number of fatalities resulting from collisions to ZERO.

This report is a summary of 2021 road collisions and fatalities resulting from collisions for goal 3 and 4 above. A full version of the 2021 Annual Collision Information report is attached as Appendix “A” to this report.

## 5.0 Analysis

The COVID-19 pandemic had a global impact on traffic volumes and patterns, that resulted in a reduction in motor vehicle collisions. However, many municipalities saw an increase in fatal collisions during this period, due to speeding and driving under the influence. Table 1 provides a summary of annual collision frequency occurring 2019 to 2021:

**Table 1 - Collision Frequency (2019-2021)**

Year	Total Collisions	Fatal Collisions	Injury Collisions
2019	1739	4	208
2020	1297	4	140
2021	1293	2	130

2021 General Collision Statistics:

- 1 collision occurred every 7 hours
- 1 person is injured in a collision every 63 hours
- 1 fatal collision occurs every 183 days
- 1 pedestrian is involved in a collision every 13 days
- 1 cyclist is involved in a collision every 20 days

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Goal 3 of the Brantford Vision Zero Road Safety Plan has been broken down in to the first three metrics below. It's important to note, the plan identified 2019 collision statistics as the baseline to gauge the plans success.

1. Reduce the number of total collisions on roadways by 10%
  - In 2019, 1,739 collisions occurred. In 2021 a total of 1,293 collisions occurred. This is a reduction in collisions by 25.6%
2. Reduce the number of collisions involving cyclists and pedestrians by 25%.
  - In 2019, 47 collisions occurred involving pedestrians. In 2021 a total of 29 collision occurred. This is a reduction in collisions by 38.3%
  - In 2019, 33 collisions occurred involving cyclists. In 2021 a total of 18 collisions occurred. This is a reduction in collisions by 45.5%
3. Reduce the number of personal injuries resulting from collisions by 25%.
  - In 2019, 212 collisions occurred that resulted in personal injuries. In 2021 a total of 132 collisions occurred. This is a reduction in collisions by 37.7%.
4. Reduce the number of fatalities resulting from collisions to ZERO.
  - In 2019, 4 collisions occurred that resulted in fatalities. In 2021, a total of 2 collisions occurred. This is a reduction in fatal collisions by 50%.

With the exception of 4 fatalities resulting from collisions, the City has exceeded the targets approved by Council as it relates to total collisions and collisions resulting in injuries. Though collisions have declined, the pandemic has had an impact on overall traffic patterns and it will be important to continue to monitor conditions over the next several years.

The contributing factors to the majority of collisions are a result of distracted driving (31.3%) and speeding (19.3%).

Top 5 Intersections with the Highest Frequency of Fatal and Injury Collisions, 5 year Average (2017-2021).

1. Clarence Street at Dalhousie Street – 22\*
2. Edmondson Street at Wayne Gretzky Parkway – 20
3. Clarence Street at Colborne Street – 17\*
4. Wayne Gretzky Parkway at Henry Street – 16
5. Clarence Street South at Icomm Drive – 13\*

Locations identified with a "\*" are also top locations involving pedestrians. Traffic Services will be proceeding to undertake detailed investigations of

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collisions at these five intersections and identifying opportunities for improvements.

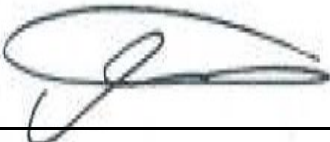
The Collision report also identified the top four locations with the highest frequency of cyclist collisions involving injuries between 2017 and 2021. Of these collisions, three of the four intersections are along Wayne Gretzky Parkway. Traffic Services, through the Active Transportation program, will also be investigating these locations to identify safety improvements.

## 6.0 Financial Implications

There are no financial implications associated with this report.

## 7.0 Conclusion

The City of Brantford has exceeded the targets approved by Council as it relates to total collisions and collisions resulting in injuries. Though collisions have declined, the pandemic has had an impact on overall traffic patterns and it will be important to continue to monitor conditions over the next several years.



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Inderjit Hans, P.Eng., PMP  
General Manager, Public Works Commission

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Attachments  
Appendix "A" – 2021 Annual Collision Report

In adopting this report, is a by-law or agreement required? If so, it should be referenced in the recommendation section.

By-law required  yes  no

Agreement(s) or other documents to be signed by Mayor and/or City Clerk  yes  no

Is the necessary by-law or agreement being sent concurrently to Council?  yes  no