

PROVINCE OF BRITISH COLUMBIA  
DEPARTMENT OF THE ATTORNEY-GENERAL

---

ANNUAL REPORT  
*of the*  
MOTOR-VEHICLE  
BRANCH

FOR THE YEAR  
1969



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DEPARTMENT OF THE ATTORNEY GENERAL  
PROVINCE OF NEW BRUNSWICK

ANNUAL REPORT

MOTOR VEHICLE  
BRANCH

FOR THE YEAR

1930

Printed and Bound by the Government Printer  
at the Department of the Attorney General



*To Colonel the Honourable JOHN R. NICHOLSON, P.C., O.B.E., Q.C., LL.D.,  
Lieutenant-Governor of the Province of British Columbia.*

MAY IT PLEASE YOUR HONOUR:

The undersigned has the honour to present the Annual Report of the Motor-vehicle Branch for the year 1969.

LESLIE RAYMOND PETERSON,  
*Attorney-General.*

*Attorney-General's Department,  
Victoria, British Columbia, December, 1969.*

To Colonel the Honourable John R. Nicholson, C.M., O.B.E., C.M. (C.E.D.),  
Lieutenant Governor of the Province of British Columbia.

May it please Your Honour:

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LESLIE RAYMOND PETERSON,  
Lieutenant Governor.

Honourary General's Department,  
Victoria, British Columbia, December, 1969.



## REPORT OF THE SUPERINTENDENT OF MOTOR-VEHICLES, 1969

*The Honourable L. R. Peterson, Q.C., LL.D., Ed.D., F.R.S.A.,  
Attorney-General, Victoria, British Columbia.*

SIR,—It is my privilege to submit the Annual Report of the Motor-vehicle Branch for 1969. This Report deals with the activities of the Branch during 1969 and provides an accounting for the various aspects of licence issuance for the 1969 licence-year, which ended on February 28, 1970.

The rapid growth in the number of vehicle registrations, evidenced in previous years, was continued in 1969. Motor-vehicle registrations in British Columbia reached a total of 988,248, which is an increase of 7.6 per cent over the total registrations in the previous licence-year. The interesting point is to compare this rate-of-growth figure with the 4 per cent rate of growth experienced throughout Canada. The number of drivers licensed reached a total of 1,155,075.

Motor-licence issuing facilities are available to the public in 95 communities throughout British Columbia, and drivers' examination services are available in many additional communities, so that citizens have the opportunity to obtain original drivers' licences without long delays or without the necessity of having to travel many miles to get that public service.

Motor-vehicle accidents continue to increase in numbers and there are tables of statistics contained in this Report which deal with that serious problem. The number of traffic fatalities in 1969 reached a total of 542, which was a 5.6 per cent decrease from the all-time high of 574 traffic deaths recorded in 1968.

The Motor-vehicle Branch continues to assign a great deal of effort to the operation of the Driver Improvement Programme in its efforts to deal with the ever-increasing number of drivers involved in accidents and traffic violations and convictions for the more serious traffic offences. This Report contains tables which record the numbers of persons dealt with in the Driver Improvement Programme and the actions taken. The number of drivers called in for personal interviews about their driving records continues to increase and it is the feeling that this is a very worth-while approach in attempts to have the driver fully recognize the implications of his record. Across-the-table discussions with the driver of his driving habits are valuable in obtaining the co-operation of the driver and obtaining his co-operation in driving in a more responsible manner.

A programme was introduced in 1968 which resulted in dealing with persons who violated traffic rules of the *Motor-vehicle Act*, and is known as the "no-fine" method. The limited beginning of the programme in the County of Victoria on October 1, 1968, was extended into the County of Nanaimo, which covers the remainder of Vancouver Island, on July 1, 1969. At the end of 1969, plans were under way for expanding the programme on January 1, 1970, to the remainder of the Province, with the exception of the Counties of Vancouver and Westminster. The latter two counties were scheduled to be phased into the programme on April 1, 1970.

Experiences with the "no-fine" programme in 1969 have been encouraging. It was hoped when the programme was developed that it would result in motorists showing a great deal more concern about how they drive in order that they would be able to retain their drivers' licences. The fact that penalty points are assessed for



certain traffic violations and offences has become a concern of drivers, and they are coming to realize that the accumulation of a number of points inevitably is going to lead them into problems. An interesting sideline is that a considerable number of drivers have requested either the enforcement agency that apprehended them when they committed the driving violation or the Motor-vehicle Branch to see if a fine could not be paid rather than having penalty points assessed into their record.

The police forces throughout the Province continue to use the roadside suspension law, which was first introduced into British Columbia in 1967. This is the legislation which allows the enforcement officer, who suspects the driver has been drinking and feels that the consumption of alcohol is in an amount that has affected his ability to drive, to require the driver to surrender his driver's licence for a period of 24 hours. The law provides that the driver may request the police officer to provide him with a device so that he can prove to the policeman that he was not impaired to the level set out in the law. Few drivers make this request, presumably because they well know in their own minds that they are not very likely to be able to prove the policeman incorrect. Drivers suspended under this law for the 24-hour period during 1969 totalled 12,833. There is a strong feeling that the action which removes this large number of drivers from the road for a critical period, when their ability to drive was impaired by the use of alcohol, prevented at least a fair number of those motorists from being involved in subsequent motor-vehicle accidents.

A motor-vehicle inspection station was put into operation in Richmond in December, 1969. This is the second station built by the Provincial Government under the Government's programme of compulsory motor-vehicle inspection. In 1968 the first of the stations was placed into operation in the Greater Victoria area. The two Provincial Government stations carry out the same sort of inspection programme provided by the Vancouver Motor-vehicle Inspection Station. These three stations now service a large percentage of vehicles in British Columbia.

The various areas of activities of the Branch are dealt with under the following headings:—

1. Licences.
2. Accidents and Convictions.
3. Driving Safety.
  - (a) Safety Responsibility.
  - (b) Examination of Drivers.
  - (c) Driver Improvement Programme.
  - (d) Motor-vehicle Inspection.
4. Central Registry.
5. School Buses.
6. Permits for Flashing Red and Amber Lights, Sirens, and Theft Alarms.
7. Staff.

### 1. LICENCES

Motor-vehicles licensed in British Columbia in 1969 reached the total of 988,248, as compared to 918,612 in 1968, an increase of 69,636, or 7.6 per cent.

Passenger-type motor-vehicles licensed in 1969 numbered 790,493, an increase of 49,514 over the 1968 total of 740,979. Commercial-vehicle registrations increased by 20,122. For 1969 the total of commercial vehicles licensed was 197,755. In comparison, the 1968 total for commercial vehicles was 177,633.

The increase in motor-cycle registrations of 2,441 from the 1968 total of 18,464 to the 1969 total of 20,905 (11.68 per cent) indicates the general motoring



public are still continuing to be interested in using the motor-cycle as a means of transportation.

Trailer registrations are still continuing to increase. The 1969 total of 114,420 is an increase of 12,352 over the 102,068 total of 1968. The camping and boat-type trailers account for the majority of this increase and would indicate that the residents of British Columbia are still continuing to enjoy and spend more of their leisure hours out-of-doors.

The comparative statement of licences, permits, etc., for motor-cycles, trailers, and chauffeurs covers the volumes in these categories during the licence-years 1962 to 1969.

*Comparative Statement of Licences, Permits, Etc., Issued during the  
Licence-years 1962 to 1969, Inclusive*

Licences Issued	1962	1963	1964	1965	1966	1967	1968	1969
<b>Motor-vehicles—</b>								
Passenger (new).....	56,822	67,659	76,388	94,190	89,427	89,817	94,333	107,504
Passenger (renewal).....	438,486	463,457	495,419	529,552	575,364	612,186	646,646	682,989
Total passenger.....	495,308	531,116	571,807	623,742	664,791	702,003	740,979	790,493
Commercial (new).....	11,886	13,830	16,604	20,367	20,009	20,329	25,171	30,564
Commercial (renewal).....	108,843	112,228	116,969	123,560	133,311	142,885	152,462	167,191
Total commercial.....	120,729	126,058	133,573	143,927	153,320	163,214	177,633	197,755
Total motor-vehicles.....	616,037	657,174	705,380	767,669	818,111	865,217	918,612	988,248
<b>Non-resident touring motor-vehicle permits</b> .....	1,551	1,613	1,446	1,212	1,222	1,067	929	590
<b>Non-resident special motor-vehicle permits</b> .....	157	110	111	86	45	34	32	19
<b>Non-resident commercial motor-vehicle permits—</b>								
Single trip.....	12,069	12,478	13,221	14,250	15,260	13,209	15,690	20,696
Quarterly permits.....	1,772	2,241	2,746	2,228	1,968	1,912	2,408	3,029
Totals.....	13,841	14,719	15,967	16,478	17,228	15,121	18,098	23,725
<b>Extra-Provincial prorated trucks</b> .....	2,048	1,822	2,203	2,072	2,693	2,775	2,713	3,231
<b>Temporary operation permits—</b>								
Passenger.....	8,732	10,076	11,237	12,961	14,076	15,717	17,599	20,260
Commercial.....	20,490	25,429	30,368	36,360	35,995	37,057	42,128	49,665
Totals.....	29,222	35,505	41,605	49,321	50,071	52,774	59,727	69,925
<b>Transporter—</b>								
Original.....	—	5	9	17	20	26	27	30
Additional.....	—	63	67	82	88	81	68	87
<b>Motor-cycles—</b>								
New.....	706	1,342	4,209	5,630	4,263	4,063	3,780	5,181
Renewal.....	3,683	3,937	4,803	8,016	11,124	13,166	14,684	15,724
Totals.....	4,389	5,279	9,012	13,376	15,387	17,229	18,464	20,905
<b>Trailers</b> .....	56,434	62,116	66,725	73,152	81,703	91,627	102,068	114,420
Extra-Provincial prorated trailers.....	3,391	3,647	4,042	4,275	5,246	6,743	7,859	8,009
<b>Motor-dealers—</b>								
Original licences.....	885	968	1,057	1,105	1,097	1,086	1,140	1,173
Additional plates.....	866	884	966	1,097	1,238	1,306	1,332	1,538
Original motor-cycle dealer licences.....	44	51	91	124	124	118	120	124
Additional motor-cycle dealer licences.....	13	16	24	31	84	92	85	95
Salesmen's licences.....	1,044	1,182	1,296	1,404	1,347	1,196	1,191	1,163
<b>Transfers—</b>								
Passenger.....	256,580	284,641	304,487	337,369	337,860	341,859	351,092	383,477
Commercial.....	43,610	44,899	47,618	52,423	54,598	57,193	62,370	71,858
Motor-cycle.....	2,976	3,349	5,312	8,171	9,614	10,872	11,391	13,447
Trailers.....	2,818	4,069	4,489	5,810	7,225	8,654	9,637	12,003
Total transfers.....	305,984	336,958	361,906	403,773	409,297	418,578	434,490	480,785
<b>Chauffeurs—</b>								
Original Class A.....	5,672	5,891	5,910	6,310	7,059	7,065	7,972	8,324
Original Class B.....	5,010	5,320	5,432	5,785	6,435	6,876	7,078	7,768
Original Class C.....	63,677	67,781	72,484	80,977	83,853	83,091	83,323	90,476
<b>Searches</b> .....	796,687	641,992	1,619,395	1,145,251	1,659,586	1,692,128	1,701,655	—
<b>Safety responsibility insurance certificates filed</b> .....	13,741	14,281	15,563	17,707	13,080	13,459	15,884	12,908



## DRIVERS' LICENCES

Original drivers' licences issued during the 1969 licence-year totalled 83,613, an increase of 19.6 per cent from the 1968 total of 69,895. Original licences issued to adult applicants amounted to 52,539, and those issued to applicants under 21 years of age amounted to 31,074.

Licensed drivers in British Columbia at the end of 1969 totalled 1,155,075, an increase of 79,657 or 7.5 per cent over the 1968 total of 1,075,418. Male drivers comprised 62.8 per cent of the total in the amount of 725,660, leaving the remaining 429,415 to be the number of licensed female drivers.

The following table sets out statistical information on the number of drivers in the various age-groups and provides for the number of male and female drivers in each age-group.

*Drivers' Licences—Statistical Information by Age-groups*

Age	Year of Birth	Male	Female	Total	Per Cent of Total
16-20 years.....	1950-1954	62,257	37,293	99,550	8.619
21-24 years.....	1946-1949	76,391	50,393	126,784	10.976
25-30 years.....	1940-1945	108,226	72,443	180,669	15.641
31-35 years.....	1935-1939	77,064	50,055	127,119	11.005
36-40 years.....	1930-1934	74,854	45,481	120,335	10.418
41-45 years.....	1925-1929	69,677	43,244	112,921	9.776
46-50 years.....	1920-1924	64,801	42,026	106,827	9.249
51-55 years.....	1915-1919	52,400	32,493	84,893	7.350
56-60 years.....	1910-1914	48,825	25,610	74,435	6.444
61-65 years.....	1905-1909	36,737	15,222	51,959	4.498
66-69 years.....	1901-1904	21,529	7,038	28,567	2.473
70-75 years.....	1895-1900	18,969	5,773	24,742	2.142
76-80 years.....	1890-1894	8,697	1,756	10,453	0.905
81-85 years.....	1885-1889	4,040	497	4,537	0.393
86-90 years.....	1880-1884	1,038	76	1,114	0.096
Over 90 years.....	1879 and prior	155	15	170	0.015
Totals.....		725,660	429,415	1,155,075	100.000
Male.....		725,660			62.824
Female.....			429,415		37.176

## CHAUFFEURS' LICENCES

The comparative statement of licences and permits on the previous page shows the number of licensed chauffeurs in 1969 to be 106,568, an increase of 8,195 over the 1968 total of 98,373. The number of Class A category chauffeurs licensed to drive buses increased to 8,324 from 7,972 in 1968. The Class B category chauffeurs licensed to drive taxis increased to 7,768 from 7,078 in 1968. The Class C category chauffeurs licensed to drive trucks showed an increase in 1969 to 90,476 from the total of 83,323 in 1968.

## MOTOR-DEALERS' LICENCES

Motor-dealers' licences issued by the Branch are required by individuals or firms whose business involves the buying and selling of motor-vehicles, motor-cycles, or trailers. During the 1969 licence-year, 1,165 motor-dealers' licences permitting the sale of motor-vehicles and trailers and 124 motor-cycle dealers' licences permitting the sale of motor-cycles and trailers were issued.

A prerequisite for the issuance of a motor-dealer's licence or the retention of such a licence is that an insurance bond be supplied to the Superintendent of Insurance in the amount of \$5,000 or security be filed with the Minister of Finance in a



similar amount. The insurance bonds are filed with the Branch on behalf of the Superintendent of Insurance and, in 1969, 339 dealers' bonds were filed, of which 205 were original bonds for new motor-dealers and 134 were replacement bonds. There were 258 bonds cancelled during 1969. Security was filed with the Minister of Finance by two motor-dealers.

A process of investigation is carried out for each new motor-dealer. Information in connection with the proposed operation, previous businesses, corporate formation, business intentions, premises, and compliance with municipal zoning regulations are considered before a licence is authorized.

#### DISTRIBUTION OF MOTOR-VEHICLES

The distribution of motor-vehicles in the various centres of the Province is always of interest. The following table gives information concerning the numbers of licences issued through the principal licence offices. Since vehicle-owners move frequently from one area to another, and vehicles are often sold to new owners residing in different locations from the previous owners, the table cannot be regarded as an accurate population count of vehicles in the various parts of the Province. However, the table does provide a guide as to the distribution of vehicles throughout the Province, and it is of use to groups concerned with community planning projects and development.

*Summary of Passenger Motor-vehicle Licences Issued under Motor-vehicle Act and Commercial Motor-vehicle Licences Issued under Department of Commercial Transport Act, by Issuing Office, during 1969 Licence-year.*

Issuing Office	Passenger Motor-vehicles				Commercial Motor-vehicles				Grand Total
	Used Registrations	New Registrations	Renewals	Total	Used Registrations	New Registrations	Renewals	Total	
Abbotsford	353	1,228	9,948	11,529	74	415	3,023	3,512	15,041
Alberni	203	800	8,815	9,818	37	328	2,192	2,557	12,375
Ashcroft	80	6	1,268	1,354	29	14	638	681	2,035
Atlin	11	10	40	61	14	13	110	137	198
Burns Lake	54	138	1,176	1,368	41	104	874	1,019	2,387
Chilliwack	595	1,371	13,447	15,413	93	490	4,019	4,602	20,015
Clinton	11	20	403	434	7	11	322	340	774
Cloverdale	1,080	2,164	29,073	32,317	224	762	7,436	8,422	40,739
Courtenay	623	1,134	13,287	15,044	73	513	3,922	4,508	19,552
Cranbrook	682	751	6,821	8,254	201	395	2,779	3,375	11,629
Creston	181	294	2,471	2,946	82	124	1,441	1,647	4,593
Dawson Creek	378	652	4,771	5,801	215	461	3,038	3,714	9,515
Duncan	238	868	10,063	11,169	48	335	3,043	3,426	14,595
Fernie	416	225	1,815	2,456	211	257	1,028	1,496	3,952
Fort Nelson	146	56	706	908	102	43	624	769	1,677
Fort St. John	406	530	4,308	5,244	231	517	3,369	4,117	9,361
Ganges	37	2	1,045	1,084	4	5	369	378	1,462
Golden	312	200	1,713	2,225	109	119	892	1,120	3,345
Grand Forks	62	164	2,213	2,439	22	64	1,176	1,262	3,701
Haney	230	1,170	9,155	10,555	38	338	2,127	2,503	13,058
Invermere	147	81	1,120	1,348	58	71	750	879	2,227
Kamloops	1,157	1,682	14,597	17,436	322	907	5,786	7,015	24,451
Kaslo	31	1	357	389	19	5	223	247	636
Kelowna	1,261	1,368	14,697	17,326	292	458	4,471	5,221	22,547
Kitimat	224	339	3,178	3,741	31	124	656	811	4,552
Lillooet	13	23	677	713	3	13	412	428	1,141
Merritt	87	117	1,926	2,130	18	106	973	1,097	3,227
Mission	84	211	3,714	4,009	17	86	1,231	1,334	5,343
Nanaimo	502	1,640	17,092	19,234	116	534	4,290	4,940	24,174
Nelson	364	765	9,902	11,031	90	311	3,761	4,162	15,193
New Westminster <sup>1</sup>	2,307	7,159	63,501	72,967	322	1,609	9,569	11,500	84,467

<sup>1</sup> New Westminster (includes mail-order issuance to the New Westminster area from Victoria and issuance of 8,806 passenger and 1,856 commercial plates at Port Coquitlam, who account through New Westminster, is included; temporary office at Burnaby now accounts through Vancouver): Passenger, 74,121; commercial, 11,759.



*Summary of Passenger Motor-vehicle Licences Issued under Motor-vehicle Act and Commercial Motor-vehicle Licences Issued under Department of Commercial Transport Act, by Issuing Office, during 1969 Licence-year—Continued.*

Issuing Office	Passenger Motor-vehicles				Commercial Motor-vehicles				Grand Total
	Used Registrations	New Registrations	Renewals	Total	Used Registrations	New Registrations	Renewals	Total	
North Vancouver.....	1,270	5,243	31,887	38,400	92	782	3,356	4,230	42,630
Oliver.....	98	106	2,884	3,088	25	54	1,213	1,292	4,380
Penticton.....	633	1,224	10,489	12,346	148	391	3,051	3,590	15,936
Pouce Coupe.....	52	9	350	411	250	21	301	572	983
Powell River.....	104	305	5,584	5,993	18	108	1,334	1,460	7,453
Prince George.....	1,065	2,119	15,785	18,969	279	1,187	6,841	8,307	27,276
Prince Rupert.....	211	476	4,813	5,500	51	167	1,471	1,689	7,189
Princeton.....	23	26	927	976	9	27	494	530	1,506
Quesnel.....	141	353	3,759	4,253	80	261	2,265	2,606	6,859
Revelstoke.....	177	216	2,322	2,715	41	84	1,012	1,137	3,852
Richmond.....	213	291	5	509	13	62	4	79	588
Rossland.....	20	32	1,086	1,138	8	9	303	320	1,458
Salmon Arm.....	423	366	4,063	4,852	172	173	1,896	2,241	7,093
Smithers.....	115	367	2,637	3,119	45	263	1,684	1,992	5,111
Terrace.....	173	462	3,612	4,247	55	421	1,907	2,383	6,630
Trail.....	243	915	6,826	7,984	24	216	1,504	1,744	9,728
Vancouver <sup>2</sup> .....	4,561	14,683	128,072	147,316	260	2,545	21,640	24,445	171,761
Vancouver East <sup>2</sup> .....	2,519	11,986	56,952	71,457	363	4,062	9,428	13,853	85,310
Vancouver-Pt. Grey <sup>2</sup> .....	1,595	5,095	41,423	48,113	88	652	3,012	3,752	51,865
Vanderhoof.....	136	118	1,909	2,163	63	39	1,452	1,554	3,717
Vernon.....	597	1,131	10,446	12,174	180	645	4,608	5,433	17,607
Victoria <sup>3</sup> .....	2,757	6,543	89,080	98,380	364	2,454	20,302	23,120	121,500
Williams Lake.....	209	659	4,779	5,647	95	543	3,569	4,207	9,854
Totals.....	29,610	77,894	682,989	790,493	5,866	24,698	167,191	197,755	988,248

<sup>2</sup> Vancouver (includes issuance from Motor Licence offices at 1730 West Georgia Street, 2410 Nanaimo Street, 6237 West Boulevard, mail-order issuance to the Vancouver area from Victoria, and includes temporary offices at Burnaby and Richmond during the rush period; does not include issuance at North Vancouver and does not include 666 commercial plates issued for National Defence vehicles that operate throughout British Columbia; issuance at Gibsons, Pemberton, Sechelt, and Squamish who account through Vancouver have been deducted): Passenger, 269,491; commercial, 40,234.

<sup>3</sup> Victoria (does not include mail-order issuance to other areas; does not include 1,667 passenger and 5,111 commercial plates for Provincial Government vehicles that operate throughout British Columbia and does not include 561 commercial plates issued for National Defence vehicles that operate throughout British Columbia; issuance of 287 commercial plates to prorated vehicles has been deducted; issuance of 1,810 passenger and 979 commercial plates at Alert Bay, Bella Coola, Port Alice, Port Hardy, and Port McNeill, who account through Victoria, have been deducted; issuance at Sidney, who also account through the Victoria office, is included): Passenger, 81,639; commercial, 12,391.

#### REVENUE

Revenue collected by the Motor-vehicle Branch from licences, permits, motor-vehicle inspection, and other services, and in the payment of social services tax, increased by 10.02 per cent to \$36,473,888.65 in the 1969 licence-year. The increase was \$3,653,662.58 over the 1968 total of \$32,820,206.73. Social services tax collections amounted to \$3,741,987.57, as compared to \$3,066,096.00 in 1968. These collections cover motor-vehicle and trailer taxes on transactions which do not involve licensed motor-dealers. The motor-dealers make their payment of tax collections directly to the Consumer Taxation Branch of the Department of Finance.

Offices of this Branch and Motor-vehicle Inspection (Richmond and Victoria) collected 67.08 per cent of the total collections, in the amount of \$24,468,196.60. Offices of the Department of Finance, which carry out our licence-issuing service in areas not served by the Motor-vehicle Branch, collected the balance of 32.92 per cent. These percentages show no appreciable change on the 1968 licence-year figures.

The location of Motor-vehicle Branch offices are listed on the following page, and the 1969 revenue collection at each office is shown:—



*Motor Licence Offices with Corresponding Revenue*

Vancouver .....	\$6,372,021.38
Victoria .....	4,333,074.89
Vancouver East .....	3,128,611.08
New Westminster .....	2,713,010.56
Vancouver-Point Grey .....	1,430,351.84
Cloverdale .....	1,411,462.42
North Vancouver .....	1,136,264.49
Kamloops .....	1,043,285.66
Chilliwack .....	792,745.77
Dawson Creek .....	656,334.32
Abbotsford .....	526,959.00
Haney .....	397,266.02
Trail .....	301,528.61
Mission .....	193,464.40
Richmond .....	31,816.16
Total .....	\$24,468,196.60

## REFUNDS

Legislation provides for refunding of licence fees in several instances where licences are surrendered to this Branch.

Refunds are made where a vehicle is removed from the Province, and where a vehicle has been burned, junked, or damaged beyond repair.

Refunds are obtainable by the seller on commercial-vehicle licences when vehicles are transferred. In these instances, the new owner is required to relicence the vehicle, based on the gross vehicle weight at which he intends to operate the vehicle.

Refunds may be obtained for vehicles located east of the Cascade Mountains which are not operated in winter months (November, December, January). Due to the ability to operate vehicles on an all-year basis in practically all areas of the Province now, the applications for these seasonal refunds are declining each year.

The fee for the unexpired full years of the five-year drivers' licences is refundable under the following circumstances upon surrender of the licence to this Branch:—

- (a) The licence has been suspended due to the failure of the licensee to qualify in a driver's examination.
- (b) The licensee has taken up residence outside the Province.
- (c) The licensee has died.
- (d) The licensee has voluntarily surrendered his driver's licence.

The following table sets out the number of refunds and amount of money refunded for the 1969 licence-year:—

Type of Refund	Number	Amount
Motor-vehicle licences, general refunds—		
<i>Motor-vehicle Act</i> —passenger .....	1,009	\$12,531.98
Dealers .....	39	341.09
Drivers' general .....	398	1,777.50
Chauffeurs .....	16	24.00
<i>Department of Commercial Transport Act</i> —commercial .....	427	25,940.59
	1,889	\$40,615.16



Type of Refund	Number	Amount
<b>Relinquishment refunds—</b>		
<i>Motor-vehicle Act</i> —passenger .....	7,052	\$45,661.21
Drivers .....	1,793	4,095.00
<i>Department of Commercial Transport Act</i> —		
Regular commercial .....	1,114	52,452.13
Farm commercial .....	78	1,191.84
	10,037	\$103,400.18
<hr/>		
<b>Seasonal refunds—</b>		
<i>Motor-vehicle Act</i> —passenger .....	229	\$1,330.35
<i>Department of Commercial Transport Act</i> —		
Regular commercial .....	262	13,610.30
Farm commercial .....	66	1,322.05
	557	16,262.70
<hr/>		
<b>Refund on transfers—</b>		
<i>Department of Commercial Transport Act</i> —		
Regular commercial .....	315	\$63,781.22
Farm commercial .....	20	974.50
	335	64,755.72
<hr/>		
Totals .....	12,818	\$225,033.76



## 2. ACCIDENTS AND CONVICTIONS

## MOTOR-VEHICLE ACCIDENTS

The following table gives a summary of the accident frequency during the period 1960 to 1969:—

Year	Motor-vehicles Registered	Number of Accidents	Accidents per 1,000 Vehicles Registered	Injuries	Deaths	Deaths per 10,000 Vehicles Registered	Average Property Damage	Deaths per 100 Million Miles	Fatal Accidents	Fatal Accidents per 100 Million Miles
1960.....	566,144	26,091	46.08	11,311	294	5.2	\$474.78	6.73	253	5.79
1961.....	589,917	27,203	46.11	12,101	320	5.4	475.08	7.07	272	6.01
1962.....	609,215	29,077	44.65	13,382	385	6.3	489.05	7.96	322	6.66
1963.....	648,303	30,924	47.82	14,585	360	5.6	503.65	7.00	309	6.01
1964.....	700,048	38,368	54.81	16,911	393	5.6	523.39	6.90	345	6.06
1965.....	764,353	40,262	52.68	17,574	500	6.5	561.96	8.00	421	6.73
1966.....	817,348	44,177	54.05	19,449	520	6.4	592.91	7.60	445	6.51
1967.....	864,348	49,750	57.56	19,500	559	6.5	565.58	7.67	461	6.33
1968.....	917,872	58,300	63.51	20,945	574	6.2	570.87	7.36	460	5.90
1969.....	989,196	70,624	71.39	23,077	542	5.4	586.29	6.39	467	5.50

The toll of motor-vehicle accidents continues to grow. However, during 1969, the number of persons killed decreased from 574 in 1968 to 542, a decrease of 5.6 per cent.

During 1969, reportable accidents totalled 70,624, an increase of 12,324 or 20.9 per cent over the 1968 total of 58,300. The number of fatal accidents increased from 460 to 467. The number of persons injured during 1969 was 23,077, an increase of 2,132 over the 1968 total of 20,945 or 10.1 per cent.

The property damage as a result of these accidents amounted to \$41,406,-403.89, an increase of \$8,124,635.05 or 24.3 per cent over the 1968 total of \$33,-281,768.84.

The preceding table again shows an increase in the accidents per 1,000 vehicles registered, but a substantial decrease is shown in the deaths per 10,000 vehicles registered. The average property damage increased slightly from last year.



*Statistical Summary of Motor-vehicle Accidents in*

	Killed			Fatal Accidents			Injured		
	1968	1969	Increase or (—) Decrease	1968	1969	Increase or (—) Decrease	1968	1969	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Abbotsford-Sumas	1	2	100.0	1	2	100.0	59	52	—11.0
Agassiz Det.	8	2	—75.0	6	2	—66.0	67	73	8.0
Airport Det.									
Alert Bay Det.							11	15	36.0
Alexis Creek							3	13	333.0
Armstrong City							2	7	250.0
Armstrong Det.	2	1	—50.0	2	1	—50.0	25	37	48.0
Ashcroft Det.	3	3		2	3	50.0	50	49	—2.0
Atlin Det.							3		—100.0
Bella Coola Det.	2		—100.0	2		—100.0	13		—100.0
Blue River	3	2	—33.0	2	2		50	70	40.0
Boston Bar	7	4	—42.0	5	3	—40.0	54	57	5.0
Burnaby Mun.	8	12	50.0	6	12	100.0	880	1,083	23.0
Burns Lake Det.	2	3	50.0	2	2		35	66	88.0
Campbell River Det.	3	1	—66.0	3	1	—66.0	77	58	—24.0
Campbell River Village	1		—100.0	1		—100.0	68	66	—2.0
Cassiar							7	7	
Castlegar Det.	1	1		1	1		63	77	22.0
Central Saanich		5	100.0		4	100.0	24	28	16.0
Chase Det.	8	1	—87.0	5	1	—80.0	52	52	
Chemainus Det.	1	2	100.0	1	2	100.0	27	37	37.0
Chetwynd	2	6	200.0	2	6	200.0	48	59	22.0
Chilliwack Tp.	5	5		5	5		186	172	—7.0
Chilliwack Mun.	1		—100.0	1		—100.0	70	78	11.0
Clinton	2	4	100.0	2	3	50.0	34	25	—26.0
Colwood Det.	12	3	—75.0	7	3	—57.0	149	151	1.0
Courtenay Det.	4	7	75.0	4	7	75.0	117	181	54.0
Cranbrook City		1	100.0		1	100.0	28	33	17.0
Cranbrook Det.	2	4	100.0	1	3	200.0	48	57	18.0
Crescent Valley Det.		2	100.0		2	100.0	23	15	—34.0
Creston Det.	1	4	300.0	1	2	100.0	72	96	33.0
Cumberland Det.	2		—100.0	2		—100.0	38	3	—92.0
Dawson Creek City	2		—100.0	2		—100.0	41	56	36.0
Dawson Creek Det.	1	4	300.0	1	4	300.0	83	91	9.0
Delta Mun.		1	100.0		1	100.0	83	105	26.0
Duncan City	3	2	—33.0	3	2	—33.0	79	129	63.0
Duncan Det.		1	100.0		1	100.0	62	68	9.0
Enderby Det.		1	100.0		1	100.0	32	16	—50.0
Esquimalt Mun.		1	100.0		1	100.0	50	63	26.0
Falkland	3	3		3	2	—33.0	32	19	—40.0
Fernie City							8	13	63.0
Fernie Det.	1	3	200.0	1	3	200.0	31	40	29.0
Field							29	13	—55.0
Fort Nelson	6	9	50.0	4	8	100.0	102	92	—9.0
Fort St. James Det.	1	1		1	1		9	15	66.0
Fort St. John Town	3	8	166.0	3	8	166.0	106	130	22.0
Fraser Mills	2		—100.0	2		—100.0	2	3	50.0
Freeway Patrol A	7	5	—28.0	7	5	—28.0	217	231	6.0
Freeway Patrol B	7	6	—14.0	6	5	—16.0	143	191	33.0
Freeway Patrol C	6	2	—66.0	5	2	—60.0	88	129	46.0
Fruitvale Det.		1	100.0		1	100.0	21	32	52.0
Ganges Det.		3	100.0		3	100.0	25	18	—28.0
Gibsons Det.							35	44	25.0
Gold River		3	100.0		2	100.0	15	23	53.0
Golden	5	3	—40.0	5	2	—60.0	71	75	5.0
Grand Forks Det.	7	3	—57.0	1	2	100.0	65	51	—21.0
Haney Mun.	13	6	—53.0	6	6		184	230	25.0
Hazelton Det.	4	2	—50.0	4	1	—75.0	31	32	3.0
Hope Det.	6	6		4	6	50.0	183	235	28.0
100 Mile House	14	6	—57.0	9	4	—55.0	137	118	—13.0
Houston		6	100.0		5	100.0	21	65	209.0
Hudson Hope							31	8	—74.0
Invermere Det.	3	1	—66.0	2	1	—50.0	33	18	—45.0
Kamloops City		1	100.0		1	100.0	165	167	1.0
Kamloops Det.	7	11	57.0	5	10	100.0	168	227	35.0
Kaslo Det.	1		—100.0	1		—100.0	11	16	45.0

Det.—Detachment. Mun.—Municipality.



*the Province for the Calendar Years 1968 and 1969*

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1968	1969	Increase or (—) Decrease	1968	1969	Increase or (—) Decrease	1968	1969	Increase or (—) Decrease	1968	1969	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent	\$	\$	Per Cent
41	30	—26.0	265	286	7.0	159	176	10.0	86,736.53	133,600.21	54.0
33	39	18.0	158	182	15.0	112	120	7.0	90,765.72	76,861.64	—15.0
			2	7	250.0	1	4	300.0	125.00	2,486.00	1,888.0
8	10	25.0	38	54	42.0	25	35	40.0	10,238.41	22,933.24	123.0
3	7	133.0	31	49	58.0	22	35	59.0	9,308.76	30,575.00	229.0
2	7	250.0	17	47	176.0	10	28	180.0	3,928.81	12,258.73	212.0
16	18	12.0	51	80	56.0	36	57	58.0	39,385.00	53,803.62	37.0
25	28	12.0	149	213	42.0	107	152	42.0	85,620.70	154,070.48	79.0
2		—100.0	8	8		6	7	16.0	4,300.00	1,595.38	—62.0
9		—100.0	39	28	—28.0	29	20	—31.0	24,448.46	11,660.00	—52.0
25	40	60.0	122	194	59.0	95	143	50.0	66,151.03	142,294.41	115.0
22	28	27.0	117	169	44.0	78	108	38.0	101,185.55	104,957.68	3.0
629	737	17.0	5,253	6,860	30.0	2,770	3,610	30.0	1,447,589.18	1,955,707.41	35.0
18	37	105.0	132	181	37.0	89	123	38.0	67,677.22	91,784.40	35.0
51	37	—27.0	242	246	1.0	175	169	—3.0	118,414.37	116,504.83	—1.0
48	41	—14.0	331	371	12.0	193	212	9.0	105,757.56	109,747.46	3.0
4	6	50.0	21	30	42.0	14	19	35.0	38,763.00	19,630.00	—49.0
46	49	6.0	265	330	24.0	168	207	23.0	103,786.35	136,184.75	31.0
16	14	—12.0	88	90	2.0	56	59	5.0	33,710.92	53,019.99	57.0
26	32	23.0	134	160	19.0	98	114	16.0	145,820.98	86,452.99	—40.0
20	25	25.0	138	150	8.0	88	96	9.0	45,347.74	64,562.01	42.0
26	30	15.0	119	118	—0.8	89	91	2.0	117,291.95	84,664.42	—27.0
103	114	10.0	635	673	5.0	381	384	0.7	204,633.75	209,893.93	2.0
35	50	42.0	224	331	47.0	135	199	47.0	95,371.70	103,035.88	8.0
18	13	—27.0	111	99	—10.0	82	71	—13.0	75,413.85	57,460.04	—23.0
98	109	11.0	570	665	16.0	346	400	15.0	224,120.74	278,135.80	22.0
81	115	41.0	475	786	65.0	292	490	67.0	177,953.87	307,831.95	72.0
20	20		168	285	69.0	92	154	67.0	40,344.80	76,456.25	89.0
34	35	2.0	151	210	39.0	116	149	28.0	72,965.47	120,393.82	65.0
13	12	—7.0	76	86	13.0	58	53	—8.0	32,612.44	45,453.29	39.0
45	56	24.0	248	260	4.0	175	178	1.0	118,113.87	112,580.38	—4.0
24	3	—87.0	114	17	—85.0	84	10	—88.0	59,929.57	4,380.75	—92.0
31	39	25.0	327	415	26.0	175	226	29.0	77,495.76	130,729.15	68.0
37	46	24.0	173	224	29.0	121	150	23.0	138,419.41	157,322.85	13.0
62	75	20.0	402	601	49.0	240	353	47.0	118,078.45	203,146.04	72.0
49	77	57.0	357	449	25.0	226	272	20.0	103,539.43	157,586.54	52.0
33	42	27.0	149	200	34.0	96	123	28.0	71,559.42	97,582.58	36.0
21	13	—38.0	101	108	6.0	70	72	2.0	57,979.78	40,410.62	—30.0
37	46	24.0	309	385	24.0	170	201	18.0	82,185.74	106,496.18	29.0
16	10	—60.0	59	63	6.0	46	51	10.0	37,218.72	64,240.48	72.0
4	7	75.0	42	91	116.0	25	52	108.0	13,812.69	25,792.94	86.0
17	29	70.0	78	159	103.0	59	118	100.0	43,786.00	130,881.17	198.0
15	6	—60.0	53	54	1.0	41	39	—4.0	49,690.00	36,470.00	—26.0
64	53	—17.0	275	363	32.0	202	253	25.0	443,001.06	419,193.35	—5.0
6	12	100.0	52	61	17.0	32	41	28.0	30,815.72	31,079.48	0.8
75	80	6.0	529	609	15.0	326	381	16.0	230,182.37	383,644.08	66.0
2	2		13	11	—15.0	8	6	—25.0	5,172.00	3,365.00	—34.0
106	126	18.0	521	692	32.0	278	364	30.0	234,274.83	320,757.27	36.0
74	110	48.0	359	545	51.0	248	360	45.0	220,926.04	337,708.44	52.0
54	62	14.0	211	234	10.0	141	162	14.0	124,306.50	165,575.94	33.0
12	22	83.0	48	112	133.0	34	74	117.0	19,981.65	44,454.58	122.0
13	10	—23.0	66	66		48	49	2.0	32,529.59	26,332.95	—19.0
22	29	31.0	112	137	22.0	73	90	23.0	39,581.64	56,209.24	42.0
10	19	90.0	60	92	53.0	46	68	47.0	41,566.54	42,551.00	2.0
42	39	—7.0	262	298	13.0	186	184	—1.0	185,153.51	156,405.37	—15.0
34	30	—13.0	162	175	8.0	116	122	5.0	84,534.87	75,577.14	—10.0
124	143	15.0	640	827	29.0	387	469	21.0	230,306.49	316,327.10	37.0
19	20	5.0	103	93	—9.0	72	73	1.0	55,736.47	83,411.66	49.0
93	104	11.0	515	573	11.0	335	348	3.0	271,803.65	365,354.32	34.0
54	67	24.0	242	290	19.0	178	209	17.0	197,448.80	172,424.66	—12.0
17	33	94.0	96	142	47.0	72	105	45.0	57,752.83	112,150.00	94.0
20	3	—85.0	73	15	—79.0	50	12	—76.0	45,263.72	4,654.23	—89.0
18	14	—22.0	102	125	22.0	72	82	13.0	52,330.70	61,782.52	18.0
112	108	—3.0	957	1,146	19.0	519	605	16.0	259,495.27	374,717.92	44.0
108	125	15.0	503	647	28.0	347	420	21.0	302,995.56	343,426.32	13.0
8	11	37.0	34	63	85.0	25	43	72.0	14,613.00	27,072.57	85.0



*Statistical Summary of Motor-vehicle Accidents in the*

	Killed			Fatal Accidents			Injured		
	1968	1969	Increase or (—) Decrease	1968	1969	Increase or (—) Decrease	1968	1969	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Kelowna City	5	4	—20.0	5	4	—20.0	123	133	8.0
Kelowna Det.	9	7	—22.0	8	4	—50.0	124	127	2.0
Keremeos		2	100.0		2	100.0	33	38	15.0
Kimberley City	1		—100.0	1		—100.0	9	26	188.0
Kimberley Det.		1	100.0		1	100.0	52	27	—48.0
Kitimat Det.							14	36	157.0
Kitimat Mun.	1		—100.0	1		—100.0	64	61	—4.0
Ladner							8	7	—12.0
Ladysmith Det.	4	2	—50.0	3	2	—33.0	39	44	12.0
Lake Cowichan							31	23	—25.0
Langley City	1	2	100.0	1	2	100.0	74	107	44.0
Langley Mun.	7	3	—57.0	6	3	—50.0	101	67	—43.0
Lillooet Det.	6	3	—50.0	5	3	—40.0	38	35	—7.0
Lions Gate Bridge Patrol							29	45	55.0
Lumby Det.	1	1		1	1		21	29	38.0
Lytton Det.	5	7	40.0	4	4		26	52	100.0
McBride Det.	1	1		1	1		13	42	223.0
Mackenzie	1	6	500.0	1	5	400.0	40	36	—10.0
Maillardville	2	2		2	2		203	270	33.0
Masset Det.	1		—100.0	1		—100.0	7	17	142.0
Matsqui Mun.		2	100.0		2	100.0	63	85	34.0
Merritt Det.	1	4	300.0	1	4	300.0	55	56	1.0
Mica Creek		3	100.0		3	100.0	9	7	—22.0
Midway Det.	4		—100.0	2		—100.0	25	34	36.0
Mission Det.	4		—100.0	3		—100.0	50	39	—22.0
Mission Mun.	7	1	—85.0	5	1	—80.0	39	38	—2.0
Nakusp Det.							42	19	—54.0
Nanaimo City	1		—100.0	1		—100.0	72	122	69.0
Nanaimo Det.	7	4	—42.0	7	3	—57.0	139	175	25.0
Nelson City							16	29	81.0
Nelson Det.	1	3	200.0	1	3	200.0	51	66	29.0
New Denver Det.		1	100.0		1	100.0	10	11	10.0
New Westminster	1	3	200.0	1	3	200.0	316	414	31.0
North Vancouver Det.	4	5	25.0	3	5	66.0	217	224	3.0
North Vancouver Mun.	2		—100.0	2		—100.0	167	205	22.0
Oak Bay Mun.							42	53	26.0
Ocean Falls Det.							6	7	16.0
Oliver	4	5	25.0	3	4	33.0	42	36	—14.0
Osoyoos		3	100.0		2	100.0	54	23	—57.0
Parksville Det.	3	9	200.0	2	5	150.0	42	79	88.0
Pattullo Bridge Patrol		1	100.0		1	100.0	41	17	—58.0
Pemberton Det.		1	100.0		1	100.0	26	26	
Penticton City							107	124	15.0
Penticton Det.	2	3	50.0	2	2		52	33	—36.0
Port Alberni City	3	1	—66.0	3	1	—66.0	103	95	—7.0
Port Alberni Det.	3	9	200.0	2	5	150.0	63	90	42.0
Port Alice Det.							9	8	—11.0
Port Coquitlam	4	2	—50.0	2	1	—50.0	112	127	13.0
Port Edward Det.	5	1	—80.0	1	1		18	49	172.0
Port Hardy Det.	3		—100.0	3		—100.0	41	34	—17.0
Port Moody City							36	54	50.0
Powell River Det.		2	100.0		2	100.0	22	41	86.0
Powell River Mun.	1	1		1	1		54	40	—25.0
Prince George City	3	2	—33.0	3	2	—33.0	224	204	—8.0
Prince George Det.	12	14	16.0	9	9		222	253	13.0
Prince Rupert City	1	1		1	1		54	63	16.0
Prince Rupert Det.	1		—100.0	1		—100.0	5	5	
Princeton Det.	4	7	75.0	4	5	25.0	108	158	46.0
Qualicum Det.	3	1	—66.0	1	1		44	55	25.0
Queen Charlotte Det.							7	5	—28.0
Quesnel Det.	9	9		5	7	40.0	150	150	
Radium Hot Springs	1	1		1	1		18	31	72.0
Revelstoke City							13	17	30.0
Revelstoke Det.	10	7	—30.0	5	6	20.0	112	64	—42.0
Richmond Mun.	6	3	—50.0	6	3	—50.0	366	366	
Rossland Det.	1		—100.0	1		—100.0	6	13	116.0

Det. = Detachment. Mun. = Municipality.



## Province for the Calendar Years 1968 and 1969—Continued

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1968	1969	Increase or (—) Decrease	1968	1969	Increase or (—) Decrease	1968	1969	Increase or (—) Decrease	1968	1969	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent	\$	\$	Per Cent
83	83	-----	643	766	19.0	347	410	18.0	190,500.20	257,800.39	35.0
69	79	14.0	418	535	27.0	261	332	27.0	166,020.36	241,614.48	45.0
18	21	16.0	107	113	5.0	81	81	-----	52,587.61	69,875.94	32.0
8	20	150.0	82	178	117.0	47	103	119.0	19,853.34	49,410.29	148.0
30	18	-40.0	150	95	-36.0	115	70	-39.0	77,855.83	71,924.10	-7.0
11	26	136.0	66	81	22.0	48	58	20.0	31,801.63	50,149.26	57.0
37	48	29.0	276	353	27.0	155	196	26.0	112,977.49	117,126.59	3.0
8	6	-25.0	36	61	69.0	26	39	50.0	10,951.91	15,672.25	43.0
25	24	-4.0	153	216	41.0	98	127	29.0	59,683.38	78,196.71	31.0
20	18	-10.0	97	139	43.0	71	92	29.0	58,173.18	70,858.59	21.0
42	68	61.0	281	446	58.0	160	266	66.0	92,938.02	173,547.88	86.0
58	32	-44.0	344	225	-34.0	218	137	-37.0	148,637.55	107,129.46	-27.0
18	16	-11.0	89	90	1.0	67	63	-5.0	40,501.00	40,649.00	0.3
22	30	36.0	153	187	22.0	70	82	17.0	47,953.58	58,478.31	21.0
9	16	77.0	63	96	52.0	46	72	56.0	32,833.00	46,575.88	41.0
17	18	5.0	80	119	48.0	64	83	29.0	100,735.00	121,758.00	20.0
7	26	271.0	39	85	117.0	33	60	81.0	18,496.92	54,105.68	192.0
18	23	27.0	101	122	20.0	78	84	7.0	77,999.67	123,495.30	58.0
142	189	33.0	930	1,619	74.0	526	875	66.0	249,811.72	430,828.05	72.0
5	10	100.0	19	50	163.0	15	36	140.0	8,352.00	19,992.50	139.0
46	54	17.0	309	427	38.0	190	244	28.0	91,314.46	176,049.72	92.0
34	30	-11.0	166	220	32.0	120	150	25.0	90,427.91	121,211.49	34.0
7	5	-28.0	30	64	113.0	25	46	84.0	16,961.76	56,340.00	232.0
19	23	21.0	97	93	-4.0	76	71	-6.0	88,078.77	48,385.00	-45.0
28	28	-----	154	174	12.0	98	108	10.0	53,117.90	59,502.51	12.0
19	25	31.0	102	185	81.0	66	116	75.0	38,465.68	76,111.07	97.0
21	13	-38.0	111	93	-16.0	79	63	-20.0	48,633.95	36,132.39	-25.0
57	76	33.0	581	787	35.0	312	425	36.0	136,597.94	214,796.65	57.0
81	105	29.0	506	600	18.0	305	361	18.0	201,973.16	249,736.95	23.0
11	16	45.0	145	182	25.0	77	103	33.0	39,275.94	57,362.59	46.0
29	38	31.0	137	174	27.0	97	120	23.0	76,029.95	88,872.31	16.0
6	6	-----	33	37	12.0	26	30	15.0	17,483.51	28,880.73	65.0
226	294	30.0	2,476	3,055	23.0	1,287	1,578	22.0	594,849.06	797,195.37	34.0
164	158	-3.0	1,413	1,711	21.0	746	886	18.0	376,128.68	453,754.26	20.0
120	153	27.0	1,147	1,609	40.0	625	880	40.0	315,664.82	454,464.81	43.0
33	40	21.0	245	355	44.0	138	207	50.0	60,663.56	93,822.27	54.0
7	4	-42.0	12	18	50.0	9	12	33.0	4,435.00	8,790.00	98.0
22	19	-13.0	129	126	-2.0	84	81	-3.0	55,888.20	53,587.99	-4.0
27	17	-37.0	129	132	2.0	91	95	4.0	59,030.18	63,183.09	7.0
20	35	75.0	120	193	60.0	76	119	56.0	54,921.51	84,966.98	54.0
24	13	-45.0	207	93	-55.0	94	47	-50.0	58,920.41	40,132.39	-31.0
15	12	-20.0	50	61	22.0	41	46	12.0	24,149.00	24,762.84	2.0
77	84	9.0	503	652	29.0	270	346	28.0	161,090.59	198,238.31	23.0
25	16	-36.0	109	127	16.0	72	85	18.0	55,733.29	63,933.03	14.0
62	81	30.0	602	866	43.0	331	459	38.0	201,068.42	218,547.82	8.0
40	54	35.0	229	316	37.0	160	207	29.0	114,059.37	137,654.39	20.0
5	4	-20.0	32	32	-----	22	21	-4.0	11,088.46	20,710.89	86.0
75	89	18.0	474	587	23.0	265	325	22.0	123,491.01	160,884.32	30.0
7	28	300.0	92	120	30.0	70	77	10.0	54,393.00	76,649.00	40.0
20	16	-20.0	124	107	-13.0	91	74	-18.0	76,149.04	63,193.44	-17.0
25	36	44.0	229	352	53.0	128	185	44.0	59,757.17	92,353.36	54.0
16	22	37.0	102	128	25.0	78	91	16.0	40,316.62	61,631.62	52.0
44	33	-25.0	298	276	-7.0	173	160	-7.0	83,164.76	77,616.00	-6.0
141	132	-6.0	1,304	1,538	17.0	687	790	14.0	471,331.50	533,363.57	13.0
131	153	16.0	675	759	12.0	456	503	10.0	355,719.06	480,116.11	34.0
41	52	26.0	492	648	31.0	266	346	30.0	159,414.29	189,593.31	18.0
-----	4	100.0	13	12	-7.0	7	10	42.0	4,168.00	11,317.00	171.0
67	84	25.0	315	333	5.0	229	234	2.0	170,650.06	231,215.83	35.0
27	36	33.0	142	186	30.0	93	122	31.0	88,671.89	100,528.06	13.0
6	5	-16.0	32	29	-9.0	24	19	-20.0	16,295.00	13,080.00	-19.0
84	82	-2.0	494	507	2.0	314	319	1.0	259,343.53	287,450.91	10.0
13	13	-----	86	91	5.0	63	68	7.0	39,091.00	49,610.43	26.0
8	13	62.0	122	178	45.0	70	94	34.0	36,092.62	53,727.16	48.0
34	39	14.0	205	200	-2.0	144	143	-0.6	197,386.20	283,780.97	43.0
247	262	6.0	1,645	2,118	28.0	897	1,165	29.0	441,867.14	570,701.51	29.0
2	9	350.0	51	103	101.0	33	57	72.0	16,415.00	26,773.12	63.0



*Statistical Summary of Motor-vehicle Accidents in the*

	Killed			Fatal Accidents			Injured		
	1968	1969	Increase or (—) Decrease	1968	1969	Increase or (—) Decrease	1968	1969	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Saanich Mun.	2	4	100.0	2	4	100.0	350	370	5.0
Salmo Det.	1	2	100.0	1	2	100.0	17	11	—35.0
Salmon Arm City	7	1	—85.0	3	1	—66.0	29	51	75.0
Salmon Arm Det.		1	100.0		1	100.0	29	31	6.0
Sechelt Det.	2	1	—50.0	2	1	—50.0	27	30	11.0
Shawnigan Lake Det.	1	3	200.0	1	3	200.0	46	58	26.0
Sicamous Det.	1		—100.0	1		—100.0	48	32	—33.0
Sidney							30	54	80.0
Smithers Det.	4	3	—25.0	4	3	—25.0	65	61	—6.0
Sooke Det.	3		—100.0	1		—100.0	51	32	—37.0
Sparwood	1		—100.0	1		—100.0	16	16	
Spences Bridge Det.	2	2		1	2	100.0	45	35	—22.0
Squamish Det.	8	12	50.0	6	8	33.0	87	143	64.0
Stewart Det.	1		—100.0	1		—100.0	6	7	16.0
Summerland Det.	5	2	—60.0	3	2	—33.0	79	65	—17.0
Surrey Mun.	18	22	22.0	17	20	17.0	813	996	22.0
Tadanac Mun.	2		—100.0	1		—100.0	6	1	—83.0
Tahsis								2	100.0
Telegraph Creek Det.							2		—100.0
Terrace Det.	7	10	42.0	5	3	—40.0	58	77	32.0
Terrace Village	2		—100.0	2		—100.0	29	32	10.0
Tofino Det.		1	100.0		1	100.0	10	12	20.0
Trail City	2	1	—50.0	2	1	—50.0	27	27	
Trail Det.		1	100.0		1	100.0	8	26	225.0
Ucluelet	1	2	100.0	1	2	100.0	14	21	50.0
University Det.	1		—100.0	1		—100.0	38	76	100.0
Valemount		2	100.0		2	100.0	16	16	
Vancouver City	38	23	—39.0	35	23	—34.0	3,770	3,779	0.2
Vanderhoof Det.	7	1	—85.0	4	1	—75.0	55	58	5.0
Vernon City	1	1		1	1		73	52	—28.0
Vernon Det.	7	3	—57.0	5	3	—40.0	85	85	
Victoria City	2	7	250.0	2	6	200.0	555	651	17.0
Wells Det.							1	4	300.0
West Vancouver Mun.	7	4	—42.0	7	3	—57.0	238	241	1.0
White Rock City	1	1		1	1		29	53	82.0
Williams Lake Det.	7	4	—42.0	7	4	—42.0	86	122	41.0
Totals	480	438	—8.0	379	375	—1.0	16,133	17,873	10.0
Totals, January to December, 1968-69	574	542	—5.0	460	467	1.0	20,371	22,535	10.0

Det.=Detachment. Mun.=Municipality.



REPORT OF THE SUPERINTENDENT OF MOTOR-VEHICLES, 1969      L 19  
Province for the Calendar Years 1968 and 1969—Continued

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1968	1969	Increase or (—) Decrease	1968	1969	Increase or (—) Decrease	1968	1969	Increase or (—) Decrease	1968	1969	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent	\$	\$	Per Cent
234	258	10.0	1,440	1,957	35.0	818	1,090	33.0	441,555.06	541,392.42	22.0
13	7	—46.0	60	105	75.0	48	76	58.0	129,554.90	52,969.01	—59.0
14	30	114.0	121	190	57.0	71	115	61.0	78,301.19	81,664.61	4.0
16	24	50.0	136	221	62.0	86	133	54.0	70,307.00	78,296.84	11.0
18	19	5.0	114	124	8.0	85	89	4.0	39,448.56	53,662.88	36.0
29	27	—6.0	129	148	14.0	91	99	8.0	64,020.00	99,633.52	55.0
22	18	—18.0	86	90	4.0	57	66	15.0	69,399.18	69,074.26	—0.4
21	30	42.0	160	201	25.0	104	124	19.0	48,176.95	83,467.78	73.0
38	39	2.0	240	234	—2.0	160	156	—2.0	146,014.96	97,677.51	—33.0
29	20	—31.0	107	140	30.0	83	91	9.0	63,264.15	58,159.20	—7.0
12	11	—8.0	47	96	104.0	35	62	77.0	17,967.75	42,505.34	136.0
19	18	—5.0	61	64	4.0	44	46	4.0	43,245.83	49,022.87	13.0
47	82	74.0	318	476	49.0	214	315	47.0	145,860.30	239,715.00	64.0
2	3	50.0	13	21	61.0	11	14	27.0	9,263.35	11,160.00	20.0
47	31	—34.0	194	202	4.0	126	135	7.0	90,839.64	96,807.97	6.0
511	611	19.0	2,784	4,026	44.0	1,585	2,214	39.0	895,242.26	1,252,563.95	39.0
5	1	—80.0	24	1	—95.0	16	1	—93.0	8,810.15	50.00	—99.0
	1	100.0	7	3	—57.0	4	2	—50.0	2,875.00	5,000.00	73.0
2		—100.0	9	2	—77.0	7	2	—71.0	6,350.00	1,500.00	—76.0
39	43	10.0	239	248	3.0	155	164	5.0	145,630.14	175,810.23	20.0
20	21	5.0	274	332	21.0	154	179	16.0	71,760.08	150,262.41	109.0
3	7	133.0	22	25	13.0	15	20	33.0	11,019.00	14,751.21	33.0
21	19	—9.0	236	286	21.0	123	160	30.0	60,960.52	61,099.53	0.2
7	17	142.0	66	102	54.0	44	62	40.0	26,427.46	39,205.66	48.0
6	11	83.0	42	86	104.0	28	60	114.0	32,275.20	36,390.25	12.0
27	57	111.0	303	467	54.0	175	261	49.0	75,604.24	114,141.16	50.0
12	6	—50.0	47	54	14.0	38	41	7.0	26,436.00	55,866.90	111.0
2,699	2,783	3.0	23,222	27,366	17.0	12,680	14,910	17.0	5,576,194.85	6,739,979.78	20.0
28	35	25.0	205	201	—1.0	142	140	—1.0	120,313.78	133,504.83	10.0
49	38	—22.0	423	475	12.0	231	246	6.0	108,434.27	110,370.89	1.0
45	52	15.0	272	299	9.0	185	196	5.0	141,524.34	126,779.58	—10.0
418	456	9.0	3,175	3,649	14.0	1,656	1,947	17.0	735,027.06	943,115.96	28.0
1	4	300.0	27	17	—37.0	16	14	—12.0	9,555.00	15,576.73	63.0
161	169	4.0	1,521	1,846	21.0	805	988	22.0	408,014.01	511,257.75	25.0
17	32	88.0	211	301	42.0	119	166	39.0	49,340.94	86,032.22	74.0
50	73	46.0	379	434	14.0	250	276	10.0	216,303.50	229,876.38	6.0
10,492	11,689	11.0	75,987	94,049	23.0	43,837	53,464	21.0	25,345,099.89	31,804,055.29	25.0
13,299	14,866	11.0	100,159	122,652	22.0	58,300	70,624	21.0	33,281,768.84	41,406,403.89	24.0



*Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1969*

PERSONS INJURED															
1. TYPE OF ACCIDENT	Total Accidents Reported	Total for Same Period Last Year	Total Injured	Male	Female	Age-groups							Ages Not Stated	Total Injured for Same Period Last Year	
						0-4	5-14	15-19	20-29	30-39	40-49	50-64			65 and Over
Collision with—															
1. Another vehicle.....	52,744	42,137	14,151	7,240	6,911	382	914	2,185	3,974	2,153	2,050	1,803	690	12,835	
2. Non-collision accident.....	6,352	5,700	3,407	2,366	1,041	72	207	884	1,166	417	308	267	86	2,852	
3. Fixed object.....	7,579	6,877	2,194	1,573	621	36	76	617	814	259	200	132	60	2,109	
4. Pedestrian.....	1,518	1,438	1,516	890	626	128	490	201	172	96	110	176	143	1,441	
5. Bicycle.....	412	361	426	336	90	11	346	40	14	5	3	2	5	361	
6. Animal.....	982	950	125	85	40	4	11	34	36	16	14	8	2	134	
7. Motor-cycle.....	779	678	636	564	72	2	12	416	157	21	15	9	4	563	
8. Railroad train.....	114	99	35	29	6	1	3	2	5	8	11	3	2	41	
9. Miscellaneous.....	144	60	45	32	13	2	14	6	13	5	3	2	.....	36	
Totals.....	70,624	58,300	22,535	13,115	9,420	638	2,073	4,385	6,351	2,980	2,714	2,402	992	20,372	
PERSONS KILLED															
TYPE OF ACCIDENT	Total Killed	Male	Female	Age-groups							Totals for Same Period Last Year				
				0-4	5-14	15-19	20-29	30-39	40-49	50-64	65 and Over	Total Killed for Same Period Last Year	Accidents	Injured	Killed
Collision with—															
1. Another vehicle.....	190	123	67	8	5	24	25	52	41	15	19	34	20	235	
2. Non-collision accident.....	129	99	30	2	2	26	15	41	19	6	11	19	5	121	
3. Fixed object.....	78	60	18	3	3	19	6	19	19	7	8	11	8	88	
4. Pedestrian.....	106	70	36	3	22	9	8	7	7	7	6	6	18	99	
5. Bicycle.....	10	10	.....	.....	8	1	.....	1	1	.....	.....	1	.....	9	
6. Animal.....	2	2	.....	.....	.....	1	.....	1	1	.....	.....	.....	.....	.....	
7. Motor-cycle.....	20	17	3	.....	.....	7	.....	7	12	.....	.....	.....	2	134	
8. Railroad train.....	4	4	.....	.....	.....	1	.....	1	.....	.....	.....	35	4	17	
9. Miscellaneous.....	3	.....	3	.....	2	1	.....	.....	.....	.....	.....	45	3	41	
Totals.....	542	385	157	16	42	89	54	132	89	132	54	58	84	573	
PERSONS INJURED															
TYPE OF ACCIDENT	Total Killed	Male	Female	Age-groups							Totals for Same Period Last Year				
				0-4	5-14	15-19	20-29	30-39	40-49	50-64	65 and Over	Accidents	Injured	Killed	
Collision with—															
1. Another vehicle.....	190	123	67	8	5	24	25	52	41	15	19	34	20	235	
2. Non-collision accident.....	129	99	30	2	2	26	15	41	19	6	11	19	5	121	
3. Fixed object.....	78	60	18	3	3	19	6	19	19	7	8	11	8	88	
4. Pedestrian.....	106	70	36	3	22	9	8	7	7	7	6	6	18	99	
5. Bicycle.....	10	10	.....	.....	8	1	.....	1	1	.....	.....	1	.....	9	
6. Animal.....	2	2	.....	.....	.....	1	.....	1	1	.....	.....	.....	.....	.....	
7. Motor-cycle.....	20	17	3	.....	.....	7	.....	7	12	.....	.....	20	2	134	
8. Railroad train.....	4	4	.....	.....	.....	1	.....	1	.....	.....	.....	35	4	17	
9. Miscellaneous.....	3	.....	3	.....	2	1	.....	.....	.....	.....	.....	45	3	41	
Totals.....	542	385	157	16	42	89	54	132	89	132	54	58	84	573	



*Statistical Summary of Motor-vehicle Accidents in the Province  
for the Year 1969—Continued*

2. HOUR OF OCCURRENCE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
12 to 1 a.m.	2,765	36	654	2,075
1 to 2 a.m.	1,876	24	448	1,404
2 to 3 a.m.	1,365	20	312	1,033
3 to 4 a.m.	821	14	213	594
4 to 5 a.m.	529	9	139	381
5 to 6 a.m.	424	5	100	319
6 to 7 a.m.	701	2	164	535
7 to 8 a.m.	2,593	12	490	2,091
8 to 9 a.m.	3,025	15	583	2,427
9 to 10 a.m.	2,284	10	396	1,878
10 to 11 a.m.	2,564	11	425	2,128
11 to 12 m.	3,166	14	556	2,596
12 to 1 p.m.	3,394	16	658	2,720
1 to 2 p.m.	3,639	15	662	2,962
2 to 3 p.m.	4,388	30	854	3,504
3 to 4 p.m.	5,394	27	1,137	4,230
4 to 5 p.m.	6,842	27	1,470	5,345
5 to 6 p.m.	5,345	33	1,168	4,144
6 to 7 p.m.	3,417	32	808	2,577
7 to 8 p.m.	3,789	36	895	2,858
8 to 9 p.m.	3,371	25	780	2,566
9 to 10 p.m.	3,357	15	666	2,676
10 to 11 p.m.	2,824	19	629	2,176
11 to 12 p.m.	2,733	20	656	2,057
Not stated	18	—	3	15
Totals	70,624	467	14,866	55,291

  

3. DAY OF OCCURRENCE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Sunday	8,284	71	2,005	6,208
2. Monday	8,840	49	1,858	6,933
3. Tuesday	9,350	44	1,870	7,436
4. Wednesday	9,865	64	1,976	7,825
5. Thursday	9,341	50	1,792	7,499
6. Friday	12,281	74	2,508	9,699
7. Saturday	12,652	115	2,851	9,686
8. Not stated	11	—	6	5
Totals	70,624	467	14,866	55,291

  

4. TYPE OF VEHICLES INVOLVED	Number of Vehicles Involved			
	Total	Fatal	Personal Injury	Property Damage Only
1. Private passenger	107,885	486	21,703	85,696
2. Truck	12,534	143	2,596	9,795
3. Bus	611	7	146	458
4. Taxi	477	—	101	376
5. "Drive yourself"	29	1	5	23
6. Motor-cycle	1,002	26	739	237
7. School bus	44	1	9	34
8. Ambulance	11	—	2	9
9. Not stated	59	1	14	44
Totals	122,652	665	25,315	96,672

  

5. RAILROAD CROSSINGS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Unguarded crossing	50	1	9	40
2. Automatic signal	8	—	4	4
3. Guarded crossing—man on duty	2	—	—	2
5. Driver disregarded signal	8	2	2	4
6. Signal not given	5	—	1	4
7. Not stated	41	1	10	30
Totals	114	4	26	84



*Statistical Summary of Motor-vehicle Accidents in the Province  
for the Year 1969—Continued*

6. MANNER OF COLLISION	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Angle collision.....	25,788	150	5,358	20,280
2. Head-on collision or head-on side-swipe.....	10,207	174	2,767	7,266
3. Rear-end collision.....	17,920	19	4,100	13,801
4. Backed into other vehicle.....	5,188	4	133	5,051
5. Side-swiped other vehicle going same direction.....	5,446	7	421	5,018
6. Not stated.....	6,075	113	2,087	3,875
Totals.....	70,624	467	14,866	55,291

  

7. DRIVERS INVOLVED, DESCRIPTION OF	Number of Drivers			
	Total	Fatal	Personal Injury	Property Damage Only
1. Male.....	88,952	574	19,926	68,452
2. Female.....	20,178	73	4,689	15,416
3. Not stated.....	13,522	18	700	12,804
Totals.....	122,652	665	25,315	96,672

  

Age of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. 16 to 20 years.....	19,619	112	4,779	14,728
2. 21 to 24 years.....	16,323	117	3,764	12,442
3. 25 to 30 years.....	16,575	101	3,711	12,763
4. 31 to 40 years.....	20,506	110	4,527	15,869
5. 41 to 50 years.....	17,287	98	3,786	13,403
6. 51 to 60 years.....	11,723	66	2,524	9,133
7. 61 to 64 years.....	3,512	18	744	2,750
8. 65 to 69 years.....	1,656	16	354	1,286
9. 70 years and over.....	1,966	11	429	1,526

  

Driving Experience	Total	Fatal	Personal Injury	Property Damage Only
1. Less than 3 months.....	2,639	22	638	1,979
2. 3 to 6 months.....	1,331	8	349	974
3. 6 to 12 months.....	2,605	5	629	1,971
4. 1 to 4 years.....	22,263	125	5,287	16,851
5. 5 years and over.....	80,286	487	17,708	62,091
6. Not stated.....	13,528	18	704	12,806

  

Condition of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. Normal.....	106,673	586	23,809	82,278
2. Extreme fatigue.....	452	3	161	288
3. Physical defect.....	98	—	35	63
4. Confused by traffic.....	198	2	50	146
5. Ability impaired.....	1,671	59	523	1,089
6. Not known.....	2,575	3	62	2,510
7. Not stated.....	10,985	12	675	10,298

  

Licence of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. Licensed in British Columbia.....	101,406	566	22,601	78,239
2. Unlicensed.....	1,450	33	435	982
3. Non-resident.....	5,412	49	1,348	4,015
4. Not stated.....	14,384	17	931	13,436



*Statistical Summary of Motor-vehicle Accidents in the Province  
for the Year 1969—Continued*

8. ACTION OF DRIVER CONTRIBUTING TO ACCIDENT	Number of Drivers			
	Total	Fatal	Personal Injury	Property Damage Only
1. No improper driving.....	46,667	271	10,361	36,035
2. Driving off roadway.....	5,851	94	1,421	4,336
3. Did not have right of way.....	13,792	24	2,658	11,110
4. Car standing in roadway (not parked).....	8,574	15	2,231	6,328
5. Following too close.....	8,796	1	2,130	6,665
6. On wrong side of road.....	4,980	68	859	4,053
7. Failing to signal.....	252	—	35	217
8. Through street—did not stop.....	1,647	17	479	1,151
9. Passing at intersection.....	200	—	46	154
10. Exceeding speed limit.....	2,381	34	678	1,669
11. Careless driving.....	13,880	113	3,459	10,308
12. Cutting in.....	1,347	—	108	1,239
13. Car ran away.....	938	3	39	896
14. Passing on curve or hill.....	60	—	16	44
15. Passing on wrong side.....	76	—	14	62
16. Hit and run.....	2,928	11	119	2,798
17. Railroad—did not stop.....	60	3	18	39
18. Cutting left corner.....	208	1	24	183
19. Parked legally.....	9,921	9	598	9,314
20. Driving through school-zone.....	21	—	7	14
21. Driving through safety-zone.....	4	—	2	2
Totals.....	122,583	664	25,302	96,617

  

9. TRAFFIC CONTROL	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. No control present.....	51,375	367	10,409	40,599
2. Police officer.....	141	2	34	105
3. Automatic traffic signal.....	9,044	22	2,149	6,873
4. Stop signs.....	7,440	31	1,575	5,834
5. Warning signs, slow signs, etc.....	2,624	45	699	1,880
Totals.....	70,624	467	14,866	55,291

  

10. PEDESTRIANS INVOLVED, ACTIONS OF	Number of Pedestrians		
	Total	Fatal	Personal Injury
1. Not known.....	157	9	148
2. Crossing at intersection—no signal.....	202	13	189
3. In street, not at intersection.....	224	23	201
4. Coming from behind parked or moving vehicle.....	287	7	280
5. Crossing at intersection with signal.....	98	5	93
6. Crossing street diagonally, not at intersection.....	131	10	121
7. Walking on or along highway.....	151	29	122
8. Playing in street.....	56	2	54
9. Crossing at intersection against signal.....	49	—	49
10. Not on roadway.....	48	1	47
11. Getting on or off another vehicle.....	13	1	12
12. Riding or hitching on vehicle.....	10	1	9
13. Working on car or roadway.....	14	1	13
14. Crossing intersection diagonally.....	11	—	11
15. In pedestrian crosswalk.....	145	4	141
16. Standing on safety-isle.....	1	—	1
Totals.....	1,597	106	1,491

  

Condition of Pedestrian	Number of Pedestrians		
	Total	Fatal	Personal Injury
1. Apparently normal.....	1,372	88	1,284
3. Had physical defect.....	9	2	7
4. Confused by traffic.....	23	1	22
5. Ability impaired.....	71	11	60
6. Not known.....	1	—	1
7. Not stated.....	121	4	117
Totals.....	1,597	106	1,491



*Statistical Summary of Motor-vehicle Accidents in the Province  
for the Year 1969—Continued*

11. CLASSIFICATION OF VICTIMS	Number of Victims		
	Total	Fatal	Personal Injury
1. Passengers.....	10,326	180	10,146
2. Drivers.....	9,869	219	9,650
3. Pedestrians.....	1,597	106	1,491
4. Bicyclists.....	420	10	410
5. Motor-cycle drivers.....	691	20	671
6. Others (persons in horse-drawn vehicles, etc.).....	27	4	23
7. Motor-cycle passengers.....	143	3	140
8. Not stated.....	4	-----	4
Totals.....	23,077	542	22,535

  

12. NATURE OF INJURIES	Number of Victims		
	Total	Fatal	Personal Injury
1. Slight shock and shake-up.....	9,475	-----	9,475
2. Fractured skull.....	275	159	116
3. Fractured spine.....	154	50	104
4. Other fractures.....	1,984	47	1,937
5. Other injuries (sprains, dislocations, etc.).....	6,871	56	6,815
6. Internal injuries.....	452	188	264
7. Concussion of brain.....	203	1	202
8. Severe general shock with bruises and cuts.....	3,574	1	3,573
9. Cuts by glass (only).....	38	-----	38
10. Drowned.....	27	27	-----
11. Burned.....	12	5	7
12. Asphyxiated.....	8	8	-----
13. Not stated.....	4	-----	4
Totals.....	23,077	542	22,535

  

13. LIGHT CONDITIONS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Daylight.....	42,736	216	8,695	33,825
2. Darkness.....	18,165	212	3,988	13,965
3. Artificial light—good.....	4,537	11	1,002	3,524
4. Dusk or semi-darkness.....	3,831	23	858	2,950
5. Artificial light—poor.....	1,280	5	301	974
6. Not stated.....	75	-----	22	53
Totals.....	70,624	467	14,866	55,291

  

14. PROPERTY DAMAGE.—Amount of property damage for period covered by this report, \$41,406,403.89; amount for same period last year, \$33,281,768.84.

  

15. CONDITION OF VEHICLES INVOLVED	Number of Vehicles			
	Total	Fatal	Personal Injury	Property Damage Only
1. Apparently good.....	116,534	636	24,026	91,872
2. No chains (slippery road).....	2,720	-----	376	2,344
3. Brakes defective.....	1,145	6	293	846
4. Steering mechanism defective.....	335	2	108	225
5. Head-lights dim.....	258	1	71	186
6. Puncture or blow-out.....	594	3	184	407
7. Head-lights out (both).....	110	1	24	85
8. Tail-light out or obscured.....	100	1	21	78
9. Glaring head-lights.....	14	-----	6	8
10. Head-light out (one light).....	78	2	16	60
11. Other defects.....	711	13	174	524
12. Not stated.....	53	-----	16	37
Totals.....	122,652	665	25,315	96,672



*Statistical Summary of Motor-vehicle Accidents in the Province  
for the Year 1969—Continued*

16. DIRECTION OF TRAVEL	Number of Vehicles			
	Total	Fatal	Personal Injury	Property Damage Only
1. Going straight.....	59,143	488	14,109	44,546
2. Turning left.....	12,902	37	2,646	10,219
3. Turning right.....	6,447	27	1,036	5,384
4. Slowing down or stopping.....	9,324	12	2,338	6,974
5. Backing (not to or from curb).....	4,474	4	141	4,329
6. Skidding.....	6,967	46	1,350	5,571
7. Leaving curb (including backing).....	1,401	-----	78	1,323
8. Making U-turn.....	197	1	28	168
9. Overtaking.....	673	10	166	497
10. Stopping (not at curb or off paved strip).....	7,099	5	1,941	5,153
11. Overtaking on right side.....	342	-----	46	296
12. Overtaking on left side.....	1,311	9	283	1,019
13. Avoiding object or pedestrian.....	2,276	17	542	1,717
14. Not stated.....	10,096	9	611	9,476
Totals.....	122,652	665	25,315	96,672

  

17. ROAD SURFACE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Dry surface.....	37,796	316	8,581	28,899
2. Wet surface.....	20,198	111	4,448	15,639
3. Icy surface.....	7,321	22	1,014	6,285
4. Loose sand or gravel.....	1,604	5	385	1,214
5. Snowy surface.....	3,464	10	405	3,049
6. Muddy surface.....	231	3	29	199
7. Not stated.....	10	-----	4	6
Totals.....	70,624	467	14,866	55,291

  

18. ROAD CONDITION	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Normal.....	68,760	452	14,500	53,808
2. Defect in roadway.....	421	3	111	307
3. Obstruction in road.....	392	2	53	337
4. Road under repair.....	491	8	98	385
5. Obstruction not marked or lighted.....	146	2	33	111
6. Other.....	403	-----	66	337
7. Not stated.....	11	-----	5	6
Totals.....	70,624	467	14,866	55,291

  

19. TYPE OF ROAD	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Asphalt.....	65,266	422	13,935	50,909
2. Gravel.....	4,053	40	725	3,288
3. Concrete.....	556	4	102	450
4. Earth.....	513	1	53	459
5. Brick or cobble.....	36	-----	6	30
6. Other.....	192	-----	41	151
7. Not stated.....	8	-----	4	4
Totals.....	70,624	467	14,866	55,291



*Statistical Summary of Motor-vehicle Accidents in the Province  
for the Year 1969—Continued*

20. WEATHER CONDITIONS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Clear.....	41,151	281	8,805	32,065
2. Rain.....	14,272	72	3,038	11,162
3. Cloudy.....	9,308	82	2,051	7,175
4. Fog or mist.....	1,778	16	424	1,338
5. Snow.....	3,916	14	490	3,412
6. Smoke or dust.....	186	2	54	130
7. Not stated.....	13	—	4	9
Totals.....	70,624	467	14,866	55,291

During the year, 16 persons other than bicyclists were injured in bicycle accidents; 25 persons other than pedestrians were injured in pedestrian accidents; 175 motor-cyclists were injured and three motor-cyclists were killed in other than motor-cycle accidents.

Motor-vehicle and motor-cycle licences issued for the year 1968...917,872

Motor-vehicle and motor-cycle licences issued for the year 1969...989,196

#### CONVICTIONS

The driving records of the Motor-vehicle Branch include an individual record on computer tape of every driver licensed to operate a motor-vehicle in the Province. Access to these records is available by means of the driver's licence number or by means of the name of the driver. The record on computer tape includes all pertinent information regarding the issuance of a driver's licence and any further action which is relevant to a driving history. Forming an important part of this driving record is the record of convictions for driving infractions under the Criminal Code of Canada, the *Motor-vehicle Act*, and the Motor-vehicle Act Regulations. In our efforts to reduce the accident picture on the highways of this Province, we operate a Driver Improvement Programme based on the information in these driving records.

I would like to take this opportunity to express my appreciation for the high degree of co-operation by the Courts in the providing of conviction report and related information necessary to deal with the driving records of persons subsequent to Court action.

The following table summarizes the conviction reports under various Statutes dealing with highway traffic from 1966 to 1969, inclusive. The convictions for the offence of speeding continue to increase, indicating thorough and complete traffic surveillance by the enforcement agencies throughout the Province.



*Convictions under Motor-vehicle Act and Criminal Code of Canada, 1966-69*

Offences	1966	1967	1968	1969
<i>Under Criminal Code of Canada—</i>				
Causing death by criminal negligence, sec. 192	3	6	12	6
Criminal negligence in operation of motor-vehicle, sec. 221 (1)	27	50	49	29
Failing to stop after accident, sec. 221 (2)	1,011	1,009	1,038	1,142
Dangerous driving, sec. 221 (4)	479	543	599	661
Driving motor-vehicle while intoxicated, sec. 222	178	161	156	153
Driving while ability impaired (as amended, 1969), sec. 222	—	—	—	329
Driving motor-vehicle while ability impaired by alcohol or drugs, sec. 223	5,119	5,230	5,919	6,840
Breath sample not provided (as amended, 1969), sec. 223 (2)	—	—	—	42
Driving with more than 80 mgs. of alcohol in blood (as amended, 1969), sec. 224	—	—	—	324
Driving motor-vehicle while driver's licence under suspension, sec. 225 (3)	999	1,193	1,570	1,688
Unlawfully taking a motor-vehicle without consent of owner, sec. 281	2	3	—	—
	7,818	8,195	9,343	11,214
<i>Under Motor-vehicle Act—</i>				
Failing to obtain or display motor-vehicle licence or permits as required, secs. 3-10, 57	2,805	2,485	2,120	2,920
Failing to notify <i>re</i> change of address, secs. 11, 18 (11)	101	134	240	326
Failing to report change in motor-vehicle, sec. 12	2	1	1	1
Failing to transfer motor-vehicle, etc., sec. 14	165	143	171	217
Failing to register as a tourist, sec. 17	34	31	55	48
Driving without obtaining driver's licence, sec. 18 (1), (2)	4,666	4,526	3,791	4,183
Driving motor-vehicle otherwise than as restricted on driver's licence, sec. 18 (6), (7), (8)	6,688	5,654	3,876	4,330
Driving without having driver's licence in possession at time, sec. 19	1,033	1,061	1,095	1,787
Driving while right to obtain licence is under suspension, sec. 20	244	256	208	176
Driving as a chauffeur without chauffeur's licence or permit, secs. 21-23, 25, 27, 28	361	334	364	421
Operating as dealer without licence, misuse of dealer's plates, etc., secs. 29, 33, 34	31	32	35	32
Operating with "D" plates without salesman's licence or permit, secs. 36-39	34	24	29	27
Operating vehicle not properly equipped, sec. 40 (refer sec. 205)	300	—	—	—
Improper disposition of licence-plate, dismantled vehicle, sec. 45	—	—	6	8
Failing to report accident, etc., sec. 54	551	552	426	505
Making false statement, permitting another to use licence, etc., sec. 55	79	79	90	85
Using licence belonging to another, refusing to show licence, etc., sec. 56	252	341	266	340
Failing to stop on request of police or state proper name, sec. 58	68	65	54	77
Altering number-plates and using fictitious plates, sec. 59	18	17	24	—
Responsibility of owner when not driver, sec. 67	—	5	14	—
Permitting person not properly licensed to drive motor-vehicle, etc., sec. 69	338	322	278	321
Failing to surrender licence on suspension, sec. 99	—	10	—	—
Producing invalid financial liability card, etc., sec. 102	9	6	5	1
Improper operation of emergency vehicle, sec. 123	—	—	4	—
Failing to obey emergency instructions of a peace officer, sec. 124	21	28	20	24
Failing to obey traffic-control signal legend, secs. 127, 128, 152	16,705	16,625	19,288	26,388
Defacing traffic-control devices by advertising or removal, etc., secs. 129, 131, 136	9	12	12	7
Failing to obey special signal signs <i>re</i> highway construction, secs. 134, 135, 137	96	119	102	349
Careless driving, secs. 138, 139	6,344	6,293	5,353	4,218
Exceeding maximum speed limit, sec. 140	53,568	70,450	81,150	100,288
Exceeding speed limit passing schools and playgrounds, sec. 141	3,043	4,542	3,772	3,124
Exceeding speed limit overtaking stopped school bus, sec. 142	111	183	170	123
Failure to drive on the right, sec. 143	408	458	535	673
Infractions of "lane" driving, secs. 144-146	4,447	5,327	4,359	4,573
Leaving highway other than at intersections, sec. 147	7	3	3	5
Infractions of "passing," secs. 148-151, 153, 154	3,188	2,929	3,328	3,256
Infractions of turning, starting, and directional signals, secs. 155-159, 160-162	3,934	3,168	3,736	4,102
Failure to yield right-of-way, secs. 163-167	3,952	4,103	3,733	3,308
Not exercising due care <i>re</i> pedestrians, secs. 168-172	887	1,787	1,670	2,395
Failure to stop at railroad crossing, secs. 174-176	289	215	233	258
Failure to stop at intersections, sec. 177	6,605	6,979	7,643	6,109
Illegal stopping or parking, secs. 178-181	2,016	2,411	2,944	3,137
Leaving vehicle improperly parked, sec. 182	1,422	1,128	1,178	1,131
Illegal parking on private property, sec. 183	3	1	13	2
Backing vehicle illegally, sec. 184	935	1,016	1,047	1,265
Operating motor-cycle with more than one person, sec. 185	316	78	28	28
Requirements of safe driving on highway, secs. 186, 187	69	54	53	62
Fire-vehicle safety, secs. 189, 190	50	37	29	42



*Convictions under Motor-vehicle Act and Criminal Code of Canada, 1966-69—*  
Continued

Offences	1966	1967	1968	1969
<i>Under Motor-vehicle Act—Continued</i>				
Driving on sidewalk, sec. 191	87	65	83	119
Opening door requirements, sec. 194	52	—	33	46
Illegal depositing of articles on highway, sec. 195	262	225	251	278
Transporting explosives, sec. 196	2	7	10	—
Failing to carry adequate safety equipment, secs. 197, 198	241	248	246	228
Illegal use or defacement of signs, sec. 201	5	6	—	—
Motor-vehicle not properly equipped, sec. 205	211	901	1,071	1,576
Motor-vehicle not equipped with safety belts, sec. 206	7	6	2	2
Riding motor-cycle without safety helmet, sec. 207	251	417	537	440
Miscellaneous	—	—	13	27
	127,322	145,899	155,797	183,388
<i>Under Motor-vehicle Act Regulations—</i>				
Operating defective vehicle after ordered off road, secs. 2.02, 7.09	—	25	48	40
Number plates, secs. 3.01-3.03	367	383	498	497
Driving without proper head-lamps, secs. 4.01-4.06	1,345	1,214	1,227	1,445
Driving without tail-lamps, reflectors, other required lamps, secs. 4.07-4.10	1,069	1,189	983	1,114
Driving without clearance-lamps, lamps on projections, etc., secs. 4.11-4.13	145	142	141	129
Driving without proper parking-lamps, spot-lamps, turn-signal devices, etc., secs. 4.14-4.22	42	35	38	46
Driving without adequate brakes, secs. 5.01-5.09, 6.01-6.14	1,358	1,098	1,116	1,084
Driving vehicle with defective horn or miscellaneous equipment, secs. 7.01, 7.02	187	192	291	225
Causing loud or unnecessary noise, sec. 7A.01	—	—	1,374	2,541
Driving vehicle without muffler, sec. 7.03	3,379	3,485	2,531	2,128
Driving vehicle without rear-view mirror or unobstructed rear view, sec. 7.04	275	198	348	402
Inadequate windshield-wiper, etc., sec. 7.05	484	347	368	759
Driving without mudguards, etc., sec. 7.06	119	85	129	225
Failing to have proper connection between motor-vehicle and trailer, sec. 7.07	308	211	240	269
Operating motor-cycle against regulations as to handlebars, sec. 7.14	—	—	—	98
Operating slow-moving vehicle without slow-moving warning device, sec. 7A.02	—	—	—	23
Failing to obtain temporary permit for moving motor-vehicle or trailer from place to place, sec. 14	13	7	3	10
Failing to sign driver's licence, sec. 15.01	3	9	5	11
Parking prohibited at yellow curb, sec. 18.01	97	36	143	121
Oversize loads, secs. 19.01, 19.02 (19.03 repealed)	577	315	297	346
Inadequate tires, insecure loads, excessive speed with unloaded trailer, sec. 19.04	371	513	781	1,077
Excessive weight, sec. 19.05	413	127	109	78
Failure to report for weight inspection, sec. 19.06	78	43	70	29
Failure to obtain overweight or oversize permits, sec. 19.07	291	96	73	77
Operating a snow vehicle on highway without a permit, sec. 24.01	—	—	—	69
Operating a motor-vehicle without a current inspection certificate, sec. 25.02	—	—	—	983
Miscellaneous infractions	13	—	106	2
	10,934	9,750	10,919	13,828
<i>Summary—</i>				
Criminal Code of Canada	7,818	8,195	9,343	11,214
<i>Motor-vehicle Act</i>	127,322	145,899	155,797	183,388
Motor-vehicle Act Regulations	10,934	9,750	10,919	13,828
Vancouver City by-laws	1,709	2,469	806	147
Traffic Violation Reports	—	—	2,420	21,455
<i>Juvenile Delinquents Act</i>	3,812	3,831	—	—
Notices of juvenile offence	—	—	10,123	14,958
Total of all infractions in British Columbia	151,595	170,144	189,408	244,990
Infractions from out of Province	3,454	4,672	6,495	5,123
Grand totals	155,049	174,816	195,903	250,113



*Traffic Violation Reports, 1968-69*Under *Motor-vehicle Act*—

	1968	1969
Driving motor-vehicle otherwise than as restricted on driver's licence, sec. 18 (6), (7), (8) .....	2	44
Failing to obey emergency instructions of a peace officer, sec. 124 .....	5	3
Failing to obey traffic-control signal legend, secs. 127, 128, 152 .....	568	2,765
Failing to obey special signal signs <i>re</i> highway construction, secs. 134, 135, 137 .....	—	35
Careless driving, secs. 138, 139 .....	295	1,921
Exceeding maximum speed limit, sec. 140 .....	864	10,566
Exceeding speed limit passing schools and playgrounds, sec. 141 .....	15	429
Exceeding speed limit overtaking stopped school bus, sec. 142 .....	3	40
Failure to drive on the right, sec. 143 .....	6	112
Infractions of "lane" driving, secs. 144-146 .....	101	828
Leaving highway other than at intersections, sec. 147 .....	1	13
Infractions of "passing," secs. 148-151, 153, 154 .....	83	775
Infractions of turning, starting, and directional signals, secs. 155-162 .....	90	463
Failure to yield right-of-way, secs. 163-167 .....	128	762
Not exercising due care <i>re</i> pedestrians, secs. 168-172 .....	19	122
Failure to stop at railroad crossing, secs. 174-176 .....	—	7
Failure to stop at intersections, sec. 177 .....	111	1,143
Leaving vehicle improperly parked, sec. 182 .....	7	57
Backing vehicle illegally, sec. 184 .....	37	235
Operating motor-cycle with more than one person, sec. 185 .....	—	6
Requirements of safe driving on highway, secs. 186, 187 .....	2	5
Fire-vehicle safety, secs. 189, 190 .....	1	11
Driving on sidewalk, sec. 191 .....	—	4
Opening door requirements, sec. 194 .....	3	5
Illegal depositing of articles on highway, sec. 195 .....	—	19
Riding motor-cycle without safety helmet, sec. 207 .....	—	9
Miscellaneous infractions .....	—	23
	<u>2,341</u>	<u>20,402</u>

Under *Motor-vehicle Act Regulations*—

Number plates, secs. 3.01-3.03 .....	—	9
Driving without proper head-lamps, secs. 4.01-4.06 .....	9	88
Driving without tail-lamps, reflectors, other required lamps, secs. 4.07-4.10 .....	12	55
Driving without clearance lamps, lamps on projections, etc., secs. 4.11-4.13 .....	—	18
Driving without proper parking-lamps, spot-lamps, turn-signal devices, etc., secs. 4.14-4.22 .....	—	3
Driving vehicle with defective horn or miscellaneous equipment, secs. 7.01, 7.02 .....	9	23
Driving vehicle without muffler, sec. 7.03 .....	16	182



*Traffic Violation Reports, 1968-69—Continued*Under Motor-vehicle Act Regulations—*Continued*

	1968	1969
Driving vehicle without rear-view mirror or unobstructed rear view, sec. 7.04 .....	4	32
Inadequate windshield-wiper, etc., sec. 7.05 .....	4	16
Driving without mudguards, etc., sec. 7.06 .....	---	8
Failing to have proper connections between motor-vehicle and trailer, sec. 7.07 .....	---	12
Operating defective vehicle after ordered off road, sec. 7.09 .....	---	6
Operating motor-cycle against regulations as to handlebars, sec. 7.14 .....	---	2
Causing loud or unnecessary noise, sec. 7A.01 .....	23	598
Operating slow-moving vehicle without slow-moving warning device, sec. 7B.02 .....	---	1
Miscellaneous infractions .....	2	---
	<hr/> 79	<hr/> 1,053

*Notice of Juvenile Offence, 1968-69*Under *Motor-vehicle Act*—

Driving without obtaining driver's licence, sec. 18 (1), (2)	933	1,612
Driving motor-vehicle otherwise than as restricted on driver's licence, sec. 18 (6), (7), (8) .....	1,373	2,106
Failing to obey traffic-control signal legend, secs. 127, 128, 152 .....	307	518
Failing to obey special signal signs <i>re</i> highway construction, secs. 134, 135, 137 .....	9	5
Careless driving, secs. 138, 139 .....	812	1,115
Exceeding maximum speed limit, sec. 140 .....	3,002	4,165
Exceeding speed limit passing schools and playgrounds, sec. 141 .....	166	159
Exceeding speed limit overtaking stopped school bus, sec. 142 .....	6	8
Failure to drive on the right, sec. 143 .....	46	59
Infractions of "lane" driving, secs. 144-146 .....	153	266
Infractions of "passing," secs. 148-151, 153, 154 .....	220	335
Infractions of turning, starting, and directional signals, secs. 155-162 .....	97	187
Failure to yield right-of-way, secs. 163-167 .....	246	290
Not exercising due care <i>re</i> pedestrians, secs. 168-172 .....	51	63
Failure to stop at railroad crossing, secs. 174-176 .....	10	8
Failure to stop at intersections, sec. 177 .....	403	522
Backing vehicle illegally, sec. 184 .....	53	83
Miscellaneous .....	2,236	3,457
	<hr/> 10,123	<hr/> 14,958



*Driver Licence Suspension under Roadside Suspension Law  
(Driving After Consuming Alcohol), 1969*

	Suspensions, Section 203	Requested Mobat Test	Positive Reading	Charged Driving under Suspension
Delta.....	232	4	4	22
Esquimalt.....	66	-----	-----	-----
Matsqui.....	84	-----	-----	-----
New Westminster.....	342	2	-----	3
Oak Bay.....	48	3	2	1
Port Moody.....	57	-----	-----	-----
R.C.M.P. detachments.....	7,741	269	261	172
Vancouver.....	3,762	32	30	75
Victoria.....	394	4	4	2
West Vancouver.....	107	3	3	1
Totals.....	12,833	317	304	276

### 3. DRIVING SAFETY

#### (a) SAFETY RESPONSIBILITY

Past legislation required proof of financial responsibility to be submitted by owners and drivers of motor-vehicles if, as a result of the operation of a motor-vehicle, a judgment was rendered and remained unsatisfied, upon conviction for an infraction of the Criminal Code of Canada, or because of an unsatisfactory driving record.

In all cases, where proof of financial responsibility was required to be submitted by private individuals, a certificate of a duly authorized automobile insurance company was obtained. As a result, the Safety Responsibility Division received 15,835 certificates from the insurance companies. Of this total, 14,113 certificates were accepted as proof of the policyholder's financial responsibility. A table with full information concerning the filing and cancellation of certificates is shown hereunder:—

*Comparisons of Financial Responsibility Certificates Received,  
Filed, and Cancelled in 1968 and 1969*

	1968	1969	Increase	Decrease	Per Cent
Total number of certificates received.....	16,770	15,835	-----	935	5.5
Total number of certificates filed.....	16,135	15,114	-----	1,021	6.3
Total number of certificates returned.....	635	721	86	-----	13.5
Owners' policy certificates and sales agency certificates filed.....	13,684	12,632	-----	1,052	7.6
Drivers' policy certificates filed.....	1,273	1,393	120	-----	8.6
Owners' policy certificates filed (public and limited).....	1,178	1,089	-----	89	7.5
Certificate cancellations.....	15,357	14,113	-----	1,244	8.1
Filing fees.....	\$32,270	\$30,228	-----	\$2,042	6.3

An alternative method of submitting proof of financial responsibility by way of a bond of a guarantee or surety company, by a deposit of security with the Minister of Finance, or by satisfying the Superintendent of Insurance that they could be classified as self-insurers, was taken advantage of by some of the larger corporations in this Province. Upon receipt of appropriate certificates and bonds, 138 financial responsibility cards were issued by this Division.

During 1969, 4,453 owners involved in accidents were unable to prove that the operation of their motor-vehicle was insured or were in a position to respond in



damages. As a result, the "uninsured" drivers or owners had their licences placed under suspension until they submitted proof of satisfaction of claims or deposited security sufficient in the opinion of the Superintendent to satisfy any judgment that could be made as a result of the accident. This is an increase of 15 per cent from 1968, when 3,871 owners were affected.

A total of 4,827 licences were reinstated upon compliance with the requirements, as shown below:—

*Revocation of Suspension*

Judgment in favour of the uninsured motorist .....	11
Proof of satisfaction of claims .....	2,261
Valid policy .....	284
Owner, driver only .....	130
Stolen .....	15
Tourist .....	9
Legally parked .....	23
Damage under \$250 .....	16
Expiration of one year from date of accident .....	1,822
Security deposited with the Minister of Finance .....	203
Settlement agreement with Traffic Victims Indemnity Fund .....	61
<b>Total .....</b>	<b>4,827</b>

A total of 667 new suspensions were requested as a result of unsatisfied judgments arising out of motor-vehicle accidents during the year. Of this total, 327 settlement agreements were concluded between the uninsured motorist and the Traffic Victims Indemnity Fund.

*Suspension by Superintendent under Financial Responsibility Requirements*

Offence	Suspended	Reinstated
<b>Dangerous driving—</b>		
Accident .....	40	10
No accident .....	261	357
<b>Criminal negligence—</b>		
Accident .....	2	—
No accident .....	7	16
<b>Drunken driving—</b>		
Accident .....	9	1
No accident .....	46	79
<b>Impaired driving—</b>		
Accident .....	898	9
No accident .....	2,797	4,368
Failing to remain at scene of accident .....	562	703
<b>Driving under suspension—</b>		
Accident .....	11	—
No accident .....	318	335
Suspension due to accident .....	3,159	4,205
Unsatisfied judgment—Accident .....	508	326
Conviction and judgment outside Province .....	195	527
Unsatisfactory driving record .....	20	192
Suspension by Superintendent .....	273	440



*Suspension by Superintendent under Financial Responsibility Requirements—*  
Continued

Offence	Suspended	Reinstated
Death by criminal negligence .....	9	1
Bodily harm by criminal negligence .....	2	-----
Further or additional proof of financial responsibility .....	3,973	4,092
Notices of juvenile offence .....	131	-----
<b>Totals .....</b>	<b>13,221</b>	<b>15,661</b>

Release due to strike-off, 8,466.

Release due to section 92, *Motor-vehicle Act*, 5,870.

*Suspension of Drivers' Licences by Court Orders and Recommendations, 1969*

	Months								Years		Other	Total
	Under 1	1	2	3	4	5	6	9	1	2		
Death by criminal negligence—Ac- cident .....	---	---	---	---	---	---	---	---	---	1	1	2
Injury by criminal negligence—Ac- cident .....	---	---	---	---	---	---	---	---	1	---	---	1
Criminal negligence—												
Accident .....	---	---	---	---	1	---	1	---	3	---	2	7
No accident .....	1	---	3	2	---	---	6	---	2	2	2	18
Failing to remain at scene of acci- dent—Accident .....	9	70	46	69	20	---	91	7	43	13	13	381
Dangerous driving—												
Accident .....	1	11	6	11	2	---	24	---	24	13	15	107
No accident .....	5	27	22	49	13	---	57	5	40	18	14	250
Driving while intoxicated—												
Accident .....	3	2	---	4	2	---	2	3	9	6	4	35
No accident .....	34	16	5	11	2	2	25	2	15	10	5	127
Driving while ability impaired (as amended 1969)—												
Accident .....	---	1	---	1	1	---	2	---	---	---	---	5
No accident .....	---	23	3	4	5	---	1	---	4	---	---	40
Driving while ability impaired—												
Accident .....	205	276	77	145	71	5	179	10	64	26	20	1,078
No accident .....	1,012	1,544	353	665	252	30	599	31	279	89	95	4,949
Breath sample not provided .....	---	42	---	---	---	---	---	---	---	---	---	42
Driving with more than 80 mgs. of alcohol in blood (as amended 1969)—												
Accident .....	---	4	---	3	2	---	---	---	---	---	---	9
No accident .....	---	25	2	6	---	---	---	1	4	---	---	38
Driving while under suspension—												
Accident .....	4	3	2	3	1	1	8	1	6	2	1	32
No accident .....	5	41	20	34	8	1	54	1	41	13	4	222
Conviction and judgment outside the Province .....	6	17	1	7	---	---	32	---	8	2	3	76
Driving without due care and at- tention—Accident .....	23	123	79	99	9	2	65	5	18	2	8	433
Exceeding speed limit—Accident .....	36	93	37	26	4	2	14	---	6	1	---	219
Notices of juvenile offence .....	1	4	5	15	2	3	25	4	24	8	11	102
Miscellaneous .....	9	30	11	14	1	1	13	1	6	1	2	89
<b>Totals .....</b>	<b>1,354</b>	<b>2,352</b>	<b>672</b>	<b>1,168</b>	<b>396</b>	<b>47</b>	<b>1,198</b>	<b>71</b>	<b>597</b>	<b>207</b>	<b>200</b>	<b>8,262</b>



### (b) EXAMINATION OF DRIVERS

A total of 136,116 persons was examined by our Drivers' Examination Division during 1969, compared with the 1968 total of 126,973. Original licence examinations amounted to 104,530, compared with 92,291 in 1968.

The Branch is conducting examinations in the major centres of the Province on a daily basis, and smaller communities are being serviced by travelling units, some on a weekly basis and some on a monthly basis, depending on the demand for examinations. We are servicing more small centres every year as the population expands in the smaller communities throughout the Province.

The examiners in charge of our drivers' examination units also spend a considerable amount of their time conducting interviews with persons called in under our Driver Improvement Programme.

### ORIGINAL DRIVERS' EXAMINATIONS

In 1969, a total of 104,530 applicants were examined for an original British Columbia driver's licence. The results of the examinations showed 46,641 or 80 per cent of male applicants passed, while 11,616 or 20 per cent failed. Female applicants had 12,025 or 26 per cent failures and 34,248 or 74 per cent passed.

Of the successful male applicants 33,272 or 71 per cent were given unrestricted licences, while 13,369 or 29 per cent have one or more restrictions. There were 22,331 or 65 per cent female examinees who had no restrictions, while 11,917 or 35 per cent had one or more restrictions.

A certificate of competency for physical condition was issued to 639 male examinees, 277 of them being in the 70-year-or-over group. Certificate of competency for physical condition was also issued to 269 female examinees, 57 of them being 70 years of age and over.

Failure in one or more of the examinations caused this Department to suspend the right to obtain a licence of 94 male and 50 female applicants.

In the road-test portion of the examination, 16,783 male examinees and 16,122 female examinees were given the passing grade of 70 per cent to 79 per cent, 6,897 male and 5,640 female examinees had between 80 per cent and 84 per cent, 4,808 male and 3,121 female examinees had 85 per cent and 89 per cent, and 2,949 male and 1,046 female examinees attained 90 per cent or over.

For surrendering valid out-of-Province driver's licences, 15,204 male and 8,319 female examinees had the road-test portion waived.

In 1969, 818 applicants failed one or more written examinations, 604 being male and 214 female applicants.



## Summary of Drivers' Original Examinations, 1969

## MALES

Number Examined, by Age-group																					
16-20 Years		21-25 Years		26-30 Years		31-40 Years		41-50 Years		51-60 Years		61-64 Years		65-69 Years		70 and Over		Total			
Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent		
<i>Applicants Passed</i>																					
Unrestricted	14,254	69.0	5,960	74.0	4,040	75.0	4,692	80.0	2,643	76.0	1,092	63.0	254	51.0	254	43.0	83	30.0	33,272	71.0	
Restricted	6,546	31.0	2,062	26.0	1,334	25.0	1,175	20.0	844	24.0	629	37.0	246	49.0	342	57.0	191	70.0	13,369	29.0	
Total passed	20,800		8,022		5,374		5,867		3,487		1,721		500		596		274		46,641		
Applicants taking dual tests	392		73		19		15		4		4								507		
<i>Failed Examinations</i>																					
Reasons—																					
Road test	5,294		1,222		775		768		398		205		58		46		95		8,861		
Written test	209		126		97		90		46		14		9		13		7		611		
Failed to complete	616		113		29		28		20		11		2		3		4		826		
Vision	1,007		173		38		37		21		22		5		5		5		1,313		
Physical condition	1				1		2										1		5		
Total failed	7,127		1,634		940		925		485		252		74		67		112		11,616		
<i>Applicants Suspended</i>																					
Reasons—																					
Road test	2				1				1										4		
Written test	2																		2		
Failed to complete			1						2								1		4		
Vision	20		4		4		1		6		2						1		38		
Physical condition	20		4		8		6		2		3		1				1		45		
Reaction																	1		1		
Total suspended	44		9		13		7		11		5		1				4		94		
Total examinations conducted	27,927		9,656		6,314		6,792		3,972		1,973		574		663		386		58,257		
Passed	20,800		8,022		5,374		5,867		3,487		1,721		500		596		274		46,641		
Failed	7,127		1,634		940		925		485		252		74		67		112		11,616		
																			80.0		
																			20.0		



## ANALYSIS OF RESTRICTIONS

Age-group	Restricted to—								Certificate of Examination by Competent Authority	
	Corrective Lenses	Special Restrictions	Outside Rear-view Mirrors	Speed	Applicable Mechanical Devices	Certain Areas	Daylight Hours Only	Motor- cycles	Vision	Physical Condition
16-20 years.....	5,203	23	407	6	21	---	1	1,278	437	116
21-25 years.....	1,936	8	131	5	6	---	---	55	72	33
26-30 years.....	1,232	11	124	---	7	---	---	9	57	13
31-40 years.....	1,065	14	124	2	8	1	1	8	52	31
41-50 years.....	764	15	93	2	7	---	---	6	46	33
51-60 years.....	570	11	71	1	7	---	1	4	29	45
61-64 years.....	224	4	25	---	2	---	---	2	17	27
65-69 years.....	311	7	55	1	4	---	---	---	16	94
70 years and over.....	169	5	47	2	2	2	2	2	11	277
Totals.....	11,474	98	1,077	19	64	3	5	1,364	737	669







## ANALYSIS OF RESTRICTIONS

Age-group	Restricted to—								Certificate of Examination by Competent Authority	
	Corrective Lenses	Special Restrictions	Outside Rear-view Mirrors	Speed	Applicable Mechanical Devices	Certain Areas	Daylight Hours Only	Motor- cycles	Vision	Physical Condition
16-20 years.....	4,259	13	176	5	6	---	---	69	243	66
21-25 years.....	2,456	7	111	3	2	---	1	11	73	25
26-30 years.....	1,379	6	69	6	---	1	2	6	56	19
31-40 years.....	1,224	8	103	1	6	---	1	---	54	24
41-50 years.....	871	17	72	---	4	---	---	2	28	23
51-60 years.....	808	8	55	---	2	---	---	1	23	40
61-64 years.....	167	3	13	---	1	---	---	---	5	6
65-69 years.....	96	1	17	---	---	---	---	---	4	9
70 years and over.....	45	1	9	---	1	1	---	---	3	57
Totals.....	11,305	64	625	15	22	2	4	89	489	269



## Summary of Drivers' Re-examinations, 1969

## MALES

Number Examined, by Age-group																				
16-20 Years		21-25 Years		26-30 Years		31-40 Years		41-50 Years		51-60 Years		61-64 Years		65-69 Years		70 and Over		Total		
Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	
<i>Applicants Passed</i>																				
Unrestricted	2,830	77.0	1,864	72.0	1,303	73.0	2,335	81.0	1,931	80.0	1,258	63.0	365	54.0	253	40.0	2,472	28.0	14,611	57.0
Restricted	841	23.0	729	28.0	494	27.0	535	19.0	489	20.0	736	37.0	317	46.0	383	60.0	6,369	72.0	10,893	43.0
Total passed	3,671		2,593		1,797		2,870		2,420		1,994		682		636		8,841		25,504	
Applicants taking dual tests	1,860		517		209		255		130		30		3		3		2		3,009	
<i>Failed Examinations</i>																				
<i>Reasons—</i>																				
Road test	263		39		25		30		25		31		13		26		700		1,152	
Written test							1								1				2	
Failed to complete	10		3		2		3		2		5						25		48	
Vision	1														1		40		44	
Physical condition	1						3		3		3						13		23	
Total failed	275		42		27		37		30		39		13		28		778		1,269	
<i>Applicants Suspended</i>																				
<i>Reasons—</i>																				
Road test	9		2		1				3		5		6		4		2		32	
Failed to complete	2		4				3		2				1						12	
Vision	2		2				5		2		1		1		1		18		32	
Physical condition	6		15		7		29		16		18		1		5		69		166	
Did not attend when notified	3		3		2		5		2		8		3		4		16		46	
Total suspended	22		26		10		42		25		32		12		14		105		288	
Total examinations conducted	3,946		2,635		1,824		2,907		2,450		2,033		695		664		9,619		26,773	
Passed	3,671	93.0	2,593	98.0	1,797	99.0	2,870	99.0	2,420	99.0	1,994	98.0	682	98.0	636	96.0	8,841	92.0	25,504	95.0
Failed	275	7.0	42	2.0	27	1.0	37	1.0	30	1.0	39	2.0	13	2.0	28	4.0	778	8.0	1,269	5.0



## ANALYSIS OF RESTRICTIONS

Age-group	Restricted to—								Certificate of Examination by Competent Authority	
	Corrective Lenses	Special Restrictions	Outside Rear-view Mirrors	Speed	Applicable Mechanical Devices	Certain Areas	Daylight Hours Only	Motor- cycles	Vision	Physical Condition
16-20 years.....	788	7	50	1	5	---	1	7	21	28
21-25 years.....	679	10	47	1	9	---	---	3	82	1,194
26-30 years.....	445	10	49	3	13	1	1	---	63	826
31-40 years.....	452	26	63	3	18	---	---	4	78	1,065
41-50 years.....	404	29	79	3	18	2	1	1	68	771
51-60 years.....	661	21	115	8	11	2	1	---	46	484
61-64 years.....	302	10	47	4	7	3	2	---	19	96
65-69 years.....	334	13	79	4	4	2	3	---	18	174
70 years and over.....	5,535	225	1,890	272	72	145	124	8	431	8,847
Totals.....	9,600	351	2,419	299	157	155	133	23	826	13,485



## Summary of Drivers' Re-examinations, 1969—Continued

## FEMALES

	Number Examined, by Age-group																			
	16-20 Years		21-25 Years		26-30 Years		31-40 Years		41-50 Years		51-60 Years		61-64 Years		65-69 Years		70 and Over		Total	
	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent
<i>Applicants Passed</i>																				
Unrestricted	72	64.0	125	56.0	161	63.0	460	72.0	416	67.0	269	48.0	66	46.0	42	33.0	450	24.0	2,061	46.0
Restricted	41	36.0	99	44.0	95	37.0	175	28.0	203	33.0	290	52.0	76	54.0	86	67.0	1,396	76.0	2,461	54.0
Total passed	113		224		256		635		619		559		142		128		1,846		4,522	
Applicants taking dual tests																				
	45		24		11		11		8		2								101	
<i>Failed Examinations</i>																				
Reasons—																				
Road test	4		6		3		12		19		24		5		11		183		267	
Failed to complete	1				1		2						1		1		5		11	
Vision											1						7		8	
Physical condition											3						2		5	
Total failed	5		6		4		14		19		28		6		12		197		291	
<i>Applicants Suspended</i>																				
Reasons—																				
Road test			1				3		2		6		1		1				14	
Failed to complete			1				1				1								3	
Vision											2								2	
Physical condition	1		3		1		1		4		7				1		11		29	
Did not attend when notified									1		1						2		4	
Total suspended	1		5		1		5		7		17		1		2		13		52	
Total examinations conducted																				
Passed	118	96.0	230	97.0	260	98.0	635	98.0	638	97.0	559	95.0	148	96.0	140	92.0	2,043	90.0	4,813	94.0
Failed	5	4.0	6	3.0	4	2.0	14	2.0	19	3.0	28	5.0	6	4.0	12	8.0	197	10.0	291	6.0



## ANALYSIS OF RESTRICTIONS

Age-group	Restricted to—							Certificate of Examination by Competent Authority		
	Corrective Lenses	Special Restrictions	Outside Rear-view Mirrors	Speed	Applicable Mechanical Devices	Certain Areas	Daylight Hours Only	Motor- cycles	Vision	Physical Condition
16-20 years.....	37	1	5	.....	.....	.....	.....	.....	.....	2
21-25 years.....	91	1	4	.....	3	.....	.....	1	3	46
26-30 years.....	95	.....	6	.....	.....	.....	.....	1	2	40
31-40 years.....	156	5	15	1	3	.....	.....	1	10	60
41-50 years.....	185	9	30	1	6	.....	1	1	15	59
51-60 years.....	274	6	27	2	4	2	1	.....	10	39
61-64 years.....	75	2	3	1	.....	1	.....	.....	2	12
65-69 years.....	85	2	14	1	.....	.....	.....	.....	5	30
70 years and over	1,301	83	83	39	6	20	17	.....	77	1,851
Totals.....	2,299	109	187	45	22	23	19	3	124	2,139

*Drivers' Re-examinations*

During 1969, this Department re-examined 31,586 drivers as to their ability to safely operate a motor-vehicle in British Columbia.

Of the male examinees, 25,504 or 95 per cent qualified, and 1,269 or 5 per cent failed the examination. Female drivers had 291 or 6 per cent failures, while 4,522 or 94 per cent qualified.

Of the qualified male drivers, 14,611 or 57 per cent had unrestricted licences, while 10,893 or 43 per cent have licences with one or more restrictions. There are 2,061 or 46 per cent of the female examinees unrestricted, while 2,461 or 54 per cent have one or more restrictions.

A certificate of competency for physical condition was issued to 13,485 male drivers, 8,847 of these being 70 years of age or older. These certificates were also issued to 2,139 female drivers, of whom 1,851 were 70 years of age or older.

Failures in one or more portions of the examination resulted in the suspension of driver's licences for 283 male drivers and 52 female drivers.

In the road-test portion of the examination, 10,424 male examinees and 2,546 female examinees had the passing grade of 70 per cent to 79 per cent; 4,164 male and 894 female examinees had between 80 per cent and 84 per cent; 4,823 male and 606 female had 85 per cent to 89 per cent; and 4,831 male and 345 female examinees had 90 per cent or over. For surrendering valid out-of-Province driver licences, 1,262 male and 131 female examinees had the road-test portion waived.

During 1969, 704 drivers voluntarily surrendered their driver's licences.



*Summary of Drivers' Examinations*

## SUMMARY OF ORIGINAL EXAMINATIONS, 1969 (GRAND TOTAL, 104,530)

<i>Applicants Passed</i>			<i>Failed Examinations</i>		
	Number	Per Cent	Reason	Number	Per Cent
Total .....	80,889	77.0	Total .....	23,641	23.0
Unrestricted .....	55,603	69.0	Failed road test .....	17,536	—
Restricted .....	25,286	31.0	Failed written test .....	825	—
			Failed to complete .....	1,765	—
			Failed vision .....	3,509	—
			Physical condition .....	6	—

  

<i>Males</i>		Number	<i>Females</i>		Number
Road test waived due to applicant being holder of a driver's licence from another province or state of the United States .....		15,204	Road test waived due to applicant being holder of a driver's licence from another province or state of the United States .....		8,319
Qualified with 70 to 79 per cent .....		16,783	Qualified with 70 to 79 per cent .....		16,122
Qualified with 80 to 84 per cent .....		6,897	Qualified with 80 to 84 per cent .....		5,640
Qualified with 85 to 89 per cent .....		4,808	Qualified with 85 to 89 per cent .....		3,121
Qualified with 90 per cent and over .....		2,949	Qualified with 90 per cent and over .....		1,046
Qualified after second road test .....		3,608	Qualified after second road test .....		3,452
Qualified after third road test .....		599	Qualified after third road test .....		638
Qualified after fourth road test .....		106	Qualified after fourth road test .....		92
Qualified after five or more road tests .....		20	Qualified after five or more road tests .....		21
Qualified after second written test .....		488	Qualified after second written test .....		181
Qualified after third written test .....		28	Qualified after third written test .....		8
Qualified after fourth written test .....		3	Qualified after fourth written test .....		1

## SUMMARY OF RE-EXAMINATIONS, 1969 (GRAND TOTAL, 31,586)

<i>Applicants Passed</i>			<i>Failed Examinations</i>		
	Number	Per Cent	Reason	Number	Per Cent
Total .....	30,026	95.0	Total .....	1,560	5.0
Unrestricted .....	16,672	56.0	Failed road test .....	1,419	—
Restricted .....	13,354	44.0	Failed written test .....	2	—
			Failed to complete .....	59	—
			Failed vision .....	52	—
			Physical condition .....	28	—

  

<i>Males</i>		Number	<i>Females</i>		Number
Road test waived on surrender of a driver's licence from another province or state of the United States or certification by an authorized company .....		1,262	Road test waived on surrender of a driver's licence from another province or state of the United States or certification by an authorized company .....		131
Qualified with 70 to 79 per cent .....		10,424	Qualified with 70 to 79 per cent .....		2,546
Qualified with 80 to 84 per cent .....		4,164	Qualified with 80 to 84 per cent .....		894
Qualified with 85 to 89 per cent .....		4,823	Qualified with 85 to 89 per cent .....		606
Qualified with 90 per cent and over .....		4,831	Qualified with 90 per cent and over .....		345
Qualified after second road test .....		605	Qualified after second road test .....		138
Qualified after third road test .....		85	Qualified after third road test .....		36
Qualified after fourth road test .....		27	Qualified after fourth road test .....		6
Qualified after five or more road tests .....		7	Qualified after five or more road tests .....		1



*Chauffeurs' Examinations*

In 1969, this Department conducted 2,424 Class A chauffeur examinations. Of these, 2,173 or 90 per cent were satisfactory, while 251 or 10 per cent resulted in failure in one or more portions of the examination.

There were 3,453 Class B examinations conducted, of which 2,327 or 67 per cent were satisfactory and 1,126 or 33 per cent resulted in failure.

There were 44 Class A and 110 Class B chauffeurs refused issuance for one or more reasons.

In 1969 our certification programme resulted in 1,056 Class A chauffeur certifications.

CLASS A CHAUFFEURS		CLASS B CHAUFFEURS	
Passed (90 per cent) .....	2,173	Passed (67 per cent) .....	2,327
Failed (10 per cent) .....	251	Failed (33 per cent) .....	1,126
Certification .....	1,056	Failed—	
Failed—		Hearing .....	14
Hearing .....	9	Vision .....	111
Vision .....	44	Colourblind .....	19
Colourblind .....	9	Road test .....	559
Road test .....	109	Physical condition .....	45
Physical condition .....	21	Written .....	328
Written .....	51	To complete .....	50
To complete .....	5	To attend .....	—
To attend .....	3		
Total .....	2,424	Total .....	3,453

*(c) DRIVER IMPROVEMENT PROGRAMME*

Since its inception in 1953, the Driver Improvement Programme has experienced many changes. It began with the intention to educate drivers who had received unsatisfactory driving records and to try and help prevent them from being involved in serious motor-vehicle accidents. In earlier days this was done exclusively through interviews with the driver or by suspending the driver's licence.

In keeping with the primary concern of the Driver Improvement Programme to reduce motor-vehicle accidents, continued expansion of the Division activities has included increased involvement in promoting defensive driving courses. Several staff members have been trained as instructors and have conducted classes for the Motor-vehicle Branch staff and other departments. One staff member has also been on loan since 1968 to the British Columbia Traffic and Safety Council for the purpose of extending their programme in regard to defensive driving courses. Letters recommending such a course are being forwarded to persons in most areas of the Province whose driving record indicates further instruction in safe-driving practices is essential.

Our Juvenile Offence Programme, which came into being in 1967, is continuing to prove successful. Upon receipt of juvenile offences issued by a peace officer, a letter is forwarded to the parent or guardian of the juvenile, pointing out the offence and recommending participation by the juvenile in high school driver-training or defensive driving. This programme endeavours to place the responsibility for a juvenile action on a highway in the hands of the parent or guardian, and enthusiastic response from the parents in this regard is being experienced.

In 1969 we further extended our Driver Improvement Programme to our association with the various offices of the Alcoholism Foundation of British Columbia. The co-operation we are receiving from the Foundation is exceptional and, although we are still trying to enlarge our programme in this regard, we are pleased to say that so far those who have chosen the services of the Foundation have benefited.



The data processing centre has played a major part in assisting the Driver Improvement Programme. The assessing of a driving record is now simplified by reviewing the unsatisfactory driving record of a driver on a single sheet printed by our computer. Previously this was done by handling bulky files.

Statistics for the year 1969 regarding the Driver Improvement Programme are quoted:—

*Notices of Juvenile Offences (N.O.J.O. Programme),  
January to December, 1969*

Total number of offences committed to date (includes	
Court actions) .....	15,098
Total number of notices of juvenile offences (N.O.J.O.)	14,958
Total number of advisory letters forwarded to parents	6,598
Notices of intent to suspend .....	568
Notices to attend for interview .....	135
Suspensions under N.O.J.O. (sec. 86) .....	243
Appeals (resolved and placed on probation) .....	61

A continued accelerated programme of public contact through schools and various organizations is being conducted by the Driver Improvement Programme staff, who are also assisted in the outside areas of the Province by members of the Driver Examination Division staff.

Seaches of driving records and the preparation of abstracts of driving records under section 116 (b) of the *Motor-vehicle Act* have greatly increased within the past years, which indicates that many firms employing personnel responsible for the operation of motor-vehicles are now becoming more interested in the driving record of their staff. This increase also reflects the attitude of the insurance industry, which requires knowledge of the updated driving record before issuing motor-vehicle liability insurance policies to an ever-increasing number of applicants.

Statistics of driving-record searches for the past three years are as follows:—

1967—	101,410	1968—	123,132	1969—	137,133
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The 1969 statistics of the Driver Improvement Programme are as follows:—

*Warning Letters, Etc., January to December, 1969*

Warning letters .....	20,090
Notices of intent to suspend .....	10,661
Interviews and hearings .....	4,170
Results of notices to suspend, interviews, and submissions—	
Licences suspended .....	6,254
Licences placed on probation .....	2,439



*Summary of Actions Taken under Driver Improvement Programme, 1969*

	Age									Total
	16-20 Years	21-24 Years	25-30 Years	31-40 Years	41-50 Years	51-60 Years	61-64 Years	65-69 Years	70 and Over	
Warning letters.....	-----	-----	-----	-----	-----	-----	-----	-----	-----	20,890
Advisory letters.....	-----	-----	-----	-----	-----	-----	-----	-----	-----	6,598
Notices of intent to suspend..	3,004	3,157	1,909	1,410	716	355	53	40	17	10,661
Male.....	2,954	3,116	1,873	1,369	688	343	51	40	16	10,450
Female.....	50	41	36	41	28	12	2	-----	1	211
Interviews and hearings.....	1,016	1,184	781	604	374	167	19	17	8	4,170
Male.....	1,013	1,180	778	598	367	165	19	17	8	4,145
Female.....	3	4	3	6	7	2	-----	-----	-----	25
Result of notices to suspend, interviews, and submis- sions—										
Licences suspended.....	1,728	1,902	1,107	817	432	216	28	18	6	6,254
Male.....	1,714	1,879	1,089	798	427	212	28	18	6	6,171
Female.....	14	23	18	19	5	4	-----	-----	-----	83
Previously suspended.....	666	920	478	388	199	100	13	9	4	2,777
Previously warned.....	527	964	531	332	123	46	6	2	1	2,532
Previously on probation.....	226	409	251	168	87	40	6	2	-----	1,189
Driver's licence placed on probation.....	534	674	455	399	221	111	26	9	10	2,439
Male.....	525	668	442	385	204	105	25	8	8	2,370
Female.....	9	6	13	14	17	6	1	1	2	69

Impaired, 7,169; total infractions received, 249,966; special restrictions, 713; juvenile offences, 15,098.

*(d) MOTOR-VEHICLE INSPECTION*

During 1969 the compulsory programme of motor-vehicle inspection was continued in Victoria and was expanded to include the Municipalities of Delta and Richmond through the Richmond Inspection Station.

The Richmond Inspection Station, which commenced operation December 15, 1969, was constructed with two lanes for the inspection of all types of motor-vehicles and trailers. The station is manned by 13 motor-vehicle inspectors and two clerks.

Notices requiring the owner of a motor-vehicle in the Victoria area to present his vehicle for inspection were mailed to 39,029 owners during 1969, of whom 19,065 required a second notice. Notifications of suspension were given to 7,144 owners.

The following is a summary of vehicle inspection:—



## Summary of Vehicle Inspection, January 1, 1969, to December 31, 1969

	Inspected and Approved					Reinspected and Approved					Free Approved					Approved This Period
	Age 1	Age 2	Age 3	Age 4	Total	Age 1	Age 2	Age 3	Age 4	Total	Age 1	Age 2	Age 3	Age 4	Total	
Passenger.....	19,545	8,498	2,629	796	31,468	12,613	10,639	4,625	1,392	29,269	170	102	26	42	340	61,077
Commercial.....	2,501	733	340	276	3,850	1,611	924	656	558	3,749	28	10	8	3	49	7,648
Motor-cycle.....	618	62	10	16	706	83	24	4	6	119	12	.....	.....	1	13	838
Trailer.....	105	26	17	11	159	49	5	6	6	66	1,361	402	88	45	1,896	2,121
Totals.....	22,769	9,319	2,996	1,099	36,183	14,356	11,592	5,291	1,964	33,203	1,571	514	122	91	2,298	71,684
	Inspected and Rejected					Reinspected and Rejected					Free Rejected					Rejected This Period
	Age 1	Age 2	Age 3	Age 4	Total	Age 1	Age 2	Age 3	Age 4	Total	Age 1	Age 2	Age 3	Age 4	Total	
Passenger.....	13,485	11,852	5,842	1,801	32,980	1,147	1,418	821	268	3,654	14	12	7	5	38	36,672
Commercial.....	1,787	1,072	794	716	4,369	131	122	137	108	498	1	.....	1	1	3	4,870
Motor-cycle.....	142	38	5	9	194	4	6	.....	.....	10	1	3	.....	1	5	209
Trailer.....	70	24	12	4	110	17	5	.....	.....	22	239	142	47	6	434	566
Totals.....	15,484	12,986	6,653	2,530	37,653	1,299	1,551	958	376	4,184	255	157	55	13	480	42,317
Per cent.....	40.4	58.2	68.9	69.7	50.9	8.2	11.8	15.3	16.0	11.1	13.9	23.3	31.0	12.5	17.2	37.1
Presented for inspection.....	38,253	22,305	9,649	3,629	73,836	15,655	13,143	6,249	2,340	37,387	1,826	671	177	104	2,778	114,001

Vehicle Age Code: Age 4, 1953 and prior; Age 3, 1954 to 1958; Age 2, 1959 to 1964; Age 1, 1965 and after.



During the inspection of motor-vehicles it was found that 42,317 did not meet the standards of inspection and were rejected. The total number of defects found were 86,684 or 2.04 for each rejected vehicle. The following are the causes for rejection:—

*Causes of Rejection*

	Model Year				
	Age 1	Age 2	Age 3	Age 4	Total
1. Motor-vehicle licence.....	441	293	215	148	1,097
2. Number-plates.....	283	398	298	132	1,111
3. Plate-lamp.....	1,337	1,705	1,006	287	4,335
4. Tail-lamps.....	452	860	908	226	2,446
5. Stop-lamps.....	923	1,373	876	446	3,618
6. Turn-signals.....	842	1,476	1,021	410	3,749
7. Reflectors.....	230	137	108	93	568
8. Horn.....	265	493	285	133	1,176
9. Windshield-wipers.....	419	951	784	365	2,519
10. Left window-raiser.....	37	100	138	72	347
11. Doors, body, hood.....	64	346	486	220	1,116
12. Bumper, mudflaps.....	81	126	160	86	453
13. Headlamps.....	12,567	9,138	3,919	1,438	27,062
14. Identification lamps.....	147	112	93	71	423
15. Spot-lamps.....	4	2	2	-----	8
16. Fog-lamps.....	2	2	-----	-----	4
17. Auxiliary lamps.....	53	53	36	22	164
18. Wheel alignment.....	944	960	588	355	2,847
19. Steering mechanism.....	1,351	2,779	1,999	1,201	7,330
20. Tires, wheels.....	1,664	2,193	1,601	815	5,458
21. Fuel system.....	54	78	54	55	241
22. Exhaust, muffler.....	1,713	1,900	1,503	940	6,056
23. Service brakes.....	1,441	1,584	1,042	742	4,809
24. Pedal reserve.....	266	633	534	240	1,673
25. Brake connections.....	366	438	584	348	1,735
26. Air or vacuum.....	46	39	26	19	130
27. Tell-tale.....	8	10	11	2	31
28. Parking-brake.....	531	923	661	341	2,456
29. Visibility and mirror.....	769	836	678	373	2,656
30. Driver seat-belts.....	73	101	83	34	291
31. Miscellaneous.....	240	202	214	119	775

Vehicle Age Code: Age 4, 1953 and prior; Age 3, 1954 to 1958; Age 2, 1959 to 1964; Age 1, 1965 and after.

The programme of inspection through the use of a mobile inspection unit was continued during 1969. This marks the fifth year of operation of this programme, which started in 1964.

The mobile inspection unit consists of a panel truck and trailer which is out-fitted with equipment to check steering mechanism, wheel alignment, brake and headlamp adjustments. In addition, checks are made by the inspection unit staff of other vehicle lamps, mufflers, and exhaust systems, the condition of window glass, windshield wipers, tires, and other items whose poor condition could prove dangerous.

The mobile unit visited 28 communities in the Province in 1969. A total of 13,565 vehicles was inspected. Of that number, 59.5 per cent were rejected on first inspection. The following table shows the number of rejected vehicles on which defects were corrected and subsequently passed on reinspection. In addition, it was reported that many had their vehicle defects corrected after the inspection unit had left the community.

Causes of rejection at the 28 different locations throughout the Province are one or more of the following:—



## MOBILE INSPECTION UNIT

*Summary of Inspections, 1969*

(28 Locations)

	Model Year				
	Age 1	Age 2	Age 3	Age 4	Total
Presented for inspection.....	180	634	2,770	9,981	13,565
Passed on inspection.....	49	135	789	4,514	5,487
Rejected on inspection.....	131	499	1,981	5,467	8,078
Percentage rejected.....	73.1	78.7	71.5	54.7	59.5
Presented for reinspection.....	72	175	921	2,378	3,546
Passed on reinspection.....	72	175	921	2,378	3,546
Rejected on reinspection.....	—	—	—	—	—
Total inspected and reinspected.....	252	809	3,691	12,359	17,111
<i>Causes of Rejection</i>					
1. Motor-vehicle licence.....	9	33	91	253	386
2. Number-plates.....	8	24	33	42	107
3. Plate-lamp.....	35	130	434	832	1,431
4. Tail-lamps.....	11	42	124	133	310
5. Stop-lamps.....	26	52	153	221	452
6. Turn-signals.....	28	59	190	213	490
7. Reflectors.....	3	3	11	15	32
8. Horn.....	12	22	60	82	176
9. Windshield-wipers.....	6	43	80	99	228
10. Left-window-raiser.....	3	11	10	6	30
11. Doors, body, hood.....	11	23	28	7	69
12. Bumper, mudflaps.....	2	22	69	17	110
13. Headlamps.....	88	342	1,390	4,125	5,945
14. Identification lamps.....	—	3	1	14	18
15. Spot-lamps.....	—	—	—	—	—
16. Fog-lamps.....	—	—	—	2	2
17. Auxiliary lamps.....	2	8	12	53	75
18. Wheel alignment.....	23	81	261	534	899
19. Steering mechanism.....	49	143	402	401	995
20. Tires, wheels.....	31	72	232	436	771
21. Fuel system.....	—	7	2	13	22
22. Exhaust, muffler.....	43	128	393	575	1,139
23. Service brakes.....	19	60	186	314	579
24. Pedal reserve.....	14	60	109	43	226
25. Brake connections.....	11	37	73	141	262
26. Air or vacuum.....	—	1	1	—	2
27. Tell-tale.....	—	3	7	2	12
28. Parking-brake.....	26	76	181	206	489
29. Visibility and mirror.....	20	57	174	421	672
30. Driver seat-belts.....	5	8	8	5	26
31. Miscellaneous.....	2	15	19	30	66

Vehicle Age Code: Age 4, 1953 and prior; Age 3, 1954 to 1958; Age 2, 1959 to 1964; Age 1, 1965 and after.

The mobile vehicle inspection programme is operated on a voluntary basis. Its success depends on community support and sponsorship, so that the maximum number of interested motorists may be encouraged to subject their vehicles to the critical inspection routine. We enjoyed enthusiastic community support during 1969, with the result that it was often not possible to inspect all the vehicles which were brought to the testing-locations.

Prior to the visit of the inspection unit to a community, groups of citizens who are interested in traffic safety are approached to sponsor the visit. Sponsorship involves the development of a publicity campaign, usually as public service announcements in the local newspaper and by radio and television stations, arranging for a suitable inspection site, and recruiting and organizing voluntary help to assist the two qualified mechanics who are assigned to the programme by the Branch. We have also been assisted by the municipal governments of the communities to a great extent.



The aims of the programme are (a) the inspection of vehicles and (b) the development of public interest in the need to maintain vehicles in a safe mechanical condition. The percentage of vehicles rejected is still high, particularly when it is considered that these vehicles were voluntarily submitted. The percentage would be much higher if it were possible to examine the many vehicles in doubtful mechanical condition on the highways whose owners have no intention of submitting them to a voluntary inspection.

Public interest in the programme is still high. We are usually requested to provide the inspection service more frequently. The need for additional facilities, equipment, and personnel to bring the programme to a stage where it can offer routine inspection to a larger percentage of motorists is evident.

#### 4. CENTRAL REGISTRY

The Superintendent of Motor-vehicles also carries the title of Registrar-General and is responsible for the operation of the Central Registry. Documents submitted under the *Bills of Sale Act*, the *Conditional Sales Act*, the *Assignment of Book Accounts Act*, and *Mechanics' Lien Act*, which concern all types of personal chattels, are registered in the Central Registry. In the case of corporations, personal chattels other than motor-vehicles are recorded with the Registrar of Companies.

The registration of documents with the Central Registry continues to increase, as the following statistics will indicate:—

Year	Documents Accepted	Total Revenue
1965	196,906	\$683,006.50
1967	209,688	717,436.50
1969	245,144	838,188.75

Therefore, during the 1969 calendar year the Central Registry accepted for registration 48,238 more documents than in the 1965 calendar year. The total revenue received by the Central Registry for the registration of the documents increased by an amount of \$155,182.25. A large percentage of the documents now being accepted for registration include more than one vehicle, or encumbers a vehicle plus other chattels. In 1969 a total number of 245,144 documents were accepted for registration, whilst the Data Processing Division key-punched 377,037 lien cards.

The request for search information has also increased and to meet this challenge the teletype section of the Motor-vehicle Branch was transferred to the Central Registry. The Central Registry may now receive requests for search information by counter, mail, telephone, telex, teletype, and TWX. In 1969 the total value of search requests was \$146,933.50, an increase in revenue of \$15,487.45 over the 1968 calendar year.

The Central Registry administers approximately 1,700 Search Fee Accounts, and this Search Fee Account may be used to obtain search information pertaining to motor-vehicles and drivers' records in addition to the regular lien-searching. In 1969 the Central Registry accounted for 117,289 drivers' abstracts for the value of \$234,578. Therefore, in fact, for the 1969 calendar year the total revenue accounted for by the Central Registry was the sum of \$1,072,766.75.

A statistical comparison with the 1968 calendar year follows, which gives a detailed report of the various activities of the Central Registry.



STATISTICAL COMPARISONS WITH YEAR ENDED DECEMBER 31, 1969,  
TO YEAR 1968

January 1 to December 31

Documents filed under—	1968	1969
<i>Conditional Sales Act</i> .....	73,043	84,166
<i>Bills of Sale Act</i> .....	131,527	134,819
<i>Mechanics' Lien Act</i> .....	17,769	21,108
<i>Assignment of Book Accounts Act</i> .....	391	394
<i>Companies Act</i> .....	185	225
Documents discharged under—		
<i>Conditional Sales Act</i> .....	1,423	1,792
<i>Bills of Sale Act</i> .....	1,668	1,413
<i>Mechanics' Lien Act</i> .....	1,013	1,091
<i>Assignment of Book Accounts Act</i> .....	22	30
<i>Companies Act</i> .....	63	106
Total documents accepted .....	<u>227,104</u>	<u>245,144</u>
Total value of—		
Documents accepted .....	\$642,054.00	\$689,056.00
Searches .....	131,446.05	146,933.50
Photographic copies .....	2,085.25	2,199.25
Total revenue .....	<u>\$775,585.30</u>	<u>\$838,188.75</u>

The total number of cards punched by data processing *re* document registrations, January 1 to December 31, 1969, was 377,037 (serial cards, 225,964; alphabetical cards, 151,073).

## 5. SCHOOL BUSES

Control over the use and operation of school buses engaged in the transportation of students to and from the public schools in the Province is the responsibility of the Superintendent of Motor-vehicles. The control extends to the setting of minimum standards for the construction and maintenance of school buses and provides for periodic inspection of school buses. This inspection is carried out on behalf of the Superintendent by mechanical inspectors of the Royal Canadian Mounted Police and by the Motor Carrier Branch of the Public Utilities Commission. In December of 1969, supervisory motor-vehicle inspectors at the Victoria Inspection Station and the Richmond Inspection Station were appointed mechanical inspectors for the inspection of school buses. School buses in the Victoria area and Greater Vancouver area are inspected at these stations or by an inspector from a station. It is also necessary that evidence of satisfactory insurance coverage, in accordance with the carrying capacity of each school bus, be supplied to the Superintendent.

In 1969 the number of permits issued for vehicles to be used as school buses were 892 renewal permits and 134 permits for new vehicles, for a total of 1,026, as compared to the 1968 figure of 1,006. Of these permits issued, 24 were cancelled as the result of the lapse of insurance coverage or of poor mechanical condition. In 1969, school buses were involved in 67 accidents, of which 47 resulted in property damage only. Twenty-seven students and 18 persons other than students were injured in 19 injury accidents. There was one fatal accident involving a school bus where one person other than a student was killed.



## 6. PERMITS FOR FLASHING RED AND AMBER LIGHTS, SIRENS, AND THEFT ALARMS

The Superintendent may, under the provisions of the Motor-vehicle Act Regulations, issue permits to allow a vehicle to be equipped with a flashing red or amber light. The regulations specify that certain emergency vehicles and tow cars may be equipped without obtaining a permit. The permits are required for vehicles such as public utility vehicles which must stop on a highway to repair power or telephone lines. In each case the permit is issued where a hazard exists and only with the approval of the local enforcement agency.

In 1969, 158 permits for flashing amber lamps and 16 permits for flashing red lamps were issued. In addition, nine permits were issued to allow the installation of sirens on vehicles. These vehicles were usually ambulances or the personal vehicle of the chief of a volunteer fire department in a small community.

One permit was issued for the installation of a theft alarm in a vehicle.

## 7. STAFF

At December 31, 1969, the staff of the Motor-vehicle Branch totalled 398, which was a slight increase over the 1968 figure of 380. Of this total, there were 319 permanent employees on payroll, with six requisitions outstanding at the Civil Service Commission; the balance of staff consisted of 76 temporary employees.

Our licence-renewal period of January and February would have been made more difficult without the able assistance of 66 staff members of the Liquor Control Board. These members worked with the staff of the Motor-vehicle Branch anywhere from a few days to two months during a time that demanded endurance, accuracy, and a good deal of patience. We sincerely thank the Chairman and administration of the Liquor Control Board for their co-operation in providing capable assistance, and thus greatly reducing the need for temporary employees at that time.

The staff of the Motor-vehicle Branch cannot be forgotten, for without their dedication to duty and continued loyalty, the new and expanding programmes would be extremely difficult to cope with. The population of British Columbia continues to increase and similarly motor-vehicles and their drivers increase. New systems must be implemented and programmes changed to keep abreast of our growing and expanding communities. The staff of the Motor-vehicle Branch have taken these changes in stride throughout the Province with very little additional assistance. It is the line employees who must be depended upon to carry out responsibilities given to them by their supervisors and we are aware that work loads continue to increase. We are ever grateful for a very capable staff who constantly give their best to support this Branch in our role in today's world.

## CONCLUSION

The activities set out in this Report will give some idea of the work requirements of the Branch. There is no alternative to the continuing increase of motor-vehicle registrations and the increasing number of drivers licensed to operate in British Columbia. The Branch will continue to strive for improved methods of administration so as to cope with these increased work requirements. It becomes very apparent that a continuing increase in percentage of staff time is going to be necessary in the driver-licensing field, and there is no substitute for the personal contact with the driver who is having problems. Much staff training has gone into the techniques so necessary to successfully deal with the public in this sort of an approach. It is going to be necessary to recruit and train additional people for these functions. The



opportunity presented through the Province's innovative "no-fine" approach provides tremendous opportunities to take concrete action in dealing with the hazardous driver on our highways. We will continue to place great emphasis in rehabilitative attempts to deal with the driver who has difficulties. The rapid expansion of defensive driving programmes throughout all parts of British Columbia has proven to be a great asset in this approach.

Without the co-operation which the Branch continues to receive from many persons and organizations throughout the Province, it would be extremely difficult to carry on its programmes. I am extremely grateful for the willing assistance I receive from members of your Department. The assistance we receive from the Courts and enforcement agencies is equally valuable and without their assistance it would be difficult indeed to meet many of our obligations.

Respectfully submitted,

RAYMOND A. HADFIELD,  
*Superintendent of Motor-vehicles.*

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