

# Canada

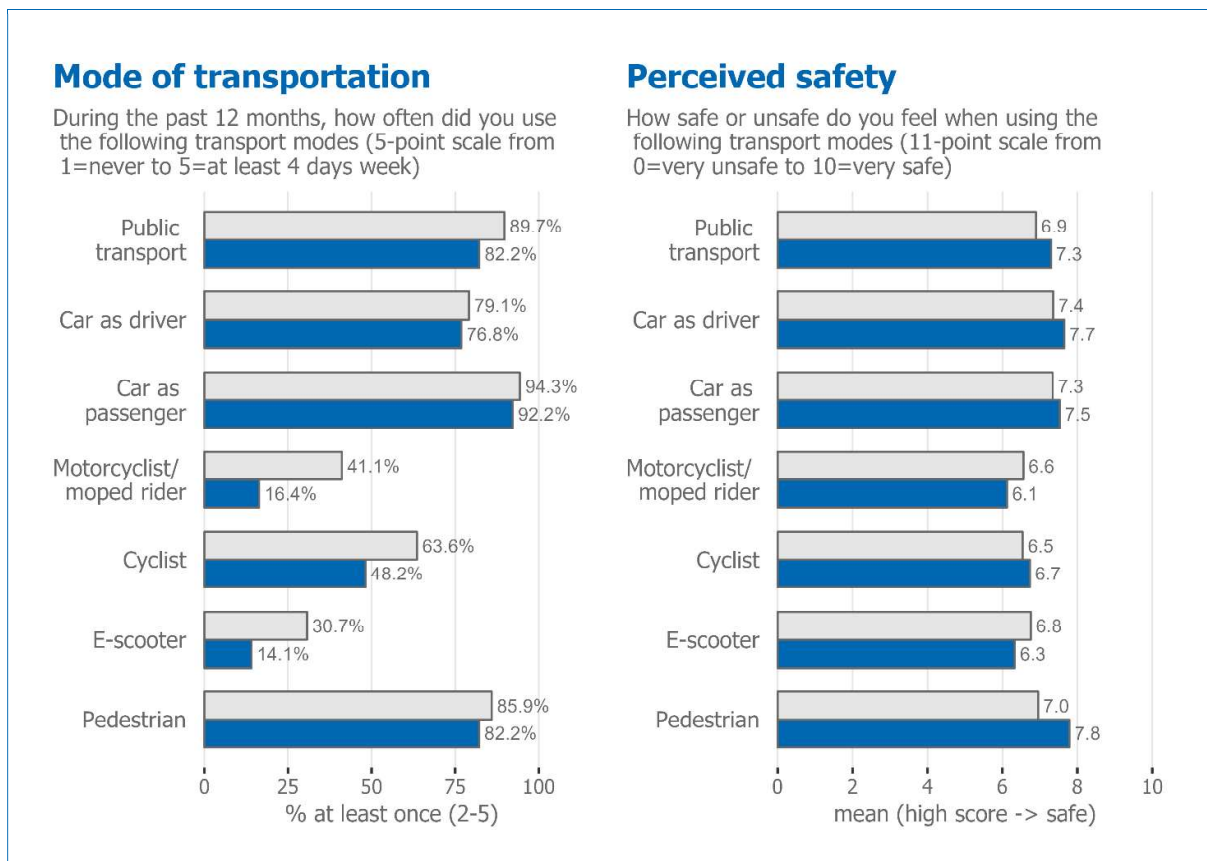
## ESRA3 Country Fact Sheet

Version 2 (01/2024)

ESRA (E-Survey of Road Users' Attitudes) is a joint initiative of road safety institutes, research centres, public services, and private sponsors from all over the world. The aim is to collect and analyse comparable data on road safety performance and road safety culture. The ESRA data are used as a basis for a large set of road safety indicators. These provide scientific evidence for policy making at national and international levels. Vias institute in Brussels (Belgium) initiated and coordinates ESRA, in cooperation with ten steering group partners (BAST, DTU, IATSS, ITS, KfV, NTUA, PRP, SWOV, TIRF, University Gustave Eiffel). At the heart of ESRA is a jointly developed questionnaire survey, which is translated into national language versions<sup>1</sup>. The themes covered include: self-declared behaviour, attitudes and opinions on unsafe traffic behaviour, enforcement experiences and support for policy measures. The survey addresses different road safety topics (e.g. driving under the influence of alcohol, drugs and medicines, speeding, distraction) and targets car occupants, motorcyclists and moped riders, cyclists, riders of e-scooters and pedestrians.

This fact sheet contains the key results of the ESRA3 survey, which was conducted simultaneously in 39 countries in 2023. In total this online panel survey collected data from more than 37,000 road users (1,904 in Canada, aged 18-74). The ESRA3 survey in Canada was supported by Traffic Injury Research Foundation. An overview of the initiative and more results are available on [www.esranet.eu](http://www.esranet.eu).

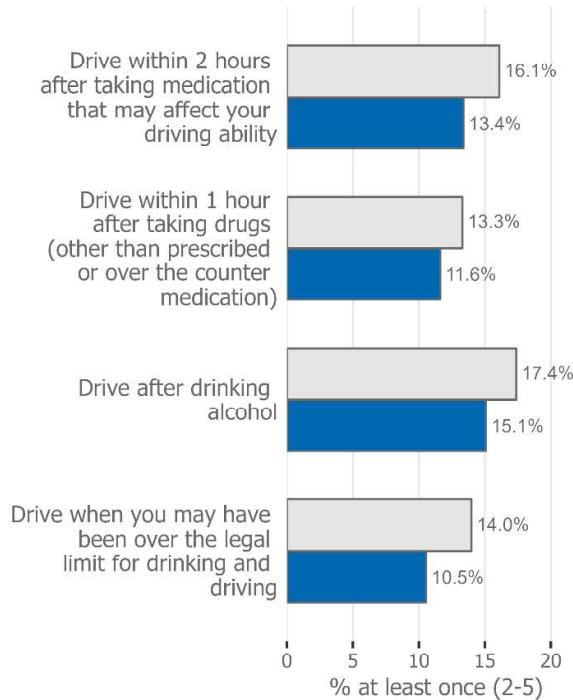
The following figures show a core set of variables in which Canada (blue bar) is compared with the America8 ESRA3 mean<sup>2</sup> (grey bar).



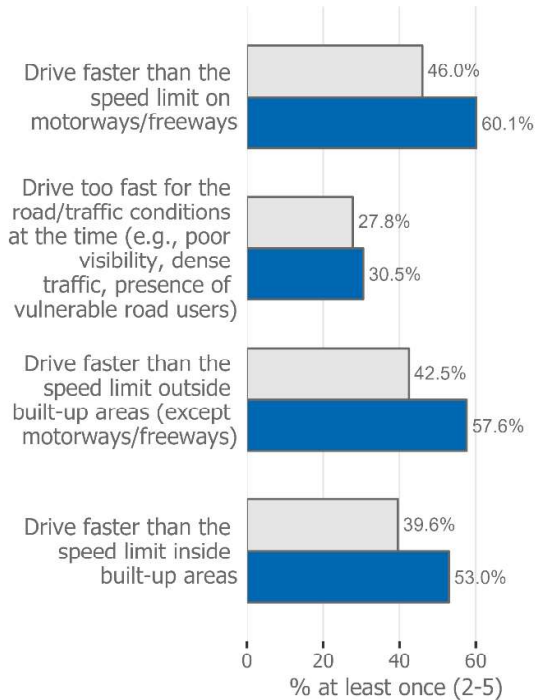
## Self-declared behaviour

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

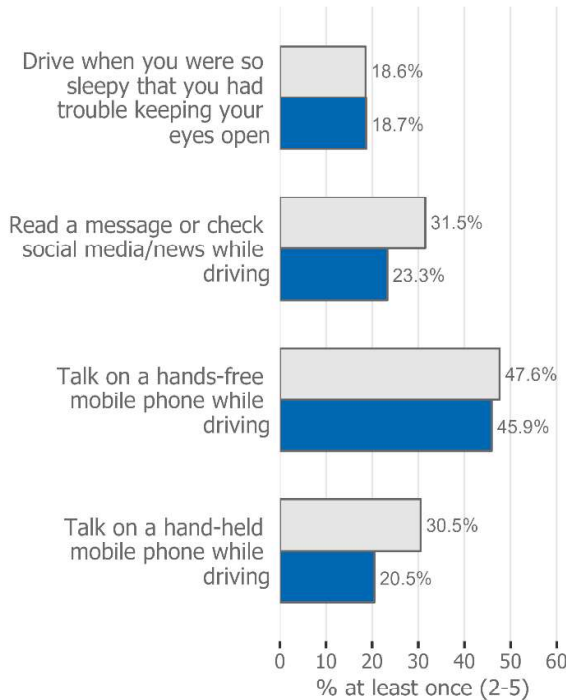
### DUI as a car driver



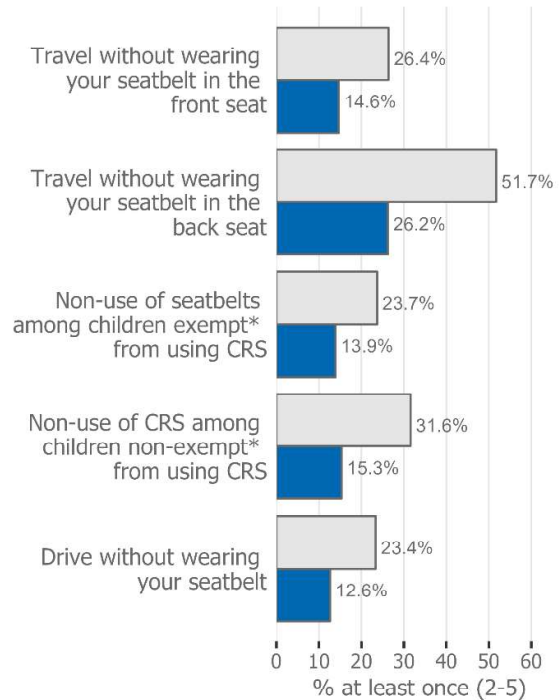
### Speeding as a car driver



### Distraction & fatigue as a car driver



### Seat belt use in a passenger car

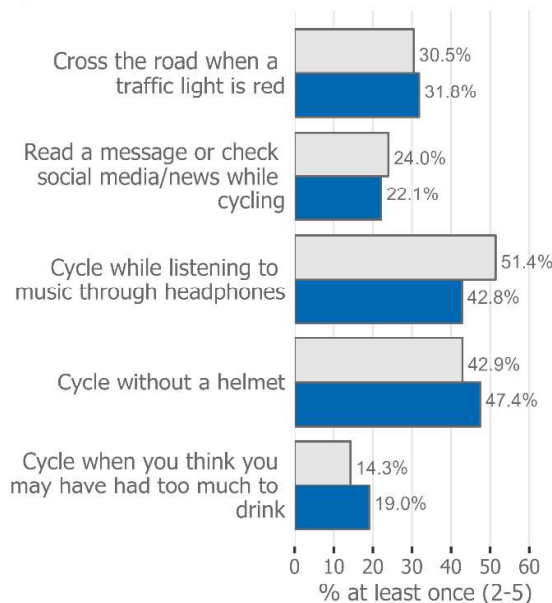


\* specified based on national regulation; CRS = Child Restraint System

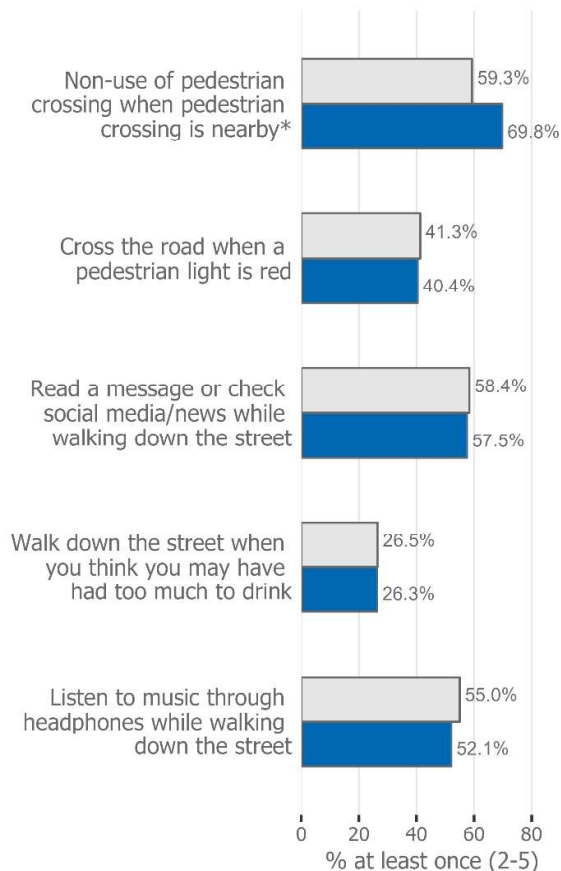
## Self-declared behaviour

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

### Cyclists

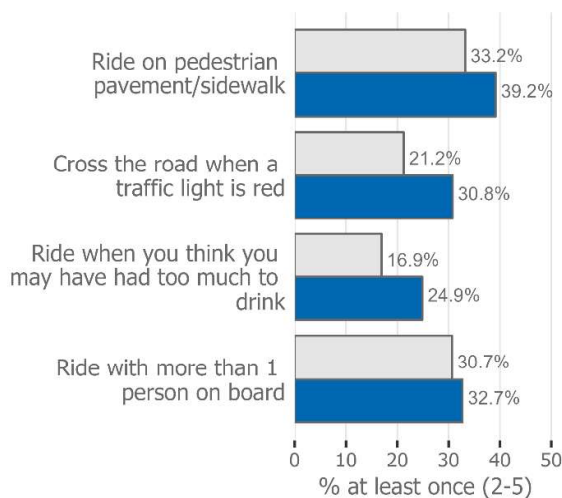


### Pedestrians



\* specified based on national regulation

### E-scooter riders



### Sample size\*\*

Road users who use each transport mode at least a few days per month.

Mode of transportation	Canada	America8
Car drivers	1,385	5,894
Car drivers who transported children (<18y) exempt* from using CRS	433	2,970
Car drivers who transported children (<18y) non-exempt* from using CRS	371	3,149
Car passengers	1,374	6,389
Cyclists	611	3,967
E-scooter riders	178	1,683
Pedestrians	1,429	6,187

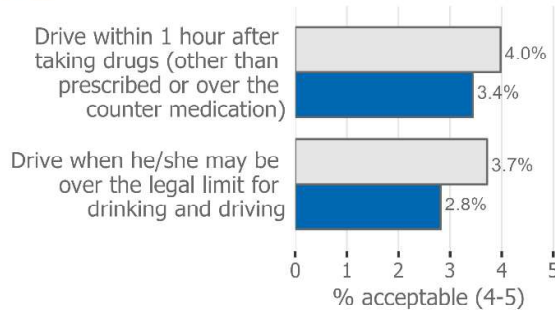
\*\*weighted sample for self-declared behaviours. CRS = Child Restraint System

## Personal acceptability

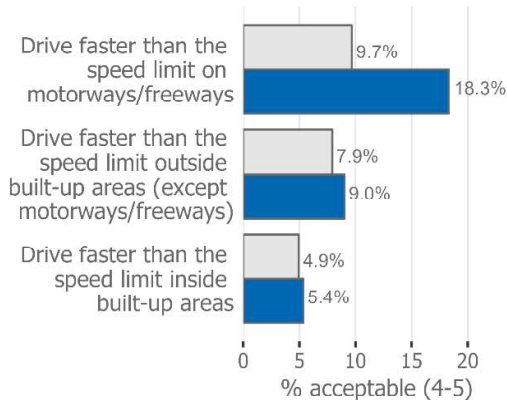
How acceptable do you, personally, feel it is to ...? (5-point scale from 1=unacceptable to 5=acceptable)

### Car drivers

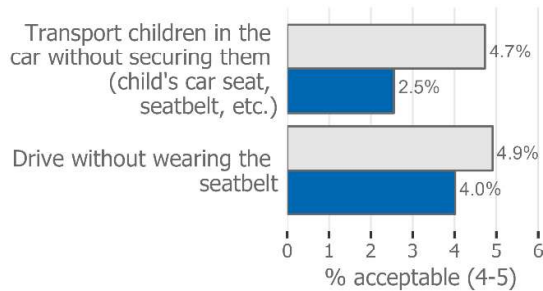
#### DUI



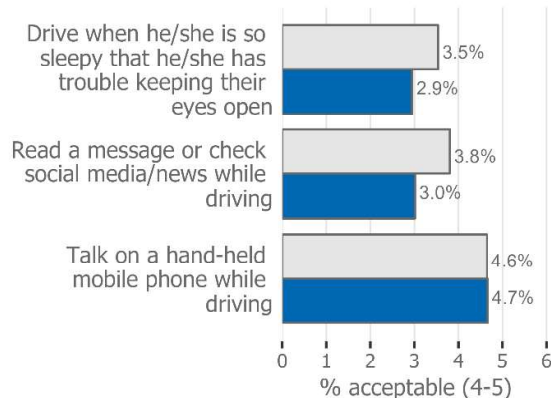
#### Speeding



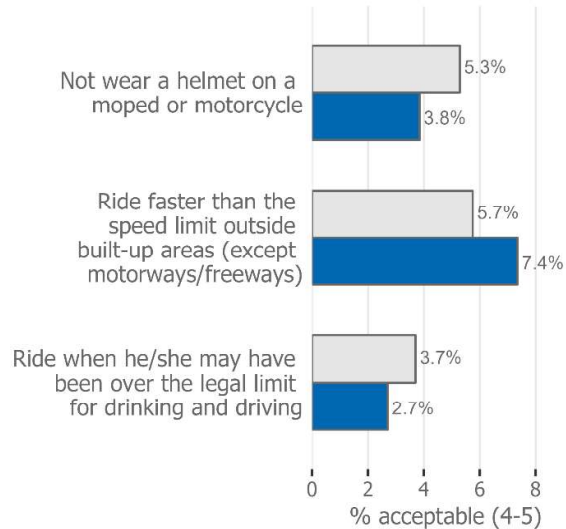
#### Seat belt



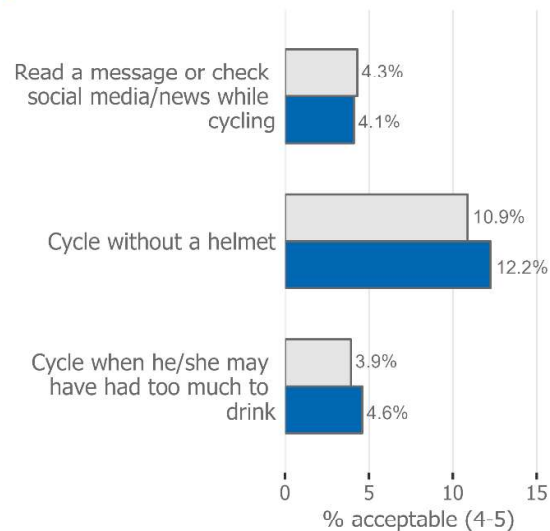
#### Distraction & fatigue



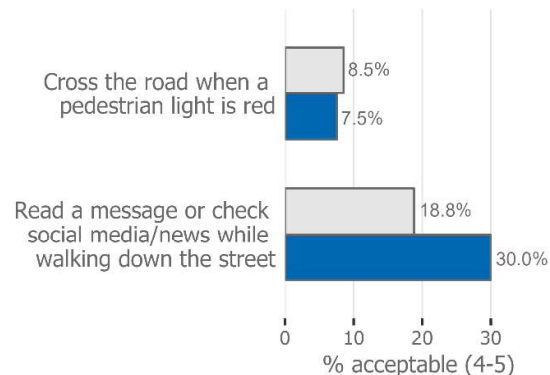
### Motorcyclists & moped riders



### Cyclists

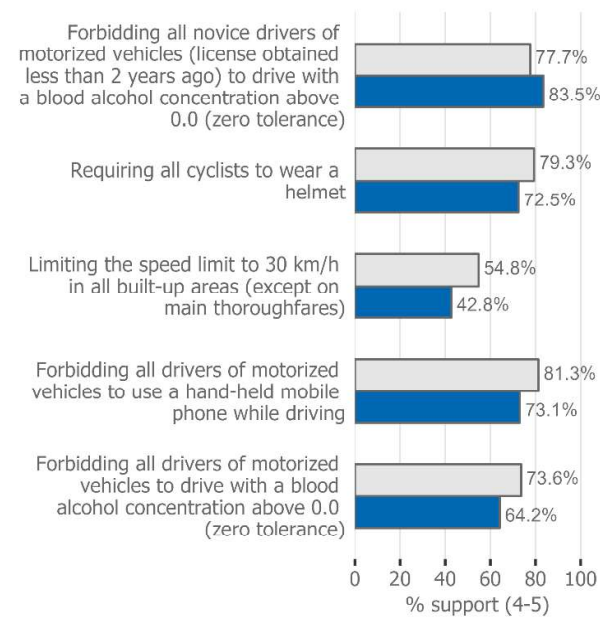


### Pedestrians



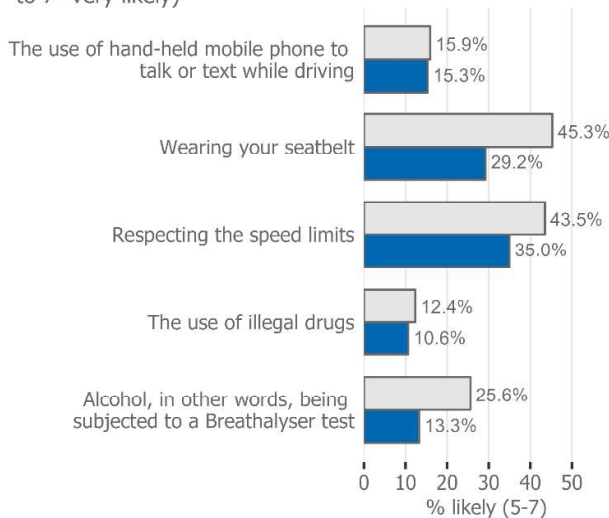
## Support of policy measure

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)

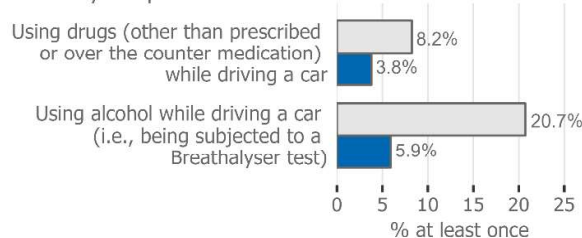


## Enforcement

On a typical journey, how likely is it that you (as a car driver) will be checked by the police (including camera's or radars) for ...? (7-point scale from 1=very unlikely to 7=very likely)



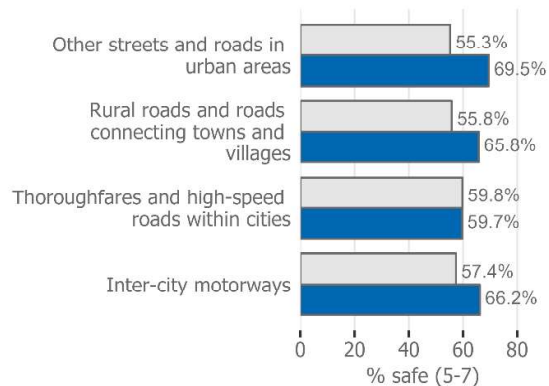
In the past 12 months, how many times have you been checked by the police for ...?



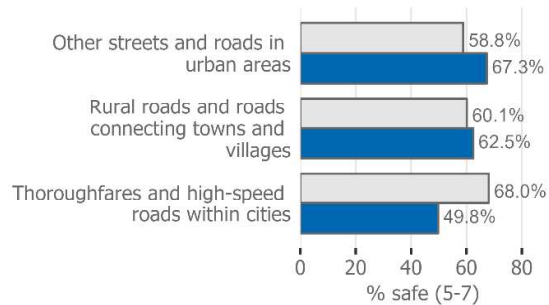
## Infrastructure

How would you rate the roads that you regularly use in terms of safety ...? (7-point scale from 1=very unsafe to 7=very safe)

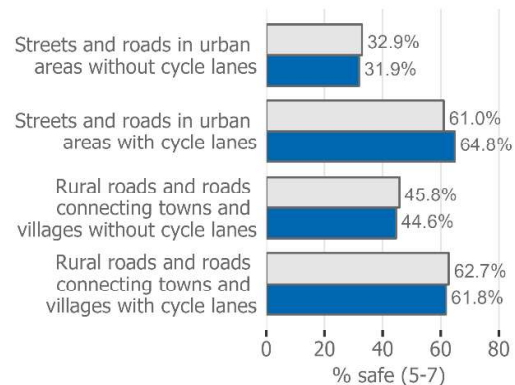
### Car drivers



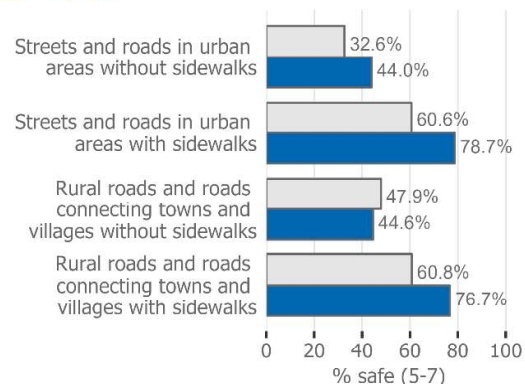
### Motorcyclists & moped riders



### Cyclists



### Pedestrians





## Background Data

Basic data of Canada in relation to the America8<sup>3</sup> mean.

Exposure		
	year	Canada
total length of roads (km)	2021	1,304,100
total length of motorways (km)	NA	NA
vehicle kilometres (total in millions)	2021	398,805
motorisation rate (motor vehicles/1000 inhab.)	2021	656.8
Source: <a href="#">OECD</a>		

Persons killed in road crashes by age, gender and transport mode				
	Canada		America8*	
	absolute number	%	absolute number	%
0-14	48	2.7	1,426	2.9
15-17	49	2.8	1,402	2.8
18-24	247	14.1	7,421	14.9
25-49	615	35.2	20,862	41.8
50-64	406	23.3	10,319	20.7
≥65	374	21.4	8,152	16.3
unknown age	7	0.4	278	0.6
male	1,254	71.8	83,692	77.7
female	488	27.9	23,889	22.2
unknown gender	4	0.2	105	0.1
car (including taxi)	1,010	57.8	15,805	31.7
moped	NA	NA	10,408	20.9
motorcycle	237	13.6		
bicycle	51	2.9	1,545	3.1
pedestrian	286	16.4	8,934	17.9
other	162	9.3	13,168	26.4
TOTAL	1,746	100.0		100.0
fatalities per 1,000,000 inhab.	45.7		131.3	
Data of Canada from 2020. America8* based on the most recent data available by country. Due to missing data, not included in mean for age and transport modes: Brazil, Mexico, Panama, Peru. The mean for gender and 'fatalities per 1,000,000 inhab.' includes all countries. Source: <a href="#">OECD</a> ; <a href="#">WHO (2018)</a>				

Population			
	year	Canada	America8
population	2021	38,246,108	820,247,698
density (inhab./km <sup>2</sup> )	2021	4.3	25.9
males (% of total)	2021	49.7	49.3
females (% of total)	2021	50.3	50.7
urban (% of total)	2021	81.7	83.5
internet users (per 100 people)	2021	92.8	84.2
Source: <a href="#">World Bank</a>			

Traffic legislation in Canada			
Speed limits for passenger cars:			(km/h)
motorways			80-120
rural roads			50-100
urban roads			30-50
Drink-driving:			BAC limits (g/l)
max. BAC for drivers			0.40-0.80
max. BAC for young/novice drivers			0.00-0.80
max. BAC for professional drivers			0.40-0.80
Existence of drug-driving law			Yes
Protective systems:			
obligation to use seatbelt in front seat			Yes
obligation to use seatbelt in rear seat			Yes
obligation to use child restraint systems for transport of children			Yes
obligation to use a helmet as a motorcyclist			Yes
Prohibition to use mobile phone while driving (hand-held)			Yes
Source: <a href="#">WHO (2018)</a> ; ESRA3 national partner			

<sup>1</sup> Please note that this country fact sheet has been written in British English. Exact wording of items and spelling was adapted according to the needs of the national language versions of the ESRA3 survey.

<sup>2</sup> The America8 ESRA3 mean is based on the results of the eight North and Latin American countries participating in the ESRA3 survey: Brazil, Canada, Chile, Colombia, Mexico, Panama, Peru, United States.

<sup>3</sup> The America8 mean used in the background data is based on the national data of the eight North and American countries participating in the ESRA3 survey (for countries see footnote 2 above).

The ESRA3 survey in Canada was supported by Traffic Injury Research Foundation.

Please refer to this document as: Vias institute. (2023). *Canada – ESRA3 Country Fact Sheet. ESRA3 survey (E-Survey of Road users' Attitudes)*. Version 2 (01/2024). [Fact sheet]. <https://www.esranet.eu/storage/minisites/esra2023countryfactsheetcanada.pdf>

For more information: [www.esranet.eu](http://www.esranet.eu) or email [esra@vias.be](mailto:esra@vias.be)

