

**CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD**

TRAFFIC ACCIDENT STATISTICS *2001*



TRANSPORT, ROADS & STORMWATER
DECEMBER 2002

CONTENTS

| | |
|---|-----------|
| INTRODUCTION..... | 5 |
| DEFINITIONS | 7 |
| QUICK FACTS..... | 8 |
| ACCIDENT TRENDS | 9 |
| CASUALTY TRENDS | 11 |
| COST OF ACCIDENTS..... | 13 |
| METRORAIL ACCIDENTS..... | 13 |
| FIGURES & TABLES..... | 14 |
| <i>FIGURE 1: NUMERIC SUMMARY.....</i> | <i>14</i> |
| ACCIDENTS..... | 15 |
| TABLE 1: ACCIDENT TRENDS | 15 |
| <i>FIGURE 2: ALL ACCIDENTS – MOVING MONTHLY AVERAGE</i> | <i>15</i> |
| TABLE 2: ACCIDENT TRENDS IN THE CITY OF CAPE TOWN | 16 |
| <i>FIGURE 3: ACCIDENT TRENDS IN THE CITY OF CAPE TOWN.....</i> | <i>17</i> |
| <i>FIGURE 4:FATAL ACCIDENTS.....</i> | <i>18</i> |
| <i>FIGURE 5:CASUALTY ACCIDENTS.....</i> | <i>18</i> |
| TABLE 3: PEDESTRIAN CASUALTY ACCIDENT TRENDS | 19 |
| TABLE 4: ALL ACCIDENTS BY MONTH | 20 |
| <i>FIGURE 6: NUMBER OF ACCIDENTS BY MONTH</i> | <i>21</i> |
| <i>FIGURE 7:PEDESTRIAN ACCIDENTS BY MONTH.....</i> | <i>21</i> |
| TABLE 5: ALL ACCIDENTS BY DAY OF WEEK..... | 22 |
| <i>FIGURE 8:PERCENTAGE OF ALL ACCIDENTS BY DAY OF WEEK.....</i> | <i>22</i> |
| TABLE 6: ALL ACCIDENT BY DAY AND HOUR..... | 23 |
| <i>FIGURE 9: ALL ACCIDENTS BY DAY AND HOUR.....</i> | <i>24</i> |
| <i>FIGURE 10: ALL ACCIDENTS DURING HOLIDAY PERIODS</i> | <i>25</i> |
| TABLE 7: ALL ACCIDENTS BY LEVELS OF VISIBILITY | 26 |

| | |
|--|-----------|
| TABLE 8: ALL ACCIDENTS BY ROAD SURFACE TYPE..... | 26 |
| TABLE 9: ALL ACCIDENTS BY ROAD SURFACE CONDITION..... | 26 |
| TABLE 10: TYPES AND NO OF REGISTERED VEHICLES INVOLVED IN ALL ACCIDENTS..... | 27 |
| <i>FIGURE 11: TYPES AND NO OF REGISTERED VEHICLES INVOLVED IN ALL ACCIDENTS.....</i> | 27 |
| TABLE 11: ACCIDENT RATE TRENDS PER 100 000 PEOPLE..... | 28 |
| TABLE 12: ACCIDENTS PER KILOMETER OF ROADWAY | 28 |
| TABLE 13: ACCIDENTS PER ACCIDENT TYPE..... | 29 |
| TABLE 14: WORST KNOWN ROAD SECTIONS | 30 |
| TABLE 15: WORST KNOWN INTERSECTIONS..... | 31 |
| CASUALTIES..... | 32 |
| TABLE 16: CASUALTY TRENDS | 32 |
| <i>FIGURE 12: ALL FATALITIES – MOVING MONTHLY AVERAGE</i> | <i>32</i> |
| TABLE 17: CASUALTY TRENDS IN THE CITY OF CAPE TOWN | 33 |
| <i>FIGURE 13: CASUALTY TRENDS IN THE CITY OF CAPE TOWN.....</i> | <i>34</i> |
| TABLE 18: PEDESTRIAN CASUALTY TRENDS..... | 35 |
| <i>FIGURE 14: PEDESTRIAN CASUALTY TRENDS IN THE CITY OF CAPE TOWN.....</i> | <i>35</i> |
| TABLE 19: PEDESTRIAN CASUALTY TRENDS IN THE CITY OF CAPE TOWN | 36 |
| TABLE 20: ALL FATALITIES BY MONTH | 37 |
| <i>FIGURE 15: ALL FATALITIES BY MONTH</i> | <i>37</i> |
| TABLE 21: DRIVERS INVOLVED IN ACCIDENTS BY AGE..... | 38 |
| <i>FIGURE 16: DRIVERS INVOLVED IN ACCIDENTS BY AGE.....</i> | <i>38</i> |
| TABLE 22: CASUALTIES BY ACCIDENT TYPE..... | 39 |
| TABLE 23: FATALITY RATES..... | 40 |
| <i>FIGURE 17: FATALITY RATE TRENDS</i> | <i>40</i> |
| COSTS | 41 |
| TABLE 24: COST OF ACCIDENTS | 41 |

| | |
|---|-----------|
| <i>FIGURE 18: COST OF ACCIDENTS</i> | 41 |
| TABLE 25: UNIT COST OF ACCIDENTS | 41 |
| METRORAIL ACCIDENTS | 42 |
| TABLE 26: METRORAIL CASUALTIES BY ACCIDENT TYPE | 42 |
| <i>FIGURE 19: METRORAIL CASUALTIES BY ACCIDENT TYPE</i> | 42 |
| REFERENCES | 43 |

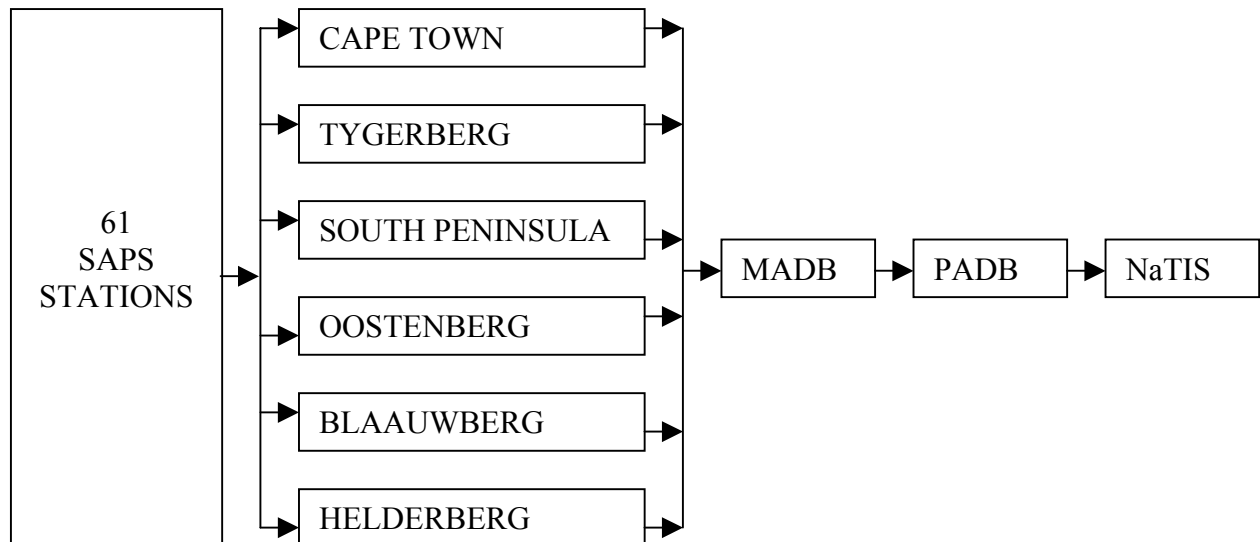
INTRODUCTION

This annual report provides statistics on all reported road traffic and Metrorail passenger train accidents, which occurred within the City of Cape Town during the year 2001. The statistics assist in policy formulation for road safety, traffic and transport planning studies, the production of road safety plans and in the planning of traffic law enforcement.

Road accident data has been extracted from copies of the Officers Accident Report forms which were forwarded from the 61 South African Police Services (SAPS) stations within the City of Cape Town and entered onto the accident databases situated at the following traffic departments in the City:

Cape Town Administration
Tygerberg Administration
South Peninsula Administration
Oostenberg Administration
Blaauwberg Administration
Helderberg Administration

The accident data from the capturing authorities has been loaded onto the Metropolitan Accident Database (MADB). The MADB has a built-in duplication elimination program to eliminate any duplicate accident reports. Data from the MADB is transferred to the Provincial Accident Database (PADB) for onward transmission to National Traffic Information (NaTIS) as shown below:



The quality of road accident data contained in the MADB, which was established in 1997, is

improving slowly with time. The introduction of the more comprehensive Officer's Accident Report form, the OAR, in October 1999 should have improved the quality of accident data considerably; however poor completion of OAR forms (legibility, accident location, etc.) by some reporting authorities (SAPS, Traffic Departments) continues to be cause for concern. This is particularly evident in the case of fatal accidents where a significant number of OAR forms are not received by the Bureau, necessitating crosschecking with mortuary records to ensure robustness of data.

The assistance received from the SAPS, the Administrations, PAWC: Transport, NDoT and Metrorail is gratefully acknowledged. Whilst every effort has been made to ensure the accuracy of the information contained in this report, inaccuracies can and do occur as a result of the very nature of the information used.

Additional information may be made available on request from:

The Manager: Traffic Safety
Cape Metropolitan Administration
City of Cape Town
P.O Box 16548
Vlaeberg 8018
South Africa

Telephone: National (021) 418 6830 International: +27 21 418 6830

Facsimile: (021) 419 5249

e-mail peter.sole@capetown.gov.za / cheryl.belford@capetown.gov.za

Electronic copies may be obtained from cheryl.hesqua@capetown.gov.za.
Information in this report may be reproduced provided the source is acknowledged.

DEFINITIONS

Classification and definitions of the severity of injuries sustained in road accidents

Fatal Injury

Injury which causes death, either immediately or subsequently, but not later than six days after the accident.

Serious Injury

Fractures, crushings, concussion, internal injuries, severe cuts and lacerations, severe shock requiring medical treatment and any other injuries which necessitate hospitalisation or confinement to bed.

Slight Injury

Cuts, bruises, sprains and light shock not requiring hospitalization.

Classification and definitions of the severity of a road accident

Fatal Accident

Accidents involving the death of persons; either immediately or subsequently as a direct result of the accident. Deaths up to six days after the date of accident are included.

Serious Accident

Accidents involving serious injuries to persons.

Slight Accident

Accidents involving slight injuries to persons.

Casualty Accident

Accidents involving a fatal, serious or slight injury.

Damage-only Accident

Vehicle or property damage, but no injury of any kind to persons.

E.A.N. (Equivalent Accident Number)

The E.A.N. is used to compare or rate locations by applying factors to different accident types based on accident costs for all accidents. A fatal accident is multiplied by 25.2, serious injury accident by 5.8, slight injury accident by 1.5 and damage only accident by 1 (See the "All" column on Page 41).

S.I. (Severity Index)

The S.I. is the average severity of accidents at a particular location (i.e $S.I = E.A.N./total$ number of accidents).

QUICK FACTS 2001

| | 2000 | 2001 | 2001 vs 2000 |
|--------------------|---------------|---------------|--------------|
| Reported Accidents | 75972 | 73788 | Down 2.8% |
| Persons Killed | 663 | 955 | Up 44.0% |
| Persons Injured | 16916 | 15268 | Down 9.7% |
| Cost of Accidents | R1.98 billion | R2.21 billion | Up 11.6% |

- On average 202 traffic accidents occurred per day
- 955 people were killed in 896 fatal accidents
- One person was killed on average every 9 hours and 10 minutes in a traffic accident
- 59% of all persons killed were pedestrians
- For each person killed, there were 16 injured
- One person is injured every 34 minutes.
- 31% of drivers involved in accidents were in the 26-35 age group
- Friday is the worst day of the week for accidents (18%)
- 25% of accidents occur at dusk/dawn/night

The above suggests that additional resources should be invested to expand limited existing road safety programs. New initiatives such as the Road Traffic Management Operations Plan for the Cape Metropolitan Area need to be implemented by all role players in road safety in an endeavour to reduce the unacceptably high number of traffic accidents and casualties in the City of Cape Town.

Figure 1 reflects a summary of accidents and casualties that occurred during the year 2001.

ACCIDENT TRENDS

The number of accidents in the City of Cape Town decreased by 2.9% in the year 2001 following an increase of 21.0% in the year 2000. In the year 2001 there were 73788 accidents of which 1.2% were fatal, 15.6% resulted in injuries and 83.2% were damage-only. The number of fatal accidents has fluctuated over the past few years with an 62.6% increase in the year 2001 following a 18.0% decrease in the year 2000. There is an under-reporting of fatal accidents in some areas of the City and it is only by cross-checking with mortuary records that the true picture is beginning to emerge. Injury accidents showed a decrease of 2.5% following an increase of 35.5% in 2000. **(Table 1, Figure 2)**

In the year 2001, 43.9% of all recorded accidents occurred in the area of the Cape Town Administration followed by the Tygerberg Administration with 24.5%. Blaauwberg Administration experienced an increase of 11.0% over the year 2000's figures. There has been an increase of 47.7% in the number of accidents in the Tygerberg Administration, an increase of 36.2 % in Helderberg Administration and an increase of 35.3% in the Blaauwberg Administration since 1997. **(Table 2, Figure 3)**

Accidents involving pedestrians accounted for 63.5% of fatal accidents and for 36.1% of all injury accidents. A higher than average number of pedestrian casualty accidents (52%) occurred in Tygerberg Administration area, which has 32.3% of the City's population. **(Table 3; Figures 4 & 5)**

With regard to the monthly variation in accident numbers, the worst month for accidents was again May when 9.0% of accidents occurred, followed by August (8.9%). The lowest number of accidents occurred in January (6.9%). **(Table 4; Figure 6)** **Figure 7** reflects the monthly distribution relating to pedestrian accidents with the worst month being July (9.6%).

Considering the day of the week, the worst day was Friday when 17.9% of all accidents occurred followed by Saturday with 15.8%. **(Table 5, Figure 8)**

As in previous years, the worst hour of the day was in the evening between 17:00 and 18:00 when 8.0% of all accidents occurred. There is a broad peak between 15:00 and 19:00 during which time 22.2% of accidents occurred. The morning peak two hours between 07:00 and 09:00 accounted for 12.0% of accidents. **(Table 6, Figure 9)**

Figure 10 reflects the occurrence of accidents during the Easter and Christmas holiday periods. The Easter period includes the Easter Weekend (13-15 April) and the subsequent school holidays. The annual daily average number of accidents was not exceeded on any day of the 12 day Easter period under review. For the 32 day Christmas period, the annual daily average number of accidents was exceeded on 14 days with the worst day again being Friday 14 December (construction shutdown) followed by the Friday 07 December and Saturday 15 December (start of long weekend).

Considering known light conditions at the time of accidents, 23.0% of all accidents occurred in dark conditions and 3.6% at dawn/dusk. Significantly 56.3% of all fatal accidents occurred during dark or dawn/dusk conditions. **(Table 7)**

Regarding known road surface type, unsurprisingly 99.3% of accidents occurred on surfaced roads **(Table 8)**.

With regard to known road surface conditions, 81.6% of accidents were on dry roads. This is a decrease of 3.4% over 2000 and 6.3% over 1999, an indication of the effects of recent wet winters. **(Table 9)**

In the year 2001, 130048 vehicles (16.8% of all registered vehicles) were involved in accidents representing increases of 7.2% over the year 2000 and 13.3% over the year 1999 respectively. The combi/minibus/bus vehicle categories accounted for approximately 7.6% of all accidents although these only represent 2.0% of the registered vehicle population. This situation may well be inter alia, due to the large number of trips these types of vehicle make per day **(Table 10, Figure 11)**

The City's accident rate per 10 000 registered vehicles is 955, which is approximately 23% higher than the national average.

Table 11 reflects a wide range of accident rates per 100 000 population across the city with Blaauwberg Administration, Helderberg Administration and Cape Town Administration well above the City average – indication perhaps of the disparity in car ownership between Administrations. The rate for the city is 2565, which is 26% higher than Durban but 60% lower than that for Pretoria and Johannesburg.

The accident rates per kilometer of roadway in the City of Cape Town, reflected in **Table 12**, mirror the accident situation in the various areas already described. The rate for the City of 7.3 is 3% higher than that for Durban.

“same direction” or head/rear end accidents occurred most frequently and accounted for 26.1% of all known accident types. **(Table 13)** Although “accidents with pedestrians” accounted for only 7.4% of all accidents, these accidents accounted for 63.5% of all fatal accidents.

In terms of accident location it should be noted that the vast majority of accidents, which occurred in the City during the year 2001 were recorded as unspecified or inadequately specified locations. A detailed or accurate analysis of accident location, vital for the determination and prioritisation of remedial measures and law enforcement actions, has therefore not been possible. An attempt has however been made to identify the sections of road and intersections with the worst accident history in each Administration from the available data. **(Table 14 & Table 15)**

CASUALTY TRENDS

During the year 2001, the 12391 casualty accidents resulted in a total of 16223 casualties. This represents a decrease of 7.7 % compared with the year 2000. Compared with the year 2000, fatalities increased substantially by 44.0% having decreased by 13.6% in the year 2000. Serious injuries increased by 2.1% whilst slight injuries decreased by 7.7%. The 2001 fatality figure is regarded as a more realistic figure as a result of cross checks with mortuary records during 2001. **(Table 16, Figure 12)**

The number of casualties in Helderberg Administration has increased by 66.5% and those in the Tygerberg Administration by 67.8% since 1997. In 2001 there were reductions of 32.7% and 42.6% in South Peninsula and Helderberg respectively. **(Table 17, Figure 13)**

Pedestrian casualties in the year 2001 showed an 8.7% decrease compared with the previous year, after a substantial 36.5% increase in 1999. The 4718 pedestrian casualties accounted for the 29.1% of all casualties, similar to that of 2000. Pedestrian fatalities however increased by 77.3% in the year 2001 having decreased by 24.1% the previous year. Serious injuries decreased by 13.6 % and slight injuries by 14.6% in 2000. Under reporting of pedestrian fatalities in past years seems to have been a distinct possibility. **(Table 18)**

Although there was a 17.8% reduction in 2001, pedestrian casualties have increased almost threefold in Tygerberg Administration since 1997. The number of reported pedestrian fatalities increased by 111.40% and 80% in the Tygerberg Administration and South Peninsula Administration areas respectively over the same period. **(Figure 14, Table 19)**

The vulnerability of pedestrians to severe injury is illustrated by the fact that in the year 2001 they accounted for 59.6% of fatalities and 37.6% of serious injuries but comprised only 29.1% of all casualties. The pedestrian fatality rate in the City of Cape Town is significantly higher than both provincial (45.05%) and national (38.0%) rates.

Table 20 & Figure 15 reflect the distribution of fatalities throughout the year with most fatalities occurring in the winter months of June (12.5%). The distribution is consistent with previous years.

In 2001, 7491 drivers were injured in motor vehicle accidents, a decrease of 3.4% over 2000. The number of drivers killed however increased by 16.7%. The most vulnerable age groups as in the past were the 26-35 and 36-45 year old drivers who accounted for 20.2% and 15.9% of casualties where ages were known respectively. **(Table 21, Figure 16)**

Analysis of casualties sustained by known accident type reveals that accidents with pedestrians (32.0%) head/rear end (18.6%) and sideswipe accidents (6.7%) were the types of accidents that resulted in the most number of casualties. In the case of fatalities, collisions with pedestrian accounted for 73.7% followed by head/rear collisions (4.7%) and accidents with fixed objects (4.0%). **(Table 22)**

Table 23 & Figure 17 reflect the fatality rates per Administration; there is a large variation across the City with Oostenberg Administration, Cape Town Administration and Tygerberg Administration having shown increases of 54.5%, 70.0% and 61.1% respectively when compared with the year 2000. Helderberg and South Peninsula Administration have shown decreases of 57.8% and 30% respectively

The City's fatality rate/10000 vehicles is 12, slightly lower than the national average of 13.7 and similar to a country such as Malaysia – Australia's is 1.2. The rate per 100000 population of 33 is higher than that of Durban (24) but similar to Johannesburg and Pretoria. **(Table 23)**

COST OF ACCIDENTS

The economic cost of road traffic accidents results from the loss of output due to deaths and injuries as well as the physical cost due to property damage, medical and legal costs.

Table 24 & Figure 18 reflect the cost of accidents in the City of Cape Town for the year 2001 - the cost of accidents shows an increase of 11.8% over the previous year largely due to the increase in the cost of fatal and serious accidents.

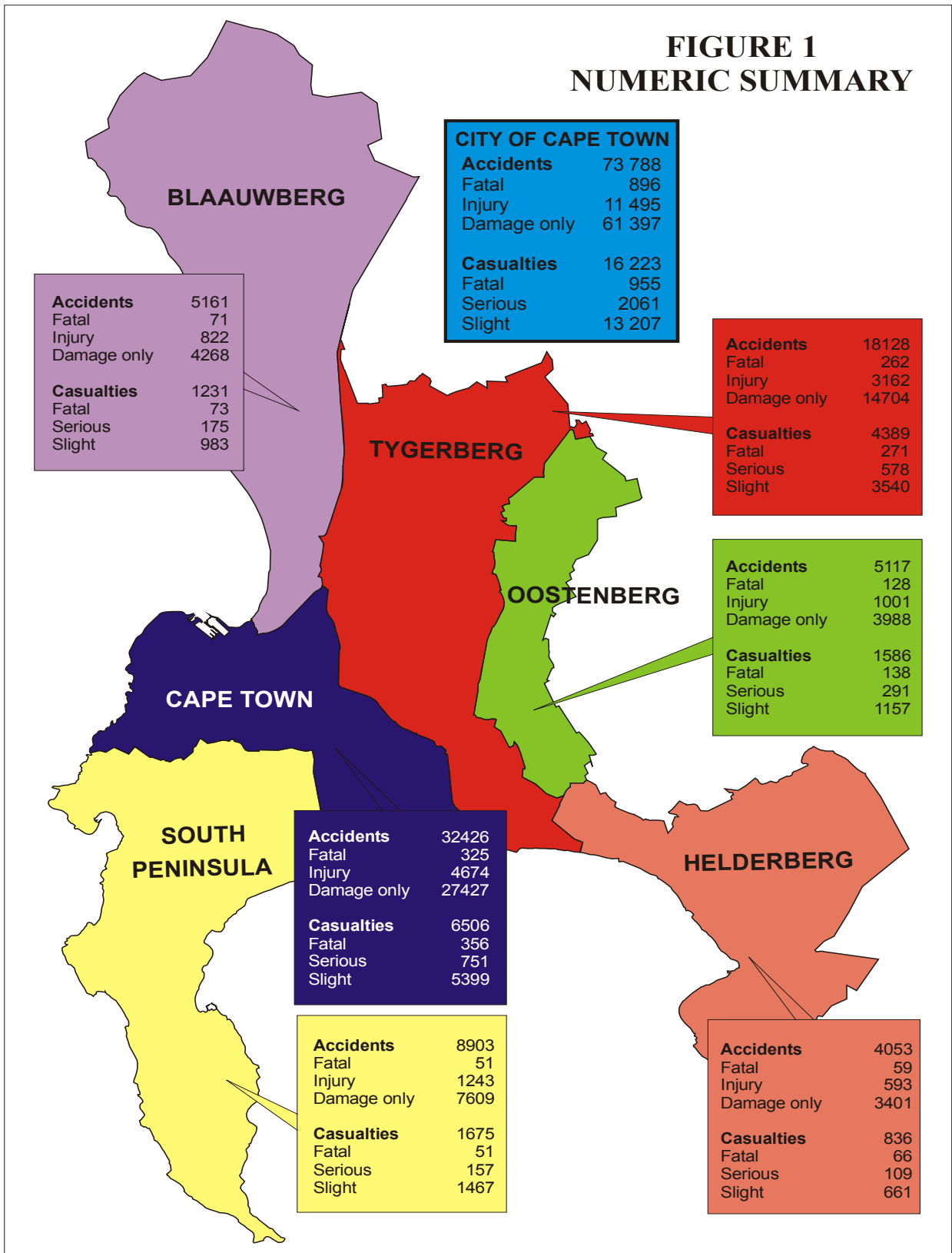
The percentage of total accident cost represented by fatal accidents was 16.1%, an increase of 22.9% over that for the year 2000.

The information contained in the draft report completed in March 2000 by CSIR for the Department of Transport titled “An estimate of the unit cost of road traffic collisions in South Africa for 1998”, has been used to estimate the cost of road traffic accidents in the City of Cape Town. It should be noted that accident costs cannot be determined exactly and have to be estimated based on a number of assumptions. The unit costs for the various categories of accidents for both drivers/passengers and pedestrians are reflected in **Table 25**.

METRORAIL ACCIDENTS

Statistics relating to accidents on the Metrorail system are reflected in **Table 26** and **Figure 19**.

**FIGURE 1
NUMERIC SUMMARY**



ACCIDENTS

TABLE 1: ACCIDENT TRENDS

| YEAR | ACCIDENTS | | | | | | |
|-------------|-----------|-----|--------|------|--------|------|--------------|
| | FATAL | % | INJURY | % | DAMAGE | % | TOTAL |
| 1997 | 622 | 1.0 | 8938 | 14.3 | 53001 | 84.7 | 62561 |
| 1998 | 574 | 0.9 | 8634 | 13.8 | 53320 | 85.3 | 62528 |
| 1999 | 672 | 1.1 | 8697 | 13.8 | 53509 | 85.1 | 62878 |
| 2000 | 551 | 0.7 | 11786 | 15.5 | 63635 | 83.8 | 75972 |
| 2001 | 896 | 1.2 | 11495 | 15.6 | 61397 | 83.2 | 73788 |

FIGURE 2: ALL ACCIDENTS – MOVING MONTHLY AVERAGE

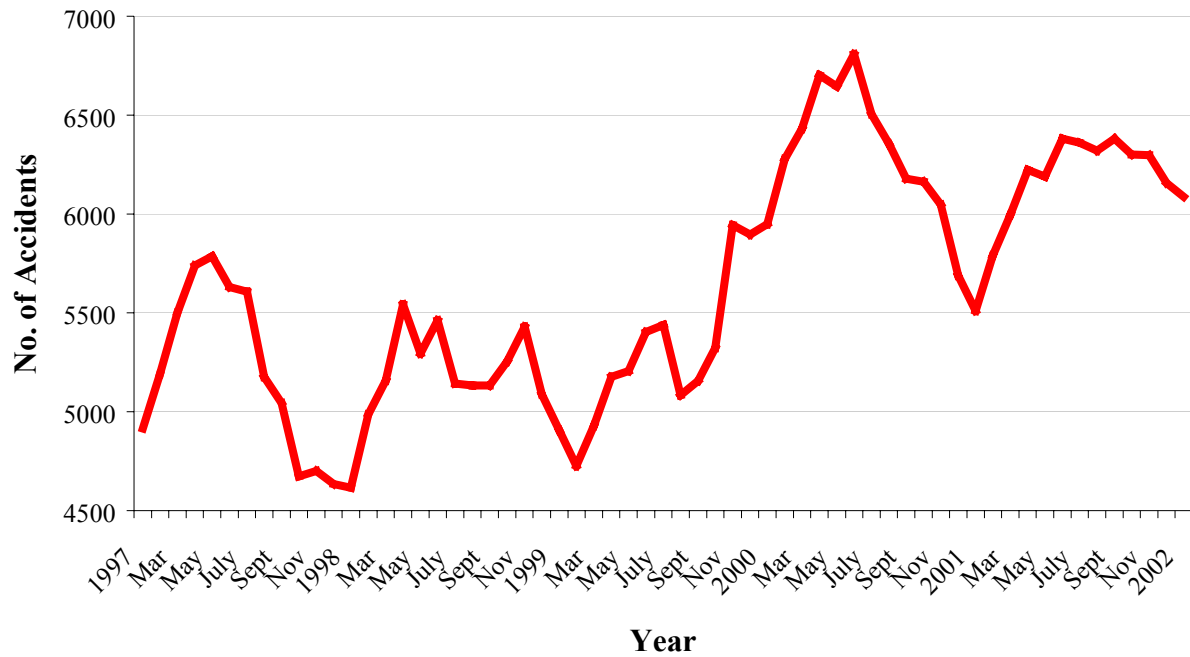


TABLE 2: ACCIDENT TRENDS IN THE CITY OF CAPE TOWN

| Cape Town Administration | | | | | |
|---------------------------------------|--------------|--------------|--------------|--------------|--------------|
| Severity | 1997 | 1998 | 1999 | 2000 | 2001 |
| Fatal | 293 | 276 | 213 | 154 | 325 |
| Injury | 3923 | 3237 | 2706 | 4878 | 4674 |
| Damage | 26736 | 25835 | 24724 | 28683 | 27427 |
| Total | 30952 | 29348 | 27643 | 33715 | 32426 |
| Tygerberg Administration | | | | | |
| Severity | 1997 | 1998 | 1999 | 2000 | 2001 |
| Fatal | 153 | 116 | 187 | 132 | 262 |
| Injury | 1970 | 2352 | 2874 | 3387 | 3162 |
| Damage | 10147 | 10664 | 11188 | 15183 | 14704 |
| Total | 12270 | 13132 | 14249 | 18702 | 18128 |
| South Peninsula Administration | | | | | |
| Severity | 1997 | 1998 | 1999 | 2000 | 2001 |
| Fatal | 33 | 40 | 46 | 52 | 51 |
| Injury | 1173 | 1217 | 1104 | 1191 | 1243 |
| Damage | 6984 | 6998 | 6960 | 7447 | 7609 |
| Total | 8190 | 8255 | 8110 | 8690 | 8903 |
| Oostenberg Administration | | | | | |
| Severity | 1997 | 1998 | 1999 | 2000 | 2001 |
| Fatal | 77 | 65 | 111 | 83 | 128 |
| Injury | 810 | 814 | 882 | 1068 | 1001 |
| Damage | 3472 | 4001 | 3735 | 4249 | 3988 |
| Total | 4359 | 4880 | 4728 | 5400 | 5117 |
| Blaauwberg Administration | | | | | |
| Severity | 1997 | 1998 | 1999 | 2000 | 2001 |
| Fatal | 41 | 51 | 56 | 63 | 71 |
| Injury | 654 | 679 | 455 | 594 | 822 |
| Damage | 3119 | 3721 | 3836 | 3994 | 4268 |
| Total | 3814 | 4451 | 4347 | 4651 | 5161 |
| Helderberg Administration | | | | | |
| Severity | 1997 | 1998 | 1999 | 2000 | 2001 |
| Fatal | 25 | 26 | 59 | 67 | 59 |
| Injury | 408 | 335 | 676 | 668 | 593 |
| Damage | 2543 | 2101 | 3066 | 4079 | 3401 |
| Total | 2976 | 2462 | 3801 | 4814 | 4053 |

FIGURE 3: ACCIDENT TRENDS IN THE CITY OF CAPE TOWN

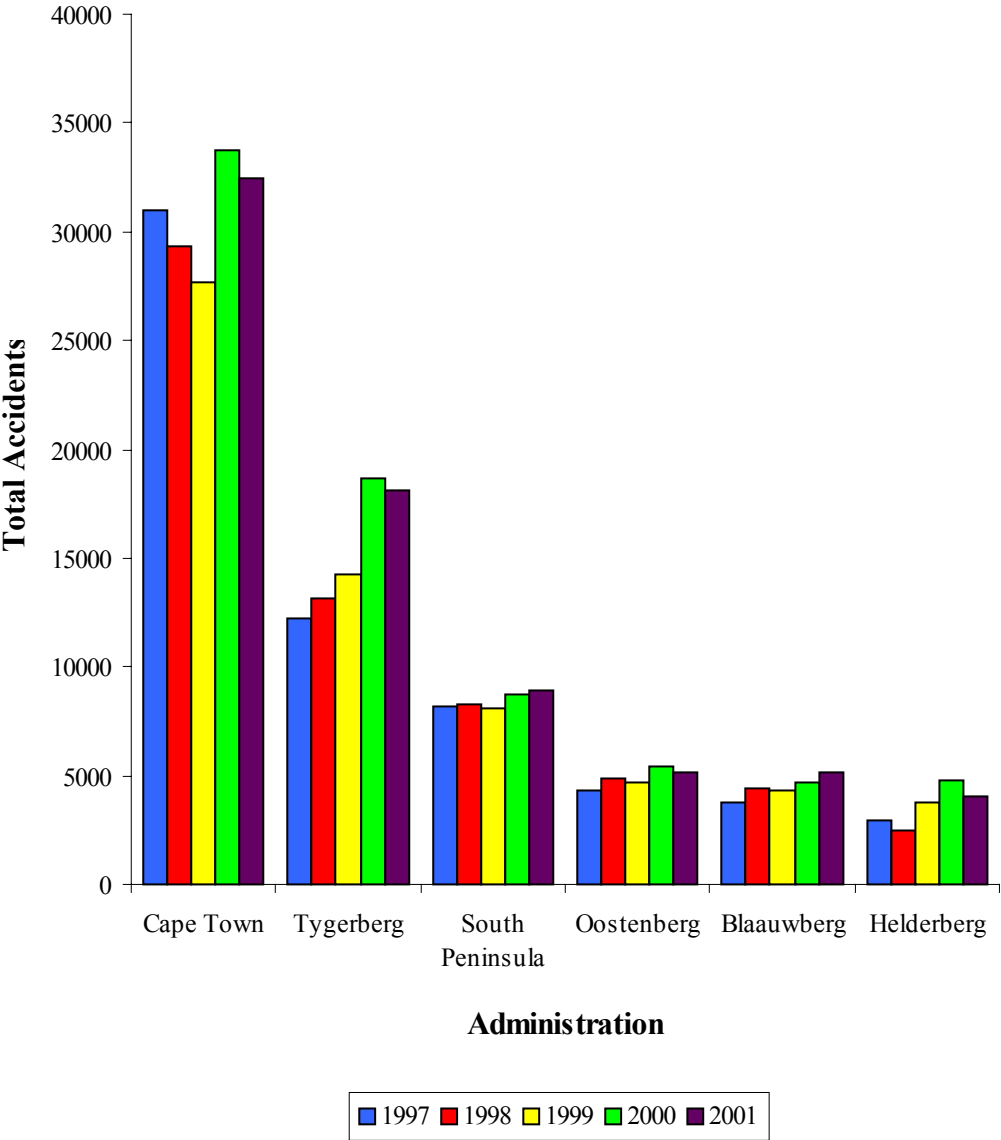


FIGURE 4: FATAL ACCIDENTS

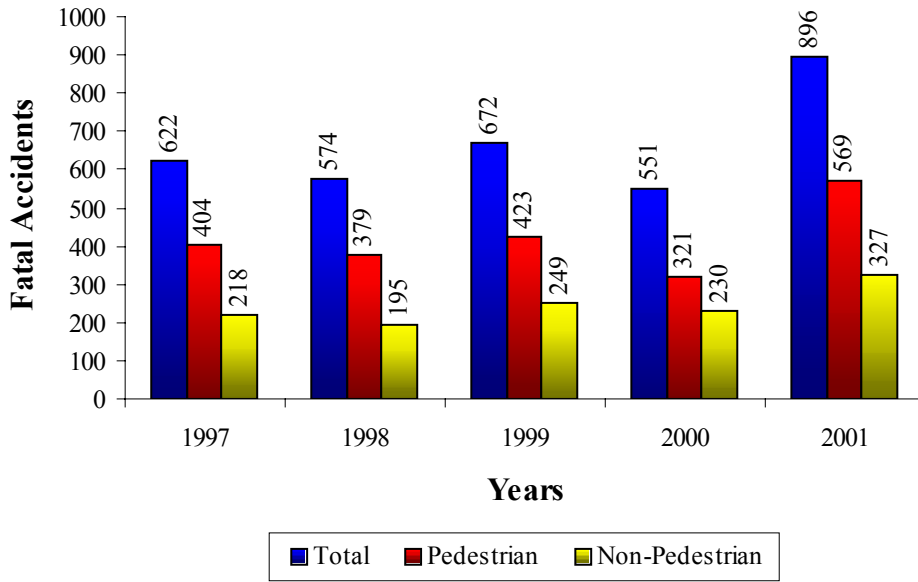


FIGURE 5: CASUALTY ACCIDENTS

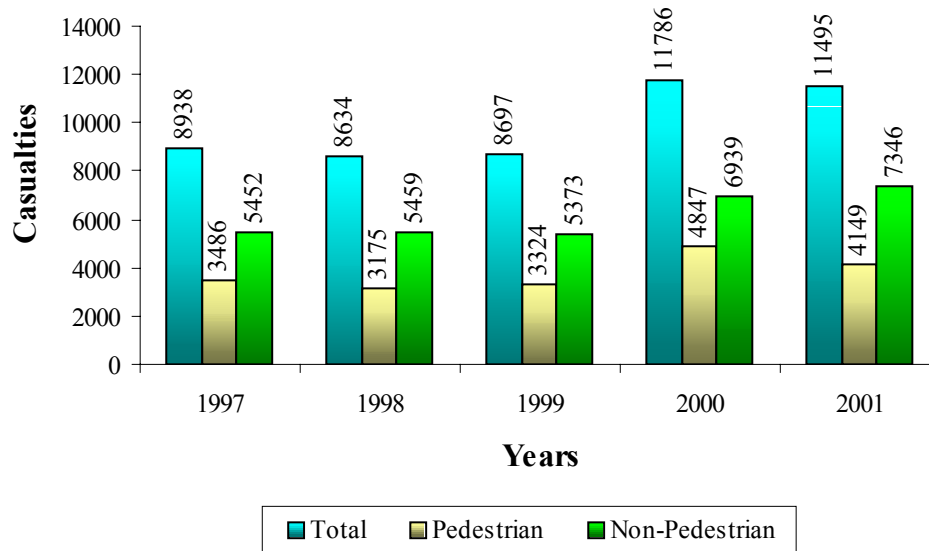


TABLE 3: PEDESTRIAN CASUALTY ACCIDENT TRENDS

| Cape Town Administration | | | | | |
|---------------------------------------|-------------|-------------|-------------|-------------|-------------|
| Severity | 1997 | 1998 | 1999 | 2000 | 2001 |
| Fatal | 218 | 194 | 135 | 105 | 219 |
| Serious | 280 | 189 | 192 | 322 | 307 |
| Slight | 1414 | 1109 | 816 | 1565 | 1517 |
| Total | 1912 | 1492 | 1143 | 1992 | 2043 |
| Tygerberg Administration | | | | | |
| Severity | 1997 | 1998 | 1999 | 2000 | 2001 |
| Fatal | 88 | 68 | 103 | 78 | 186 |
| Serious | 102 | 143 | 204 | 344 | 292 |
| Slight | 430 | 674 | 1049 | 1571 | 1160 |
| Total | 620 | 885 | 1356 | 1993 | 1638 |
| South Peninsula Administration | | | | | |
| Severity | 1997 | 1998 | 1999 | 2000 | 2001 |
| Fatal | 15 | 21 | 27 | 12 | 27 |
| Serious | 62 | 54 | 46 | 40 | 54 |
| Slight | 458 | 414 | 321 | 318 | 329 |
| Total | 535 | 489 | 394 | 370 | 410 |
| Oostenberg Administration | | | | | |
| Severity | 1997 | 1998 | 1999 | 2000 | 2001 |
| Fatal | 45 | 56 | 95 | 61 | 86 |
| Serious | 99 | 91 | 143 | 117 | 46 |
| Slight | 224 | 185 | 207 | 262 | 97 |
| Total | 368 | 332 | 445 | 440 | 229 |
| Blaauwberg Administration | | | | | |
| Severity | 1997 | 1998 | 1999 | 2000 | 2001 |
| Fatal | 23 | 30 | 34 | 31 | 30 |
| Serious | 60 | 59 | 34 | 38 | 43 |
| Slight | 179 | 168 | 117 | 85 | 146 |
| Total | 262 | 257 | 185 | 154 | 219 |
| Helderberg Administration | | | | | |
| Severity | 1997 | 1998 | 1999 | 2000 | 2001 |
| Fatal | 15 | 10 | 26 | 34 | 21 |
| Serious | 22 | 13 | 34 | 35 | 32 |
| Slight | 156 | 76 | 161 | 150 | 126 |
| Total | 193 | 99 | 221 | 219 | 179 |

TABLE 4: ALL ACCIDENTS BY MONTH

| Month | Cape Town | Tygerberg | South Peninsula | Oostenberg | Blaauwberg | Helderberg | City Total | % of Total |
|-------------------|--------------|--------------|-----------------|-------------|-------------|-------------|--------------|--------------|
| January | 2297 | 1188 | 636 | 303 | 384 | 319 | 5127 | 6.9 |
| February | 2669 | 1363 | 717 | 415 | 424 | 338 | 5926 | 8.0 |
| March | 2842 | 1507 | 785 | 408 | 425 | 346 | 6313 | 8.6 |
| April | 2477 | 1421 | 716 | 390 | 419 | 328 | 5751 | 7.8 |
| May | 2919 | 1626 | 764 | 479 | 456 | 358 | 6602 | 9.0 |
| June | 2608 | 1549 | 735 | 493 | 501 | 328 | 6214 | 8.4 |
| July | 2807 | 1530 | 785 | 432 | 451 | 323 | 6328 | 8.6 |
| August | 2706 | 1775 | 802 | 451 | 430 | 375 | 6539 | 8.9 |
| September | 2638 | 1556 | 722 | 471 | 399 | 307 | 6093 | 8.3 |
| October | 3031 | 1579 | 736 | 437 | 446 | 283 | 6512 | 8.8 |
| November | 2792 | 1552 | 780 | 408 | 413 | 352 | 6297 | 8.5 |
| December | 2640 | 1482 | 725 | 430 | 413 | 396 | 6086 | 8.2 |
| TOTAL | 32426 | 18128 | 8903 | 5117 | 5161 | 4053 | 73788 | <i>100.0</i> |
| % of Total | <i>43.9</i> | <i>24.6</i> | <i>12.1</i> | <i>6.9</i> | <i>7.0</i> | <i>5.5</i> | <i>100</i> | |

FIGURE 6: NUMBER OF ACCIDENTS BY MONTH

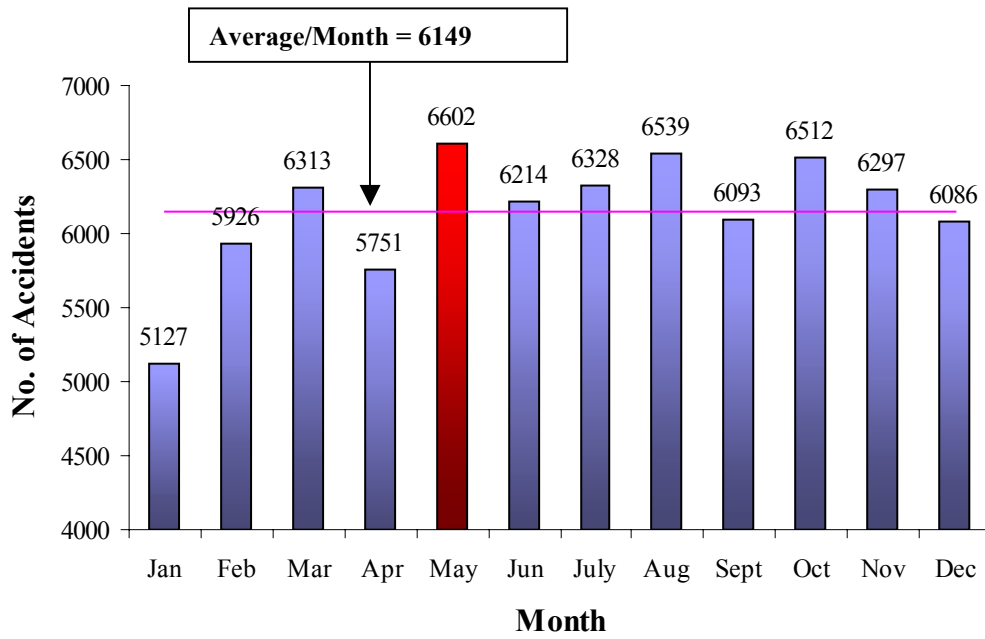


FIGURE 7: PEDESTRIAN ACCIDENTS BY MONTH

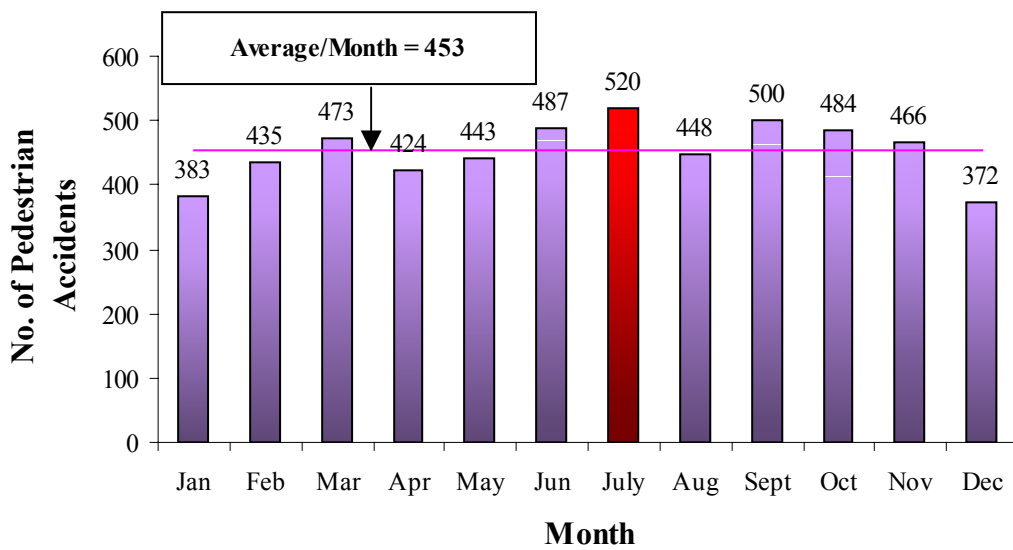


TABLE 5: ALL ACCIDENTS BY DAY OF WEEK

| Day | Cape Town | Tygerberg | South Peninsula | Oostenberg | Blaauwberg | Helderberg | City Total | % of Total |
|-------------------|--------------|--------------|-----------------|-------------|-------------|-------------|--------------|------------|
| Monday | 4725 | 2379 | 1284 | 647 | 739 | 523 | 10297 | 14.0 |
| Tuesday | 4608 | 2399 | 1185 | 655 | 732 | 531 | 10110 | 13.7 |
| Wednesday | 4591 | 2475 | 1201 | 624 | 690 | 570 | 10151 | 13.7 |
| Thursday | 4531 | 2530 | 1266 | 663 | 734 | 542 | 10266 | 13.9 |
| Friday | 5843 | 3259 | 1524 | 927 | 903 | 747 | 13203 | 17.9 |
| Saturday | 4735 | 3014 | 1448 | 993 | 819 | 647 | 11656 | 15.8 |
| Sunday | 3393 | 2072 | 995 | 609 | 543 | 493 | 8105 | 11.0 |
| TOTAL | 32426 | 18128 | 8903 | 5118 | 5160 | 4053 | 73788 | 100.0 |
| % of Total | 43.9 | 24.6 | 12.1 | 6.9 | 7.0 | 5.5 | 100.0 | |

FIGURE 8: PERCENTAGE OF ALL ACCIDENTS BY DAY OF WEEK

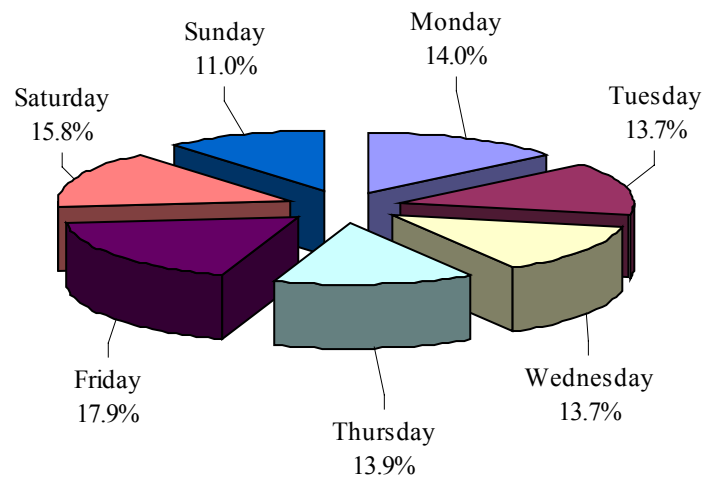
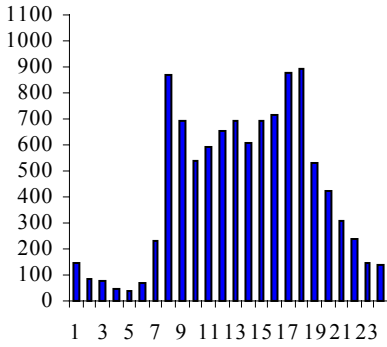


TABLE 6: ALL ACCIDENTS BY DAY AND HOUR

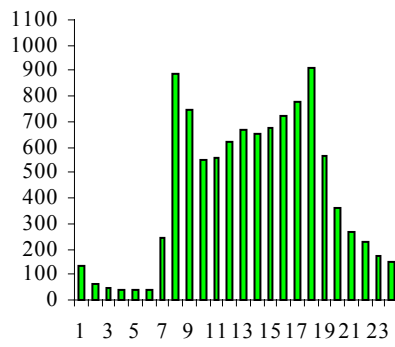
| Hour | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday | Weekly Total |
|--------------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------|
| 00:00 - 00:59 | 143 | 131 | 133 | 198 | 204 | 369 | 326 | 1504 |
| 01:00 - 01:59 | 84 | 61 | 61 | 109 | 138 | 293 | 262 | 1008 |
| 02:00 - 02:59 | 80 | 50 | 61 | 94 | 102 | 255 | 223 | 865 |
| 03:00 - 03:59 | 45 | 42 | 34 | 53 | 67 | 214 | 181 | 636 |
| 04:00 - 04:59 | 36 | 37 | 40 | 61 | 57 | 168 | 134 | 533 |
| 05:00 - 05:59 | 72 | 42 | 77 | 68 | 81 | 153 | 112 | 605 |
| 06:00 - 06:59 | 231 | 243 | 224 | 198 | 240 | 185 | 123 | 1444 |
| 07:00 - 07:59 | 866 | 884 | 865 | 753 | 823 | 264 | 160 | 4615 |
| 08:00 - 08:59 | 689 | 748 | 754 | 636 | 788 | 398 | 232 | 4245 |
| 09:00 - 09:59 | 539 | 547 | 475 | 475 | 548 | 473 | 300 | 3357 |
| 10:00 - 10:59 | 593 | 557 | 523 | 537 | 650 | 677 | 395 | 3932 |
| 11:00 - 11:59 | 656 | 620 | 558 | 611 | 731 | 800 | 477 | 4453 |
| 12:00 - 12:59 | 696 | 666 | 654 | 682 | 838 | 803 | 501 | 4840 |
| 13:00 - 13:59 | 609 | 653 | 655 | 642 | 793 | 644 | 384 | 4380 |
| 14:00 - 14:59 | 691 | 673 | 725 | 647 | 794 | 657 | 434 | 4621 |
| 15:00 - 15:59 | 714 | 722 | 659 | 711 | 1008 | 658 | 439 | 4911 |
| 16:00 - 16:59 | 874 | 777 | 827 | 849 | 1102 | 611 | 472 | 5512 |
| 17:00 - 17:59 | 892 | 911 | 915 | 941 | 1040 | 667 | 553 | 5919 |
| 18:00 - 18:59 | 534 | 562 | 523 | 570 | 733 | 630 | 585 | 4137 |
| 19:00 - 19:59 | 423 | 362 | 437 | 421 | 689 | 751 | 538 | 3621 |
| 20:00 - 20:59 | 308 | 270 | 311 | 349 | 576 | 625 | 496 | 2935 |
| 21:00 - 21:59 | 235 | 229 | 250 | 281 | 433 | 494 | 349 | 2271 |
| 22:00 - 22:59 | 148 | 171 | 226 | 195 | 407 | 429 | 246 | 1822 |
| 23:00 - 23:59 | 139 | 152 | 164 | 185 | 361 | 438 | 183 | 1622 |
| Daily Total | 10297 | 10110 | 10151 | 10266 | 13203 | 11656 | 8105 | 73788 |

FIGURE 9: ALL ACCIDENTS BY DAY AND HOUR

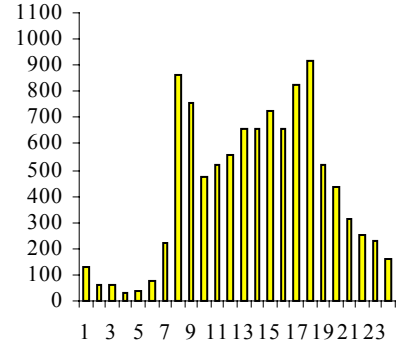
MONDAY ACCIDENTS



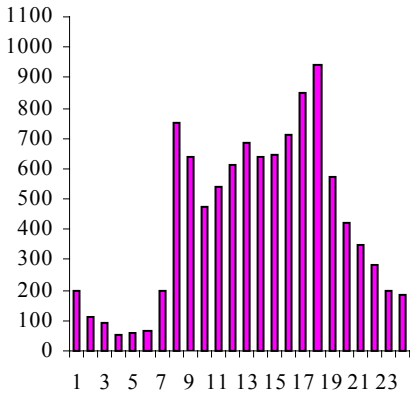
TUESDAY ACCIDENTS



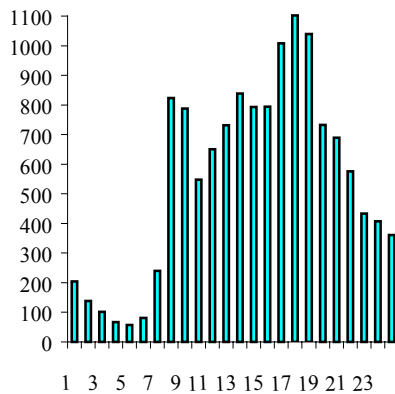
WEDNESDAY ACCIDENTS



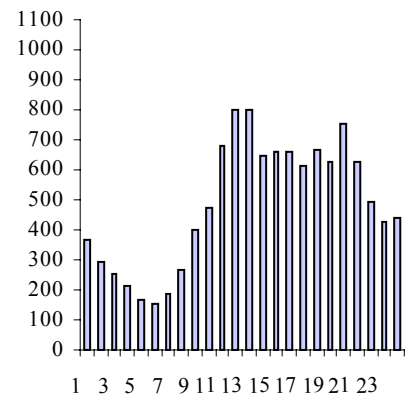
THURSDAY ACCIDENTS



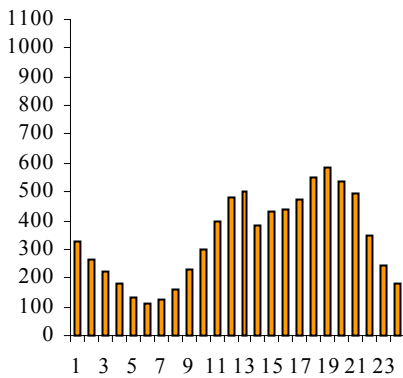
FRIDAY ACCIDENTS



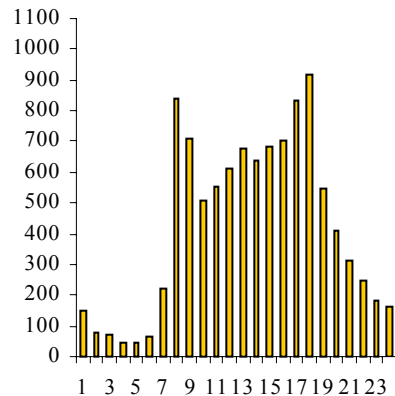
SATURDAY ACCIDENTS



SUNDAY ACCIDENTS



**AVERAGE: MON-THUR
ACCIDENTS**



AVERAGE: WEEKENDS

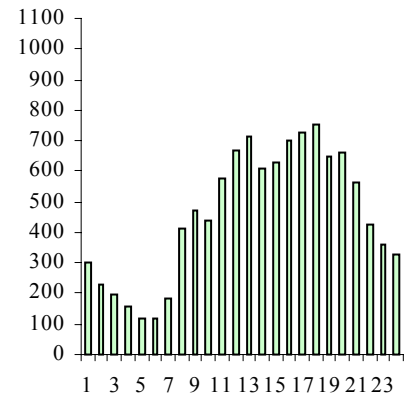
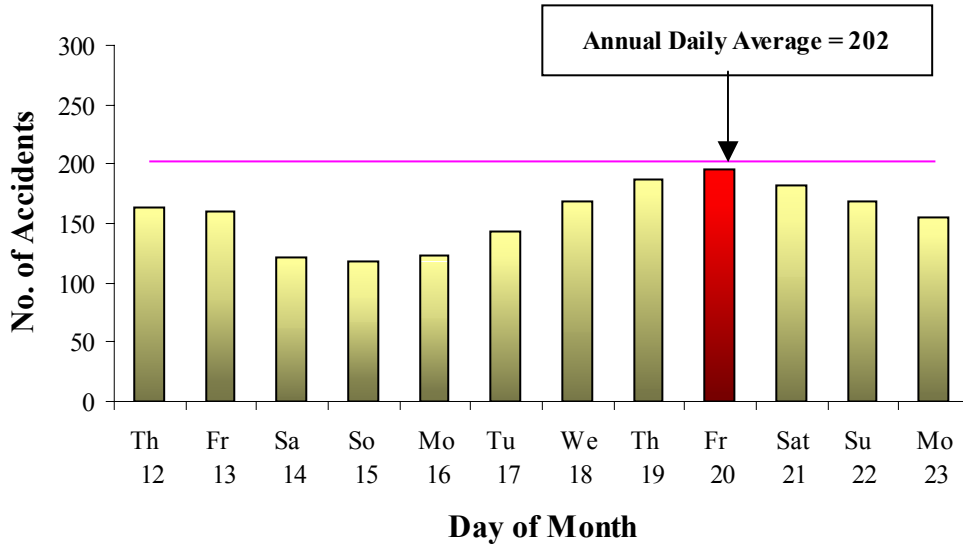


FIGURE 10: ALL ACCIDENTS DURING HOLIDAY PERIODS

EASTER PERIOD: 12 APRIL - 23 APRIL 2001



CHRISTMAS PERIOD: 1 DECEMBER 2001 - 01 JANUARY 2002

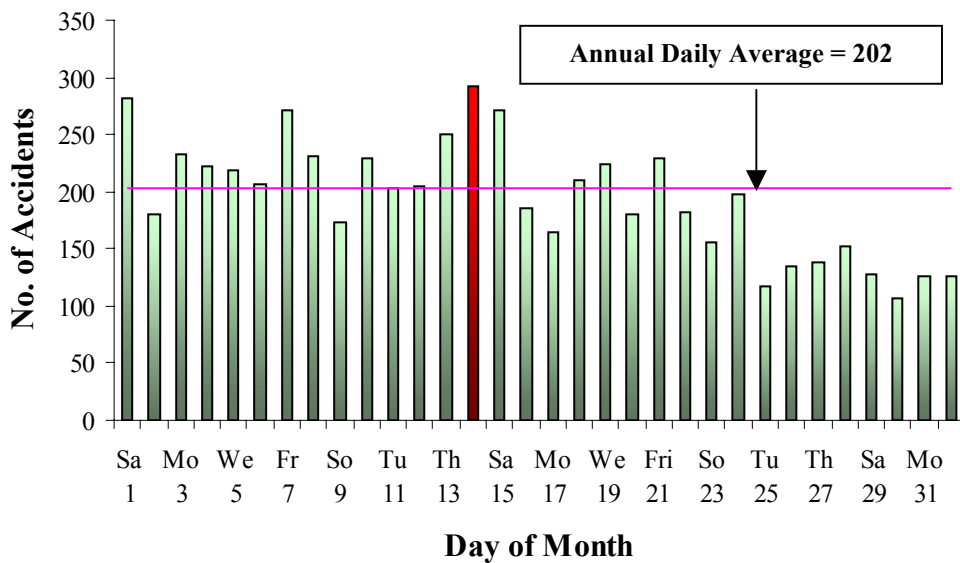


TABLE 7: ALL ACCIDENTS BY LEVELS OF VISIBILITY

| Light Condition | Fatal | Serious | Slight | Damage only | Total | % of Total |
|-------------------|------------|-------------|-------------|--------------|--------------|------------|
| Daylight | 150 | 896 | 6338 | 44407 | 51791 | 70.2 |
| Dark | 181 | 556 | 2715 | 12613 | 16065 | 21.8 |
| Unknown | 553 | 109 | 437 | 2563 | 3662 | 4.9 |
| Dawn/Dusk | 12 | 66 | 378 | 1814 | 2270 | 3.1 |
| Total | 896 | 1627 | 9868 | 61397 | 73788 | 100.0 |
| % of Total | 1.2 | 2.2 | 13.4 | 83.2 | 100.0 | |

TABLE 8: ALL ACCIDENTS BY ROAD SURFACE TYPE

| Road Surface Type | Fatal | Serious | Slight | Damage only | Total | % of Total |
|-------------------|------------|-------------|-------------|--------------|--------------|------------|
| Tarmac | 319 | 1452 | 9072 | 55359 | 66202 | 89.7 |
| Concrete | 22 | 66 | 395 | 3359 | 3842 | 5.2 |
| Unknown | 551 | 99 | 344 | 2224 | 3218 | 4.4 |
| Gravel/dirt | 4 | 10 | 56 | 456 | 526 | 0.7 |
| Total | 896 | 1627 | 9867 | 61398 | 73788 | 100.0 |
| % of Total | 1.2 | 2.2 | 13.4 | 83.2 | 100.0 | |

TABLE 9: ALL ACCIDENTS BY ROAD SURFACE CONDITION

| Surface condition | Total | % |
|-------------------|--------------|-------|
| Dry | 56104 | 76.0 |
| Wet | 13561 | 18.4 |
| Loose Gravel/Sand | 3997 | 5.4 |
| Unknown | 126 | 0.2 |
| Total | 73788 | 100.0 |

TABLE 10: TYPES AND NO. OF REGISTERED VEHICLES INVOLVED IN ALL ACCIDENTS

| Vehicle Type | No. of Vehicles involved in accidents | % | Number of Registered Vehicles | % Registered Vehicles |
|-------------------------|---------------------------------------|--------------|-------------------------------|-----------------------|
| Motor car/Station wagon | 85825 | 66.0 | 551892 | 71.4 |
| Light delivery vehicle | 18227 | 14.0 | 147306 | 19.1 |
| Combi/Mini bus | 8428 | 6.5 | 10254 | 1.3 |
| GVM>3500kg | 5274 | 4.1 | 18090 | 2.3 |
| Unknown | 5254 | 4.0 | 3240 | 0.4 |
| Motor Cycle | 3073 | 2.4 | 19717 | 2.6 |
| Bus | 1394 | 1.1 | 5202 | 0.7 |
| Other | 1361 | 1.0 | 14515 | 1.9 |
| Truck Articulated | 1212 | 0.9 | 2601 | 0.3 |
| Total | 130048 | 100.0 | 772817 | 100.0 |

FIGURE 11: TYPES AND NO. OF REGISTERED VEHICLES INVOLVED IN ALL ACCIDENTS

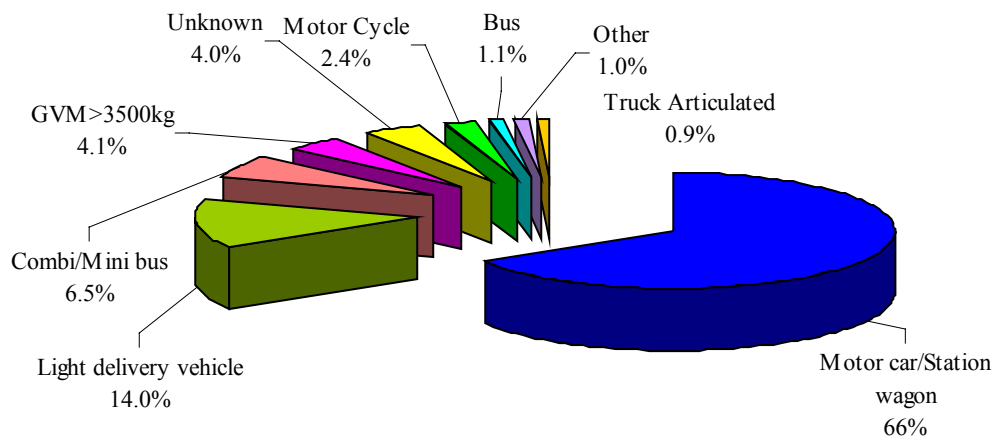


TABLE 11: ACCIDENT RATE TRENDS PER 100 000 PEOPLE

| | 1997 | 1998 | 1999 | 2000 | 2001 |
|------------------------|-------------|-------------|-------------|-------------|-------------|
| Cape Town | 2945 | 2786 | 2624 | 3201 | 3078 |
| Tygerberg | 1324 | 1415 | 1535 | 2015 | 1953 |
| South Peninsula | 2431 | 2317 | 2276 | 2439 | 2499 |
| Oostenberg | 1816 | 1819 | 1763 | 2013 | 1908 |
| Blaauwberg | 2994 | 3372 | 3293 | 3523 | 3909 |
| Helderberg | 3170 | 1781 | 2750 | 3483 | 2932 |
| City | 2228 | 2174 | 2186 | 2641 | 2565 |

TABLE 12: ACCIDENTS PER KILOMETER OF ROADWAY

| | 1997 | 1998 | 1999 | 2000 | 2001 |
|------------------------|-------------|-------------|-------------|-------------|-------------|
| Cape Town | 13.9 | 13.1 | 12.4 | 15.1 | 12.1 |
| Tygerberg | 5.3 | 5.7 | 6.2 | 8.1 | 7.0 |
| South Peninsula | 7.6 | 7.6 | 7.5 | 8.0 | 6.5 |
| Oostenberg | 2.8 | 3.1 | 3.0 | 3.4 | 3.3 |
| Blaauwberg | 5.5 | 6.4 | 6.2 | 6.7 | 6.5 |
| Helderberg | 6.3 | 3.9 | 6.0 | 7.6 | 3.9 |
| City | 7.3 | 7.3 | 7.4 | 7.4 | 7.3 |

TABLE 13: ACCIDENTS PER ACCIDENT TYPE

| Accident Type | Number of Accidents by Injury Classification | | | | | |
|---|--|-------------|-------------|--------------|--------------|--------------|
| | Fatal | Serious | Slight | Damage | Total | % of Total |
| Head/Rear end | 29 | 125 | 1863 | 17228 | 19245 | 26.1 |
| Other | 26 | 159 | 975 | 7635 | 8795 | 11.9 |
| Sideswipe - same direction | 6 | 38 | 402 | 6417 | 6863 | 9.3 |
| Sideswipe - opposite direction | 23 | 75 | 562 | 5721 | 6381 | 8.6 |
| Unknown | 155 | 62 | 431 | 5253 | 5901 | 8.0 |
| Reversing | 8 | 7 | 55 | 5504 | 5574 | 7.6 |
| Accident with pedestrian | 569 | 777 | 3372 | 717 | 5435 | 7.4 |
| Accident with fixed object | 26 | 82 | 494 | 4008 | 4610 | 6.2 |
| Approach at angle- both travel straight | 3 | 60 | 506 | 2554 | 3123 | 4.2 |
| Turn right in face of oncoming traffic | 11 | 51 | 386 | 1506 | 1954 | 2.6 |
| Approach at angle - one or both turning | 4 | 11 | 166 | 1431 | 1612 | 2.2 |
| Head on | 23 | 58 | 183 | 757 | 1021 | 1.4 |
| Turn right from wrong lane | 0 | 9 | 64 | 863 | 936 | 1.3 |
| Turn left from wrong lane | 0 | 1 | 36 | 863 | 900 | 1.2 |
| Single vehicle overturned | 12 | 109 | 338 | 394 | 853 | 1.2 |
| Accident with animal | 1 | 3 | 32 | 528 | 564 | 0.8 |
| Accident with train | 0 | 0 | 3 | 13 | 16 | 0.0 |
| Accident with parked vehicle | 0 | 0 | 0 | 5 | 5 | 0.0 |
| Total | 896 | 1627 | 9868 | 61397 | 73788 | 100.0 |

TABLE 14 WORST KNOWN ROAD SECTIONS

| CAPE TOWN | Total | Fatal | Serious | Slight | Damage | EAN | SI |
|-------------------------------------|--------------|--------------|----------------|---------------|---------------|------------|-----------|
| Lansdowne Road - Lansdowne | 775 | 5 | 33 | 177 | 560 | 1144 | 1.5 |
| N1 - CBD & Kensington | 698 | 7 | 24 | 108 | 559 | 1037 | 1.5 |
| N2 (Settlers Way) - Mowbray | 1139 | 9 | 38 | 181 | 911 | 1630 | 1.4 |
| Vanguard Drive - Goodwood | 711 | 6 | 20 | 128 | 557 | 1017 | 1.4 |
| Klipfontein Road - Athlone | 595 | 3 | 10 | 109 | 473 | 771 | 1.3 |
| TYGERBERG | Total | Fatal | Serious | Slight | Damage | EAN | SI |
| Lansdowne Road - Philippi | 471 | 2 | 33 | 216 | 220 | 787 | 1.7 |
| N1 - Goodwood & Parow & Bellville | 941 | 16 | 11 | 120 | 794 | 1442 | 1.5 |
| Halt Road - Elsies River | 299 | 1 | 7 | 58 | 233 | 386 | 1.3 |
| Voortrekker Road - Maitland | 903 | 5 | 7 | 112 | 779 | 1114 | 1.2 |
| Durban Road - Bellville | 366 | 2 | 3 | 52 | 309 | 455 | 1.2 |
| SOUTH PENINSULA | Total | Fatal | Serious | Slight | Damage | EAN | SI |
| Prince George Drive - Ottery | 298 | 2 | 11 | 66 | 219 | 432 | 1.5 |
| Strandfontein Road - Strandfontein | 131 | 1 | 4 | 39 | 87 | 194 | 1.5 |
| Tokai Road - Tokai | 151 | 2 | 2 | 16 | 131 | 217 | 1.4 |
| Fifth Avenue - Grassy Park | 176 | 0 | 6 | 41 | 129 | 225 | 1.3 |
| Main Road - Wynberg | 204 | 1 | 2 | 29 | 172 | 252 | 1.2 |
| OOSTENBERG | Total | Fatal | Serious | Slight | Damage | EAN | SI |
| Kuils River Freeway - R300 | 230 | 8 | 22 | 42 | 158 | 550 | 2.4 |
| N1- Brackenfell & Kraaifontein | 231 | 10 | 4 | 54 | 163 | 520 | 2.2 |
| Stellenbosch Arterial - Kuils River | 136 | 3 | 3 | 30 | 100 | 238 | 1.8 |
| Van Riebeeck Road - Kuils River | 305 | 6 | 10 | 37 | 252 | 517 | 1.7 |
| Old Paarl Road - Stikland | 344 | 6 | 11 | 50 | 277 | 567 | 1.6 |
| BLAAUWBERG | Total | Fatal | Serious | Slight | Damage | EAN | SI |
| West Coast Road - Melkbosstrand | 124 | 6 | 7 | 23 | 88 | 314 | 2.5 |
| Otto du Plessis Drive - Milnerton | 201 | 4 | 4 | 46 | 147 | 340 | 1.7 |
| N7 - Bothasig & Edgemoed | 211 | 2 | 11 | 43 | 155 | 334 | 1.6 |
| Blaauwberg Drive | 306 | 3 | 4 | 53 | 246 | 425 | 1.4 |
| Koeberg Road - Milnerton | 560 | 3 | 9 | 88 | 460 | 720 | 1.3 |
| HELDERBERG | Total | Fatal | Serious | Slight | Damage | EAN | SI |
| Macassar Road | 75 | 2 | 2 | 22 | 49 | 144 | 1.9 |
| N2 - Somerset West | 446 | 9 | 22 | 72 | 343 | 806 | 1.8 |
| Broadway Boulevard | 218 | 0 | 4 | 32 | 182 | 253 | 1.2 |
| Main Road - Helderberg | 368 | 0 | 4 | 41 | 323 | 408 | 1.1 |

TABLE 15: WORST KNOWN INTERSECTIONS

| CAPE TOWN | Total | Fatal | Serious | Slight | Damage | EAN | SI |
|--|--------------|--------------|----------------|---------------|---------------|------------|-----------|
| N2 & Jan Smuts Drive | 69 | 1 | 3 | 13 | 52 | 114 | 1.65 |
| N1 & Koeberg Road | 151 | 1 | 1 | 19 | 130 | 190 | 1.26 |
| N2 & Raapenberg Road | 103 | 0 | 4 | 8 | 91 | 126 | 1.23 |
| Klipfontein & Vanguard | 88 | 0 | 2 | 18 | 68 | 107 | 1.21 |
| N2 & Liesbeeck Parkway | 76 | 0 | 1 | 5 | 70 | 83 | 1.10 |
| TYGERBERG | Total | Fatal | Serious | Slight | Damage | EAN | SI |
| Thirtyfifth & Owen Road | 14 | 1 | 4 | 3 | 6 | 59 | 4.21 |
| Lansdowne & Spine Road | 25 | 1 | 6 | 5 | 13 | 80 | 3.22 |
| Bishop Lavis & Thirtyfifth Avenue | 25 | 2 | 0 | 3 | 20 | 75 | 3.00 |
| Monte Vista Boulevard & N1 | 65 | 2 | 11 | 11 | 41 | 172 | 2.64 |
| Eversdal Road & Old Oak Road | 53 | 3 | 1 | 6 | 43 | 133 | 2.52 |
| Stellenbosch & Belhar Drive | 28 | 1 | 1 | 5 | 21 | 60 | 2.13 |
| SOUTH PENINSULA | Total | Fatal | Serious | Slight | Damage | EAN | SI |
| Concert Boulevard & Prince George Drive | 33 | 1 | 1 | 11 | 20 | 68 | 2.05 |
| Ou Kaapse Weg & Steenberg Road | 21 | 0 | 1 | 3 | 17 | 27 | 1.30 |
| Retreat Road & Concert Boulevard | 23 | 0 | 1 | 4 | 18 | 30 | 1.30 |
| Victoria Road - Grassy Park & Victoria Road Road – Plumstead | 24 | 0 | 1 | 4 | 19 | 31 | 1.28 |
| Retreat Road & Prince George Drive | 30 | 0 | 0 | 6 | 24 | 33 | 1.10 |
| OOSTENBERG | Total | Fatal | Serious | Slight | Damage | EAN | SI |
| Frans Conradie Drive & Graaf Road | 6 | 1 | 1 | 1 | 3 | 36 | 5.92 |
| Range Road & Stellenbosch Road | 11 | 1 | 0 | 2 | 8 | 36 | 3.29 |
| Brighton Road & Kipling Street | 16 | 0 | 0 | 3 | 13 | 18 | 1.09 |
| Old Paarl Road & Brackenfell Boulevard | 23 | 0 | 0 | 2 | 21 | 24 | 1.04 |
| William Dabbs Road & Old Paarl Road | 28 | 0 | 0 | 2 | 26 | 29 | 1.04 |
| BLAAUWBERG | Total | Fatal | Serious | Slight | Damage | EAN | SI |
| Koeberg Road & Blaauwberg Road | 31 | 1 | 1 | 1 | 28 | 61 | 1.95 |
| Blaauwberg Road & Otto Du Plessis Drive | 35 | 1 | 1 | 6 | 27 | 67 | 1.92 |
| N7 & Potsdam Road | 32 | 0 | 1 | 7 | 24 | 40 | 1.26 |
| Platteklouf Road & Koeberg Road | 34 | 0 | 0 | 5 | 29 | 37 | 1.07 |
| N7 & Platteklouf Road | 57 | 0 | 0 | 7 | 50 | 61 | 1.06 |
| HELDERBERG | Total | Fatal | Serious | Slight | Damage | EAN | SI |
| Sir Lowry's Road & N2 | 9 | 1 | 1 | 2 | 5 | 39 | 4.34 |
| Victoria Road & N2 | 43 | 1 | 1 | 2 | 39 | 73 | 1.70 |
| Maccassar & N2 | 18 | 0 | 1 | 6 | 11 | 26 | 1.43 |
| Mill Street & Broadway Boulevard | 12 | 0 | 0 | 2 | 10 | 13 | 1.08 |

CASUALTIES

TABLE 16: CASUALTY TRENDS

| YEAR | CASUALTIES | | | | | | |
|------|------------|-----|---------|------|--------|------|-------|
| | FATAL | % | SERIOUS | % | SLIGHT | % | TOTAL |
| 1997 | 724 | 5.9 | 1609 | 13.3 | 9785 | 80.8 | 12118 |
| 1998 | 697 | 5.5 | 1750 | 13.7 | 10312 | 80.8 | 12759 |
| 1999 | 767 | 6.0 | 1613 | 12.5 | 10485 | 81.5 | 12865 |
| 2000 | 663 | 3.8 | 2019 | 11.5 | 14897 | 84.7 | 17579 |
| 2001 | 955 | 5.9 | 2061 | 12.7 | 13207 | 81.4 | 16223 |

FIGURE 12: ALL FATALITIES – MOVING MONTHLY AVERAGE

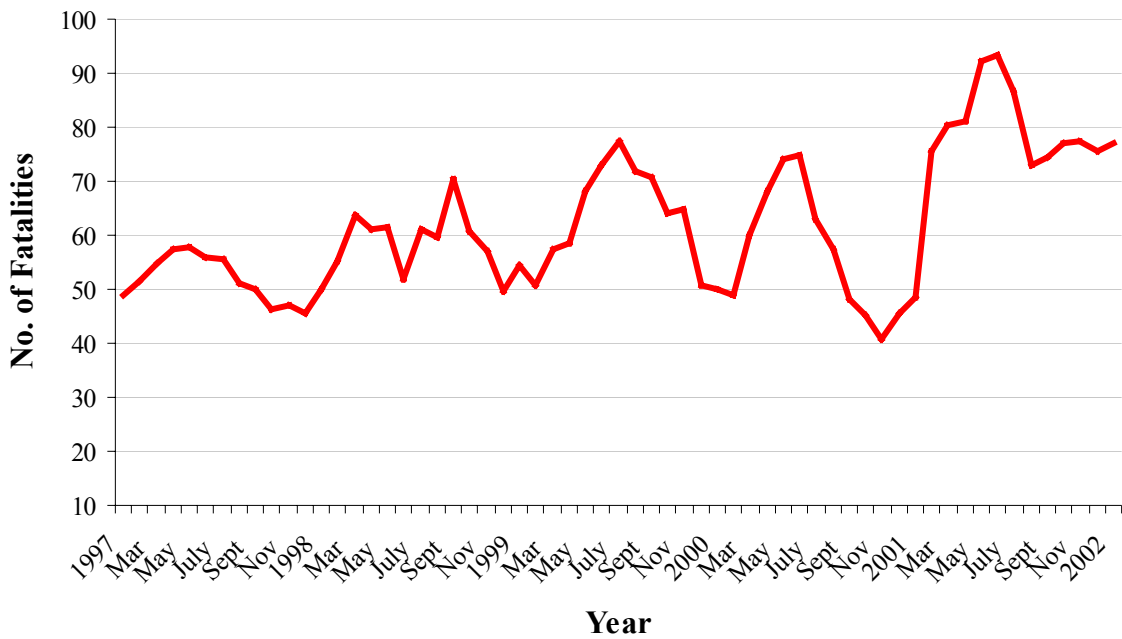


TABLE 17: CASUALTY TRENDS IN THE CITY OF CAPE TOWN

| Cape Town Administration | | | | | |
|---------------------------------------|-------------|-------------|-------------|-------------|-------------|
| Severity | 1997 | 1998 | 1999 | 2000 | 2001 |
| Fatal | 313 | 313 | 236 | 177 | 356 |
| Serious | 602 | 428 | 409 | 685 | 751 |
| Slight | 4189 | 3495 | 3040 | 5809 | 5399 |
| Total | 5104 | 4236 | 3685 | 6671 | 6506 |
| Tygerberg Administration | | | | | |
| Severity | 1997 | 1998 | 1999 | 2000 | 2001 |
| Fatal | 195 | 150 | 214 | 167 | 271 |
| Serious | 392 | 616 | 434 | 578 | 578 |
| Slight | 2029 | 2887 | 3557 | 3834 | 3540 |
| Total | 2616 | 3653 | 4205 | 4579 | 4389 |
| South Peninsula Administration | | | | | |
| Severity | 1997 | 1998 | 1999 | 2000 | 2001 |
| Fatal | 49 | 42 | 63 | 72 | 51 |
| Serious | 162 | 158 | 194 | 215 | 157 |
| Slight | 1505 | 1408 | 1653 | 2202 | 1467 |
| Total | 1716 | 1608 | 1910 | 2489 | 1675 |
| Oostenberg Administration | | | | | |
| Severity | 1997 | 1998 | 1999 | 2000 | 2001 |
| Fatal | 86 | 78 | 117 | 89 | 138 |
| Serious | 222 | 248 | 298 | 291 | 291 |
| Slight | 826 | 924 | 848 | 1221 | 1157 |
| Total | 1134 | 1250 | 1263 | 1601 | 1586 |
| Blaauwberg Administration | | | | | |
| Severity | 1997 | 1998 | 1999 | 2000 | 2001 |
| Fatal | 53 | 70 | 71 | 73 | 73 |
| Serious | 173 | 160 | 115 | 88 | 175 |
| Slight | 820 | 898 | 563 | 621 | 983 |
| Total | 1046 | 1128 | 749 | 782 | 1231 |
| Helderberg Administration | | | | | |
| Severity | 1997 | 1998 | 1999 | 2000 | 2001 |
| Fatal | 28 | 44 | 66 | 85 | 66 |
| Serious | 58 | 140 | 163 | 162 | 109 |
| Slight | 416 | 700 | 824 | 1210 | 661 |
| Total | 502 | 884 | 1053 | 1457 | 836 |

FIGURE 13: CASUALTY TRENDS IN THE CITY OF CAPE TOWN

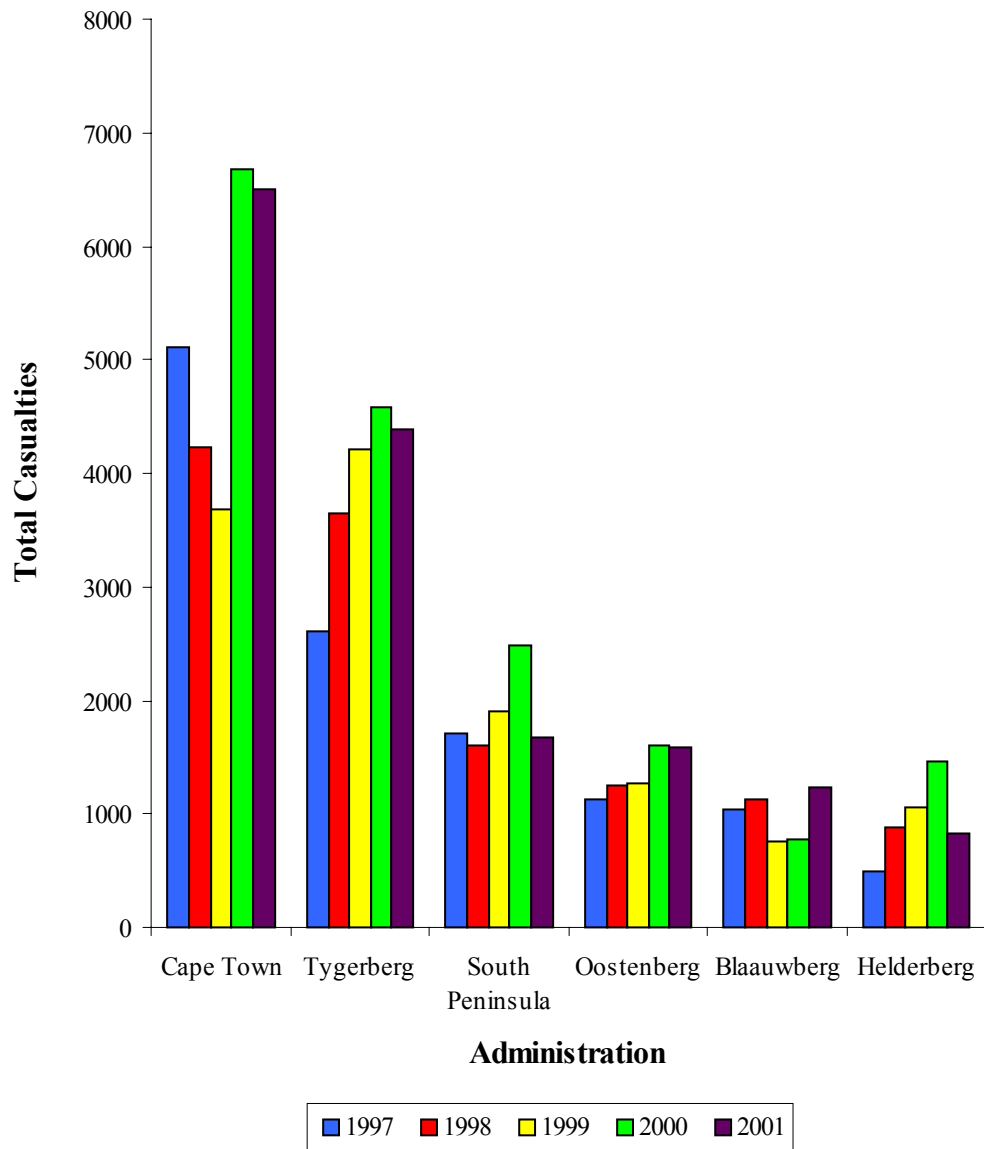


TABLE 18: PEDESTRIAN CASUALTY TRENDS

| YEAR | PEDESTRIAN CASUALTIES | | | | | | |
|------|-----------------------|------|---------|------|--------|------|-------|
| | FATAL | % | SERIOUS | % | SLIGHT | % | TOTAL |
| 1997 | 404 | 10.4 | 625 | 16.1 | 2861 | 73.5 | 3890 |
| 1998 | 379 | 10.7 | 549 | 15.4 | 2626 | 73.9 | 3554 |
| 1999 | 423 | 11.2 | 649 | 17.1 | 2714 | 71.7 | 3786 |
| 2000 | 321 | 6.2 | 896 | 17.3 | 3951 | 76.5 | 5168 |
| 2001 | 569 | 12.1 | 774 | 16.4 | 3375 | 71.5 | 4718 |

FIGURE 14: PEDESTRIAN CASUALTY TRENDS IN THE CITY OF CAPE TOWN

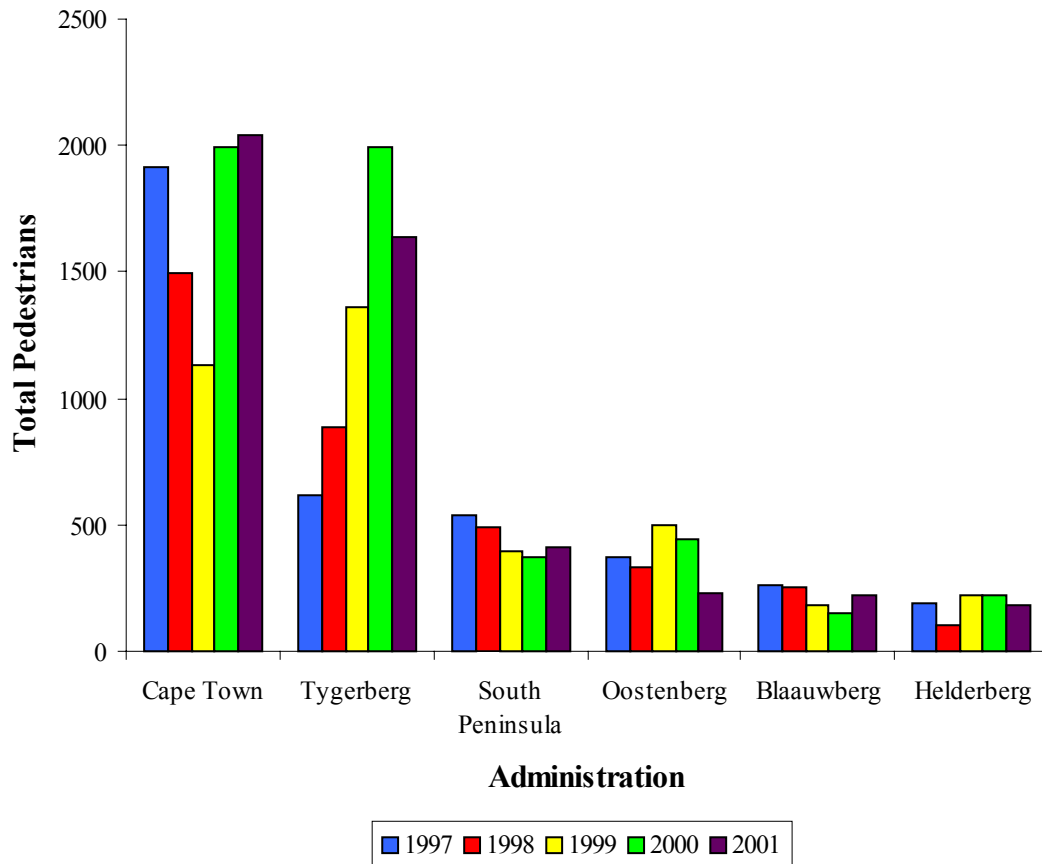


TABLE 19: PEDESTRIAN CASUALTY TRENDS IN THE CITY OF CAPE TOWN

| Cape Town Administration | | | | | |
|---------------------------------------|-------------|-------------|-------------|-------------|-------------|
| Severity | 1997 | 1998 | 1999 | 2000 | 2001 |
| Fatal | 218 | 194 | 135 | 105 | 219 |
| Serious | 280 | 189 | 192 | 322 | 307 |
| Slight | 1414 | 1109 | 816 | 1565 | 1517 |
| Total | 1912 | 1492 | 1143 | 1992 | 2043 |
| Tygerberg Administration | | | | | |
| Severity | 1997 | 1998 | 1999 | 2000 | 2001 |
| Fatal | 88 | 68 | 103 | 78 | 186 |
| Serious | 102 | 143 | 204 | 344 | 292 |
| Slight | 430 | 674 | 1049 | 1571 | 1160 |
| Total | 620 | 885 | 1356 | 1993 | 1638 |
| South Peninsula Administration | | | | | |
| Severity | 1997 | 1998 | 1999 | 2000 | 2001 |
| Fatal | 15 | 21 | 27 | 12 | 27 |
| Serious | 62 | 54 | 46 | 40 | 54 |
| Slight | 458 | 414 | 321 | 318 | 329 |
| Total | 535 | 489 | 394 | 370 | 410 |
| Oostenberg Administration | | | | | |
| Severity | 1997 | 1998 | 1999 | 2000 | 2001 |
| Fatal | 45 | 56 | 95 | 61 | 86 |
| Serious | 99 | 91 | 143 | 117 | 46 |
| Slight | 224 | 185 | 207 | 262 | 97 |
| Total | 368 | 332 | 445 | 440 | 229 |
| Blaauwberg Administration | | | | | |
| Severity | 1997 | 1998 | 1999 | 2000 | 2001 |
| Fatal | 23 | 30 | 34 | 31 | 30 |
| Serious | 60 | 59 | 34 | 38 | 43 |
| Slight | 179 | 168 | 117 | 85 | 146 |
| Total | 262 | 257 | 185 | 154 | 219 |
| Helderberg Administration | | | | | |
| Severity | 1997 | 1998 | 1999 | 2000 | 2001 |
| Fatal | 15 | 10 | 26 | 34 | 21 |
| Serious | 22 | 13 | 34 | 35 | 32 |
| Slight | 156 | 76 | 161 | 150 | 126 |
| Total | 193 | 99 | 221 | 219 | 179 |

TABLE 20: ALL FATALITIES BY MONTH

| Month | Cape Town | Tygerberg | South Peninsula | Oostenberg | Blaauwberg | Helderberg | City Total | % of Total |
|-------------------|-------------|-------------|-----------------|-------------|------------|------------|--------------|--------------|
| January | 25 | 11 | 3 | 11 | 8 | 3 | 61 | 6.4 |
| February | 32 | 22 | 7 | 14 | 1 | 7 | 83 | 8.7 |
| March | 31 | 26 | 5 | 9 | 7 | 5 | 83 | 8.7 |
| April | 28 | 18 | 4 | 10 | 9 | 6 | 75 | 7.8 |
| May | 26 | 29 | 2 | 9 | 6 | 13 | 85 | 8.9 |
| June | 44 | 32 | 6 | 21 | 6 | 8 | 117 | 12.2 |
| July | 29 | 22 | 3 | 11 | 5 | 8 | 78 | 8.2 |
| August | 19 | 25 | 3 | 10 | 5 | 3 | 65 | 6.8 |
| September | 30 | 21 | 3 | 13 | 6 | 3 | 76 | 8.0 |
| October | 37 | 24 | 5 | 9 | 5 | 2 | 82 | 8.6 |
| November | 19 | 25 | 7 | 12 | 6 | 4 | 73 | 7.6 |
| December | 36 | 16 | 3 | 9 | 9 | 4 | 77 | 8.1 |
| TOTAL | 356 | 271 | 51 | 138 | 73 | 66 | 955 | 100.0 |
| % of Total | 37.3 | 28.4 | 5.3 | 14.5 | 7.6 | 6.9 | 100.0 | |

FIGURE 15: ALL FATALITIES BY MONTH

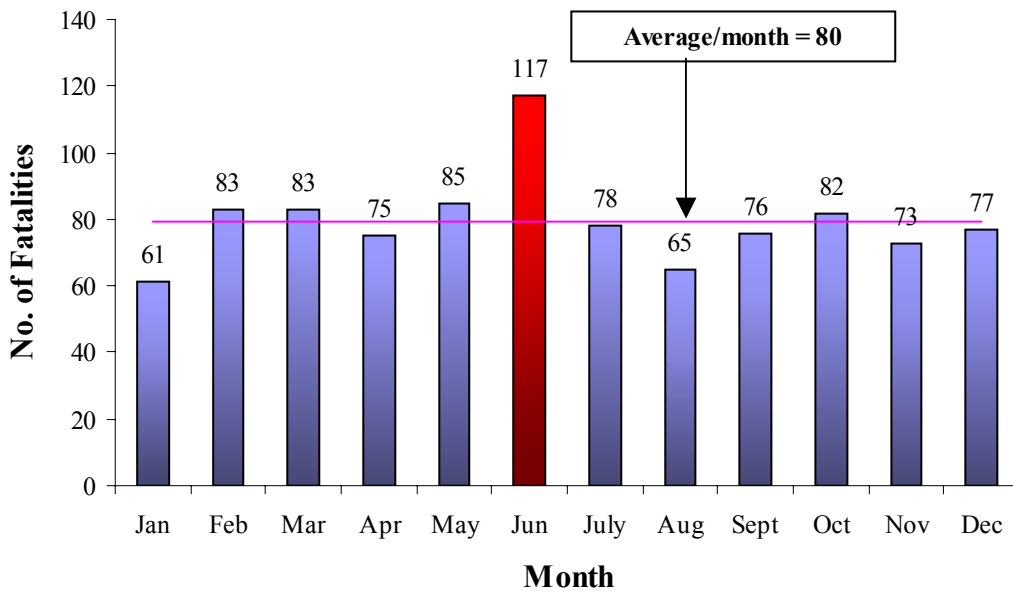


TABLE 21: DRIVERS INVOLVED IN ACCIDENTS BY AGE

| Age Group | Number of Drivers by Injury Classification | | | | | |
|-------------------|--|------------|-------------|---------------|---------------|--------------|
| | Fatal | Serious | Slight | No Injury | Total | % of Total |
| 0-15 | 0 | 18 | 89 | 150 | 257 | 0.2 |
| 16-17 | 2 | 9 | 81 | 215 | 307 | 0.3 |
| 18-21 | 4 | 42 | 504 | 5454 | 6004 | 5.0 |
| 22-25 | 14 | 52 | 688 | 8055 | 8809 | 7.3 |
| 26-35 | 29 | 148 | 1634 | 22427 | 24238 | 20.2 |
| 36-45 | 30 | 97 | 1188 | 17749 | 19064 | 15.9 |
| 46-55 | 19 | 46 | 605 | 10585 | 11255 | 9.4 |
| 56-65 | 9 | 22 | 288 | 5199 | 5518 | 4.6 |
| 66-75 | 3 | 11 | 124 | 2202 | 2340 | 2.0 |
| > 75 | 2 | 1 | 36 | 776 | 815 | 0.7 |
| Unknown | 56 | 261 | 1379 | 39561 | 41257 | 34.4 |
| Total | 168 | 707 | 6616 | 112373 | 119864 | 100.0 |
| % of Total | <i>0.1</i> | <i>0.6</i> | <i>5.5</i> | <i>93.8</i> | <i>100.0</i> | |

FIGURE 16: DRIVERS INVOLVED IN ACCIDENTS BY AGE

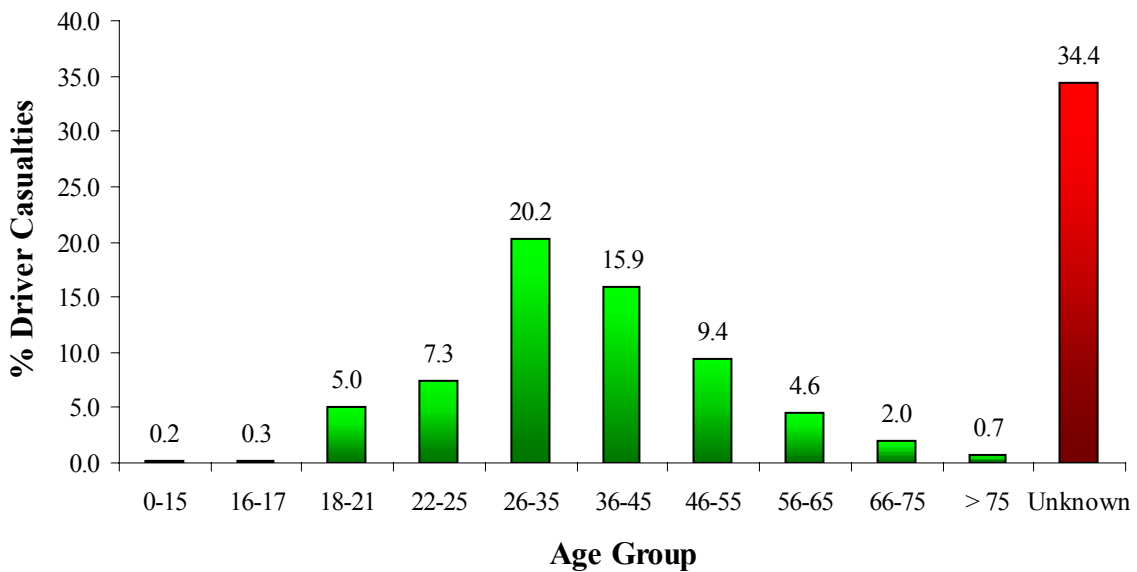


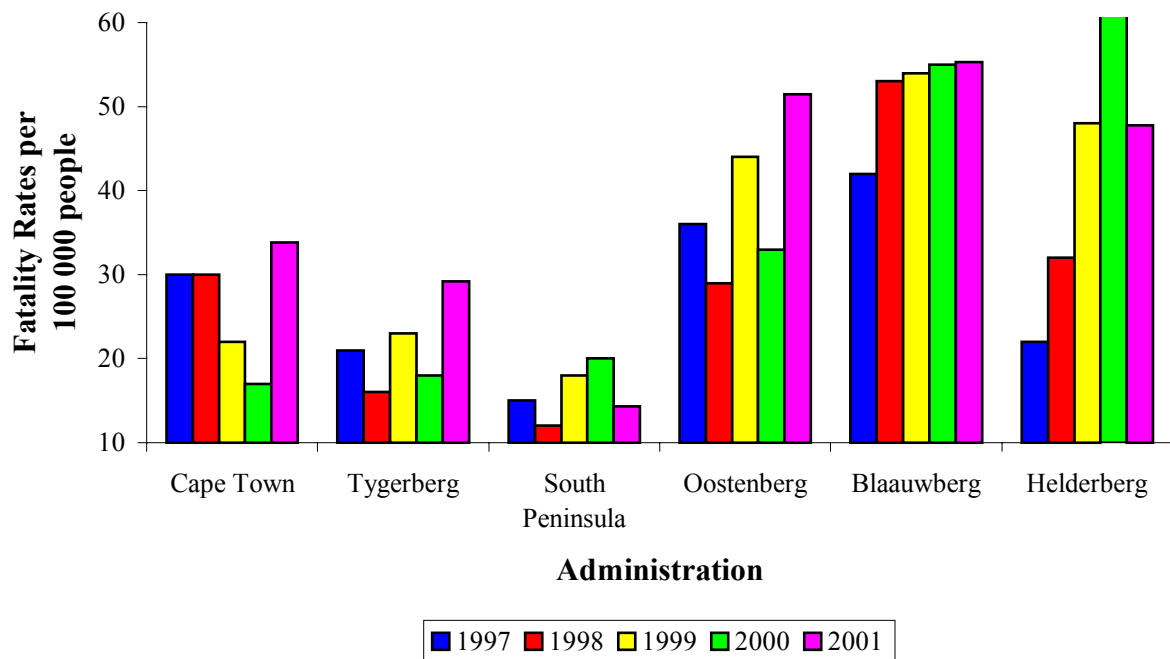
TABLE 22: CASUALTIES BY ACCIDENT TYPE

| Accident Type | Number of Casualties by Injury Classification | | | | |
|---|---|-------------|--------------|--------------|--------------|
| | Fatal | Serious | Slight | Total | % of Total |
| Accident with pedestrian | 569 | 787 | 3514 | 4870 | 30.0 |
| Head/Rear end | 36 | 177 | 2606 | 2819 | 17.4 |
| Other | 30 | 186 | 1203 | 1419 | 8.8 |
| Sideswipe - opposite direction | 28 | 104 | 895 | 1027 | 6.3 |
| Unknown | 185 | 142 | 693 | 1020 | 6.3 |
| Approach at angle- both travel straight | 3 | 86 | 854 | 943 | 5.8 |
| Accident with fixed object | 31 | 130 | 697 | 858 | 5.3 |
| Single vehicle overturned | 15 | 153 | 668 | 836 | 5.2 |
| Turn right in face of oncoming traffic | 11 | 77 | 649 | 737 | 4.5 |
| Sideswipe - same direction | 6 | 48 | 552 | 606 | 3.7 |
| Head on | 28 | 118 | 345 | 491 | 3.0 |
| Approach at angle - one or both turning | 4 | 17 | 281 | 302 | 1.9 |
| Turn right from wrong lane | 0 | 19 | 90 | 109 | 0.7 |
| Reversing | 8 | 12 | 62 | 82 | 0.5 |
| Turn left from wrong lane | 0 | 1 | 53 | 54 | 0.3 |
| Accident with animal | 1 | 4 | 41 | 46 | 0.3 |
| Accident with train | 0 | 0 | 4 | 4 | 0.0 |
| Accident with parked vehicle | 0 | 0 | 0 | 0 | 0.0 |
| Total | 955 | 2061 | 13207 | 16223 | 100.0 |

TABLE 23: FATALITY RATES

| Administration | 1998 Population Estimate | Fatalities | Rates per 100 000 people | Rates per 10 000 vehicles |
|-------------------|--------------------------|------------|--------------------------|---------------------------|
| Cape Town | 1053400 | 356 | 34 | |
| Tygerberg | 928044 | 271 | 29 | |
| South Peninsula | 356274 | 51 | 14 | |
| Oostenberg | 268228 | 138 | 51 | |
| Blaauwberg | 132015 | 73 | 55 | |
| Helderberg | 138226 | 66 | 48 | |
| City Total | 2876187 | 955 | 33 | |

FIGURE 17: FATALITY RATE TRENDS



COST OF ACCIDENTS

TABLE 24: COST OF ACCIDENTS

(R Million)
(2001 Rands)

| Administration | Fatal | | Serious | | Slight | | Damage Only | | Totals | |
|-----------------|-----------------|--------|-----------------|-------|-----------------|-------|------------------|------|-----------------|--------|
| | Driver/ pass | Ped | Driver/ pass | Ped | Driver/ pass | Ped | Driver / pass | Ped | Driver/ pass | Ped |
| Cape Town | 73.63 | 49.38 | 90.26 | 17.62 | 158.78 | 11.88 | 515.47 | 0.55 | 838.14 | 79.42 |
| Tygerberg | 52.79 | 41.94 | 70.46 | 16.76 | 104.95 | 9.09 | 276.35 | 0.16 | 504.54 | 67.93 |
| South Peninsula | 16.67 | 6.09 | 20.31 | 3.10 | 43.20 | 2.58 | 143.01 | 0.09 | 223.18 | 11.85 |
| Oostenberg | 29.17 | 19.39 | 31.23 | 2.64 | 30.88 | 0.76 | 74.95 | 0.01 | 166.23 | 22.80 |
| Blaauwberg | 28.48 | 6.76 | 17.10 | 2.47 | 27.60 | 1.14 | 80.21 | 0.02 | 153.39 | 10.40 |
| Helderberg | 26.39 | 4.73 | 12.33 | 1.84 | 19.91 | 0.99 | 63.92 | 0.01 | 122.56 | 7.57 |
| City Total | 227.13 | 128.29 | 241.68 | 44.42 | 385.31 | 26.44 | 1153.91 | 0.84 | 2008.04 | 199.98 |
| | 355.41 | | 286.10 | | 411.75 | | 1154.75 | | 2208.02 | |

FIGURE 18: COST OF ACCIDENTS

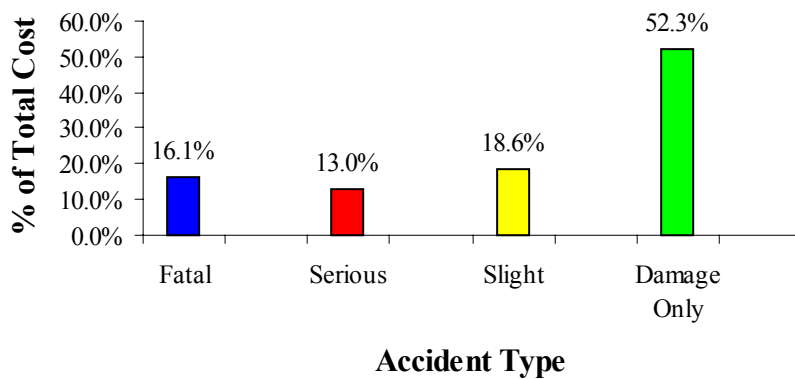


TABLE 25: UNIT COST OF ACCIDENTS

(2001 Rands)

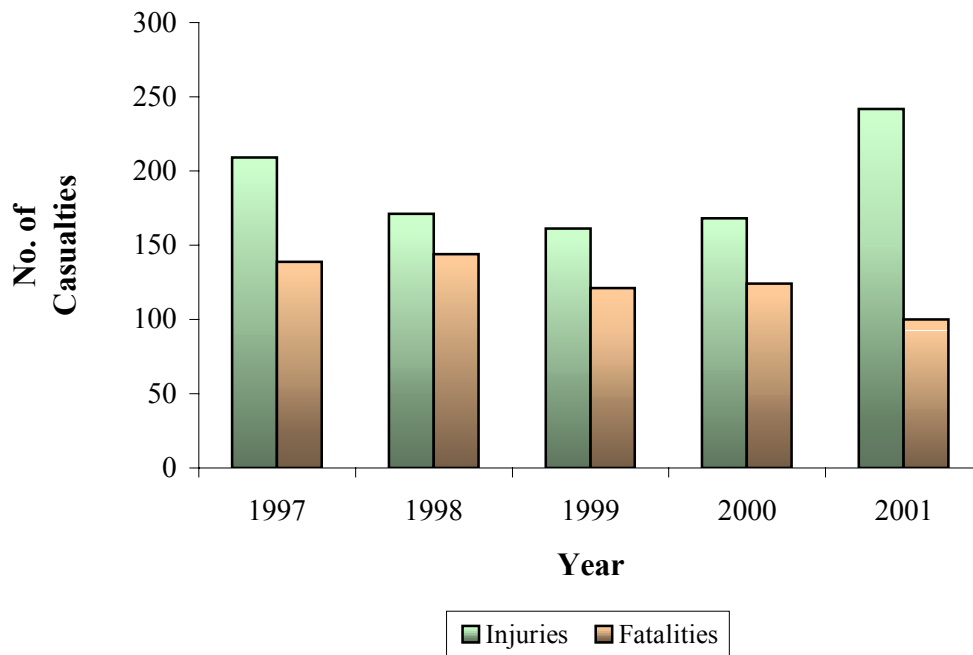
| Severity | Drivers/Passengers | Pedestrian | All |
|-------------|--------------------|------------|--------|
| Fatal | 694584 | 225457 | 471424 |
| Serious | 148549 | 57387 | 108098 |
| Slight | 39047 | 7833 | 28133 |
| Damage Only | 18794 | 1170 | 18687 |

METRORAIL ACCIDENTS

TABLE 26: METRORAIL CASUALTIES BY ACCIDENT TYPE

| Accident Type | 1997 | | 1998 | | 1999 | | 2000 | | 2001 | |
|------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | Injury | Fatal | Injury | Fatal | Injury | Fatal | Injury | Fatal | Injury | Fatal |
| Detraining/Entraining | 76 | 2 | 75 | 1 | 69 | 6 | 109 | 7 | 155 | 3 |
| Hang on Trains | 76 | 4 | 44 | 4 | 30 | 2 | 10 | 4 | 22 | 1 |
| Struck by Trains | 57 | 131 | 51 | 139 | 61 | 108 | 48 | 113 | 65 | 96 |
| Level Crossings | 0 | 2 | 1 | 0 | 1 | 5 | 1 | 0 | 0 | 0 |
| Total | 209 | 139 | 171 | 144 | 161 | 121 | 168 | 124 | 242 | 100 |

FIGURE 19: METRORAIL CASUALTIES BY ACCIDENT TYPE



REFERENCES

- **Cape Metropolitan Area: Road Traffic Accident Statistics: 1997**
- **Cape Metropolitan Area: Road Traffic Accident Statistics: 1998**
- **Cape Metropolitan Area: Road Traffic Accident Statistics: 1999**
- **City of Cape Town: Road Traffic Accident Statistics: 2000**
- **“An estimate of the unit cost of road traffic collisions in South Africa for 1999”
Draft Report – Department of Transport: March 2000**
- **Metrorail Accident Data: 1997 – 2001**