
NATIONAL ROAD SAFETY COUNCIL

# ROAD ACCIDENTS IN NAMIBIA

# STATISTICAL REPORT 2010


Data analysed: 2014
Report published: April 2015

# 1. FOREWORD

It is my pleasure to present our statistical collision report for 2010, based on the analysis of collision forms provided by police stations across the country. The purpose of this report is to present an overview of the road safety situation, risk factors, the impact of road traffic injuries on society and possible ways to prevent or reduce road accidents. The report may serve as a convenient decision-making tool for the road transport and health sectors or as authoritative reference material for research purposes.

Road traffic injuries place a heavy burden on global and national economies and household finances. Many families are driven into poverty by the loss of breadwinners and the added burden of having to care for members who become disabled as a result of injuries sustained in road traffic accidents. In 2010, Namibia recorded over 17,000 road traffic crashes, causing 4,000 injuries and 300 deaths. Most of the drivers and passengers injured, disabled or killed were aged between 15 and 59 years, whereas the age range of pedestrians most affected was 5 to 69 years. Furnished with accurate statistical data, stakeholders in road safety should be able to make informed decisions on road safety management such as law enforcement to control speeding, drunken driving, use of seat belts, wearing of helmets as well as the fitness of drivers and vehicles.

The number of road accidents during the period under review has increased in comparison to the previous year. The Khomas Region had the largest number of collisions followed by Erongo, Oshana, Otjozondjupa and Karas. It seems logical that the chances of a road collision are higher in areas with larger volumes of traffic. Although a high number of collisions occurred in urban areas due to high traffic volumes, it is the rural areas that are associated with a high number of fatalities due to the impact of collisions at high speed. This kind of situation is of great concern to us all and requires a strong political will and concerted efforts from all stakeholders, including the government and non-governmental institutions, to develop countermeasures towards creating a safer road environment.

Significant challenges were encountered during the data gathering process. These included underreporting of casualties as well as incomplete crash reports. Deficiencies such as lack of proper record keeping, inadequate training and lack of understanding of the importance of crash reports became profoundly evident. The unreliable data was nevertheless taken into account for the analysis and the NRSC is confident that this report fairly represents the situation on the ground.

In conclusion, I would like to advise the reader that the data contained herein should be interpreted within the Namibian context and cognisance should be taken of the fact that no corrective factors were applied to comply with the 30-day period of 'killed in a crash' according to the international definition. Hence, data in this report must be seen in the context that a fatality occurred within 24 hours. Further analysis and comparisons with international collision data take Namibia's socio-economic peculiarities as well as traffic and other relevant data into account.

Finally, on behalf of the National Road Safety Council (NRSC) and the Secretariat, I would like to extend many thanks to police stations who did their best to ensure that Namibian Road Accident Forms were sent to their regional headquarters in time for data capturing. I urge those stations that did not send in their reports, to do so in future.

It is my hope that this report will be a useful tool not only for the transport sector but also for the general public.

George Simataa, Chairman,

National Road Safety Council

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GPS Global Positioning System
LDV Light Delivery Vehicle
NRAF Namibian Road Accident Form
NRSC National Road Safety Council
VKT Vehicle Kilometres Travelled

# 2. EXECUTIVE SUMMARY

The National Road Safety Council (NRSC) is tasked with capturing and processing the Namibia Road Accident Forms (NRAF) and the subsequent dissemination of the annual road accident statistics which portray the road safety situation in the country. The road accidents statistics contained in this report are based on the information derived from the NRAF. A road accident form is completed for each road accident reported at a police station countrywide.

A total of 17,387 road collisions were registered at various police stations in Namibia and processed by the NRSC for 2010. Compared to the previous year, this number represents a substantial increase by 11.90 percent over 12 months. During the course of nine years the number of collisions rose by an average of 6.3 percent. This upward trend reflects a similar increase from 2002 to 2010 in the number of registered vehicles (4.3 percent) and an overall growth (6.8 percent) in the number of vehicle kilometres travelled (VKT) [see Table 1].

The safety situation on Namibian roads remained precarious in 2010. The increase of 1.3 percent in the number of injury collisions from 2,537 (2009) to 2,570 (2010) was slight compared to the 11.3 percent increase recorded from 2008 to 2009, but there was a significant rise of 5.81 percent over the two years in the number of casualties (4,164 to 4,406), i.e. road users killed or seriously or slightly injured. The number of slight injuries increased by only 0.64 percent from 2,483 to 2499, while fatal injuries rose steeply by 12.6 percent (from 278 to 313) and serious injuries by 13.6 percent (1,403 to 1,594). Despite considerable fluctuation in the number of casualties from year to year, a general downward trend across the nine years (2002 – 2010) was noted [as shown in figure 5b].

The regional distribution of the number of road accidents shows that over half of all collisions occurred in Khomas (8,538 or 49.2 percent), followed by Erongo (1,957 or 11.3 percent), Oshana (1,373 or 7.9 percent), Otjozondjupa (989 or 5.7 percent) and Kavango (694 or 4.0 percent). The first four regions also topped the list in 2009, albeit in a slightly different order with Karas in 5th and Oshikoto in 6th place. The highest rate of fatalities per 10,000 population was recorded in Hardap with three in 10,000 people (3.2) at risk of being killed. Other regions with a fatality rate of two or more people per 10,000 population were Omaheke (2.8), Karas (2.6) and Oshana (2.5).

A negative relationship between the number of registered vehicles and the number of fatalities per 1,000 vehicles was seen across the regions (Figure 10). The rate of road traffic deaths per 1,000 registered vehicles was four or more for regions with a low vehicle density such as Ohangwena, Omusati, Kavango, Hardap, Oshikoto, Omaheke, Kunene and Zambezi. By contrast, the rate of road fatalities dropped to three or less per 1,000 registered vehicles in the regions with the highest vehicle density: Khomas, Erongo, Oshana and Karas.

A problem that presents itself with this road safety indicator is that an apparent decline in fatalities may in fact reflect the increase in the number of registered vehicles rather than real gains in saved lives. A possibly more objective measure of exposure to risk is the number of Vehicle Kilometres Travelled (VKT), i.e. a road traffic indicator measuring the number of fatalities per 10 million VKT [Figure 4].

Hardap, Erongo, Khomas and Karas were the regions where single vehicle overturns were among the most frequent accidents, whereas Khomas, Oshana and Erongo recorded the highest number of road accidents involving pedestrians. As in the previous three years, head rear-end collisions were the most frequent type of road accident in 2010 (3,158). Collisions with animals (1,902) and collisions with fixed objects (1,197) ranked second and third. Accident types with particularly severe outcomes included single vehicles that overturned (1155), resulting in the highest number of fatalities (102) and serious injuries (539); collisions with pedestrians (749), resulting in 76 deaths and 291 serious injuries ; and head-on collisions (279), causing 35 deaths and 111 serious injuries [Table 7].

The number of road collisions per month varied slightly. Months with the highest number of collisions were July (1,579), August (1,525), November (1,557) and October (1,549) and those with the lowest number of road accidents were January (1,272), December (1,413), April (1,389) and February (1,345). Injury collisions were most prevalent in July (243) and October (230). The number of accidents for December was surprisingly low but these accidents resulted in a high number of casualties (1056). A high number of road fatalities was recorded for October (43), February (37), December (36) and April (38).

Friday and Monday were the days with the most road collisions (2,879 and 2,653 respectively), while collisions on Saturday and Sunday resulted in a high incidence of fatalities (60 and 57 respectively), and Saturday and Friday had a high number of serious injuries (336 and 268 respectively). The highest number of fatalities (47) occurred between 14:01 and 16:00, while the 18:01-20:00 time slot was also particularly unsafe (33 fatalities and 197 serious injuries). The safest time to be on the road was at night between 02:01 and 6:00.

As in the previous years, considerably more male drivers (1,441) than female drivers (160) were involved in collisions. While the behaviour of male drivers may differ from that of female drivers, the fact that fewer women drive cars may also have played a role in the low number of female drivers involved in collisions. More than half (63%) of the passengers involved in road accidents were male (1,027 males versus or 613 females), while approximately two thirds (66%)

of pedestrians involved in collisions were male (470 males versus 247 females). The number of injuries was higher for drivers (1,675) than pedestrians (837), but 10.2 percent of pedestrians were killed instantly compared to 6.9 percent of drivers. This underlines the higher risk of pedestrians dying due to their exposure on the road.

95.1 percent (1569) of driver casualties (1650) fell into the age category 15–59 years, while 30.4 percent were younger than 29 years, 1 percent (16) were younger than 15 years and 4 percent (65) fell into the age range of 60 years and above. Injuries among the total number of affected passengers (1709) were almost evenly distributed by age category but most injuries (1448) were recorded for the ages from 15 to 69 years; the age range from 0 to 14 showed 210 injured passengers and 51 for the age category of 70 years and above. More than two thirds (77.3 percent or 571) of pedestrian injuries (739) fell into the age categories between 5 and 59 years, while 13 percent (103) occurred in the age range from 60 years and above, and less than 10 percent (8.8) in the category 4 years and below.

The highest number of driver fatalities (49) was recorded for accidents involving light delivery vehicles (LDV), closely followed by motor cars /station wagons with 38 fatally injured drivers. Both types of vehicles also accounted for the majority of serious and slight driver injuries. A marked increase from the previous year in the number of fatal (17) and serious (65) injuries was seen for drivers of sedan taxis, GVM>3500 kg and minibuses. The number of minibus driver fatalities dropped from 7 in 2009 to 2 in 2010 and the number of serious injuries declined from 13 to 12. Ten cyclists died in 2009 compared to six in 2010, while the number of serious injuries for this driver group dropped from 26 to 20 over the two years.

The endeavour to produce reliable road accident statistics is negatively affected by the recurring problem of underreporting of casualties. On the one hand, not all injury accidents may have been reported by the parties concerned. On the other hand, inaccurate and incomplete recording of the crash by police officers and/or drivers involved is another source of error in reports that were registered at police stations countrywide. Failure by police stations to submit all NRAF to the regional headquarters for capturing seriously affects the reliability of the crash data as uncaptured forms may well have included road accidents with criminal investigations pending, which means that the number of casualties could be much higher. It should also be noted that the follow-up on seriously injured people admitted to hospital is not consistent, implying that the number of fatalities may have been underreported.

Of the 23,305 drivers that were involved in road accidents, only 3,355 (14.4 percent) were tested for alcohol intoxication, an increase of 3 percent compared to 2,689 tested in 2009. This poor performance extends to the wearing of seatbelts: just 5 percent of the accident forms recorded seatbelt use for 1,043 out of a total of 23,305 drivers and for 836 out of a total of 1,894 injured passengers (44.1 percent). This data is entirely inadequate for planning strategies to curb drinking and driving and to promote the wearing of seatbelts as an essential safety measure.

Speeding, as indicated by the vehicle's skid mark length, as well as defective vehicles and inadequate visibility are among other contributory factors that have been identified on the NRAF. Driver behaviour such as awareness of and compliance with traffic regulations, or driver fatigue also feature as major risk factors. However, the NRAF does not collect data on these causes.

**The proposed remedial measures intended to prevent and reduce road accidents are the following:**

- Promote public transport use to ease the burden of increasing traffic volumes across the national road network. The proposed public transport service will reduce the use of LDVs by the public. This type of passenger transportation poses a persistent challenge as indicated by the high number of driver and passenger casualties resulting from accidents with LDVs. Traffic congestion as result of rapid urbanisation is experienced in Khomas, Karas, Erongo and Oshana. Bus services have increased in these regions, but they are limited in the north-western parts of the country where rapid urbanisation has been experienced of late and where the national road infrastructure has also been improved, particularly in the areas of Kamanjab, Opuwo and Outapi. The development of the road infrastructure by the local authorities of the larger urban centres in those regions should make provision for the safety of all road users, especially pedestrians and cyclists.

- Pedestrian accidents remain a concern as more than two thirds of the victims of collisions with vehicles are in the age range between 5 and 59 years. It is recommended to introduce compulsory road safety education for lower primary schools and organise extensive public campaigns that raise awareness of pedestrian safety and responsibilities.

- Collisions with cyclists have dropped slightly over the past two years. Measures that could further reduce cyclist collisions include information campaigns to sensitise drivers to the presence of cyclists on the road; safety helmets and the construction of safe cycle lanes for cyclists in urban areas and on open roads.

- It is recommended that future reports should complement the road accident statistics derived from the NRAF with statistics from other stakeholders to produce one comprehensive report.

- A proposal should be developed for future research into areas of concern raised by the analysis of the accident data.

# 3. INTRODUCTION

With the level of motorisation expected to increase rapidly over the next decade, the benefits of such development are challenged by a corresponding escalation in traffic injury-related costs such as providing hospital care and rehabilitation services. Besides this direct drain on the nation's economy, the devastating loss or serious injury of a family member places considerable financial, social and emotional strain on the affected families. Awareness of the negative economic and social impact of road collisions has triggered global efforts to deal with the current critical road safety situation and has guided coordinated global efforts towards a substantive reduction of road collisions. Efforts are being focused on public awareness campaigns and improved traffic law enforcement.

It is in this spirit that the NRSC has undertaken to collate and analyse road collision data in the country in order to identify the necessary remedial interventions to improve the situation. As part of this effort, the NRSC has produced separate reports on the road safety situation since 2005. This statistical report gives an account of accidents that took place on the national road network in 2010.

Road collisions are reported to the Namibian Police in accordance with the Road Traffic and Transportation Act (Act 22 of 1999), while the Roads Authority manages the traffic counts on national roads to determine the Vehicle Kilometres Travelled (VKT) on the road network and also provides the number of registered vehicles. The NRSC, established under the National Road Safety Act (Act 9 of 1972), is tasked with the responsibility to promote road safety and disseminate road safety information to all parties concerned.

For the year under review, the NRSC captured data related to 17,387 road crash cases. Rear-end collisions were the most frequent road accidents in 2010, followed by collisions with animals and sideswipe collisions between vehicles moving in the same direction. Although these accidents constituted the majority in terms of numbers, accidents that were the most devastating in terms of severity were single vehicle overturn, collisions with pedestrians and head-on collisions. Among the suspected causes of these accidents are reckless and drunk driving, speeding, driver fatigue, unsafe roads and unsafe vehicle conditions. At present these factors are not reflected in the analysis, partly because data on these - such as driver fatigue and reckless driving - is not being collected. However, a more detailed analysis, which includes factors that have been recorded in the NRAF, is feasible and it is proposed that these should be incorporated into future accident reports. Determining the contributory role of these circumstances in the accident event will assist in the planning of mitigating interventions.

It is indisputable that inaccurate and incomplete reporting by the police and/or drivers compromises the reliability of the data. Although most of the analysed information obtained from accident forms seemed to be adequate, concerted efforts need to be undertaken by the police to produce more complete data on the accident location, age and gender of all road users involved, the number of passengers per vehicle, the severity of injuries sustained by pedestrians and passengers, and especially on seatbelt compliance and alcohol testing. Since it is believed that buckling up can save lives and that driving under the influence of alcohol is a major cause of accidents in Namibia, it is not possible to determine whether either of these factors contributed to the accident if they are not recorded. Supplementary data on the extent to which alcohol contributed to accidents can be obtained from the National Forensic Science Laboratory.

# 4. ROAD TRAFFIC INDICATORS

The overall level of road traffic safety is measured in several ways. The indicators include the number of collisions that result in injury and the number of fatalities and injured (seriously or slightly) road users within one year. These statistics show the prevalence and size of the road safety problem and they are crucial for planning remedial measures and allocating resources at the local level.

For monitoring the level of road safety over years and across regions, the primary indicators must be related to some measure of risk exposure in order to make meaningful comparisons and establish the trend. Indicators are expressed by the ratio of a number of road safety outcomes (e.g. accidents, injuries) to the measure of exposure (e.g. population size).

Table 1 displays the trends of the road safety situation for the years from 2002 to 2010. A steady increase in the number of collisions from year to year (with the exception of 2004) is apparent. It also shows the risk of exposure, the crash rate and injury severity by using the relation of the number of collisions to the number of registered vehicles and popula tion. The number of registered vehicles declined sharply in 2008, due to the deregistration of vehicles that were not roadworthy, resulting in a negative growth rate of 12.1 percent which was offset by an increase of 6.9 percent in 2009. Moreover, the table clearly illustrates that the crash rate in relation to the size of the population indicates the potential risk on the road. The rate of fatalities per 10,000 vehicles and per 10,000 population is 12.5 and 1.5 (Figure 1) respectively.

**Table 1: Variations in road safety conditions for the years 2002-2010: Road traffic indicators and levels of exposure to risk**

| Year | Numbers | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Collisions | Number of vehicles involved | Injury collisions | Fatalities | Serious injuries | Slight injuries | Registered vehicles | Vehicle kilometres travelled (VTK) | National population |
| 2002 | 10,915 | 17,708 | 2,125 | 308 | 1,245 | 2,253 | 180,342 | 4,722,048,700 | 1,860,145 |
| 2003 | 10,957 | 17,838 | 1,956 | 278 | 1,149 | 1,195 | 192,321 | 4,795,168,400 | 1,891,097 |
| 2004 | 10,262 | 17,074 | 1,763 | 291 | 896 | 1,861 | 204,460 | 5,089,239,800 | 1,923,347 |
| 2005 | 11,146 | 18,257 | 1,834 | 252 | 1,054 | 1,928 | 218,140 | 5,343,794,700 | 1,956,899 |
| 2006 | 13,396 | 19,870 | 1,248 | 330 | 560 | 1,240 | 232,348 | 5,747,261,300 | 1,991,746 |
| 2007 | 13,720 | 20,247 | 2,053 | 252 | 971 | 1,801 | 239,885 | 5,929,692,400 | 2,027,870 |
| 2008 | 13,825 | 21,710 | 2,279 | 259 | 1,335 | 2,251 | 213,939 | 6,409,643,700 | 2,065,224 |
| 2009 | 15,537 | 24,433 | 2,537 | 278 | 1,403 | 2,483 | 229,806 | 7,141,761,800 | 2,103,762 |
| 2010 | 17,387 | 24,817 | 2,570 | 313 | 1,594 | 2,499 | 249,421 | 7,969,687,101 | 2,143,411 |

| Year | Rates of comparison | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Crashes/ 1000 vehicles | Crashes/ 10 000 people | Severity of injury / 1000 yehicles | Severity of injury / 10 000 people | Fatalities/ 10 000 vehicles | Fatalities/ 100 000 vehicles | Fatalities/ 10 million VTK | Fatalities/ 10 000 people | Fatalities/ 100 000 people |
| 2002 | 60.5 | 58.7 | 21.1 | 20.5 | 17.1 | 170.8 | 0.65 | 1.7 | 16.6 |
| 2003 | 57.0 | 57.9 | 13.6 | 13.9 | 14.5 | 144.5 | 0.58 | 1.5 | 14.7 |
| 2004 | 50.2 | 53.4 | 14.9 | 15.9 | 14.2 | 142.3 | 0.57 | 1.5 | 15.1 |
| 2005 | 51.1 | 57.0 | 14.8 | 16.5 | 11.6 | 115.5 | 0.47 | 1.3 | 12.9 |
| 2006 | 57.7 | 67.3 | 9.2 | 10.7 | 14.2 | 142.0 | 0.57 | 1.7 | 16.6 |
| 2007 | 57.2 | 67.7 | 12.6 | 14.9 | 10.5 | 105.1 | 0.42 | 1.2 | 12.4 |
| 2008 | 64.6 | 66.9 | 15.8 | 18.6 | 12.1 | 121.1 | 0.40 | 1.3 | 12.5 |
| 2009 | 67.6 | 73.9 | 18.1 | 19.8 | 12.1 | 121.0 | 0.39 | 1.3 | 13.2 |
| 2010 | 69.7 | 81.1 | 16.8 | 19.6 | 12.5 | 125.5 | 0.39 | 1.5 | 14.6 |

*The population figures are projections calculated by the Central Bureau of Statistics based on the population census of 2001 (total number of inhabitants 1 830 330): Central Bureau of Statistics, National Planning Commission, Windhoek, January 2006.*

*Calculation of rates: (number of occurrences/ total population) * given population.*

Table 1 shows trends in the road safety conditions from 2002 to 2010. The number of collisions increased steadily from year to year (with the exception of 2004). The numbers for injuries and fatalities and the degree of injuries resulting from collisions are more varied. Road safety trends in terms of the risk indicators show that the ratio of fatalities per 10 000 people [Figure 1] has remained the same over the past two years with 1.3 people at risk of being killed in a road accident, but increased from 1.3 in 2009 to 1.5 in 2010. Calculated per 100 000 people the risk of death in a road crash has increased from 13.2 to 14.6, however. In terms of absolute figures the number of road collision fatalities increased by thirty-five (35) in 2010 over 2009.

**Figure 1&2: Population size and risk of dying in a motor vehicle collision**

**Figure 1: Fatalities/10 000 people**


**Figure 2:Fatalities/100 000 people**

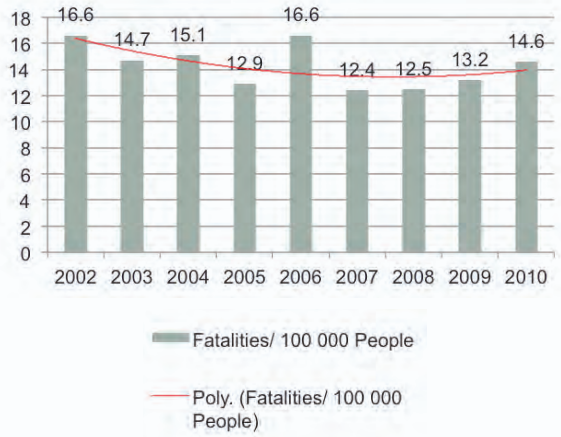



Figure 2 shows the rate of fatalities per 100 000 inhabitants. Despite the variations in the fatality rates of the last nine years, the upward trend in Figure 2 generally seems to indicate a steady increase in deaths resulting from road accidents. The risk of death in a road crash increased from 13.2 to 14.6 per 100 000 inhabitants. Considering the overall trend for the nine years from 2002-2010, with fatality rates remaining almost constant over the last four years, it can be concluded that fatality rates decreased. This implies that based on the number of road traffic fatalities reported and captured in the database, the level of road safety has stabilized over the four-year period from 2007 to 2010.

**Figure 3&4: Vehicles registered and risk of dying in a road traffic collision**

**Figure 3: Fatalities/10 000 vehicles**

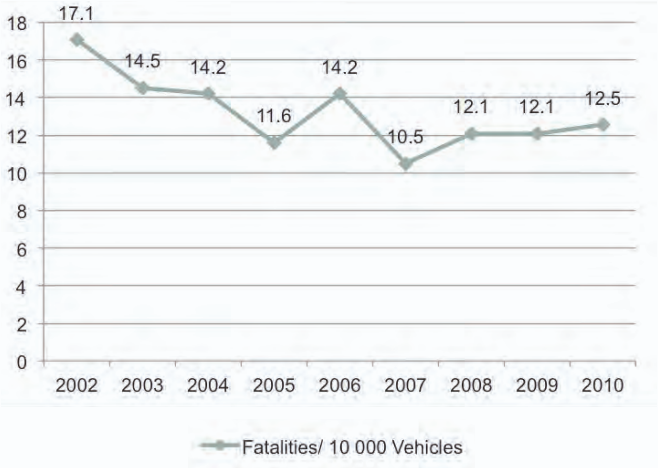
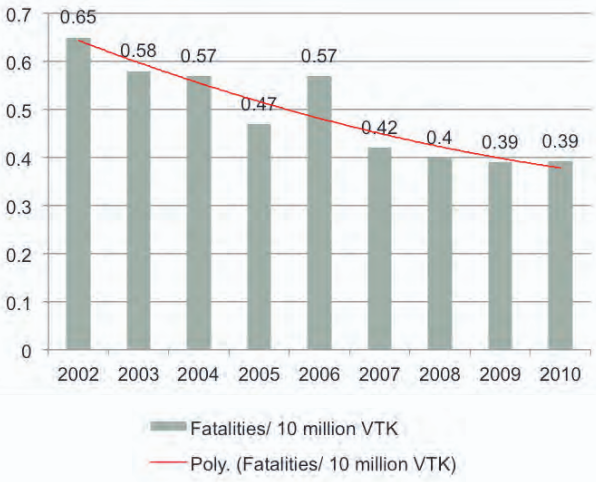



**Figure 4: Fatalities/10 million VTK**




As shown in Figure 3, fatality per 10,000 vehicles increased from 12.1 to 12.5 inhabitants from 2008 to 2010. This means that 12.5 people per 10,000 registered vehicles were at risk of dying in a road crash in 2010. The ratio of fatalities per 10 million VKT remained constant at 0.39 over the last two years, which implies that less than one person per 10 million. VKT was at risk of being killed on the national road network (Figure 4). The trend showed a more or less steady decline, similar as in Figure 4. Therefore it may be concluded that the safety level of the Namibian road network stabilised during the four previous years.

Table 2: Annual change in number and outcome of collisions

| Year | Number of collisions | | | Number of fatalities | | | Number of casualties | | |
|---|---|---|---|---|---|---|---|---|---|
| | Total | Yearly change | | Total | Yearly change | | Total | Yearly increase | |
| | | Nº | % | | Nº | % | | Nº | % |
| 2002 | 10 915 | | | 308 | | | 3822 | | |
| 2003 | 10 957 | 42 | 0,38 | 278 | -30 | -9.7 | 3449 | -373 | -9.8 |
| 2004 | 10 262 | -695 | -6,3 | 291 | 13 | 4.7 | 3097 | -352 | -10.2 |
| 2005 | 11 146 | 884 | 8,6 | 252 | -39 | -13.4 | 3251 | 154 | 4.8 |
| 2006 | 13 396 | 2250 | 20,2 | 330 | 78 | 31.0 | 2130 | -1121 | -34.5 |
| 2007 | 13 720 | 324 | 2,4 | 252 | -78 | -23.6 | 3024 | 894 | 41.9 |
| 2008 | 13 825 | 105 | 0,8 | 259 | 7 | 2.8 | 3845 | 821 | 27.1 |
| 2009 | 15 537 | 1712 | 12,4 | 278 | 19 | 7.3 | 4164 | 319 | 8.3 |
| 2010 | 17 387 | 1850 | 11,9 | 313 | 35 | 12.6 | 4406 | 242 | 5.8 |

The year-to-year change in the number of collisions showed a significant percentage increase from 0.4 percent (2002-2003) to 20.2 percent (2005-2006), except in 2004 where fewer road accidents occurred than in the previous year (-6.3 percent). This fluctuation may be a result of underreporting (Table 2). It has to be noted, however, that the total number of collisions increased by 1850 from 2009 to 2010.

The number of fatalities and casualties that resulted from these collisions also varied considerably over the nine years. The annual change in percentages (Figure 5) from 2003 to 2010 shows a negative relationship between the number of fatalities and casualties: as the number of fatalities increases, the number of casualties decreases, and vice versa. The decrease in the number of fatalities could be due to the fact that police officers did not follow up on the condition of seriously injured persons within the 30-day period which defines a road fatality according to the World Health Organisation.

Fatalities increased by 5.3 percent from 2009 to 2010, while casualties decreased by 2.5 percent. In conclusion it can be said that in terms of absolute numbers, percentage changes and rates per 10,000 people an overall decrease of fatalities was recorded from 2002 to 2010. In other words: the number of people, vehicles and VKT increased over the past nine years but with proportionally fewer fatalities. This suggests an improvement in the level of road safety over the 9-year period. Casualties, on the other hand, showed a slight upward trend over the same period.

Figure 5: Annual change in percentage increase/decrease in fatalities and casualties over the 9-year period (2002-2010)

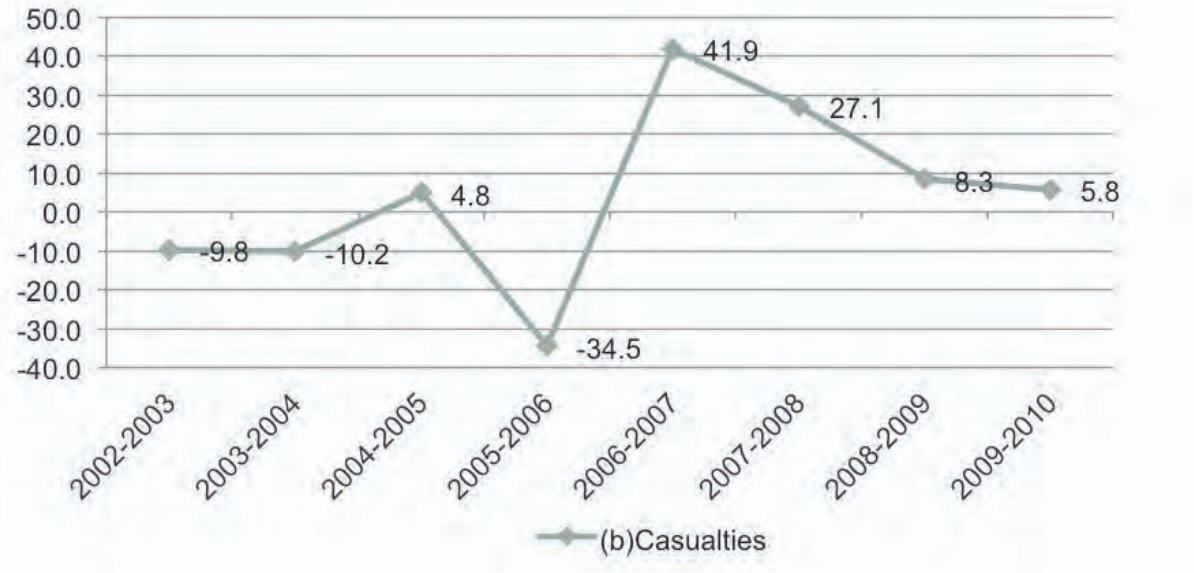



Figure 6: Collisions, vehicles involved and injury collisions over nine years (2002-2010)

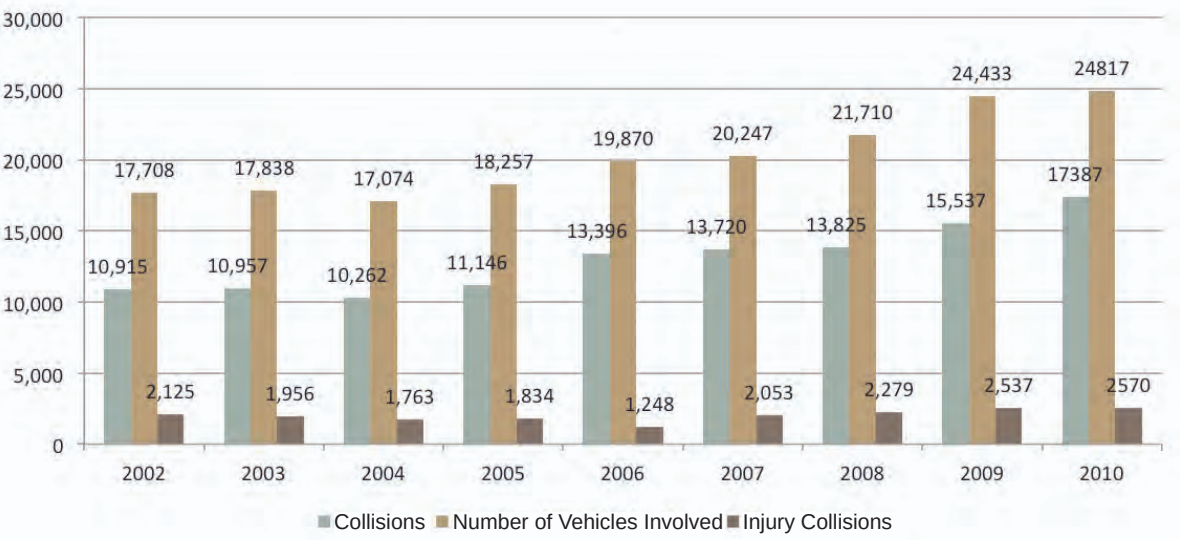



Figure 7: Severity of injury resulting from road collisions over nine years (2002-2010)

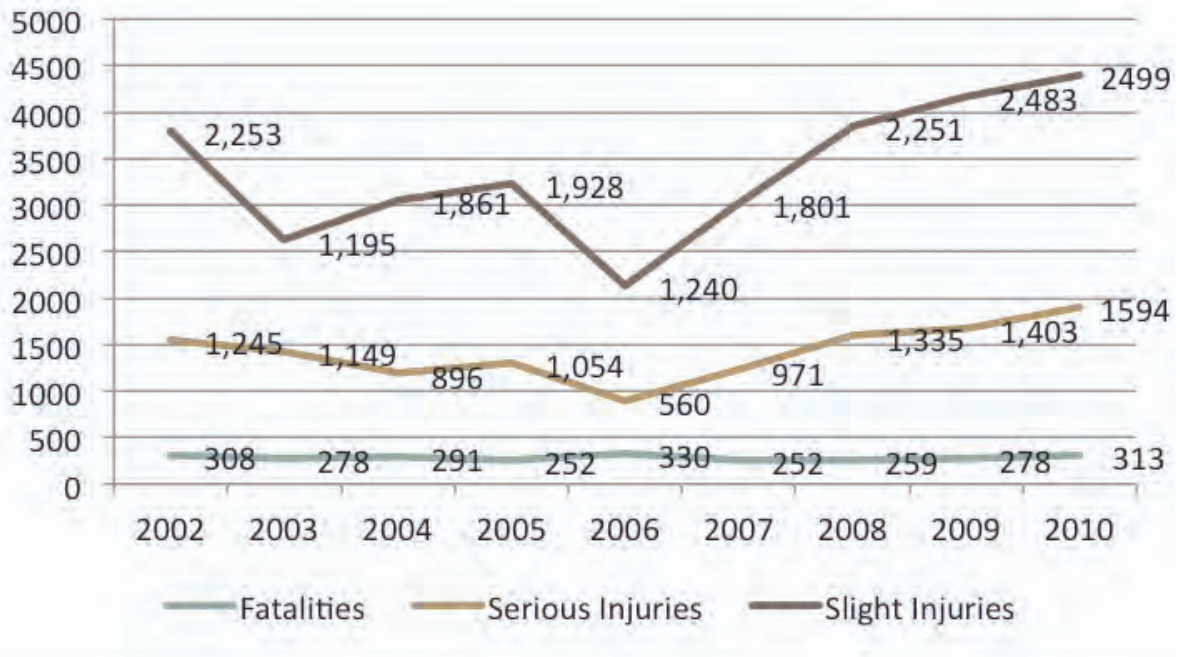


Table 3: Rate variation of collisions by regional distribution, 2010

| Region | Collisions | Injury accidents | Fatalities | Seriously injured | Slightly injured | Not Injured | Damage only | Registered vehicles | Projected population | Fatalities per 1 000 registered vehicles | Fatalities per 10 000 population |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Zambezi | 264 | 21 | 8 | 11 | 16 | 364 | 243 | 2,310 | 88,084 | 3.5 | 0.9 |
| Kavango | 694 | 145 | 31 | 55 | 159 | 931 | 546 | 4,876 | 265,373 | 6.4 | 1.2 |
| Kunene | 407 | 73 | 5 | 64 | 73 | 487 | 334 | 1,411 | 76,598 | 3.5 | 0.7 |
| Omaheke | 436 | 94 | 22 | 68 | 104 | 561 | 342 | 5,766 | 79,959 | 3.8 | 2.8 |
| Omusati | 382 | 121 | 24 | 106 | 110 | 613 | 261 | 3,559 | 245,788 | 6.7 | 1.0 |
| Ohangwena | 383 | 130 | 23 | 111 | 114 | 559 | 253 | 2,348 | 265,992 | 9.8 | 0.9 |
| Hardap | 596 | 135 | 23 | 87 | 120 | 724 | 461 | 5,682 | 71,995 | 4.0 | 3.2 |
| Otjozondjupa | 989 | 151 | 17 | 125 | 126 | 1,184 | 838 | 14,387 | 167,051 | 1.2 | 1.0 |
| Oshikoto | 646 | 152 | 18 | 114 | 146 | 788 | 494 | 4,646 | 187,098 | 3.9 | 1.0 |
| Karas | 674 | 154 | 19 | 65 | 148 | 743 | 520 | 11,709 | 73,135 | 1.6 | 2.6 |
| Oshana | 1373 | 338 | 44 | 209 | 277 | 2,004 | 1035 | 20,845 | 178,665 | 2.1 | 2.5 |
| Erongo | 1957 | 357 | 17 | 164 | 450 | 3,165 | 1600 | 29,730 | 113,573 | 0.6 | 1.5 |
| Khomas | 8538 | 693 | 44 | 329 | 553 | 12,991 | 7845 | 122,537 | 336,617 | 0.4 | 1.3 |
| Namibia in total | 17339 | 2564 | 295 | 1,508 | 2,396 | 25,114 | 14,772 | 229,806 | 214,9928 | 47.5 | 20.4 |

Table 3 shows that of Namibia's thirteen regions Khomas recorded the highest percentage (59.24 percent) of all road collisions in 2010, followed by Erongo, Oshana, Otjozondjupa and Karas. Interestingly, Zambezi (formerly Caprivi) and Omusati still recorded the lowest number of road collisions (Figure 8).
However, road collisions recorded in the Khomas Region decreased by 3.94 percent from 2009 to 2010. Omusati recorded the lowest number of road collisions in 2009 but now comes second lowest.

**Figure 8: Road collisions by region**

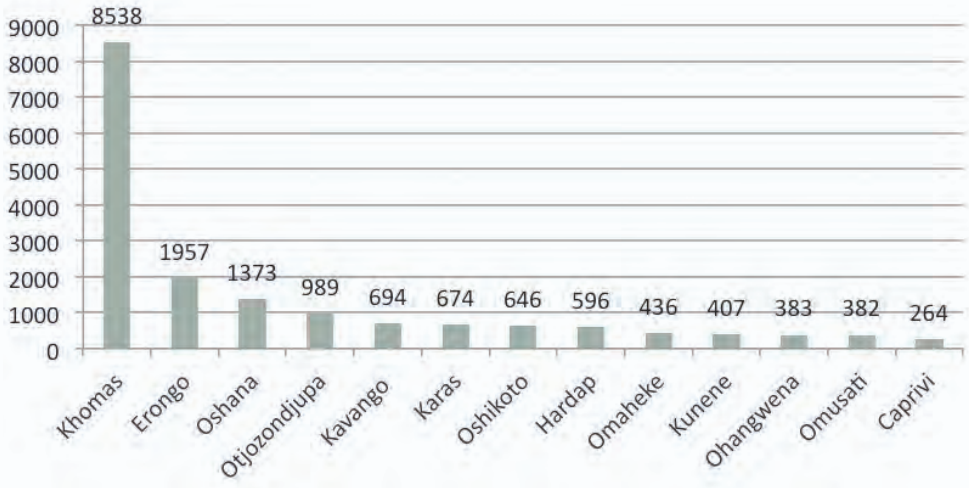



**Figure 9: Injury collisions and fatalities by region**

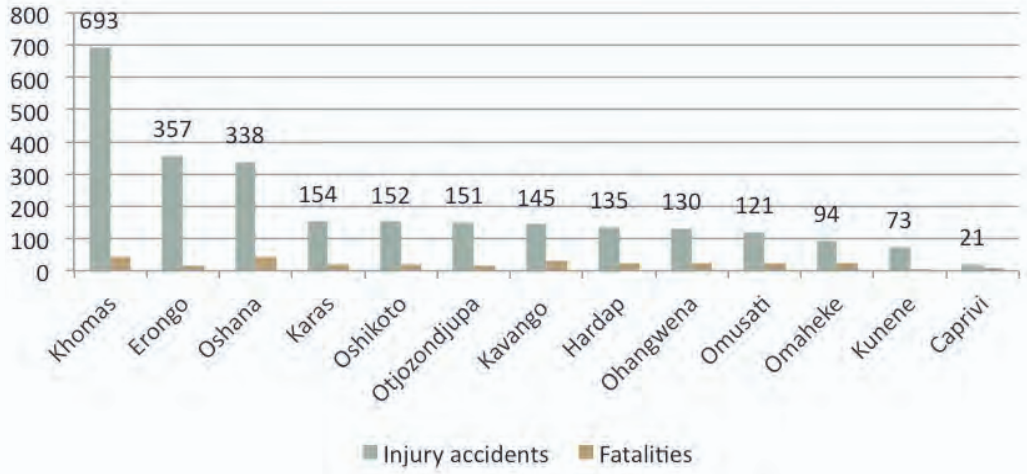
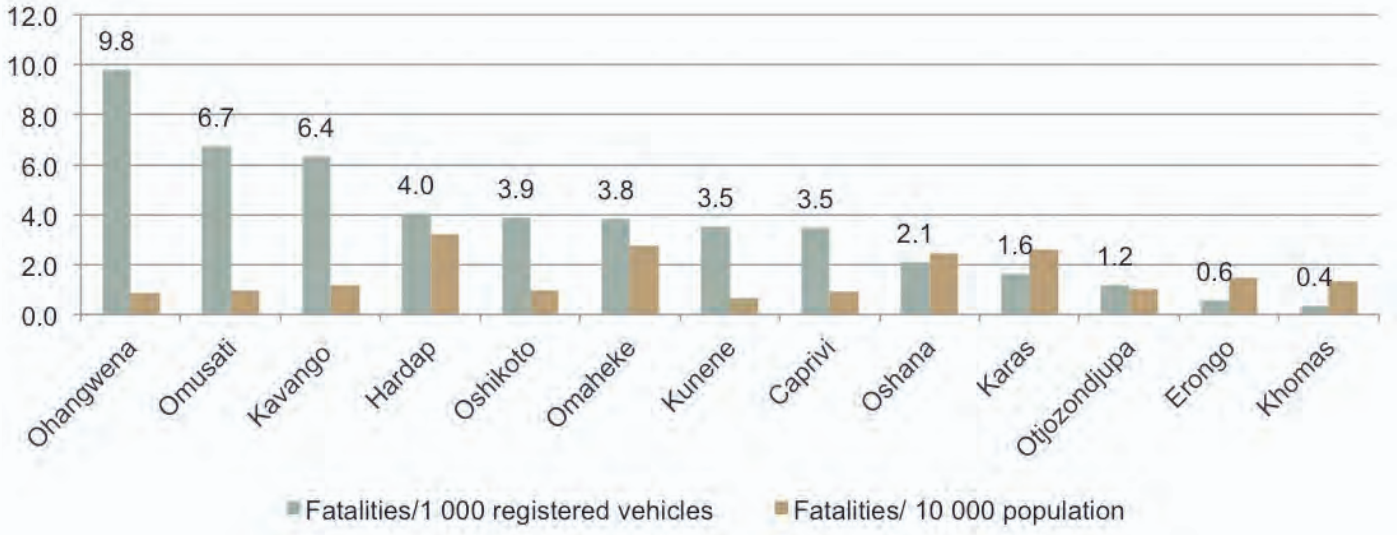



Figure 8 and Figure 9 show the same regions in the top three positions, but Oshikoto and Otjozondjupa take 5thand 6th position with regard to injuries and fatalities.

Approximately 66 percent of all injury collisions occurred in the Khomas, Erongo, Oshana, Karas and Oshikoto regions (see Figure 9).

Comparing the number of fatalities in 2010 to those in 2009 (2009 Accident Report) by region shows an increase for Ohangwena, Hardap, Kavango, Omaheke, Omusati and Oshikoto. Khomas and Oshana each lost 44 lives. In the remaining five regions the number of fatalities seems to have decreased from 2009 to 2010.

**Figure 10: Regional distribution of road fatalities per registered vehicles and population**



Although vehicle density in Oshikoto, Hardap, Zambezi, Kavango, Kunene, Omaheke, Ohangwena and Omusati is much lower than in Erongo, Khomas and Oshana (Table 3), the number of road fatalities in those eight regions was excessive. In Ohangwena, for instance, nine people per 1 000 registered vehicles were killed on the road. This indicates that motorists tend to speed when traffic volumes are low, which consequently implies that there is less speeding when vehicle concentrations increase.

As for the fatality rate per 10 000 population, the regions with the highest rates – i.e. more than one fatality per 10 000 population - are Erongo, Hardap, Karas Omaheke and Oshana (in descending order). The rate for the other regions is one fatality per 10 000 population. As the statistics show, the correlation between the number of vehicles registered per region and the respective fatality rate per 1 000 vehicles is negative: regions with a low number of registered vehicles have the highest fatality rate per 1 000 vehicles, while regions with a large number of registered vehicles have lower fatality rates per 1 000 vehicles. Khomas had the lowest fatality rate and the highest number of registered vehicles (122,537) whereas Kunene recorded the highest fatality rate despite the lowest number of registered vehicles (1,411). The regions with the highest fatality rates are among the less urbanised parts of Namibia. More than two thirds of the population of those regions live in rural areas (2011 Preliminary Census Report).

The figures above imply that the degree of urbanisation affects the accident fatality rate. This could be explained by the safety level of the road network, speeding and other factors. Roads in rural areas are primarily gravel, dirt or sand roads, while tarmac is more common in urban areas. Since driving on surfaces other than tarmac is associated with a higher accident risk (e.g. a single vehicle overturning), it makes sense that fatalities were higher for regions with a predominantly rural population.

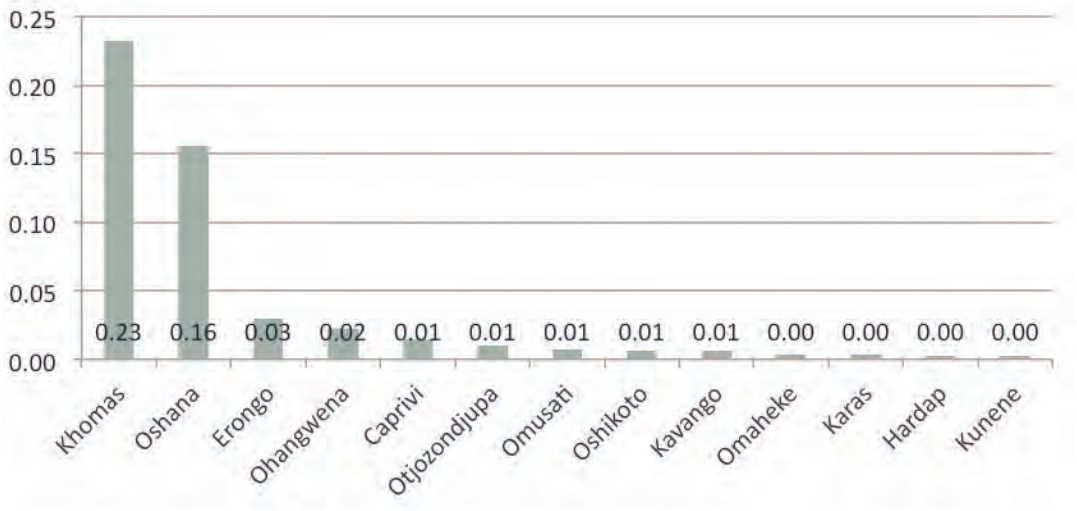
**Table 4: Collisions per square kilometre**

| Region | Accidents | Registered vehicles | Projected population | Area in sq.km | Accidents per sq.km | Population density |
|---|---|---|---|---|---|---|
| Zambezi | 211 | 2310 | 87058 | 14528 | 0.015 | 6.0 |
| Erongo | 1896 | 29730 | 112813 | 63579 | 0.030 | 1.8 |
| Hardap | 298 | 5682 | 71514 | 109651 | 0.003 | 0.7 |
| Karas | 593 | 11709 | 72645 | 161215 | 0.004 | 0.5 |
| Kavango | 291 | 4876 | 257347 | 48463 | 0.006 | 5.3 |
| Khomas | 8590 | 122537 | 325459 | 37007 | 0.232 | 8.8 |
| Kunene | 260 | 1411 | 75632 | 115293 | 0.002 | 0.7 |
| Ohangwena | 242 | 2348 | 261323 | 10703 | 0.023 | 24.4 |
| Omaheke | 312 | 5766 | 78477 | 84612 | 0.004 | 0.9 |
| Omusati | 181 | 3559 | 243657 | 26573 | 0.007 | 9.2 |
| Oshana | 1350 | 20845 | 176586 | 8653 | 0.156 | 20.4 |
| Oshikoto | 260 | 4646 | 181304 | 38653 | 0.007 | 4.7 |
| Otjozondjupa | 1053 | 14387 | 159947 | 105185 | 0.010 | 1.5 |
| **Total/Average** | **15537** | **229806** | **2103762** | **824116** | **0.019** | **2.6** |

Table 4 shows the regional distribution of motor vehicle collisions per square kilometre and the possible effect of population density. Oshana is the smallest region in Namibia in terms of square kilometres but has a larger population than some of the other regions - excluding Oshikoto, Omusati, Ohangwena, Khomas, Kavango and Erongo. The table also shows the relationship between the number of road collisions and square kilometres of land area for the thirteen regions.

A comparison of the population density of the various regions shows that in general the smaller regions have larger populations than the bigger ones (Figure 12). Combined with the number of collisions per square kilometre, the conclusion is that regions with smaller land areas and high population density reported proportionally more accidents than regions with lower population density.

**Figure 11: Collision density per square kilometre**




Another factor which may affect the number of road collisions per region is the traffic volume, or the vehicle kilometres travelled (VKT). The "VKT Summary Network" distributed by the Roads Authority divides the VKT into road type (district, main or trunk) but does not include a regional breakdown. Therefore a comparative analysis of fatality rates per 10 million VKT cannot be produced for the regions. On the national level, fatality rates per 10 million VKT have consistently decreased over the past four years from 0.57 in 2006 to 0.39 in 2010. This leads to the broad conclusion that the fatality rate has decreased slightly despite the increase in traffic volume over the past eight years.

**Figure 12: Regional distribution of population, area (in sq. km) and number of collisions**

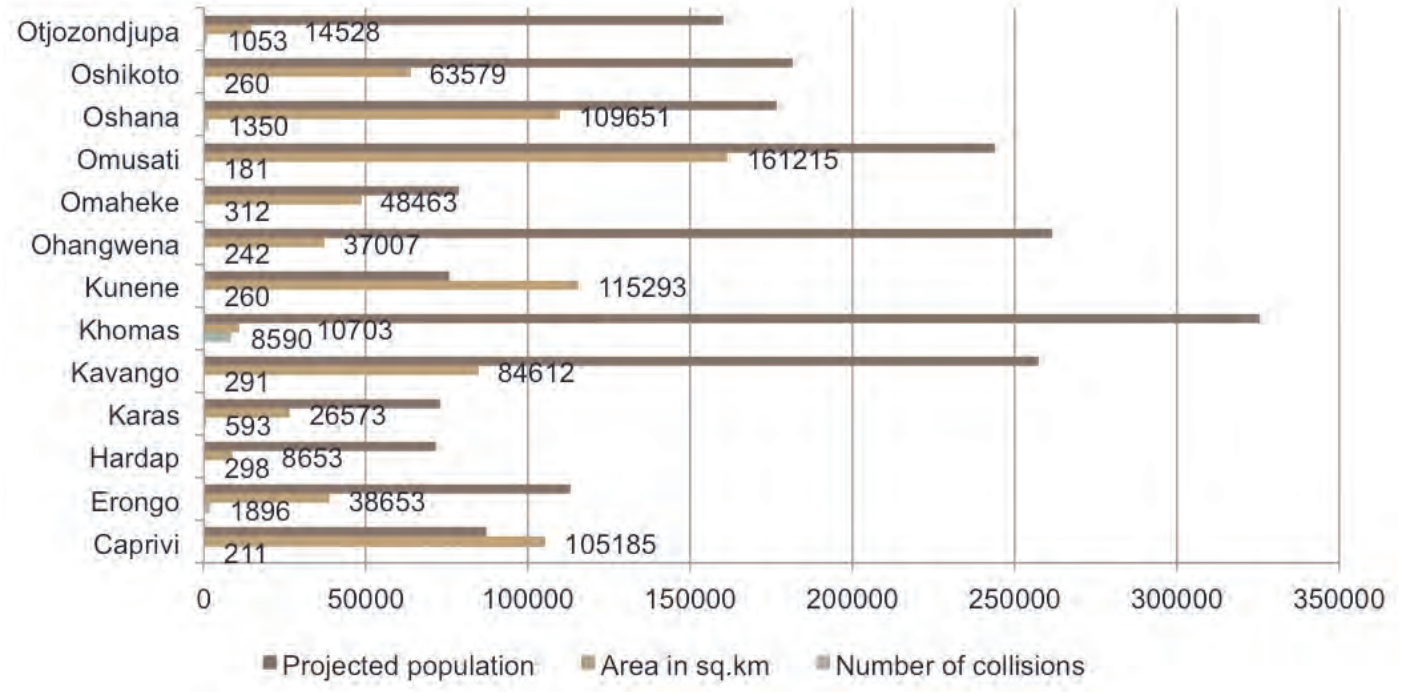


Table 5: Collision type by region

| Region | Approach at angle: both travelling straight | Approach at angle: one or both turning | Head-on | Head rear-end | Other/ unknown (specify) | Sideswipe: opposite directions | Sideswipe: same direction | Single vehicle over-turned | Turn right in face of oncoming traffic | With animal (specify) | With fixed object (specify) | With pedestrian | With train | Total | % Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Erongo | 75 | 49 | 9 | 404 | 524 | 98 | 177 | 202 | 56 | 72 | 165 | 125 | 1 | 1957 | 11.3 |
| Hardap | 5 | 4 | 1 | 79 | 208 | 17 | 23 | 117 | 10 | 74 | 47 | 11 | 0 | 596 | 3.4 |
| Karas | 7 | 10 | 2 | 37 | 277 | 19 | 24 | 124 | 6 | 79 | 69 | 19 | 1 | 674 | 3.9 |
| Kavango | 9 | 9 | 9 | 55 | 99 | 36 | 24 | 56 | 14 | 205 | 119 | 59 | 0 | 694 | 4.0 |
| Khomas | 332 | 271 | 181 | 2103 | 2896 | 369 | 841 | 140 | 237 | 344 | 503 | 312 | 9 | 8538 | 49.1 |
| Kunene | 4 | 2 | 1 | 26 | 82 | 7 | 6 | 61 | 3 | 152 | 55 | 7 | 1 | 407 | 2.3 |
| Ohangwena | 4 | 7 | 15 | 22 | 66 | 18 | 19 | 61 | 5 | 66 | 61 | 39 | 0 | 383 | 2.2 |
| Omaheke | 4 | 8 | 2 | 42 | 126 | 10 | 14 | 68 | 13 | 108 | 26 | 15 | 0 | 436 | 2.5 |
| Omusati | 7 | 5 | 15 | 20 | 85 | 9 | 9 | 60 | 4 | 104 | 45 | 16 | 2 | 381 | 2.2 |
| Oshana | 39 | 42 | 18 | 219 | 363 | 61 | 118 | 52 | 49 | 160 | 118 | 134 | 0 | 1373 | 7.9 |
| Oshikoto | 14 | 13 | 14 | 55 | 182 | 22 | 24 | 76 | 11 | 174 | 38 | 22 | 1 | 646 | 3.7 |
| Otjozondjupa | 12 | 2 | 5 | 79 | 273 | 42 | 46 | 117 | 10 | 320 | 62 | 20 | 1 | 989 | 5.7 |
| Zambezi | 9 | 4 | 7 | 1 | 75 | 2 | 19 | 20 | 1 | 71 | 45 | 10 | 0 | 264 | 1.5 |
| **Total** | **521** | **428** | **279** | **3158** | **5256** | **712** | **1350** | **1155** | **422** | **1929** | **1353** | **789** | **16** | **17386** | **100** |
| % Total | **3.0** | **2.5** | **1.6** | **18.2** | **30.2** | **4.1** | **7.8** | **6.6** | **2.4** | **11.1** | **7.8** | **4.5** | **0.1** | **100** | **100** |

In 2010 the most prevalent collision type in Namibia was the rear-end collision which accounted for 18.2 percent (3,158), while the "other/unknown" type amounted to 30.2 percent (5,256). "Unknown" is the label for collision reports that were incomplete, or where the accident type had not been identified, and those that were not recorded by a police officer. "Other" collisions refer to minor accidents such as a stone hitting the vehicle's window or parked vehicles that were bumped. Collisions with animals were the second highest (10.9 percent) collision type in 2009. In 2010 they came third with 11.1 percent (1929 incidences), and collisions with fixed objects accounted for 7.8 percent (1353 incidences).

The highest number of collisions was recorded in the Khomas Region, followed by Erongo and Oshana.

Table 6: Regional distribution of accident type by frequency

| Region | Head rear-end collision | With fixed object (specify) | With animal (specify) | Single vehicle overturned | With pedestrian | Sideswipe: same direction | Sideswipe: opposite directions |
|---|---|---|---|---|---|---|---|
| Erongo | 5 | 2 | 0 | 4 | 1 | 3 | 0 |
| Hardap | 4 | 2 | 3 | 5 | 0 | 1 | 0 |
| Karas | 2 | 3 | 4 | 5 | 0 | 1 | 0 |
| Kavango | 2 | 4 | 5 | 3 | 2 | 0 | 1 |
| Khomas | 5 | 3 | 1 | 0 | 0 | 4 | 2 |
| Kunene | 2 | 3 | 5 | 4 | 0 | 0 | 1 |
| Ohangwena | 1 | 3 | 5 | 4 | 2 | 0 | 0 |
| Omaheke | 3 | 2 | 5 | 4 | 1 | 0 | 0 |
| Omusati | 2 | 3 | 5 | 4 | 1 | 0 | 0 |
| Oshana | 5 | 1 | 4 | 0 | 3 | 2 | 0 |
| Oshikoto | 3 | 2 | 5 | 4 | 0 | 1 | 0 |
| Otjozondjupa | 3 | 2 | 5 | 4 | 0 | 1 | 0 |
| Zambezi | 0 | 4 | 5 | 3 | 1 | 2 | 0 |
| Namibia | 5 | 2 | 4 | 1 | 0 | 3 | 0 |

Table 6 summarises the seven most frequent collision types in all the regions by type and frequency. Head rear-end collisions were the most common in the Khomas, Erongo and Oshana regions with bigger urban centres. Collisions with animals were the number one accident type in seven predominantly rural regions (Kavango, Kunene, Ohangwena, Omaheke, Omusati and Oshana) where livestock farming is one of the main livelihoods and cattle, goats and donkeys often roam freely. Hardap and Karas are the regions with the highest incidence of single vehicle overturned.

Single vehicle overturned and accidents with pedestrians resulted in the highest number of fatalities. Accidents involving fixed objects generally resulted in a smaller number of fatalities but in total caused a substantial number of seriously and slightly injured road users, as shown in more detail in Table 7.

The highest numbers of collision types per region are ranked in ascending order, from 1 to 5. Rank 5 is followed by 0. Collisions with the same number of occurrences are assigned the same rank.

# 5. ROAD TRAFFIC INJURIES

Road traffic injuries are classified according to the level of severity, i.e. the extent of injuries sustained as a direct result of a traffic accident. This segment deals with three levels of injury: fatally injured, seriously injured and slightly injured.

The severity of the injuries sustained in a road accident is influenced by a number of factors, e.g. collision type, the force of impact, driving under the influence of alcohol or drugs; not wearing seat-belts; driver fatigue; lack of child restraints and crash helmets.

This section deals with collision types and the severity of injuries sustained. The number and type of injuries are analysed in relation to the month, day of the week and time of day when the collision occurred. This information is intended to assist road traffic management to develop appropriate measures to prevent road accidents.

**Table 7: Collision type and severity of injury**

| Collision type | Number of collisions | Fatalities | Serious injury | Slight injury | Total number of fatalities/ injured | % fatalities/ injured in collision |
|---|---|---|---|---|---|---|
| Approach at angle: one or both turning | 428 | 1 | 23 | 36 | 60 | 1.4 |
| With train | 16 | 2 | 5 | 5 | 12 | 0.3 |
| Approach at angle: both travelling straight | 521 | 3 | 26 | 75 | 104 | 2.5 |
| Right turn in the face of oncoming traffic | 422 | 4 | 38 | 88 | 130 | 3.1 |
| With animal (specify) | 1902 | 4 | 58 | 141 | 203 | 4.8 |
| With fixed object (specify) | 1197 | 4 | 50 | 100 | 154 | 3.7 |
| Sideswipe: opposite directions | 712 | 6 | 44 | 80 | 130 | 3.1 |
| Head rear-end | 3158 | 7 | 54 | 200 | 261 | 6.2 |
| Sideswipe: same direction | 1350 | 9 | 36 | 72 | 117 | 2.8 |
| Head-on | 279 | 35 | 111 | 60 | 206 | 4.9 |
| Other/unknown (specify) | 5167 | 38 | 213 | 326 | 577 | 13.7 |
| With pedestrian | 749 | 76 | 291 | 394 | 761 | 18.1 |
| Single vehicle overturned | 1155 | 102 | 539 | 767 | 1408 | 33.5 |
| **Total** | **17387** | **295** | **1509** | **2400** | **4202** | **100** |

Missing cases: 313 collisions with 4 killed, 21 serious and 56 slight injuries. Injury severity unknown in 227 cases.

In 2010, as in previous years (see Road Accident Report 2008 & 2009), single vehicle overturned caused the highest number of fatalities and injuries sustained (1,408 people or 33.5 percent of collision type).

The number of injuries and fatalities among pedestrians rose by 0.4 percent from 33.1 percent in 2009. Collisions where pedestrians were hit or run over by a vehicle were also among the most devastating in terms of the number of lives lost and vulnerable road users sustaining serious and slight injuries. A total of 761 pedestrians (18.1%) were killed or injured.

Collisions with animals, with fixed objects and sideswipes (opposite directions) resulted in 14 deaths. Collisions with fixed objects caused 58 serious injuries, which is the highest number among the three types. As in the previous three or more years collisions with trains are the smallest percentage (0.3%). The number of fatalities (38) and serious injuries (213) in the category "other/unknown" is surprisingly high, considering that it includes a large number of minor incidents (e.g. a stone hitting a vehicle or a parked car being bumped). It can be assumed that this result is due to more serious incidents, such as a vehicle catching fire or a passenger falling off the car.

This category is of limited use in terms of road safety management because the severity of collisions and the resulting impact on road users differ considerably. Splitting it into "unknown" (incomplete information), "other major collisions" and "other minor collisions" would be more useful.

Figure 13: Collision types by severity of injury: fatal, serious and slight

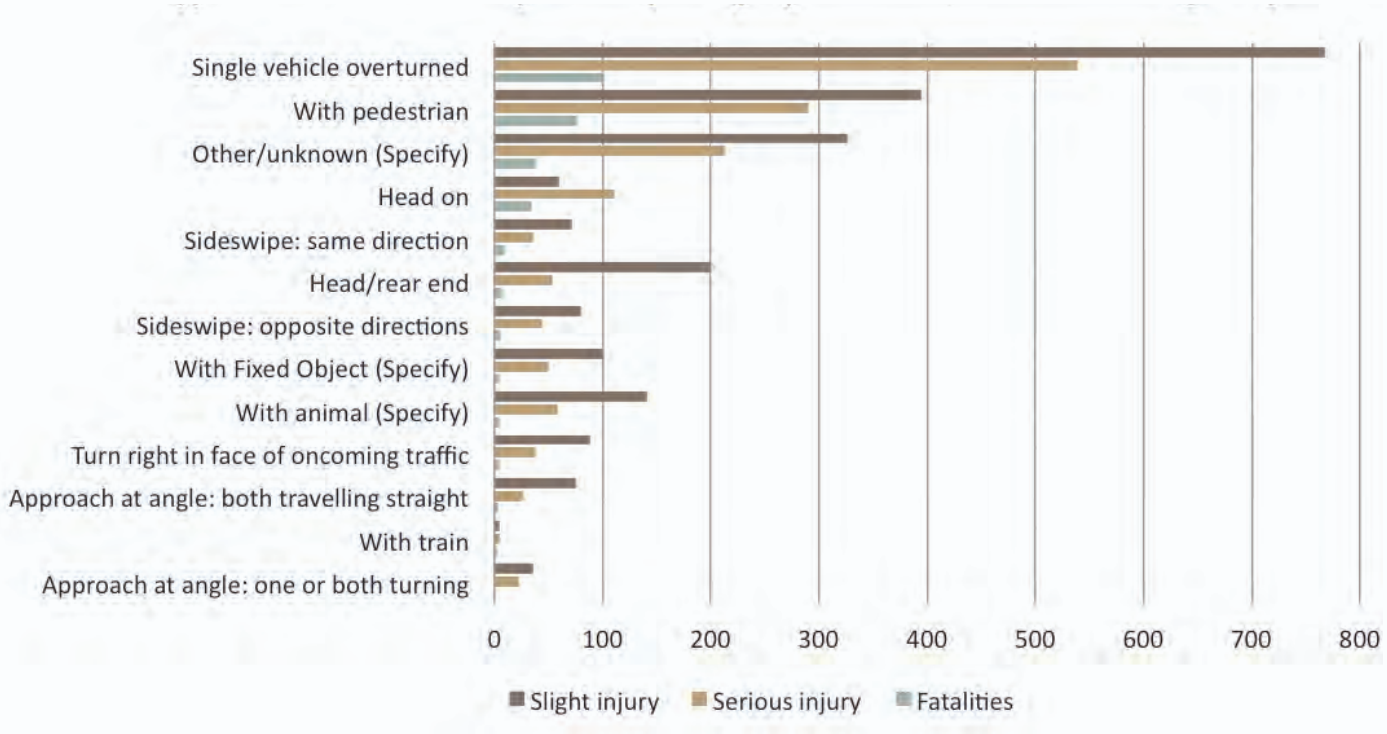



Table 8: Young people killed or injured, by road traffic collision type

| Type of road collision | Fatal | Serious | Slight | Total |
|---|---|---|---|---|
| Approach at angle: both travelling straight | 1 | 6 | 17 | 24 |
| Approach at angle: one or both turning | 1 | 5 | 13 | 19 |
| Head-on | 4 | 18 | 4 | 26 |
| Head rear-end | 3 | 12 | 43 | 58 |
| Sideswipe: opposite directions | 0 | 4 | 13 | 17 |
| Sideswipe: same direction | 2 | 10 | 17 | 29 |
| Single vehicle overturned | 24 | 136 | 183 | 343 |
| Right turn in the face of oncoming traffic | 1 | 10 | 19 | 30 |
| With animal (specify) | 1 | 11 | 26 | 38 |
| With fixed object (specify) | 2 | 17 | 45 | 64 |
| With pedestrian | 28 | 130 | 149 | 307 |
| With train | 0 | 2 | 1 | 3 |
| Other/unknown (specify) | 4 | 44 | 47 | 95 |
| **Total** | **71** | **361** | **530** | **962** |

Figure 13 and Table 8 show that "collision with pedestrian" ranks first in terms of the number of young people (28) killed on the road, while "single vehicle overturned" ranks first in the number of serious and slight injuries. Despite the fact that 3158 traffic accidents (18.2 percent of all road collisions) were rear-end collisions, the resulting number of fatalities was lower than for the collision types discussed above (Table 7). Surprisingly, sideswipe collisions in opposite direction were the number 5 cause of road fatalities in 2009 but decreased to rank 7 in 2010. Collisions with animals and fixed objects ranked third and fifth as the most frequent collision type and mostly resulted in serious and slight injuries.

The road safety performance standard evaluates the number of young people (25 years and less) who were involved in road collisions. Table 8 shows the number of young people killed (71), seriously injured (361) and slightly injured (530) by road traffic collision types. A high number of casualties was recorded for single vehicle overturn (343) and accidents involving pedestrians (307).

Figure 14: Collisions per month

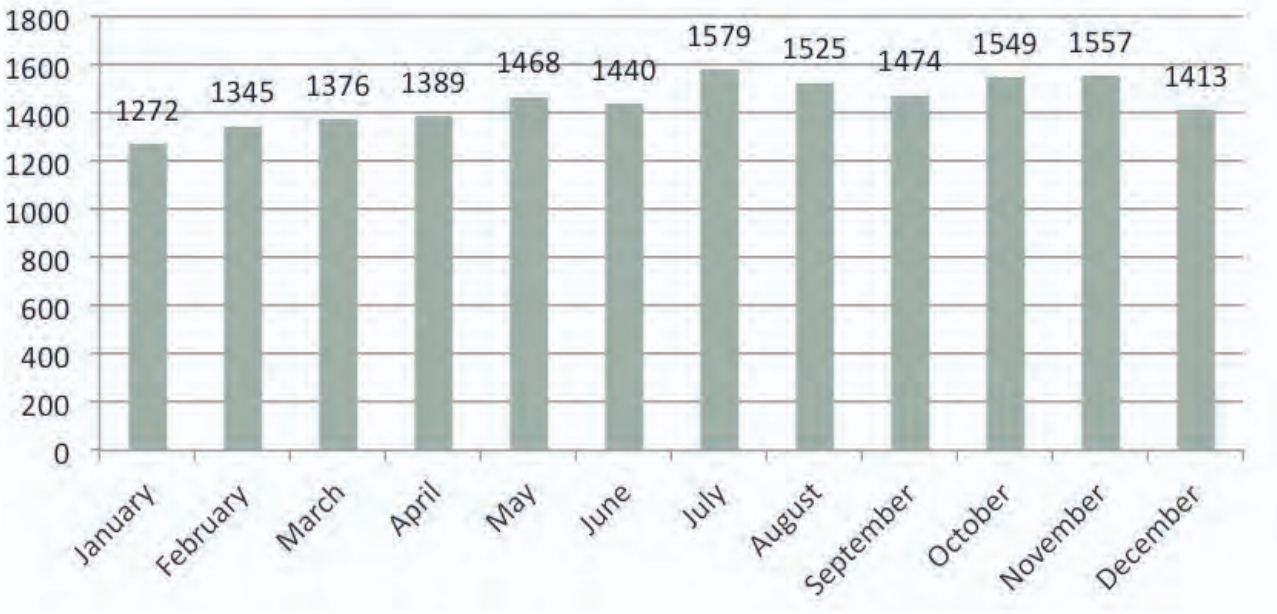



Figure 14 and Table 9 below show that in contrast to 2009 the number of collisions per month was consistently more than 1300, except for January. The highest collision incidence was recorded for July (1579), followed by November, October and August. The lowest frequency was registered for January, February and March (in ascending order). In terms of severity (Table 9 & Figure 15) only January and May had less than 20 fatal collisions; the other months had between 20 and 43 fatalities. The highest number of fatalities was recorded for October (43), followed by April (38), February (37) and December (36). A high number of serious injuries was reported in December (364), February (164) and October (132), while the highest number of slight injuries occurred in January (676), December (656) and November (347). July had the highest number of injury accidents (243) which resulted in a substantial number of fatalities (22) and serious injuries (118).

Table 9: Collisions and injury severity by month

| Month | Collisions | Injury collisions | Fatal | Serious | Slight | Damage only |
|---|---|---|---|---|---|---|
| January | 1272 | 198 | 13 | 115 | 676 | 1074 |
| February | 1345 | 226 | 37 | 164 | 104 | 1119 |
| March | 1376 | 188 | 23 | 112 | 99 | 1188 |
| April | 1389 | 215 | 38 | 78 | 96 | 1174 |
| May | 1468 | 213 | 16 | 113 | 102 | 1255 |
| June | 1440 | 189 | 22 | 60 | 82 | 1251 |
| July | 1579 | 243 | 22 | 118 | 96 | 1336 |
| August | 1525 | 225 | 23 | 114 | 133 | 1300 |
| September | 1474 | 197 | 20 | 120 | 79 | 1277 |
| October | 1549 | 230 | 43 | 132 | 108 | 1319 |
| November | 1557 | 221 | 20 | 104 | 347 | 1336 |
| December | 1413 | 225 | 36 | 364 | 656 | 1188 |
| Total | 17387 | 2570 | 313 | 1594 | 2499 | 14817 |

In the light of the above as well as previous accident reports on the distribution of injury severity by month, it is clear that January, February, July, August, October, November and December are the months in which targeted road safety programmes could effectively reduce the number of collisions and casualties. It also shows that measures to reduce collisions should be taken throughout the year and not only during holidays and festive seasons.

Figure 15: Injury severity by month

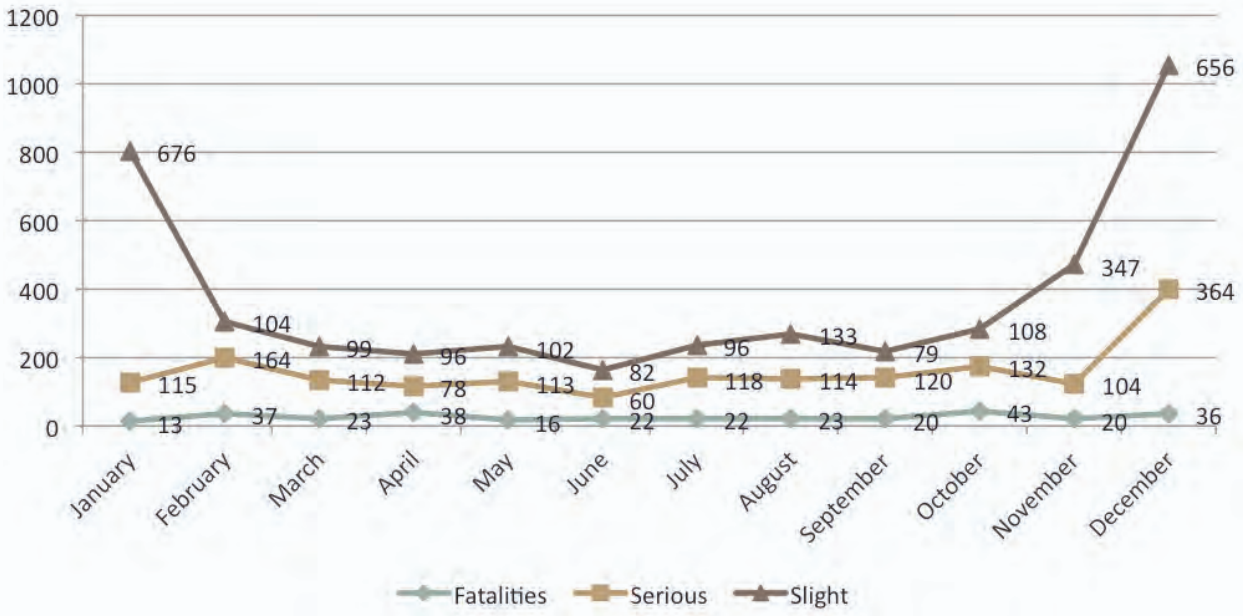
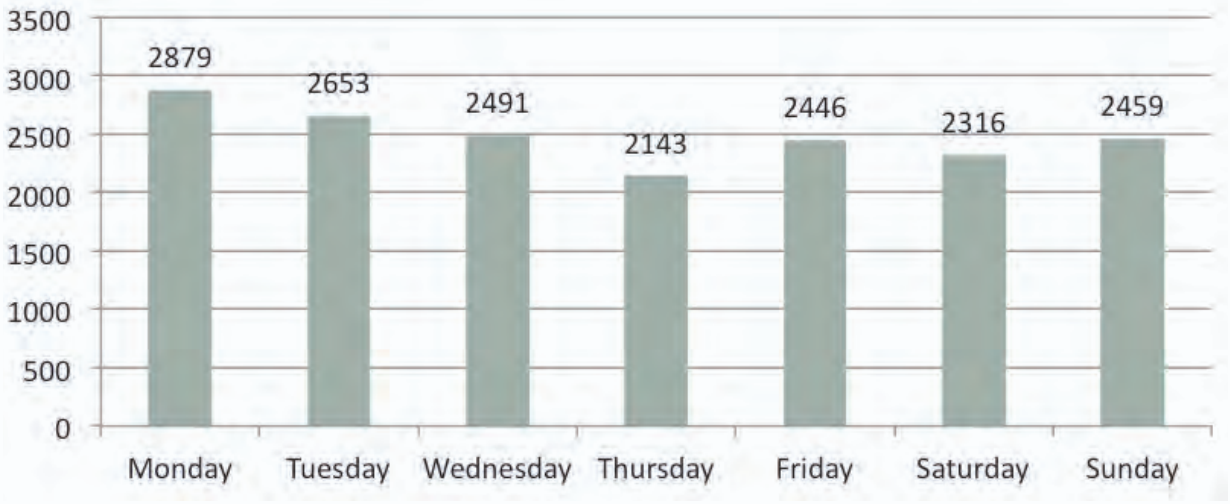



Table 10: Collisions and injury severity by day of the week

| Day of the week | Number of collisions | Number of injury accidents | Fatal | Serious injuries | Slight injuries | Pedestrian involved |
|---|---|---|---|---|---|---|
| Monday | 2653 | 356 | 38 | 195 | 388 | 122 |
| Tuesday | 2316 | 308 | 34 | 140 | 285 | 90 |
| Wednesday | 2459 | 305 | 30 | 183 | 279 | 88 |
| Thursday | 2446 | 347 | 39 | 226 | 292 | 105 |
| Friday | 2879 | 467 | 36 | 258 | 428 | 155 |
| Saturday | 2491 | 425 | 60 | 298 | 392 | 134 |
| Sunday | 2143 | 362 | 57 | 208 | 335 | 98 |
| **Total** | **17387** | **2570** | **294** | **1508** | **2399** | **792** |

As in 2009, the highest number of road accidents were reported for Friday (2879); this total was very high compared to the previous years. In 2010, Monday and Saturday switched second and third places: 2653 collisions were recorded for Monday and 2491 for Saturday. Friday showed the highest number of injury accidents (467), followed by Saturday (425) and Sunday (362), which may be a result of weekend travel.

Figure 16: Collisions by day of the week



According to Table 10 the highest number of injury accidents (467) was recorded for Friday, followed by Saturday, Sunday and Monday. The pattern of collisions involving pedestrians is similar: the highest number is shown for Friday (155), followed by Saturday (134) and Monday (122). If the days of the week are subdivided into weekend (Friday, Saturday and Sunday) and the remaining week days (Monday, Tuesday, Wednesday and Thursday), the number of fatal accidents adds up to 52 percent (153) for the weekend and 48 percent for the remaining week days (141). More than half of the fatal accidents occurred during weekends.

**Figure 17: Injury severity by day of the week**

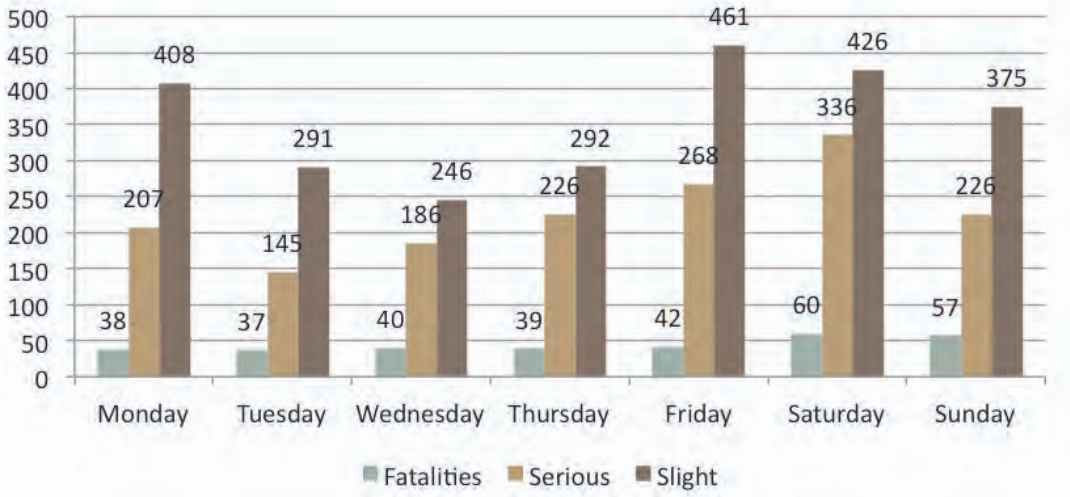



Table 11 and Figure 18 illustrate the relationship between the time of day and the severity of injury. As in the previous year, the safest time on the road in 2010 was between 22:01 at night and 6:00 in the morning. The total number of injury collisions during that period ranged between 115 and 257. The total number of collisions between 16:01 and 18:00 increased by 674 for the whole week, while dropping to 595 between 18:01 and 20:00.

**Table 11: Injury severity by time of day**

| Time of crash | Fatal | Serious | Slight | Total |
|---|---|---|---|---|
| 00:01-02:00 | 21 | 57 | 70 | 148 |
| 02:01-04:00 | 9 | 34 | 72 | 115 |
| 04:01-06:00 | 6 | 40 | 75 | 121 |
| 06:01-08:00 | 17 | 106 | 183 | 306 |
| 08:01-10.00 | 22 | 97 | 138 | 257 |
| 10:01-12:00 | 17 | 144 | 216 | 377 |
| 12:01-14:00 | 36 | 176 | 269 | 481 |
| 14:01-16:00 | 47 | 189 | 291 | 527 |
| 16:01-18:00 | 41 | 231 | 402 | 674 |
| 18:01-20:00 | 42 | 241 | 312 | 595 |
| 20:01-22:00 | 25 | 167 | 356 | 548 |
| 22:01-24:00 | 30 | 112 | 115 | 257 |
| **Total** | **313** | **1594** | **2499** | 4406 |

The only time of day when fewer accidents happened was between 2:01 and 4:00 (115 collisions); most people are indoors at that time. The period between 16:01 and 18:00 when most people head home from work or are on their way for nightshifts, was the most dangerous time on the road throughout the week. As traffic subsided, injury accidents reached their lowest level between 00:01 and 6:00.

The highest number of fatal collisions occurred between 14:01 and 16:00 (47 people killed). The most accidents resulting in serious injury took place between 18:01 and 20:00 (241 people), while the most accidents involving slight injuries happened during peak hour traffic between 16:01 and 18:00. Contributory factors are high traffic volumes coupled with stress and fatigue after a hectic working day, which may lead to careless driving and rude behaviour on the road. Intake of alcohol to relax after a busy day may also play a role, as well as the behaviour of reckless taxi drivers competing for space and customers.

Figure 18: Injury severity by time of day

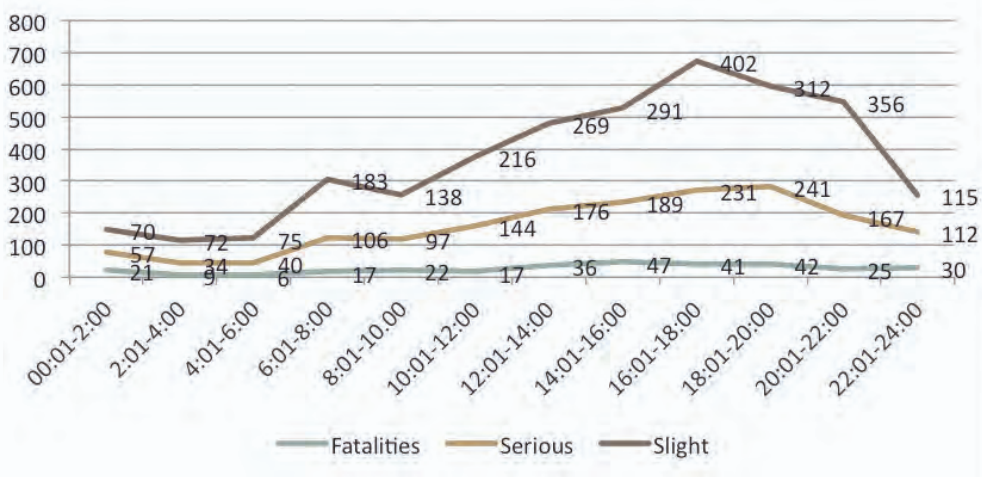
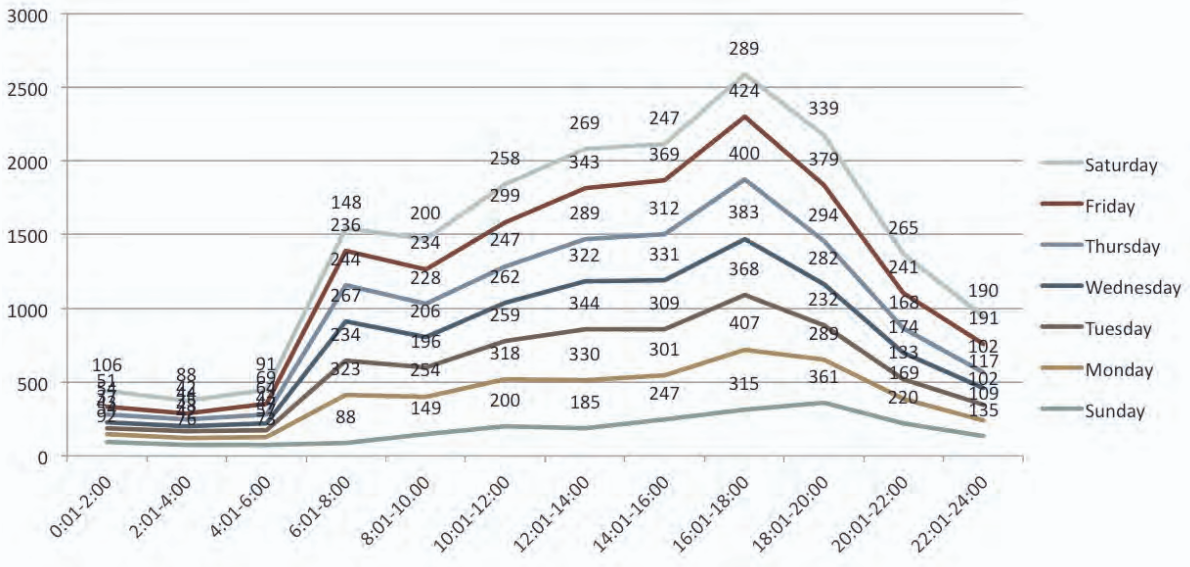



Table 12: Collisions by time of day and day of the week

| Time of collision | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Total | % of total |
|---|---|---|---|---|---|---|---|---|---|
| 00:01-02:00 | 92 | 54 | 43 | 37 | 54 | 51 | 106 | 437 | 2,5 |
| 02:01-04:00 | 76 | 42 | 48 | 35 | 44 | 42 | 88 | 375 | 2,2 |
| 04:01-06:00 | 73 | 57 | 47 | 43 | 64 | 69 | 91 | 444 | 2,6 |
| 06:01-08:00 | 88 | 323 | 234 | 267 | 244 | 236 | 148 | 1540 | 8,9 |
| 08:01-10.00 | 149 | 254 | 196 | 206 | 228 | 234 | 200 | 1467 | 8,4 |
| 10:01-12:00 | 200 | 318 | 259 | 262 | 247 | 299 | 258 | 1843 | 10,6 |
| 12:01-14:00 | 185 | 330 | 344 | 322 | 289 | 343 | 269 | 2082 | 12,0 |
| 14:01-16:00 | 247 | 301 | 309 | 331 | 312 | 369 | 247 | 2116 | 12,2 |
| 16:01-18:00 | 315 | 407 | 368 | 383 | 400 | 424 | 289 | 2586 | 14,9 |
| 18:01-20:00 | 361 | 289 | 232 | 282 | 294 | 379 | 339 | 2176 | 12,5 |
| 20:01-22:00 | 220 | 169 | 133 | 174 | 168 | 241 | 265 | 1370 | 7,9 |
| 22:01-24:00 | 135 | 109 | 102 | 117 | 102 | 191 | 190 | 946 | 5,4 |
| Total | 2141 | 2653 | 2315 | 2459 | 2446 | 2878 | 2490 | 17382 | 100,0 |
| **% of total** | **12.3** | **15.3** | **13.3** | **14.1** | **14.1** | **16.6** | **14.3** | **100** | **100** |

Looking at collisions by time of day and day of the week gives road users an idea when the road may be safest. The pattern that emerges from the lowest and highest occurrence of collisions at a particular time and day of the week, as shown in Table 12, suggests that overall it was safest to travel between 00:01 and 06:00. Days on which to avoid haulage travel should be Mondays, Fridays and Saturdays from 10:01–20:00. Comparing the number of collisions by day of the week and during weekends (Friday, Saturday and Sunday), 43.2 percent of collisions occurred during weekends, while 56.8 percent occured on the other days of the week (Figure 19).

Figure 19: Collisions by time of day and day of the week



# 6. INJURY SEVERITY OF ROAD USER GROUPS

Road users are divided into three categories: drivers of any type of vehicle (motorists, motorcyclists and cyclists), passengers and pedestrians. In 2010, the numbers for road users sustaining injuries were 1667 drivers, 1894 passengers and 837 pedestrians. In the case of 16 drivers it was not known whether their injuries were fatal, serious or light. Together with the 23 289 drivers who were not injured, a total of 23 305 drivers were involved in accidents.

**Table 13: Injury severity by road user group**

| Injury Severity | Drivers | Passengers | Pedestrians | Total |
|---|---|---|---|---|
| Fatal | 115 | 112 | 85 | 312 |
| Serious | 508 | 769 | 314 | 1591 |
| Slight | 1044 | 1013 | 438 | 2494 |
| Total | **1667** | **1894** | **837** | **4397** |
| Not injured | 23289 | 0 | 0 | 23289 |
| Unknown injury | 16 | 0 | 0 | 16 |
| Total | 23305 | 1894 | 837 | 23305 |

Table 13 shows that more drivers (115) than passengers and pedestrians were fatally injured, more passengers (769) were seriously injured and more drivers (1044) were slightly injured. Figure 20 below shows the percentages of injury severity for the different road user groups (driver, passenger and pedestrian). The highest fatality rate was recorded for pedestrians (10.2 percent), followed by drivers (6.9 percent) and passengers (5.9 percent). Passengers show the highest percentage (40.6) of serious injuries and drivers the highest percentage (62.6) of light injuries.

**Figure 20: Injury severity by road user group (percentage)**

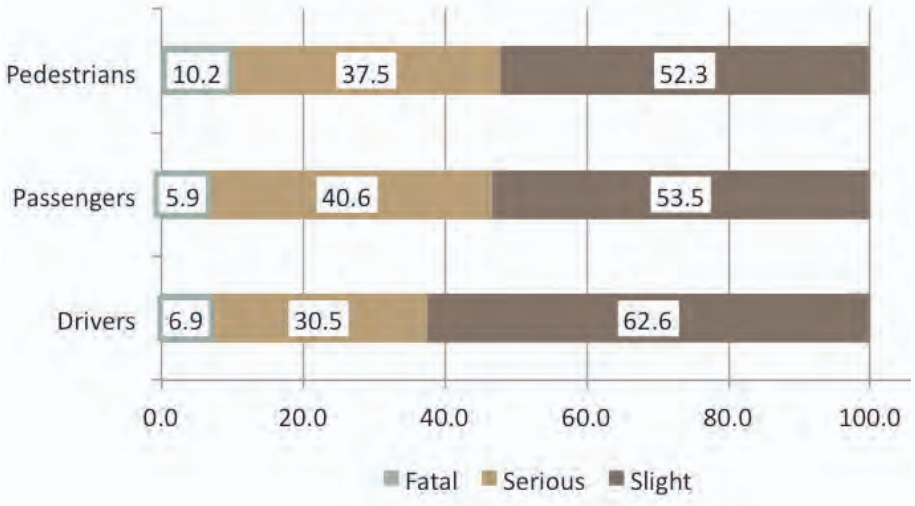



**Table 14: Injury collisions by gender of road user**

| Gender | Drivers | Passengers | Pedestrians | Total |
|---|---|---|---|---|
| Male | 2891 | 1027 | 470 | 4388 |
| Female | 254 | 613 | 247 | 1114 |
| Total | 3145 | 1640 | 717 | 5502 |

Gender unknown: 74 drivers (4.42%); 254 passengers (13.41%); 120 pedestrians (14.34%)

As in previous years, male drivers involved in collisions vastly outnumbered female drivers. Note that gender was not indicated for 4.42 percent of drivers, 13.41 percent of passengers and 14.34 percent of pedestrians. Figure 21 shows the percentages for injury collisions by gender of road user. The percentage for male drivers was 91.9, compared to 8.1 for female drivers. The percentages for male passengers and male pedestrians were 62.6 and 65.6 respectively.

**Figure 21: Injury collisions by gender of road user (percentage)**

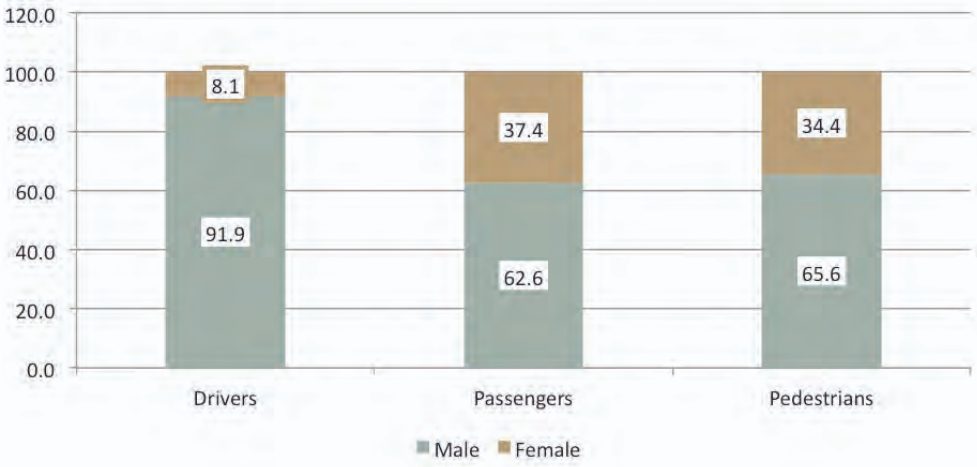



**Figure 22(a): Fatally injured road users group by gender**

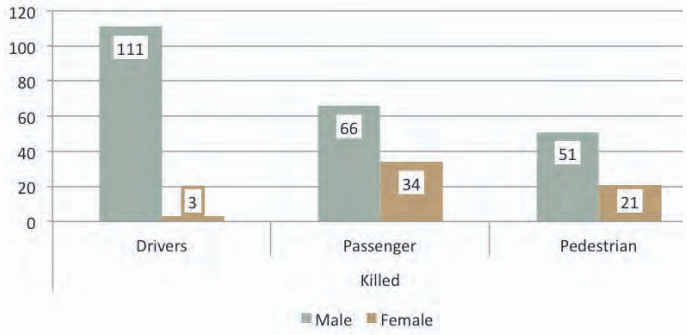



**Figure 22(b): Seriously injured road users group by gender**


**Figure 22(c): Slightly injured road users group by gender**

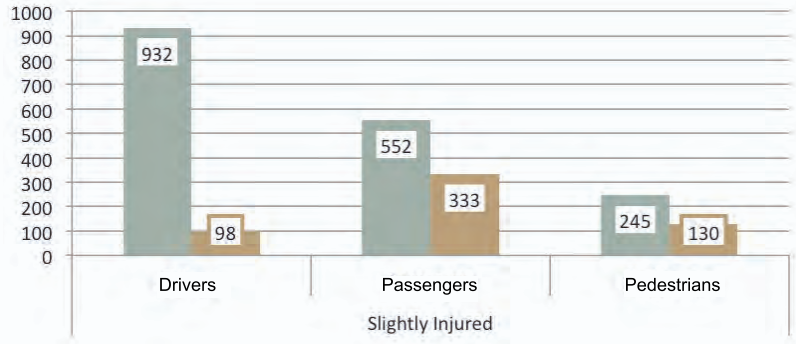



Figure 22(a) shows the percentage of road user fatalities by gender: 111 male drivers and 3 female drivers, 66 male passengers and 34 female passengers as well as 51 male pedestrians and 21 female pedestrians were killed in traffic accidents. Even though the figure for the male population in Namibia is lower than that for the female population, the number of fatal injuries is considerably higher among males (228) than females (58).

Figure 22(b) shows that in all three road user groups more males than females were seriously injured in 2010. The biggest difference was recorded for drivers: 460 male drivers were seriously injured, compared with 46 female drivers.

Figure 22(c) shows that males also outnumbered females in the gender comparison of slightly injured road users. The difference between drivers is enormous, but smaller between passengers.

**Figure 23: Collisions by driver age**

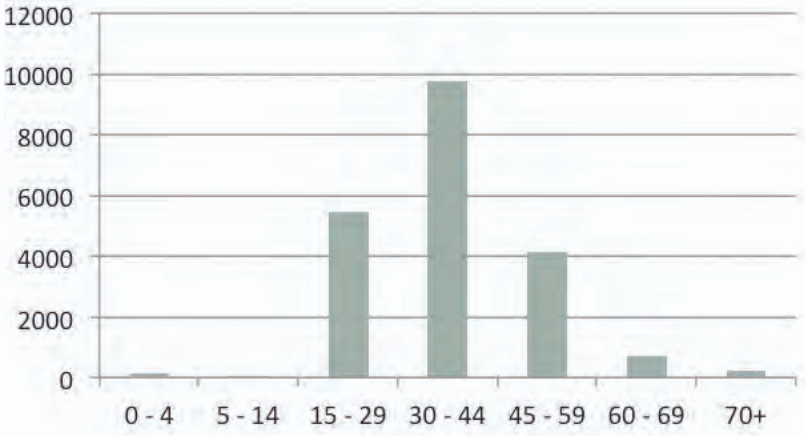



Figure 23 displays age categories for drivers involved in road collisions. The average age in 2010 was 37 years, the same as in 2009. Since drivers include cyclists, the category 0-4 years refers to this group with 0 drivers. The category 15-29 years represented 26.7 percent of drivers, while the largest group was the age category 30-44 years with 47.7 percent. The next category (45-59 years) was less than half of that. A reason for the substantial percentage for the 15-29 years category may be that it includes the age at which most young people acquire their driver's license. Statistically speaking, this figure shows a normal distribution by age category of drivers involved in collisions. From age 60 onwards the number of driver casualties per age group declined steadily. Combining the age groups respresenting the economically active population (15-44 years) shows that they accounted for 74.4 percent (15,214) of collisions.

**Figure 24: Collisions involving passengers by age category**

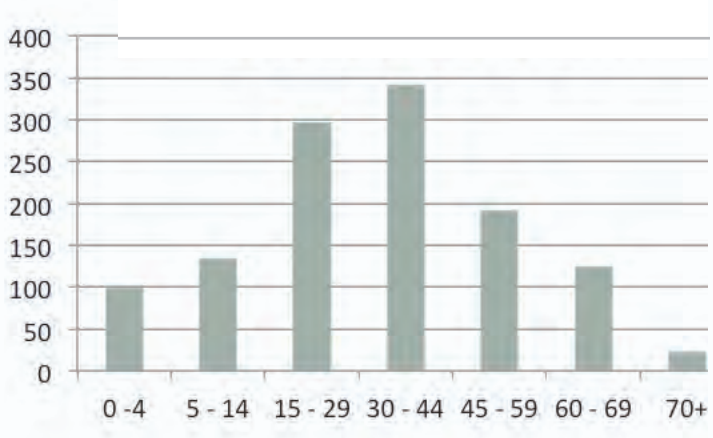
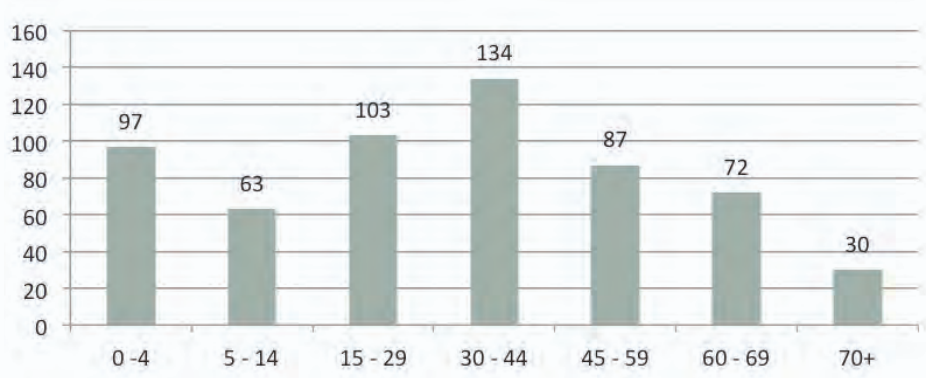


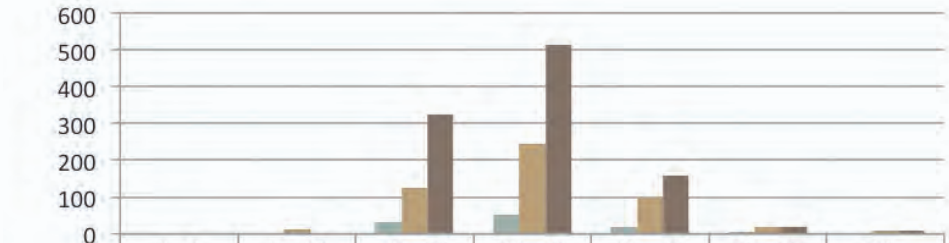

Figure 24 shows that passengers involved in collisions were somewhat younger than drivers. The age category below 4 years represented 8.2 percent (99 passengers). A marked increase is seen for the two age categories from 15-44 years. The number of passengers involved in road collisions decreased steadily from age 45 upwards.

**Figure 25: Collisions involving pedestrians by age category**



In contrast to the driver and passenger age groups, an alarming 27.3 percent of all pedestrians involved in accidents were under the age of 14 (Figure 25). Children are more vulnerable to accidents, partly because of their lack of knowledge and skills to cope with the dangers of traffic. The number of pedestrians in the age group 15–29 years was 103 and peaked at 134 in the 30-44 years category. From 45 years onwards the number of pedestrians involved in collisions decreased to 87 or less per age group.

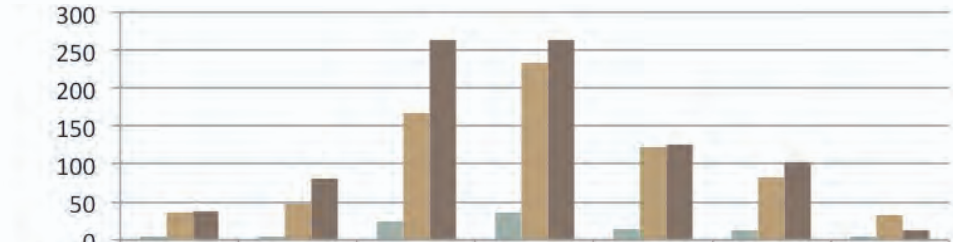
**Figure 26: Driver injury severity by age category**




| | 0 - 4 | 5 - 14 | 15 - 29 | 30 - 44 | 45 - 59 | 60 - 69 | 70+ |
|---|---|---|---|---|---|---|---|
| Killed | 0 | 2 | 33 | 52 | 18 | 7 | 2 |
| Serious | 0 | 11 | 126 | 245 | 97 | 19 | 8 |
| Slight | 0 | 3 | 326 | 515 | 157 | 20 | 9 |

The risk of being killed or injured was the highest for drivers aged 30-44 years and second highest for the 15-29 years category. Both age groups combined (15–44 years) had the highest number of fatal, serious and slight injuries. For drivers between the ages of 15 and 44 years road collisions resulted in 85 deaths (74.6 percent), 371 serious injuries (73.3 percent) and 841 light injuries (81.7 percent). Since these age groups are considered to be the most productive, the impact of deaths and injuries is particularly severe on the economy in general and in particular on households in the lower income groups.

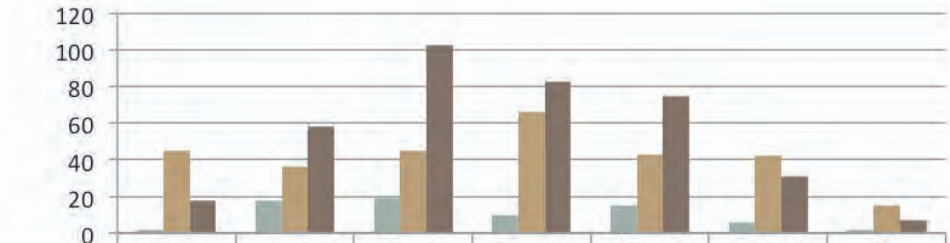
**Figure 27: Passenger injury severity by age category**




| | 0 -4 | 5 - 14 | 15 - 29 | 30 - 44 | 45 - 59 | 60 - 69 | 70+ |
|---|---|---|---|---|---|---|---|
| Killed | 4 | 5 | 24 | 36 | 14 | 12 | 5 |
| Serious | 36 | 47 | 167 | 234 | 123 | 82 | 33 |
| Slight | 37 | 81 | 264 | 263 | 125 | 102 | 13 |

With regard to passenger age groups, Figure 27 shows the highest number of fatalities (36) and serious injuries (234) for the age category 30-44 years, followed by the 15-29 years category. The number of light injuries was almost the same for both age categories (263 and 264 respectively). As in the case of driver injuries, economically productive adults were the most severely affected.

**Figure 28: Pedestrian injury severity by age category**




| | 0 -4 | 5 - 14 | 15 - 29 | 30 - 44 | 45 - 59 | 60 - 69 | 70+ |
|---|---|---|---|---|---|---|---|
| Killed | 2 | 18 | 19 | 10 | 15 | 6 | 2 |
| Serious | 45 | 36 | 45 | 66 | 43 | 42 | 15 |
| Slight | 18 | 58 | 103 | 83 | 75 | 31 | 7 |

Figure 28 shows that the 15-29 years category experienced the highest number of fatalities (19) and slight injuries (103) while the 30-44 years category had the highest number of serious injuries (66). Pedestrians aged 60 and above were to a much lesser degree involved in collisions.

**Table 15: Driver injury severity by vehicle type**

| Vehicle type | Fatal | Serious | Slight | Total |
|---|---|---|---|---|
| Animal-drawn vehicle | 0 | 1 | 1 | 2 |
| Bicycle | 1 | 4 | 10 | 15 |
| Bus | 0 | 5 | 2 | 7 |
| Caravan / trailer | 0 | 0 | 1 | 1 |
| GVM>3500 kg | 4 | 6 | 16 | 26 |
| Light delivery vehicle | 49 | 218 | 383 | 650 |
| Midibus | 1 | 3 | 8 | 12 |
| Minibus | 2 | 12 | 29 | 43 |
| Minibus taxi | 1 | 1 | 2 | 4 |
| Mobile equipment | 0 | 0 | 0 | 0 |
| Motor car / station wagon | 38 | 156 | 410 | 604 |
| Motor cycle: 125cc and less | 1 | 9 | 9 | 19 |
| Motor cycle: more than 125cc | 1 | 7 | 11 | 19 |
| Other | 4 | 20 | 35 | 59 |
| Panel van | 0 | 1 | 7 | 8 |
| Quadcycle | 0 | 3 | 4 | 7 |
| Sedan taxi | 11 | 47 | 94 | 152 |
| Tractor | 0 | 1 | 0 | 1 |
| Tricycle | 0 | 1 | 0 | 1 |
| Truck, articulated | 2 | 9 | 16 | 27 |
| Truck, multiply-articulated | 1 | 7 | 10 | 18 |
| **Total** | **116** | **511** | **1048** | **1675** |

Unknown by vehicle type: 197 deaths; 1084 serious injuries; 1451 slight injuries

Table 15 shows that the highest number of driver fatalities (49) and serious injuries (218) were caused by collisions involving light delivery vehicles. The pattern was similar in the previous two years. The motor car/station wagon category had the highest number of slighty injured drivers (410). However, the highest total of driver injury/fatality (650) was recorded for the light delivery vehicle category. This is different in other African countries where minibuses, motorcycles and buses are the main modes of transport.

**Figure 29: Driver casualties by selected vehicle types**

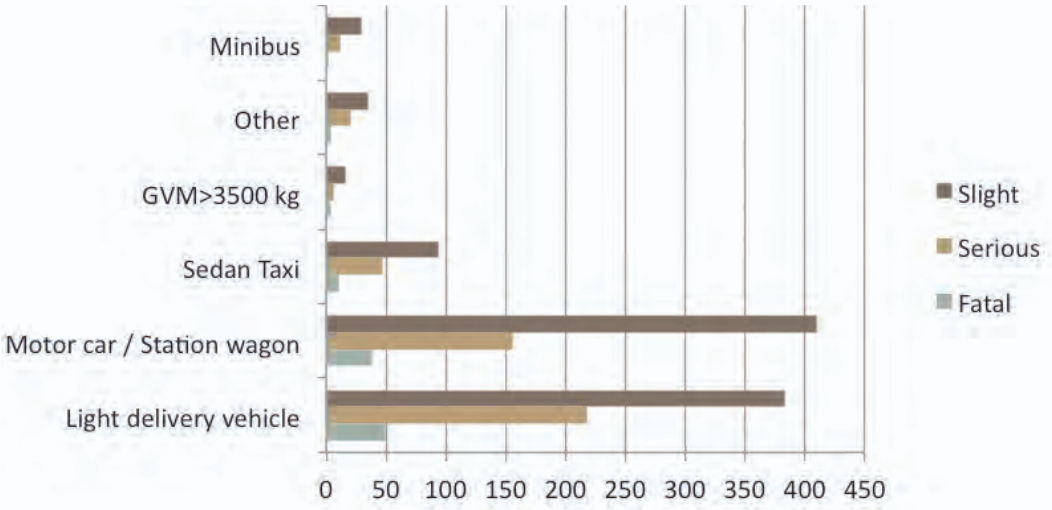


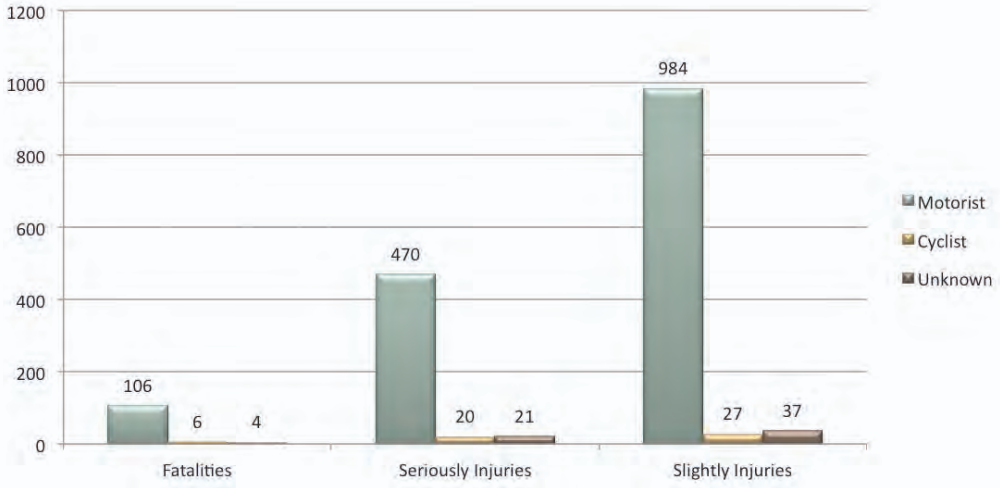

Figure 29 shows the six vehicle types associated with the highest number of driver fatalities. Light delivery vehicle (LDV): 49; motor car: 38; sedan taxi: 11; GVM: 4; other: 4; minibus: 2.

Table 16: Driver injury severity

| Driver type | Fatalities | Serious injury | Slight injury | Total |
|---|---|---|---|---|
| Motorist | 106 | 470 | 984 | 1560 |
| Cyclist | 6 | 20 | 27 | 53 |
| Unknown | 4 | 21 | 37 | 62 |
| **Total** | **116** | **511** | **1048** | **1675** |

A total of 1560 motorists were involved in road collisions in 2010, compared to 1743 in 2009. The number of fatal collisions with unknown driver type was four (0 in 2009).

Figure 30: Driver injury severity




In 2010 the number of serious cyclist injuries dropped to 20 from 26 in 2009 (refer to 2009 report).

Table 17: Passenger injury severity by vehicle type

| Vehicle type | Fatalities | Serious | Slight | Total |
|---|---|---|---|---|
| Animal-drawn vehicle | 0 | 0 | 0 | 0 |
| Bicycle | 0 | 0 | 0 | 0 |
| Bus | 0 | 10 | 59 | 69 |
| Caravan / trailer | 0 | 0 | 0 | 0 |
| GVM>3500 kg | 2 | 8 | 14 | 24 |
| Light delivery vehicle | 54 | 372 | 448 | 874 |
| Midibus | 0 | 5 | 21 | 26 |
| Minibus | 7 | 56 | 28 | 91 |
| Minibus taxi | 0 | 2 | 5 | 7 |
| Mobile equipment | 0 | 0 | 0 | 0 |
| Motor car / station wagon | 34 | 193 | 298 | 525 |
| Motorc Cycle: 125cc and less | 0 | 0 | 0 | 0 |
| Motorcycle: more than 125cc | 0 | 1 | 3 | 4 |
| Other | 8 | 53 | 41 | 102 |
| Panel van | 0 | 4 | 4 | 8 |
| Quadcycle | 1 | 0 | 0 | 1 |
| Sedan taxi | 5 | 51 | 84 | 140 |
| Tractor | 0 | 2 | 1 | 3 |
| Tricycle | 0 | 0 | 0 | 0 |
| Truck, articulated | 1 | 11 | 6 | 18 |
| Truck, multiply-articulated | 0 | 1 | 1 | 2 |
| **Total** | **112** | **769** | **1013** | **1894** |

Table 17 and Figure 31 illustrate the number and severity of passenger injuries by vehicle type. LDVs offer no safety devices for passengers and caused the highest number of fatalities (54), serious injuries (372) and light injuries (448). They accounted for 46.1 percent (874) of all vehicle casualties.

The second highest number of fatalities (34) was caused by accidents involving the motor car/station wagon category. Multiply-articulated trucks, mobile equipment, motorcycles and tricycles were among the vehicle types for which no fatal collision was recorded in 2010. However, the preferred mode of passenger transport - sedan taxis, minibuses and motor cars - ranked among the six vehicle types with the highest number of casualties (Figure 32). In 2009 the top six included trucks.

**Figure 31: Passenger casualties by selected vehicle types**

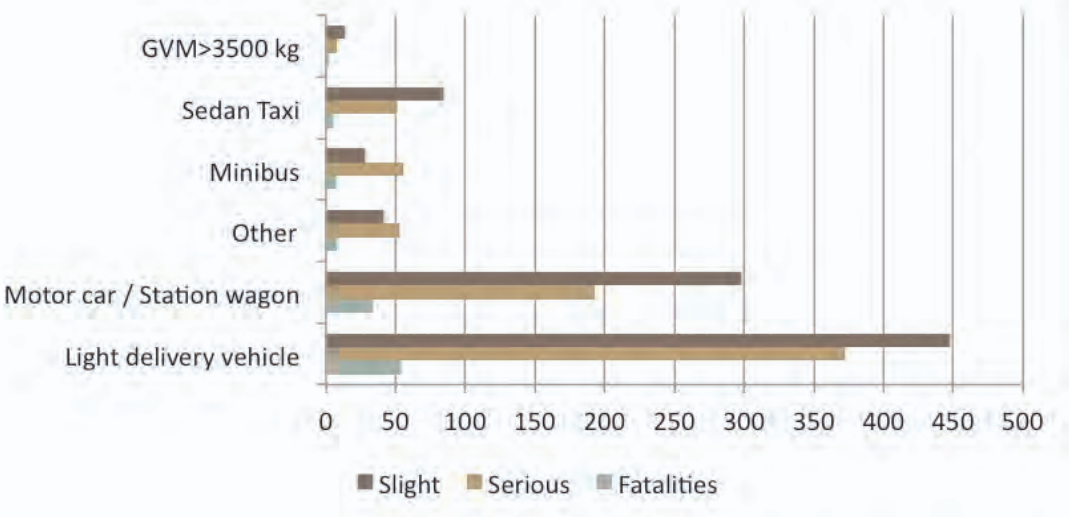



**Table 18: Pedestrian injury severity by vehicle type**

| Vehicle type | Fatalities | Serious | Slight | Total |
|---|---|---|---|---|
| Animal-drawn vehicle | 0 | 0 | 0 | 0 |
| Bicycle | 0 | 1 | 2 | 3 |
| Bus | 2 | 2 | 3 | 7 |
| Caravan / trailer | 1 | 0 | 0 | 1 |
| GVM>3500 kg | 2 | 4 | 5 | 11 |
| Light delivery vehicle | 27 | 99 | 117 | 243 |
| Midibus | 2 | 2 | 3 | 7 |
| Minibus | 1 | 5 | 11 | 17 |
| Minibus taxi | 1 | 2 | 2 | 5 |
| Mobile equipment | 0 | 0 | 0 | 0 |
| Motor car / station wagon | 33 | 105 | 186 | 324 |
| Motorcycle: 125cc and less | 0 | 0 | 2 | 2 |
| Motorcycle: more than 125cc | 0 | 1 | 1 | 2 |
| Other | 4 | 26 | 18 | 48 |
| Panel van | 0 | 1 | 2 | 3 |
| Quadcycle | 0 | 0 | 0 | 0 |
| Sedan taxi | 8 | 61 | 82 | 151 |
| Tractor | 1 | 1 | 0 | 2 |
| Tricycle | 0 | 0 | 0 | 0 |
| Truck, articulated | 3 | 3 | 3 | 9 |
| Truck, multiply-articulated | 0 | 1 | 1 | 2 |
| **Total** | **85** | **314** | **438** | **837** |

Table 18 shows that 33 pedestrian fatalities resulted from collisions with motor cars/station wagons, 27 resulted from LDVs and 8 from sedan taxis. Multiply-articulated trucks caused none (4 in 2009).

Figure 32: Pedestrian casualties by selected vehicle types

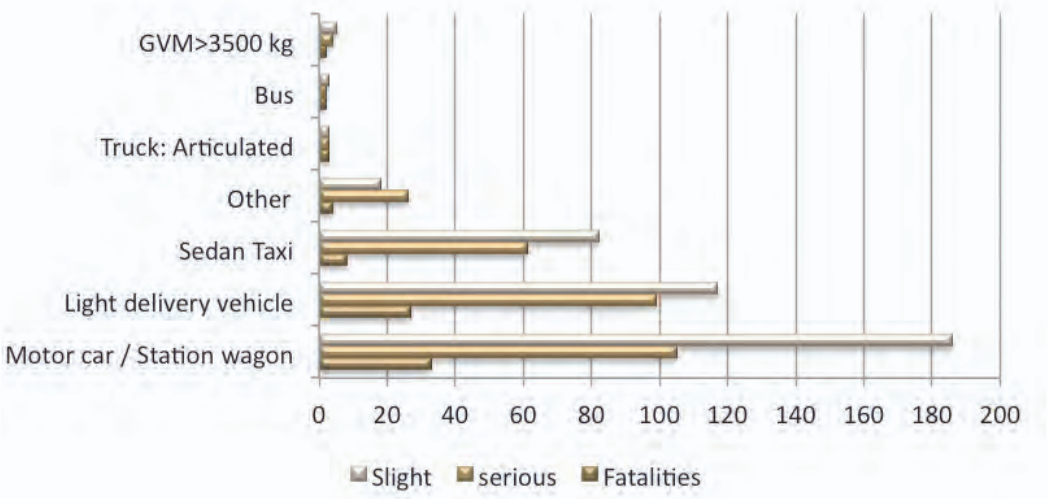



Figure 32 shows the number of pedestrian casualties for seven (7) selected vehicle types. The motor car/station wagon category has the highest number of fatalities (33), serious injuries (105) and slight injuries (186). Busses came second last in the vehicle type selection, causing 2 fatalities, 2 serious injuries and 3 slight injuries.

Table 19: Driver action and road users injured or killed

| Driver action | Driver | Passenger | Pedestrian | Total |
|---|---|---|---|---|
| Avoiding object | 47 | 43 | 9 | 99 |
| Busy parking | 5 | 6 | 9 | 20 |
| Changing lane | 6 | 10 | 3 | 19 |
| Diverging | 12 | 4 | 1 | 17 |
| Entering traffic flow | 10 | 8 | 3 | 21 |
| Merging | 2 | 6 | 0 | 8 |
| Other | 174 | 268 | 96 | 538 |
| Overtaking (left) | 34 | 25 | 23 | 82 |
| Overtaking (right) | 56 | 63 | 16 | 135 |
| Parked | 21 | 14 | 7 | 42 |
| Reversing | 29 | 22 | 39 | 90 |
| Slowing down | 22 | 15 | 10 | 47 |
| Stationary, e.g. waiting | 33 | 23 | 2 | 58 |
| Sudden start | 6 | 12 | 8 | 26 |
| Sudden stop | 9 | 10 | 8 | 27 |
| Swerving | 82 | 127 | 7 | 216 |
| Travelling straight | 1309 | 1477 | 629 | 3415 |
| Turning left | 46 | 28 | 22 | 96 |
| Turning right | 166 | 152 | 45 | 363 |
| U-Turn | 18 | 13 | 9 | 40 |
| **Total** | **2087** | **2326** | **946** | **5359** |

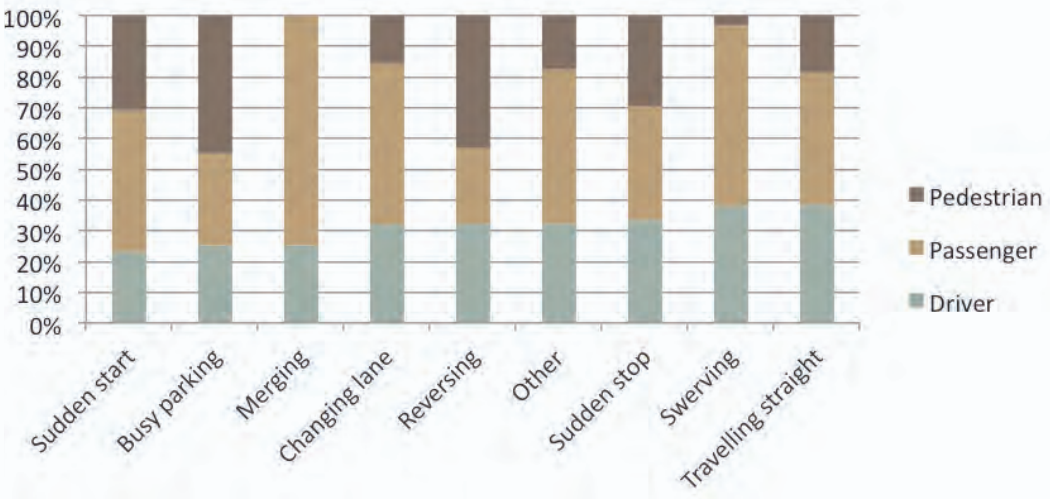
The action of drivers at the time of a collision is an important factor in determining how and why the accident occurred. Table 19 shows the number of drivers, passengers and pedestrians injured or killed by such actions. As in 2008 and 2009, "travelling straight" remains the most common action by drivers involved in accidents that caused deaths and injuries (3415 casualties), followed by "others" for which 538 casualties were reported. "Others" represents driver actions which police officers did not indicate in the road collision forms at the time of reporting the incident or visiting the accident scene.

Table 20: Road users injured or killed by driver travelling straight, turning right and swerving

| Road user | Fatalities | Serious | Slight | Total |
|---|---|---|---|---|
| Drivers | 129 | 506 | 1034 | 1669 |
| Passengers | 108 | 731 | 819 | 1658 |
| Pedestrians | 72 | 239 | 339 | 650 |
| **Total** | **309** | **1476** | **2192** | **3977** |

Table 20 shows the severity of injuries sustained by drivers, passengers and pedestrians as the result of an accident caused by one or both drivers travelling straight, or turning right or swerving. Out of 3977 road users who were killed or injured by driver actions, 55.1 percent (2192) were slightly injured, 37.1 percent were seriously injured and 7.8 percent (309) were killed. Of this total of 3977 road users, 42 percent were drivers, followed by passengers (41.7 percent) and pedestrians (16.3 percent).

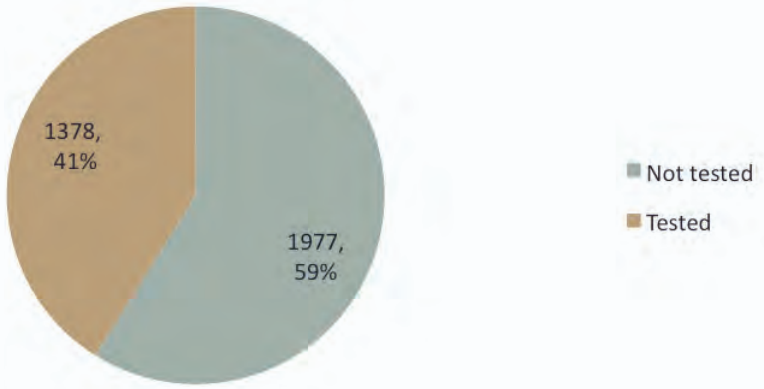
Figure 33: Selected driver actions by percentage of road user casualties




The percentages of casualties for selected driver actions which contributed to the casualties among each road user type (Figure 33) show that the most risky actions for drivers themselves were "travelling straight" or "swerving". As for "travelling straight", the driver is at risk of being hit by an oncoming car. Swerving is mostly associated with an abrupt change of direction (turn aside from a straight path) which in turn may lead to bumping into a fixed object or even worse, cause the vehicle to overturn. Passengers were at the greatest risk when the driver was merging and swerving. Pedestrians were overlooked when they attempted to pass in front or behind a vehicle while the driver was "busy parking". The second most dangerous driver manoeuvre for pedestrians was "reversing", which is plausible since due to some obstruction a driver may not be able to see a pedestrian behind the reversing car.

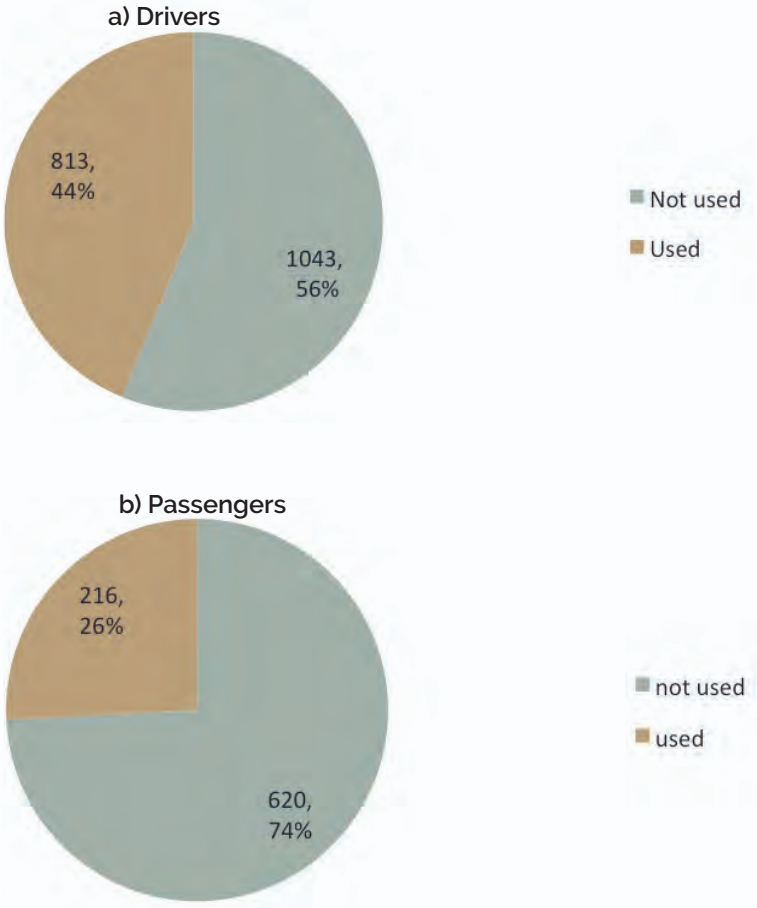
It is a well-known fact that excessive alcohol consumption causes loss of coordination, impaired judgement and distorted vision. Motorists under the influence of alcohol pose a great risk to other road users and many serious accidents have been caused by drunk driving. Random testing for alcohol should be done on a regular basis and not only at the start and beginning of holidays and during festive seasons and long weekends. As noted in an earlier statistical report, random checkpoints for breath testing help to reduce alcohol-related collisions.

Figure 34: Collision percentage of drivers tested for alcohol use



The accident forms for 3355 (14.4 percent) of the 23,305 drivers involved in accidents indicated whether or not the driver was tested for alcohol intoxication. As Figure 34 shows, only 41 percent of those 3355 drivers were tested. However, a proper analysis cannot be conducted based on this data because breathalyser results were not always correctly recorded. Apart from problems experienced with the accurate completion of the NRAF, other data capturing challenges may also have contributed to the scarcity of this particular data. The National Forensic Laboratory keeps records of the blood tests of motorists suspected of alcohol use, and more reliable statistics can be obtained there.

**Figure 35: Drivers and passengers who reported wearing seatbelts at time of collision**




Wearing sealtbelts is mandatory in Namibia for drivers of all types of vehicles and for the occupants of front and back seats in passenger vehicles. Research has shown that in the event of a road crash seatbelts can reduce fatalities among front seat occupants by 40-50%. It is imperative that the benefits of wearing a seatbelt are emphasized in awareness campaigns and road safety education.

Figures 35 a) and b) show the number and percentage of drivers and passengers who were reported to have used, or not used, seatbelts at the time of the collision. Out of a total of 23,305 drivers only 1856 used seatbelts. It appears that drivers (44 percent) were more compliant with regard to wearing seatbelts than passengers (26 percent). However, this data is totally inadequate for planning strategies to promote the wearing of seatbelts.

When exposed to high speed impact, pedestrians are the road users who face the highest risk of death or severe injury. Information such as the time of the accident, the pedestrian's location, position and action at the time of the accident is needed to devise appropriate countermeasures for the protection of predestrians.

Table 21: Pedestrian severity of injury by time of day

| Time of day | Fatal | Serious | Slight | Total |
|---|---|---|---|---|
| 00:01-02:00 | 4 | 8 | 6 | 18 |
| 02:01-04:00 | 1 | 6 | 10 | 17 |
| 04:01-06:00 | 3 | 7 | 5 | 15 |
| 06:01-08:00 | 6 | 24 | 48 | 78 |
| 08:01-10.00 | 4 | 14 | 17 | 35 |
| 10:01-12:00 | 6 | 33 | 35 | 74 |
| 12:01-14:00 | 9 | 36 | 79 | 124 |
| 14:01-16:00 | 13 | 28 | 40 | 81 |
| 16:01-18:00 | 5 | 52 | 92 | 149 |
| 18:01-20:00 | 19 | 63 | 51 | 133 |
| 20:01-22:00 | 7 | 20 | 26 | 53 |
| 22:01-24:00 | 8 | 23 | 29 | 60 |
| **Total** | **85** | **314** | **438** | **837** |

Table 21 shows the highest number of pedestrian casualities (149) as well as the highest number of slight injuries (92) for the 16:01-18:00 timeslot. It coincides with the rush hour traffic when streets are congested and drivers and pedestrians focus on reaching their destinations as speedily as possible. Traffic safety rules are ignored, resulting in pedestrian collisions which could have been prevented if less speed and haste had been involved.

The highest number of serious injuries (63) and fatalities (19) among pedestrians was reported for the 18:01-20:00 timeslot, as was the case in 2008. Poor visibility at dawn and dark clothing worn by pedestrians may have contributed to these collisions. The lowest incidence of pedestrian casualties was reported for the early hours of the morning from 00:01 to 06:00.

Figure 36: Pedestrians killed and injured by time of day

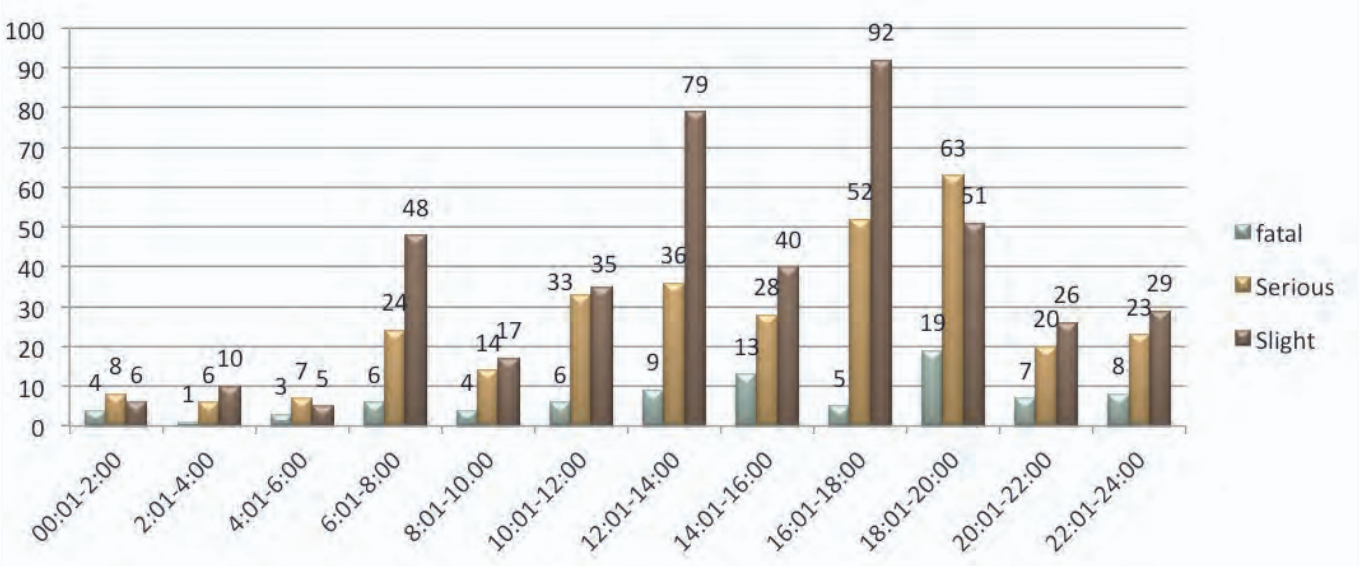



Figure 36 illustrates the fluctuations in the number of pedestrian fatalities and serious and slight injuries during a 24-hour cycle. Three peaks for slight injuries can be noticed. The first one is from 06:01–08:00 when adults and children are on the road to work or to school. The second peak from 12:01–14:00 could be attributed to a large number of children returning home from school or being on the streets for play, considering that 45 percent of all pedestrians involved in collisions were children and young people aged less than 20 years. The third peak between 16:01-18:00 coincides with the afternoon rush hour when less attention is paid to traffic rules as everyone hastens to get home.

The early evening hours from 18:01-20:00 show a steep increase in serious pedestrian injuries. Alcohol use may be a reason for the higher number of severe pedestrian accidents at this time of day.

**Figure 37: Position of pedestrian**

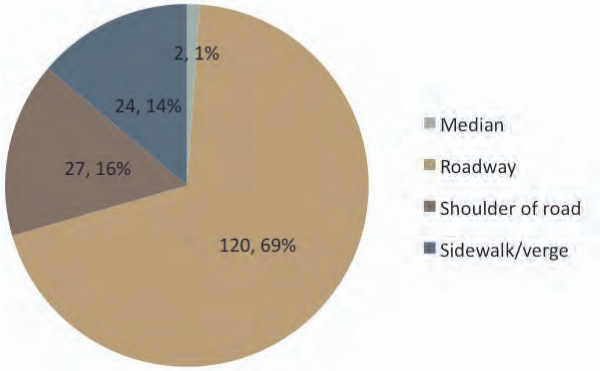
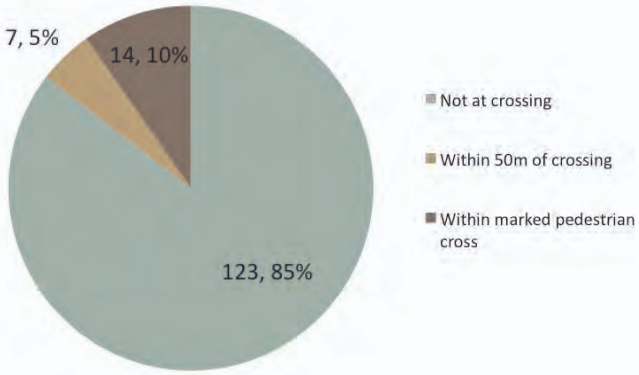



**Figure 38: Location of pedestrian**

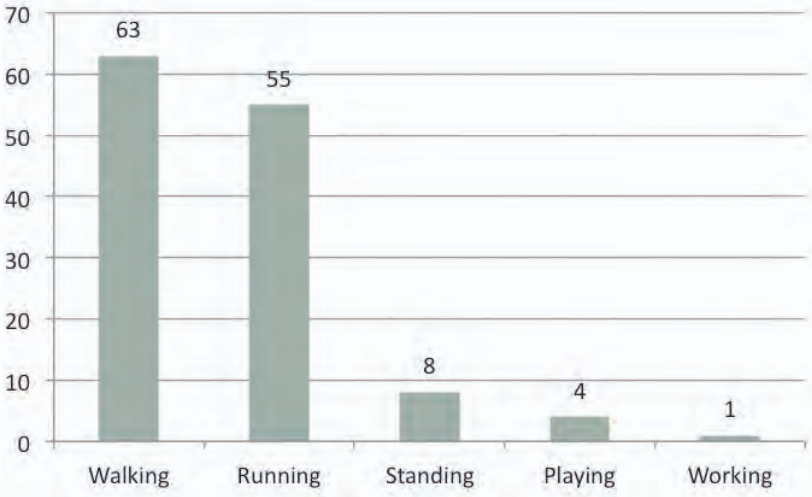



Figures 37, 38 and 39 illustrate circumstances that affect the severity of pedestrian accidents. Each of the contributory factors is shown separately, but they need to be considered together to reconstruct the accident in order to identify appropriate countermeasures for the protection of pedestrians.

The majority of the pedestrians (120, i.e. 69%) were on the road when they were hit or run over by a vehicle, while 27 (16%) were on the shoulder of the road and 24 (14%) on the sidewalk (Figure 39).

The majority of the pedestrians (85%) did not use a marked pedestrian crossing but chose to cross elsewhere, thereby unnecessarily risking their lives. Only 5% adhered to the traffic rules and used a pedestrian crossing (Figure 40).

Figure 39: Action of pedestrian at time of collision




The action of a pedestrian involved in a collision is recorded in order to establish what the pedestrian was doing when the crash occurred. The predominant action of "walking" (52) is a human activity that normally would not endanger the life of a pedestrian (Figure 39). However, the chances of being hit by a passing vehicle are far greater when walking across the road somewhere other than at a marked pedestrian crossing. It is self-evident that running across the street (48) is a high-risk action, as is standing on the sidewalk or on the road (7). Actual work on the road (1) is not as risky as other actions because road construction workers always put up traffic signs to warn other road users of their presence.

The above statistics of pedestrian actions are similar to 2009 and 2008. While the data for 2007 showed that the majority of pedestrians were running across the road when they were hit, the majority were walking in 2010. This is a positive result for this road user category, as it is safer to walk than run across a road and looking out for traffic at the same time.

As mentioned earlier, if pedestrian actions are analysed together with locations a difference can be seen between pedestrians endangering their life through their activities and pedestrians who comply with traffic rules.

Table 22: Pedestrian action by pedestrian location

| Pedestrian Action | Pedestrian Location | | | | |
|---|---|---|---|---|---|
| | Within marked pedestrian crossing | Within 50m of crossing | Not at crossing | Total | % of total |
| Walking | 8 | 3 | 52 | 63 | 48.09 |
| Running | 4 | 3 | 48 | 55 | 41.98 |
| Standing | 1 | 0 | 7 | 8 | 6.11 |
| Playing | 0 | 0 | 4 | 4 | 3.05 |
| Working | 0 | 0 | 1 | 1 | 0.76 |
| **Total** | **13** | **6** | **112** | **131** | **100.00** |
| **% of total** | **9.92** | **4.58** | **85.50** | **100** | **100** |

Table 22 shows a combination of activity and location. Pedestrians who were walking or running on parts of the road not designated for crossing, or within 50m of a marked crossing, were at a greater risk of being hit by a motorist than those who crossed the road at the pedestrian crossing. This implies that road safety education needs to be reinforced among the public, especially at schools and specifically including parents.

Currently that kind of analysis is not feasible because pedestrian accident details such as those above have been poorly recorded by the police or could not be supplied by the driver involved in the accident. If pedestrian lives are to be saved, the correct and accurate completion of accident forms should be strictly enforced so that reliable data can be extracted from such forms and used for planning appropriate road safety measures to reduce the number of pedestrian fatalities and injuries on Namibian roads. Additionally, the public should be made aware that timely and accurate reporting of collisions with pedestrians is mandatory.

Table 23: Damages to vehicles

| Damage | Total | % of total |
|---|---|---|
| Damage: Back centre | 1982 | 4,95 |
| Damage: Back left | 2180 | 5,44 |
| Damage: Back right | 2447 | 6,11 |
| Damage: Bonnet | 2333 | 5,83 |
| Damage: Boot | 505 | 1,26 |
| Damage: Caught fire | 58 | 0,14 |
| Damage: Damage (no detail) | 3817 | 9,53 |
| Damage: Damage (undercarriage) | 357 | 0,89 |
| Damage: Front centre | 3729 | 9,31 |
| Damage: Left front | 4108 | 10,26 |
| Damage: Left mid-back | 1517 | 3,79 |
| Damage: Left mid-front | 2122 | 5,30 |
| Damage: Multiple | 1249 | 3,12 |
| Damage: No damage | 1777 | 4,44 |
| Damage: Right front | 5047 | 12,60 |
| Damage: Right mid-back | 1816 | 4,54 |
| Damage: Right mid-front | 2891 | 7,22 |
| Damage: Rolled | 485 | 1,21 |
| Damage: Roof | 550 | 1,37 |
| Damage: Windscreen / windows | 1073 | 2,68 |
| **Total** | **40043** | **100,00** |

Most vehicles were damaged in front, which corresponds with the fact that most collisions occurred when the vehicle was travelling straight.

Since multiple types of damage can be found on a vehicle after a collision, the total number of damages to vehicle (40043) is far greater than the number of vehicles involved in collisions (23305). Looking at detailed damage to the vehicles together with the action of the drivers facilitates reconstruction of the accident. Most vehicles were damaged on the front: right, left and centre. This corresponds with "travelling straight", the predominant action of the drivers. No details on damage were recorded for 3817 cars (9.53%) and 1777 (4.44%) vehicles were not damaged in collisions.

Table 24: Top ten collision locations and collision severity outside town/city

| Road No. | Between (town/city) | Fatalities | Serious injuries | Slight injuries | Injury collisions | Damage only | Injury & damage total | % of total injury collisions |
|---|---|---|---|---|---|---|---|---|
| T1001 | Nkurenkuru-Rundu | 5 | 2 | 3 | 4 | 14 | 28 | 14 |
| T0804 | Rundu-Divundu | 5 | 12 | 28 | 18 | 62 | 125 | 14 |
| T1001 | Rundu-Nkurenkuru | 6 | 8 | 30 | 29 | 74 | 147 | 20 |
| M0092 | Ruacana-Ondangwa | 33 | 153 | 168 | 218 | 562 | 1134 | 19 |
| M0092 | Outapi-Ruacana | 4 | 3 | 2 | 5 | 10 | 24 | 21 |
| M0111 | Okahao-Oshakati | 5 | 22 | 31 | 34 | 154 | 246 | 14 |
| M0120 | Ongwediva-T0112 | 13 | 57 | 109 | 119 | 351 | 649 | 18 |
| T0107 | Okahandja-Otjiwarongo | 4 | 37 | 15 | 14 | 39 | 109 | 13 |
| T0111 | Ondangwa-Oshivelo | 4 | 10 | 14 | 12 | 23 | 63 | 19 |
| T0202 | Arandis-Usakos | 4 | 14 | 12 | 15 | 13 | 58 | 26 |

Table 24 shows the top ten collision locations and accident severity outside towns and cities based on the number of collisions in 2010. The highest number of accidents (1134) and fatalities (33) occurred on the main road between Ruacana and Ondangwa. The T0112-Ongwediva road saw 649 collisions of which 351 were damage only, but 13 fatalities were recorded. Injury collisions for the road between Oshakati and Okahao increased by 7 compared to the 2008 report. A total of 109 collisions with 4 fatalities occurred on the road from Okahandja to Otjiwarongo. This is a very busy arterial road that connects the capital via Okahandja with the main centres in the northern regions. Despite heavy traffic volumes, especially during holidays and long weekends, the number of injury accidents was comparatively less than on other roads.

**Figure 40: Top ten locations outside town/city by percentage of injury collisions**

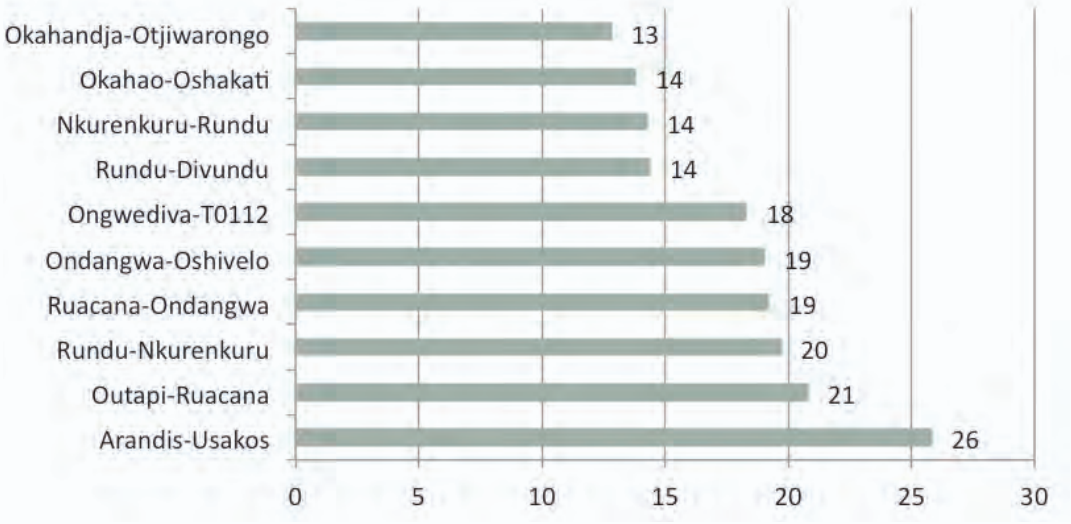



Figure 40 shows the percentage of injury collisions in relation to the total number of collisions recorded for the locations with the highest number of accidents. With 26 percent the road between Arandis and Usakos was the most injury accident-prone.

**Table 25: Top collision locations outside town/city by number of pedestrians killed or injured**

| Road No. | Between (town/city) | Fatalities | Serious injuries | Slight injuries | Total |
|---|---|---|---|---|---|
| M0092 | Ruacana-Ondangwa | 13 | 36 | 25 | 74 |
| T1001 | Rundu-Nkurenkuru | 6 | 3 | 5 | 14 |
| M0120 | Ongwediva-T0112 | 6 | 21 | 32 | 59 |
| M0092 | Ruacana-Outapi | 3 | 0 | 0 | 3 |
| M0111 | Okahao-Oshakati | 3 | 7 | 4 | 14 |
| T0804 | Rundu-Bagani | 2 | 0 | 0 | 2 |
| **Total** | | **33** | **67** | **66** | **166** |

Figure 25 shows that 166 pedestrians were injured or killed at six of the top crash locations outside towns and cities. The road posing the highest risk for people on foot was the Ruacana to Ondangwa road with 13 fatalities, 36 serious and 25 light injuries. Road No. T0804 was the safest road in 2010 with few accidents, but 2 pedestrians were fatally injured in a collision.

Table 26: Top ten street locations and collision severity inside town/city

| Street | Local authority | Fatal collision | Serious collision | Slight collision | Injury collision | Damage only | Injury & damage total |
|---|---|---|---|---|---|---|---|
| A 2 | Rehoboth | 1 | 5 | 5 | 9 | 76 | 85 |
| Aand Street | Windhoek | 1 | 22 | 21 | 33 | 124 | 157 |
| Cul De Sac | Katima Mulilo | 2 | 5 | 6 | 9 | 126 | 135 |
| Cul De Sac | Rundu | 1 | 4 | 32 | 27 | 138 | 165 |
| Hans-Dietrich Genscher St | Windhoek | 1 | 9 | 8 | 12 | 74 | 86 |
| Independence Avenue | Windhoek | 7 | 21 | 36 | 54 | 354 | 408 |
| Mandume Ndemufayo Nb | Windhoek | 1 | 3 | 5 | 8 | 226 | 234 |
| Monte Christo Road | Windhoek | 3 | 4 | 24 | 28 | 122 | 150 |
| Sam Nujoma Drive | Walvis Bay | 1 | 5 | 20 | 13 | 92 | 105 |
| Shanghai Street | Windhoek | 1 | 5 | 5 | 8 | 55 | 63 |

Most of the streets listed as the top ten collision locations inside a town or city are located in Windhoek, Namibia's capital. Independence Avenue had the highest number of accidents (408), the highest number of fatal collisions (7) and the second highest number of collisions resulting in serious injury (21). Mandume Ndemufayo Avenue (234 accidents) in Windhoek and Cul De Sac (157) in Katima Mulilo ranked second and third among the top ten street locations.

Table 27: Top 8 street locations inside town/city by number of pedestrians killed or injured

| Street | Location | Fatalities | Serious injuries | Slight injuries | Total | Number of pedestrians involved |
|---|---|---|---|---|---|---|
| 10th Road | Walvis Bay | 0 | 15 | 44 | 59 | 33 |
| Aand Street | Windhoek | 1 | 22 | 21 | 44 | 16 |
| Hans-Dietrich Genscher St | Windhoek | 1 | 9 | 8 | 18 | 8 |
| Independence Avenue | Windhoek | 7 | 21 | 36 | 64 | 32 |
| Monte Christo Road | Windhoek | 3 | 4 | 24 | 31 | 22 |
| Nathaniel Maxuilili Avenue | Walvis Bay | 0 | 2 | 12 | 14 | 8 |
| Ongava Street | Windhoek | 0 | 6 | 6 | 12 | 9 |
| Wilibald Kapuenene Street | Windhoek | 0 | 3 | 4 | 7 | 7 |
| **Total** | | **12** | **82** | **155** | **249** | **135** |

A significant number of pedestrians (135) were injured in road collisions at the top ten pedestrian locations inside a town or city. Compared to 2009 the total number of pedestrians involved increased by 7 in 2010.

Table 27 shows 10th Road in Walvis Bay as the street with the highest number of collisions involving pedestrians (33), closely followed by Independence Avenue (32) which held second place in 2009 as well. "Public Area" is no longer on the list of streets. Six of the top eight street locations are in Windhoek and the other two in Walvis Bay. Monte Christo Road which runs through Windhoek's north-western suburbs from east to west is the second most dangerous road with 22 casualties. Four primary and two high schools are situated along this road.

On the whole, more pedestrians were slightly injured (155) and seriously injured (82) in 2010. It should be noted that the total number of fatalities occurred on four streets in Windhoek (Aand Street, Hans-Dietrich Genscher Street, Independence Avenue and Monte Christo Road). No fatalities were recorded for the two top streets in Walvis Bay.

# 7. CONCLUSIONS AND RECOMMENDATIONS

In recent years the vehicle fleet in Namibia has grown considerably but road construction continues at a slower pace. The road accident statistics for 2010 show that the traffic volume on Namibian roads is increasing steadily. The number of registered vehicles has grown by 8.5 percent and VTK increased by 11.6 percent from 2009, which in turn resulted in a related increase by 11.9 percent in the number of collisions and a 12.6 percent increase in fatalities. This leads to the conclusion that the road safety situation has deteriorated over the two-year period. In an attempt to reduce the number of road collisions involving light vehicles, New Zealand promoted the use of public transport. This led to a decrease in light vehicle VKT and ultimately a reduction in the number of road collisions and casualties. Namibia could adapt a similar policy that promotes the use of public transport.

The increase in the number of collisions and casualties linked to larger traffic volumes, as shown for the nine-year period starting in 2002, must be curbed to prevent injury and the loss of human life, and to reduce public health expenditure on injury-related costs. Stricter law enforcement and the promotion and subsidization of public transport could go a long way to ameliorate the effects of the increased levels of motorization.

The months with the highest number of collisions were July, August, November, October and December (7623); however, the most serious collisions (646) were recorded for December, October and February. This time period included the festive season and public holidays. Research has shown that visibility of law enforcement officers together with awareness campaigns leads to a reduction of road collisions. It is recommended that additional permanent and mobile roadblocks be set up during festive seasons. If the Namibian police are stretched in terms of manpower they should consider using volunteers from the National Youth Service.

The statistics on the age categories of road users injured or killed in collisions show that passengers are more exposed. Nevertheless the percentage for passenger fatalities (35.8 percent) is lower than for driver fatalities (37.1 percent); it is 27.1 percent for pedestrians. It is well-known from previous road accident reports that of all vehicle types LDVs are the unsafest means of passenger transportation. The worst scenario that repeats itself year after year is a single vehicle overturning with unprotected passengers sitting on the load floor. It has been suggested that the provision of public transport and encouragement to use it will improve passenger safety. Introducing safe and affordable bus services across the country would be a step in the right direction. This would allow Government to ban transportation of passengers in LDVs, as safe alternative means of transport would be availabe.

Although the number of injured pedestrians appears to have declined slightly over the past two years, the safety situation of pedestrians remains precarious. Most disturbing is the fact that 263 (45 percent) of the injured were under the age of 20, and 103 of those were aged between 0 to 6 years. Road safety education needs to be improved from the first grade of primary school. Teaching children the basic rules and risks of the road allows them a safer journey from home to school and is the best way to improve the road safety situation in the long term. Awareness and enforcement campaigns to increase helmet wearing need to be developed.

The exact identification of black spots, i.e. locations known to be high risk areas for pedestrians, is currently not possible because police officers attending accident scenes failed to complete the GPS co-ordinates as stipulated on the NRAF. Since the implementation of a functioning and reliable GPS reporting system is probably not feasible in the near future, police officers should at least record the accident location as detailed as possible so that protective measures such as raised pedestrian crossings, pedestrian walkways and speed humps can be set up at accident-prone locations.

The behaviour of road users (drivers, pedestrians and passengers) in Namibia requires guidance and control for appropriate interaction with other components of the road traffic system such as the vehicle and the built environment. Apart from human behaviour, other factors which directly contribute to accidents are vehicle performance, including defects or faults, as well as road design and maintenance. Most accidents don't just happen, they are made to happen or they are allowed and encouraged to happen (accidents never occur, they are caused). Several specific risk factors associated with human behaviour contribute to the high number of traffic accidents in Namibia: driving while using a cell phone, driving without a license, failure to respect and obey traffic regulations.

# 8. Appendix I: Country of origin and severity of injury of drivers

| Country of origin | Unknown | Killed | Serious | Slight | No injury | Total |
|---|---|---|---|---|---|---|
| Afghanistan | 0 | 0 | 0 | 0 | 1 | 1 |
| Algeria | 0 | 1 | 0 | 0 | 1 | 2 |
| Andorra | 0 | 0 | 0 | 0 | 3 | 3 |
| Angola | 0 | 1 | 6 | 5 | 117 | 129 |
| Argentina | 0 | 0 | 0 | 1 | 2 | 3 |
| Australia | 0 | 0 | 0 | 2 | 13 | 15 |
| Austria | 0 | 0 | 0 | 1 | 5 | 6 |
| Bahamas | 0 | 0 | 0 | 0 | 2 | 2 |
| Belgium | 0 | 0 | 2 | 1 | 10 | 13 |
| Botswana | 0 | 0 | 1 | 0 | 21 | 22 |
| Brazil | 0 | 0 | 0 | 0 | 6 | 6 |
| Bulgaria | 0 | 0 | 0 | 0 | 2 | 2 |
| Burundi | 0 | 0 | 0 | 0 | 3 | 3 |
| Cameroon | 0 | 0 | 0 | 0 | 2 | 2 |
| Canada | 0 | 0 | 1 | 0 | 5 | 6 |
| Chad | 0 | 0 | 1 | 0 | 0 | 1 |
| China | 0 | 1 | 0 | 7 | 82 | 90 |
| Congo (Brazzaville) | 0 | 0 | 1 | 0 | 4 | 5 |
| Congo, Democratic Republic of the | 0 | 0 | 0 | 0 | 17 | 17 |
| Cuba | 0 | 0 | 0 | 0 | 5 | 5 |
| Czech Republic | 0 | 0 | 0 | 3 | 5 | 8 |
| Denmark | 0 | 0 | 0 | 0 | 4 | 4 |
| East Timor (Timor Timur) | 0 | 0 | 0 | 0 | 1 | 1 |
| Egypt | 0 | 0 | 0 | 0 | 4 | 4 |
| Ethiopia | 0 | 0 | 0 | 0 | 7 | 7 |
| Finland | 0 | 0 | 0 | 0 | 5 | 5 |
| France | 0 | 0 | 0 | 5 | 17 | 22 |
| Germany | 0 | 0 | 3 | 15 | 185 | 203 |
| Ghana | 0 | 0 | 0 | 0 | 3 | 3 |
| Honduras | 0 | 0 | 0 | 0 | 4 | 4 |
| Hungary | 0 | 0 | 1 | 0 | 2 | 3 |
| Iceland | 0 | 0 | 0 | 0 | 1 | 1 |
| India | 0 | 0 | 0 | 1 | 15 | 16 |
| Indonesia | 0 | 0 | 0 | 0 | 1 | 1 |
| Ireland | 0 | 0 | 1 | 0 | 0 | 1 |
| Israel | 0 | 0 | 0 | 1 | 7 | 8 |
| Italy | 0 | 0 | 2 | 1 | 18 | 21 |
| Japan | 0 | 0 | 0 | 0 | 2 | 2 |
| Kenya | 0 | 0 | 0 | 0 | 15 | 15 |
| Korea, North | 0 | 0 | 0 | 1 | 4 | 5 |
| Liberia | 0 | 0 | 0 | 0 | 1 | 1 |
| Libya | 0 | 0 | 0 | 0 | 2 | 2 |
| Macedonia, Former Yugoslav Republic of | 0 | 0 | 0 | 0 | 1 | 1 |
| Malawi | 0 | 0 | 0 | 1 | 6 | 7 |
| Mali | 0 | 0 | 0 | 0 | 1 | 1 |
| Mauritius | 0 | 0 | 0 | 0 | 1 | 1 |
| Morocco | 0 | 0 | 2 | 1 | 3 | 6 |

| Country of origin | Unknown | Killed | Serious | Slight | No injury | Total |
|---|---|---|---|---|---|---|
| Myanmar | 0 | 0 | 0 | 0 | 4 | 4 |
| Namibia | 16 | 108 | 466 | 916 | 20879 | 22385 |
| Nepal | 0 | 0 | 0 | 0 | 1 | 1 |
| Netherlands | 0 | 0 | 0 | 5 | 20 | 25 |
| New Zealand | 0 | 0 | 0 | 0 | 3 | 3 |
| Nigeria | 0 | 0 | 0 | 0 | 19 | 19 |
| North Korea | 0 | 0 | 0 | 0 | 1 | 1 |
| Norway | 0 | 0 | 0 | 0 | 2 | 2 |
| Oman | 0 | 0 | 0 | 0 | 1 | 1 |
| Pakistan | 0 | 0 | 1 | 0 | 3 | 4 |
| Papua New Guinea | 0 | 0 | 0 | 0 | 1 | 1 |
| Philippines | 0 | 0 | 0 | 1 | 1 | 2 |
| Poland | 0 | 0 | 0 | 0 | 3 | 3 |
| Portugal | 0 | 0 | 0 | 0 | 11 | 11 |
| Romania | 0 | 0 | 0 | 0 | 2 | 2 |
| Russia | 0 | 0 | 0 | 0 | 13 | 13 |
| Rwanda | 0 | 0 | 0 | 0 | 4 | 4 |
| Saint Lucia | 0 | 0 | 0 | 0 | 1 | 1 |
| Sierra Leone | 0 | 0 | 0 | 0 | 1 | 1 |
| Singapore | 0 | 0 | 0 | 1 | 0 | 1 |
| South Africa | 0 | 5 | 12 | 33 | 496 | 546 |
| Spain | 0 | 0 | 1 | 0 | 19 | 20 |
| Sri Lanka | 0 | 0 | 0 | 0 | 2 | 2 |
| Swaziland | 0 | 0 | 0 | 0 | 10 | 10 |
| Sweden | 0 | 0 | 0 | 0 | 3 | 3 |
| Switzerland | 0 | 0 | 0 | 2 | 10 | 12 |
| Syria | 0 | 0 | 0 | 0 | 1 | 1 |
| Taiwan | 0 | 0 | 0 | 0 | 3 | 3 |
| Tanzania | 0 | 0 | 0 | 1 | 18 | 19 |
| Thailand | 0 | 0 | 0 | 0 | 1 | 1 |
| Turkey, Republic of | 0 | 0 | 0 | 0 | 1 | 1 |
| Uganda | 0 | 0 | 0 | 0 | 8 | 8 |
| Ukraine | 0 | 0 | 0 | 0 | 3 | 3 |
| United Kingdom | 0 | 0 | 0 | 5 | 24 | 29 |
| United States | 0 | 0 | 0 | 1 | 25 | 26 |
| Yugoslavia (Serbia and Montenegro) | 0 | 0 | 0 | 0 | 1 | 1 |
| Zaire | 0 | 0 | 0 | 0 | 1 | 1 |
| Zambia | 0 | 1 | 2 | 0 | 38 | 41 |
| Zimbabwe | 0 | 0 | 2 | 8 | 204 | 214 |
| **Total** | **16** | **117** | **505** | **1019** | **22454** | **24111** |

# 9. Appendix II: Pedestrian collision locations

| Pedestrian crash locations inside town/city | | | | | |
|---|---|---|---|---|---|
| **Town** | **Street** | **Day of the Week** | **Age** | **Gender** | **Severity of injury** |
| Arandis | Acacia Road | Friday | 9 | Female | Slight |
| Bethanie | Bhy Road 1 | Thursday | 40 | Female | Serious |
| Bethanie | Bhy Road 1 | Thursday | Unknown | Female | Serious |
| Divundu | Divundu Rd 1 | Saturday | 5 | Male | Slight |
| Divundu | Divundu Rd 1 | Saturday | 9 | Female | Slight |
| Divundu | Divundu Rd 1 | Wednesday | 15 | Male | Slight |
| Divundu | Divundu Rd 1 | Friday | 12 | Female | Killed |
| Divundu | Divundu Rd 1 | Saturday | Unknown | | Killed |
| Gibeon | Gibeon Road 7 | Sunday | 68 | Female | Serious |
| Gobabis | Kalahari Street | Sunday | Unknown | Male | Slight |
| Gobabis | B. Tjizera Street | Friday | 1 | Male | Killed |
| Gobabis | Tlhabanello Street | Friday | Unknown | | Slight |
| Gobabis | Church Street | Monday | Unknown | | Slight |
| Gobabis | P. Ueitele Street | Sunday | 58 | Male | Slight |
| Gobabis | Church Street | Sunday | Unknown | Female | Slight |
| Gobabis | Church Street | Monday | Unknown | Male | Serious |
| Gobabis | Church Street | Friday | 24 | Male | Serious |
| Gobabis | Church Street | Thursday | 45 | Female | Slight |
| Grootfontein | Sam Nujoma Drive | Saturday | 39 | Female | Serious |
| Grootfontein | Andersson Street | Thursday | Unknown | Female | Serious |
| Katima Mulilo | Cul De Sac | Monday | 7 | Female | Slight |
| Katima Mulilo | Cul De Sac | Tuesday | 25 | Male | Serious |
| Katima Mulilo | Cul De Sac | Monday | 71 | Female | Slight |
| Katima Mulilo | Ktx Road 102 | Sunday | Unknown | | Slight |
| Keetmanshoop | Tsieb Avenue | Saturday | Unknown | Female | Slight |
| Keetmanshoop | 23rd Avenue | Tuesday | Unknown | | Slight |
| Keetmanshoop | 23rd Avenue | Thursday | 24 | Female | Serious |
| Keetmanshoop | 23rd Avenue | Tuesday | Unknown | | Serious |
| Keetmanshoop | Tsieb Avenue | Wednesday | 30 | Female | Slight |
| Keetmanshoop | 23rd Avenue | Friday | Unknown | | Slight |
| Keetmanshoop | 23rd Avenue | Friday | 14 | Male | Slight |
| Keetmanshoop | 23rd Avenue | Friday | Unknown | | Slight |
| Keetmanshoop | Schmede Street | Thursday | Unknown | Male | Serious |
| Keetmanshoop | K. Goliath Street | Saturday | 17 | Female | Serious |
| Luderitz | Agste Laan | Thursday | 3 | Male | Slight |
| Luderitz | Agste Laan | Thursday | 6 | Female | Slight |
| Mariental | Koichas Road | Saturday | 31 | Male | Serious |
| Mariental | Drieboom Road | Wednesday | Unknown | | Slight |
| Nkurenkuru | Nkurenkuru Rd 1 | Saturday | 23 | Male | Serious |
| Okahao | Cds | Friday | 23 | Female | Slight |
| Okahao | Cds | Sunday | 42 | Male | Serious |
| Omaruru | Rivier Street | Tuesday | 19 | Male | Slight |
| Ondangwa | Cul De Sac | Thursday | 24 | Male | Slight |
| Otavi | Sion Street | Saturday | 36 | Male | Serious |
| Otjiwarongo | Ananias Nangoro Avenue | Saturday | 2 | Female | Serious |
| Otjiwarongo | G. Geiseb Street | Saturday | 53 | Male | Serious |

| Pedestrian crash locations inside town/city | | | | | |
|---|---|---|---|---|---|
| **Town** | **Street** | **Day of the Week** | **Age** | **Gender** | **Severity of injury** |
| Otjiwarongo | D. Useb Street | Monday | 2 | Male | Serious |
| Rehoboth | A 2 | Tuesday | Unknown | | Slight |
| Rundu | Cul De Sac | Friday | Unknown | Male | Slight |
| Rundu | Run Road 99 | Monday | 40 | Male | Slight |
| Rundu | Cul De Sac | Sunday | 28 | Male | Slight |
| Rundu | Run Road 1 | Wednesday | Unknown | | Slight |
| Rundu | Maria Mwengere Street | Tuesday | 18 | Male | Serious |
| Rundu | Eugen Kakukuru Street | Wednesday | Unknown | | Killed |
| Rundu | Cul De Sac | Thursday | Unknown | Female | Serious |
| Rundu | Run Road 1 | Wednesday | Unknown | | Serious |
| Rundu | Maria Mwengere Street | Thursday | 16 | Male | Serious |
| Rundu | Independence Avenue | Thursday | 29 | Female | Serious |
| Rundu | Cul De Sac | Monday | Unknown | | Slight |
| Rundu | Eugen Kakukuru Street | Wednesday | 26 | Female | Slight |
| Rundu | Cul De Sac | Saturday | 3 | Male | Serious |
| Rundu | Cul De Sac | Thursday | 12 | Female | Slight |
| Rundu | Cul De Sac | Wednesday | 23 | Male | Slight |
| Rundu | Cul De Sac | Saturday | Unknown | Female | Killed |
| Rundu | Cul De Sac | Thursday | 48 | Male | Slight |
| Rundu | Independence Avenue | Monday | Unknown | Male | Slight |
| Rundu | Cul De Sac | Wednesday | Unknown | Male | Serious |
| Rundu | Independence Avenue | Sunday | 58 | Female | Slight |
| Rundu | Cul De Sac | Saturday | Unknown | Female | Serious |
| Rundu | Cul De Sac | Thursday | Unknown | Male | Slight |
| Rundu | Cul De Sac | Wednesday | Unknown | Female | Slight |
| Rundu | Cul De Sac | Sunday | Unknown | Female | Slight |
| Swakopmund | Immanuel Kamho Street | Friday | Unknown | | Slight |
| Swakopmund | 11th Avenue | Friday | 40 | Male | Slight |
| Swakopmund | Dahlia Street | Tuesday | 3 | Male | Serious |
| Swakopmund | Tobias Hainyeko Street | Monday | 15 | Male | Slight |
| Swakopmund | Mandume Ya Ndemufayo Street | Monday | 8 | Male | Slight |
| Swakopmund | Reguit Street | Thursday | 9 | Male | Serious |
| Swakopmund | Vrede Rede Street | Wednesday | 40 | Female | Slight |
| Swakopmund | Masilo Street | Saturday | 2 | Male | Slight |
| Swakopmund | Mandume Ya Ndemufayo Street | Monday | Unknown | Male | Slight |
| Swakopmund | Justus Goseb Street | Saturday | 4 | Female | Serious |
| Swakopmund | Independence Street | Friday | Unknown | | Slight |
| Swakopmund | Reguit Street | Tuesday | 53 | Male | Serious |
| Swakopmund | Mandume Ya Ndemufayo Street | Sunday | Unknown | Female | Slight |
| Swakopmund | Mandume Ya Ndemufayo Street | Thursday | 9 | Female | Slight |
| Swakopmund | Turmalin Street | Sunday | Unknown | | Slight |
| Swakopmund | Mandume Ya Ndemufayo Street | Sunday | 27 | Male | Serious |
| Swakopmund | Nonidas Street | Saturday | Unknown | | Slight |
| Swakopmund | Vrede Rede Street | Thursday | 14 | Male | Slight |
| Swakopmund | Kraal Close | Wednesday | Unknown | Female | Slight |
| Swakopmund | Ongulumbashe Street | Thursday | 9 | Male | Slight |
| Swakopmund | Vrede Rede Street | Sunday | 5 | Male | Slight |
| Swakopmund | Sam Nujoma Avenue | Tuesday | Unknown | Male | Slight |

| Pedestrian crash locations inside town/city | | | | | |
|---|---|---|---|---|---|
| **Town** | **Street** | **Day of the Week** | **Age** | **Gender** | **Severity of injury** |
| Swakopmund | Moses //Garoeb Street | Monday | 30 | Male | Slight |
| Swakopmund | Nathaniel Maxuilili Street | Saturday | 44 | Male | Serious |
| Swakopmund | Mandume Ya Ndemufayo Street | Monday | Unknown | Male | Slight |
| Swakopmund | Penguin Street | Monday | 34 | Male | Slight |
| Swakopmund | Tobias Hainyeko Street | Monday | 25 | Female | Slight |
| Tses | Cul De Sac | Tuesday | Unknown | Female | Slight |
| Tsumeb | Leevi Muashekele Street | Thursday | 4 | Male | Serious |
| Tsumeb | Hage Geingob Street | Monday | Unknown | Female | Slight |
| Walvis Bay | 10th Road | Friday | 22 | Female | Slight |
| Walvis Bay | 10th Road | Friday | 27 | Female | Slight |
| Walvis Bay | 10th Road | Saturday | 36 | Male | Slight |
| Walvis Bay | 10th Road | Friday | 22 | Male | Slight |
| Walvis Bay | Agaat Street | Saturday | Unknown | Male | Slight |
| Walvis Bay | 10th Road | Saturday | 5 | Male | Slight |
| Walvis Bay | Kabeljou Street | Tuesday | Unknown | Male | Slight |
| Walvis Bay | 10th Road | Friday | 7 | Male | Slight |
| Walvis Bay | 10th Road | Friday | 36 | Male | Slight |
| Walvis Bay | Venus Street | Saturday | 41 | Female | Slight |
| Walvis Bay | Kristiansand Street | Friday | 4 | Female | Slight |
| Walvis Bay | Agaat Street | Saturday | 27 | Male | Slight |
| Walvis Bay | 10th Road | Monday | 45 | Male | Serious |
| Walvis Bay | 10th Road | Tuesday | 21 | Male | Serious |
| Walvis Bay | 10th Road | Sunday | 32 | Male | Slight |
| Walvis Bay | Brandberg Street | Friday | 5 | Male | Slight |
| Walvis Bay | 10th Road | Monday | 7 | Female | Slight |
| Walvis Bay | 10th Road | Saturday | 46 | Male | Serious |
| Walvis Bay | 10th Road | Monday | 1 | Female | Slight |
| Walvis Bay | 10th Road | Friday | 29 | Female | Slight |
| Walvis Bay | 10th Road | Sunday | 7 | Female | Slight |
| Walvis Bay | 10th Road | Sunday | 11 | Female | Slight |
| Walvis Bay | Nathaniel Maxuilili Avenue | Monday | 36 | Female | Slight |
| Walvis Bay | 10th Road | Saturday | 5 | Male | Slight |
| Walvis Bay | Maraboe Street | Monday | 9 | Male | Slight |
| Walvis Bay | 10th Road | Tuesday | 28 | Male | Slight |
| Walvis Bay | 10th Road | Thursday | 33 | Female | Slight |
| Walvis Bay | Nathaniel Maxuilili Avenue | Sunday | 28 | Female | Slight |
| Walvis Bay | Johannes Nampala Avenue | Thursday | 5 | Male | Slight |
| Walvis Bay | Agaat Street | Sunday | 29 | Female | Serious |
| Walvis Bay | Kabeljou Street | Wednesday | 35 | Female | Slight |
| Walvis Bay | 10th Road | Friday | 39 | Female | Serious |
| Walvis Bay | Sandfontein Street | Thursday | Unknown | Male | Slight |
| Walvis Bay | 10th Road | Friday | 41 | Male | Slight |
| Walvis Bay | 10th Road | Friday | 38 | Male | Serious |
| Walvis Bay | 10th Road | Sunday | 32 | Male | Serious |
| Walvis Bay | 6th Road West | Friday | 24 | Male | Serious |
| Walvis Bay | 10th Road | Friday | 65 | Male | Serious |
| Walvis Bay | Johannes Nampala Avenue | Monday | 4 | Male | Serious |
| Walvis Bay | Kabeljou Street | Friday | 27 | Male | Slight |

| Pedestrian crash locations inside town/city | | | | | |
|---|---|---|---|---|---|
| **Town** | **Street** | **Day of the Week** | **Age** | **Gender** | **Severity of injury** |
| Walvis Bay | Coris Street | Sunday | 46 | Male | Slight |
| Walvis Bay | Agaat Street | Sunday | 31 | Female | Slight |
| Walvis Bay | 10th Road | Saturday | 21 | Male | Serious |
| Walvis Bay | Stonefish Street | Sunday | Unknown | Male | Slight |
| Walvis Bay | Nathaniel Maxuilili Avenue | Saturday | 20 | Female | Serious |
| Walvis Bay | 10th Road | Monday | 46 | Male | Slight |
| Walvis Bay | Nathaniel Maxuilili Avenue | Monday | 32 | Male | Slight |
| Walvis Bay | Nathaniel Maxuilili Avenue | Wednesday | 28 | Male | Slight |
| Walvis Bay | 10th Road | Saturday | Unknown | Male | Serious |
| Walvis Bay | Sandwich Street | Sunday | 24 | Male | Serious |
| Walvis Bay | Nathaniel Maxuilili Avenue | Wednesday | Unknown | | Serious |
| Walvis Bay | 10th Road | Sunday | 27 | Male | Serious |
| Walvis Bay | Pluto Street | Tuesday | 2 | Female | Slight |
| Walvis Bay | 10th Road | Saturday | Unknown | Male | Slight |
| Walvis Bay | 10th Road | Thursday | 6 | Male | Slight |
| Walvis Bay | Lovebird Street | Monday | 7 | Male | Serious |
| Walvis Bay | Nathaniel Maxuilili Avenue | Monday | 8 | Male | Slight |
| Walvis Bay | Maraboe Street | Sunday | Unknown | | Slight |
| Walvis Bay | Khomashochland Street | Saturday | Unknown | Male | Slight |
| Walvis Bay | Frankie Abrahams Street | Friday | 35 | Male | Slight |
| Walvis Bay | Namib Street | Tuesday | Unknown | Female | Slight |
| Walvis Bay | Fiskaal Street | Sunday | 5 | Female | Slight |
| Walvis Bay | Nathaniel Maxuilili Avenue | Friday | Unknown | Male | Slight |
| Walvis Bay | Malgas Street | Saturday | 42 | Male | Slight |
| Walvis Bay | 10th Road | Sunday | 72 | Male | Slight |
| Walvis Bay | Sam Nujoma Avenue | Saturday | 11 | Male | Killed |
| Walvis Bay | 4th Road | Wednesday | Unknown | Male | Slight |
| Walvis Bay | Sam Nujoma Avenue | Friday | 32 | Male | Serious |
| Walvis Bay | Johannes Nampala Avenue | Friday | 27 | Male | Serious |
| Walvis Bay | Theo-Ben Gurirab Street | Wednesday | Unknown | Male | Slight |
| Walvis Bay | Sam Nujoma Avenue | Monday | Unknown | Female | Slight |
| Walvis Bay | 11th Avenue | Wednesday | 32 | Male | Slight |
| Walvis Bay | Theo-Ben Gurirab Street | Thursday | Unknown | Female | Slight |
| Walvis Bay | Nangolo Mbumba Drive | Monday | Unknown | Female | Slight |
| Walvis Bay | Theo-Ben Gurirab Street | Friday | 27 | Male | Slight |
| Walvis Bay | Nangolo Mbumba Drive | Friday | 29 | Female | Serious |
| Walvis Bay | 18th Road | Friday | 42 | Male | Slight |
| Walvis Bay | Ben Amathila Street | Monday | 56 | Male | Slight |
| Walvis Bay | Sardyn Street | Tuesday | 4 | Male | Slight |
| Windhoek | Eveline Street | Thursday | 55 | Male | Serious |
| Windhoek | Ongava Street | Wednesday | 53 | Male | Serious |
| Windhoek | Tilda Viljoen Street | Saturday | Unknown | Male | Slight |
| Windhoek | Okaramba Street | Saturday | 11 | Male | Serious |
| Windhoek | Aandblom Street | Saturday | 13 | Male | Serious |
| Windhoek | Monte Christo Road | Tuesday | 8 | Male | Slight |
| Windhoek | Omutula Street | Saturday | Unknown | Male | Slight |
| Windhoek | Monte Christo Road | Friday | Unknown | Male | Slight |
| Windhoek | Ombakata Street | Monday | 37 | Male | Slight |

| Pedestrian crash locations inside town/city | | | | | |
|---|---|---|---|---|---|
| **Town** | **Street** | **Day of the Week** | **Age** | **Gender** | **Severity of injury** |
| Windhoek | Monte Christo Road | Monday | 6 | Female | Slight |
| Windhoek | Dusseldorf Street | Monday | 63 | Male | Serious |
| Windhoek | Otjomuise Street | Thursday | Unknown | | Slight |
| Windhoek | Matshitshi Street | Tuesday | 2 | Male | Killed |
| Windhoek | Aand Street | Sunday | 40 | Male | Slight |
| Windhoek | Eveline Slip 1 | Sunday | Unknown | Female | Slight |
| Windhoek | Sam Nujoma Drive | Thursday | 33 | | Slight |
| Windhoek | Monte Christo Road | Tuesday | 42 | Female | Serious |
| Windhoek | Abraham Mashego Street | Sunday | 22 | Male | Serious |
| Windhoek | Aand Street | Sunday | 2 | Female | Serious |
| Windhoek | Monte Christo Road | Friday | Unknown | Female | Slight |
| Windhoek | Ondoto Street | Saturday | 27 | Female | Slight |
| Windhoek | Werner List Street | Thursday | 27 | Male | Slight |
| Windhoek | Ongava Street | Tuesday | 59 | Female | Slight |
| Windhoek | Erindi Street | Friday | Unknown | Male | Killed |
| Windhoek | Independence Avenue | Thursday | Unknown | | Slight |
| Windhoek | Monte Christo Road | Monday | 29 | Male | Slight |
| Windhoek | Omeva Street | Monday | 58 | Male | Slight |
| Windhoek | Omuryambambi Street | Tuesday | 19 | Male | Slight |
| Windhoek | Ongava Street | Wednesday | Unknown | | Slight |
| Windhoek | Monte Christo Road | Monday | 5 | Male | Slight |
| Windhoek | Mandume Ndemufayo Ave nb | Thursday | 27 | Male | Slight |
| Windhoek | Tugela Street | Wednesday | 8 | Male | Slight |
| Windhoek | Independence Avenue | Friday | Unknown | Male | Slight |
| Windhoek | Independence Avenue | Wednesday | 14 | Female | Killed |
| Windhoek | Monte Christo Road Slip 3 | Friday | 3 | Male | Slight |
| Windhoek | Monte Christo Road | Friday | Unknown | Male | Slight |
| Windhoek | Frankfurt Street | Friday | 7 | Female | Serious |
| Windhoek | Independence Avenue | Tuesday | Unknown | Male | Slight |
| Windhoek | Monte Christo Road | Tuesday | Unknown | Male | Slight |
| Windhoek | Monte Christo Road | Tuesday | 48 | Male | Killed |
| Windhoek | Linda Street | Friday | 3 | Male | Slight |
| Windhoek | Omongo Street | Sunday | 26 | Female | Slight |
| Windhoek | Monte Christo Road | Sunday | 7 | Male | Slight |
| Windhoek | Monte Christo Road | Friday | 11 | Male | Slight |
| Windhoek | Brakwater Road | Thursday | 33 | Male | Slight |
| Windhoek | Omuvapu Street | Sunday | 34 | Male | Slight |
| Windhoek | Omulunga Street | Sunday | 4 | Male | Serious |
| Windhoek | Abraham Mashego Street | Sunday | 31 | Male | Slight |
| Windhoek | Moses Garoeb Street | Tuesday | 30 | Male | Slight |
| Windhoek | Bach Street | Thursday | 36 | Female | Serious |
| Windhoek | Omupupo Street | Saturday | Unknown | Male | Slight |
| Windhoek | Independence Avenue | Tuesday | 6 | Male | Serious |
| Windhoek | Omuvapo Street | Thursday | 7 | Female | Slight |
| Windhoek | Zedekias Ogamb Street | Wednesday | Unknown | Male | Slight |
| Windhoek | Claudius Kandovazu Street | Monday | 27 | Female | Slight |
| Windhoek | Long Island Street | Friday | 24 | Male | Serious |
| Windhoek | Hans Tjongonjoro Street | Sunday | 34 | Female | Slight |

| Pedestrian crash locations inside town/city | | | | | |
|---|---|---|---|---|---|
| **Town** | **Street** | **Day of the Week** | **Age** | **Gender** | **Severity of injury** |
| Windhoek | Ongava Street | Tuesday | 43 | Male | Serious |
| Windhoek | Independence Avenue | Monday | 16 | Female | Serious |
| Windhoek | Green Mountain Dam Road | Wednesday | Unknown | Female | Slight |
| Windhoek | Aand Street | Tuesday | Unknown | Male | Slight |
| Windhoek | Visarend Street | Wednesday | 6 | Male | Serious |
| Windhoek | John Meinert Street Eb | Monday | 26 | Female | Slight |
| Windhoek | Robert Mugabe Avenue | Monday | Unknown | Female | Slight |
| Windhoek | F. Nightingale Street | Wednesday | Unknown | | Serious |
| Windhoek | Aandblom Street | Wednesday | 38 | Male | Serious |
| Windhoek | Sam Nujoma Avenue | Wednesday | Unknown | Male | Slight |
| Windhoek | Mandume Ndemufayo Ave Sb | Saturday | Unknown | Male | Slight |
| Windhoek | Bonn Street | Thursday | 7 | Male | Serious |
| Windhoek | Shanghai Street | Friday | 38 | Male | Serious |
| Windhoek | Independence Avenue | Saturday | 29 | Male | Killed |
| Windhoek | Mahatma Gandhi Street | Tuesday | Unknown | | Serious |
| Windhoek | Mandume Ndemufayo Ave Sb | Friday | Unknown | | Slight |
| Windhoek | Roos Street | Wednesday | 22 | Male | Serious |
| Windhoek | Sukkot Street | Thursday | 26 | Female | Serious |
| Windhoek | Monte Christo Road | Monday | 35 | Male | Slight |
| Windhoek | Independence Avenue | Sunday | 15 | Male | Slight |
| Windhoek | Hans-Dietrich Genscher Street | Thursday | 8 | Female | Slight |
| Windhoek | Anderson Street | Tuesday | Unknown | Female | Serious |
| Windhoek | Independence Avenue | Thursday | 28 | Male | Serious |
| Windhoek | Claudius Kandovazu Street | Tuesday | 8 | Male | Slight |
| Windhoek | Salt Springs Street | Tuesday | 24 | Male | Slight |
| Windhoek | Dahlia Street | Friday | Unknown | | Slight |
| Windhoek | Independence Avenue | Sunday | Unknown | Male | Slight |
| Windhoek | Begonia Street | Friday | 4 | Female | Slight |
| Windhoek | Ongava Street | Saturday | 13 | Male | Serious |
| Windhoek | Agnes Street | Saturday | 32 | Male | Serious |
| Windhoek | Kindergarten Street | Saturday | 20 | Female | Slight |
| Windhoek | Salem Street | Saturday | Unknown | | Slight |
| Windhoek | Monte Christo Road | Sunday | 9 | Female | Slight |
| Windhoek | Hereford Street | Saturday | Unknown | Male | Slight |
| Windhoek | Max Eichab Street | Friday | 4 | Female | Serious |
| Windhoek | Hans-Dietrich Genscher Street | Friday | Unknown | | Slight |
| Windhoek | Ben Apollus Street | Sunday | Unknown | Female | Killed |
| Windhoek | Bahama Street | Sunday | Unknown | Male | Slight |
| Windhoek | Ongava Street | Thursday | Unknown | | Slight |
| Windhoek | F. Nightingale Street | Wednesday | 18 | Male | Slight |
| Windhoek | Independence Avenue | Friday | 6 | Male | Slight |
| Windhoek | Hereford Street | Saturday | Unknown | Male | Serious |
| Windhoek | Independence Avenue | Saturday | Unknown | | Slight |
| Windhoek | M. Ndemufayo Avenue Nb Slip | Thursday | Unknown | Female | Slight |
| Windhoek | Wilibald Kapuenene Street | Wednesday | Unknown | Female | Serious |
| Windhoek | Monte Christo Road Slip 3 | Friday | Unknown | Female | Serious |
| Windhoek | F. Nightingale Street | Friday | Unknown | | Slight |
| Windhoek | Orion Street | Monday | 20 | Female | Slight |

| Pedestrian crash locations inside town/city | | | | | |
|---|---|---|---|---|---|
| **Town** | **Street** | **Day of the Week** | **Age** | **Gender** | **Severity of injury** |
| Windhoek | Banjo Street | Thursday | 32 | | Slight |
| Windhoek | Aand Street | Tuesday | Unknown | Male | Slight |
| Windhoek | Independence Avenue | Saturday | 19 | Female | Slight |
| Windhoek | Mungunda Street | Friday | Unknown | Male | Slight |
| Windhoek | John Meinert Street | Wednesday | 33 | Male | Slight |
| Windhoek | Monte Christo Road Slip 3 | Wednesday | 33 | Male | Serious |
| Windhoek | Herman Kaundje Street | Thursday | 9 | Male | Serious |
| Windhoek | Hereford Street | Wednesday | Unknown | Male | Serious |
| Windhoek | Monte Christo Road | Friday | 10 | Male | Slight |
| Windhoek | Monte Christo Road Slip 3 | Sunday | Unknown | | Slight |
| Windhoek | Wilibald Kapuenene Street | Wednesday | Unknown | | Slight |
| Windhoek | Aand Street | Friday | 52 | Male | Serious |
| Windhoek | Begonia Street | Friday | Unknown | Male | Serious |
| Windhoek | Aand Street | Saturday | 10 | Male | Slight |
| Windhoek | Aand Street | Saturday | Unknown | Male | Serious |
| Windhoek | Moses Garoeb Street | Monday | Unknown | Male | Slight |
| Windhoek | Independence Avenue | Saturday | Unknown | Male | Slight |
| Windhoek | Ondoto Street | Wednesday | 39 | Male | Serious |
| Windhoek | Aand Street | Thursday | Unknown | Male | Serious |
| Windhoek | Omongo Street | Friday | Unknown | Female | Slight |
| Windhoek | Independence Avenue | Sunday | Unknown | Male | Killed |
| Windhoek | Tugela Street | Thursday | Unknown | Male | Slight |
| Windhoek | Omuuva Street | Tuesday | Unknown | | Slight |
| Windhoek | Claudius Kandovazu Street | Sunday | Unknown | Female | Killed |
| Windhoek | Robert Mugabe Ave Nb Slip 3 | Friday | 13 | Male | Slight |
| Windhoek | Omulunga Street | Wednesday | 39 | Male | Slight |
| Windhoek | Mungunda Street | Thursday | Unknown | Male | Slight |
| Windhoek | Shanghai Street | Friday | 35 | Female | Slight |
| Windhoek | Shanghai Street | Tuesday | 15 | Male | Slight |
| Windhoek | Hendrik Witbooi Drive Slip N/w | Tuesday | 17 | Male | Slight |
| Windhoek | Sam Nujoma Avenue | Wednesday | 40 | Female | Slight |
| Windhoek | Etetewe Street | Monday | 11 | Male | Slight |
| Windhoek | Julius Nyerere Street | Thursday | Unknown | Male | Serious |
| Windhoek | Clemence Kapuuo Street | Friday | 7 | Female | Serious |
| Windhoek | Albert Conradie Street | Friday | 15 | Male | Slight |
| Windhoek | Ongava Street | Wednesday | 7 | Male | Slight |
| Windhoek | Robert Mugabe Avenue | Friday | 34 | Male | Slight |
| Windhoek | Mahatma Gandhi Street | Friday | 7 | | Slight |
| Windhoek | Sukkot Street | Saturday | Unknown | Female | Slight |
| Windhoek | Abraham Mashego Street | Thursday | 32 | Male | Serious |
| Windhoek | Wilibald Kapuenene Street | Saturday | 37 | Male | Slight |
| Windhoek | Kanaan Street | Monday | 28 | Male | Serious |
| Windhoek | Etetewe Street | Monday | Unknown | Female | Serious |
| Windhoek | Papawer Street | Monday | 9 | Male | Serious |
| Windhoek | Independence Avenue S/eb Slip | Sunday | 23 | Male | Killed |
| Windhoek | Independence Avenue | Saturday | 39 | Male | Serious |
| Windhoek | Psalm Street | Thursday | 2 | Female | Slight |
| Windhoek | Wilibald Kapuenene Street | Friday | 8 | Female | Serious |

| Pedestrian crash locations inside town/city | | | | | |
|---|---|---|---|---|---|
| **Town** | **Street** | **Day of the Week** | **Age** | **Gender** | **Severity of injury** |
| Windhoek | Independence Avenue | Friday | Unknown | Male | Slight |
| Windhoek | Aandblom Street | Saturday | 25 | Male | Slight |
| Windhoek | Mungunda Street | Saturday | 4 | Male | Serious |
| Windhoek | Nasaret Street | Monday | 11 | Male | Slight |
| Windhoek | Clemence Kapuuo Street | Thursday | 64 | Male | Slight |
| Windhoek | Aand Street | Tuesday | 18 | Female | Slight |
| Windhoek | Mungunda Street | Wednesday | 6 | Male | Slight |
| Windhoek | Spreuke Street | Thursday | 5 | Male | Slight |
| Windhoek | Independence Avenue | Thursday | 6 | Male | Serious |
| Windhoek | Etetewe Street | Friday | 7 | Female | Serious |
| Windhoek | Sam Nujoma Drive | Thursday | Unknown | Male | Slight |
| Windhoek | Aand Street | Sunday | 34 | Male | Serious |
| Windhoek | Mersey Street | Friday | Unknown | Female | Serious |
| Windhoek | Independence Avenue | Tuesday | 11 | Male | Slight |
| Windhoek | Mahatma Gandhi Street | Monday | Unknown | Male | Slight |
| Windhoek | Ben Apollus Street | Wednesday | Unknown | Female | Killed |
| Windhoek | Monte Christo Road | Monday | 69 | Male | Slight |
| Windhoek | Mungunda Street | Tuesday | 46 | Male | Slight |
| Windhoek | Wilibald Kapuenene Street | Monday | 51 | Male | Slight |
| Windhoek | Kornalyn Street | Saturday | Unknown | Male | Serious |
| Windhoek | Independence Avenue | Tuesday | 48 | Male | Serious |
| Windhoek | Independence Avenue | Wednesday | 7 | Female | Slight |
| Windhoek | Moses Garoeb Street | Wednesday | 25 | Male | Slight |
| Windhoek | Hans-Dietrich Genscher Street | Wednesday | 44 | Female | Slight |
| Windhoek | Wilibald Kapuenene Street | Friday | 12 | Male | Slight |
| Windhoek | Visarend Street | Friday | 19 | Male | Serious |
| Windhoek | Mungunda Street | Saturday | 9 | Female | Serious |
| Windhoek | Sam Nujoma Drive | Wednesday | 25 | Male | Slight |
| Windhoek | Hans-Dietrich Genscher Street | Sunday | Unknown | Male | Slight |
| Windhoek | Hans-Dietrich Genscher Street | Wednesday | 50 | Female | Serious |
| Windhoek | Andrew Mogalie Street | Monday | 6 | Female | Slight |
| Windhoek | Visarend Street | Thursday | 11 | Male | Serious |
| Windhoek | Genesis Street | Thursday | Unknown | Female | Serious |
| Windhoek | Siegfried Tjitemsa Street | Monday | 8 | Male | Serious |
| Windhoek | Aandblom Street | Wednesday | 24 | Male | Slight |
| Windhoek | Werner List Street | Saturday | 21 | Female | Serious |
| Windhoek | Independence Avenue | Monday | 49 | Female | Slight |
| Windhoek | Abraham Mashego Street | Friday | Unknown | Female | Serious |
| Windhoek | Ombakata Street | Saturday | 36 | Male | Serious |
| Windhoek | Bach Street | Monday | 12 | Female | Slight |
| Windhoek | Arbeid Street | Wednesday | 18 | Male | Serious |
| Windhoek | Mandume Ndemufayo Ave Nb | Wednesday | 19 | Male | Serious |
| Windhoek | Hanganee K. Kavezerie Street | Monday | 78 | Female | Serious |
| Windhoek | Otjomuise Street | Friday | Unknown | Female | Serious |
| Windhoek | Omuvapu Street | Friday | 6 | Male | Serious |
| Windhoek | Babilon Street | Saturday | 3 | Male | Serious |
| Windhoek | Hans-Dietrich Genscher Street | Monday | Unknown | Male | Serious |
| Windhoek | Ongava Street | Tuesday | 20 | Female | Serious |

| Pedestrian crash locations inside town/city | | | | | |
|---|---|---|---|---|---|
| **Town** | **Street** | **Day of the Week** | **Age** | **Gender** | **Severity of injury** |
| Windhoek | Omuvapu Street | Saturday | 9 | Male | Slight |
| Windhoek | Hans-Dietrich Genscher Street | Thursday | 29 | Female | Slight |
| Windhoek | Shanghai Street | Tuesday | 4 | Male | Slight |
| Windhoek | Dawid Goreseb Street | Friday | Unknown | | Serious |
| Windhoek | Eveline Street | Monday | Unknown | Male | Serious |
| Windhoek | Independence Avenue | Tuesday | 38 | Male | Killed |
| Windhoek | Omukaru Street | Saturday | Unknown | Female | Serious |
| Windhoek | Monte Christo Road | Thursday | 28 | Male | Slight |
| Windhoek | Andreas Kahuati Street | Saturday | Unknown | Male | Serious |
| Windhoek | Independence Avenue | Monday | Unknown | | Serious |
| Windhoek | Andromeda Street | Friday | 7 | Female | Slight |
| Windhoek | Kanna Street | Saturday | 65 | Male | Serious |
| Windhoek | Abraham Mashego Street | Tuesday | 38 | Female | Serious |
| Windhoek | Bonn Street | Sunday | 37 | Female | Slight |
| Windhoek | Robert Mugabe Avenue | Monday | Unknown | Female | Slight |
| Windhoek | Long Island Street | Sunday | 4 | Male | Serious |
| Windhoek | Centaurus Street | Friday | 32 | Female | Slight |
| Windhoek | Mandume Ndemufayo Ave Nb | Friday | 21 | Male | Slight |
| Windhoek | Shanghai Street | Saturday | Unknown | Male | Serious |
| Windhoek | Simpson Street | Thursday | 24 | Female | Slight |
| Windhoek | Aand Street | Tuesday | Unknown | | Serious |
| Windhoek | Aand Street | Friday | 13 | Female | Serious |
| Windhoek | Aand Street | Tuesday | Unknown | Male | Serious |
| Windhoek | Parking West | Wednesday | 29 | Female | Slight |
| Windhoek | Aand Street | Sunday | Unknown | Male | Serious |
| Windhoek | Wilibald Kapuenene Street | Tuesday | Unknown | Female | Serious |
| Windhoek | Dawid Goreseb Street | Friday | 3 | Male | Serious |
| Windhoek | Auasblick 3 | Friday | 25 | | Slight |
| Windhoek | Independence Avenue | Sunday | Unknown | Female | Slight |
| Windhoek | Trompet Street | Friday | 10 | Female | Slight |
| Windhoek | Independence Avenue | Monday | Unknown | | Slight |
| Windhoek | Independence Avenue | Friday | Unknown | | Serious |
| Windhoek | Independence Ave N/e Park | Tuesday | Unknown | Male | Slight |
| Windhoek | Monte Christo Road | Friday | Unknown | Male | Serious |
| Windhoek | Sam Nujoma Drive | Wednesday | 10 | Male | Slight |
| Windhoek | Phillip Turimei Street | Saturday | Unknown | | Serious |
| Windhoek | Begonia Street | Thursday | 8 | | Slight |
| Windhoek | Sanhedrin Street | Thursday | Unknown | | Serious |
| Windhoek | Mandume Ndemufayo Ave Nb | Friday | 7 | Male | Slight |
| Windhoek | Begonia Street | Saturday | Unknown | | Serious |
| Windhoek | Aand Street | Monday | Unknown | Male | Serious |
| Windhoek | Beijing Street | Saturday | 2 | Male | Killed |
| Windhoek | Independence Avenue | Thursday | 32 | Female | Slight |
| Windhoek | Monte Christo Road Slip 3 | Saturday | Unknown | | Slight |
| Windhoek | Dr Frans Indongo Street | Wednesday | Unknown | Female | Slight |
| Windhoek | Ongava Street | Saturday | Unknown | Male | Serious |
| Windhoek | Independence Avenue | Friday | 69 | Male | Serious |
| Windhoek | Western Bypass Slip | Thursday | 20 | Female | Slight |

| Pedestrian crash locations inside town/city | | | | | |
|---|---|---|---|---|---|
| **Town** | **Street** | **Day of the Week** | **Age** | **Gender** | **Severity of injury** |
| Windhoek | Monte Christo Road Slip 3 | Saturday | Unknown | Male | Serious |
| Windhoek | Independence Avenue Nb | Sunday | 34 | Female | Slight |
| Windhoek | Independence Avenue Nb | Friday | 20 | Female | Slight |
| Windhoek | Fidel Castro Street | Friday | 2 | Male | Slight |
| Windhoek | Auasblick 3 | Saturday | 22 | Male | Serious |
| Windhoek | Shilunga Street | Wednesday | 36 | Female | Serious |
| Windhoek | Western Bypass Slip | Friday | 39 | Male | Slight |
| Windhoek | Dr Frans Indongo Street | Friday | 34 | Male | Slight |
| Windhoek | Outeniqua Street | Friday | 14 | Male | Serious |
| Windhoek | Hendrik Witbooi Drive | Wednesday | 27 | Male | Serious |
| Windhoek | Snyman Circle | Tuesday | 42 | Male | Slight |
| Windhoek | Robert Mugabe Ave Nb Slip 3 | Wednesday | Unknown | Male | Slight |
| Windhoek | Mandume Ndemufayo Ave Nb | Monday | 31 | Male | Slight |
| Windhoek | Dr Frans Indongo Street | Friday | Unknown | Male | Slight |
| Windhoek | Independence Avenue | Sunday | 11 | Male | Serious |
| Windhoek | Independence Avenue | Saturday | 9 | Female | Serious |
| Windhoek | Claudius Kandovazu Street | Saturday | 22 | Male | Slight |
| Windhoek | Monte Christo Road | Thursday | Unknown | | Slight |
| Windhoek | Ombakata Street | Monday | 12 | Male | Slight |
| Windhoek | Clemence Kapuuo Street | Friday | 11 | Male | Slight |
| Windhoek | Monte Christo Road | Friday | 14 | | Slight |
| Unknown | Unknown | Sunday | 11 | Male | Slight |
| Unknown | Unknown | Thursday | Unknown | Male | Slight |
| Unknown | Unknown | Tuesday | Unknown | Female | Serious |
| Unknown | Unknown | Monday | 24 | Male | Slight |
| Unknown | Unknown | Monday | 63 | Female | Serious |
| Unknown | Unknown | Monday | Unknown | Male | Slight |
| Unknown | Unknown | Tuesday | 23 | Female | Serious |
| Unknown | Unknown | Friday | 39 | Female | Killed |
| Unknown | Unknown | Tuesday | 29 | Male | Killed |
| Unknown | Unknown | Sunday | 27 | Male | Killed |
| Unknown | Unknown | Monday | 8 | Male | Killed |
| Unknown | Unknown | Friday | 25 | Male | Serious |
| Unknown | Unknown | Monday | 5 | Male | Slight |
| Unknown | Unknown | Monday | 24 | Female | Serious |
| Unknown | Unknown | Monday | 26 | Female | Slight |
| Unknown | Unknown | Friday | 23 | Male | Serious |
| Unknown | Unknown | Tuesday | Unknown | Male | Serious |
| Unknown | Unknown | Sunday | 1 | Female | Slight |
| Unknown | Unknown | Monday | 42 | Female | Serious |
| Unknown | Unknown | Friday | 54 | Male | Serious |
| Unknown | Unknown | Wednesday | Unknown | | Slight |
| Unknown | Unknown | Monday | 23 | Male | Serious |
| Unknown | Unknown | Friday | 24 | Female | Slight |
| Unknown | Unknown | Monday | 3 | Female | Serious |
| Unknown | Unknown | Sunday | Unknown | Male | Slight |
| Unknown | Unknown | Friday | 58 | Female | Serious |
| Unknown | Unknown | Sunday | 31 | Male | Killed |

| Pedestrian crash locations inside town/city | | | | | |
|---|---|---|---|---|---|
| **Town** | **Street** | **Day of the Week** | **Age** | **Gender** | **Severity of injury** |
| Unknown | Unknown | Thursday | 17 | Male | Serious |
| Unknown | Unknown | Friday | 6 | Female | Serious |
| Unknown | Unknown | Monday | Unknown | Female | Serious |
| Unknown | Unknown | Saturday | 71 | Female | Serious |
| Unknown | Unknown | Monday | 23 | Female | Serious |
| Unknown | Unknown | Thursday | 70 | Male | Slight |
| Unknown | Unknown | Friday | 16 | Male | Serious |
| Unknown | Unknown | Friday | 60 | Male | Killed |
| Unknown | Unknown | Friday | 13 | Male | Serious |
| Unknown | Unknown | Wednesday | 30 | Male | Slight |
| Unknown | Unknown | Monday | 12 | Male | Killed |
| Unknown | Unknown | Monday | Unknown | Female | Slight |
| Unknown | Unknown | Friday | 20 | Male | Serious |
| Unknown | Unknown | Monday | 7 | Female | Serious |
| Unknown | Unknown | Saturday | 2 | Male | Slight |
| Unknown | Unknown | Saturday | 5 | Male | Killed |
| Unknown | Unknown | Tuesday | 29 | Male | Slight |
| Unknown | Unknown | Friday | Unknown | Male | Slight |
| Unknown | Unknown | Monday | 15 | Female | Serious |
| Unknown | Unknown | Sunday | Unknown | Male | Killed |
| Unknown | Unknown | Sunday | 47 | Male | Killed |
| Unknown | Unknown | Wednesday | 15 | Male | Slight |
| Unknown | Unknown | Thursday | Unknown | Male | Slight |
| Unknown | Unknown | Tuesday | Unknown | | Slight |
| Unknown | Unknown | Wednesday | 56 | Male | Serious |
| Unknown | Unknown | Tuesday | Unknown | | Killed |
| Unknown | Unknown | Thursday | 63 | Male | Killed |
| Unknown | Unknown | Monday | 25 | Male | Killed |
| Unknown | Unknown | Saturday | Unknown | | Slight |
| Unknown | Unknown | Friday | 33 | Male | Serious |
| Unknown | Unknown | Thursday | Unknown | Male | Serious |
| Unknown | Unknown | Monday | Unknown | Female | Serious |
| Unknown | Unknown | Thursday | Unknown | | Slight |
| Unknown | Unknown | Friday | 24 | Female | Killed |
| Unknown | Unknown | Sunday | Unknown | Male | Slight |
| Unknown | Unknown | Monday | 33 | Male | Slight |
| Unknown | Unknown | Thursday | 9 | Female | Serious |
| Unknown | Unknown | Sunday | Unknown | Male | Slight |
| Unknown | Unknown | Sunday | Unknown | Female | Serious |
| Unknown | Unknown | Saturday | Unknown | | Slight |
| Unknown | Unknown | Wednesday | Unknown | | Serious |
| Unknown | Unknown | Friday | 4 | Male | Serious |
| Unknown | Unknown | Sunday | 8 | Male | Killed |
| Unknown | Unknown | Monday | 25 | Male | Serious |
| Unknown | Unknown | Thursday | 64 | Male | Slight |
| Unknown | Unknown | Saturday | 32 | Female | Serious |
| Unknown | Unknown | Thursday | 8 | Male | Killed |
| Unknown | Unknown | Thursday | 35 | Male | Serious |

| Pedestrian crash locations inside town/city | | | | | |
|---|---|---|---|---|---|
| **Town** | **Street** | **Day of the Week** | **Age** | **Gender** | **Severity of injury** |
| Unknown | Unknown | Friday | 34 | Male | Killed |
| Unknown | Unknown | Sunday | 5 | Male | Killed |
| Unknown | Unknown | Wednesday | 16 | Male | Serious |
| Unknown | Unknown | Tuesday | Unknown | | Killed |
| Unknown | Unknown | Saturday | Unknown | | Slight |
| Unknown | Unknown | Friday | Unknown | Male | Killed |
| Unknown | Unknown | Thursday | 26 | Female | Killed |
| Unknown | Unknown | Saturday | 49 | Male | Slight |
| Unknown | Unknown | Thursday | Unknown | Male | Slight |
| Unknown | Unknown | Friday | 41 | Male | Serious |
| Unknown | Unknown | Saturday | Unknown | Female | Slight |
| Unknown | Unknown | Friday | Unknown | Male | Serious |
| Unknown | Unknown | Friday | 7 | Male | Slight |
| Unknown | Unknown | Friday | Unknown | Female | Slight |
| Unknown | Unknown | Monday | 22 | Male | Slight |
| Unknown | Unknown | Sunday | 19 | Male | Slight |
| Unknown | Unknown | Monday | 51 | Female | Slight |
| Unknown | Unknown | Sunday | 54 | Male | Killed |
| Unknown | Unknown | Thursday | 27 | Male | Slight |
| Unknown | Unknown | Wednesday | 37 | Male | Killed |
| Unknown | Unknown | Friday | 55 | Female | Killed |
| Unknown | Unknown | Wednesday | Unknown | Female | Serious |
| Unknown | Unknown | Sunday | 4 | Female | Slight |
| Unknown | Unknown | Monday | 44 | Female | Serious |
| Unknown | Unknown | Sunday | 70 | Male | Serious |
| Unknown | Unknown | Monday | 43 | Male | Serious |
| Unknown | Unknown | Saturday | 16 | Male | Serious |
| Unknown | Unknown | Monday | 23 | Male | Serious |
| Unknown | Unknown | Friday | 20 | Male | Slight |
| Unknown | Unknown | Wednesday | 58 | Male | Serious |
| Unknown | Unknown | Saturday | 9 | Male | Serious |
| Unknown | Unknown | Monday | 23 | Female | Serious |
| Unknown | Unknown | Saturday | 14 | Male | Serious |
| Unknown | Unknown | Saturday | 6 | Male | Killed |
| Unknown | Unknown | Sunday | 22 | Female | Serious |
| Unknown | Unknown | Thursday | 44 | Male | Serious |
| Unknown | Unknown | Wednesday | 1 | Female | Serious |
| Unknown | Unknown | Thursday | 26 | Female | Slight |
| Unknown | Unknown | Tuesday | 76 | Female | Serious |
| Unknown | Unknown | Friday | 6 | Male | Slight |
| Unknown | Unknown | Friday | 13 | Male | Serious |
| Unknown | Unknown | Sunday | 25 | Male | Slight |
| Unknown | Unknown | Tuesday | 5 | Male | Killed |
| Unknown | Unknown | Tuesday | 30 | Male | Slight |
| Unknown | Unknown | Tuesday | Unknown | | Killed |
| Unknown | Unknown | Friday | 24 | Male | Slight |
| Unknown | Unknown | Saturday | 22 | Male | Slight |
| Unknown | Unknown | Tuesday | 7 | Male | Serious |

| Pedestrian crash locations inside town/city | | | | | |
|---|---|---|---|---|---|
| **Town** | **Street** | **Day of the Week** | **Age** | **Gender** | **Severity of injury** |
| Unknown | Unknown | Monday | Unknown | Female | Serious |
| Unknown | Unknown | Tuesday | 7 | Male | Slight |
| Unknown | Unknown | Saturday | 25 | Female | Serious |
| Unknown | Unknown | Monday | Unknown | | Slight |
| Unknown | Unknown | Wednesday | 1 | Male | Serious |
| Unknown | Unknown | Monday | 42 | Male | Slight |
| Unknown | Unknown | Wednesday | 42 | Male | Serious |
| Unknown | Unknown | Monday | 39 | Male | Slight |
| Unknown | Unknown | Friday | 5 | Female | Serious |
| Unknown | Unknown | Friday | Unknown | Male | Serious |
| Unknown | Unknown | Tuesday | 36 | Male | Serious |
| Unknown | Unknown | Saturday | 20 | Female | Slight |
| Unknown | Unknown | Thursday | 6 | Female | Serious |
| Unknown | Unknown | Monday | 25 | Female | Slight |
| Unknown | Unknown | Thursday | 1 | Male | Slight |
| Unknown | Unknown | Thursday | 34 | Male | Slight |
| Unknown | Unknown | Wednesday | 4 | Female | Serious |
| Unknown | Unknown | Monday | 77 | Male | Killed |
| Unknown | Unknown | Thursday | 16 | Female | Slight |
| Unknown | Unknown | Sunday | 10 | Male | Slight |
| Unknown | Unknown | Thursday | 1 | Male | Slight |
| Unknown | Unknown | Saturday | 30 | Male | Serious |
| Unknown | Unknown | Monday | 8 | Female | Slight |
| Unknown | Unknown | Monday | Unknown | Male | Slight |
| Unknown | Unknown | Thursday | Unknown | Male | Killed |
| Unknown | Unknown | Sunday | 1 | Male | Slight |
| Unknown | Unknown | Saturday | 1 | Female | Slight |
| Unknown | Unknown | Saturday | 47 | Male | Killed |
| Unknown | Unknown | Tuesday | 10 | Male | Slight |
| Unknown | Unknown | Thursday | 1 | Male | Slight |
| Unknown | Unknown | Friday | 17 | Female | Slight |
| Unknown | Unknown | Thursday | 1 | Female | Serious |
| Unknown | Unknown | Saturday | 41 | Male | Killed |
| Unknown | Unknown | Saturday | 40 | Female | Serious |
| Unknown | Unknown | Friday | 18 | Male | Killed |
| Unknown | Unknown | Thursday | 27 | Male | Serious |
| Unknown | Unknown | Monday | 23 | Male | Slight |
| Unknown | Unknown | Saturday | 23 | Female | Slight |
| Unknown | Unknown | Friday | 6 | Male | Killed |
| Unknown | Unknown | Monday | 31 | Male | Slight |
| Unknown | Unknown | Friday | 6 | Male | Serious |
| Unknown | Unknown | Sunday | 68 | Male | Killed |
| Unknown | Unknown | Saturday | 23 | Female | Slight |
| Unknown | Unknown | Monday | 62 | Female | Serious |
| Unknown | Unknown | Friday | 62 | Male | Serious |
| Unknown | Unknown | Saturday | 24 | Female | Killed |
| Unknown | Unknown | Tuesday | 65 | Male | Killed |
| Unknown | Unknown | Sunday | Unknown | | Killed |

| Pedestrian crash locations inside town/city | | | | | |
|---|---|---|---|---|---|
| **Town** | **Street** | **Day of the Week** | **Age** | **Gender** | **Severity of injury** |
| Unknown | Unknown | Saturday | Unknown | | Killed |
| Unknown | Unknown | Friday | 1 | Male | Killed |
| Unknown | Unknown | Sunday | Unknown | Male | Slight |
| Unknown | Unknown | Saturday | Unknown | | Killed |
| Unknown | Unknown | Wednesday | Unknown | | Killed |
| Unknown | Unknown | Tuesday | 42 | Male | Slight |
| Unknown | Unknown | Tuesday | 22 | Female | Slight |
| Unknown | Unknown | Friday | 56 | Male | Serious |
| Unknown | Unknown | Tuesday | 23 | Female | Serious |
| Unknown | Unknown | Tuesday | 9 | Male | Serious |
| Unknown | Unknown | Sunday | 62 | Female | Serious |
| Unknown | Unknown | Thursday | 8 | Male | Serious |
| Unknown | Unknown | Monday | 20 | Female | Slight |
| Unknown | Unknown | Saturday | 20 | Male | Killed |
| Unknown | Unknown | Tuesday | 35 | Male | Slight |
| Unknown | Unknown | Saturday | 9 | Male | Killed |
| Unknown | Unknown | Saturday | 4 | Female | Serious |
| Unknown | Unknown | Friday | 25 | Male | Serious |
| Unknown | Unknown | Friday | Unknown | | Killed |
| Unknown | Unknown | Thursday | 9 | Male | Serious |
| Unknown | Unknown | Wednesday | 43 | Male | Serious |
| Unknown | Unknown | Saturday | 38 | Female | Serious |
| Unknown | Unknown | Friday | 7 | Male | Serious |
| Unknown | Unknown | Monday | 33 | Male | Serious |
| Unknown | Unknown | Friday | 18 | Male | Serious |
| Unknown | Unknown | Monday | Unknown | | Killed |
| Unknown | Unknown | Wednesday | 23 | Female | Serious |
| Unknown | Unknown | Saturday | Unknown | Male | Slight |
| Unknown | Unknown | Saturday | 15 | Female | Killed |
| Unknown | Unknown | Saturday | 26 | Male | Serious |
| Unknown | Unknown | Wednesday | 38 | Male | Slight |
| Unknown | Unknown | Thursday | 37 | Male | Serious |
| Unknown | Unknown | Saturday | 32 | Female | Slight |
| Unknown | Unknown | Monday | 10 | Male | Serious |
| Unknown | Unknown | Thursday | 44 | Male | Slight |
| Unknown | Unknown | Saturday | 78 | Female | Killed |
| Unknown | Unknown | Saturday | 31 | Male | Serious |
| Unknown | Unknown | Saturday | 58 | Male | Serious |
| Unknown | Unknown | Friday | Unknown | Male | Slight |
| Unknown | Unknown | Tuesday | 24 | Female | Slight |
| Unknown | Unknown | Friday | 52 | Male | Killed |
| Unknown | Unknown | Monday | 32 | Male | Serious |
| Unknown | Unknown | Thursday | 23 | Female | Serious |
| Unknown | Unknown | Friday | 29 | Male | Killed |
| Unknown | Unknown | Friday | Unknown | | Slight |
| Unknown | Unknown | Friday | Unknown | Male | Slight |
| Unknown | Unknown | Saturday | 30 | Male | Slight |
| Unknown | Unknown | Wednesday | 19 | Male | Slight |

| Pedestrian crash locations inside town/city | | | | | |
|---|---|---|---|---|---|
| **Town** | **Street** | **Day of the Week** | **Age** | **Gender** | **Severity of injury** |
| Unknown | Unknown | Friday | 25 | Male | Slight |
| Unknown | Unknown | Thursday | 6 | Female | Serious |
| Unknown | Unknown | Friday | 1 | Male | Slight |
| Unknown | Unknown | Friday | 1 | Female | Slight |
| Unknown | Unknown | Sunday | 4 | Female | Slight |
| Unknown | Unknown | Friday | Unknown | | Slight |
| Unknown | Unknown | Wednesday | 4 | Male | Killed |
| Unknown | Unknown | Wednesday | 29 | Male | Serious |
| Unknown | Unknown | Thursday | 1 | Male | Slight |
| Unknown | Unknown | Saturday | 23 | Male | Serious |
| Unknown | Unknown | Friday | 1 | Male | Serious |
| Unknown | Unknown | Sunday | 1 | Female | Serious |
| Unknown | Unknown | Monday | Unknown | | Slight |
| Unknown | Unknown | Tuesday | 46 | Male | Serious |
| Unknown | Unknown | Friday | 76 | Male | Serious |
| Unknown | Unknown | Friday | Unknown | | Slight |
| Unknown | Unknown | Saturday | Unknown | | Slight |
| Unknown | Unknown | Sunday | Unknown | | Slight |
| Unknown | Unknown | Thursday | 19 | Female | Serious |
| Unknown | Unknown | Saturday | 20 | Male | Slight |
| Unknown | Unknown | Wednesday | 19 | Male | Slight |
| Unknown | Unknown | Friday | 9 | Female | Serious |
| Unknown | Unknown | Sunday | Unknown | Male | Slight |
| Unknown | Unknown | Tuesday | 63 | Female | Serious |
| Unknown | Unknown | Monday | 46 | Female | Serious |
| Unknown | Unknown | Saturday | 16 | Female | Killed |
| Unknown | Unknown | Tuesday | 22 | Female | Slight |
| Unknown | Unknown | Monday | 35 | Female | Slight |
| Unknown | Unknown | Sunday | 16 | Male | Slight |
| Unknown | Unknown | Friday | 30 | Male | Serious |
| Unknown | Unknown | Saturday | 71 | Female | Killed |
| Unknown | Unknown | Wednesday | 18 | Female | Slight |
| Unknown | Unknown | Wednesday | 57 | Female | Slight |
| Unknown | Unknown | Tuesday | 6 | Female | Killed |
| Unknown | Unknown | Friday | 66 | Female | Serious |
| Unknown | Unknown | Wednesday | 1 | Female | Serious |
| Unknown | Unknown | Sunday | Unknown | | Serious |
| Unknown | Unknown | Monday | 7 | Female | Serious |
| Unknown | Unknown | Saturday | Unknown | Male | Serious |
| Unknown | Unknown | Thursday | 24 | Male | Serious |
| Unknown | Unknown | Wednesday | 35 | Male | Serious |
| Unknown | Unknown | Tuesday | 4 | Male | Serious |
| Unknown | Unknown | Wednesday | 19 | Female | Slight |
| Unknown | Unknown | Tuesday | 62 | Male | Slight |
| Unknown | Unknown | Wednesday | 55 | Male | Serious |
| Unknown | Unknown | Monday | 75 | Female | Serious |
| Unknown | Unknown | Tuesday | Unknown | | Serious |
| Unknown | Unknown | Wednesday | 78 | Female | Killed |

| Pedestrian crash locations inside town/city | | | | | |
|---|---|---|---|---|---|
| **Town** | **Street** | **Day of the Week** | **Age** | **Gender** | **Severity of injury** |
| Unknown | Unknown | Saturday | 23 | Male | Serious |
| Unknown | Unknown | Wednesday | 37 | Male | Serious |
| Unknown | Unknown | Tuesday | 9 | Male | Slight |
| Unknown | Unknown | Thursday | 30 | Female | Slight |
| Unknown | Unknown | Friday | 26 | Male | Slight |
| Unknown | Unknown | Wednesday | 8 | Female | Killed |
| Unknown | Unknown | Sunday | 3 | Female | Serious |
| Unknown | Unknown | Tuesday | 1 | Male | Serious |
| Unknown | Unknown | Sunday | 31 | Male | Slight |
| Unknown | Unknown | Thursday | 79 | Male | Killed |
| Unknown | Unknown | Monday | 24 | Male | Slight |
| Unknown | Unknown | Saturday | 6 | Male | Slight |
| Unknown | Unknown | Tuesday | 19 | Male | Killed |
| Unknown | Unknown | Saturday | 41 | Male | Serious |
| Unknown | Unknown | Monday | 24 | Male | Slight |
| Unknown | Unknown | Monday | 0 | Male | Slight |
| Unknown | Unknown | Friday | 38 | Female | Slight |
| Unknown | Unknown | Saturday | Unknown | Male | Serious |
| Unknown | Unknown | Friday | 1 | Female | Slight |
| Unknown | Unknown | Monday | 21 | Male | Serious |
| Unknown | Unknown | Saturday | 15 | Male | Slight |
| Unknown | Unknown | Saturday | 29 | Female | Slight |
| Unknown | Unknown | Thursday | Unknown | | Slight |
| Unknown | Unknown | Sunday | 3 | Male | Serious |
| Unknown | Unknown | Thursday | 54 | Male | Slight |
| Unknown | Unknown | Tuesday | 70 | Male | Killed |
| Unknown | Unknown | Monday | 9 | Male | Serious |
| Unknown | Unknown | Tuesday | 18 | Male | Slight |
| Unknown | Unknown | Wednesday | 5 | Male | Serious |
| Unknown | Unknown | Sunday | Unknown | Female | Killed |
| Unknown | Unknown | Saturday | 2 | Male | Killed |
| Unknown | Unknown | Tuesday | Unknown | Female | Serious |
| Unknown | Unknown | Friday | Unknown | Male | Serious |
| Unknown | Unknown | Saturday | 4 | Male | Slight |
| Unknown | Unknown | Sunday | Unknown | Male | Slight |
| Unknown | Unknown | Wednesday | Unknown | Male | Slight |
| Unknown | Unknown | Tuesday | Unknown | Male | Slight |
| Unknown | Unknown | Thursday | Unknown | | Slight |
| Unknown | Unknown | Thursday | Unknown | | Serious |
| Unknown | Unknown | Sunday | Unknown | Female | Slight |

# 10. APPENDIX III: Collision location and injury severity (outside town/city)

| Road No. | Fatalities | Serious injuries | Slight injuries | No injuries | Injury collisions | Damage only |
|---|---|---|---|---|---|---|
| D0201 | 0 | 4 | 2 | 6 | 2 | 3 |
| D0210 | 0 | 0 | 1 | 3 | 1 | 1 |
| D0503 | 0 | 0 | 0 | 1 | 0 | 1 |
| D0804 | 0 | 0 | 0 | 2 | 0 | 1 |
| D1001 | 0 | 0 | 0 | 1 | 0 | 1 |
| D1004 | 0 | 0 | 0 | 5 | 0 | 1 |
| D1010 | 0 | 1 | 0 | 3 | 1 | 2 |
| D1047 | 0 | 0 | 5 | 3 | 3 | 0 |
| D1053 | 0 | 0 | 0 | 1 | 0 | 1 |
| D1066 | 0 | 0 | 1 | 1 | 1 | 0 |
| D1111 | 0 | 0 | 2 | 0 | 2 | 0 |
| D1601 | 1 | 1 | 0 | 0 | 1 | 0 |
| D1635 | 1 | 4 | 0 | 6 | 2 | 4 |
| D1643 | 0 | 0 | 0 | 1 | 0 | 1 |
| D1658 | 0 | 0 | 0 | 4 | 0 | 1 |
| D1663 | 0 | 0 | 1 | 1 | 1 | 1 |
| D1667 | 0 | 0 | 0 | 1 | 0 | 1 |
| D1670 | 2 | 2 | 5 | 10 | 4 | 3 |
| D1681 | 0 | 0 | 0 | 3 | 0 | 1 |
| D1734 | 0 | 0 | 0 | 1 | 0 | 1 |
| D1739 | 0 | 0 | 0 | 1 | 0 | 1 |
| D1765 | 1 | 0 | 0 | 1 | 1 | 1 |
| D1793 | 1 | 0 | 2 | 2 | 2 | 1 |
| D1805 | 0 | 0 | 0 | 1 | 0 | 1 |
| D1837 | 0 | 0 | 0 | 1 | 0 | 1 |
| D1911 | 0 | 0 | 1 | 0 | 1 | 0 |
| D1930 | 0 | 0 | 0 | 10 | 0 | 10 |
| D1931 | 0 | 0 | 0 | 4 | 0 | 2 |
| D1935 | 0 | 2 | 4 | 8 | 2 | 7 |
| D1953 | 0 | 0 | 0 | 7 | 0 | 2 |
| D1982 | 0 | 0 | 8 | 1 | 2 | 0 |
| D1983 | 0 | 0 | 0 | 1 | 0 | 1 |
| D1985 | 0 | 0 | 0 | 1 | 0 | 1 |
| D1986 | 0 | 0 | 0 | 1 | 0 | 1 |
| D1997 | 0 | 5 | 7 | 4 | 1 | 2 |
| D2116 | 0 | 0 | 0 | 2 | 0 | 1 |
| D2300 | 0 | 0 | 0 | 8 | 0 | 7 |
| D2306 | 0 | 0 | 0 | 4 | 0 | 4 |
| D2315 | 0 | 0 | 0 | 2 | 0 | 2 |
| D2328 | 0 | 1 | 2 | 4 | 2 | 0 |
| D2329 | 0 | 0 | 0 | 2 | 0 | 2 |
| D2342 | 0 | 0 | 0 | 3 | 0 | 3 |
| D2344 | 0 | 0 | 1 | 10 | 1 | 5 |
| D2351 | 0 | 0 | 1 | 7 | 1 | 4 |
| D2360 | 0 | 1 | 0 | 13 | 1 | 12 |
| D2403 | 1 | 16 | 9 | 57 | 11 | 50 |
| D2404 | 0 | 0 | 0 | 4 | 0 | 4 |

| Road No. | Fatalities | Serious injuries | Slight injuries | No injuries | Injury collisions | Damage only |
|---|---|---|---|---|---|---|
| D2414 | 3 | 16 | 9 | 97 | 12 | 84 |
| D2427 | 1 | 5 | 10 | 68 | 8 | 56 |
| D2433 | 0 | 0 | 0 | 1 | 0 | 1 |
| D2440 | 0 | 0 | 0 | 28 | 0 | 28 |
| D2454 | 0 | 0 | 0 | 1 | 0 | 1 |
| D2467 | 0 | 10 | 6 | 20 | 7 | 15 |
| D2475 | 0 | 0 | 3 | 1 | 2 | 1 |
| D2512 | 5 | 23 | 37 | 156 | 39 | 109 |
| D2610 | 0 | 0 | 0 | 2 | 0 | 1 |
| D2612 | 0 | 0 | 0 | 1 | 0 | 1 |
| D2628 | 0 | 0 | 0 | 1 | 0 | 1 |
| D2650 | 0 | 8 | 0 | 11 | 3 | 11 |
| D2666 | 0 | 0 | 0 | 1 | 0 | 1 |
| D2667 | 0 | 0 | 0 | 1 | 0 | 1 |
| D2695 | 0 | 6 | 4 | 20 | 3 | 18 |
| D2696 | 0 | 0 | 0 | 2 | 0 | 2 |
| D2710 | 0 | 0 | 0 | 1 | 0 | 1 |
| D2743 | 0 | 0 | 0 | 4 | 0 | 4 |
| D2752 | 0 | 0 | 6 | 1 | 1 | 1 |
| D2775 | 0 | 0 | 0 | 2 | 0 | 2 |
| D2780 | 0 | 0 | 1 | 25 | 1 | 21 |
| D2782 | 0 | 9 | 2 | 8 | 3 | 6 |
| D2803 | 0 | 0 | 0 | 5 | 0 | 4 |
| D2804 | 0 | 0 | 4 | 4 | 1 | 0 |
| D2807 | 0 | 0 | 0 | 4 | 0 | 3 |
| D2814 | 0 | 2 | 0 | 0 | 1 | 0 |
| D2836 | 0 | 0 | 2 | 1 | 1 | 0 |
| D2844 | 0 | 0 | 0 | 2 | 0 | 1 |
| D2848 | 0 | 0 | 0 | 1 | 0 | 1 |
| D2860 | 0 | 0 | 0 | 3 | 0 | 1 |
| D2866 | 0 | 0 | 0 | 1 | 0 | 1 |
| D3001 | 0 | 0 | 3 | 8 | 2 | 5 |
| D3003 | 0 | 0 | 0 | 1 | 0 | 1 |
| D3025 | 0 | 1 | 2 | 2 | 2 | 0 |
| D3043 | 0 | 0 | 0 | 2 | 0 | 1 |
| D3231 | 0 | 0 | 4 | 0 | 2 | 0 |
| D3236 | 0 | 0 | 0 | 8 | 0 | 7 |
| D3248 | 0 | 0 | 0 | 2 | 0 | 1 |
| D3315 | 0 | 0 | 0 | 3 | 0 | 1 |
| D3501 | 0 | 0 | 0 | 1 | 0 | 1 |
| D3502 | 1 | 0 | 0 | 8 | 1 | 6 |
| D3507 | 0 | 0 | 0 | 2 | 0 | 2 |
| D3508 | 0 | 0 | 0 | 3 | 0 | 2 |
| D3512 | 0 | 0 | 0 | 1 | 0 | 1 |
| D3517 | 0 | 0 | 0 | 1 | 0 | 1 |
| D3520 | 0 | 0 | 0 | 3 | 0 | 2 |
| D3524 | 0 | 0 | 0 | 4 | 0 | 1 |
| D3525 | 0 | 0 | 0 | 1 | 0 | 1 |
| D3527 | 0 | 0 | 0 | 5 | 0 | 3 |

| Road No. | Fatalities | Serious injuries | Slight injuries | No injuries | Injury collisions | Damage only |
|---|---|---|---|---|---|---|
| D3603 | 0 | 2 | 3 | 2 | 3 | 2 |
| D3605 | 1 | 1 | 0 | 2 | 1 | 1 |
| D3606 | 0 | 0 | 1 | 1 | 1 | 0 |
| D3607 | 0 | 2 | 0 | 4 | 2 | 2 |
| D3608 | 2 | 15 | 7 | 27 | 11 | 12 |
| D3609 | 0 | 0 | 2 | 12 | 1 | 8 |
| D3613 | 0 | 1 | 0 | 4 | 1 | 2 |
| D3614 | 0 | 0 | 0 | 1 | 0 | 1 |
| D3615 | 0 | 0 | 0 | 1 | 0 | 1 |
| D3616 | 0 | 0 | 3 | 7 | 3 | 5 |
| D3619 | 0 | 2 | 1 | 5 | 1 | 2 |
| D3625 | 0 | 0 | 0 | 1 | 0 | 1 |
| D3627 | 0 | 0 | 0 | 1 | 0 | 1 |
| D3629 | 0 | 0 | 0 | 3 | 0 | 2 |
| D3633 | 1 | 0 | 3 | 1 | 1 | 1 |
| D3635 | 0 | 2 | 1 | 1 | 2 | 0 |
| D3636 | 0 | 2 | 0 | 0 | 1 | 0 |
| D3641 | 0 | 3 | 6 | 17 | 3 | 5 |
| D3642 | 0 | 0 | 0 | 2 | 0 | 1 |
| D3648 | 0 | 0 | 0 | 1 | 0 | 1 |
| D3701 | 0 | 0 | 0 | 1 | 0 | 1 |
| D3710 | 0 | 0 | 0 | 1 | 0 | 1 |
| D3722 | 0 | 0 | 0 | 1 | 0 | 1 |
| D3810 | 0 | 1 | 1 | 0 | 1 | 0 |
| D3811 | 0 | 0 | 0 | 1 | 0 | 1 |
| D3825 | 0 | 0 | 3 | 7 | 2 | 5 |
| D3826 | 2 | 10 | 13 | 19 | 13 | 10 |
| D3827 | 0 | 12 | 12 | 19 | 10 | 7 |
| D3919 | 0 | 0 | 0 | 1 | 0 | 1 |
| M0021 | 0 | 0 | 0 | 2 | 0 | 2 |
| M0029 | 0 | 0 | 3 | 2 | 1 | 1 |
| M0031 | 3 | 7 | 12 | 37 | 12 | 15 |
| M0033 | 0 | 3 | 0 | 12 | 1 | 3 |
| M0034 | 1 | 2 | 3 | 17 | 2 | 6 |
| M0036 | 0 | 8 | 69 | 13 | 7 | 8 |
| M0038 | 2 | 1 | 2 | 4 | 3 | 2 |
| M0039 | 2 | 4 | 1 | 23 | 5 | 18 |
| M0040 | 0 | 0 | 3 | 7 | 2 | 5 |
| M0044 | 0 | 0 | 3 | 9 | 2 | 7 |
| M0045 | 0 | 1 | 4 | 6 | 3 | 3 |
| M0053 | 0 | 0 | 0 | 4 | 0 | 4 |
| M0057 | 0 | 0 | 0 | 6 | 0 | 6 |
| M0060 | 0 | 1 | 0 | 0 | 1 | 0 |
| M0061 | 0 | 0 | 1 | 2 | 1 | 2 |
| M0065 | 0 | 1 | 7 | 13 | 5 | 6 |
| M0067 | 1 | 1 | 8 | 65 | 7 | 35 |
| M0068 | 0 | 0 | 0 | 1 | 0 | 1 |
| M0070 | 0 | 9 | 10 | 16 | 4 | 10 |
| M0071 | 0 | 0 | 0 | 4 | 0 | 4 |

| Road No. | Fatalities | Serious injuries | Slight injuries | No injuries | Injury collisions | Damage only |
|---|---|---|---|---|---|---|
| M0072 | 0 | 3 | 0 | 15 | 2 | 14 |
| M0074 | 0 | 6 | 1 | 40 | 4 | 18 |
| M0075 | 1 | 5 | 4 | 37 | 7 | 26 |
| M0076 | 0 | 5 | 2 | 6 | 3 | 3 |
| M0077 | 0 | 0 | 0 | 1 | 0 | 1 |
| M0084 | 0 | 0 | 0 | 3 | 0 | 2 |
| M0085 | 1 | 1 | 1 | 5 | 1 | 4 |
| M0091 | 0 | 2 | 3 | 16 | 3 | 16 |
| M0092 | 43 | 165 | 177 | 1233 | 237 | 607 |
| M0093 | 0 | 1 | 2 | 0 | 1 | 0 |
| M0100 | 0 | 0 | 2 | 14 | 2 | 11 |
| M0111 | 6 | 26 | 31 | 260 | 35 | 156 |
| M0112 | 0 | 0 | 0 | 1 | 0 | 1 |
| M0113 | 0 | 1 | 0 | 5 | 1 | 3 |
| M0114 | 2 | 9 | 0 | 8 | 4 | 4 |
| M0119 | 0 | 1 | 9 | 8 | 3 | 6 |
| M0120 | 13 | 57 | 109 | 636 | 119 | 351 |
| M0121 | 0 | 4 | 0 | 1 | 1 | 0 |
| M0122 | 0 | 2 | 0 | 4 | 1 | 4 |
| M0123 | 1 | 5 | 1 | 22 | 3 | 12 |
| M0124 | 1 | 4 | 4 | 4 | 4 | 2 |
| M0125 | 0 | 0 | 1 | 12 | 1 | 12 |
| M0126 | 0 | 1 | 7 | 34 | 7 | 18 |
| M0127 | 0 | 0 | 0 | 2 | 0 | 1 |
| M0128 | 0 | 0 | 0 | 2 | 0 | 1 |
| M0131 | 0 | 4 | 13 | 15 | 3 | 9 |
| T0101 | 0 | 1 | 2 | 5 | 3 | 1 |
| T0102 | 0 | 0 | 0 | 1 | 0 | 1 |
| T0103 | 2 | 4 | 7 | 32 | 6 | 10 |
| T0104 | 5 | 15 | 21 | 49 | 21 | 28 |
| T0105 | 0 | 0 | 0 | 3 | 0 | 3 |
| T0106 | 1 | 9 | 15 | 66 | 18 | 44 |
| T0107 | 4 | 37 | 20 | 61 | 18 | 47 |
| T0108 | 0 | 0 | 0 | 1 | 0 | 1 |
| T0109 | 1 | 12 | 10 | 27 | 11 | 19 |
| T0110 | 0 | 5 | 18 | 86 | 14 | 48 |
| T0111 | 8 | 31 | 57 | 153 | 45 | 97 |
| T0112 | 1 | 3 | 2 | 24 | 3 | 14 |
| T0201 | 1 | 5 | 14 | 79 | 12 | 40 |
| T0202 | 10 | 40 | 40 | 225 | 40 | 93 |
| T0203 | 1 | 9 | 4 | 30 | 3 | 22 |
| T0204 | 0 | 2 | 9 | 8 | 6 | 5 |
| T0205 | 0 | 0 | 0 | 1 | 0 | 1 |
| T0402 | 0 | 0 | 0 | 2 | 0 | 2 |
| T0501 | 0 | 4 | 2 | 12 | 4 | 6 |
| T0601 | 3 | 3 | 6 | 67 | 8 | 52 |
| T0602 | 0 | 5 | 9 | 30 | 9 | 17 |
| T0701 | 1 | 3 | 15 | 39 | 9 | 29 |
| T0801 | 0 | 0 | 4 | 31 | 3 | 22 |

| Road No. | Fatalities | Serious injuries | Slight injuries | No injuries | Injury collisions | Damage only |
|---|---|---|---|---|---|---|
| T0802 | 1 | 1 | 3 | 36 | 2 | 27 |
| T0803 | 1 | 0 | 1 | 10 | 2 | 4 |
| T0804 | 0 | 0 | 4 | 4 | 1 | 3 |
| T0805 | 0 | 0 | 1 | 16 | 1 | 8 |
| T0806 | 2 | 0 | 0 | 51 | 2 | 37 |
| T0807 | 3 | 3 | 1 | 21 | 3 | 16 |
| T0901 | 0 | 0 | 0 | 3 | 0 | 3 |
| T1001 | 1 | 0 | 2 | 5 | 3 | 2 |
| T1402 | 0 | 0 | 3 | 19 | 2 | 13 |
| T1501 | 0 | 0 | 1 | 1 | 1 | 0 |
| **Total** | **146** | **702** | **965** | **4708** | **937** | **2772** |

# 11. APPENDIX IV: Town, Street and Injury Severity

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Arandis | Acacia Road | 0 | 0 | 2 | 3 | 1 | 2 |
| Arandis | Boa Bad Street | 0 | 0 | 0 | 3 | 0 | 1 |
| Arandis | Boerboom Road | 0 | 0 | 0 | 1 | 0 | 1 |
| Arandis | Crow Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Arandis | Flamingo Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Arandis | Geelhout Road | 0 | 0 | 0 | 6 | 0 | 2 |
| Arandis | Hornbill Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Arandis | Stork Close Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Arandis | Sugarbush Road | 0 | 0 | 0 | 1 | 0 | 1 |
| Arandis | Swift Close Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Aus | Asb Road 2 | 0 | 0 | 6 | 9 | 3 | 7 |
| Berseba | Ber Road 1 | 0 | 0 | 0 | 10 | 0 | 2 |
| Bethanie | Bhy Road 1 | 0 | 13 | 8 | 16 | 9 | 7 |
| Divundu | Divundu Rd 1 | 2 | 3 | 4 | 48 | 6 | 21 |
| Gibeon | Gibeon Road 7 | 0 | 1 | 0 | 1 | 1 | 0 |
| Gobabis | B. Glazer Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Gobabis | B. Tjizera Street | 1 | 0 | 0 | 2 | 1 | 1 |
| Gobabis | Church Street | 0 | 5 | 3 | 74 | 6 | 34 |
| Gobabis | Cuito Cuanavale Avenue | 0 | 1 | 0 | 9 | 1 | 5 |
| Gobabis | Doring Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Gobabis | Dr. L. Amathila Avenue | 0 | 0 | 0 | 3 | 0 | 2 |
| Gobabis | G. Dawids Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Gobabis | Heroes Lane | 0 | 0 | 0 | 3 | 0 | 2 |
| Gobabis | J.J. Izaaks Ave | 0 | 0 | 0 | 2 | 0 | 1 |
| Gobabis | Kalahari Street | 0 | 0 | 1 | 8 | 1 | 4 |
| Gobabis | Kameelboom Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Gobabis | Karee Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Gobabis | M. Kariseb Street | 0 | 0 | 1 | 5 | 1 | 2 |
| Gobabis | M. Karureb Street | 0 | 0 | 0 | 4 | 0 | 1 |
| Gobabis | Main Road | 2 | 0 | 3 | 20 | 1 | 11 |
| Gobabis | Makamer Street | 0 | 0 | 0 | 5 | 0 | 3 |
| Gobabis | Market Street | 0 | 0 | 0 | 5 | 0 | 3 |
| Gobabis | P. Ueitele Street | 0 | 0 | 2 | 12 | 1 | 7 |
| Gobabis | Reivilo Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Gobabis | River Street | 0 | 0 | 0 | 4 | 0 | 2 |
| Gobabis | Rugby Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Gobabis | Station Road | 0 | 0 | 0 | 5 | 0 | 3 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Gobabis | Tlhabanello Street | 0 | 0 | 1 | 3 | 1 | 1 |
| Grootfontein | Andersson Street | 0 | 1 | 0 | 2 | 1 | 1 |
| Grootfontein | Bahnhof West | 0 | 0 | 0 | 1 | 0 | 1 |
| Grootfontein | Courtney-Clarke Street Eb | 0 | 0 | 0 | 1 | 0 | 1 |
| Grootfontein | Dahlia Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Grootfontein | Dr Ngarikutuke Tjiriange Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Grootfontein | Dr Nickey Iyambo Street | 0 | 0 | 0 | 5 | 0 | 4 |
| Grootfontein | Dr Toivo Ya Toivo Street | 0 | 0 | 0 | 7 | 0 | 4 |
| Grootfontein | Hage Geingob St | 0 | 0 | 0 | 11 | 0 | 7 |
| Grootfontein | Hidipo Hamutenya Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Grootfontein | Kambombo Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Grootfontein | Luiperdheuwel | 0 | 0 | 0 | 2 | 0 | 1 |
| Grootfontein | Maroela Street | 0 | 0 | 0 | 3 | 0 | 1 |
| Grootfontein | Okavango Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Grootfontein | Pitkowski Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Grootfontein | Road 1 | 0 | 0 | 0 | 2 | 0 | 2 |
| Grootfontein | Sam Nujoma St | 0 | 2 | 0 | 24 | 1 | 14 |
| Hentiesbaai | Angelier Street | 0 | 0 | 0 | 15 | 0 | 10 |
| Hentiesbaai | Benguella Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Hentiesbaai | Daisy Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Hentiesbaai | Eland Close 1 | 0 | 0 | 1 | 3 | 1 | 2 |
| Hentiesbaai | Erongo Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Hentiesbaai | Kabeljou Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Hentiesbaai | Stokroos Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Karasburg | 18th Avenue | 1 | 1 | 6 | 12 | 6 | 10 |
| Karasburg | Main Street | 1 | 1 | 2 | 7 | 1 | 3 |
| Karasburg | 19th Avenue | 0 | 0 | 0 | 1 | 0 | 1 |
| Karasburg | Westside Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Karibib | Berg Street | 0 | 0 | 5 | 31 | 3 | 23 |
| Karibib | Haupt Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Karibib | Karibib Road 1 | 0 | 0 | 0 | 8 | 0 | 4 |
| Karibib | School Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Katima Mulilo | Cul De Sac | 2 | 5 | 6 | 195 | 9 | 126 |
| Katima Mulilo | Ktx Road 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Katima Mulilo | Ktx Road 10 | 0 | 0 | 0 | 2 | 0 | 2 |
| Katima Mulilo | Ktx Road 101 | 0 | 0 | 0 | 4 | 0 | 2 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Katima Mulilo | Ktx Road 102 | 0 | 0 | 2 | 3 | 1 | 2 |
| Katima Mulilo | Ktx Road 103 | 0 | 0 | 0 | 1 | 0 | 1 |
| Katima Mulilo | Ktx Road 105 | 0 | 0 | 0 | 1 | 0 | 1 |
| Katima Mulilo | Ktx Road 106 | 0 | 0 | 0 | 4 | 0 | 2 |
| Katima Mulilo | Ktx Road 107 | 0 | 0 | 0 | 2 | 0 | 1 |
| Katima Mulilo | Ktx Road 109 | 0 | 0 | 0 | 2 | 0 | 1 |
| Katima Mulilo | Ktx Road 110 | 0 | 0 | 0 | 1 | 0 | 1 |
| Katima Mulilo | Ktx Road 111 | 0 | 0 | 0 | 1 | 0 | 1 |
| Keetmanshoop | 23rd Avenue | 0 | 4 | 16 | 188 | 17 | 163 |
| Keetmanshoop | East Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Keetmanshoop | Eleventh Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Keetmanshoop | Fifteenth Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Keetmanshoop | Fifth Avenue | 0 | 0 | 0 | 2 | 0 | 1 |
| Keetmanshoop | Hendrik Nell Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Keetmanshoop | K. Goliath Street | 0 | 1 | 0 | 1 | 1 | 0 |
| Keetmanshoop | Lithop Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Keetmanshoop | Luchtenstein Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Keetmanshoop | Mimosa Street | 0 | 0 | 1 | 8 | 1 | 5 |
| Keetmanshoop | North Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Keetmanshoop | Schmede Street | 0 | 1 | 1 | 7 | 2 | 4 |
| Keetmanshoop | Sixteenth Avenue | 0 | 0 | 0 | 1 | 0 | 1 |
| Keetmanshoop | Thirteenth Avenue | 0 | 0 | 0 | 1 | 0 | 1 |
| Keetmanshoop | Thirteenth Avenue | 0 | 0 | 0 | 1 | 0 | 1 |
| Keetmanshoop | Tsieb Avenue | 0 | 0 | 4 | 4 | 3 | 1 |
| Keetmanshoop | Twenty-Fourth Avenue | 0 | 0 | 0 | 1 | 0 | 1 |
| Keetmanshoop | Wheeler Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Keetmanshoop | Windhoek Street | 0 | 0 | 1 | 2 | 1 | 1 |
| Khorixas | Cul De Sac | 0 | 0 | 0 | 1 | 0 | 1 |
| Khorixas | Dr Libertina Amathila Street | 1 | 1 | 1 | 1 | 1 | 0 |
| Luderitz | Agste Laan | 0 | 2 | 5 | 98 | 7 | 61 |
| Luderitz | Bahnhof Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Luderitz | Berg Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Luderitz | Bismarck Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Luderitz | Diazschool Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Luderitz | Hafen Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Luderitz | Nautilus Single | 0 | 0 | 0 | 1 | 0 | 1 |
| Maltahohe | Albert Voigt Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Maltahohe | Maltahohe Road 1 | 0 | 0 | 0 | 1 | 0 | 1 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Mariental | Aub Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Mariental | Church Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Mariental | Drieboom Road | 0 | 0 | 2 | 0 | 1 | 0 |
| Mariental | Ernst Stumpfe Rd | 0 | 0 | 0 | 7 | 0 | 4 |
| Mariental | Kalk Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Mariental | Koichas Road | 0 | 1 | 0 | 2 | 1 | 1 |
| Mariental | Long Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Mariental | Market Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Mariental | Michael Van Niekerk Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Mariental | Mariental Road 1 | 0 | 0 | 0 | 2 | 0 | 1 |
| Mariental | Von Lindequist St | 0 | 0 | 0 | 1 | 0 | 1 |
| Nkurenkuru | Nkurenkuru Rd 1 | 0 | 1 | 0 | 25 | 1 | 16 |
| Okahandja | Ackermann Road | 0 | 0 | 0 | 13 | 0 | 10 |
| Okahandja | Boom Road | 0 | 0 | 0 | 1 | 0 | 1 |
| Okahandja | Bruno Templin Rd | 0 | 0 | 0 | 2 | 0 | 2 |
| Okahandja | Main Street | 0 | 0 | 6 | 8 | 2 | 4 |
| Okahandja | Ossmann Road | 0 | 0 | 0 | 1 | 0 | 1 |
| Okahandja | Voortrekker Street | 0 | 2 | 2 | 21 | 2 | 12 |
| Okahandja | Waldau Street | 0 | 2 | 0 | 1 | 1 | 0 |
| Okahao | Cds | 1 | 12 | 7 | 64 | 12 | 26 |
| Okakarara | Cordula Street | 0 | 1 | 0 | 1 | 1 | 1 |
| Okakarara | Gerhard Muzengua Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Okakarara | J. Kanduu Katjiere Street | 0 | 0 | 0 | 5 | 0 | 3 |
| Okakarara | Oaa Road 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Okalongo | Cds | 0 | 0 | 0 | 1 | 0 | 1 |
| Omaruru | Agaat Street | 0 | 0 | 0 | 7 | 0 | 6 |
| Omaruru | Hospital Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Omaruru | Rivier Street | 0 | 0 | 1 | 1 | 1 | 0 |
| Omaruru | Wilhelm Zeraua Road | 0 | 0 | 0 | 11 | 0 | 4 |
| Ondangwa | Cul De Sac | 0 | 1 | 1 | 11 | 2 | 3 |
| Ongwediva | Cul De Sac | 0 | 0 | 0 | 2 | 0 | 1 |
| Opuwo | Cul De Sac | 0 | 0 | 0 | 13 | 0 | 13 |
| Opuwo | Opuwo Road 1 | 0 | 0 | 0 | 6 | 0 | 4 |
| Opuwo | Opuwo Road 12 | 0 | 0 | 0 | 1 | 0 | 1 |
| Opuwo | Opuwo Road 16 | 0 | 0 | 0 | 2 | 0 | 1 |
| Opuwo | Opuwo Road 9 | 0 | 0 | 0 | 2 | 0 | 1 |
| Oranjemund | Cds | 1 | 3 | 12 | 76 | 14 | 48 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Oranjemund | Aloe Drive | 0 | 0 | 1 | 3 | 1 | 1 |
| Oranjemund | Eighth Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Oshakati | Cul De Sac | 0 | 0 | 1 | 11 | 1 | 5 |
| Oshakati | Flambojant Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Oshikango | Oshikango Rd 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Oshikuku | Cds | 0 | 2 | 6 | 8 | 4 | 1 |
| Oshivelo | Cds | 0 | 0 | 1 | 3 | 1 | 3 |
| Otavi | Administrators Avenue | 0 | 0 | 0 | 2 | 0 | 1 |
| Otavi | Dr. I. Scheepers Road | 0 | 0 | 0 | 14 | 0 | 8 |
| Otavi | Ikoaeb Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Otavi | Michael Van Niekerk Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Otavi | Om Road 46 | 0 | 0 | 0 | 2 | 0 | 1 |
| Otavi | Sion Street | 0 | 1 | 0 | 2 | 1 | 0 |
| Otjiwarongo | Acacia Park | 0 | 0 | 0 | 16 | 0 | 13 |
| Otjiwarongo | Ananias Nangoro Avenue | 0 | 2 | 0 | 1 | 1 | 1 |
| Otjiwarongo | B. Khuruseb Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Otjiwarongo | Bahnhof Street | 0 | 0 | 0 | 25 | 0 | 15 |
| Otjiwarongo | Beiderbecke Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Otjiwarongo | Belladonna Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Otjiwarongo | Bohlmann Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Otjiwarongo | Cul De Sac | 0 | 0 | 0 | 2 | 0 | 1 |
| Otjiwarongo | D. Useb Street | 0 | 1 | 0 | 4 | 1 | 3 |
| Otjiwarongo | Dike Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Otjiwarongo | Dr Libertina Amathila Avenue | 0 | 0 | 0 | 19 | 0 | 14 |
| Otjiwarongo | Dr Libertina Amathila Avenue | 0 | 0 | 0 | 2 | 0 | 1 |
| Otjiwarongo | Dr. Libertina Amathila Avenue | 0 | 0 | 1 | 21 | 1 | 13 |
| Otjiwarongo | Dwars Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Otjiwarongo | Ecker Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Otjiwarongo | Edison Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Otjiwarongo | Erundu Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Otjiwarongo | G. Geiseb Street | 0 | 1 | 1 | 8 | 2 | 4 |
| Otjiwarongo | George's Street | 0 | 0 | 0 | 7 | 0 | 4 |
| Otjiwarongo | Germania Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Otjiwarongo | Hage Geingob Street | 0 | 1 | 1 | 57 | 1 | 39 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Otjiwarongo | Hage Geingob Street Nb | 0 | 0 | 0 | 8 | 0 | 4 |
| Otjiwarongo | Hage Geingob Street Sb | 0 | 0 | 0 | 3 | 0 | 2 |
| Otjiwarongo | Heliograaf Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Otjiwarongo | High Street | 0 | 0 | 0 | 5 | 0 | 3 |
| Otjiwarongo | Hindenburg Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Otjiwarongo | Hospital Road | 0 | 0 | 0 | 1 | 0 | 1 |
| Otjiwarongo | I. Gurirab Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Otjiwarongo | Industria Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Otjiwarongo | J. Geingob Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Otjiwarongo | K. Lourens Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Otjiwarongo | Lang Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Otjiwarongo | Loop Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Otjiwarongo | Markotter Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Otjiwarongo | Ochurub Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Otjiwarongo | Panorama Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Otjiwarongo | Paresis Road | 0 | 0 | 0 | 1 | 0 | 1 |
| Otjiwarongo | Prosit Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Otjiwarongo | Ramblers Road | 0 | 0 | 0 | 3 | 0 | 2 |
| Otjiwarongo | S. Shilungu Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Otjiwarongo | Van Tonder Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Otjiwarongo | Weesstreet | 0 | 0 | 0 | 1 | 0 | 1 |
| Outjo | Boshoff Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Outjo | Dr. Libertina Amathila Street | 0 | 0 | 0 | 11 | 0 | 9 |
| Outjo | Etosha Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Outjo | Herhold Street | 0 | 0 | 0 | 4 | 0 | 3 |
| Outjo | Hospital Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Outjo | Jack Francis St | 0 | 0 | 0 | 1 | 0 | 1 |
| Outjo | Koedoe Street | 0 | 0 | 1 | 0 | 1 | 0 |
| Outjo | Kronkel Road | 0 | 0 | 0 | 1 | 0 | 1 |
| Outjo | Schumann Street | 0 | 0 | 0 | 4 | 0 | 3 |
| Outjo | Stasie Road | 0 | 0 | 0 | 1 | 0 | 1 |
| Rehoboth | A 2 | 1 | 5 | 5 | 91 | 9 | 76 |
| Rehoboth | A 3 | 0 | 0 | 1 | 2 | 1 | 2 |
| Rehoboth | A 5 | 0 | 0 | 0 | 1 | 0 | 1 |
| Rehoboth | A 20 | 0 | 0 | 0 | 1 | 0 | 1 |
| Rehoboth | Afrikaner Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Rehoboth | B 2 | 0 | 3 | 3 | 71 | 5 | 59 |
| Rehoboth | B 3 | 0 | 0 | 0 | 6 | 0 | 4 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Rehoboth | B 10 | 0 | 0 | 0 | 3 | 0 | 3 |
| Rehoboth | B 21 | 0 | 0 | 0 | 1 | 0 | 1 |
| Rehoboth | B 49 | 0 | 0 | 0 | 1 | 0 | 1 |
| Rehoboth | Bahnhof Street | 0 | 1 | 2 | 36 | 3 | 30 |
| Rehoboth | Begonia Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Rehoboth | Black Cherry St | 0 | 0 | 0 | 3 | 0 | 2 |
| Rehoboth | Buschbuck Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Rehoboth | C 2 | 0 | 1 | 0 | 10 | 1 | 9 |
| Rehoboth | C 20 | 0 | 0 | 0 | 1 | 0 | 1 |
| Rehoboth | C 22 | 0 | 0 | 0 | 1 | 0 | 1 |
| Rehoboth | Church Street | 0 | 0 | 0 | 10 | 0 | 7 |
| Rehoboth | D 1 | 0 | 2 | 0 | 12 | 2 | 8 |
| Rehoboth | E 3 | 0 | 0 | 0 | 2 | 0 | 2 |
| Rehoboth | Eland Street | 0 | 0 | 0 | 3 | 0 | 3 |
| Rehoboth | Elephant Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Rehoboth | Ernestina Gowaseb Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Rehoboth | F 3 | 0 | 0 | 0 | 3 | 0 | 2 |
| Rehoboth | F 7 | 0 | 0 | 0 | 1 | 0 | 1 |
| Rehoboth | Figtree Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Rehoboth | G 2 | 0 | 0 | 0 | 2 | 0 | 2 |
| Rehoboth | G 17 | 0 | 0 | 0 | 1 | 0 | 1 |
| Rehoboth | Gnu Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Rehoboth | Hendrik Roman Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Rehoboth | Impala Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Rehoboth | Jan Witbooi Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Rehoboth | Kariba River Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Rehoboth | Orange Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Rehoboth | Palmtree Street | 0 | 1 | 0 | 1 | 1 | 0 |
| Rehoboth | Prov Rd D1210 | 0 | 0 | 0 | 3 | 0 | 3 |
| Rehoboth | Prov Rd D1237 | 0 | 0 | 1 | 5 | 1 | 4 |
| Rehoboth | Road A | 0 | 0 | 0 | 1 | 0 | 1 |
| Rehoboth | Springbok Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Rehoboth | Wagtail Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Rosh Pinah | cds | 0 | 2 | 0 | 18 | 1 | 12 |
| Rosh Pinah | Klipspringer Road | 0 | 0 | 0 | 1 | 0 | 1 |
| Rosh Pinah | Volstruis Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Ruacana | Cds | 0 | 0 | 2 | 9 | 1 | 2 |
| Rundu | Cul De Sac | 1 | 4 | 32 | 216 | 27 | 138 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Rundu | Eugen Kakukuru Close | 0 | 0 | 1 | 12 | 1 | 6 |
| Rundu | Eugen Kakukuru Street | 1 | 0 | 4 | 49 | 4 | 20 |
| Rundu | Independence Avenue | 0 | 3 | 7 | 50 | 9 | 23 |
| Rundu | Maria Mwengere Street | 0 | 4 | 1 | 34 | 4 | 16 |
| Rundu | Run Road 1 | 0 | 2 | 9 | 23 | 7 | 8 |
| Rundu | Run Road 99 | 0 | 0 | 2 | 0 | 1 | 0 |
| Swakopmund | 11th Avenue | 0 | 0 | 3 | 18 | 1 | 13 |
| Swakopmund | 17th Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Swakopmund | Agaat Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Swakopmund | Albatros Street | 0 | 0 | 1 | 2 | 1 | 1 |
| Swakopmund | Aldridge Street | 0 | 0 | 0 | 9 | 0 | 6 |
| Swakopmund | Aloe Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Swakopmund | Anton Lubowski Avenue | 0 | 0 | 0 | 17 | 0 | 9 |
| Swakopmund | Aquamarine Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Swakopmund | Aukas Street | 0 | 0 | 0 | 8 | 0 | 5 |
| Swakopmund | Bismarck Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Swakopmund | Brockerhoff Ave | 0 | 0 | 0 | 4 | 0 | 1 |
| Swakopmund | Cordes Street | 0 | 0 | 0 | 7 | 0 | 4 |
| Swakopmund | Dahlia Street | 0 | 1 | 0 | 4 | 1 | 1 |
| Swakopmund | Daniel Tjongarero Avenue | 0 | 0 | 0 | 19 | 0 | 9 |
| Swakopmund | Dante Laan | 0 | 0 | 0 | 1 | 0 | 1 |
| Swakopmund | Diamond Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Swakopmund | Dr Schwietering Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Swakopmund | DRC Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Swakopmund | Du Plessis Laan | 0 | 0 | 0 | 2 | 0 | 1 |
| Swakopmund | Düsh Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Swakopmund | Ekuvatalike Close | 0 | 0 | 0 | 1 | 0 | 1 |
| Swakopmund | Ernst Baumgart St | 0 | 0 | 0 | 1 | 0 | 1 |
| Swakopmund | Festus Gonteb St | 0 | 0 | 0 | 2 | 0 | 1 |
| Swakopmund | Fischreiher Street | 0 | 0 | 0 | 5 | 0 | 2 |
| Swakopmund | Flamingo Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Swakopmund | Francois Street | 0 | 0 | 0 | 8 | 0 | 5 |
| Swakopmund | Franke Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Swakopmund | Garnet Street | 0 | 0 | 0 | 4 | 0 | 2 |
| Swakopmund | Goud Avenue | 0 | 0 | 0 | 3 | 0 | 3 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Swakopmund | Hafen Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Swakopmund | Harder Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Swakopmund | Haupt Ave | 0 | 0 | 0 | 2 | 0 | 1 |
| Swakopmund | Helidor Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Swakopmund | Heuschneider St | 0 | 0 | 0 | 20 | 0 | 11 |
| Swakopmund | Hoogenhout St | 0 | 0 | 0 | 6 | 0 | 2 |
| Swakopmund | Immanuel Kamho Street | 0 | 0 | 1 | 3 | 1 | 1 |
| Swakopmund | Independence St | 0 | 0 | 2 | 14 | 1 | 7 |
| Swakopmund | Justus Goseb St | 0 | 1 | 0 | 3 | 1 | 2 |
| Swakopmund | Kalk Laan | 0 | 0 | 2 | 1 | 1 | 0 |
| Swakopmund | Kolonnen Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Swakopmund | Kraal Close | 0 | 0 | 1 | 3 | 1 | 1 |
| Swakopmund | Kühnast Street | 0 | 0 | 2 | 1 | 1 | 0 |
| Swakopmund | Kurze Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Swakopmund | Kwaartz Laan | 0 | 0 | 0 | 1 | 0 | 1 |
| Swakopmund | Leeubekkie Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Swakopmund | Leutwein Street | 0 | 0 | 0 | 4 | 0 | 2 |
| Swakopmund | Linden Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Swakopmund | Lüderitz Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Swakopmund | Mandume Ya Ndemufayo Street | 0 | 2 | 8 | 34 | 8 | 17 |
| Swakopmund | Maritz Street | 0 | 0 | 0 | 4 | 0 | 2 |
| Swakopmund | Masilo Street | 0 | 0 | 1 | 14 | 1 | 8 |
| Swakopmund | McHugh Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Swakopmund | Meyer Laan | 0 | 0 | 0 | 2 | 0 | 1 |
| Swakopmund | Molenweg | 0 | 0 | 0 | 4 | 0 | 1 |
| Swakopmund | Molen Road | 0 | 0 | 0 | 3 | 0 | 2 |
| Swakopmund | Mondelani Street | 0 | 0 | 1 | 9 | 1 | 5 |
| Swakopmund | Moses //Garoeb Street | 0 | 0 | 2 | 48 | 1 | 25 |
| Swakopmund | Moses //Garoeb Street | 0 | 0 | 1 | 5 | 1 | 2 |
| Swakopmund | Möwen Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Swakopmund | Nathaniel Maxuilili Street | 0 | 1 | 0 | 27 | 1 | 14 |
| Swakopmund | Nelken Street | 0 | 0 | 0 | 5 | 0 | 4 |
| Swakopmund | Neser Street | 0 | 0 | 1 | 6 | 1 | 3 |
| Swakopmund | Nonidas Street | 0 | 0 | 1 | 1 | 1 | 0 |
| Swakopmund | Ocks Laan | 0 | 0 | 0 | 2 | 0 | 1 |
| Swakopmund | Offen Street | 0 | 0 | 0 | 2 | 0 | 1 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Swakopmund | Ombili Close | 0 | 0 | 0 | 2 | 0 | 1 |
| Swakopmund | Ongulumbashe Street | 0 | 0 | 1 | 3 | 1 | 1 |
| Swakopmund | Otavi Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Swakopmund | Penguin Street | 0 | 0 | 1 | 1 | 1 | 0 |
| Swakopmund | Reguit Street | 0 | 2 | 1 | 13 | 3 | 5 |
| Swakopmund | Rhode Allee St | 0 | 0 | 0 | 3 | 0 | 1 |
| Swakopmund | Riesle Street | 0 | 1 | 0 | 1 | 1 | 0 |
| Swakopmund | Robert Blank St | 0 | 0 | 0 | 1 | 0 | 1 |
| Swakopmund | Roon Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Swakopmund | Rosenquartz St | 0 | 0 | 0 | 1 | 0 | 1 |
| Swakopmund | Sam Nujoma Ave | 0 | 1 | 8 | 175 | 6 | 76 |
| Swakopmund | Sandpiper Street | 0 | 0 | 0 | 4 | 0 | 2 |
| Swakopmund | Schlachter Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Swakopmund | Schluckwerder Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Swakopmund | Schwester Frieda Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Swakopmund | Shearwater Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Swakopmund | Standlopertjie St | 0 | 0 | 0 | 3 | 0 | 2 |
| Swakopmund | Suikerbekkie St | 0 | 0 | 0 | 8 | 0 | 5 |
| Swakopmund | Swakop Street | 0 | 0 | 1 | 4 | 1 | 1 |
| Swakopmund | Swk Road 89 Link | 0 | 0 | 0 | 2 | 0 | 1 |
| Swakopmund | Swk Road 99 | 0 | 0 | 0 | 2 | 0 | 1 |
| Swakopmund | Tantalite Laan | 0 | 0 | 0 | 2 | 0 | 1 |
| Swakopmund | Tin Street | 0 | 0 | 0 | 4 | 0 | 3 |
| Swakopmund | Tobias Hainyeko Street | 0 | 0 | 1 | 35 | 1 | 19 |
| Swakopmund | Tobias Hainyeko Street | 0 | 0 | 1 | 85 | 1 | 43 |
| Swakopmund | Turmalin Street | 0 | 0 | 3 | 8 | 2 | 3 |
| Swakopmund | Turnstone Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Swakopmund | Twikonjela Close | 0 | 0 | 0 | 2 | 0 | 1 |
| Swakopmund | Twikonjela Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Swakopmund | Vrede Rede St | 0 | 3 | 6 | 55 | 6 | 35 |
| Swakopmund | Welwitschia St | 0 | 0 | 0 | 3 | 0 | 3 |
| Swakopmund | Windhuker Street | 0 | 0 | 0 | 3 | 0 | 1 |
| Swakopmund | Woermann Street | 0 | 0 | 0 | 20 | 0 | 11 |
| Tsandi | Cds | 0 | 0 | 1 | 4 | 1 | 2 |
| Tses | Cul De Sac | 0 | 0 | 6 | 12 | 3 | 9 |
| Tsumeb | 1st Ave | 0 | 0 | 1 | 11 | 1 | 8 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Tsumeb | 2nd Ave | 0 | 0 | 0 | 1 | 0 | 1 |
| Tsumeb | 2nd Road | 0 | 0 | 2 | 1 | 1 | 0 |
| Tsumeb | 8th Road | 0 | 0 | 0 | 2 | 0 | 1 |
| Tsumeb | 11th Road | 0 | 0 | 0 | 1 | 0 | 1 |
| Tsumeb | 3rd Road | 0 | 0 | 0 | 3 | 0 | 2 |
| Tsumeb | Blei Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Tsumeb | Hage Geingob St | 0 | 2 | 2 | 33 | 3 | 15 |
| Tsumeb | Ilse Schatz Street | 0 | 0 | 1 | 5 | 1 | 1 |
| Tsumeb | Kupfer Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Tsumeb | Leevi Muashekele Street | 0 | 1 | 0 | 4 | 1 | 1 |
| Tsumeb | Leevi Muashekele Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Tsumeb | Linekela Kalenga Street | 0 | 0 | 0 | 13 | 0 | 6 |
| Tsumeb | Main Road | 0 | 0 | 0 | 9 | 0 | 5 |
| Tsumeb | Makou Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Tsumeb | Namutoni Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Tsumeb | Omeg Allee | 0 | 0 | 0 | 2 | 0 | 1 |
| Tsumeb | Post Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Tsumeb | Raasblaar Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Tsumeb | Reinhold Shilongo Street | 0 | 6 | 0 | 10 | 1 | 6 |
| Tsumeb | Unnamed Rd U13 | 0 | 0 | 0 | 15 | 0 | 9 |
| Tsumkwe | Road 1 | 0 | 0 | 0 | 13 | 0 | 13 |
| Uis Mine | 1st Avenue | 0 | 0 | 0 | 1 | 0 | 1 |
| Uis Mine | Uis Road 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Usakos | Bahnhof Street | 0 | 0 | 1 | 18 | 1 | 14 |
| Usakos | Bismarck Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Usakos | Gauss Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Usakos | Harry Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Usakos | Hospital Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Usakos | Toerien Street | 0 | 0 | 0 | 5 | 0 | 3 |
| Usakos | Usakos Road 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| Walvis Bay | 10th Road | 0 | 15 | 44 | 345 | 43 | 143 |
| Walvis Bay | 11th Avenue | 0 | 0 | 1 | 19 | 1 | 9 |
| Walvis Bay | 12th Avenue | 0 | 0 | 0 | 17 | 0 | 8 |
| Walvis Bay | 13th Avenue | 0 | 0 | 0 | 2 | 0 | 1 |
| Walvis Bay | 13th Road | 0 | 0 | 3 | 11 | 2 | 6 |
| Walvis Bay | 13th Street East | 0 | 0 | 0 | 3 | 0 | 2 |
| Walvis Bay | 14th Road | 0 | 0 | 2 | 20 | 1 | 10 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Walvis Bay | 15th Road | 0 | 0 | 1 | 0 | 1 | 0 |
| Walvis Bay | 16th Avenue | 0 | 0 | 0 | 2 | 0 | 1 |
| Walvis Bay | 17th Road | 0 | 0 | 0 | 2 | 0 | 1 |
| Walvis Bay | 17th Avenue | 0 | 0 | 0 | 1 | 0 | 1 |
| Walvis Bay | 18th Road | 0 | 1 | 1 | 27 | 2 | 12 |
| Walvis Bay | 18th Avenue | 0 | 0 | 0 | 3 | 0 | 2 |
| Walvis Bay | 18th Road | 0 | 0 | 1 | 15 | 1 | 6 |
| Walvis Bay | 19th Avenue | 0 | 0 | 0 | 3 | 0 | 2 |
| Walvis Bay | 2nd Ave | 0 | 0 | 0 | 11 | 0 | 6 |
| Walvis Bay | 4th Road | 0 | 0 | 1 | 7 | 1 | 3 |
| Walvis Bay | 5th Avenue | 0 | 0 | 3 | 17 | 1 | 7 |
| Walvis Bay | 6th Avenue | 0 | 0 | 0 | 1 | 0 | 1 |
| Walvis Bay | 6th Road West | 0 | 3 | 0 | 6 | 2 | 2 |
| Walvis Bay | 6th Street South | 0 | 0 | 1 | 24 | 1 | 12 |
| Walvis Bay | Aasvoel Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Walvis Bay | Agaat Street | 0 | 1 | 6 | 26 | 7 | 7 |
| Walvis Bay | Albatros Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Walvis Bay | Ben Amathila St | 0 | 2 | 6 | 20 | 5 | 7 |
| Walvis Bay | Brama Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Walvis Bay | Brandberg Street | 0 | 0 | 1 | 1 | 1 | 0 |
| Walvis Bay | Cable Beach Rd | 0 | 0 | 0 | 4 | 0 | 2 |
| Walvis Bay | Circle Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Walvis Bay | Circumferential Road | 0 | 1 | 1 | 10 | 2 | 4 |
| Walvis Bay | Conradie Road | 0 | 0 | 0 | 1 | 0 | 1 |
| Walvis Bay | Coris Street | 0 | 0 | 2 | 12 | 2 | 4 |
| Walvis Bay | Dassie Street | 0 | 0 | 0 | 4 | 0 | 2 |
| Walvis Bay | First Road | 0 | 0 | 0 | 1 | 0 | 1 |
| Walvis Bay | Fisant Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Walvis Bay | Fiskaal Street | 0 | 0 | 2 | 2 | 2 | 0 |
| Walvis Bay | Frankie Abrahams Street | 0 | 0 | 1 | 3 | 1 | 2 |
| Walvis Bay | Hage G. Geingob Street | 0 | 0 | 2 | 22 | 1 | 10 |
| Walvis Bay | Harder Crescent | 0 | 0 | 0 | 1 | 0 | 1 |
| Walvis Bay | Hidipo Hamutenya Street | 0 | 0 | 1 | 9 | 1 | 2 |
| Walvis Bay | Hoogenhout Road | 0 | 0 | 0 | 1 | 0 | 1 |
| Walvis Bay | Hunes Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Walvis Bay | James Brown Crescent | 0 | 0 | 0 | 4 | 0 | 2 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Walvis Bay | Joe Davis Avenue | 0 | 0 | 0 | 3 | 0 | 1 |
| Walvis Bay | Johannes Nampala Avenue | 0 | 3 | 1 | 13 | 3 | 5 |
| Walvis Bay | John Moyo Street | 0 | 0 | 0 | 3 | 0 | 1 |
| Walvis Bay | Kabeljou Street | 0 | 0 | 5 | 11 | 4 | 3 |
| Walvis Bay | Kaimbi Crescent | 0 | 0 | 0 | 2 | 0 | 1 |
| Walvis Bay | Khomashochland Road | 0 | 0 | 2 | 3 | 2 | 0 |
| Walvis Bay | Komorant Close | 0 | 0 | 0 | 1 | 0 | 1 |
| Walvis Bay | Komorant Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Walvis Bay | Kristiansand Street | 0 | 0 | 1 | 10 | 1 | 4 |
| Walvis Bay | Kruis Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Walvis Bay | Kuiseb Avenue | 0 | 0 | 0 | 3 | 0 | 2 |
| Walvis Bay | Kuiseb Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Walvis Bay | Lagoon Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Walvis Bay | Lepelaar Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Walvis Bay | Lovebird Street | 0 | 1 | 0 | 4 | 1 | 2 |
| Walvis Bay | Lunganda Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Walvis Bay | Main Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Walvis Bay | Malgas Street | 0 | 0 | 1 | 3 | 1 | 1 |
| Walvis Bay | Maraboe Street | 0 | 0 | 2 | 4 | 2 | 0 |
| Walvis Bay | Morse Road | 0 | 0 | 0 | 1 | 0 | 1 |
| Walvis Bay | Namib Street | 0 | 0 | 1 | 4 | 1 | 1 |
| Walvis Bay | Nangolo Mbumba Drive | 0 | 1 | 4 | 64 | 3 | 27 |
| Walvis Bay | Nathaniel Maxuilili Avenue | 0 | 2 | 12 | 76 | 12 | 25 |
| Walvis Bay | Ninth Street West | 0 | 0 | 0 | 1 | 0 | 1 |
| Walvis Bay | Oasis Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Walvis Bay | Okakarara Street | 0 | 0 | 0 | 6 | 0 | 2 |
| Walvis Bay | Omugulu Gombashe Circle | 0 | 0 | 1 | 2 | 1 | 1 |
| Walvis Bay | Orion Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Walvis Bay | Pelican Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Walvis Bay | Pluto Street | 0 | 0 | 1 | 1 | 1 | 0 |
| Walvis Bay | Railway Street | 0 | 0 | 0 | 4 | 0 | 2 |
| Walvis Bay | Rock Street | 0 | 0 | 0 | 8 | 0 | 4 |
| Walvis Bay | Rooibank Avenue | 0 | 0 | 0 | 1 | 0 | 1 |
| Walvis Bay | Sam Nujoma Avenue | 1 | 5 | 20 | 205 | 13 | 92 |
| Walvis Bay | Sandfontein Street | 0 | 0 | 3 | 8 | 2 | 2 |
| Walvis Bay | Sandwich Street | 0 | 1 | 0 | 1 | 1 | 0 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Walvis Bay | Sardyn Street | 0 | 0 | 1 | 1 | 1 | 0 |
| Walvis Bay | Seventh Road | 0 | 0 | 0 | 1 | 0 | 1 |
| Walvis Bay | Sitrien Street | 0 | 0 | 0 | 3 | 0 | 1 |
| Walvis Bay | Skipper Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Walvis Bay | Springbuck Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Walvis Bay | Starling Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Walvis Bay | Steenbras Road | 0 | 0 | 0 | 1 | 0 | 1 |
| Walvis Bay | Stonefish Street | 0 | 0 | 1 | 3 | 1 | 1 |
| Walvis Bay | Theo-Ben Gurirab Street | 0 | 4 | 8 | 48 | 5 | 20 |
| Walvis Bay | Third Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Walvis Bay | Third Street East | 0 | 0 | 0 | 2 | 0 | 1 |
| Walvis Bay | Topaas Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Walvis Bay | Tunacor Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Walvis Bay | Twahangana St | 0 | 0 | 2 | 10 | 1 | 3 |
| Walvis Bay | Union Street | 0 | 0 | 0 | 17 | 0 | 9 |
| Walvis Bay | Venus Street | 0 | 0 | 1 | 1 | 1 | 0 |
| Walvis Bay | Volstruis Street | 0 | 0 | 0 | 4 | 0 | 3 |
| Warmbad | Cds | 0 | 1 | 1 | 1 | 1 | 0 |
| Windhoek | Aand Street | 1 | 22 | 21 | 224 | 33 | 124 |
| Windhoek | Aandblom Street | 0 | 2 | 6 | 48 | 5 | 26 |
| Windhoek | Aaron Tsatindi St | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Abenteuer Street | 0 | 0 | 0 | 3 | 0 | 3 |
| Windhoek | Abraham Gelden-huys St | 0 | 0 | 1 | 7 | 1 | 4 |
| Windhoek | Abraham Mashego Street | 0 | 4 | 3 | 135 | 6 | 74 |
| Windhoek | Abt | 0 | 0 | 2 | 13 | 2 | 11 |
| Windhoek | Acacia Street | 0 | 0 | 1 | 13 | 1 | 9 |
| Windhoek | Academia School | 0 | 2 | 0 | 72 | 1 | 57 |
| Windhoek | Addis Abba Street | 0 | 0 | 2 | 22 | 1 | 19 |
| Windhoek | Adler Street | 0 | 0 | 0 | 7 | 0 | 5 |
| Windhoek | Agaat Street | 0 | 0 | 1 | 11 | 1 | 7 |
| Windhoek | Agnes Street | 0 | 1 | 0 | 1 | 1 | 0 |
| Windhoek | Agrippa Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Ahrens Street | 0 | 0 | 1 | 5 | 1 | 2 |
| Windhoek | Aisle Street | 2 | 1 | 0 | 3 | 1 | 2 |
| Windhoek | Akwamaryn St | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Albatros Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Albert Conradie Street | 0 | 0 | 1 | 1 | 1 | 0 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Windhoek | Albert Wessels Street | 0 | 0 | 0 | 17 | 0 | 12 |
| Windhoek | Alberts Street | 0 | 0 | 0 | 10 | 0 | 7 |
| Windhoek | Allan Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Am Wasserberg | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Amalek Street | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | Amasoniet Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Amsas Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Anderson Street | 0 | 3 | 4 | 35 | 4 | 25 |
| Windhoek | Andreas Kahuati Street | 0 | 1 | 0 | 1 | 1 | 0 |
| Windhoek | Andreas Kukuri St | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Andrew Kloppers Street | 0 | 0 | 1 | 16 | 1 | 8 |
| Windhoek | Andrew Mogalie Street | 0 | 0 | 1 | 14 | 1 | 8 |
| Windhoek | Andries De Wet Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Andromeda Street | 0 | 0 | 1 | 10 | 1 | 6 |
| Windhoek | Anemone Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Angelier Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Anna Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Anna Shipena St | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Anton Lubowski Street | 0 | 0 | 0 | 9 | 0 | 6 |
| Windhoek | Anton Rupert St | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Apostel Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Aquinas Street | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | Ara Street | 0 | 0 | 0 | 10 | 0 | 5 |
| Windhoek | Arbeid Street | 0 | 1 | 0 | 1 | 1 | 0 |
| Windhoek | Arebbusch Street | 0 | 0 | 0 | 4 | 0 | 3 |
| Windhoek | Aries Street | 0 | 0 | 0 | 6 | 0 | 5 |
| Windhoek | Arimathea Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Aristoteles Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Armstrong Street | 0 | 0 | 0 | 9 | 0 | 5 |
| Windhoek | Asab Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Asblom Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Ascension Island Street | 0 | 0 | 0 | 7 | 0 | 7 |
| Windhoek | Aschenborn St | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | Asuriet Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Atlas Street | 0 | 0 | 0 | 2 | 0 | 1 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Windhoek | Auas Street | 0 | 1 | 0 | 42 | 1 | 27 |
| Windhoek | Auas Nb | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Auas Slip 1 | 0 | 0 | 0 | 6 | 0 | 4 |
| Windhoek | Auas Slip 2 | 0 | 0 | 1 | 1 | 1 | 0 |
| Windhoek | Auas Slip 3 | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Auas Slip 5 | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Auasblick 1 | 0 | 0 | 0 | 20 | 0 | 15 |
| Windhoek | Auasblick 3 | 0 | 1 | 2 | 11 | 2 | 6 |
| Windhoek | Augeikas Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | August Götz St | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | August Tjaapo St | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Auros Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Ausspann Circle | 0 | 0 | 0 | 50 | 0 | 34 |
| Windhoek | Austin Street | 0 | 0 | 1 | 4 | 1 | 1 |
| Windhoek | Aviation Street | 0 | 0 | 0 | 8 | 0 | 6 |
| Windhoek | Avis Street | 0 | 0 | 0 | 26 | 0 | 19 |
| Windhoek | Avis Place | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Avocet Street | 0 | 0 | 1 | 3 | 1 | 1 |
| Windhoek | Axali Doeseb St | 0 | 0 | 0 | 3 | 0 | 1 |
| Windhoek | Axel Johannes St | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Babie Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Babilon Street | 0 | 1 | 0 | 1 | 1 | 0 |
| Windhoek | Babs Street | 0 | 0 | 0 | 5 | 0 | 3 |
| Windhoek | Bach Street | 0 | 1 | 4 | 117 | 3 | 69 |
| Windhoek | Bacon Street | 0 | 0 | 0 | 3 | 0 | 3 |
| Windhoek | Bahama Street | 0 | 0 | 1 | 1 | 1 | 0 |
| Windhoek | Bahnhof Street | 0 | 0 | 0 | 104 | 0 | 66 |
| Windhoek | Baines Plein | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | Ballot Street | 0 | 0 | 0 | 5 | 0 | 4 |
| Windhoek | Banjo Street | 0 | 1 | 2 | 1 | 1 | 0 |
| Windhoek | Barella Street | 0 | 0 | 0 | 3 | 0 | 3 |
| Windhoek | Barug Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Bauer Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Beethoven Street | 0 | 0 | 0 | 25 | 0 | 13 |
| Windhoek | Begonia Street | 0 | 5 | 5 | 49 | 7 | 23 |
| Windhoek | Begonia Slip | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Behring Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Beijing Street | 1 | 0 | 0 | 17 | 1 | 9 |
| Windhoek | Beijing Slip | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Bell Street | 0 | 0 | 0 | 28 | 0 | 20 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Windhoek | Ben Apollus St | 2 | 0 | 0 | 2 | 2 | 0 |
| Windhoek | Benz Street | 0 | 0 | 0 | 5 | 0 | 3 |
| Windhoek | Berg Street | 0 | 0 | 0 | 13 | 0 | 9 |
| Windhoek | Bessemer Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Best Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Bethe Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Bilboa Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Birmingham St | 0 | 0 | 1 | 4 | 1 | 2 |
| Windhoek | Bishops Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Bismarck Street | 0 | 1 | 1 | 138 | 2 | 84 |
| Windhoek | Black Rock Street | 0 | 6 | 0 | 8 | 2 | 4 |
| Windhoek | Blackett Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Blackwood Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Blaubock Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Bloekom Street | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | Bloemhof Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Blohm Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Bodin Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Bohr Street | 0 | 0 | 0 | 5 | 0 | 5 |
| Windhoek | Bok Street | 0 | 0 | 0 | 11 | 0 | 10 |
| Windhoek | Bonn Street | 0 | 1 | 2 | 21 | 3 | 9 |
| Windhoek | Bonsmara Street | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | Borchers Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Boston Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Bowker Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Boysen Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Brahman Street | 0 | 0 | 0 | 6 | 0 | 3 |
| Windhoek | Brahms Street | 0 | 0 | 0 | 8 | 0 | 4 |
| Windhoek | Brakwater Road | 0 | 1 | 2 | 71 | 3 | 55 |
| Windhoek | Brandberg Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Brava Island St | 0 | 0 | 0 | 3 | 0 | 3 |
| Windhoek | Brig Street | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | Brits Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Bruce Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Brug Street | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | Bruhn Street | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | Brukkaros Street | 0 | 0 | 0 | 4 | 0 | 3 |
| Windhoek | Bulow Wb Slip | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Bungula Street | 0 | 0 | 0 | 3 | 0 | 1 |
| Windhoek | Burg Street | 0 | 0 | 0 | 8 | 0 | 5 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Windhoek | Burg Street Sb | 0 | 0 | 1 | 0 | 1 | 0 |
| Windhoek | Cabora Bassa St | 0 | 0 | 0 | 4 | 0 | 3 |
| Windhoek | Caesar Street | 0 | 1 | 4 | 31 | 3 | 18 |
| Windhoek | Calcium Street | 0 | 0 | 0 | 8 | 0 | 5 |
| Windhoek | Calvyn Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Campbell Street | 0 | 0 | 1 | 5 | 1 | 4 |
| Windhoek | Candypalm Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Carew Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Centaurus Street | 0 | 0 | 1 | 166 | 1 | 118 |
| Windhoek | Ceres Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Chaldeer Street | 0 | 0 | 1 | 1 | 1 | 0 |
| Windhoek | Chamonix Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Charles Cathrall Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Chateau Street | 0 | 0 | 0 | 6 | 0 | 4 |
| Windhoek | Chief Mandume Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Christa Davids St | 0 | 0 | 0 | 5 | 0 | 3 |
| Windhoek | Chrysler Street | 0 | 0 | 0 | 4 | 0 | 3 |
| Windhoek | Church Street | 0 | 0 | 0 | 18 | 0 | 12 |
| Windhoek | Church Street Eb | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Church Street Wb | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | City Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Clanwilliam Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Claudius Kando-vazu Slip | 0 | 0 | 2 | 11 | 1 | 6 |
| Windhoek | Claudius Kando-vazu Street | 1 | 2 | 12 | 131 | 10 | 67 |
| Windhoek | Clemence Kapuuo Street | 0 | 2 | 2 | 55 | 4 | 30 |
| Windhoek | Cleopatra Street | 0 | 0 | 0 | 7 | 0 | 5 |
| Windhoek | Cocopalm Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Coetzee Street | 0 | 0 | 0 | 9 | 0 | 5 |
| Windhoek | Columbia Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Conradie Street | 0 | 0 | 0 | 6 | 0 | 4 |
| Windhoek | Cook Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Crake Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Crohn Street | 0 | 0 | 0 | 4 | 0 | 4 |
| Windhoek | Cullinan Street | 0 | 0 | 0 | 7 | 0 | 4 |
| Windhoek | Curie Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Daan Bekker St | 0 | 0 | 0 | 1 | 0 | 1 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Windhoek | Daan Viljoen Rd | 0 | 1 | 1 | 2 | 1 | 2 |
| Windhoek | Daffodil Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Daimler Street | 0 | 0 | 0 | 20 | 0 | 13 |
| Windhoek | Daimler St Slip | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Dahlia Street | 0 | 0 | 1 | 2 | 1 | 1 |
| Windhoek | DaltonStreet | 0 | 0 | 0 | 12 | 0 | 8 |
| Windhoek | Daniel Tjongarero Street | 1 | 1 | 0 | 1 | 1 | 0 |
| Windhoek | Danela Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Danie Joubert St | 0 | 0 | 0 | 3 | 0 | 3 |
| Windhoek | Daniel Munamava Street | 0 | 0 | 0 | 26 | 0 | 19 |
| Windhoek | Dans Street | 0 | 0 | 1 | 4 | 1 | 1 |
| Windhoek | Daphne Hasen-jager Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Darwin Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Davey Street | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | David Carstens St | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Davin Street | 0 | 1 | 0 | 9 | 1 | 5 |
| Windhoek | Davos Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Dawid Goreseb St | 0 | 2 | 0 | 4 | 2 | 1 |
| Windhoek | De Villiers Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Deimling Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Delhi Street | 0 | 0 | 0 | 6 | 0 | 3 |
| Windhoek | Delhi Square | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Delius Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Denis Shepherd Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Diamant Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Diaz Street | 0 | 2 | 1 | 7 | 1 | 3 |
| Windhoek | Diaz Link | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Diesel Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Dominicus Bohitile Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Dorado Street | 0 | 0 | 2 | 5 | 1 | 5 |
| Windhoek | Doros Street | 0 | 0 | 1 | 0 | 1 | 0 |
| Windhoek | Dortmund Street | 0 | 0 | 0 | 26 | 0 | 14 |
| Windhoek | Dortmund St Slip | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Dr A. B. May Slip | 0 | 0 | 0 | 12 | 0 | 7 |
| Windhoek | Dr A. B. May St | 0 | 0 | 0 | 8 | 0 | 5 |
| Windhoek | Dr Agosthino Neto-Street | 0 | 0 | 0 | 5 | 0 | 3 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Windhoek | Dr Frans Indongo Street | 0 | 2 | 4 | 170 | 5 | 99 |
| Windhoek | Dr Frans Indongo Street Eb | 1 | 0 | 0 | 17 | 1 | 11 |
| Windhoek | Dr Frans Indongo Street Wbn | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Dr Kenneth Kaunda Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Dr Michael De Kock Street | 0 | 0 | 0 | 6 | 0 | 2 |
| Windhoek | Dr W Kulz Street | 0 | 0 | 0 | 4 | 0 | 3 |
| Windhoek | Drakensberg St | 0 | 0 | 1 | 4 | 1 | 2 |
| Windhoek | Du Toit Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Dusseldorf Street | 0 | 3 | 0 | 5 | 2 | 1 |
| Windhoek | Ebner Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Eden Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Edimba Street | 0 | 1 | 0 | 9 | 1 | 5 |
| Windhoek | Edison Street | 0 | 0 | 0 | 20 | 0 | 13 |
| Windhoek | Edsel Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Eenhana Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Eggers Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Egret Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Egumbo Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Eider Street | 0 | 0 | 0 | 8 | 0 | 6 |
| Windhoek | Eike Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Einstein Street | 0 | 0 | 0 | 6 | 0 | 3 |
| Windhoek | Eiseb Street | 0 | 0 | 0 | 4 | 0 | 3 |
| Windhoek | Ekundi Street | 0 | 0 | 1 | 11 | 1 | 5 |
| Windhoek | Elberfeld Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Elephant Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Elim Street | 0 | 0 | 0 | 3 | 0 | 3 |
| Windhoek | Engelberg Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Erasmus Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Erikson Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Erindi Street | 1 | 0 | 0 | 6 | 1 | 3 |
| Windhoek | Erongo Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Eros Street | 0 | 0 | 0 | 35 | 0 | 21 |
| Windhoek | Erundu Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Essen Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Esther Brand St | 0 | 0 | 0 | 5 | 0 | 3 |
| Windhoek | Etetewe Street | 0 | 2 | 4 | 46 | 5 | 24 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Windhoek | Etienne Rosseau Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Etna Street | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | Eveline Street | 0 | 2 | 1 | 28 | 3 | 19 |
| Windhoek | Eveline St Slip 1 | 0 | 1 | 2 | 67 | 3 | 42 |
| Windhoek | Eveline St Slip 2 | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Evergreen Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Exodus Street | 0 | 0 | 0 | 4 | 0 | 3 |
| Windhoek | Fidel Castro Street West Slip 4 | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | F. Fredericks Street Slip 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | F. Fredericks Street Slip 4 | 0 | 0 | 0 | 5 | 0 | 3 |
| Windhoek | F. Nightingale St | 0 | 3 | 10 | 309 | 11 | 150 |
| Windhoek | F. Nightingale Eb | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | F. Nightingale Wb | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | Falkland Street | 0 | 0 | 0 | 5 | 0 | 4 |
| Windhoek | Faraday Street | 0 | 0 | 0 | 11 | 0 | 6 |
| Windhoek | Farao Street | 0 | 0 | 0 | 3 | 0 | 1 |
| Windhoek | Feld Street | 0 | 0 | 3 | 20 | 1 | 13 |
| Windhoek | Ferry Street | 0 | 0 | 0 | 6 | 0 | 5 |
| Windhoek | Fidel Castro St | 0 | 0 | 2 | 101 | 2 | 54 |
| Windhoek | Fidel Castro Circle | 0 | 0 | 0 | 10 | 0 | 6 |
| Windhoek | Filemon Eichab Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Fillistyne Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Fiona Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Floryn Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Fluit Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Forbes Street | 0 | 0 | 0 | 6 | 0 | 4 |
| Windhoek | Fourie Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Frankfurt Street | 0 | 1 | 0 | 3 | 1 | 1 |
| Windhoek | Frankie Fredericks Street | 0 | 3 | 0 | 25 | 2 | 18 |
| Windhoek | Frans Hoesemab Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Freesia Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Freyn Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Fritsche Street | 0 | 0 | 0 | 22 | 0 | 14 |
| Windhoek | Fumbe Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Galasiers Street | 0 | 0 | 0 | 3 | 0 | 2 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Windhoek | Galilei Street | 0 | 0 | 0 | 7 | 0 | 4 |
| Windhoek | Gamma Street | 0 | 0 | 0 | 7 | 0 | 5 |
| Windhoek | Garnet Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Garten Street | 0 | 0 | 0 | 7 | 0 | 5 |
| Windhoek | Garten Park | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Gawannab Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Genesaret Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Genesis Street | 0 | 1 | 0 | 3 | 1 | 2 |
| Windhoek | George Hunter St | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Gerald Dreyer St | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Gerald Evans St | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Gevers Street | 0 | 0 | 0 | 5 | 0 | 3 |
| Windhoek | Ghanzi Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Giraffe Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Gladiola Street | 0 | 1 | 1 | 26 | 2 | 13 |
| Windhoek | Gloudina Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Gluck Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Gnu Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Goethe Street | 0 | 0 | 0 | 18 | 0 | 11 |
| Windhoek | Gold Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Golgota Street | 0 | 0 | 0 | 5 | 0 | 3 |
| Windhoek | Goshawk Street | 0 | 0 | 0 | 11 | 0 | 8 |
| Windhoek | Goshawk St Slip | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Gous Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Gramowski Slip | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Granaat Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Green Mountain Dam Street | 0 | 0 | 3 | 10 | 3 | 3 |
| Windhoek | Gregorowski St | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Grens Street | 0 | 0 | 2 | 3 | 1 | 1 |
| Windhoek | Grimm Street | 0 | 0 | 0 | 12 | 0 | 7 |
| Windhoek | Groenkwarts St | 0 | 0 | 0 | 4 | 0 | 3 |
| Windhoek | Grysbok Street | 0 | 0 | 0 | 4 | 0 | 3 |
| Windhoek | Gutenberg Street | 0 | 0 | 1 | 6 | 1 | 5 |
| Windhoek | Gutsche Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Hosea Kutako Drive Nb | 0 | 0 | 0 | 9 | 0 | 4 |
| Windhoek | Hosea Kutako Drve Nb Loop | 0 | 2 | 1 | 132 | 3 | 79 |
| Windhoek | Hosea Kutako Drive Nb Offramp | 0 | 0 | 0 | 6 | 0 | 5 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Windhoek | H Kutako Nb Serv | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Hosea Kutako Drive Nb Slip 1 | 0 | 0 | 0 | 8 | 0 | 5 |
| Windhoek | Hosea Kutako Drive Nb Slip 2 | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Hosea Kutako Drive Nb Slip 4 | 0 | 0 | 1 | 20 | 1 | 13 |
| Windhoek | H Kutako Sb Loop | 0 | 0 | 0 | 19 | 0 | 11 |
| Windhoek | Hosea Kutako Drive Sb Offramp | 0 | 0 | 0 | 8 | 0 | 5 |
| Windhoek | Hosea Kutako Drive Sb Onramp | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Hosea Kutako Drive Sb Slip 2 | 0 | 0 | 0 | 6 | 0 | 5 |
| Windhoek | Hosea Kutako Drive Sb Slip 4 | 0 | 0 | 0 | 3 | 0 | 3 |
| Windhoek | H Kutako Slip | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | H Kutako Slip 2 | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Hendrik Witbooi Drive Nb Slip 1 | 0 | 0 | 0 | 13 | 0 | 10 |
| Windhoek | H Witbooi Sb Slip | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | H Witbooi Slip 1 | 0 | 0 | 0 | 16 | 0 | 8 |
| Windhoek | H Witbooi Slip 3 | 0 | 0 | 1 | 3 | 1 | 1 |
| Windhoek | Hendrik Witbooi Drive Slip N/w | 0 | 0 | 1 | 1 | 1 | 0 |
| Windhoek | H Witbooi Slip S/e | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Haddy Street | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | Hahnemann St | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Halifax Island St | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Händel Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Hanekam Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Hanga Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Hanganee K. Kavezerie Street | 0 | 1 | 0 | 4 | 1 | 2 |
| Windhoek | Hans Tjongonjoro Street | 0 | 1 | 2 | 19 | 2 | 8 |
| Windhoek | Hans Uirab Street | 0 | 1 | 1 | 34 | 1 | 18 |
| Windhoek | Harare Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Harvey Street | 0 | 0 | 0 | 24 | 0 | 13 |
| Windhoek | Hawaii Street | 0 | 2 | 0 | 2 | 1 | 1 |
| Windhoek | Haydn Street | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | Hans-Dietrich Genscher Street | 1 | 9 | 8 | 158 | 12 | 74 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Windhoek | Hans-Dietrich Genscher St Nb | 0 | 0 | 0 | 5 | 0 | 2 |
| Windhoek | Hans-Dietrich Genscher Street Serv West | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Health & Social | 0 | 0 | 0 | 11 | 0 | 9 |
| Windhoek | Hebenstreit Street | 0 | 0 | 0 | 5 | 0 | 3 |
| Windhoek | Hegel Street | 0 | 0 | 0 | 4 | 0 | 3 |
| Windhoek | Heide Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Heidrich Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Heinitzburg Street | 0 | 0 | 0 | 18 | 0 | 12 |
| Windhoek | Helen Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Heliodoor Street | 0 | 0 | 0 | 10 | 0 | 7 |
| Windhoek | Hella Kuppe St | 0 | 0 | 0 | 4 | 0 | 3 |
| Windhoek | Henckert Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Hendrik Hop St | 0 | 0 | 0 | 13 | 0 | 8 |
| Windhoek | Hendrik Isaak St | 0 | 0 | 0 | 11 | 0 | 6 |
| Windhoek | Hendrik Witbooi Drive | 0 | 2 | 1 | 124 | 3 | 73 |
| Windhoek | Hendrik Witbooi Drive Sb | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | Henry Kaltenbrun Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Hercules Street | 0 | 0 | 0 | 4 | 0 | 3 |
| Windhoek | Hereford Street | 0 | 2 | 3 | 17 | 5 | 9 |
| Windhoek | Herman Kaundje Street | 0 | 1 | 0 | 1 | 1 | 0 |
| Windhoek | Herzinger Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Heyn Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Hintrager Street | 0 | 0 | 0 | 7 | 0 | 5 |
| Windhoek | Hintrager Circle | 0 | 0 | 0 | 6 | 0 | 5 |
| Windhoek | Hoanib Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Hochland Rd Eb | 0 | 1 | 0 | 14 | 1 | 11 |
| Windhoek | Hochland Rd Wb | 0 | 0 | 0 | 5 | 0 | 5 |
| Windhoek | Holden Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Hornkrantz Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Hosea Kutako Drive | 0 | 0 | 0 | 36 | 0 | 19 |
| Windhoek | Hosea Kutako Nb | 0 | 3 | 5 | 94 | 7 | 52 |
| Windhoek | Hosea Kutako Sb | 0 | 0 | 0 | 8 | 0 | 5 |
| Windhoek | Hugel Street | 0 | 0 | 0 | 4 | 0 | 3 |
| Windhoek | Hugo Street | 0 | 0 | 0 | 3 | 0 | 1 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Windhoek | Hume Street | 0 | 0 | 0 | 5 | 0 | 4 |
| Windhoek | Hydra Street | 0 | 0 | 0 | 11 | 0 | 6 |
| Windhoek | Iceland Street | 0 | 0 | 0 | 7 | 0 | 6 |
| Windhoek | Ignatius Loyola St | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Inari Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Independence Avenue N/e Park | 0 | 0 | 2 | 183 | 2 | 121 |
| Windhoek | Independence Avenue S/e Park | 0 | 0 | 0 | 18 | 0 | 13 |
| Windhoek | Independence Avenue | 7 | 21 | 36 | 688 | 54 | 354 |
| Windhoek | Independence Avenue N/wb | 0 | 0 | 0 | 6 | 0 | 4 |
| Windhoek | Independence Avenue Nb | 0 | 0 | 4 | 235 | 4 | 161 |
| Windhoek | Independence Avenue S/eb Slip | 1 | 0 | 0 | 10 | 1 | 7 |
| Windhoek | Independence Avenue Sb | 0 | 0 | 0 | 44 | 0 | 31 |
| Windhoek | Independence Avenue Slip (s) | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Iota Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Iscor Street | 0 | 0 | 0 | 12 | 0 | 7 |
| Windhoek | Jade Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Jakaranda Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Jakob Hamajeuo Street | 0 | 0 | 1 | 1 | 1 | 0 |
| Windhoek | Jan Jonker Road | 0 | 1 | 0 | 127 | 1 | 76 |
| Windhoek | Jan Jonker Rd Eb | 0 | 0 | 0 | 3 | 0 | 1 |
| Windhoek | Jan Jonker Wb | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Jaspers Street | 0 | 0 | 0 | 8 | 0 | 5 |
| Windhoek | Jeanette Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Jenner Street | 0 | 0 | 1 | 0 | 1 | 0 |
| Windhoek | Jennie Maakal Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Jerigo Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Jerusalem Street | 0 | 0 | 0 | 6 | 0 | 3 |
| Windhoek | Joey Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Johann Albrecht Street | 0 | 0 | 0 | 56 | 0 | 31 |
| Windhoek | Johann Albrecht Street Slip | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Johanna Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | John Ludwig St | 0 | 0 | 0 | 2 | 0 | 1 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Windhoek | John Meinert St | 0 | 0 | 3 | 54 | 2 | 31 |
| Windhoek | John Meinert Eb | 1 | 1 | 1 | 193 | 3 | 112 |
| Windhoek | John Meinert Wb | 0 | 0 | 0 | 13 | 0 | 8 |
| Windhoek | John Meinert Street Wb Slip | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | John Tjomainja Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Jordan Street | 0 | 1 | 0 | 34 | 1 | 19 |
| Windhoek | Josef Gariseb Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Josef Hanse Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Josef Vambo Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Joseph Wood Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Joule Street | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | Juba Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Judea Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Julius Nyerere Street | 0 | 1 | 1 | 7 | 2 | 3 |
| Windhoek | Kainab Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Kallie Roodt St | 0 | 0 | 0 | 5 | 0 | 4 |
| Windhoek | Kamberipa Street | 0 | 0 | 0 | 7 | 0 | 4 |
| Windhoek | Kambonde Gitope Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Kampala Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Kanaan Street | 0 | 1 | 0 | 3 | 1 | 1 |
| Windhoek | Kanna Street | 0 | 1 | 0 | 2 | 1 | 1 |
| Windhoek | Karibes Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Karin Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Karl Dove Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Kasch Street | 0 | 0 | 0 | 10 | 0 | 6 |
| Windhoek | Kasino Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Kasteel Street | 0 | 0 | 0 | 5 | 0 | 3 |
| Windhoek | Kelkiewyn Street | 0 | 0 | 1 | 1 | 1 | 1 |
| Windhoek | Keller Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Kelvin Street | 0 | 0 | 0 | 5 | 0 | 3 |
| Windhoek | Kenneth McArthur Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Kepler Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Kerby Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Khabi Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Khan Street | 0 | 0 | 0 | 2 | 0 | 1 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Windhoek | Kindergarten St | 0 | 0 | 1 | 5 | 1 | 2 |
| Windhoek | Kingfisher Street | 0 | 0 | 0 | 32 | 0 | 21 |
| Windhoek | Kingsley Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Kinshasa Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Kleine Kuppe St | 0 | 0 | 0 | 3 | 0 | 3 |
| Windhoek | Kleinschmidt St | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Koch Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Koe Koe Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Koinseb Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Konrad Street | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | Kores Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Kornalyn Street | 0 | 1 | 1 | 16 | 2 | 9 |
| Windhoek | Korner Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Kreuzberg Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Krisante Street | 0 | 0 | 0 | 7 | 0 | 3 |
| Windhoek | Kronieke Street | 0 | 0 | 0 | 6 | 0 | 4 |
| Windhoek | Kroon Street | 0 | 0 | 0 | 9 | 0 | 5 |
| Windhoek | Krupp Street | 0 | 0 | 0 | 4 | 0 | 4 |
| Windhoek | Kuiseb Street | 0 | 0 | 0 | 9 | 0 | 6 |
| Windhoek | Kupferberg Street | 0 | 0 | 1 | 0 | 1 | 0 |
| Windhoek | Lambda Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Langenhoven St | 0 | 0 | 0 | 6 | 0 | 5 |
| Windhoek | Lansebourg St | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | Lanzarote Street | 0 | 0 | 0 | 4 | 0 | 3 |
| Windhoek | Lardner Burke St | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Lasuriet Street | 0 | 0 | 1 | 4 | 1 | 1 |
| Windhoek | Laurent D. Kabila Street | 0 | 0 | 0 | 9 | 0 | 6 |
| Windhoek | Laurie Stevens St | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Lazarett Street | 0 | 0 | 0 | 112 | 0 | 63 |
| Windhoek | Lazarus Street | 0 | 0 | 0 | 7 | 0 | 4 |
| Windhoek | L. D. Kabila Slip | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Le Roux Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Leibnitz Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Lemoen Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Leonard Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Leonard Auala St | 0 | 0 | 0 | 18 | 0 | 9 |
| Windhoek | Levitikus Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Lewerik Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Liberty Island St | 0 | 0 | 0 | 2 | 0 | 1 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Windhoek | Lichtenstein St | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Liliencron Street | 0 | 0 | 0 | 5 | 0 | 4 |
| Windhoek | Linda Street | 0 | 0 | 1 | 1 | 1 | 0 |
| Windhoek | Lindequist Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Lister Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Locke Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | London Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Long Island Street | 0 | 4 | 0 | 26 | 3 | 14 |
| Windhoek | Long Park West Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Louis Raymond Street | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | Louw Street | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | Love Street | 0 | 0 | 0 | 7 | 0 | 4 |
| Windhoek | Lucifer Street | 0 | 0 | 0 | 3 | 0 | 1 |
| Windhoek | Luderitz Street | 0 | 0 | 0 | 18 | 0 | 10 |
| Windhoek | Luther Street | 0 | 0 | 0 | 12 | 0 | 8 |
| Windhoek | Lydia Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | M. Ndemufayo Avenue Nb Slip | 0 | 0 | 1 | 9 | 1 | 5 |
| Windhoek | M Ndemufayo E Serv | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | M Ndemufayo Avenue Nb Slip | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | M Ndemufayo Avenue Slip | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Maansteen Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Macadam Street | 0 | 0 | 0 | 6 | 0 | 3 |
| Windhoek | Mackenzie Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Magdala Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Mahatma Gandhi Street | 0 | 1 | 2 | 73 | 3 | 36 |
| Windhoek | Mahem Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Mahler Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Majorie Clark St | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Makkabeer Street | 0 | 0 | 0 | 3 | 0 | 1 |
| Windhoek | Mandume Ndemufayo Ave | 0 | 0 | 1 | 50 | 1 | 33 |
| Windhoek | Mandume Ndemufayo Eb | 0 | 0 | 0 | 19 | 0 | 13 |
| Windhoek | Mandume Ndemufayo Nb | 1 | 3 | 5 | 382 | 8 | 226 |
| Windhoek | Mandume Ndemufayo Sb | 0 | 0 | 3 | 83 | 2 | 48 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Windhoek | Mandume Ndemu-fayo Wb | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Mara Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Maraboe Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | March Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Margareten Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Marico Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Mark Street | 0 | 0 | 0 | 6 | 0 | 4 |
| Windhoek | Martha Street | 0 | 0 | 1 | 3 | 1 | 1 |
| Windhoek | Mataman Street | 0 | 0 | 0 | 8 | 0 | 3 |
| Windhoek | Mathias Hoeseb Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Matshitshi Street | 1 | 0 | 1 | 13 | 2 | 9 |
| Windhoek | Mattenklodt Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Max Eichab St | 0 | 2 | 1 | 3 | 3 | 0 |
| Windhoek | Maxwell Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Mayo Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Mercedes Street | 0 | 0 | 0 | 6 | 0 | 4 |
| Windhoek | Mercury Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Merensky Street | 0 | 0 | 0 | 8 | 0 | 5 |
| Windhoek | Mersey Street | 0 | 1 | 1 | 4 | 2 | 3 |
| Windhoek | Messum Street | 0 | 0 | 0 | 8 | 0 | 4 |
| Windhoek | Metje Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Michaelis Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Michelangelo St | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Michelle Mclean Street | 0 | 0 | 0 | 8 | 0 | 6 |
| Windhoek | Michelle Mclean Street Slip | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Mika Shimbuli St | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | Missouri Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Modane Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Molopo Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Moltke Street | 0 | 0 | 0 | 5 | 0 | 3 |
| Windhoek | Monica Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Mont Blanc Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Monte Christo Road | 3 | 4 | 24 | 223 | 28 | 122 |
| Windhoek | Monte Christo Road Slip 2 | 0 | 0 | 0 | 10 | 0 | 8 |
| Windhoek | Monte Christo Road Slip 3 | 0 | 4 | 6 | 82 | 9 | 47 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Windhoek | Mooi Street | 0 | 0 | 0 | 6 | 0 | 3 |
| Windhoek | Moses Garoeb St | 0 | 5 | 6 | 77 | 7 | 42 |
| Windhoek | Moses Garoeb Street Slip | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Mowe Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Mozart Street | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | M.U. Greef Street | 0 | 0 | 1 | 4 | 1 | 1 |
| Windhoek | Mudarib Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Mungunda Street | 0 | 2 | 5 | 127 | 6 | 65 |
| Windhoek | Nachtigal Street | 0 | 0 | 0 | 8 | 0 | 6 |
| Windhoek | Nagasaki Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Naguil Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Namutoni Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Nasaret Street | 0 | 0 | 1 | 5 | 1 | 2 |
| Windhoek | Nasmith Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Nauchab Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Naukluft Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Naute Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Nelson Mandela Avenue | 0 | 1 | 3 | 257 | 4 | 163 |
| Windhoek | Netball Street | 0 | 1 | 0 | 4 | 1 | 2 |
| Windhoek | Newcastle Street | 0 | 0 | 0 | 45 | 0 | 32 |
| Windhoek | Newcastle Place | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Newton Street | 0 | 0 | 0 | 6 | 0 | 3 |
| Windhoek | Nickel Street | 0 | 0 | 0 | 17 | 0 | 12 |
| Windhoek | Nickel Place | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Nissen-Lass St | 0 | 0 | 0 | 7 | 0 | 4 |
| Windhoek | Nobel Street | 0 | 0 | 0 | 6 | 0 | 4 |
| Windhoek | Nordland Street | 0 | 0 | 2 | 4 | 1 | 4 |
| Windhoek | Nossob Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Okahwe Street | 0 | 0 | 1 | 3 | 1 | 1 |
| Windhoek | Okandondu Street | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | Okaramba Street | 0 | 1 | 0 | 5 | 1 | 3 |
| Windhoek | Okarundu Street | 0 | 0 | 0 | 11 | 0 | 7 |
| Windhoek | Okerfontein Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Okombahe Street | 0 | 0 | 0 | 12 | 0 | 11 |
| Windhoek | Okomize Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Okuvare Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Olga Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Olivien Street | 0 | 0 | 0 | 3 | 0 | 2 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Windhoek | Olof Palme Street | 0 | 0 | 0 | 5 | 0 | 3 |
| Windhoek | Omarunga Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Omatako Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Ombakata Street | 0 | 1 | 4 | 12 | 4 | 5 |
| Windhoek | Ombala Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Ombandje Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Omeva Street | 0 | 0 | 1 | 1 | 1 | 0 |
| Windhoek | Omongo Street | 0 | 1 | 2 | 18 | 2 | 10 |
| Windhoek | Ompilu Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Omukaru Street | 0 | 2 | 0 | 1 | 1 | 0 |
| Windhoek | Omulunga Street | 0 | 1 | 1 | 14 | 2 | 8 |
| Windhoek | Omumborobonga Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Omungondo St | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | Omungwindi St | 0 | 0 | 0 | 5 | 0 | 3 |
| Windhoek | Omupupo Street | 0 | 0 | 1 | 4 | 1 | 2 |
| Windhoek | Omupwaka Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Omuramba Road | 0 | 0 | 0 | 4 | 0 | 3 |
| Windhoek | Omuryambambi Street | 0 | 0 | 1 | 2 | 1 | 1 |
| Windhoek | Omuryangava Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Omutula Street | 0 | 0 | 1 | 4 | 1 | 2 |
| Windhoek | Omuuva Street | 0 | 0 | 1 | 1 | 1 | 0 |
| Windhoek | Omuvapo Street | 0 | 0 | 2 | 27 | 2 | 16 |
| Windhoek | Omuvapu Street | 0 | 1 | 2 | 19 | 3 | 8 |
| Windhoek | Omuve Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Ondangaura Street | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | Ondjima Street | 0 | 0 | 1 | 1 | 1 | 0 |
| Windhoek | Ondondu Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Ondongab Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Ondoto Street | 0 | 1 | 1 | 11 | 2 | 5 |
| Windhoek | Ongandu Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Ongava Street | 0 | 6 | 6 | 79 | 12 | 39 |
| Windhoek | Ongulumbashe St | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Onguya Street | 0 | 0 | 0 | 5 | 0 | 3 |
| Windhoek | Onyati Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Onyeka Street | 0 | 0 | 0 | 5 | 0 | 3 |
| Windhoek | Ooievaar Street | 0 | 0 | 0 | 6 | 0 | 3 |
| Windhoek | Orban Street | 1 | 0 | 0 | 3 | 1 | 2 |
| Windhoek | Orion Street | 0 | 0 | 1 | 1 | 1 | 0 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Windhoek | Oryx Street | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | Osprey Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Ossmann Street | 0 | 0 | 0 | 4 | 0 | 3 |
| Windhoek | Otjinjange Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Otjomuise Street | 0 | 2 | 1 | 50 | 3 | 32 |
| Windhoek | Otjomuise Street West Slip 1 | 0 | 0 | 0 | 7 | 0 | 4 |
| Windhoek | Otjomuise West Street Slip 2 | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Otjozondjou St | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Otto Nitzsche St | 0 | 0 | 0 | 4 | 0 | 3 |
| Windhoek | Outapi Street St | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Outeniqua Street | 0 | 1 | 0 | 3 | 1 | 1 |
| Windhoek | Palladium Street | 0 | 0 | 1 | 4 | 1 | 4 |
| Windhoek | Palm Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Palma Street | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | Palmer Street | 0 | 0 | 0 | 3 | 0 | 3 |
| Windhoek | Palomar Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Papagaien Street | 0 | 0 | 0 | 7 | 0 | 5 |
| Windhoek | Papawer Street | 0 | 1 | 0 | 1 | 1 | 0 |
| Windhoek | Park Street | 0 | 0 | 0 | 6 | 0 | 5 |
| Windhoek | Parking West | 0 | 0 | 1 | 12 | 1 | 8 |
| Windhoek | Parsival Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Parsons Street | 0 | 0 | 1 | 18 | 1 | 11 |
| Windhoek | Parsons St Slip | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Pasteur Street | 0 | 0 | 0 | 31 | 0 | 18 |
| Windhoek | Patmos Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Patterson Street | 0 | 0 | 0 | 8 | 0 | 5 |
| Windhoek | Paul Erlich Street | 0 | 0 | 0 | 6 | 0 | 2 |
| Windhoek | Paul Mogagabe Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Paul van Hartes Street | 0 | 0 | 0 | 3 | 0 | 1 |
| Windhoek | Pelican Street | 0 | 0 | 0 | 10 | 0 | 5 |
| Windhoek | Penelope Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Penning Street | 0 | 0 | 0 | 6 | 0 | 3 |
| Windhoek | Perkin Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Perske Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Pettenkofer Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Petunia Street | 0 | 0 | 0 | 6 | 0 | 3 |
| Windhoek | Phillip Turimei St | 0 | 1 | 0 | 1 | 1 | 0 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Windhoek | Pienaar Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Pinguin Street | 0 | 0 | 0 | 9 | 0 | 5 |
| Windhoek | Planck Street | 0 | 0 | 0 | 10 | 0 | 5 |
| Windhoek | Platinum Street | 0 | 0 | 0 | 5 | 0 | 4 |
| Windhoek | Plato Street | 0 | 0 | 0 | 8 | 0 | 6 |
| Windhoek | Pluto Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Pondo Nangombe Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Pongola Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Port Louis Street | 0 | 0 | 0 | 3 | 0 | 1 |
| Windhoek | Post Street | 0 | 0 | 0 | 3 | 0 | 3 |
| Windhoek | Potgieter Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Pou Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Pretoria Street | 0 | 0 | 0 | 3 | 0 | 1 |
| Windhoek | Pretorius Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Principe Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Prinsloo Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Prinz Hubertus St | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Promenadenweg | 0 | 0 | 0 | 5 | 0 | 3 |
| Windhoek | Pruim Street | 0 | 0 | 0 | 6 | 0 | 4 |
| Windhoek | Psalm Street | 0 | 0 | 1 | 3 | 1 | 2 |
| Windhoek | Puccini Street | 0 | 0 | 0 | 10 | 0 | 5 |
| Windhoek | Pullman Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Robert Mugabe Avenue Nb Slip 2 | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Robert Mugabe Avenue Nb Slip 3 | 0 | 1 | 5 | 40 | 4 | 21 |
| Windhoek | Raben Street | 0 | 0 | 0 | 4 | 0 | 3 |
| Windhoek | Rafidim Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Rand Street | 0 | 0 | 0 | 29 | 0 | 13 |
| Windhoek | Range Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Ranonkel Street | 0 | 0 | 0 | 12 | 0 | 7 |
| Windhoek | Reg Gaffley St | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Reger Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Reginald Walker Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Rehobother Road | 0 | 0 | 0 | 44 | 0 | 34 |
| Windhoek | Rehobother Nb | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Rehobother Sb | 0 | 0 | 0 | 5 | 0 | 4 |
| Windhoek | Reiher Street | 0 | 0 | 0 | 4 | 0 | 3 |
| Windhoek | Renaissance St | 0 | 0 | 0 | 3 | 0 | 1 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Windhoek | Rendsburger St | 0 | 0 | 0 | 5 | 0 | 4 |
| Windhoek | Rev Michael Scott Street | 0 | 0 | 0 | 10 | 0 | 7 |
| Windhoek | Reykjavik Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Rhine Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Rhino Street | 0 | 0 | 0 | 18 | 0 | 13 |
| Windhoek | Richard Kahiko St | 0 | 1 | 0 | 7 | 1 | 4 |
| Windhoek | Richard Kamuhuka Street | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | Richter Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Rieks Van Der Walt Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Rietbok Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Rietfontein Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Riethaan Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Riggenbach St | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Rilke Street | 0 | 0 | 0 | 6 | 0 | 4 |
| Windhoek | Road 1 | 0 | 0 | 1 | 9 | 1 | 7 |
| Windhoek | Road 7 | 0 | 0 | 1 | 0 | 1 | 0 |
| Windhoek | Road 10 | 0 | 0 | 1 | 21 | 1 | 18 |
| Windhoek | Road 11 | 0 | 0 | 0 | 10 | 0 | 9 |
| Windhoek | Road 32 | 0 | 0 | 0 | 5 | 0 | 3 |
| Windhoek | Road 4 | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Robert Koch St | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Robert Mugabe Avenue | 0 | 1 | 12 | 379 | 11 | 215 |
| Windhoek | Robert Mugabe Avenue Nb | 0 | 1 | 1 | 5 | 1 | 3 |
| Windhoek | Robert Mugabe Avenue Sb | 0 | 0 | 0 | 5 | 0 | 3 |
| Windhoek | Robin Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Robyn Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Roentgen Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Rogate Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Romeine Street | 0 | 0 | 0 | 3 | 0 | 1 |
| Windhoek | Rooivalk Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Roos Street | 0 | 1 | 0 | 1 | 1 | 0 |
| Windhoek | Rugby Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Rusch Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Ruth Street | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | Sadduseer Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Sal Island Street | 0 | 0 | 1 | 2 | 1 | 2 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Windhoek | Salem Street | 0 | 0 | 1 | 1 | 1 | 0 |
| Windhoek | Salk Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Salt Springs St | 0 | 0 | 1 | 3 | 1 | 1 |
| Windhoek | Sam Nujoma Drive | 0 | 0 | 7 | 511 | 6 | 324 |
| Windhoek | Sam Nujoma Drive (prov) Slip | 0 | 0 | 0 | 3 | 0 | 3 |
| Windhoek | Sam Nujoma Eb | 0 | 0 | 0 | 5 | 0 | 2 |
| Windhoek | Sam Nujoma Slip | 1 | 1 | 0 | 16 | 1 | 8 |
| Windhoek | Sam Nujoma Wb | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Sam Nujoma Drive West Slip 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Windhoek | Samaria Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Samuel Shikomba Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Sando Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Sanhedrin Street | 0 | 1 | 0 | 3 | 1 | 1 |
| Windhoek | Sard Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Sarie Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Sartre Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Sauer Street | 0 | 0 | 0 | 3 | 0 | 3 |
| Windhoek | Sauerbruch Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Schanzenweg | 0 | 0 | 0 | 11 | 0 | 7 |
| Windhoek | Scheppmann St | 0 | 0 | 0 | 8 | 0 | 6 |
| Windhoek | Schinz Street | 0 | 0 | 0 | 9 | 0 | 4 |
| Windhoek | Schleswig Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Schönlein Street | 0 | 0 | 0 | 12 | 0 | 7 |
| Windhoek | Schopenhauer St | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Schroeder Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Schubert Street | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | Schuckmann St | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Schützen Street | 0 | 0 | 0 | 10 | 0 | 7 |
| Windhoek | Schwerinsburg St | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Sean Mcbride St | 0 | 0 | 0 | 8 | 0 | 4 |
| Windhoek | Seder Street | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | Seitz Street | 0 | 0 | 0 | 4 | 0 | 3 |
| Windhoek | Sekretar Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Service Rd East | 0 | 0 | 1 | 6 | 1 | 3 |
| Windhoek | Service Rd West | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | Sesriem Street | 0 | 0 | 0 | 6 | 0 | 6 |
| Windhoek | Shakespeare St | 0 | 0 | 0 | 1 | 0 | 1 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Windhoek | Shanghai Street | 1 | 5 | 5 | 110 | 8 | 55 |
| Windhoek | Shannon Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Sheffield Street | 0 | 0 | 0 | 3 | 0 | 3 |
| Windhoek | Sheffield St Link | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Shenandoah St | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Shilunga Street | 0 | 1 | 0 | 5 | 1 | 2 |
| Windhoek | Show Grounds | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Siegfried Tjitemsa Street | 0 | 2 | 0 | 4 | 1 | 2 |
| Windhoek | Sierre Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Sigma Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Simpson Street | 0 | 0 | 2 | 3 | 2 | 0 |
| Windhoek | Sinagoge Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Sinclair Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Sipres Street | 0 | 0 | 0 | 5 | 0 | 3 |
| Windhoek | Sirkoon Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Small Island St | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Smit Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Snyman Circle | 0 | 0 | 3 | 33 | 2 | 21 |
| Windhoek | Social Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Socrates Street | 0 | 1 | 0 | 3 | 1 | 1 |
| Windhoek | Solingen Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Sperlingslust St | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Spinoza Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Spreuke Street | 0 | 0 | 2 | 0 | 1 | 0 |
| Windhoek | Stadium | 0 | 0 | 0 | 5 | 0 | 4 |
| Windhoek | Stauch Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Steenbras Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Stein Street | 0 | 0 | 0 | 19 | 0 | 14 |
| Windhoek | Stokes Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Storch Street | 0 | 0 | 0 | 15 | 0 | 11 |
| Windhoek | Strauss Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Sturrock Street | 0 | 0 | 0 | 4 | 0 | 3 |
| Windhoek | Sukkot Street | 0 | 1 | 2 | 20 | 2 | 10 |
| Windhoek | Susanna Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Swakoppoort St | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Swan Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Tabernakel Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Tacoma Street | 0 | 0 | 0 | 13 | 0 | 8 |
| Windhoek | Tal Street | 0 | 1 | 0 | 133 | 1 | 80 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Windhoek | Tal Street Link | 0 | 0 | 0 | 30 | 0 | 20 |
| Windhoek | Tarentaal Street | 0 | 0 | 0 | 7 | 0 | 4 |
| Windhoek | Tauben Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Taurus Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Tchagra Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Tegnies/academia | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Teinert Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Tekoa Street | 0 | 2 | 0 | 2 | 1 | 1 |
| Windhoek | Tenbergen Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Tenerife Road | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Tennis Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Thames Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Theo Wyngaardt Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Thorer Street | 0 | 0 | 0 | 6 | 0 | 3 |
| Windhoek | Tilda Viljoen St | 0 | 0 | 1 | 2 | 1 | 0 |
| Windhoek | Titanium Street | 0 | 0 | 4 | 0 | 1 | 0 |
| Windhoek | Titus Namueja St | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Tolla Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Tommie Muller St | 0 | 0 | 0 | 10 | 0 | 5 |
| Windhoek | Torra Street | 0 | 0 | 0 | 7 | 0 | 4 |
| Windhoek | Traugott Handura Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Trift Street | 0 | 0 | 0 | 4 | 0 | 3 |
| Windhoek | Troas Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Trompet Street | 0 | 0 | 1 | 2 | 1 | 1 |
| Windhoek | Tsauchab Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Tuba Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Tucana Street | 0 | 0 | 0 | 4 | 0 | 3 |
| Windhoek | Tugela Street | 0 | 0 | 2 | 31 | 2 | 18 |
| Windhoek | Tunschel Street | 0 | 0 | 1 | 5 | 1 | 3 |
| Windhoek | Uatsindua Ndjoze Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Ugab Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Uhland Street | 0 | 0 | 0 | 38 | 0 | 22 |
| Windhoek | Uhland Street Slip | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Uruguay Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Uupopo Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Van Aswegen St | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Van den Heever Street | 0 | 0 | 0 | 6 | 0 | 3 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Windhoek | Van der Bijl Street | 0 | 2 | 1 | 9 | 1 | 5 |
| Windhoek | Van Rhijn Street | 0 | 0 | 0 | 8 | 0 | 4 |
| Windhoek | Van Rhijn St West | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Van Zyl Street | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Varallo Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Venning Street | 0 | 0 | 0 | 4 | 0 | 3 |
| Windhoek | Verbena Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Verdi Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Victor Nkandi St | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Victoria Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Vienna Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Viljoen Street | 0 | 0 | 0 | 4 | 0 | 3 |
| Windhoek | Virgin Island St | 0 | 0 | 0 | 4 | 0 | 3 |
| Windhoek | Visagie Plein | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Visarend Street | 0 | 3 | 0 | 50 | 3 | 24 |
| Windhoek | Visser Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Vogelsang Street | 0 | 0 | 0 | 6 | 0 | 3 |
| Windhoek | Voigts Street | 0 | 0 | 0 | 29 | 0 | 19 |
| Windhoek | Voltaire Street | 0 | 0 | 0 | 9 | 0 | 5 |
| Windhoek | Von Braun Street | 0 | 0 | 0 | 5 | 0 | 3 |
| Windhoek | Von Burgsdorff St | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Von Eckenbrecher Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | W Suburb Swim | 0 | 0 | 0 | 3 | 0 | 1 |
| Windhoek | Wagner Street | 0 | 0 | 0 | 4 | 0 | 2 |
| Windhoek | Walter Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Ward Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Wasserbock St | 0 | 0 | 0 | 2 | 0 | 2 |
| Windhoek | Weather Bureau | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Webb Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Weber Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Wecke Street | 0 | 0 | 0 | 15 | 0 | 9 |
| Windhoek | Wembly Street | 0 | 0 | 0 | 3 | 0 | 2 |
| Windhoek | Werner List Street | 0 | 1 | 3 | 112 | 4 | 64 |
| Windhoek | Werth Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Western Bypass Slip | 0 | 4 | 8 | 162 | 8 | 106 |
| Windhoek | Wewer Street | 0 | 0 | 0 | 3 | 0 | 1 |
| Windhoek | Wilibald Kapu-enene Street | 0 | 3 | 4 | 20 | 7 | 8 |

| Town | Street | Fatalities | Serious injuries | Slight injuries | No injuries | Injuries collisions | Damage only |
|---|---|---|---|---|---|---|---|
| Windhoek | Willan Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Willemien Street | 0 | 0 | 0 | 5 | 0 | 3 |
| Windhoek | William Camm St | 0 | 0 | 1 | 0 | 1 | 0 |
| Windhoek | Windhoek Rd 20 | 0 | 0 | 0 | 4 | 0 | 3 |
| Windhoek | Witvalk Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Xamigaub Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Yukon Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Yvonne Street | 0 | 0 | 0 | 1 | 0 | 1 |
| Windhoek | Zaire Street | 0 | 0 | 0 | 2 | 0 | 1 |
| Windhoek | Zambesi Street | 0 | 0 | 0 | 13 | 0 | 7 |
| Windhoek | Zedekias Ogamb Street | 0 | 0 | 1 | 2 | 1 | 0 |
| Windhoek | Ziegler Street | 0 | 0 | 0 | 1 | 0 | 1 |
| **Total** | | **44** | **385** | **791** | **16047** | **932** | **9434** |

# 12. Appendix V: Number of casualties by police station and region

| Region | Police station | Fatalities | Serious injuries | Slight injuries | Damage Only |
|---|---|---|---|---|---|
| Erongo | Arandis | 4 | 20 | 28 | 65 |
| | Narraville | 0 | 0 | 3 | 44 |
| | Hentiesbay | 0 | 7 | 12 | 25 |
| | Karibib | 1 | 14 | 27 | 93 |
| | Kuisebmund | 0 | 23 | 84 | 158 |
| | Mondesa | 0 | 7 | 33 | 109 |
| | Omaruru | 1 | 7 | 19 | 92 |
| | Swakopmund | 2 | 17 | 36 | 521 |
| | Uis | 1 | 6 | 7 | 9 |
| | Usakos | 5 | 28 | 35 | 58 |
| | Walvis Bay | 3 | 35 | 169 | 470 |
| Hardap | Aranos | 1 | 5 | 4 | 19 |
| | Derm | 0 | 3 | 3 | 11 |
| | Gibeon | 3 | 13 | 8 | 20 |
| | Gochas | 1 | 7 | 15 | 9 |
| | Kalkrand | 4 | 18 | 20 | 16 |
| | Maltahöhe | 8 | 17 | 22 | 27 |
| | Mariental | 3 | 6 | 32 | 115 |
| | Rehoboth | 1 | 13 | 12 | 242 |
| | Schlip | 0 | 0 | 0 | 1 |
| | Stampriet | 2 | 5 | 4 | 1 |
| Karas | Ariamsvlei | 1 | 2 | 6 | 11 |
| | Aussenkehr | 0 | 1 | 2 | 9 |
| | Aus | 1 | 3 | 15 | 14 |
| | Bethanie | 0 | 13 | 14 | 18 |
| | Karasburg | 4 | 7 | 23 | 29 |
| | Keetmanshoop | 9 | 22 | 43 | 236 |
| | Koes | 0 | 0 | 1 | 1 |
| | Luderitz | 0 | 7 | 8 | 80 |
| | Noordoewer | 1 | 0 | 6 | 9 |
| | Oranjemund | 1 | 3 | 19 | 56 |
| | Rosh Pinah | 0 | 2 | 0 | 24 |
| | Tses | 2 | 4 | 7 | 32 |
| | Warmbad | 0 | 1 | 4 | 1 |
| Kavango East | (NO) Ndiyona | 4 | 4 | 15 | 25 |
| | Mukwe | 3 | 8 | 18 | 51 |
| | Mururani | 1 | 1 | 0 | 25 |
| | Rundu | 10 | 29 | 84 | 353 |
| Kavango West | Kahenge | 13 | 13 | 42 | 92 |

| Region | Police station | Fatalities | Serious injuries | Slight injuries | Damage Only |
|---|---|---|---|---|---|
| Khomas | Dordabis | 0 | 1 | 3 | 17 |
| | Hosea Kutako | 0 | 0 | 0 | 91 |
| | Katutura | 15 | 165 | 174 | 1287 |
| | Nauchas | 0 | 0 | 1 | 0 |
| | Okahandja | 14 | 85 | 117 | 353 |
| | Wanaheda | 8 | 33 | 109 | 953 |
| | Windhoek | 7 | 45 | 149 | 5144 |
| Kunene | Kamanjab | 0 | 6 | 5 | 33 |
| | Khorixas | 1 | 8 | 30 | 58 |
| | Opuwo | 3 | 20 | 10 | 113 |
| | Outjo | 0 | 27 | 23 | 114 |
| | Sesfontein | 1 | 2 | 4 | 3 |
| | Werda | 0 | 1 | 1 | 13 |
| Ohangwena | Eenhana | 3 | 29 | 17 | 62 |
| | Ohangwena | 11 | 48 | 68 | 144 |
| | Okongo | 2 | 9 | 4 | 29 |
| | Omungwelume | 5 | 23 | 20 | 15 |
| | Ongha | 2 | 2 | 2 | 0 |
| | Oshikango | 0 | 0 | 3 | 3 |
| Omaheke | Aminuis | 0 | 2 | 6 | 2 |
| | Du Plessis | 0 | 5 | 4 | 14 |
| | Epukiro | 5 | 5 | 6 | 23 |
| | Gobabis | 9 | 19 | 45 | 217 |
| | Leonardville | 1 | 4 | 1 | 13 |
| | Omitara | 0 | 0 | 9 | 11 |
| | Otjinene | 1 | 17 | 18 | 30 |
| | Tallismanus | 2 | 11 | 8 | 2 |
| | Trans-Kalahari | 0 | 4 | 1 | 10 |
| | Witvlei | 4 | 1 | 6 | 20 |
| Omusati | Ogongo | 2 | 1 | 0 | 0 |
| | Okahao | 7 | 46 | 39 | 84 |
| | Onandjaba | 2 | 10 | 7 | 12 |
| | Outapi | 7 | 42 | 45 | 134 |
| | Ruacana | 6 | 7 | 17 | 29 |
| | Tsandi | 0 | 0 | 2 | 2 |
| Oshana | Ondangwa | 19 | 101 | 96 | 301 |
| | Ongwediva | 8 | 28 | 78 | 199 |
| | Oshakati | 17 | 80 | 103 | 535 |
| Oshikoto | Okatope | 11 | 43 | 55 | 170 |
| | Onkumbula | 0 | 0 | 0 | 1 |

| Region | Police station | Fatalities | Serious injuries | Slight injuries | Damage Only |
|---|---|---|---|---|---|
| | Oshivello | 5 | 38 | 55 | 119 |
| | Tsintsabis | 0 | 0 | 0 | 19 |
| | Tsumeb | 2 | 33 | 36 | 185 |
| Otjozondjupa | Grootfontein | 2 | 11 | 14 | 189 |
| | Okangwati | 0 | 0 | 0 | 1 |
| | Hochfeld | 2 | 7 | 5 | 14 |
| | Kalkfeld | 0 | 13 | 9 | 21 |
| | Kombat | 0 | 0 | 4 | 17 |
| | Mangetti Duin | 0 | 1 | 0 | 0 |
| | Maroelaboom | 1 | 1 | 0 | 22 |
| | Okakarara | 2 | 32 | 32 | 45 |
| | Osire | 0 | 0 | 2 | 3 |
| | Otavi | 2 | 24 | 29 | 84 |
| | Otjiwarongo | 8 | 31 | 30 | 422 |
| | Tsumkwe | 0 | 5 | 1 | 21 |
| Zambezi | Katima Mulilo | 8 | 8 | 11 | 201 |
| | Kongola | 0 | 3 | 1 | 27 |
| | Ngoma | 0 | 0 | 0 | 8 |
| | Omega | 0 | 0 | 4 | 7 |
| **Namibia** | | **295** | **1508** | **2399** | **14817** |

Unknown: fatal =18; serious injuries=86; slight injuries=100.

NATIONAL ROAD SAFETY COUNCIL
NRSC
NAMIBIA

# NATIONAL ROAD SAFETY COUNCIL

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