Table No. 7.—Types of Motor Accidents during the Calendar Year 1947

Type of Accident.	Number of Accidents.								
	In Built-up Areas.			In Areas not Built Up.			In All Areas.		
	Fatal.	Non-fatal.	Total.	Fatal.	Non-fatal.	Total.	Fatal.	Non-fatal.	Total.
Collisions									
With another motor-vehicle	18	729	747	23	407	430	41	1,136	1,177
With a railway train ..	4	16	20	6	14	20	10	30	40
With an electric tram ..	1	50	51	..	..	..	1	50	51
With a bicyclist ..	15	661	676	6	89	95	21	750	771
With a pedestrian ..	31	603	634	17	74	91	48	677	725
With a horse-vehicle ..	..	10	10	..	4	4	..	14	14
With a ridden horse ..	..	..	..	..	..	..	..	..	..
With an animal ..	..	4	4	1	16	17	1	20	21
With a telegraph-pole ..	5	81	86	5	43	48	10	124	134
With a fixed object ..	..	10	10	..	1	1	..	11	11
Other collisions ..	3	78	81	3	61	64	6	139	145
Totals, collisions ..	77	2,242	2,319	61	709	770	138	2,951	3,089
Non-collisions									
Drove off roadway ..	..	28	28	5	88	93	5	116	121
Over bank	1	20	21	20	103	123	21	123	144
Overturned on road ..	2	32	34	6	73	79	8	105	113
Person fell from vehicle	7	37	44	6	28	34	13	65	78
Other	1	13	14	2	9	11	3	22	25
Totals, non-collisions	11	130	141	39	301	340	50	431	481
Totals, accidents ..	88	2,372	2,460	100	1,010	1,110	188	3,382	3,570

Table No. 8.—Distribution of Motor Accidents on the System of Roads and Streets during the Calendar Year 1947

Classification of Locality.	Fatal Accidents.		Non-fatal Accidents.		All Accidents.	
	Number.	Percentage of Total.	Number.	Percentage of Total.	Number.	Percentage of Total.
Four main centres	46	24·5	1,348	39·8	1,394	39·0
Secondary cities (5)	14	7·4	315	9·3	329	9·2
Boroughs 6,000–20,000 population (19)	11	5·9	387	11·5	398	11·2
Small boroughs, town districts, and closely populated localities	17	9·0	322	9·5	339	9·5
Totals, built-up areas ..	88	46·8	2,372	70·1	2,460	68·9
State highways	45	23·9	493	14·6	538	15·0
Main highways	24	12·8	271	8·0	295	8·3
Other rural roads	31	16·5	246	7·3	277	7·8
Total of open-road accidents	100	53·2	1,010	29·9	1,110	31·1
Total accidents	188	100·0	3,382	100·0	3,570	100·0