

## Fatal Crashes and Fatalities : Easter 2005

The number of fatal crashes and fatalities during Easter 2005 in comparison with 2004, as well as the severity of crashes for the 2 years, is given in the tables below.

Crashes	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2004	34	46	13	16	20	16	16	22	3	186
2005	34	43	20	22	10	23	12	19	5	188
Change	0	-3	7	6	-10	7	-4	-3	2	2
% change	0.00	-6.52	53.85	37.50	-50.00	43.75	-25.00	-13.64	66.67	1.08

The information in the table above shows an increase of 2 (1,08%) in the number of fatal crashes from 186 in 2004 to 188 over Easter 2005. The province which traditionally has the highest number of fatal crashes during Easter, namely KwaZulu-Natal, experienced a decrease of 3 (6,52%) from 46 to 43 fatal crashes over Easter 2005.

Fatalities	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2004	36	51	13	18	22	18	19	24	3	204
2005	40	53	27	24	10	33	13	27	5	232
Change	4	2	14	6	-12	15	-6	3	2	28
% change	11.11	3.92	107.69	33.33	-54.55	83.33	-31.58	12.50	66.67	13.73

Due to an increase in the severity of crashes the number of fatalities increased by 28 (13,73%) from 204 in 2004 to 232 in 2005 as shown in the table above. The biggest increase was in the Western Cape where the number of fatalities more than doubled from 13 to 27. The highest number of fatalities was recorded in KwaZulu-Natal with 53 persons killed over Easter 2005.

Severity	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2004	1.06	1.11	1.00	1.13	1.10	1.13	1.19	1.09	1.00	1.10
2005	1.18	1.23	1.35	1.09	1.00	1.43	1.08	1.42	1.00	1.23
Change	0.12	0.12	0.35	-0.03	-0.10	0.31	-0.10	0.33	0.00	0.14
% change	11.11	11.17	35.00	-3.03	-9.09	27.54	-8.77	30.26	0.00	12.52

As shown in the table above, the severity of fatal crashes (average number of persons killed per crash) increased by 0,14 (12,52%) from 1,10 to 1,23 in 2005. This increase could be attributed to by, amongst others, high and inappropriate speed, resulting in higher impact crashes, as well as the non-wearing of seatbelts. The results of the 2005 Road Traffic Offence Survey show that: **40% of drivers, 36% front seat passengers and 97% back seat passengers do not wear seat belts.**

The **major contributory factors** to crashes reported in 2005 were the following:

*Road user factors:*

- Pedestrians jay-walking,
- Speed too high for circumstances,

- Drivers and pedestrians under the influence of alcohol,
- Unsafe overtaking, and
- Turning in front of oncoming traffic.

*Vehicle factors:*

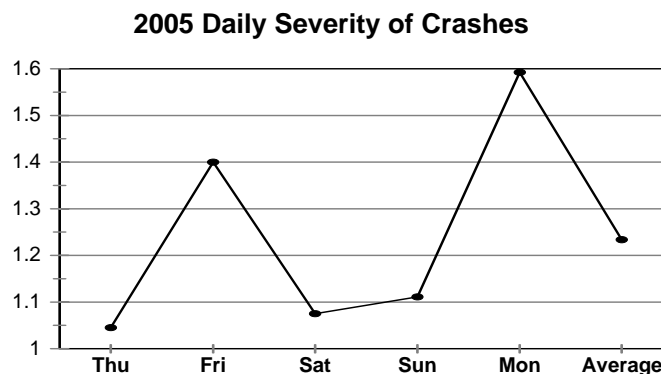
- Faulty brakes, and
- Tyre bursts.

On average a total of 2,88 contributory factors were present in every accident over Easter 2005.

Amongst others (under inflated tyres, etc), causes of tyre bursts could be worn and damaged tyres fitted to vehicles. The 2005 offence survey shows that: **16% of light motor vehicles (motorcars and LDV's), 25% of minibus taxis, 17% buses and 29% trucks were detected with at least 1 tyre that are worn and/or damaged.**

Traditionally most of the Easter crashes happen during the first two days of the long weekend; Thursday and Friday. Easter 2005 was no exception, with 50% fatal crashes and 50% fatalities during these 2 days - 30% of the weekend fatalities were recorded on Friday.

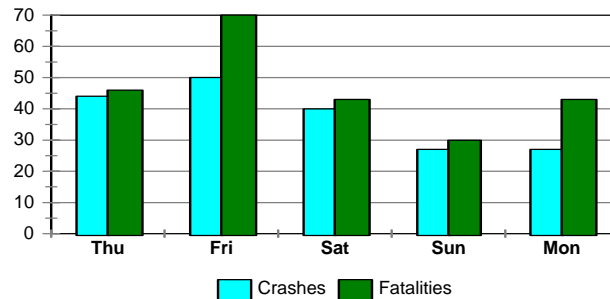
With regard to the daily severity of crashes, the fatality rate on Fridays and Mondays are usually the highest. During 2005 the rate for Friday was 1,40 and for Monday 1,59 in comparison with an average rate of 1,23 for the 5-day period. The daily severity rates for 2005 are reflected in the graph below.



On Easter Fridays most crashes happen during the very early hours of the morning after midnight, which could be contributed to by driver fatigue when leaving late on the Thursday and trying to reach their destinations before sunrise. On Mondays most crashes happen during the late afternoon until midnight, which could be contributed to by fatigue, reckless and negligent behaviour as well as inappropriate speed because drivers are in a hurry to get back home before work on Tuesday. Detail information on the daily number of fatal crashes, fatalities and severity rates over Easter 2005 is given in the table below.

Easter 2005 Crashes	Number of Fatal Crashes & Fatalities per Province										Total RSA	Daily %
	GA	KZ	WC	EC	FS	MP	NW	LI	NC			
Thu	9	15	5	4	1	4	1	3	2	44	23.40	
Fri	6	11	7	2	3	8	3	9	1	50	26.60	
Sat	12	8	3	5	2	3	5	2	0	40	21.28	
Sun	4	6	2	8	2	1	1	2	1	27	14.36	
Mon	3	3	3	3	2	7	2	3	1	27	14.36	
<b>Total</b>	<b>34</b>	<b>43</b>	<b>20</b>	<b>22</b>	<b>10</b>	<b>23</b>	<b>12</b>	<b>19</b>	<b>5</b>	<b>188</b>	<b>100.00</b>	
Fatalities	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA	%	
	Thu	9	15	6	5	1	4	1	3	2	46	19.83
Fri	6	20	9	2	3	10	3	16	1	70	30.17	
Sat	13	9	3	5	2	3	6	2	0	43	18.53	
Sun	6	6	3	8	2	1	1	2	1	30	12.93	
Mon	6	3	6	4	2	15	2	4	1	43	18.53	
<b>Total</b>	<b>40</b>	<b>53</b>	<b>27</b>	<b>24</b>	<b>10</b>	<b>33</b>	<b>13</b>	<b>27</b>	<b>5</b>	<b>232</b>	<b>100.00</b>	
Severity	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA		
Thu	1.00	1.00	1.20	1.25	1.00	1.00	1.00	1.00	1.00	1.05		
Fri	1.00	1.82	1.29	1.00	1.00	1.25	1.00	1.78	1.00	1.40		
Sat	1.08	1.13	1.00	1.00	1.00	1.00	1.20	1.00	0.00	1.08		
Sun	1.50	1.00	1.50	1.00	1.00	1.00	1.00	1.00	1.00	1.11		
Mon	2.00	1.00	2.00	1.33	1.00	2.14	1.00	1.33	1.00	1.59		
<b>Average</b>	<b>1.18</b>	<b>1.23</b>	<b>1.35</b>	<b>1.09</b>	<b>1.00</b>	<b>1.43</b>	<b>1.08</b>	<b>1.42</b>	<b>1.00</b>	<b>1.23</b>		

2005 Fatal Crashes & Fatalities



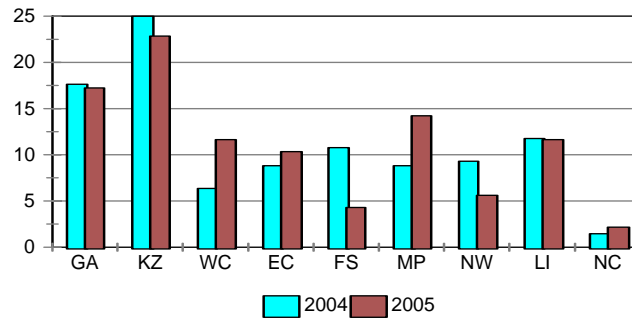
Information regarding road user group fatalities is summarised in the table below.

User Group	Fatalities			
	2004	%	2005	%
Drivers	46	22.55	48	20.69
Passengers	57	27.94	94	40.52
Pedestrians	101	49.51	90	38.79
<b>Total</b>	<b>204</b>	<b>100.00</b>	<b>232</b>	<b>100.00</b>

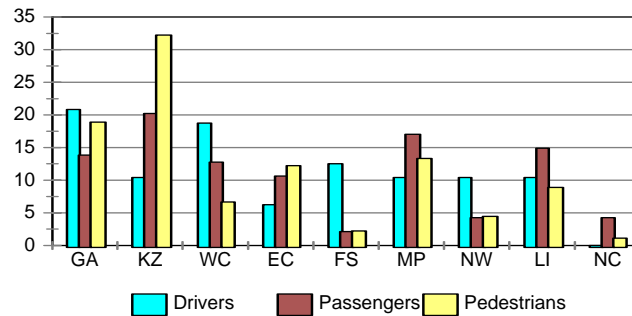
The information above shows: an increase of 2 (4,35%) in driver fatalities from 46 in 2004 to 48 in 2005; an increase of 37 (64,91%) in passenger fatalities from 57 to 94; and a decrease of 11 (10,89%) in pedestrian fatalities from 101 to 90 in 2005. As a percentage of all fatalities passengers increased from 27,94% to 40,52% and pedestrians decreased from almost half of all fatalities, 49,51% to 38,79%. The high non-wearing rate of seatbelts by passengers could have contributed to this increase in passenger fatalities. Provincial detail in this regard is given in the table and reflected in the graphs below.

Easter 2004	Number of Fatalities per Province									Total
User Group	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Drivers	6	11	4	3	1	4	8	7	2	46
Passengers	10	13	1	4	14	4	5	5	1	57
Pedestrians	20	27	8	11	7	10	6	12	0	101
<b>Total</b>	<b>36</b>	<b>51</b>	<b>13</b>	<b>18</b>	<b>22</b>	<b>18</b>	<b>19</b>	<b>24</b>	<b>3</b>	<b>204</b>
Easter 2005	Number of Fatalities per Province									Total
User Group	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Drivers	10	5	9	3	6	5	5	5	0	48
Passengers	13	19	12	10	2	16	4	14	4	94
Pedestrians	17	29	6	11	2	12	4	8	1	90
<b>Total</b>	<b>40</b>	<b>53</b>	<b>27</b>	<b>24</b>	<b>10</b>	<b>33</b>	<b>13</b>	<b>27</b>	<b>5</b>	<b>232</b>

**% of Fatalities per Province**

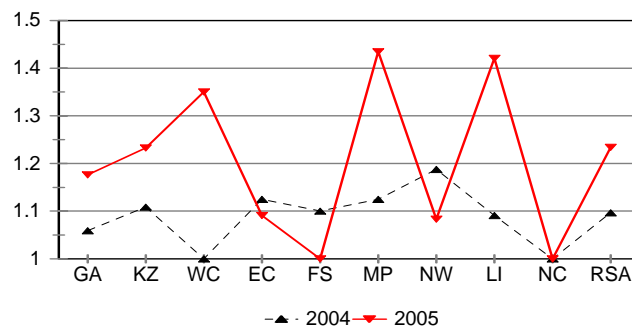


**2005 : % of User Group Fatalities**



Provincial crash severity rates for Easter 2004 and 2005 respectively are shown in the graph below.

**2005 : Provincial Crash Severity**



Information in the graph above shows high increases in the severity rates from 2004 to 2005 for the Western Cape, Mpumalanga and Limpopo.

In 2004 an average of 40,8 persons were killed on a daily basis in fatal crashes. In 2005 this figure increased to a daily average of 46,4.