



**Road Traffic Management Corporation  
(RTMC)**

**Preliminary  
Report on Road Accidents  
during the  
2006 Easter Weekend  
and the  
Freedom Day & Workers Day Long Weekend**



**2 May 2006**

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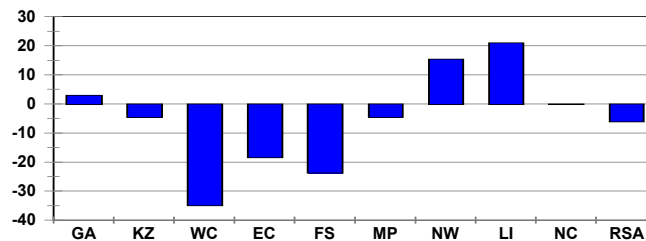
### 3. Number of Fatal Crashes, Fatalities, Vehicle Involvement and Types of Crashes

#### 3.1 Number of Fatal Crashes : Easter

As shown in the table and reflected in the graph below, the number of fatal crashes decreased by 12 (5,91%) from 203 over Easter 2005 to 191 over Easter 2006. The Easter 2006 figure include 39 fatal crashes of which the detail still has to be confirmed.

Number of Fatal Crashes over the 5-Day Easter Weekend										
Easter	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	34	46	23	22	17	23	13	19	6	203
2006	35	44	15	18	13	22	15	23	6	191
Change	1	-2	-8	-4	-4	-1	2	4	0	-12
% change	2.94	-4.35	-34.78	-18.18	-23.53	-4.35	15.38	21.05	0.00	-5.91

% Change in Fatal Crashes  
Easter 2005-2006



On a percentage basis the biggest decrease was recorded in the Western Cape where the number of fatal crashes decreased by 8 (34,78%) from 23 in 2005 to 15 in 2006. The biggest increase was recorded in Limpopo where the number of crashes increased by 4 (21,05%) from 19 in 2005 to 23 in 2006.

#### 3.2 Number of Fatalities : Easter

The estimated number of fatalities is given in the table below.

Estimated Number of Fatalities over the 5-Day Easter Weekend										
Easter	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	40	56	31	24	21	33	14	27	6	252
2006										
Confirmed	44	49	16	27	17	38	19	29	11	250
Un-confirmed	6	1	0	0	1	7	0	3	1	19
<b>2006 Est. Total</b>	50	50	16	27	18	45	19	32	12	269
Change	10	-7	-15	3	-3	12	5	5	6	17
% change	25.00	-11.71	-47.97	12.50	-13.01	37.78	35.71	17.13	100.00	6.70

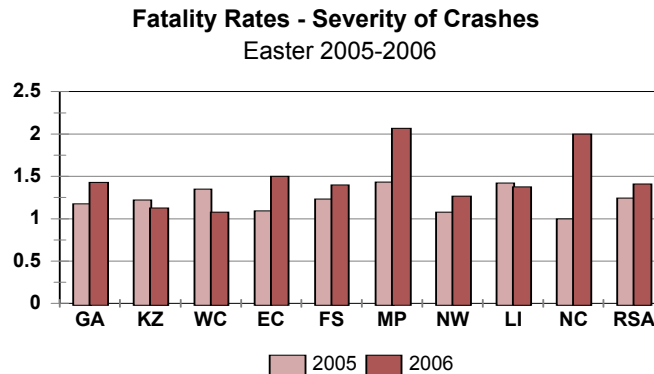
The figures in the table above indicate that there were a confirmed number of 250 fatalities over Easter 2006 in comparison with a figure of 252 fatalities during Easter 2005. This indicates a slight decrease of 2 in the number of fatalities.

However, there could be an additional estimated 19 fatalities for 2006, making the total 269, due to the 39 crashes of which the detail still has to be to be obtained from SAPS. (The estimated 19 fatalities are based on the average fatality rate of the fatal crashes for which the detail was provided.) Should this figure be confirmed there could be an increase in the number of fatalities from 2005 to 2006 of 17 or 6,70%.

### 3.3 Fatality Rate : Easter (Average number of persons killed per crash)

The severity rates per Province, based on the information of the crashes of which all the detail is known, is shown in the table and reflected in the graph below. The information below shows an increase of 0,17 (13,40%) in the national from 1,24 in 2005 to an average of 1,41 persons killed per crash over Easter 2006.

Fatality Rate - Severity of Crashes (Average number of persons killed per crash)										
Easter	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	1.18	1.22	1.35	1.09	1.23	1.43	1.08	1.42	1.00	1.24
2006	1.43	1.13	1.08	1.50	1.40	2.07	1.27	1.38	2.00	1.41
Change	0.25	-0.09	-0.27	0.41	0.17	0.63	0.19	-0.05	1.00	0.17
% change	21.43	-7.69	-20.23	37.50	13.75	44.04	17.62	-3.24	100.00	13.40



The biggest decrease in this regard was recorded in the Western Cape where the rate decreased by 0,27 (20,23%) from a rate of 1,35 in 2005 to a rate of 1,08 in 2006.

The biggest increase were recorded in Mpumalanga where the rate increased by 0,63 (44,04%) followed by the Eastern Cape where the rate increased by 0,41 (37,59%).

The severity rate is usually influenced by four (4) main factors, namely:

- The number of high occupancy vehicles (buses and minibuses) involved in crashes;

- The average number of vehicles per crash;
- The speed at which crashes happen (the higher the speed the higher the impact – resulting in more persons killed in the crash); and
- The wearing rate of seatbelts which contributes to reduce the severity.

Considering the above factors for the three Provinces briefly discussed above against the possible influence of high occupancy vehicle involvement in crashes (discussed in more detail below) the following is relevant:

- *Western Cape* : In 2005 there were 2 buses involved in fatal crashes and no buses in crashes during 2006. In 2005 there were none (0) minibuses involved in crashes and one (1) in 2006. The average number of vehicles per crash increased by 0,01 (0,59%) from 1,30 in 2005 to 1,31 in 2006.
- *Eastern Cape* : In both 2005 and 2006 there were no (0) buses involved in fatal crashes during the two Easter weekends. In both 2005 and 2006 there were four (4) minibuses involved in crashes. The average number of vehicles per crash increased by 0,16 (13,17%) from 1,23 in 2005 to 1,39 in 2006.
- *Mpumalanga* : In 2005 there were 2 buses involved in fatal crashes and no (0) buses in crashes during 2006. In 2005 there were nine (9) minibuses involved in crashes and four (4) in 2006. The average number of vehicles per crash increased by 0,25 (20,48%) from 1,22 in 2005 to 1,47 in 2006.

More information in this regard is given in the section below.

### 3.4 Number of Vehicles in Crashes : Easter

The number of vehicles involved in fatal crashes during Easter 2005 and 2006 is given in the table below.

Number of Vehicles involved in Crashes										
Easter	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	42	50	30	27	24	28	15	27	6	249
2006	48	55	20	25	21	32	17	37	7	263
Change	6	5	-10	-2	-3	4	2	10	1	14
% change	15.08	10.37	-34.40	-7.41	-11.63	15.24	13.33	38.43	20.00	5.77

The information in the table above shows an increase of 14 vehicles (5,77%) in crashes from 249 in 2005 to 263 in 2006. The Western Cape recorded a decrease of 10 (34,40%) from 30 to 20 in 2006. In Limpopo an increase of 10 (38,43%) was recorded, from 27 in 2005 to 37 in 2006.

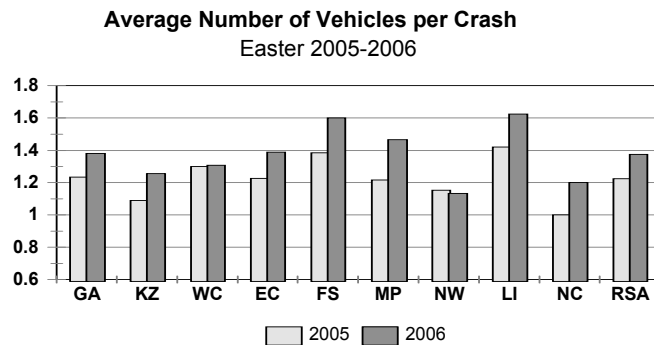
Detail regarding the types of vehicles in crashes is attached in the table under **Annexure A**. Information in this regard indicates that:

- Motorcars increased by 16 (13,89%) from 114 in 2005 to 130 in 2006;

- Minibuses decreased by 1 (2,98%) from 24 to 23;
- Minibus taxis increased by 1 (9,06%) from 10 to 11;
- Buses decreased by 4 (49,70%) from 7 to 4;
- Motorcycles increased by 4 (158%) from 2 to 6;
- Light delivery vehicles (LDV's – bakkies) increased by 4 (8,94%) from 50 to 54; and
- Trucks increased by 3 (36,67%) from 7 to 10.

The average number of vehicles per crash per Province is shown in the table and reflected in the graph below.

Average Number of Vehicles per Crash										
Easter	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	1.24	1.09	1.30	1.23	1.38	1.22	1.15	1.42	1.00	1.22
2006	1.38	1.26	1.31	1.39	1.60	1.47	1.13	1.63	1.20	1.38
Change	0.15	0.17	0.01	0.16	0.22	0.25	-0.02	0.20	0.20	0.15
% change	11.79	15.38	0.59	13.17	15.56	20.48	-1.78	14.35	20.00	12.42

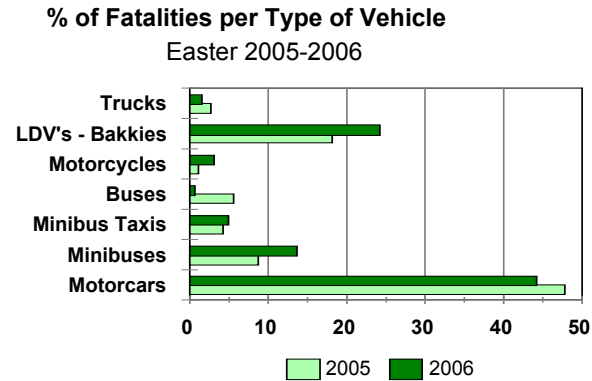


The information above indicates an increase in multiple vehicle crashes. The average number of vehicles in crashes increased by 0,15 (12,42%) from an average of 1,22 in 2005 to an average of 1,38 over Easter 2006.

### 3.5 Number of Fatalities per Type of Vehicle : Easter

The percentage of fatalities per type of vehicle is shown in the table and reflected in the graph below.

% Fatalities per Vehicle Type		
Vehicle Type	2005	2006
Motorcars	47.60	44.08
Minibuses	8.45	13.49
Minibus Taxis	4.02	4.77
Buses	5.30	0.42
Motorcycles	0.92	2.83
LDV's - Bakkies	17.88	24.04
Trucks	2.39	1.41
Other & Unkwn	13.45	8.96
<b>Total</b>	<b>100.00</b>	<b>100.00</b>



Detailed information on the estimated number of fatalities per type of vehicle is given in the table under **Annexure B**.

The information above shows that:

- Motorcars : The percentage of fatalities resulting from motorcars in crashes decreased from 47,60% in 2005 to 44,08%;
- Minibuses : The percentage of fatalities resulting from minibuses in crashes increased from 8,45% in 2005 to 13,49%;
- Minibus taxis : The percentage of fatalities resulting from minibus taxis in crashes increased from 4,02% in 2005 to 4,77%;
- Buses : The percentage of fatalities resulting from buses in crashes decreased from 5,30% in 2005 to 0,42%; and
- LDV's (bakkies) : The percentage of fatalities resulting from LDV's in crashes increased from 17,88% in 2005 to 24,04%.

### 3.6 Fatalities per Road User Group : Easter

The estimated number of fatalities per road user group is given in the table below, which shows that:

- The number of drivers killed in crashes increased by 17 (32,61%) from 51 to 68 in 2006;
- The number of passengers killed in crashes increased by 20 (19,23%) from 106 to 127 in 2006; and
- The number of pedestrians killed decreased by 20 (21,40%) from 95 to 74 over Easter 2006.

Road User Group Fatalities				
Easter	Drivers	Passengers	Pedestrians	Total
2005	51	106	95	252
2006	68	127	74	269
Change	17	20	-20	17
% change	32.61	19.23	-21.40	6.70

The percentage of fatalities per road user group, as a percentage of all fatalities, are given in the table and reflected in the graph below.

User Group Fatalities as Percentage of Total				
Easter	Drivers	Passengers	Pedestrians	Total
2005	20.34	42.12	37.54	100.00
2006	25.28	47.06	27.65	100.00

User Group Fatalities as % of Total  
Easter 2005-2006



Detail regarding the number of fatalities per road user group per type of vehicle is given in the table under **Annexure C**. Information in this regard over Easter 2006 is briefly summarised as follows:

*Number driver fatalities per type of vehicle:*

- Motorcars : 34
- LDV's (bakkies) : 20
- Motorcycles : 6

*Number passenger fatalities per type of vehicle:*

- Motorcars : 60
- Minibuses : 28
- LDV's (bakkies) : 25
- Minibus taxis : 4

*Number pedestrian fatalities per type of vehicle:*

- Motorcars : 25
- LDV's (bakkies) : 20
- Minibuses : 7

### 3.7 Number of Crashes per Type of Crash : Easter

The number of crashes per type of crash is given in the table under **Annexure D** and summarised as follows:

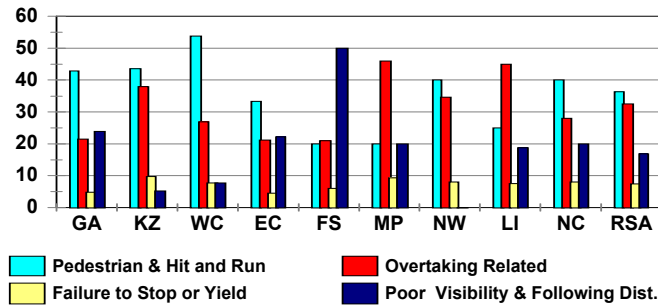
- Pedestrian and hit-and-run crashes decreased by 19 (21,55%) from 88 in 2005 to 69 in 2006;



- Overtaking related crashes increased by 11 (21,03%) from 51 to 62 over Easter 2006;
- Crashes resulting from failure to stop or yield decreased by 1 (6,61%) from 15 to 14;
- Crashes resulting from unsafe turning manoeuvres decreased by 3 (21,88%) from 12 to 9 in 2006; and
- Crashes resulting from poor visibility or following other vehicles too closely, resulting in head-rear crashes, increased by 17 (112,82%) from 15 in 2005 to 32 in 2006.

The percentage of fatal cashes per type of crash per Province is shown in the graph below.

**% of Crashes per Crash Type - 2006**



Amongst others, the information in the graph above shows that the majority of crashes in Gauteng, KwaZulu-Natal, the Western and Eastern Cape, North West and the Northern Cape are pedestrian related. Overtaking related crashes ranks high in KwaZulu-Natal and North West and is the predominant type of crash in Mpumalanga and Limpopo. The predominant type of crash in the Free State resulted from poor visibility and failure to maintain a safe following distance.

### 3.8 Crashes per Day of Week : Easter

The number and percentage of fatal crashes per day-of-week during the 5-day Easter long weekend, from Thursday to Monday, are given in the tables and reflected in the graph below.

Crashes per Day of Week		
Day	2005	2006
Thu	48	45
Fri	52	58
Sat	43	28
Sun	31	30
Mon	30	30
<b>Total</b>	<b>203</b>	<b>191</b>

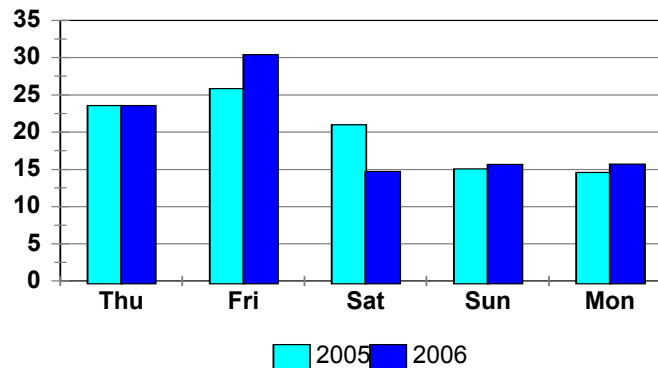
% Crashes per Day of Week		
Day	2005	2006
Thu	23.55	23.53
Fri	25.82	30.36
Sat	20.96	14.73
Sun	15.06	15.67
Mon	14.60	15.71
<b>Total</b>	<b>100.00</b>	<b>100.00</b>

The information above for 2006 shows that 103 crashes happened during the first 2 days of the weekend, on the Thursday and the Friday. This represent 53,90% of all crashes. Crashes during the other 3 days of the weekend were as follows :

- Saturday 28 (14,73%);
- Sunday 30 (15,67%); and
- Monday 30 (15,71%).

Friday crashes increased from 25,82% to 30,36% while Saturday crashes decreased from 20,96% to 14,73% of the total crashes

**% Fatal Crashes per Day of Week**  
Easter 2005-2006



### 3.9 Crashes per Time of Day : Easter

The comparative percentage of crashes for 2005 and 2006 per time-of-day is given in the table below.

% Crashes per Time of Day		
Time	2005	2006
00-06	19.47	20.89
06-12	14.44	14.97
12-18	27.95	33.32
18-24	38.13	30.81

The above figures, which are also reflected in the graph below, show that:

- In the order of 20,89% of crashes happened during the 6-hour period from midnight to 06:00;
- About 14,97% crashes happened between 06:00 and midday;
- The highest percentage of the daily total, 33,32% happened between midday and 18:00. This figure increased from 27,95% in 2005; and
- In the order of 30,81% of the daily crashes happened between 18:00 and midnight, which decreased from 38,13% in 2005.

#### % Fatal Crashes per Time of Day

Easter 2005-2006

