



Road Traffic
Management Corporation



State of Road Safety in South Africa

'January 2023 to December 2023'



transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA

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List of Acronyms and Abbreviations

ABBREVIATION / ACRONYM	INTERPRETATION
AR	Accident Report
CBRTA	Cross-Border Road Transport Agency
CEO	Chief Executive Officer
CHoCOR	Culpable Homicide Crash Observation Report
CSIR	Council for Scientific and Industrial Research
DOT	National Department of Transport
EMS	Emergency Medical Services
NaTIS	National Traffic Information System
NCDMS	National Crash Data Management System
NRSS	National Road Safety Strategy (2016-2030)
NRTA	National Road Traffic Act
RAF	Road Accident Fund
RIMS	Road Incident Management System
RTI	Road Traffic Information
RTIA	Road Traffic Infringement Agency
RTMC	Road Traffic Management Corporation
SAIA	South African Insurance Association
SAMRC	South African Medical Research Council
SANRAL	South African National Roads Agency
SAPS	South African Police Service
UNDA	United Nations Decade of Action

1 EXECUTIVE SUMMARY

This review of the State of Road Safety covers a 12-month period, 1 January 2023 to 31 December 2023. The report compares the 2022 and 2023 calendar year road crash statistics.

The vehicle population increased by 1.30% from 12 964 430 in 2022 to 13 133 035 in 2023. Driving licences increased by 2.34% from 14 897 525 in 2022 to 15 376 494 in 2023.

A total of 67 107 Speed Operations with 332 836 notices issued and 1 083 arrests. 15 765 alcohol operations were conducted resulting in 12 338 arrests.

A total of 9 295 awareness interventions (vs. 5 992 in 2022) and 6389 school interventions (vs. 4 403 in 2022) were carried out.

Fatal crashes decreased by 2.5% (from 10 446 in 2022 to 10 180 in 2023).

Fatalities decrease by 4.4% (from 12 436 in 2022 to 11 883 in 2023).

Forty-five percentage (45%) of road user fatalities are pedestrians. Male fatalities account for 76.5% of total road fatalities. Death of children between 0 to 14 years account for 10.2% of fatalities, and 40.9% for the age group 25 to 39. 60.4% of road fatalities occur over weekends (Friday to Sunday).

The implementation of the National Road Safety Strategy remains a priority in the country; funding of the operationalisation of the strategy remains a key challenge. There is a continuous effort to engage private sector for collaboration on implementation of road safety initiatives.

Pedestrian fatalities remain a challenge at 45.1% of all road users in 2023 and 43.0% in 2022. Road safety initiatives to be intensified focusing on the most vulnerable road users.

2 INTRODUCTION

This report aims to provide an overview of the state of road safety in South Africa from 1 January 2023 to 31 December 2023. The Road Traffic Management Corporation (RTMC) is mandated by the Road Traffic Management Corporation Act, No. 20 of 1999 to report on road crashes in South Africa.

2.1 NRSS TARGET

The NRSS 2016-2030 set a target of reducing fatalities in the country by 50% by 2030 from 13,967 fatalities that were recorded in 2010. The graph below shows the rate of reduction which ramps up as systems and operations are streamlined.

The other NRSS 2016-2030 target is the reduction of serious injuries by 50% by 2030. Due to the limited data that is currently collect this target is not measured, however the progress towards attainment of the target to reduce fatalities by 50% by 2030 is presented in the figure below. From this figure it can be seen that the target was to be at 11 500 (18% reduction) by end of 2023 however, the actual was 11 883 (15% reduction).

Globally ten countries achieved a 50% reduction in road fatalities, reductions of 40–49% were observed in 15 countries, 30–39% in 20 countries, 20–29% in 33 countries, and of 10–19% in 19 countries. Overall, during this period, reductions larger than 2% were observed in 108 countries – nearly half of which are high income.

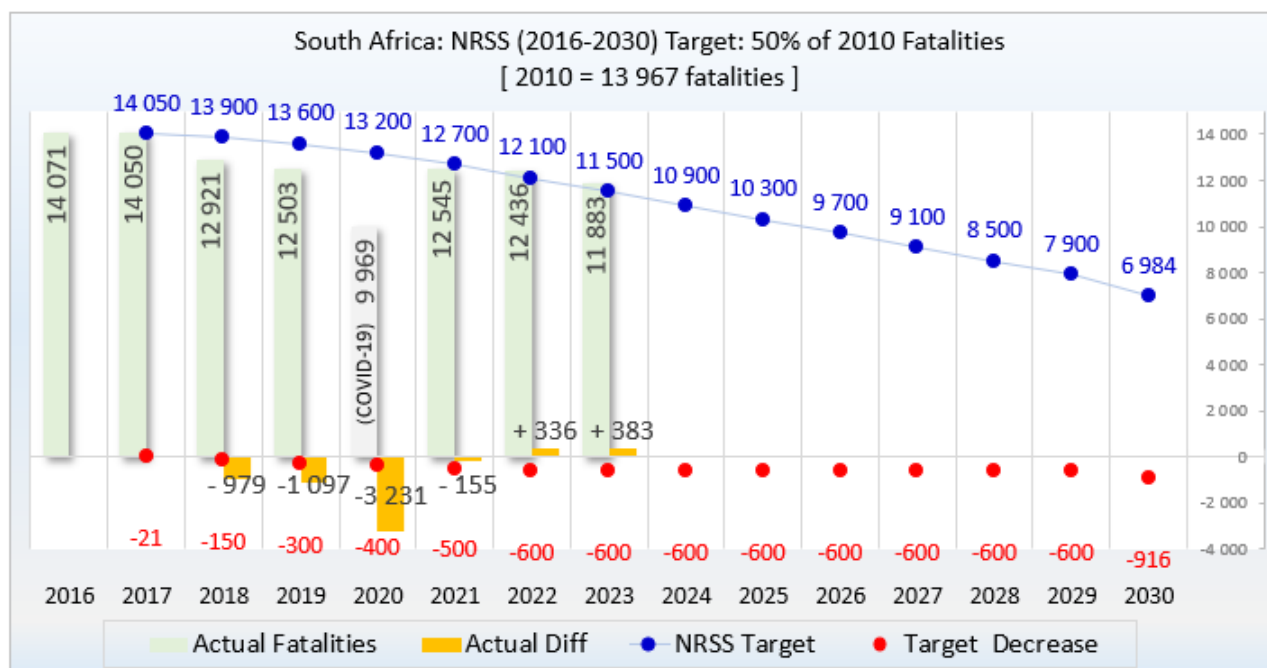


Figure 1: Progression towards NRSS Target

Over the last five years, South Africa has seen a decline in the number of road crash fatalities; however, the reduction has not been significant to meet the 2010 - 2020 Decade of Action goals. Performance thus far is slightly below the set targets for the 2016 - 2030 National Road Safety Strategy (NRSS). Therefore, if the set rate of reduction is consistently met then the NRSS targets will be met. (see figure 1 above).

There are key focus areas that when combined, will lead to the attainment of the target and this report is structured to provide an update, challenges, and planned interventions within those focus areas.

2.2 METHODOLOGIES AND DATA LIMITATION

2.2.1 Road crash data collection methodology

The Culpable Homicide Crash Observation Report (CHoCOR) form is utilised to collect fatal road crash data on daily basis. South African Police Service (SAPS) and the Provincial Transport Departments are the main sources of the fatal crash data. SAPS provides RTMC with a list of all recorded fatal crashes (CAS list) and, RTMC receives the CHoCOR forms from various police stations. Provincial Departments send their fatal crash data to RTMC. The data from both sources is consolidated and any discrepancies are sorted with the data providers. RTMC captures, processes and verifies the data to compile reports.

2.2.2 Crash Data Flow

The CAS List is sent from SAPS Head Quarters, SAPS stations send the data that is collected through the CHoCOR forms and provincial departments send details of the fatal crashes too. All this data is consolidated into one occurrence for purposes of further processing.

2.2.3 Data processing

The data is captured and verified for compilation of consolidated statistical report. There is a continuous engagement with SAPS and provinces for validation purpose.

2.2.4 Limitations

The road traffic information contained in the report is based on the fatal crashes only. There is a need for in-depth research to be conducted to collect scientific based facts to complement the administrative data.

2.3 ROAD SAFETY COLLECTION METHODOLOGY

2.3.1 Background

The State of Road Safety report focuses on the fatal road crash information, with the key Road Safety initiatives, Law Enforcement interventions and progress on the implementation of the NRSS.

Countries with similar road safety challenges have elevated the matter of road safety and amongst others, these countries publish comprehensive annual State of Road Safety reports with an objective to drive the road safety agenda at the highest level possible.

However, key challenges remain a hindrance in the South African context including:

- Limited data collection and information processing to understand macro and micro societal factors affecting the set targets in road safety;
- The various platforms that exist in the fraternity, noting that multiple stakeholders are interlinked with Road Safety in South Africa - including and not limited to the South African Police Service, provincial and local government, non-governmental agencies and the private sector – each pursuing their priority activities aligned to their mandate;
- The inherent corruption associated with the road traffic fraternity, which extends from the acquisition of a driver's license to road traffic law transgressions and limited implications thereafter;
- Road user behaviour remains a challenge in the country including:
 - Driving at an inappropriately high speeds in certain sections of the road;
 - Driving under the influence of alcohol;
 - Intoxicated pedestrians, jay walking, not using demarcated crossing spaces and
 - Distracted driving notably, the use of a mobile phone whilst driving.

3 STRUCTURE AND CULTURE

3.1 CHARACTERISTICS

South Africa, the southernmost country on the African continent, renowned for its varied topography, great natural beauty, and cultural diversity, all of which have made the country a favoured destination for travellers since the dawn of democracy in 1994. The vast majority of black South Africans were not enfranchised until 1994.

South Africa is a developing country and ranks 109th on the Human Development Index, the fifth highest in Africa. It has been classified by the World Bank as a newly industrialized country, with the second-largest¹ economy in Africa, and the 33rd-largest in the world. South Africa also has the most UNESCO World Heritage Sites in Africa. The country is a middle power in international affairs; it maintains significant regional influence and is a member of the G20.

Today South Africa enjoys a relatively stable mixed economy that draws on its fertile agricultural lands, abundant mineral resources, tourist attractions, and highly evolved intellectual capital. Greater political equality and economic stability, however, do not necessarily mean social tranquillity. South African society at the start of the 21st century continued to face steep challenges: rising crime rates, ethnic tensions, great disparities in housing and educational opportunities, and the AIDS pandemic.

South Africa is bordered by Namibia to the northwest, by Botswana and Zimbabwe to the north, and by Mozambique and Swaziland to the northeast and east. Lesotho, an independent country, is an enclave in the eastern part of the republic, surrounded by South African territory. South Africa's coastlines border the Indian Ocean to the southeast and the Atlantic Ocean to the southwest.

3.2 POPULATION

According to Statistics South Africa (Stats SA), the midyear population of South Africa increased to an estimated 61,293 million people in 2023. The population of Gauteng was approximately 16,4 million, the province with the highest portion of the country's population. KwaZulu-Natal follows with the second highest portion of the population at 11,6 million people with the Northern Cape province having the smallest portion of the population of only 1,3 million. Stats SA estimates the female population to be 31,32 million females (51,1%) of the total population.

An estimated 27,8% (17 million) of the population is aged younger than 15 years, approximately 9,4% (5,74 million) is 60 years or older and 32,8% (20,11 million) are between the ages of 25 and 44.

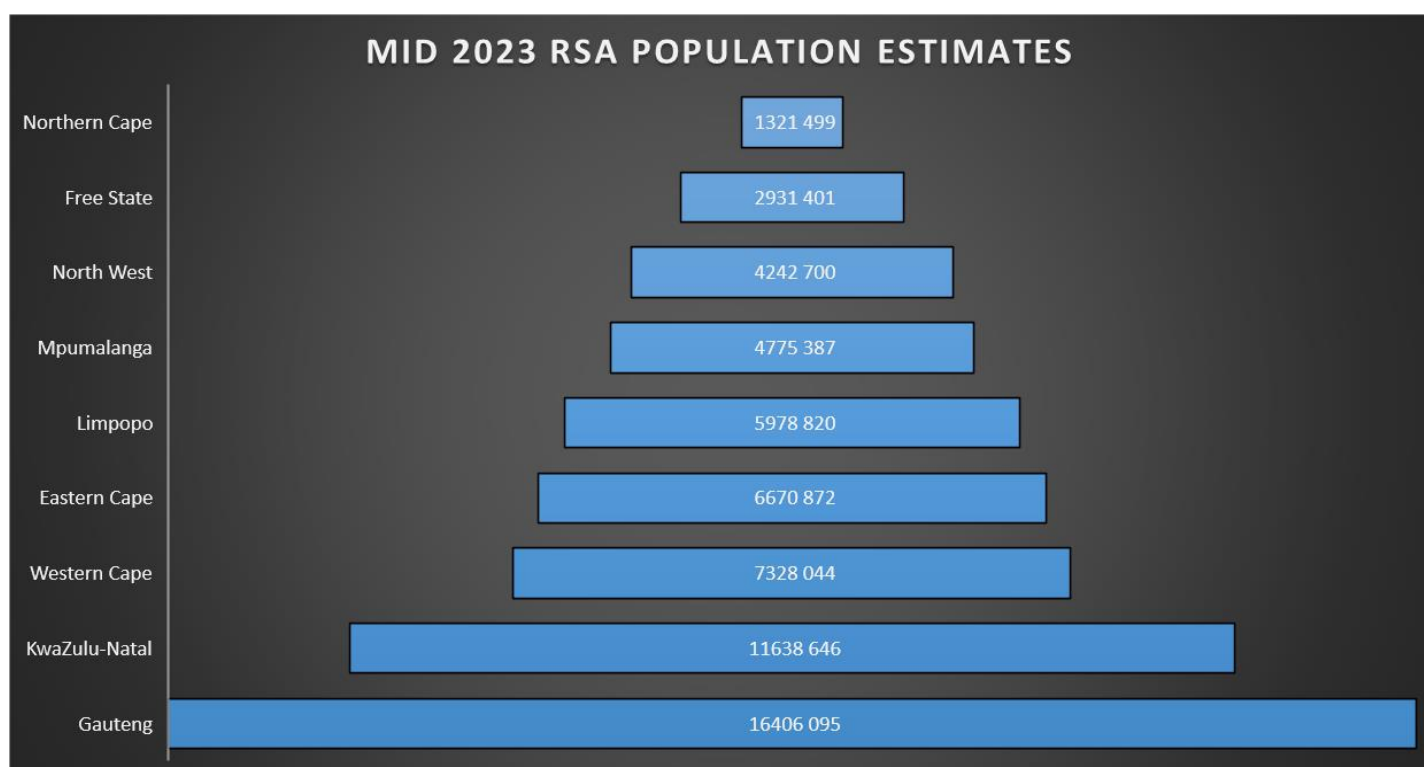


Figure 2: South African population per province

3.3 CLIMATE

South Africa's long coastline – some 2,800 kilometres – influences much of the climate. On the west coast is the cold Atlantic Ocean, and the warmer Indian Ocean on the south and east. Starting at the hot and arid desert border with Namibia in the northwest, South Africa's coastline runs south down the cold Skeleton Coast, around the Cape Peninsula to Cape Agulhas. This is the southernmost tip of Africa, said to be where the Atlantic and Indian oceans meet. In fact, it is here, slightly offshore, that two coastal currents meet, currents that determine the different coastal climates. The cold Benguela current sweeps the west coast, and the warm Agulhas current the east.

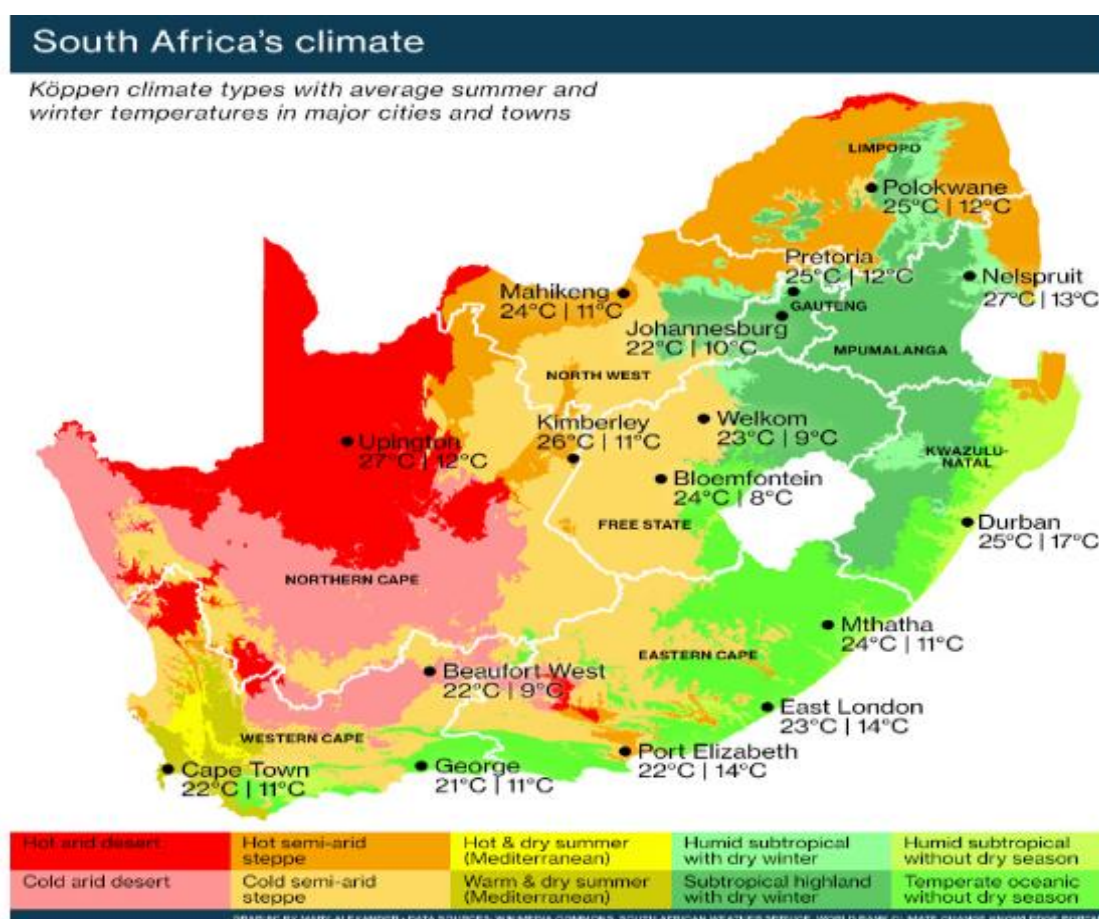


Figure 3: South African climate

From Cape Agulhas the coastline moves east and slowly northwards, and the climate becomes warmer and wetter. The Western Cape's pretty green Garden

Route gives way to the forested Wild Coast in the Eastern Cape, and then humid subtropical KwaZulu-Natal coast, famous for its beaches. In the northeast, the coast reaches the border of Mozambique.

Running along most of the coast is a narrow low-lying strip of land, which soon gives way to a higher plateau – the Great Escarpment. The high altitude of South Africa’s interior means the country is generally much cooler than southern hemisphere countries at the same latitude, such as Australia.

3.4 ROAD NETWORK

The South African Road Network consists of approximately 750,000 km of road and is estimated to be the tenth largest road network in the world. The following table illustrates the breakdown of the road network of road authorities within the country.

Road Authority	Surfaced	Unsurfaced	Total
SANRAL (Centre line Length)	24 384	0	24 384
Provinces - 9	39 973	226 273	266 246
Metros - 8	51 682	14 461	66 143
Local Municipalities	37 691	219 223	256 914
Total	153 730	459 957	613 687
Un-Proclaimed (Estimate)		133 291	133 291
Estimated Total	153 730	593 248	746 978

Table 1: Breakdown of South African road network in km

The National, or roads under the jurisdiction of the South African Roads Agency (SANRAL) amounts to 4.0% of the total proclaimed roads in South Africa (see Graph below).

Provincial roads (rural type roads) consists of 43.4% of proclaimed roads with roads within Metro's amounting to 10.8% and roads within local municipalities (excluding Metro's) amounting to an estimated 41.9% of proclaimed roads.

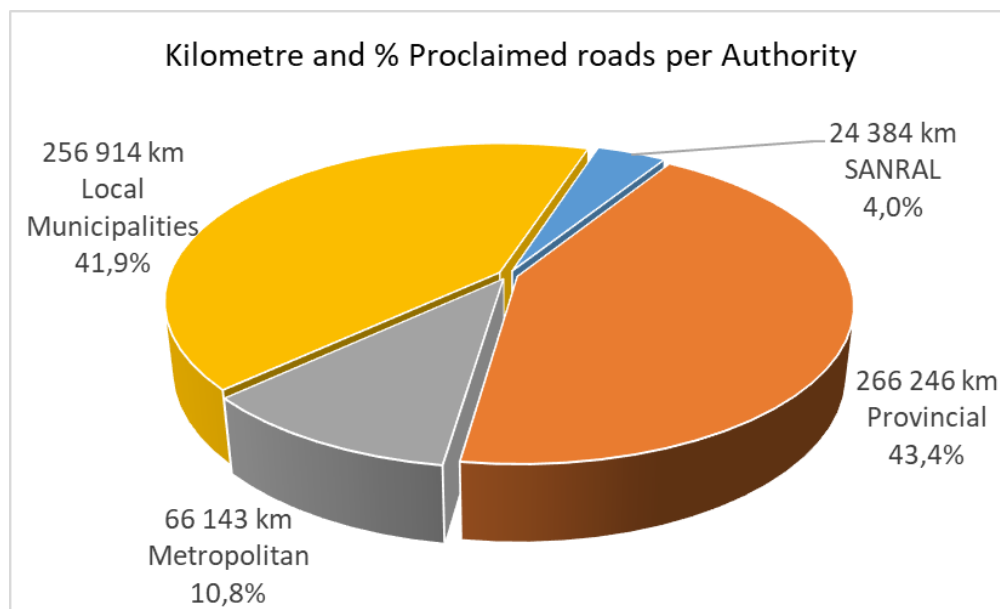


Figure 4: Percentage vehicles per road authority

Surfaced roads in South Africa consists of 25.1% of proclaimed roads and unsurfaced (earth/gravel) roads 74.9%.

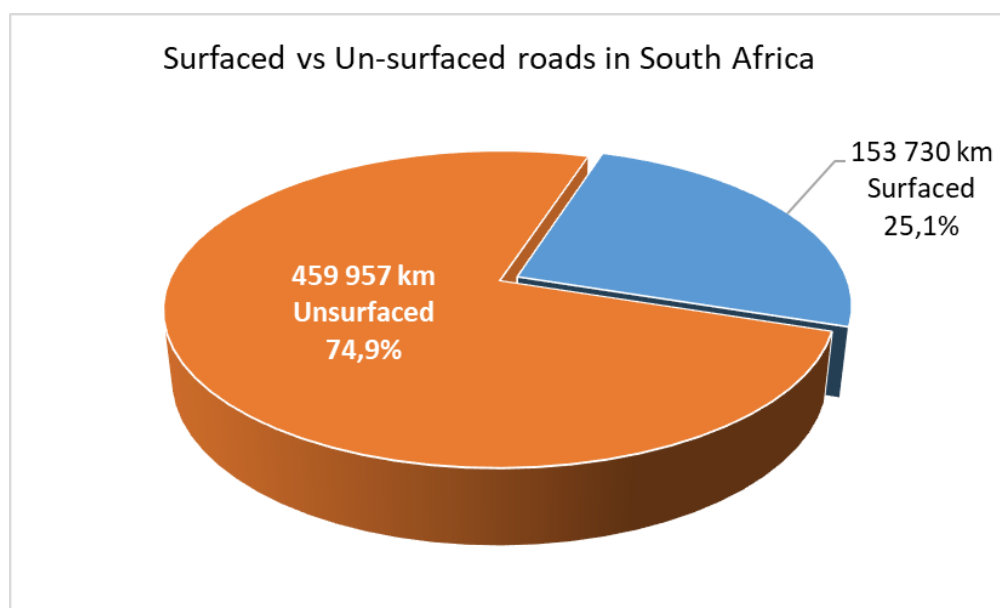


Figure 5: Surfaced vs Unsurfaced roads

3.5 VEHICLE POPULATION

South Africa is the middle-income country with a high number of registered vehicles. At end of 2023 there were 13 133 035 registered vehicles and based on July 2023 mid-year population estimates South Africa had 61 293 465 people.

Number of Registered Vehicles	Number registered	Number registered	Change	% Change	% of Group	% of Total
Motorised Vehicles	Dec-22	Dec-23			Dec-23	Dec-23
Motorcars	7 685 153	7 794 164	109 011	1,42%	65,58%	59,35%
Minibuses	349 335	355 235	5 900	1,69%	2,99%	2,70%
Buses	64 170	64 982	812	1,27%	0,55%	0,49%
Motorcycles	346 153	349 215	3 062	0,88%	2,94%	2,66%
LDV's - Bakkies	2 658 416	2 689 310	30 894	1,16%	22,63%	20,48%
Trucks	385 845	392 349	6 504	1,69%	3,30%	2,99%
Other & Unknown	237 199	238 955	1 756	0,74%	2,01%	1,82%
Total Motorised	11 726 271	11 884 210	157 939	1,35%	100,00%	90,49%
Towed Vehicles						
Caravans	95 885	95 010	(875)	-0,91%	7,61%	0,72%
Heavy Trailers	224 580	234 448	9 868	4,39%	18,77%	1,79%
Light Trailers	889 977	892 070	2 093	0,24%	71,43%	6,79%
Other & Unknown	27 717	27 297	(420)	-1,52%	2,19%	0,21%
Total Towed	1 238 159	1 248 825	10 666	0,86%	100,00%	9,51%
All Vehicles	12 964 430	13 133 035	168 605	1,30%		100,00%

Table 2: Number of registered vehicles per type

As at the end of December 2023 the number of registered vehicles increased by 1,3% from 12 964 430 in 2022 to 13 113 035 in 2023 as depicted in the table above. Within the motorised vehicles category, the highest increase was 1.69% for Minibuses and Trucks.

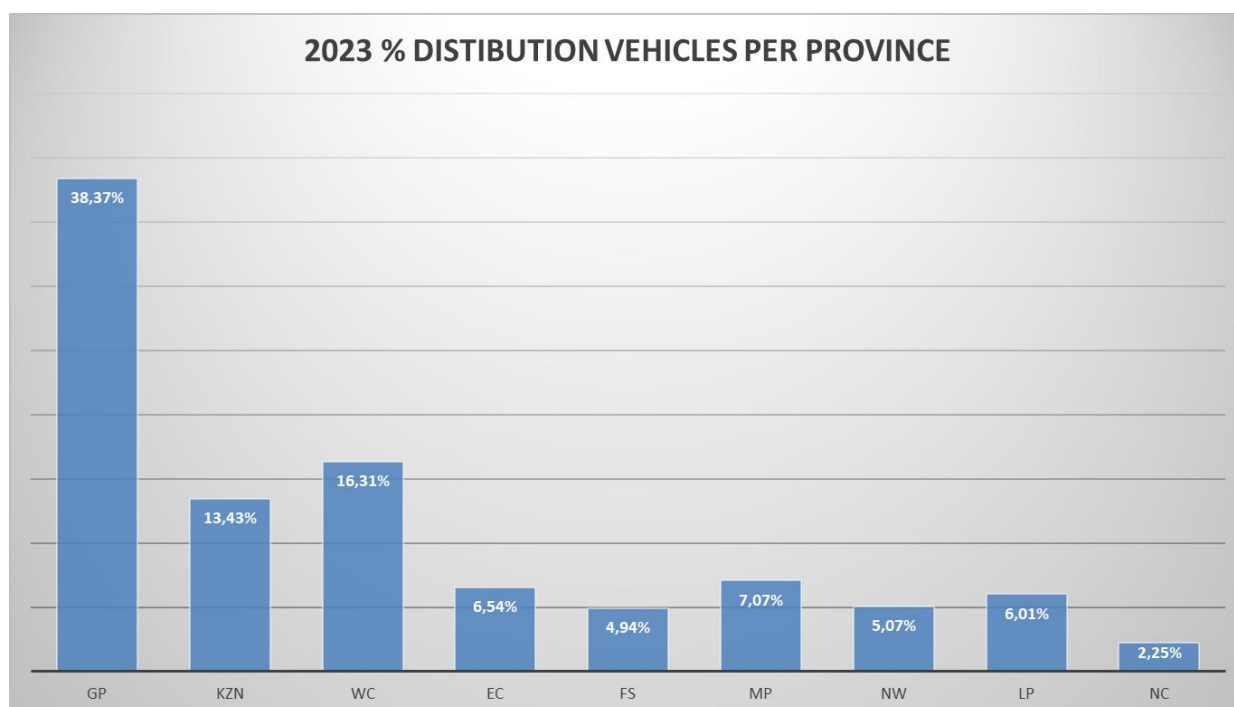


Figure 6: Percentage vehicles registered per province on 31 December 2023.

At a provincial level in South Africa as at the end of December 2023; most vehicles were registered in Gauteng with a distribution of 38,37% followed by Western Cape at 16,31% and KZN at 13,43%. The three provinces Gauteng, Western Cape and KwaZulu Natal share a percentage distribution of 68,11% of registered vehicles.

3.6 DRIVING LICENCES ISSUED

As at the end of December 2023 the number of issued driving licences increased by 2,34% from 14 897 525 in 2022 to 15 376 494 in 2023 as depicted in the table above.

Number of Driving Licences Issued per Province										
Year	GP	KZN	WC	EC	FS	MP	NW	LP	NC	RSA
Dec-22	5 214 392	2 393 808	2 222 888	1 078 480	716 713	1 129 764	696 195	1 169 934	275 351	14 897 525
Dec-23	5 401 457	2 475 440	2 289 006	1 100 245	731 035	1 168 683	714 896	1 213 927	281 805	15 376 494
Change	187 065	81 632	66 118	21 765	14 322	38 919	18 701	43 993	6 454	478 969
% Change	3,59%	3,41%	2,97%	2,02%	2,00%	3,44%	2,69%	3,76%	2,34%	3,22%

Table 3: Number of driving licences issued

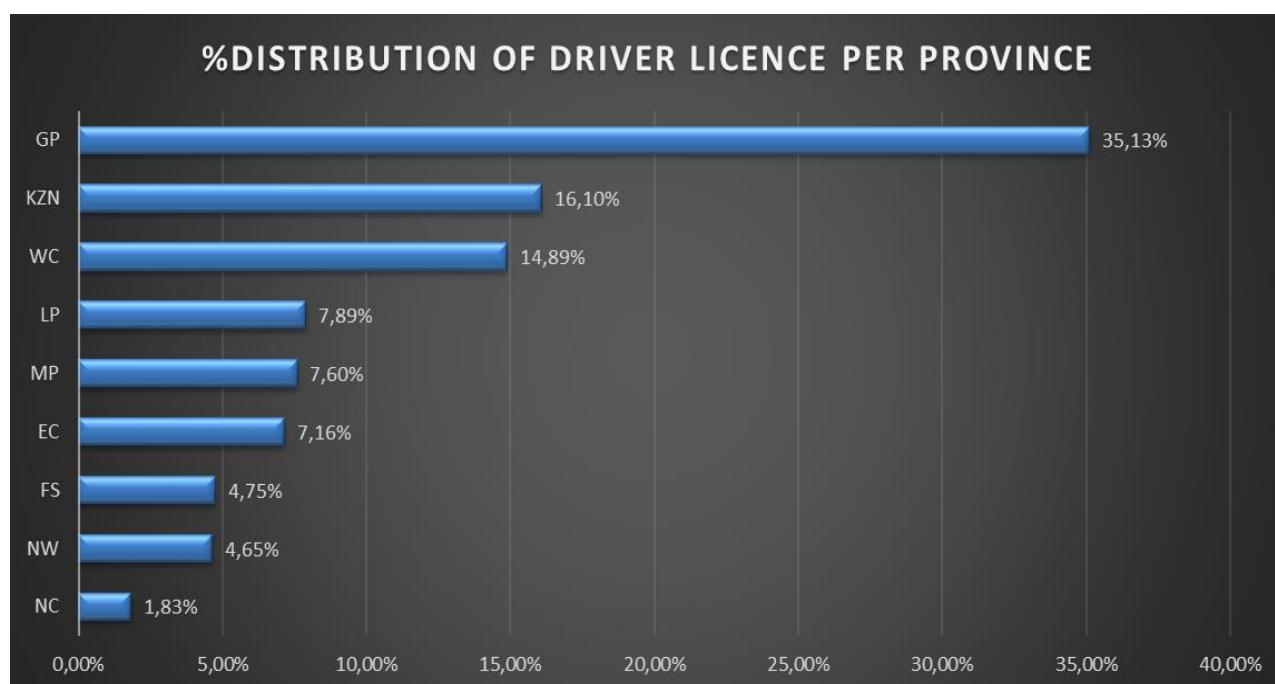


Figure 7: Percentage distribution of driver licences by province

From the above figure as at the end of December 2023; most driver licences were issued in Gauteng with a distribution of 35,13% followed by Kwa-Zulu Natal at 16,10% and Western Cape at 14,89%. The three provinces Gauteng, Kwa-

Zulu Natal and Western Cape share a percentage distribution of 66,11% for issued driving licences.

3.7 STRUCTURE OF ROAD SAFETY MANAGEMENT

The National Department of Transport is responsible for the policy and legislation governing roads and public transport. This is implemented through provincial departments, local government, and public entities. In terms of Schedule 5 of the Constitution, provincial roads and traffic are an exclusive provincial function, while municipal roads, traffic and parking are exclusive Schedule 5B municipal functions. Public transport is a concurrent Schedule 4A function of both national and provincial government. While municipal public transport is a Schedule 4B concurrent municipal function.

The strategy of the DoT has been guided by five strategic priorities that define the work of the Department and the political agenda over the term of this administration. The following key five (5) priorities have been identified which will guide the effort of the sector:

- Safety as an enabler of service delivery;
- Public transport that enables social emancipation and an economy that works;
- Infrastructure build that stimulates economic growth and job creation;
- Building a maritime nation, elevating the oceans economy; and
- Accelerating transformation towards greater economic participation

3.8 EMERGENCY SERVICES

There are 28 793 registered emergency type vehicles categorised as emergency vehicles in South Africa with the highest number, 10 856 or 37.8% registered in the Gauteng province and the lowest number, 431 or 1.6% registered in the Northern Cape province. 13 739 or 47.8% are breakdown vehicles with the number ambulances 9 066 or 31.5% of registered emergency type vehicles. Excluding registered breakdown vehicles from emergency type vehicles means that leaves a mere 15 000 emergency type vehicles to cater for the needs of all people living in South Africa.

Province	Ambulance	Breakdown	Fire engine	Rescue vehicle	% of Total
GP	3 533	5 489	675	1 159	37,8%
ZN	1 399	2 902	981	134	18,8%
WC	842	1 140	592	257	9,9%
MP	485	1 191	712	124	8,7%
EC	929	889	226	243	8,0%
LIM	509	806	179	93	5,5%
NW	554	661	170	88	5,1%
FS	636	490	124	66	4,6%
NC	179	171	82	29	1,6%
Total	9 066	13 739	3 741	2 193	100%
% of Total	31,5%	47,8%	13,0%	7,6%	

Table 4: Registered emergency vehicles

Considering the number of emergency type vehicles in South Africa relevant to human population and the total number of registered self-propelled vehicles in the country provides an indication of the availability of emergency type vehicles to cater for the needs of the people of South Africa.

Towards establishing the estimated availability of emergency type vehicles, the following table provides the total number of self-propelled vehicles (NaTIS Self - propelled vehicles, December 2023) and the mid-year population (STATSSA, Mid-year Population, July 2023).

Province	Total Self-propelled Vehicle Population (NaTIS)	% of Total	Mid-year Human Population (STATSSA)	% of Total
GP	4 597 281	38,68%	16 406 097	26,77%
KZN	1 644 345	13,84%	11 638 645	18,99%
WP	1 932 079	16,26%	7 328 042	11,96%
EC	784 275	6,60%	6 670 872	10,88%
MP	809 306	6,81%	4 775 388	7,79%
LIM	722 385	6,08%	5 978 819	9,75%
NW	588 785	4,95%	4 242 702	6,92%
FS	551 659	4,64%	2 931 401	4,78%
NC	254 095	2,14%	1 321 502	2,16%
Total	11 884 210	100,00%	61 293 468	100,00%

Table 5: Self-propelled

The table below is an indication of the spread / availability of the different emergency type vehicles per relevant indicator per province, and per type of emergency vehicle.

Province	1 Ambulance per 'n' persons	1 Breakdown per 'n' persons	1 Fire Engine per 'n' persons	1 Rescue Vehicle per 'n' persons
GP	4 644	2 989	24 305	14 155
KZN	8 319	4 011	11 864	86 856
WC	8 703	6 428	12 378	28 514
EC	13 754	5 601	9 369	53 797
MP	5 140	5 372	21 130	19 652
LIM	11 746	7 418	33 401	64 288
NW	7 658	6 419	24 957	48 213
FS	4 609	5 982	23 640	44 415
NC	7 383	7 728	16 116	45 569
Total	6 761	4 461	16 384	27 950

Table 6: Availability of emergency per province

There are 9 066 registered ambulances to cater for the needs of all persons living in South Africa, or 1 ambulance for every 6 761 persons. There are 1 fire engine for every 16 384 persons and 1 rescue vehicle for every 27 950 persons. Relevant to the vehicle population of South Africa, there are 1 breakdown type vehicle for every 865 registered vehicles which constitutes 47.8% of all emergency type vehicles.

4 ROAD SAFETY PERFORMANCE INDICATORS

4.1 SPEED OPERATIONS

Speed is a critical risk factor for road traffic injuries. As average traffic speed increases so too do the likelihood of a crash. If a crash does happen, the risk of death and serious injury is greater at higher speed as the amount of available time needed to avoid a crash / to stop the vehicle is reduced and the ability of the driver to steer safely around curves or objects on the road is also reduced.

The National Road Traffic Act, 1996 regulates speed limit according to different routes where road users can operate vehicles on:

- 60 km/h on a public road within an urban area
- 100 km/h on public road outside an urban area which is not a freeway; and
- 120 km/h on every freeway.

Provision is also made that certain vehicles (minibuses, buses and goods vehicles) shall not exceed the speed limits imposed on tyres by SABS 1550 or as approved by the manufacturer of such tyres. A maximum speed limit of 80 km/h for a goods vehicle with a GVM exceeding 9000 kg, a combination vehicle consisting of a goods vehicle (i.e drawing vehicle and one or two trailers) of which the sum of the GVM of the goods vehicle and of the trailer(s) exceeds 9000 kg and an articulated vehicle of which the GCM exceeds 9000 kg.

Most road users transgress with the speed regulations and the law enforcement operations were intensified to curb reckless and negligent driving, thus ensuring that South African roads are safe. A total of 67 107 speed operations were conducted from the period of January to December 2023. For the first quarter, 17 900, second quarter 17 421, third quarter 16 871 and fourth quarter 14 915

speed operations were conducted. From all operations conducted, 332 836 notices were issued, and 1 083 arrests were reported.

About 72% of the arrests were recorded in Gauteng (all Gauteng Authorities including National Traffic Police), 14% of the cases were recorded in Free State while 4% of cases in Western Cape and North West recorded the lowest arrests with 1%. Figure 7 below provides a breakdown of speed arrests reported.



Figure 8: 2023 Speed arrests

4.2 ALCOHOL OPERATIONS CONDUCTED

Road users who are impaired by alcohol have a significantly higher risk of driving recklessly and being involved in a crash as result of impaired vision, reduced hearing ability and slow reaction. Not only road users get affected when crash

happened, but infrastructure, families get affected by the loss of loved ones, traffic slow down due to road closure by the time crash is given attention.

Section 65 of the National Road Traffic Act; 1996 (Act No. 93 of 1996) (the “NRA”) sets out the legal limits and prohibitions for driving whilst under the influence. It provides that no one shall drive or even occupy the driver’s seat of a motor vehicle (with the engine running) on a public road if their blood alcohol content is over the legal limit. For normal drivers, the concentration of alcohol in any blood specimen must be less than 0,05 gram per 100 millilitres, and in the case of a professional driver, less than 0,02 gram per 100 millilitres. The concentration of alcohol in any specimen of breath exhaled must be less than 0,24 milligrams per 1 000 millilitres, and in the case of a professional driver, less than 0,10 milligrams per 1 000 millilitres. Based on the said regulation and non-compliance of the road-users on the use of alcohol while driving, the Law Enforcement Authorities deemed it prudent and extremely important to mount “Driving Under the Influence” (DIU) operations to clamp down on motorist operating their vehicles under the influence of alcohol as a mitigation strategy as well as to send a stern warning accordingly.

More than 12 000 drivers were arrested for driving under the influence of alcohol in 2023 when 15 765 alcohol operations were conducted from January until December 2023. A total of 3 465 operations were conducted in the first quarter, 3 228 in the second quarter, while 5 145 and 3 927 operations were conducted in the third and fourth quarter respectively.

From the total of 12 338 arrests reported, Gauteng lead with 50%, Western Cape follow with 24% and East Cape with 9% while Northern Cape reported least

cases with 0,08% of arrests. Figure 8 below provides a breakdown of drunken driving arrests reported.

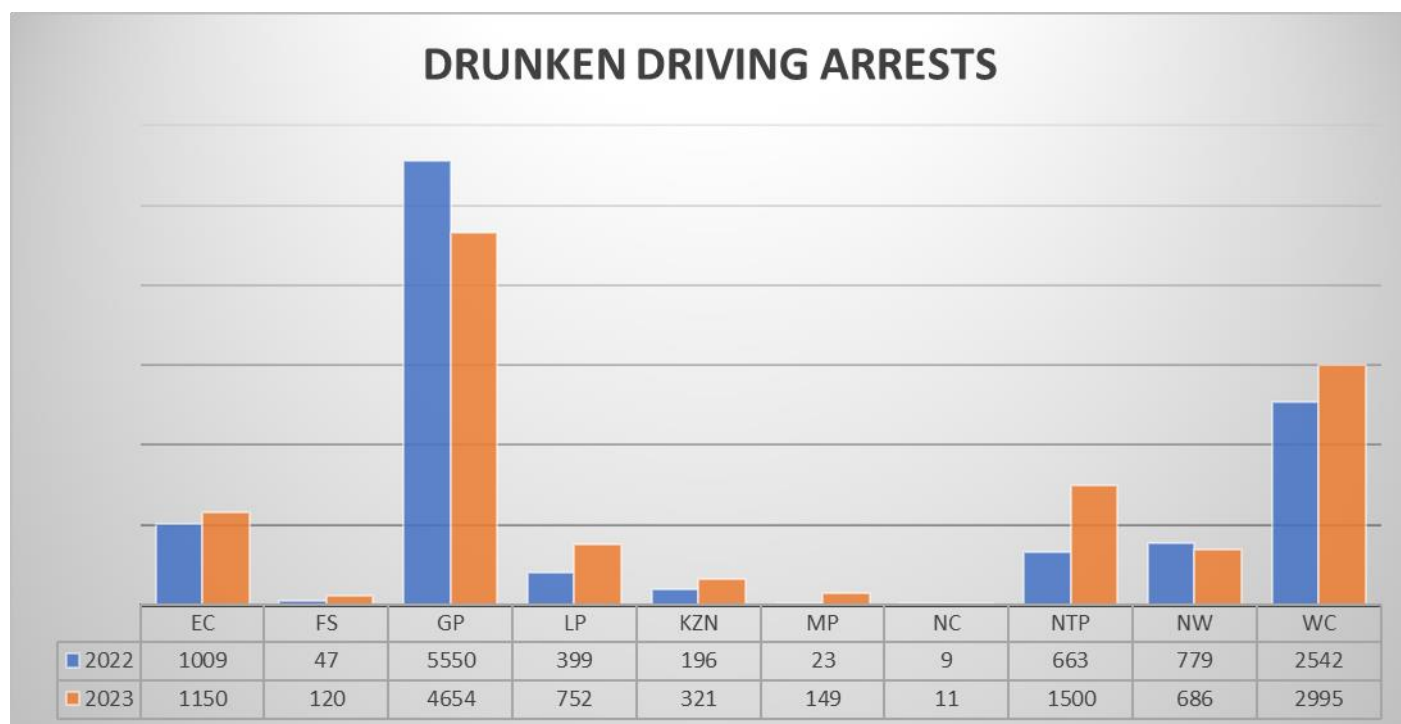


Figure 9: Drunken driving arrests

4.3 AWARENESS INTERVENTIONS

A total of 9 295 Road Safety Awareness Interventions were implemented from January until December 2023. Comparably from the previous year, there is an increase of 3 303 Road Safety awareness interventions implemented, which resulted in 55% increase.

For the period starting from January to March 2022, a total of 1 765 Road Safety awareness interventions were implemented, and 7 530 in the period from April to December 2023.

The successful implementation of road safety awareness initiatives can be attributed to collaborative effort with Private Stakeholders across the various Sectors.

4.4 NUMBER OF SCHOOLS INVOLVED IN ROAD SAFETY PROGRAMMES

A total of 6 389 schools were involved in Road Safety Programmes from January until December 2023. There is an increase of 1 986 Schools Involved in Road Safety Programmes compared to the previous year which resulted in 45% increase.

For the period starting from January to March 2022, a total of 1 588 Schools were involved in Road Safety Education and the remaining 4 801 Schools were involved Road Safety Education from April to December 2023.

The School Programme includes some of the following lessons, Safe Street Crossing, Road Safety School Debates, Participatory Education Road Safety Techniques, Distracted Walking, Passenger Safety focusing on the benefits of using Seat Belts and Child Restraints.

5 PERFORMANCE ON NATIONAL ROAD SAFETY STRATEGY

The period 2023 marked the first year of the 2nd Decade of Action for Road Safety 2022 – 2030, as per the UN General Assembly [resolution A/RES/74/299](#) themed "Improving global road safety".

The objectives of the decade remained the reduction of road fatalities and injuries by 50% by the end of 2030.

The emphasis is on the importance of an inclusive holistic approach to Road Safety and calling on continued improvements in the design of roads and vehicles, enhancement of road traffic laws and traffic law enforcement, and provision of timely, life-saving emergency care for the injured.

The implementation of the National Road Safety Strategy (NRSS) 2016-2030 is in line with the Global Action Plan for Road Safety 2021 – 2030 and supported by the 82 outlined initiatives.

The National Road Safety Strategy 2016 – 2030 has identified Pillar 1 as an which is Road Safety Management as a legislative enabler and overarching competency that has influence in the roll out of the other remaining 4 Pillars and guided to be led by the Department of Transport.

The remaining 4 Pillars are as follows:

- Pillar 2: Safer Roads – which is led by the South African Road Agency Limited (SANRAL),
- Pillar 3: Safer Vehicles – which is led by the Department of Trade, Industry and Competition,

- Pillar 4: Safer Road User – which is led by the Road Traffic Management Corporation, and
- Pillar 5: Post Crash Care – which is led by the Road Accident Fund.

This section aims to provide a summary on progress to date per Pillar on the implementation of the National Road Safety Strategy and some hurdles towards the realisation of halving the fatalities and injuries by 2030.

5.1 SUMMARY OF THE IMPLEMENTATION STATUS

The table below is derived from the summation of performance updates from the Roads Entities and Department of Transport.

IMPLEMENTATION STATUS	SHORT TERM	MEDIUM TERM	LONG TERM	%	TOTAL
Being Implemented	39	14	3	68%	56
Being Partially Implemented	9	5	6	25%	20
To be developed	2	1	3	7%	6
TOTAL	50	20	12	100%	82

Table 7: Summary of NRSS implementation status

A total of 68% of the interventions are being implemented, 25% are in the embedment phase and thus being partially implemented and 7% are still to be developed.

A total of 78% of the Short-Term intervention are being implemented, 70% of the Medium-Term Interventions are being implemented and 25% of the Long-Term interventions are being implemented.

5.2 PILLAR 1: ROAD SAFETY MANAGEMENT

This pillar is key in enabling the ease of development of interventions of the strategic intentions of the National Road Safety Strategy by bringing in the necessary legislative amendments, resourcing of the Coordinating Agencies as well as mobilisation of support within the Government Departments and the Private Sector.

There are 25 interventions under this Pillar that are scheduled according to three implementation phases and separated into 6 strategic themes, with the following implementation status:

- 14, representing 56% of the interventions of the Pillar are being implemented,
- 10, representing 40% of the interventions of this Pillar have been developed and being partially implemented.
- 1, representing 4% of the interventions pertaining to legislation that encourages fatigue management in Freight and Passenger transport.

5.2.1 ROAD SAFETY RESEARCH

Various research projects were conducted by the RTMC over the past years with the most recent study in collaboration with the CSIR conducted in 2023/24 on Safer Roadsides (Breakaway/Frangible poles and road kilometre markers). The Study was published by mid-2024.

Other Research projects produced and published by the RTMC include inter alia:

- Fatal Truck and Bus Crashes in SA - March 2023
- Guideline South African Road Restraint Systems Manual (SARRSM) - March 2022
- Guideline South African Road Safety Assessment Methods (SARSAM) - March 2022

- Traffic Injury Study (TIS) - March 2022
- South African Fatal Crashes on Context - December 2021
- Driver intoxication and fatal crashes Report - March 2020

5.3 PILLAR 2: SAFER ROADS AND MOBILITY

The focus of this Pillar is ensuring that engineers and planners design forgiving roads, that is, roads which will ensure road users do not perish on the roads and do not incur serious bodily injuries are minimised as a result of an error by a road user. This pillar is largely led by SANRAL and Provincial Authorities responsible for road construction and rehabilitation.

There are 10 interventions under this Pillar and are separated into 6 strategic themes, with the following implementation status:

- 9, representing 90% of the interventions of the Pillar are being implemented,
- 1, representing 10% of the interventions of this Pillar pertaining to the Road Safety Assessment Programme has been recently introduced and being partially implemented.

Notwithstanding that road authorities such as SANRAL determine hazardous Location Programmes on their respective road networks, the RTMC assists on a macro level where Hazardous Road Segments or segments of road within a defined SAPS Area.

The RTMC through the National Road Traffic Engineering Committee (NRTETC) promote the development of road safety assessment capacity within road

authorities as well as the implementation of the iRAP road safety assessment programme on a national level.

5.4 PILLAR 3: SAFER VEHICLES

This pillar focuses on introducing technology to improve vehicle safety, which aims to actively prevent road crashes (e.g. stability control) and passively to minimise the impact of the crash on the fallible human beings and frail human structure.

There are 6 interventions under this Pillar and are separated into 3 strategic themes, with the following implementation status:

- 6, representing 100% of the interventions of the Pillar are being implemented by the Road Traffic Law Enforcement Agencies.

5.5 PILLAR 4: SAFER ROAD USERS

The strategic objective of this pillar aims to improve the road user behaviour through road safety education and awareness programmes.

There are 29 interventions under this Pillar and are separated into 3 strategic themes, with the following implementation status:

- 21, representing 73% of the interventions of the Pillar are being implemented,
- 5, representing 17% of the interventions of this Pillar are being partially implemented before full embedment
- 3, representing 10% of the interventions of the Pillar are still to undergo development phases.

5.6 PILLAR 5: POST-CRASH RESPONSE

If Pillars 2 - 4 did not provide the adequate protection required to prevent a road crash, pillar 5 focuses on saving human lives and reduce the impact of serious injuries after the road crash.

As such, the immediate response for medical assistance and treatment thereafter is largely led by the Department of Health and supported by the Road Accident Fund as an agency of the Department of Transport.

The key initiatives under the pillar are as follows:

There are 12 interventions under this Pillar and are separated into 2 strategic themes, with the following implementation status:

- 6, representing 50% of the interventions of the Pillar are being implemented,
- 5, representing 42% of the interventions of this Pillar are being partially implemented.
- 1, representing 8 % of the interventions of the Pillar is still to undergo development phase.

5.7 CHALLENGES TO DATE

- Funding for road safety remains a challenge. This therefore requires a review of priorities, improved planning, targeted interventions. There has been continuous effort towards engagement of private sector for collaboration on implementation of road safety initiatives.
- There is still opportunity for better coordination of effort towards road safety to realize greater impact.

6 ROAD SAFETY OUTCOMES

6.1 FATAL CRASHES AND FATALITIES

At least 10 180 fatal crashes were reported by end of year 2023 compared to 10 446 fatal crashes in 2022. This is a reduction of 2.5% from 2022 figures.

FATAL CRASHES										
YEAR	EC	FS	GP	KZN	LP	MP	NC	NW	WC	RSA
2022	1215	569	2321	1998	1070	1012	325	667	1269	10446
2023	1132	539	2313	1985	1089	955	301	641	1225	10180
CHANGE	-83	-30	-8	-13	19	-57	-24	-26	-44	-266
%CHANGE	-6,8%	-5,3%	-0,3%	-0,7%	1,8%	-5,6%	-7,4%	-3,9%	-3,5%	-2,5%

Table 8: Fatal crashes per province

The following graph shows the distribution of fatal crashes per province. The highest contributor to fatal crashes were Gauteng at 23% contribution, Kwa-Zulu Natal at 19%, Western Cape at 12%, then Limpopo and Eastern Cape at 11% each in 2023. At least 76% of fatal crashes were from these five provinces in 2023. The combined contribution to fatal crashes of Gauteng and Kwa-Zulu Natal was 42% 2023.

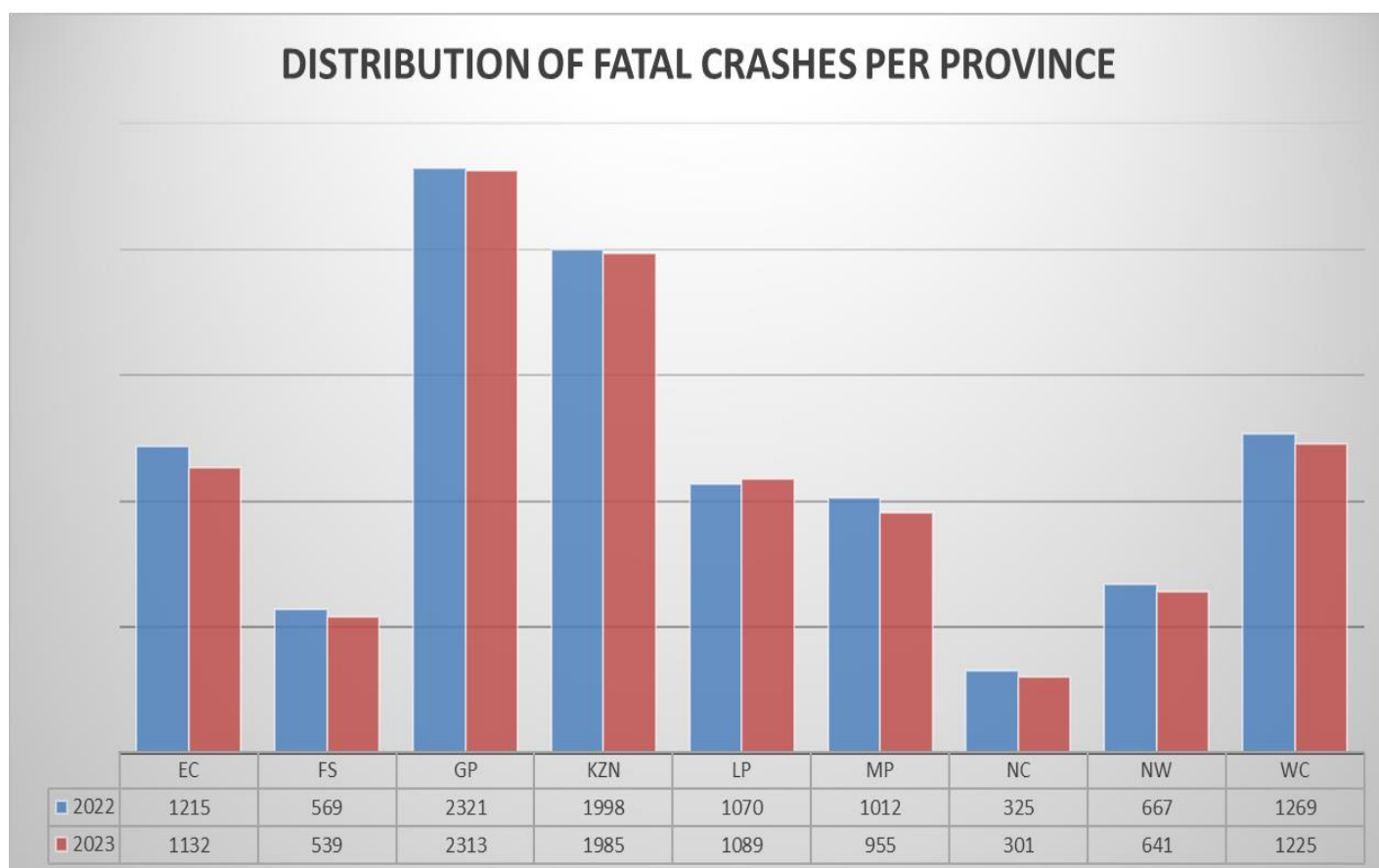


Figure 10: Fatal crashes per province from 2022 to 2023

The figure below shows changes in fatal crashes between 2022 and 2023 per province. The highest percentage decrease was in Northern Cape at -7.4% followed by Eastern Cape at -6,8% then Mpumalanga at -5,6%. The only increase is in Limpopo at 1,8%.

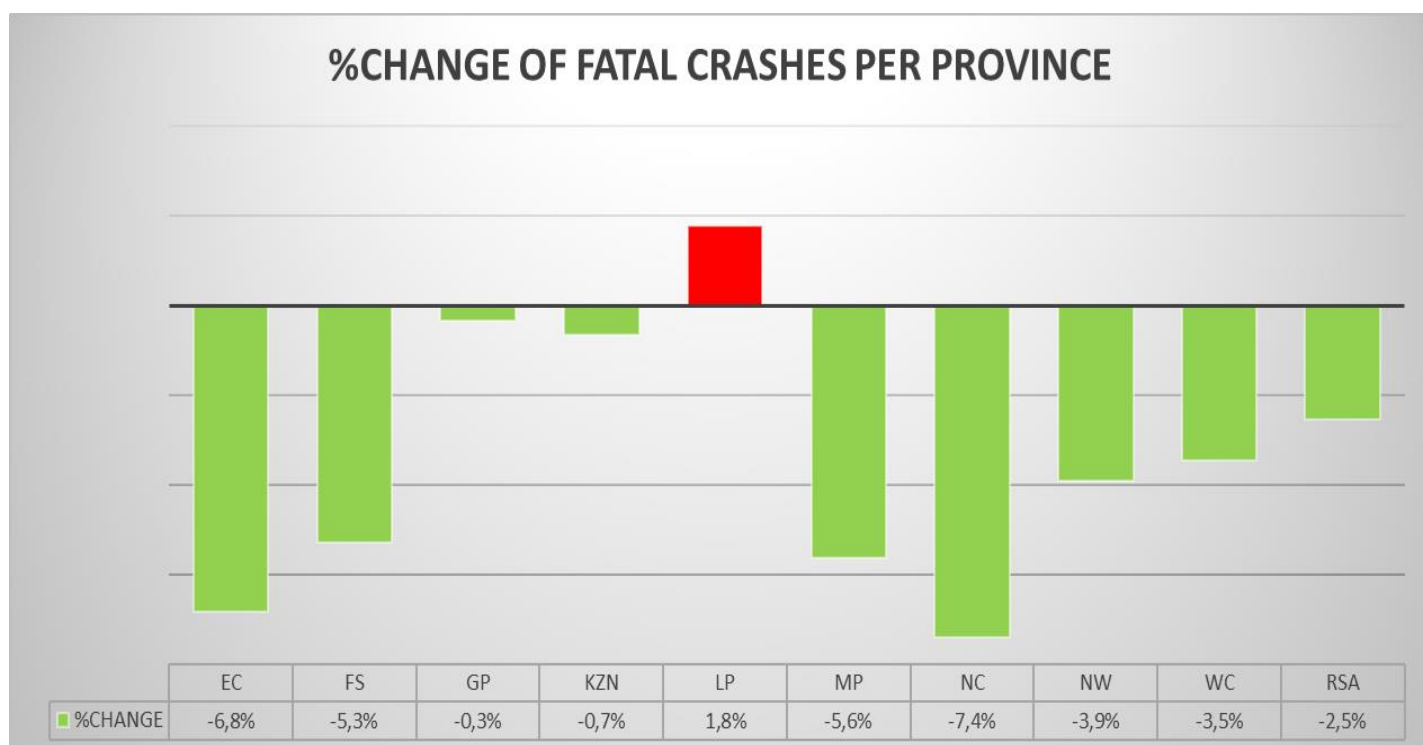


Figure 11: Percentage change in fatal crashes per province from 2022 to 2023

The table below shows the number and percentage changes in road fatalities between the years 2022 and 2023. In 2023 10 180 fatal crashes resulted in 11 883 fatalities, compared to 10 466 fatal crashes resulting 12 436 in 2022. Road fatalities decreased by -4.4% from year 2022 to 2023.

YEAR	EC	FS	GP	KZN	LP	MP	NC	NW	WC	RSA
2022	1471	740	2561	2308	1376	1293	417	832	1438	12436
2023	1390	661	2514	2229	1392	1183	391	752	1371	11883
CHANGE	-81	-79	-47	-79	16	-110	-26	-80	-67	-553
%CHANGE	-5,5%	-10,7%	-1,8%	-3,4%	1,2%	-8,5%	-6,2%	-9,6%	-4,7%	-4,4%

Table 9: Fatalities per province

The following graph shows the distribution of fatalities per province. The highest contributor to fatalities were Gauteng at 21% contribution, Kwa-Zulu Natal at 19%, then Western Cape, Limpopo and Eastern Cape at 12% each in 2023. At least 75% of fatal crashes were from these five provinces in 2023. The combined contribution to fatalities of Gauteng and Kwa-Zulu Natal was 40% 2023.

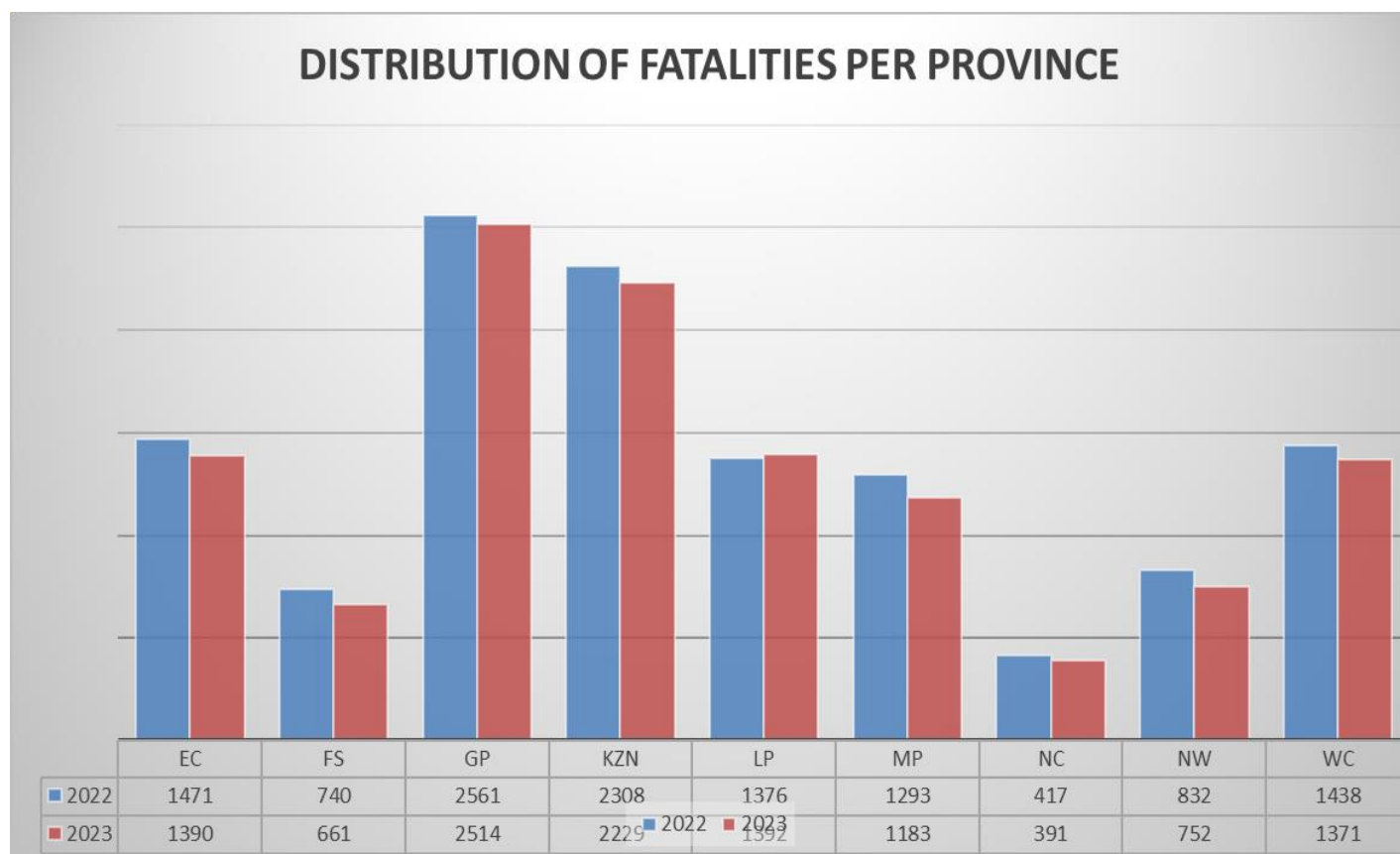


Figure 12: Fatalities per province from 2022 to 2023

The figure below shows changes in fatalities between 2022 and 2023 of per province. The highest percentage decrease was in Free State at -10,7% followed by North-West at -9,6% then Mpumalanga at -8,5%. The only increase is in Limpopo at 1,2%.

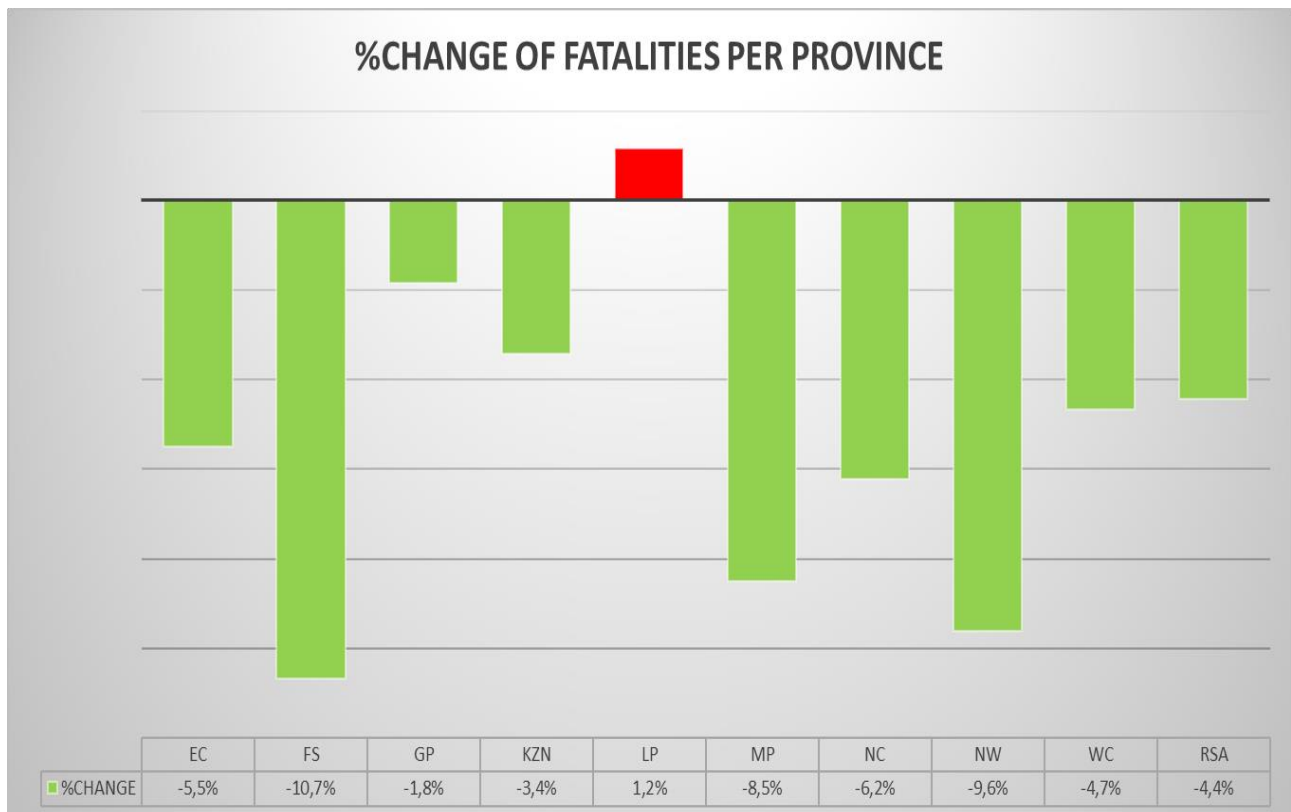


Figure 13: Percentage change in fatalities per province from 2022 to 2023

6.1.1 ROAD FATALITIES - GLOBAL CONTENT

Fig. 4. Road traffic fatality rate per 100 000 population by WHO region and country income level, 2021

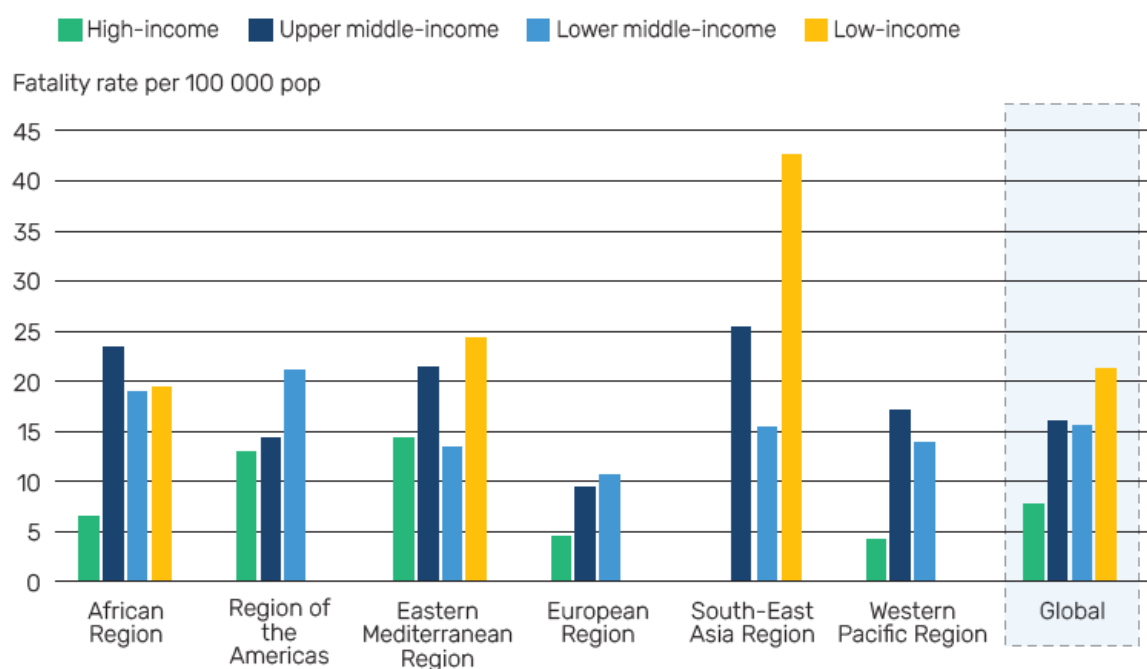


Figure 14: Estimated road traffic death rate (per 100 000 population)

According to the Global Road Safety Report:

- Based on 2019 data on the age distribution of all-cause mortality, road traffic injury remains the leading cause of fatalities for children and young people aged 5–29 years and is the 12th leading cause of fatalities when all ages are considered.
- There were an estimated 1.19 million road fatalities in 2021; this corresponds to a rate of 15 road traffic deaths per 100 000 population.

- Road traffic fatalities impact people during their most productive years. Approximately 66% of fatalities are among people aged 18–59 years and 19% are aged 60 years or above.
- Road traffic fatalities continue to disproportionately impact men, with an overall female-to-male fatality ratio of 1 to 3.
- More than half of all road traffic fatalities are among vulnerable road users: pedestrians, cyclists, and motorcyclists.
- 44% of road traffic fatalities occur in lower-middle-income countries followed by 35% in upper-middle-income, then 13% in low-income countries and 8% in high-income countries.
- The African region is the third highest contributor to road fatalities at 19% or 225 482 road fatalities.
- The African Region has the highest road fatality rate at 19 deaths per 100 000 population.
- Estimates put the global macroeconomic cost of road traffic injuries as high as US\$ \$1.8 trillion², roughly equivalent to 10–12% of global gross domestic product (GDP).

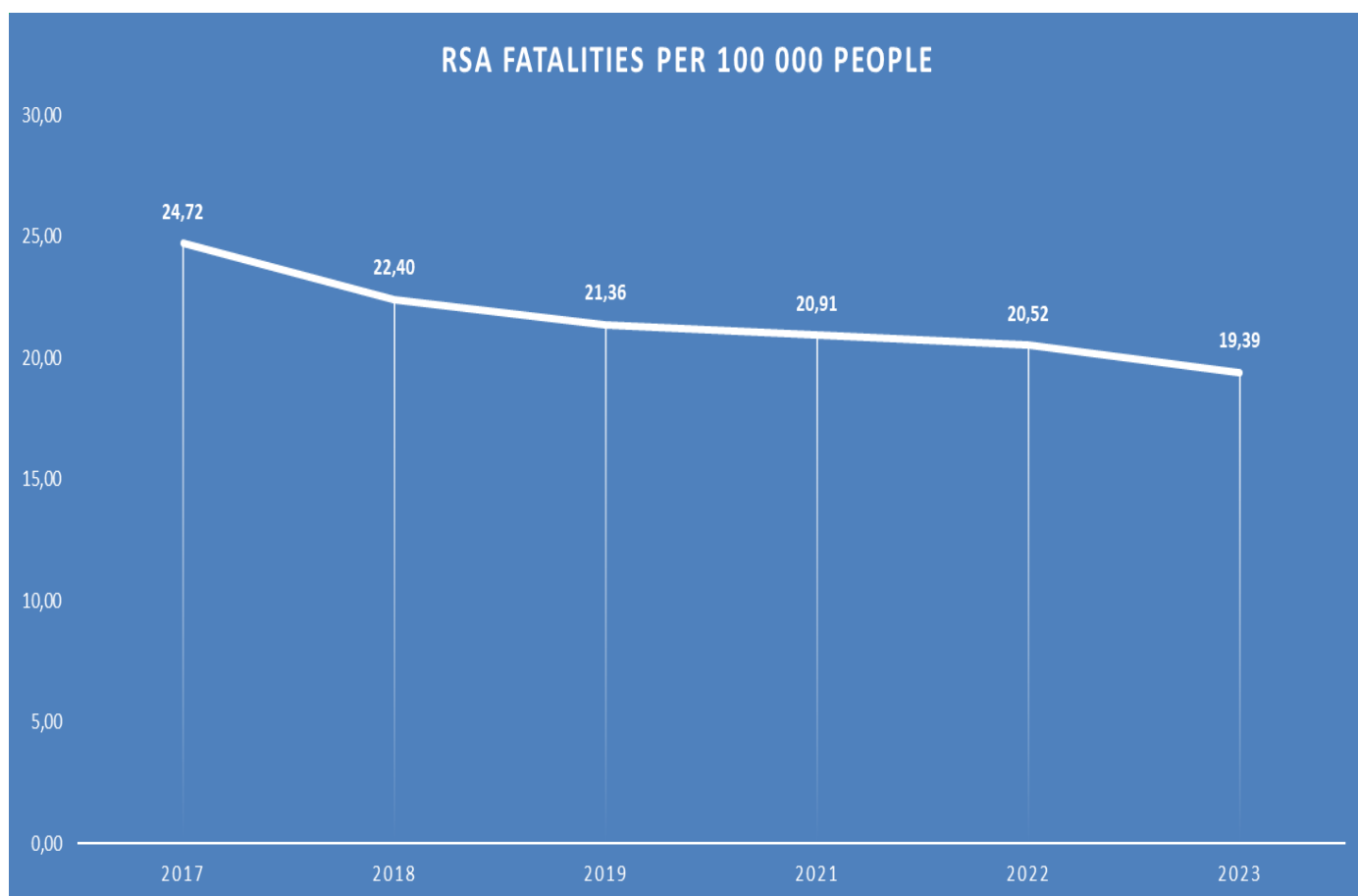


Figure 15: RSA road traffic death rate (per 100 000 population)

Ratio of fatalities per 100 000 people reduced from 20.52 in 2022 to 19.39 in 2023 which is a 1.13 decrease. The 19.39 rate is still higher than the global rate of 15 fatalities per 100 000 people and just above the African rate of 19.

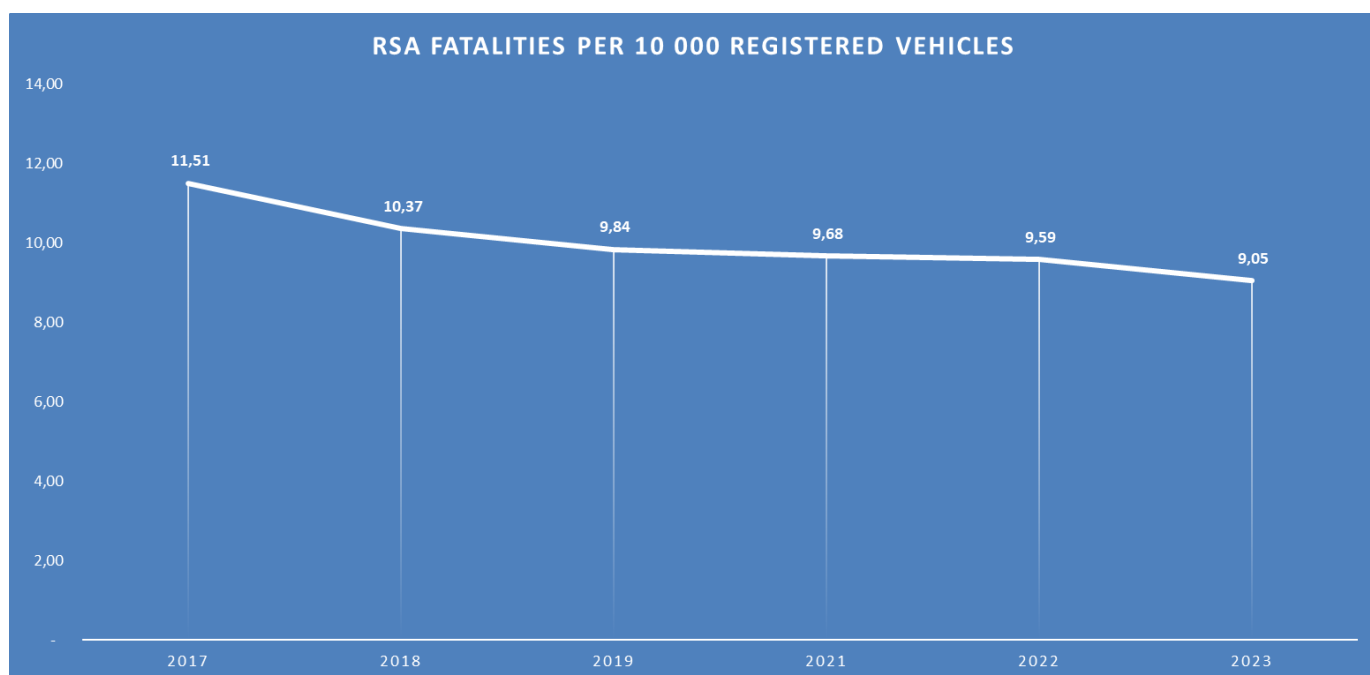


Figure 16: RSA road traffic death rate (per 10 000 vehicles)

Ratio of fatalities per 10 000 registered motorised vehicles reduced from 9.59 (2022) to 9.05 (2023) which is a decline of 0.54. Number of registered vehicles increased and fatalities per 10 000 registered motorised vehicles decreased.

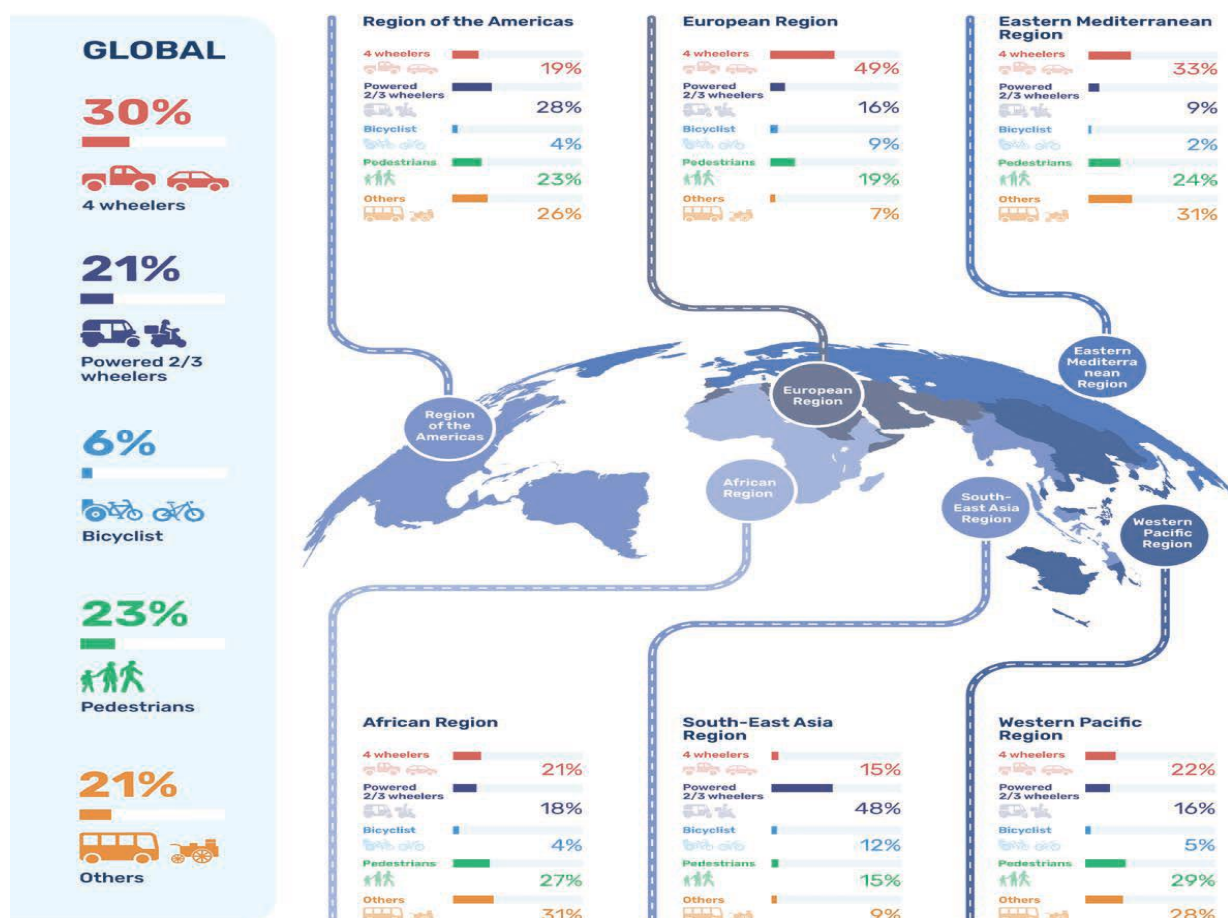


Figure 17: Global Percentage distribution of fatalities per road user group

Globally, occupants of 4-wheel vehicles represent 30% of fatalities with no distinction between drivers and passengers; followed by pedestrians at 23% of fatalities; and powered two- and three-wheeler users make up 21% of fatalities. Cyclists account for 6% of fatalities. Occupants of vehicles carrying more than 10 people, heavy goods vehicles, “other” users and “unknown” user types comprise the remaining 20% of fatalities.

The distribution of deaths among road users changes significantly when data are disaggregated by region. As shown in above figure except for the European Region and Eastern Mediterranean Region (where occupants of 4-wheel vehicles comprise the largest share of the deaths at 49% and 33% respectively), in most regions, it is pedestrians and powered two and three wheelers users that make up most fatalities.

6.1.2 DISTRIBUTION OF FATALITIES PER ROAD USER GROUPS

The figure below shows the distribution of fatalities per road user group in South Africa. There were no significant changes in the distribution of road user type fatalities between 2022 and 2023.

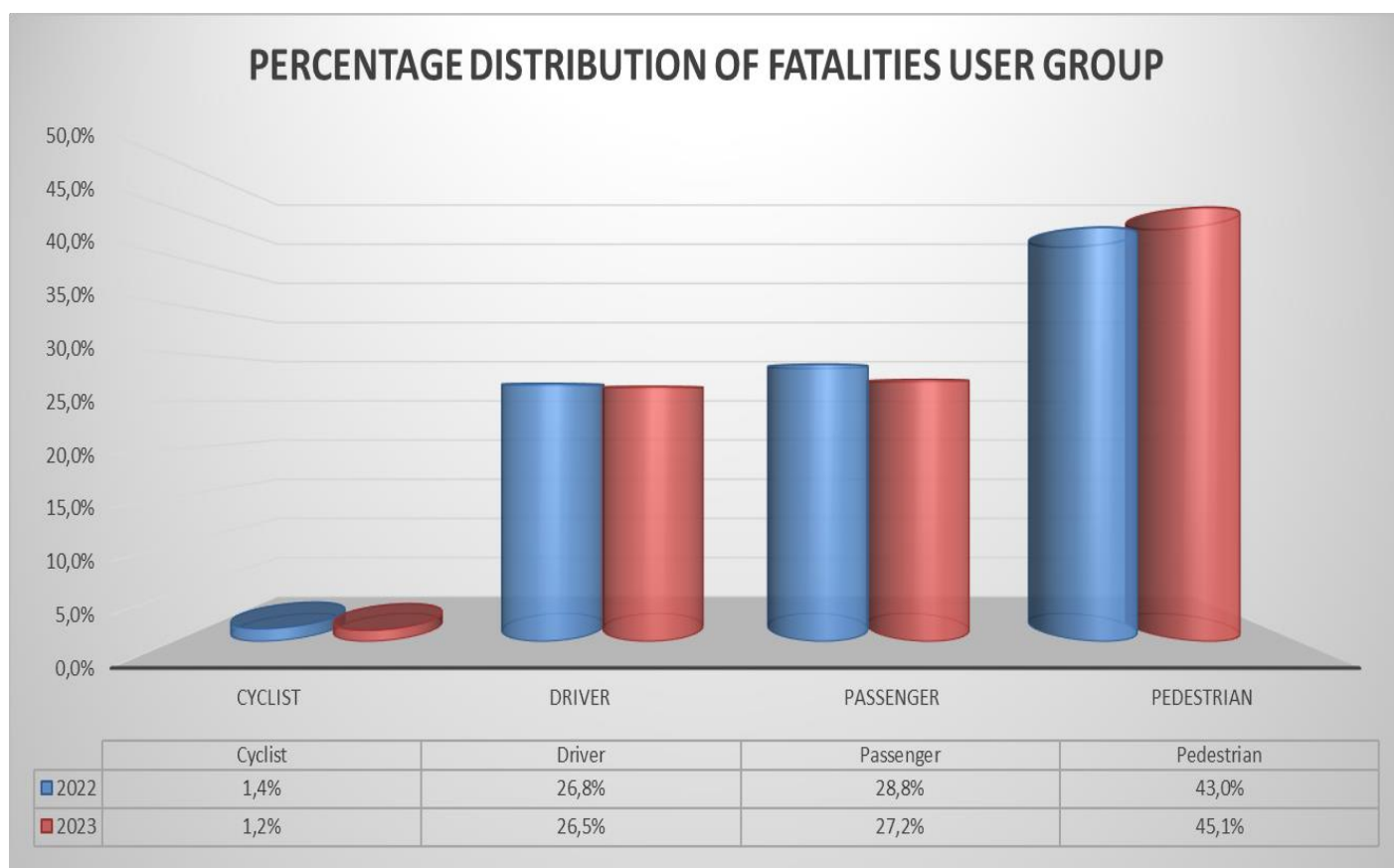


Figure 18: RSA Percentage distribution of fatalities per road user group

6.1.3 DISTRIBUTION OF CRASHES PER DAY OF THE WEEK

The figure below shows the percentage of fatal crashes per day for each year. From year to year it can be seen that fatal crashes start peaking from Fridays at 14,7%, Saturdays at 24,3% until Sunday at 21,4%. On average fatal crashes over the weekend contribute 60% of all crashes. The remaining 40% is distributed throughout the other four days of the week (i.e. Monday to Thursday).

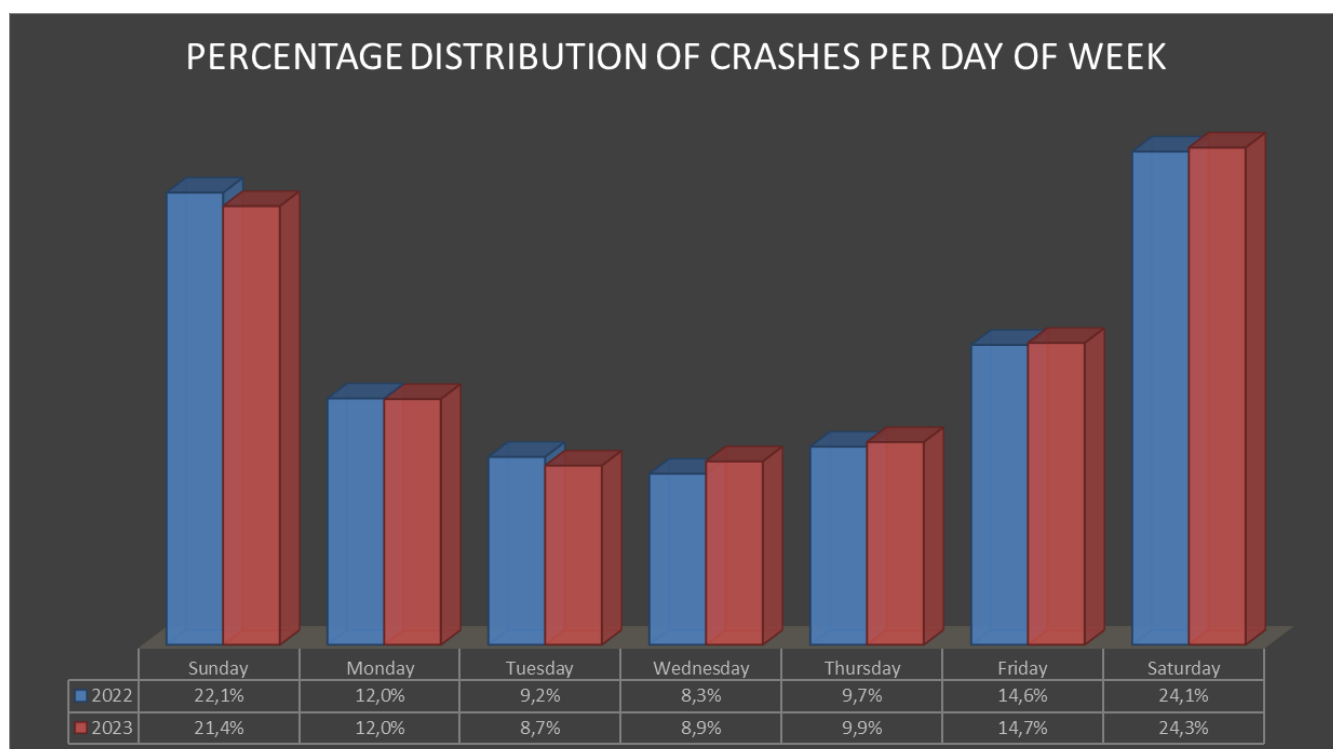


Figure 19: Fatal crashes per day of the week

6.1.4 DISTRIBUTION OF FATALITIES PER AGE

From the figure below the trend of fatalities per age group remains the same year on year with the largest proportion of fatalities within the age group 25 to 39 totalling 41% of all fatalities. In terms of the population distribution this age group is 26% of the population. The percentage fatalities for children up to an age of 14 is 10,2% year on year and the population of this age group is 28%.

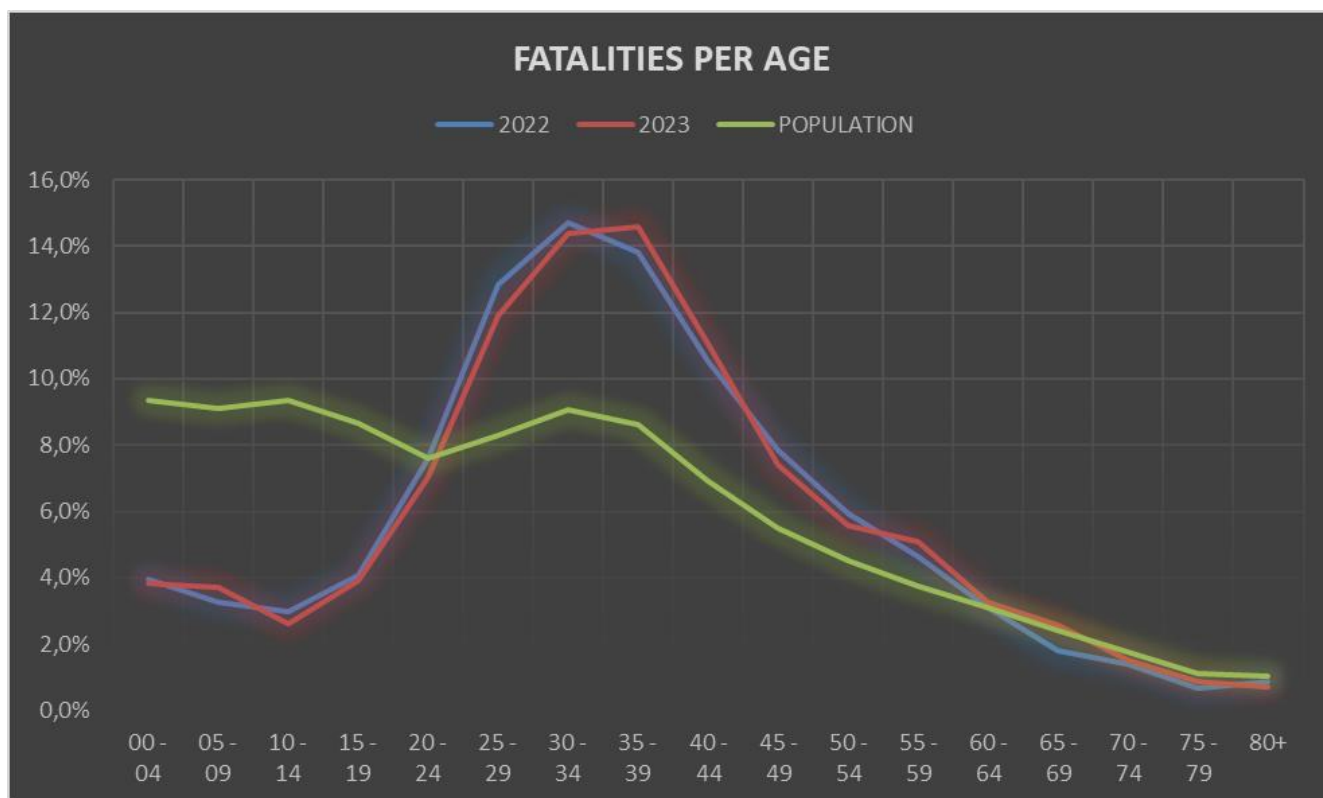


Figure 20: Percentage distribution of fatalities per age group for 2022 - 2023

6.1.5 DISTRIBUTION OF FATALITIES PER GENDER

No significant changes were observed in the gender split for fatalities. Three quarters of road fatalities are males. Driver's license card holders registered on the NaTIS System constitutes a 61,1/38,9 per cent male/female split.

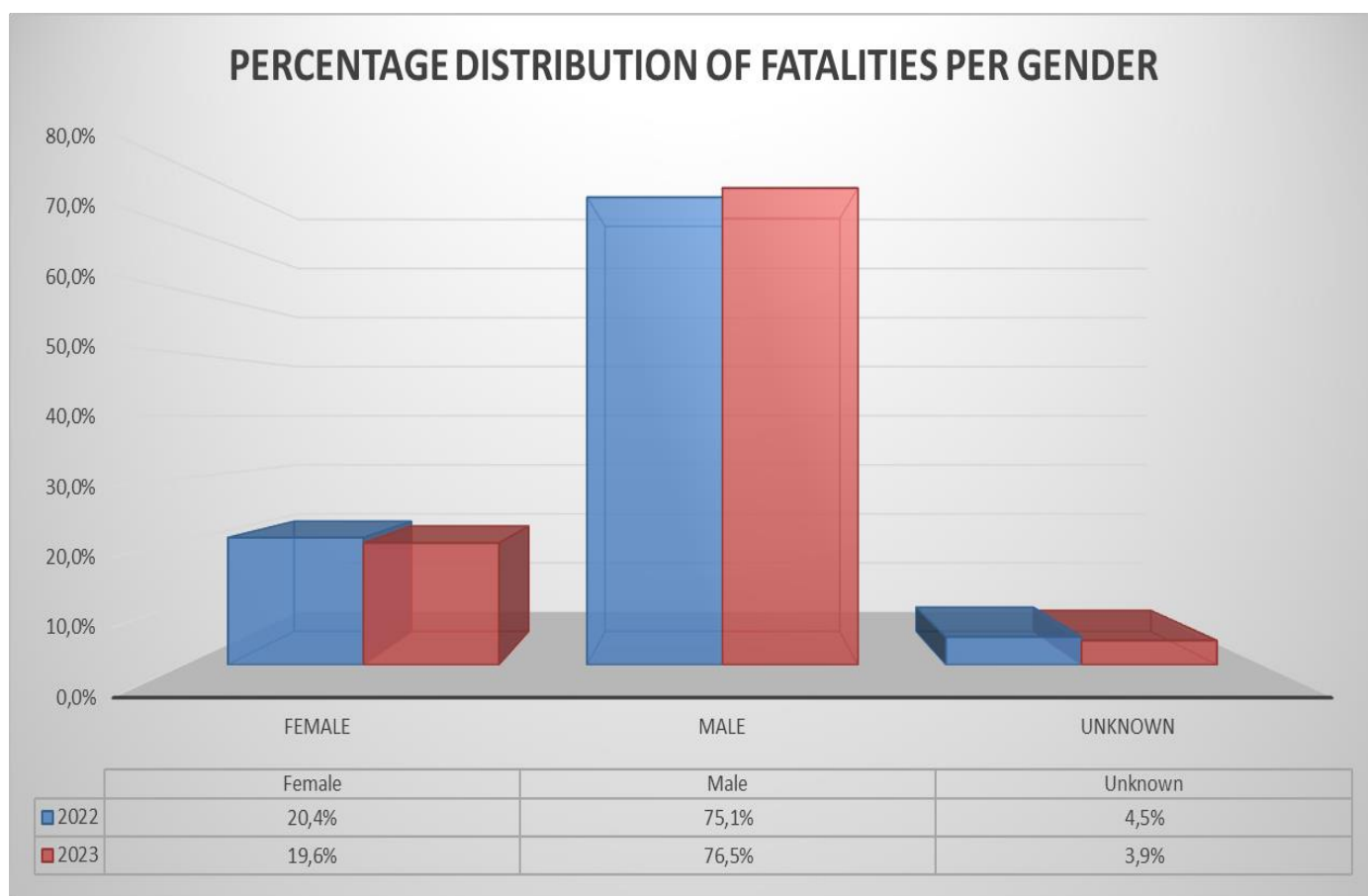


Figure 21: Percentage distribution of fatalities per gender for 2022 - 2023

6.1.6 DISTRIBUTION OF FATALITIES PER POPULATION GROUP

From the figure below the distribution of fatalities per population group indicates that on average 80.7% of all road fatalities are black persons with the rest taking up the remaining 19.3%. This is in line with the population distribution of 81% of the South African population being black.

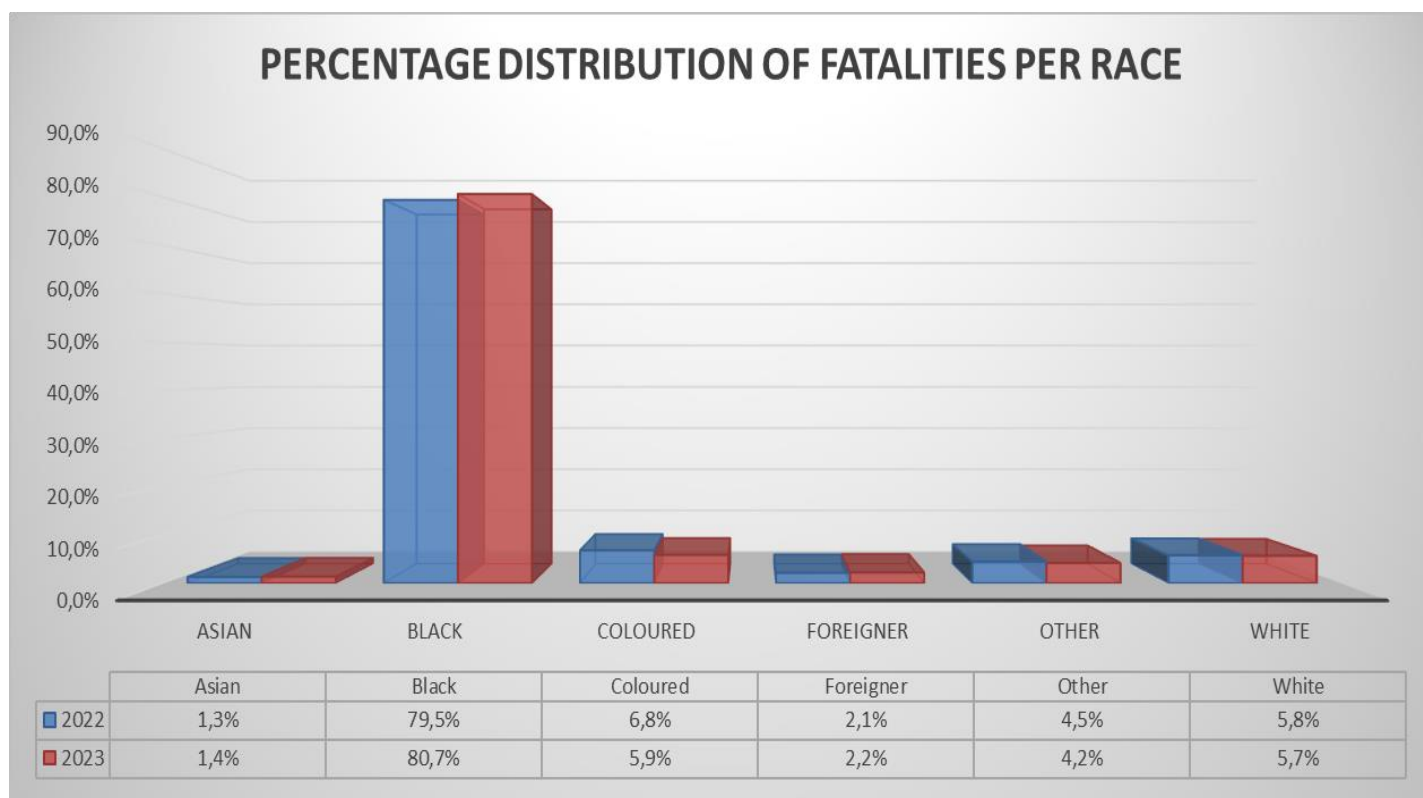


Figure 22: Percentage distribution of fatalities per population group

6.1.7 DISTRIBUTION OF FATALITIES PER RACE AND ROAD USER GROUP

From the figure below shows the breakdown of road user groups fatalities by population. The breakdown of 80,7% of black road fatalities is as follows: 38,7% are pedestrians, 22,6% are passengers, 18,5% are drivers and 0.9% are cyclists.

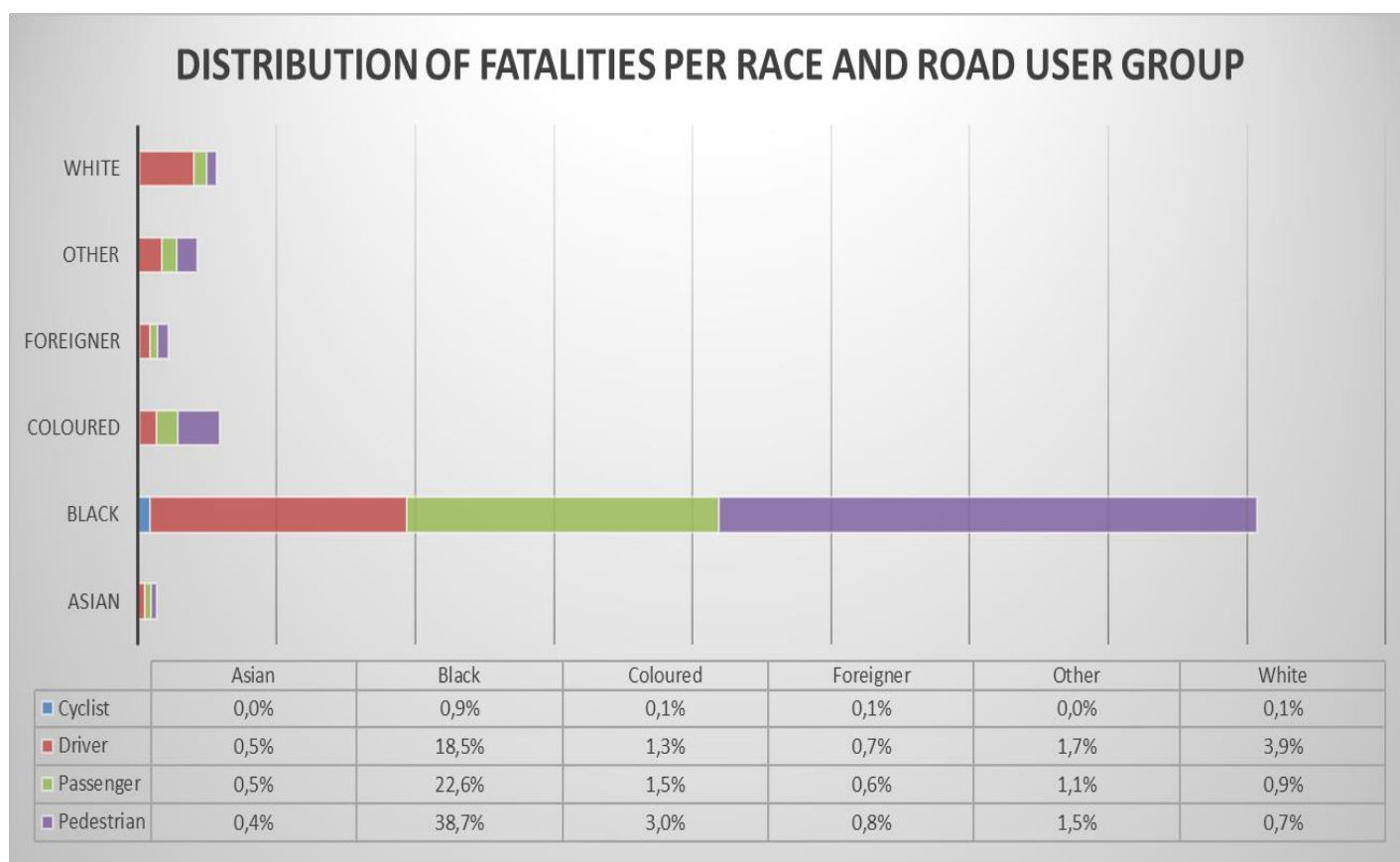


Figure 23: Percentage distribution of fatalities per population group per road user

6.1.8 DISTRIBUTION OF CRAHES PER CRASH TYPE

The figure below shows distribution of crashes by crash type. From this figure it can be seen that 79,1% of crashes in 2023 were from accidents with pedestrians at 28,3%, hit and runs 23,6% single vehicle overturn at 18,1% and head on collisions at 9,3%. Accidents with pedestrians and hit and runs make up 51,7%.

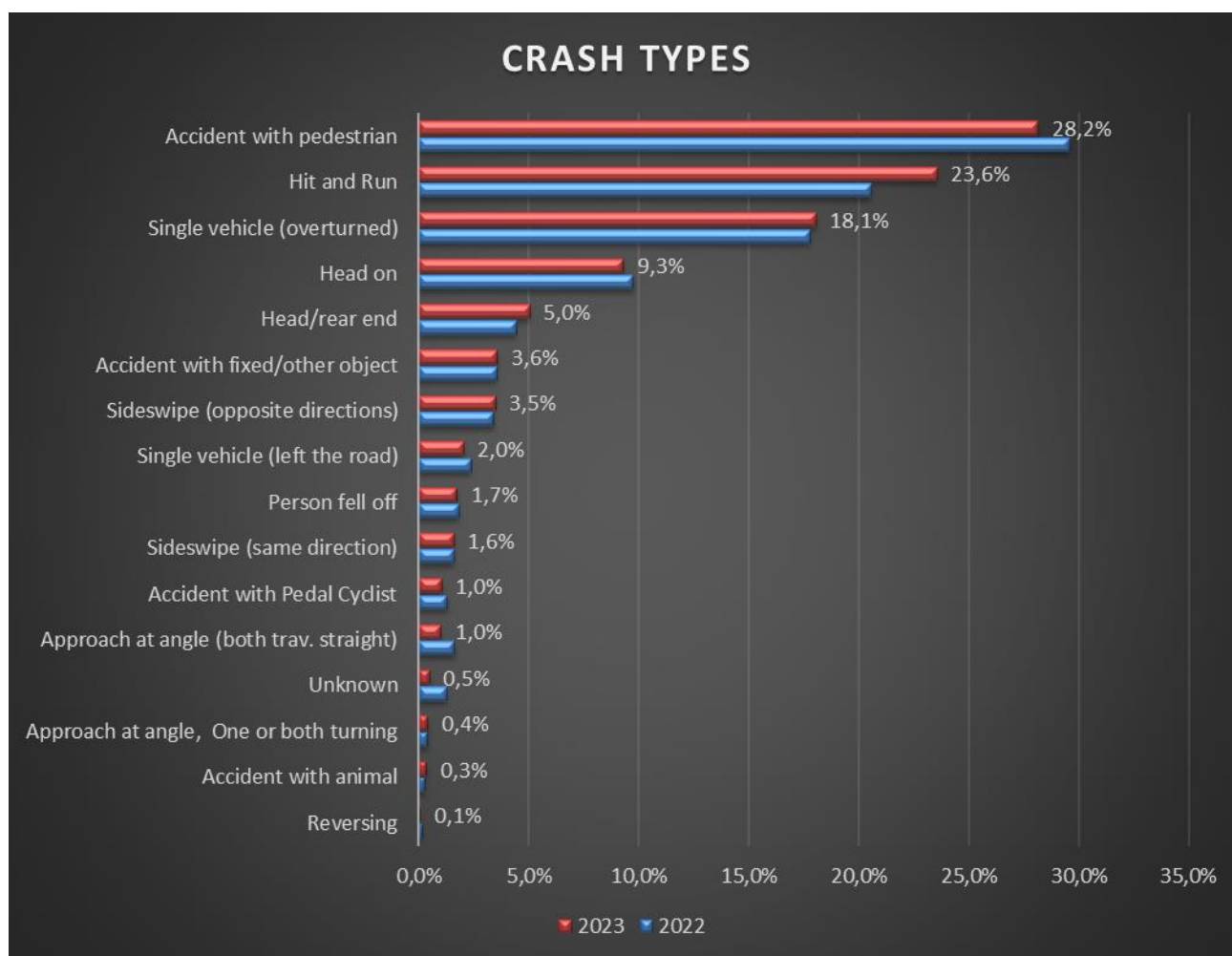


Figure 24: Percentage distribution of crash types

6.1.9 DISTRIBUTION OF CRASHES PER TIME OF DAY

From the figure below the peak of fatal crashes is between 18:00 and 20:00. This two-hour period contributed 16.53% of fatal crashes in 2023 and 16,85% in 2022. The period between 17:00 and 22:00 contributed 35% of fatal crashes in each year.

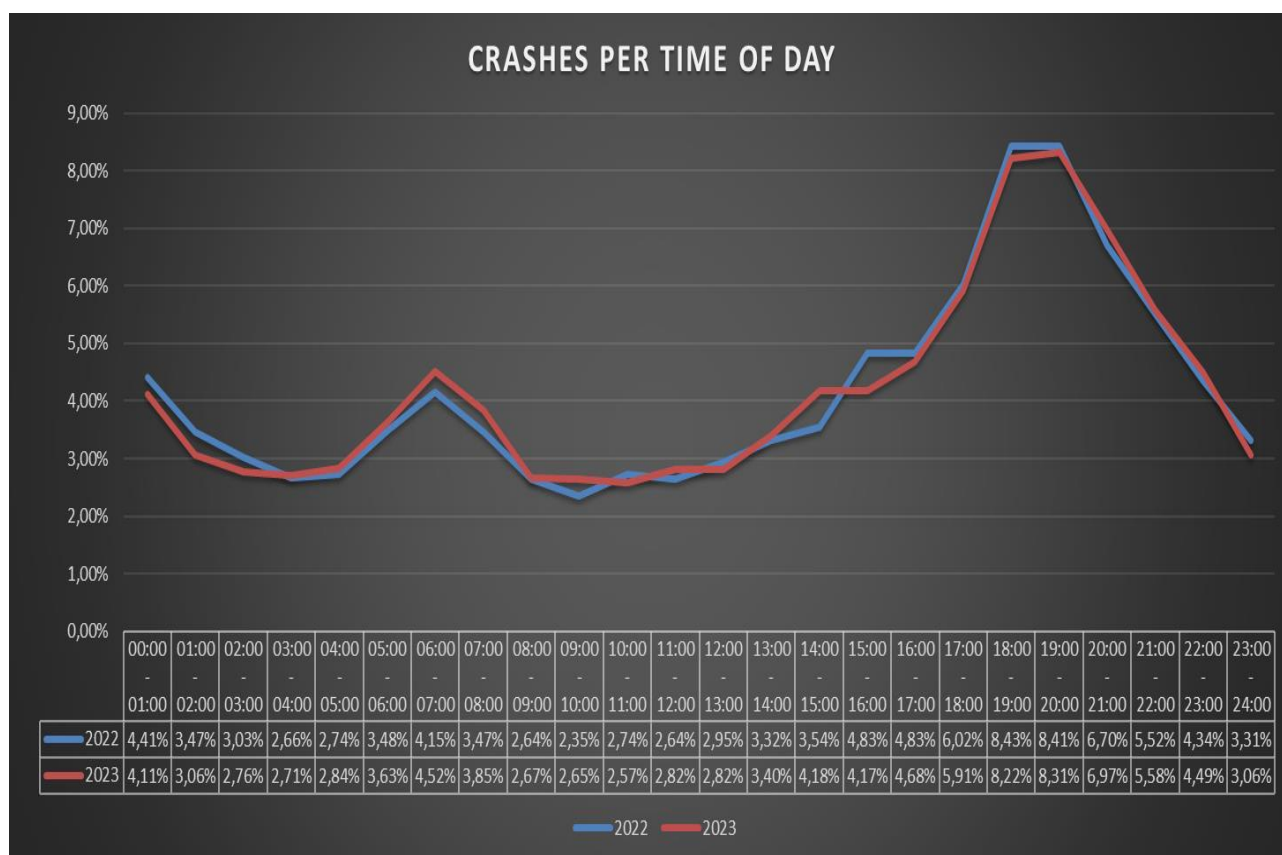


Figure 25: Percentage distribution of crash per time of day

6.1.10 DISTRIBUTION OF CRASHES PER CONTRIBUTORY FACTORS

The trend throughout the years is that human factors are a major contributor to road fatalities. As shown on the figure below human factors are constantly above 87% of the contributory factors.

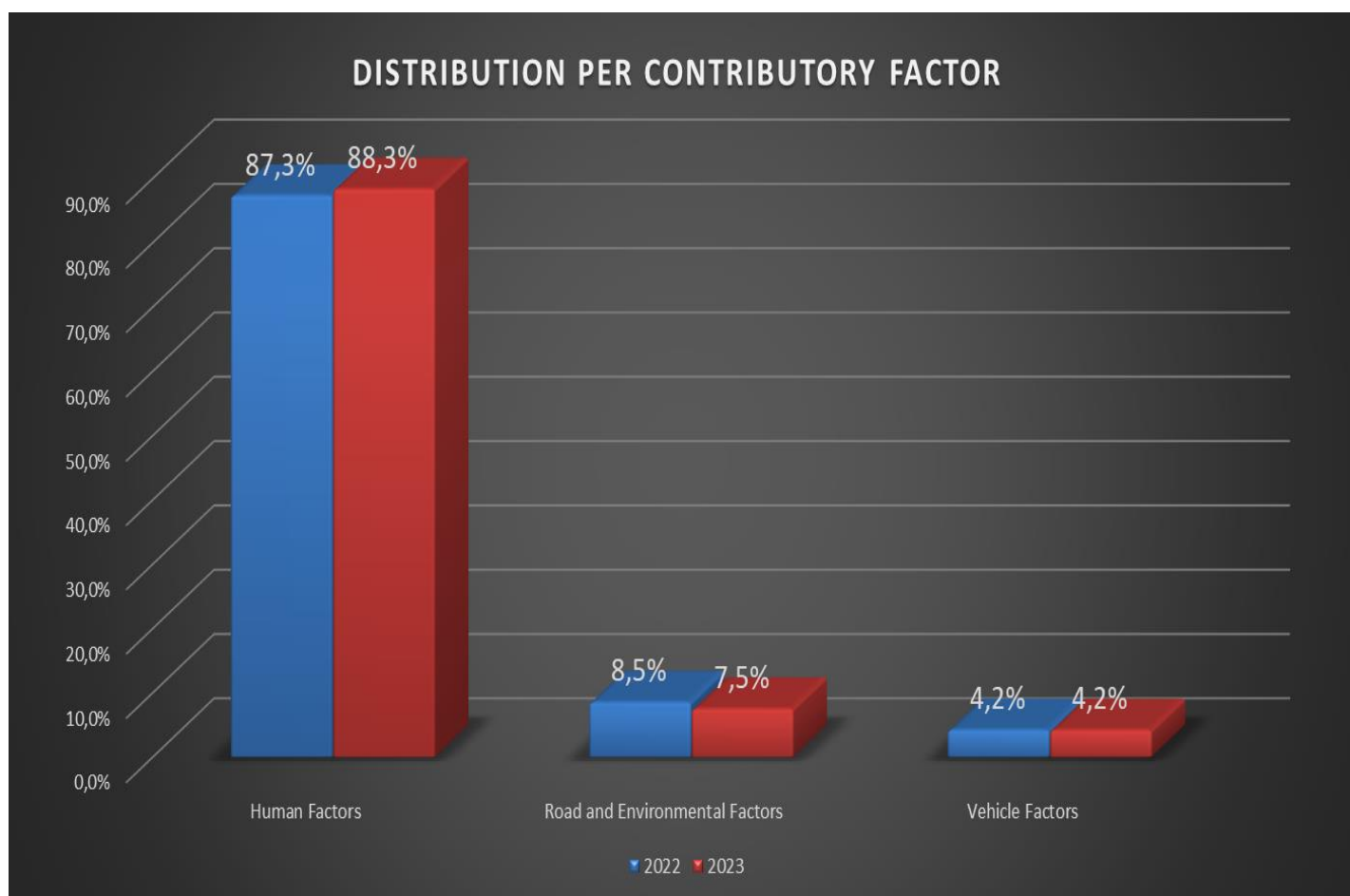


Figure 26: Percentage distribution of fatalities per major contributory factors

6.1.11 DISTRIBUTION OF CRASHES PER HUMAN

The Figure below illustrate a breakdown of the top 15 human contributory factors which constitutes 96% of all the 41 types of human contributory factors reported.

The largest contributor to any type of fatal crash in 2023 is Accident with pedestrian at 22,5% from 27,4% in 2022. This is followed by hit and runs at 21,3% in 2023 from 23,7% in 2022.

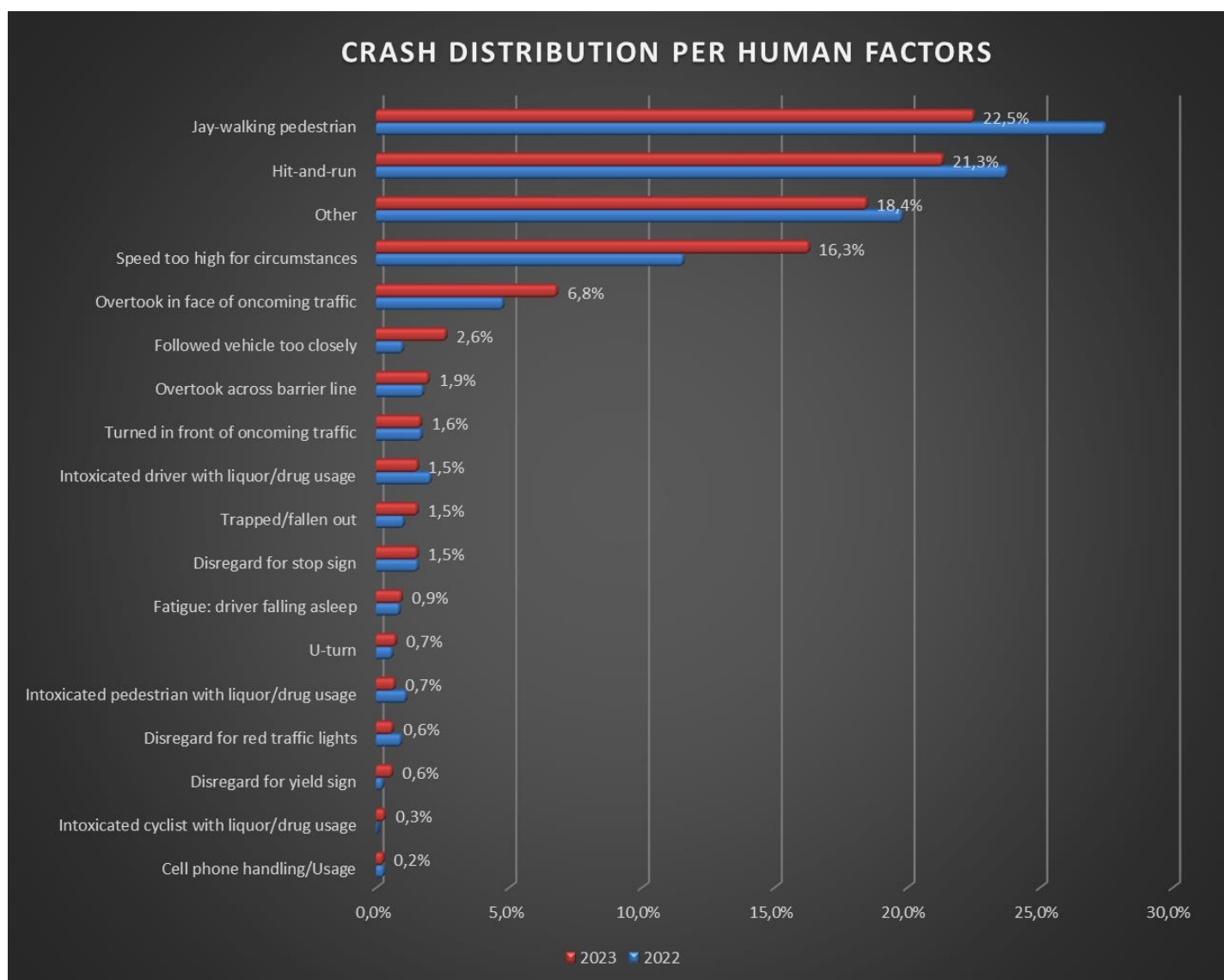


Figure 27: Percentage distribution of fatalities per human factor

7 PEDESTRIAN SAFETY

7.1 PEDESTRIAN FATALITIES

Pedestrian safety remains the most significant road safety challenge in South Africa with an average of 40% of all fatalities being pedestrians.

YEAR	EC	FS	GP	KZN	LP	MP	NC	NW	WC	RSA
2021	644	208	1259	1308	402	341	127	269	652	5210
2022	625	214	1372	1191	435	390	155	283	687	5352
2023	581	211	1412	1200	453	331	139	276	757	5360

Table 10: Pedestrian fatalities

For the year 2023 pedestrian fatalities was 45,11%. The 45,11% pedestrian fatalities is broken down into provinces as can be seen in the figure below. Gauteng is the highest contributor to pedestrian fatalities at 11,88% then Kwa-Zulu Natal at 10,10%.

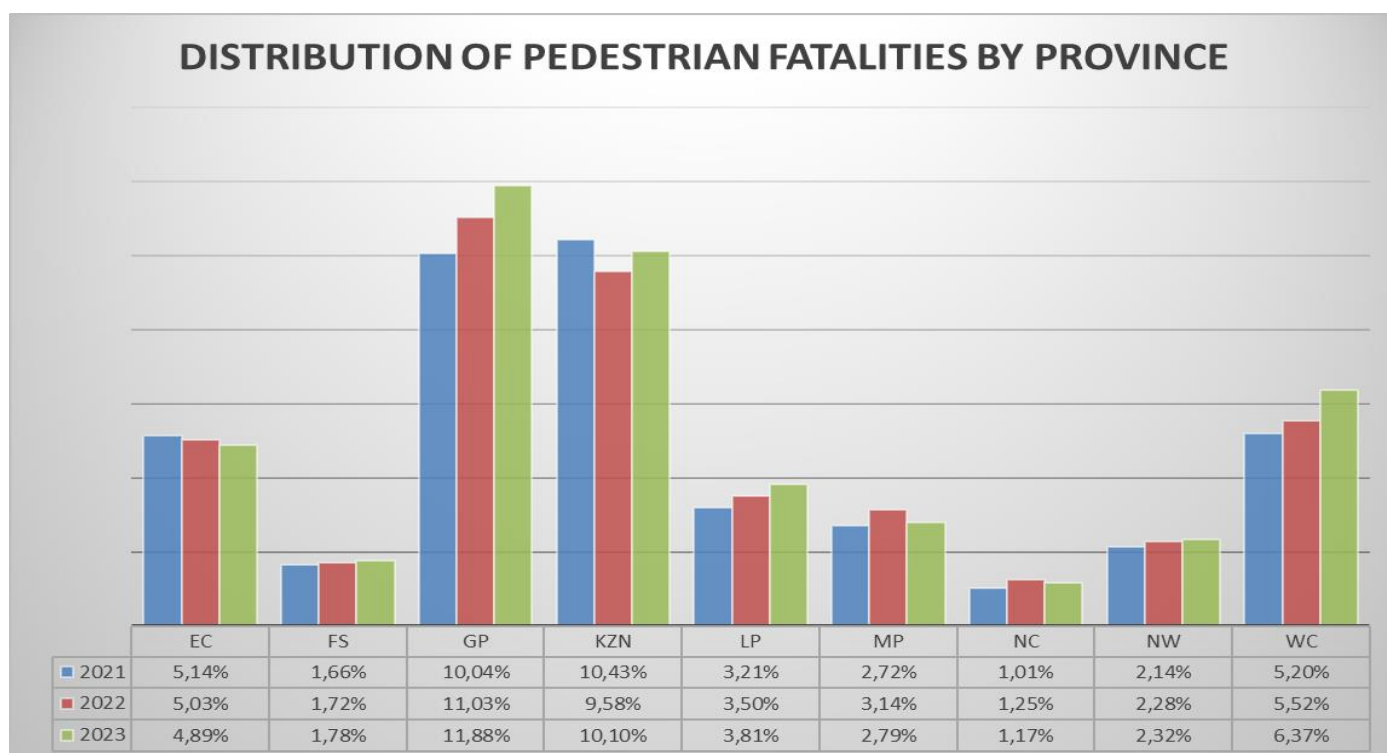


Figure 28: Percentage distribution of pedestrian fatalities per province

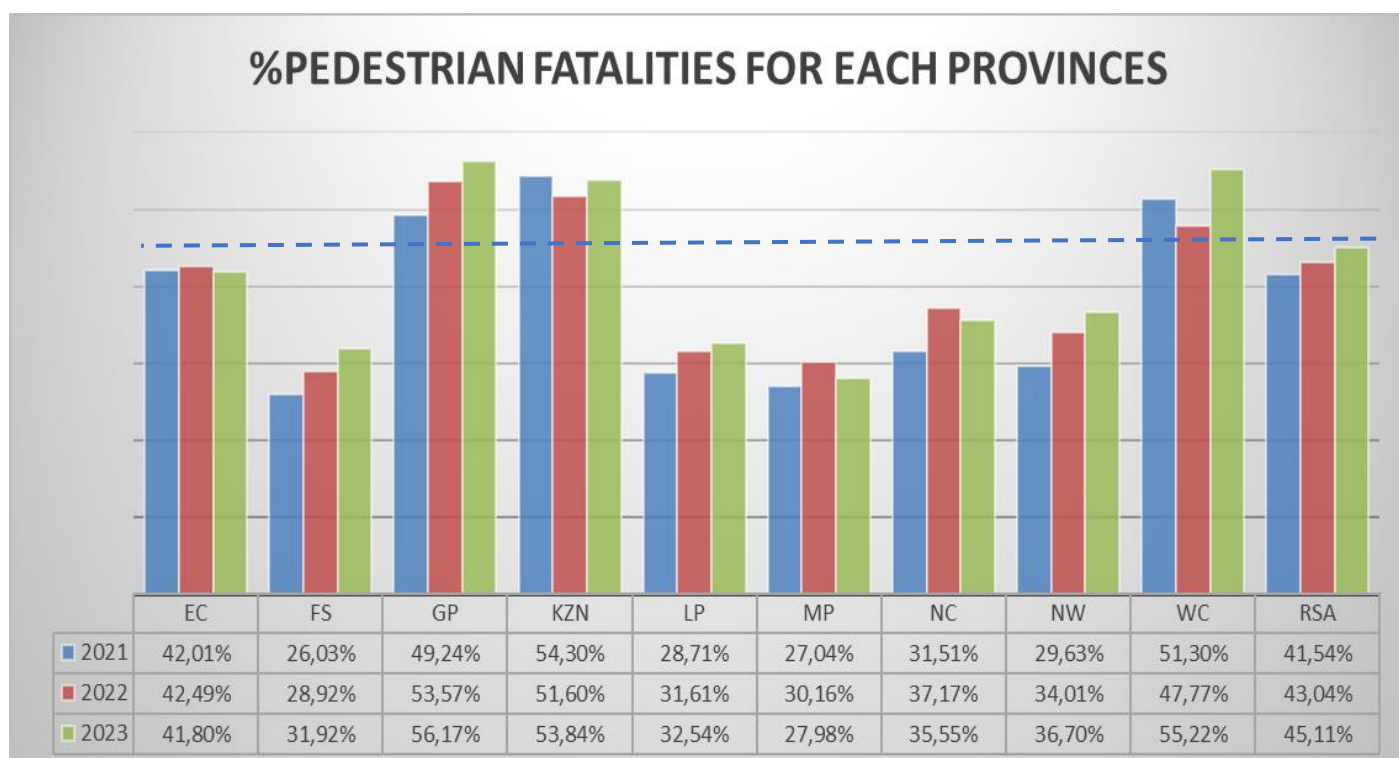


Figure 29: % Pedestrian fatalities of all fatalities per province

From the figure above, most pedestrian fatalities in the respective province, were reported in Gauteng, KwaZulu-Natal and Western Cape; all of which contributed more than 50% to their provincial fatalities. The three provinces are consistently above the national percentage throughout the three years. The next province with high percentage of pedestrian fatalities is Eastern Cape at 41,80%.

The province with the lowest number of pedestrian fatalities was Northern Cape with 139 pedestrian fatalities, The province with the lowest percentage of pedestrian Mpumalanga (that is in relation to the total fatalities for that province) is Mpumalanga 27,98% for 2023.

From the figure below the trend of pedestrian age fatalities is similar to percentage distribution per age group for all fatalities. The largest proportion of fatalities is within the age group 25 to 39 totalling 38,03% of all fatalities. In terms of the population distribution this age group is 26% of the population. The

percentage pedestrian fatalities for children up to an age of 14 is 15,53% year on year and the population of this age group is 28%.

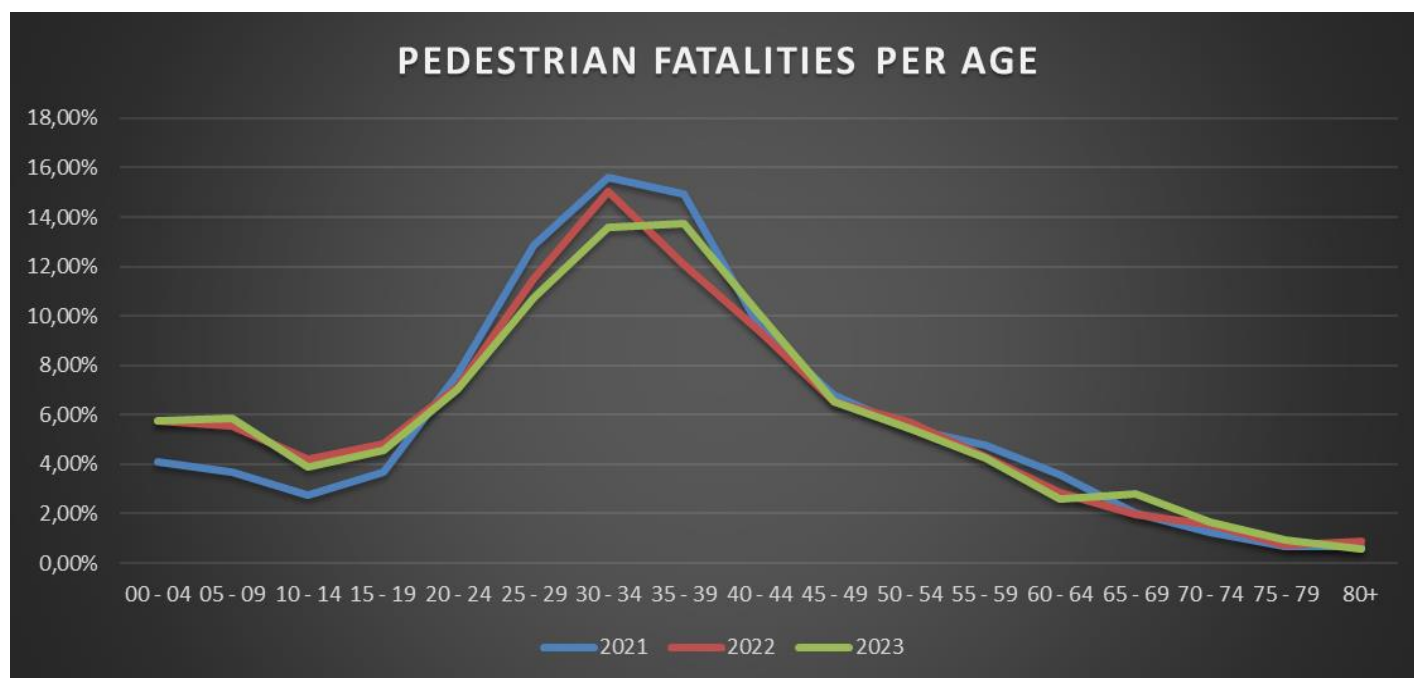


Figure 30: Pedestrian fatalities per age group

7.2 PEDESTRIAN FATALITIES (AGES 00 TO 14)

This section looks at the pedestrian fatalities of children between the ages of 0 and 14 years. These are the most vulnerable members of our society. This age group should be under the care on an adult. As indicated above this age group contributes 15.53% of pedestrian fatalities.

7.2.1 PEDESTRIAN FATALITIES (AGES 00 TO 14) PER MONTH

Based on the figure below the highest percentages of pedestrian fatalities for pedestrians between the ages 00 and 14 occurred in October 2023 for the age

group 00 to 04. The next highest for the age group 00 to 04 was in January, June and December all at 3,93%.

The age group 05 to 09 have the lowest fatalities in May at 1,97% followed by January, July and September at 2,62%; the highest in this age group was in April 4,15%.

The age group 10 to 14 have the lowest fatalities in January, June and December, the highest in this age group was in September at 3,06%.



Figure 31: Pedestrian fatalities per month (age 0 – 14 years)

7.2.2 FATALITIES RATE PER 100 000 (AGES 00 TO 14) AS PEDESTRIANS

The below figure shows that out of every 100 000 people in the age group 0-4 0.28 are highly likely to die as pedestrians and in age group 5-9 0.28 and in the age group 10-14 0.19.

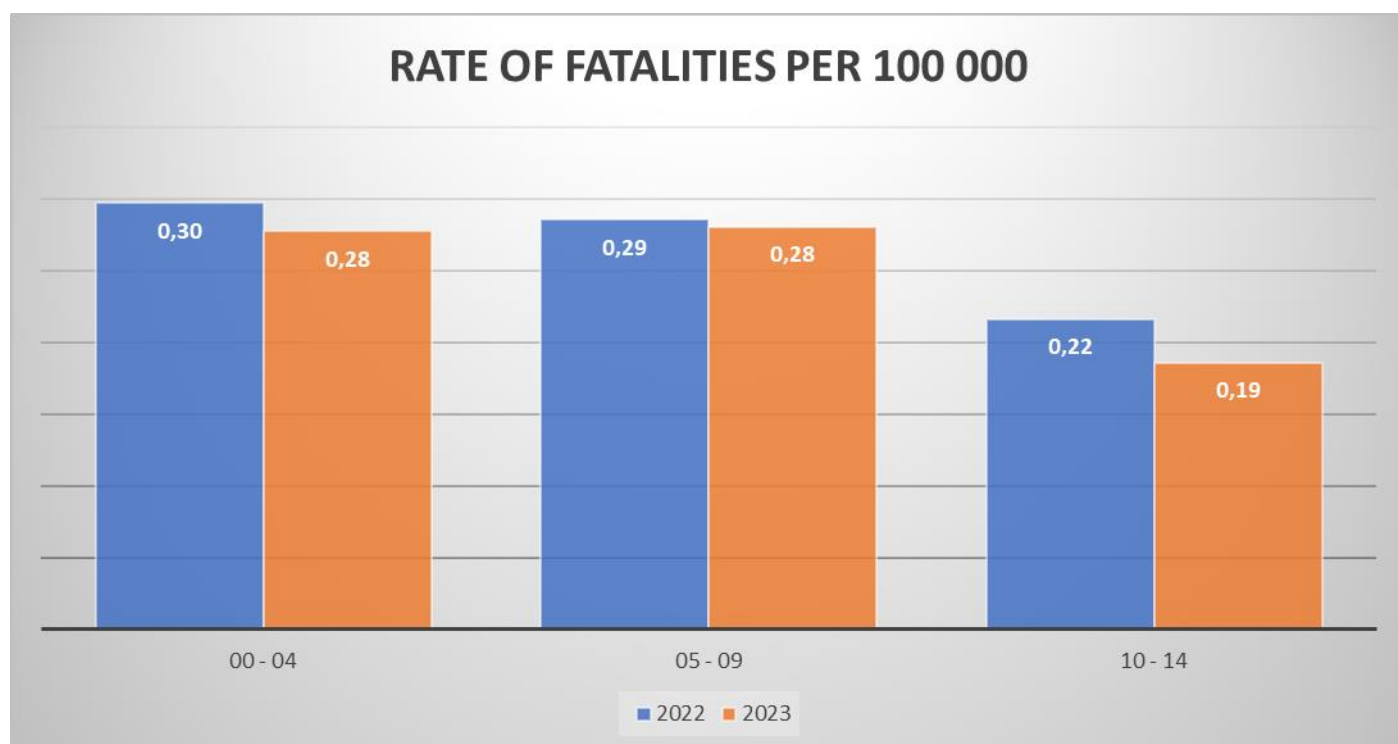


Figure 32: Rate of fatalities per 100 000 population (age 0 – 14 years)

7.2.3 PEDESTRIAN FATALITIES PER DAY OF THE WEEK (AGES 00 TO 14)

The figure below illustrates the percentage of pedestrian deaths per day of the week. Most pedestrian fatalities occur over the weekend days (Friday, Saturday and Sunday). The three days totalled 58% of total pedestrian deaths in a week during 2023, with Saturday being the main contributing day at 24%.

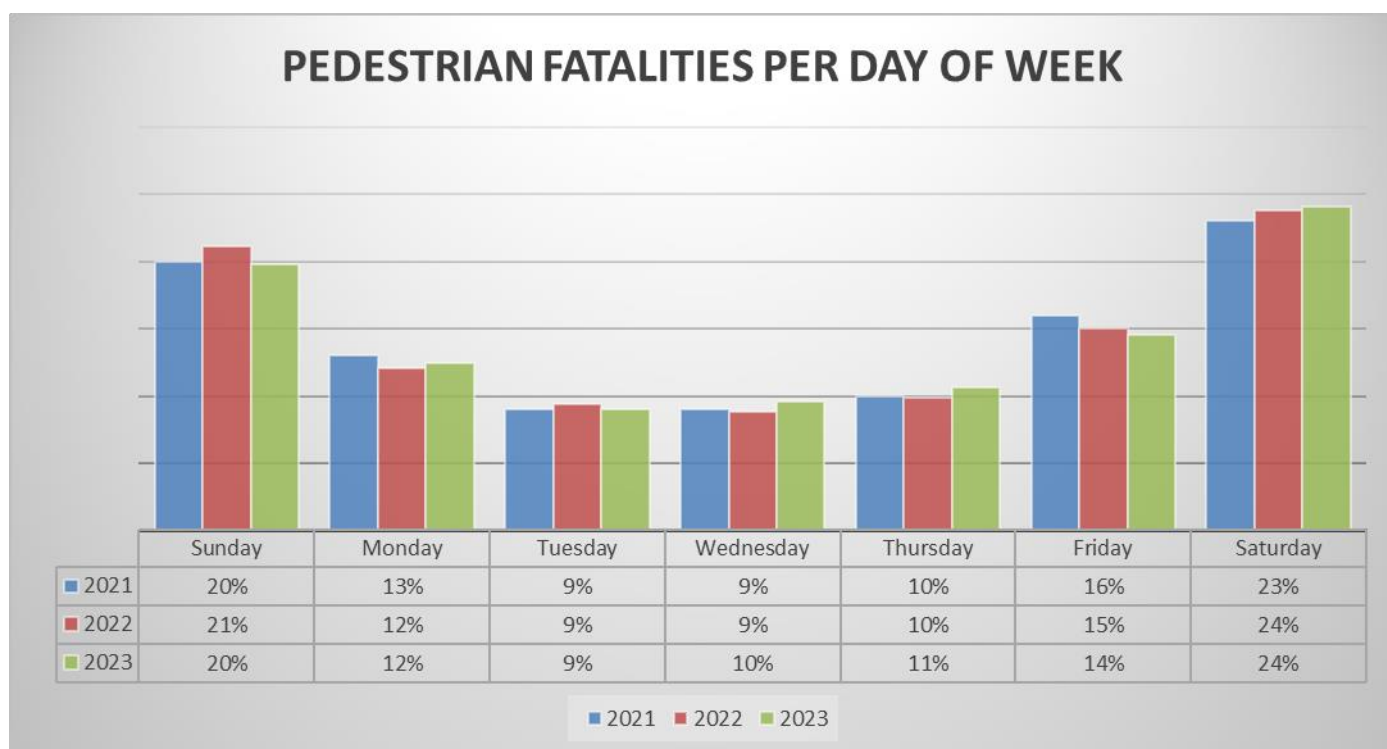


Figure 33: Pedestrian fatalities per day of the week

7.2.4 PEDESTRIAN FATALITIES PER DAY TIME DAY (AGES 00 TO 14)

The figure below shows analysis of the time and day of pedestrian fatalities. are depicted in the table below. The top 10% time-bins in which pedestrian fatal crashes occur per day of week are indicated in the red circle.

As can be seen the top 10% are within the same time slot, which is 17:00 to 22:00 Friday to Sunday.

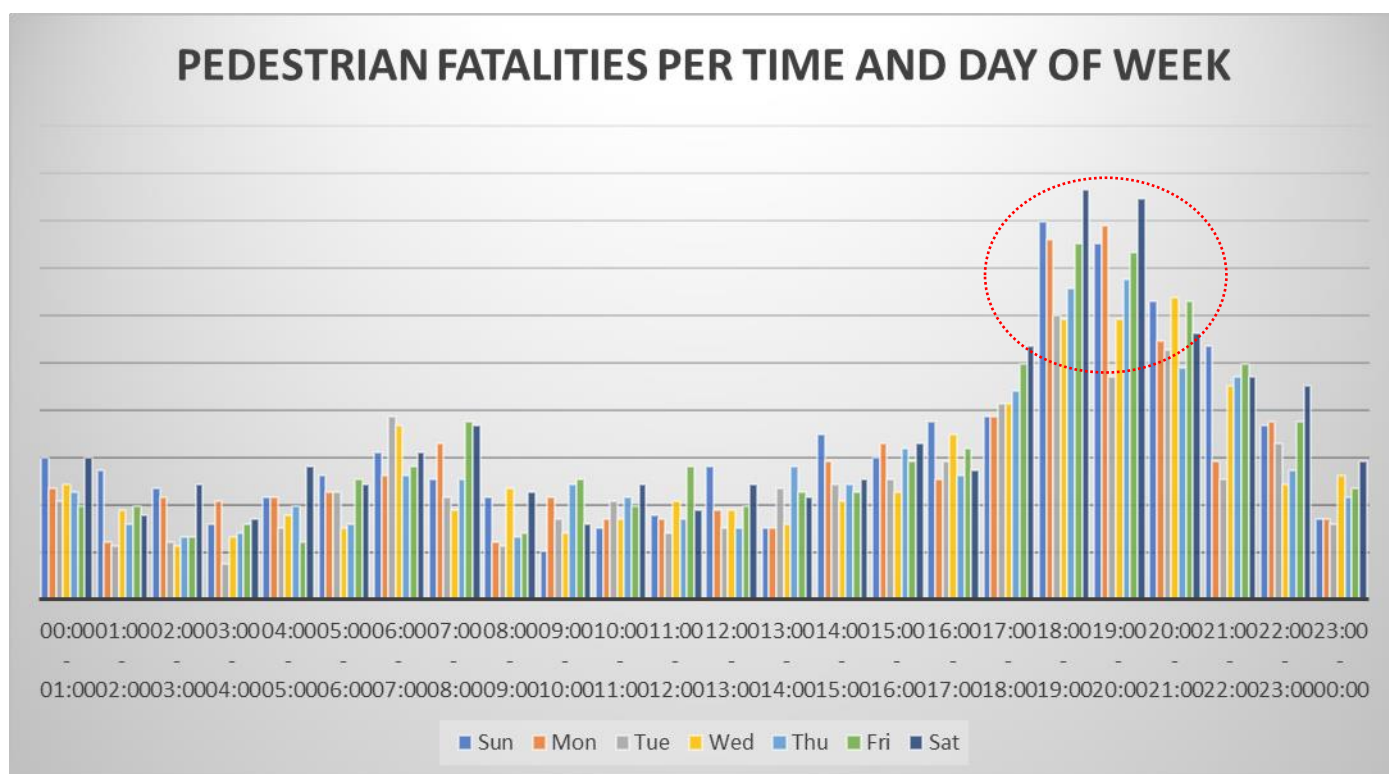


Figure 34: Percentage of fatal pedestrian crashes per day of the week and time bin

8 COST OF CRASHES

The high number of road traffic crashes and their associated consequences has a significant impact on South African society, which in turn continues to hamper socio-economic development and affects the well-being of all South Africans. This impact is measured in terms of human lives lost, “pain, grief and suffering”, as well as an increasing cost to the economy.

A study to determine the Cost of Crashes for South Africa for 2015 was published in September 2016. Calculating the cost of crashes included human casualty costs, vehicle repair costs and incident costs which was and estimated R142.9 billion for 2015. The RTMC calculate/adjust the cost of crashes on annual basis with respective annual Consumer Price Index (CPI) and the number of fatal crashes and fatalities per year.

The estimated adjusted cost of crashes for 2023 is R205.13 billion (Estimated 2.74% of the GDP for 2023) as indicated in Figure 28 below.

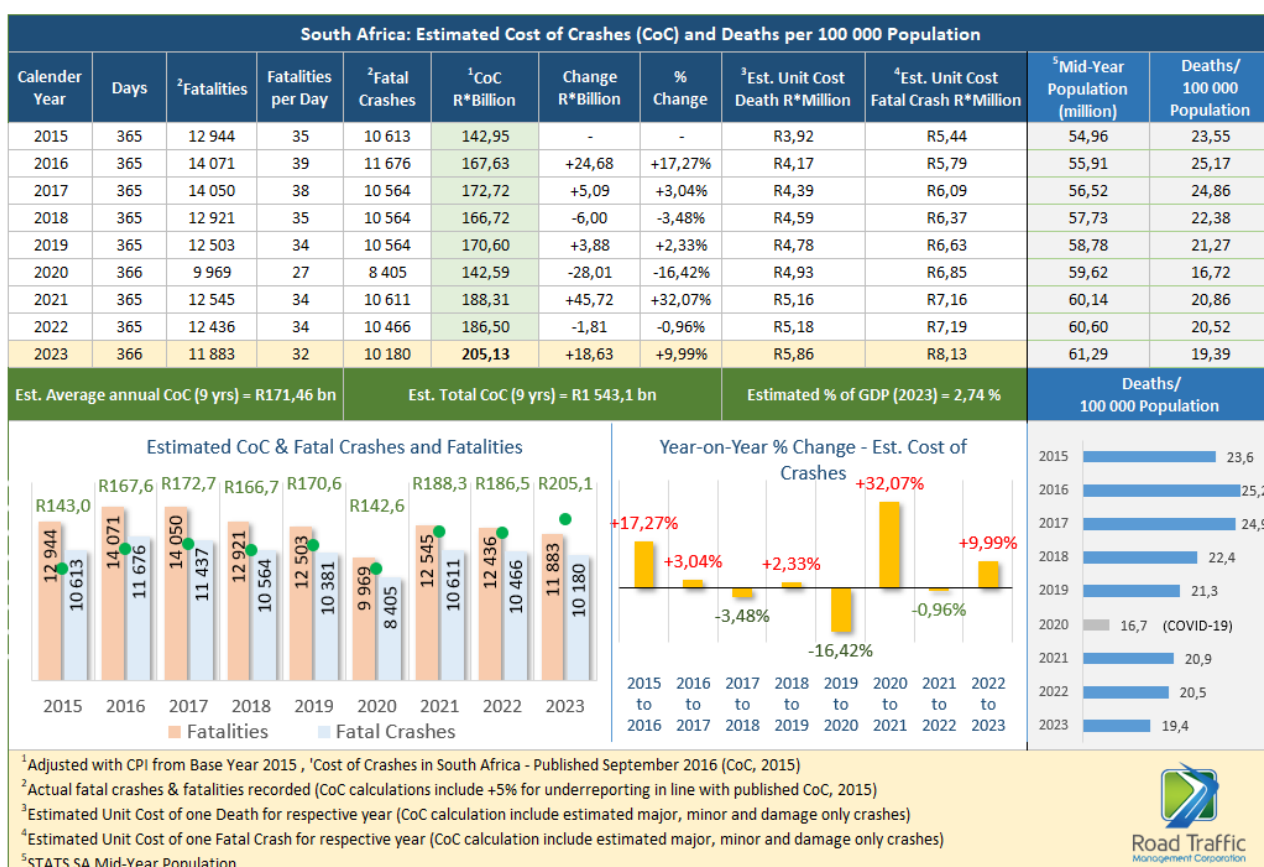


Figure 35: Estimated Cost of Crashes

Reviewed and Supported by:

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Mr Kevin Kara-Vala

Executive Manager: RTI & T

.....

Date

Reviewed and Supported by:

.....

Mr Stephen Podile

Executive Manager: LE

.....

Date

Reviewed and Supported by:

.....

Ms Refilwe Mongale

Executive Manager: RSM & S

.....

Date

Recommended by:

.....

Adv. Makhosini Msibi

CEO

.....

Date

Approved by:

.....

Ms. Nomusa Mufamadi

Chairperson of the Board

.....

Date



Road Traffic Management Corporation
Eco Origin Office Park, Block F
349 Witch-Hazel Street
Highveld Ext 79
Tell: 012 999 5200

www.rtmc.co.za