CONTENTS

• Current Crash Data
• New Road Safety Plan 2017-2021
• Target Areas
• Current Projects
• Partnerships
• Challenges, Successes and Opportunities
ETHEKWINI CRASH DATA

Crash Rate per 1000 vehicles

Year | Total Crashes | Total Vehicle Population | Crash Rate per 1000 vehicles
---|---|---|---
2000 | 53,332 | 544,500 | 98
2001 | 54,059 | 541,791 | 98
2002 | 55,088 | 551,180 | 100
2003 | 56,049 | 560,175 | 100
2004 | 56,774 | 564,151 | 98
2005 | 59,771 | 560,898 | 97
2006 | 64,801 | 610,618 | 97
2007 | 71,332 | 665,229 | 101
2008 | 72,536 | 693,352 | 92
2009 | 82,536 | 725,356 | 86
2010 | 86,266 | 712,268 | 83
2011 | 72,138 | 683,218 | 79
2012 | 63,318 | 632,195 | 78
2013 | 56,910 | 621,856 | 75
2014 | 60,318 | 623,556 | 75
2015 | 65,484 | 655,527 | 78
2016 | 67,777 | 680,174 | 74
2017 | 66,934 | 686,573 | 70
ETHEKWINI CRASH DATA

Crash Rate

Year


First Road Safety Plan

Second Road Safety Plan
NEW ROAD SAFETY PLAN 2017-2021
NEW ROAD SAFETY PLAN 2017-2021
SAFE SYSTEMS APPROACH

SAFE SYSTEM ELEMENTS

SAFE SYSTEM PRINCIPLES

A SAFE ROAD SYSTEM INCREASINGLY FREE OF DEATH & SERIOUS INJURY
TARGET AREAS - ETHEKWINI CRASH DATA FATAL & SERIOUS 2012 TO 2017

- Adult Pedestrians: 41%
- Child Pedestrians: 8%
- Single vehicle: 17%
- Right angle: 12%
- Other: 22%
TARGET AREAS - ETHEKWINI CRASH DATA 2012 TO 2017

Traffic Volumes

Vehicle involvement in Fatal & Serious Crashes

- Car: 84.9% Traffic Volumes, 74.7% Vehicle involvement
- Taxi: 9.3% Traffic Volumes, 18.3% Vehicle involvement
- Truck: 4.6% Traffic Volumes, 5.3% Vehicle involvement
- Bus: 1.1% Traffic Volumes, 1.7% Vehicle involvement
650 Primary Schools in eThekwini with over 400 000 learners

70% of learners walk to school each day.

Children aged 5 to 9 years are the group most commonly involved in crashes.
<table>
<thead>
<tr>
<th>Mode</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drivers</td>
<td>12</td>
<td>14</td>
<td>8</td>
</tr>
<tr>
<td>Passengers</td>
<td>245</td>
<td>293</td>
<td>126</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>928</td>
<td>884</td>
<td>793</td>
</tr>
<tr>
<td>Total</td>
<td>1185</td>
<td>1191</td>
<td>827</td>
</tr>
</tbody>
</table>
### Ethekwini Fatal and Serious Pedestrian Casualties 2012 to 2017

<table>
<thead>
<tr>
<th>Age Group</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 5</td>
<td>269</td>
<td>359</td>
<td>423</td>
<td>453</td>
<td>601</td>
<td>697</td>
</tr>
<tr>
<td>5-9</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10-14</td>
<td>396</td>
<td>423</td>
<td>453</td>
<td>601</td>
<td>744</td>
<td>713</td>
</tr>
<tr>
<td>15-19</td>
<td></td>
<td></td>
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<tr>
<td>20-24</td>
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<tr>
<td>25-29</td>
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<tr>
<td>30-34</td>
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<td></td>
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<tr>
<td>35-39</td>
<td></td>
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</tr>
<tr>
<td>40-44</td>
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</tr>
<tr>
<td>45-49</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>50-54</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>55-59</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>60-64</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>65-69</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>70+</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>
ETHEKWINI CHILD PEDESTRIAN INJURIES ON ROUTES TO SCHOOL

Year | Number of Injuries
--- | ---
2007 | 220
2008 | 213
2009 | 194
2010 | 122
2011 | 144
2012 | 130
2013 | 175
2014 | 140
2015 | 144
2016 | 151
2017 | 141
ETHEKWINI CHILD PEDESTRIAN FATAL AND SERIOUS INJURIES - HIGH CRASH AREAS

1. UMLAZI: 261
2. GREATER INANDA: 106
3. KWA MASHU: 105
4. NTUZUMA: 94
5. PINETOWN: 94
6. CHATSWORTH: 75
7. FOLWENI: 46
8. PHOENIX: 44
9. CATO MANOR: 43
10. KWA MAKHUTA: 38
THE RELATIONSHIP OF MODAL SPLIT AND CRASH DATA FOR PHOENIX, INANDA, NTUZUMA, KWAMASHU, CHATSWORTH AND UMLAZI AREAS-2017

### Modal Split

<table>
<thead>
<tr>
<th>Mode</th>
<th>Private Vehicle</th>
<th>Public Transport + Learner Transport</th>
<th>Walk</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage</td>
<td>8%</td>
<td>21%</td>
<td>70%</td>
</tr>
<tr>
<td>Children injured (%)</td>
<td>9%</td>
<td>10%</td>
<td>81%</td>
</tr>
</tbody>
</table>

### Serious Pedestrian Casualties

- **Child Casualties 5 to 14 [PERCENTAGE]**: 81%
- **Adult 15+**: 79%

*Graphs and data represent the relationship between modal split and crash data for different areas.*
# Learner Road Safety Survey

(Grsp Project/8 Schools) – July 2017

<table>
<thead>
<tr>
<th>AREA</th>
<th>Total Walking</th>
<th>With Adult</th>
<th>With Older Sibling</th>
<th>With Younger Sibling</th>
<th>With Other Children</th>
<th>Walking Alone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Umlazi</td>
<td>501</td>
<td>17</td>
<td>65</td>
<td>167</td>
<td>180</td>
<td>83</td>
</tr>
<tr>
<td>Kwa Mashu</td>
<td>290</td>
<td>17</td>
<td>5</td>
<td>7</td>
<td>194</td>
<td>70</td>
</tr>
<tr>
<td>Cato Manor</td>
<td>531</td>
<td>46</td>
<td>82</td>
<td>73</td>
<td>175</td>
<td>139</td>
</tr>
<tr>
<td>West Schools</td>
<td>173</td>
<td>10</td>
<td>18</td>
<td>17</td>
<td>58</td>
<td>84</td>
</tr>
<tr>
<td>Total</td>
<td>1495</td>
<td>90</td>
<td>170</td>
<td>264</td>
<td>607</td>
<td>376</td>
</tr>
</tbody>
</table>

**Percentage**

- Total Walking: 6%
- With Adult: 11%
- With Older Sibling: 18%
- With Younger Sibling: 41%
- With Other Children: 25%
SPATIAL ANALYSIS OF CHILD PEDESTRIAN CRASHES

<table>
<thead>
<tr>
<th>Star Ratings</th>
<th>Malandela Rd</th>
<th>Queen Nandi Dr</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Length</td>
<td>Percent</td>
<td>Length</td>
</tr>
<tr>
<td>5 stars</td>
<td>0.0</td>
<td>0%</td>
<td>0.0</td>
</tr>
<tr>
<td>4 stars</td>
<td>0.0</td>
<td>0%</td>
<td>0.0</td>
</tr>
<tr>
<td>3 stars</td>
<td>0.0</td>
<td>0%</td>
<td>0.0</td>
</tr>
<tr>
<td>2 stars</td>
<td>1.4</td>
<td>35%</td>
<td>0.3</td>
</tr>
<tr>
<td>1 star</td>
<td>2.6</td>
<td>65%</td>
<td>0.7</td>
</tr>
<tr>
<td>Total</td>
<td>4.0</td>
<td>100%</td>
<td>1.0</td>
</tr>
</tbody>
</table>
ETHEKWINI CHILD PEDESTRIAN CRASHES BY AGE AND GENDER
2015 TO 2017

Equal distribution of males and females aged 6 & 7
ETHEKWINI CHILD PEDESTRIANS BY GENDER AND SEVERITY 2015 TO 2017

- **FEMALE**
  - Killed: 566
  - Seriously Injured: 3176
  - Slightly Injured: 10449

- **MALE**
  - Killed: 1084
  - Seriously Injured: 6022
  - Slightly Injured: 16179

- **UNKNOWN**
  - Killed: 200
  - Seriously Injured: 1695
  - Slightly Injured: 10252

Legend:
- Green: Killed
- Blue: Seriously Injured
- Orange: Slightly Injured
ETHEKWINI CHILD PEDESTRIANS BY AGE AND SEVERITY 2015 TO 2017
SEVERITY OF CHILD PEDESTRIAN CRASHES BY DAY OF WEEK
356 schools visited 2017/2018
SCHOOLS ROAD SAFETY EDUCATION PROGRAMME - SCHOOLS COMPLETED IN ETHEKWINI

Year


12  74  346  25  276  191  291  168  68  23  378  163  413

Procurement Issues
CURRENT PROJECTS - COMMUNITY EDUCATION

Together with:
• Durban Solid Waste
• Community Participation
• Business Support
• Safer Cities
CURRENT PROJECTS-PUBLIC TRANSPORT EDUCATION

Driver education with Ukhozi FM 16/05/17
CURRENT PROJECTS - FREIGHT ENFORCEMENT

Training Metro Police Staff

Ongoing Enforcement
CURRENT PROJECTS
SCHOLAR TRANSPORT – PILOT PROJECT WITH METRO POLICE
(17 FEB 2018 TO 1 MARCH 2018)

OBJECTIVE:

➢ TO EDUCATE SCHOLAR TRANSPORT DRIVERS

➢ TO REDUCE SCHOLAR TRANSPORT CRASHES

➢ TO ENSURE THAT DRIVERS ADHERE TO THE RULES OF THE ROAD

<table>
<thead>
<tr>
<th>Worn Out Tyres: 48</th>
<th>No Drivers License: 23</th>
</tr>
</thead>
<tbody>
<tr>
<td>Suspended Vehicles: 8</td>
<td>Reg Plate not Displayed: 7</td>
</tr>
<tr>
<td>Operating Suspended Vehicle: 5</td>
<td>Defective Indicator: 4</td>
</tr>
<tr>
<td>Overloading: 74</td>
<td>Defective Break light: 15</td>
</tr>
<tr>
<td>No PrDP: 26</td>
<td>Defective Headlight: 4</td>
</tr>
<tr>
<td>Defective Reverse Lights: 15</td>
<td>No Fire Extinguisher: 4</td>
</tr>
<tr>
<td>Seatbelt Usage: 17</td>
<td>Unlicensed Vehicle: 15</td>
</tr>
<tr>
<td>Defective Hooter: 3</td>
<td></td>
</tr>
</tbody>
</table>
CURRENT PROJECTS
SCHOLAR TRANSPORT - FINDINGS

Overloading
Vehicle Maintenance
PARTNERSHIPS - MONDI/SAPREF/ENGEN/PRASA/ETA
PARTNERSHIPS
GRSP- eThekwini Safe to School Project

The project will consist of 5 components:

1. Road safety assessments
2. Road infrastructure safety improvements
3. Teacher training and education.
4. High-visibility clothing.

[Logos of FIA Foundation, Johnson & Johnson, iRAP, Department of Transport, eThekwini Municipality]
PARTNERSHIPS
GRSP- eThekwini Safe to School Project
Interventions:
- Sustained Enforcement
- Road Safety Education
- Responsible Drinking Education in Taverns
- Proposed new Alcohol Centre

Focus on:
- Minibus Taxis
- Roadworthy Vehicles
- Seat Belt Usage
- Driver Licences
- Road Users & Alcohol
- Pedestrians
Objectives:

• To support and complement the National Curriculum statement on the road safety education and delivery in schools.

• To promote good Road Safety Practices amongst the learners in schools.

• To raise and maintain public awareness of Road Safety among primary school learners.
Andiswa Thusi

Grade 3

Inkonkoni Primary School
Lack of sidewalks
Blocking of sidewalks by spaza shops, vehicles, garbage etc.
CHALLENGES

Encroachment by informal housing
CHALLENGES

Infrastructure – lack of sidewalks and pathways leading onto the roadway
CHALLENGES

Lack of signage and faded/no road markings
CHALLENGES

Wide roads difficult for children to cross
Narrow roads leaving no space for pedestrians
CHALLENGES

Scholar transport - overloading
CHALLENGES

Scholar transport – unsafe travelling
CHALLENGES

Scholar transport – loading at unsafe places
Pedestrian Behaviour
Pedestrian Behaviour
CHALLENGES

- Socio-economic factors on learner transport and learner safety.
- Competing priorities at schools.
- Road Safety short time allocation in the School Curriculum.
OPPORTUNITIES

- Well established partnerships to explore
- Young dedicated staff, require additional road safety expertise
- Data to be refined to enable better utilisation for road safety interventions – identifying high risk groups
- Engineering Interventions accommodated in a rolling 3 year budget
SUCCESSES

- Road Safety Plan has been approved
- Accurate Data – Crash data, Volume Data, Survey Data, School Data
- Decline in total crashes in eThekwini in 2017
- GRSP Partnership has developed capacity in the eThekwini team and facilitated effective communication strategies and exposure to international road assessment programme (iRAP).
• Working together helps to overcome these challenges and to improve scholar safety