



ROAD SAFETY IN THE CLARE AND GILBERT VALLEYS COUNCIL, 2010-2014

Road Trauma in South Australia

The annual number of road deaths and serious injuries is traditionally used as indicator of road safety in South Australia. The South Australian State Strategy has a target to reduce fatalities and serious injuries by 30% by 2020.

There were 108 fatalities recorded on South Australian roads in 2014 this is 11 more than the 97 recorded in 2013, and two more than the previous 5 year average (2009 – 2013) of 106 fatalities. Preliminary figures show that serious injuries have seen a decrease from 790 in 2013 to 689 in 2014. The previous 5 year average (2009 – 2013) is 928 serious injuries per year.

Road Trauma in the Clare and Gilbert Valleys Council

Figure 1 – Number of casualties (fatalities, serious and minor injuries) and casualty crashes, 2005-2014

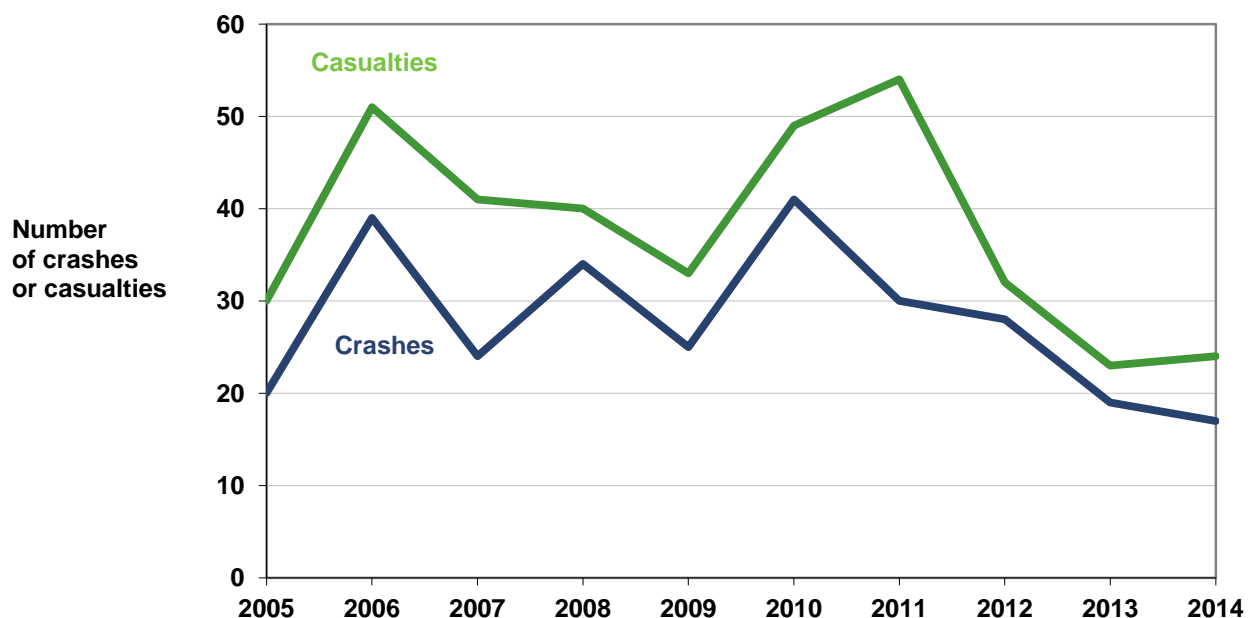
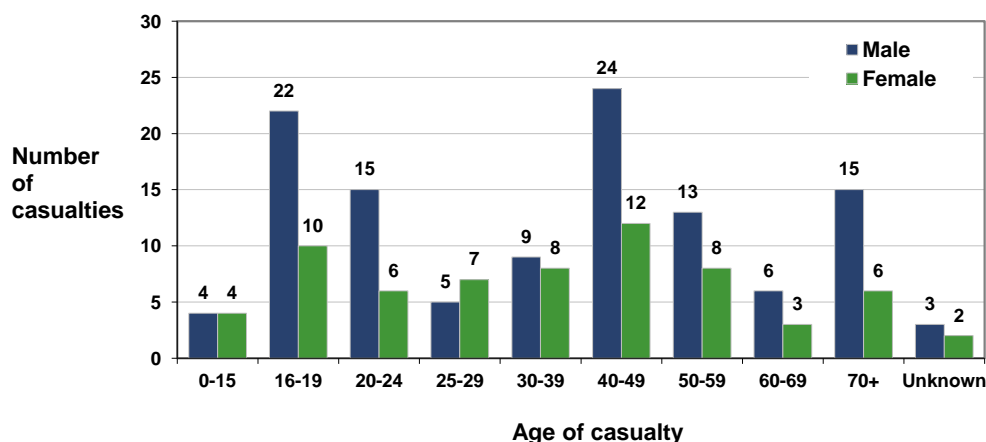


Table 1 – Road crashes and casualties by severity, 2010-2014

Year	Casualties				Crashes			
	Fatal	Serious	Minor	Total	Fatal	Serious	Minor	Total
2010	2	9	38	49	2	8	31	41
2011	2	15	37	54	2	13	15	30
2012	1	9	22	32	1	8	19	28
2013	2	5	16	23	2	4	13	19
2014	1	3	20	24	1	1	15	17
Total	8	41	133	182	8	34	93	135

Figure 2 – Number of casualties by age and sex, 2010-2014



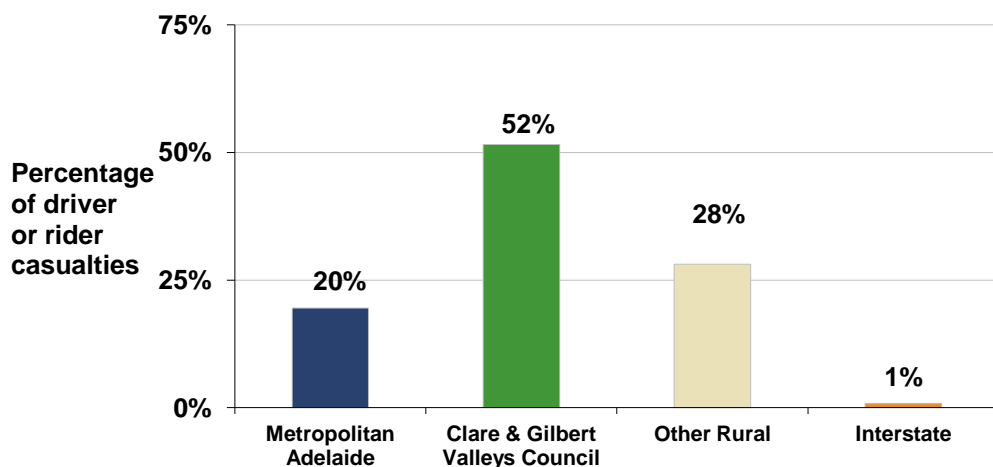
- There were a total of 182 casualties for the 5 year period 2010-2014.
- Casualty numbers were high in the younger age groups for males 16-24 years together, representing the highest numbers. (Note that for the 16-19, 20-24 and 25-29 years are 5 year age groups compared to the older ages which are grouped into 10 year age groups).

Table 2 – Casualties by age and type of casualty, 2010-2014

	0-15	16-19	20-24	25-29	30-39	40-49	50-59	60-69	70+	Unknown	Total
Driver	0	19	14	10	15	25	14	7	18	1	123
Passenger	8	12	6	2	2	7	3	2	2	2	46
Motor cyclist (including pillion)	0	1	0	0	0	3	3	0	0	0	7
Cyclist	0	0	0	0	0	1	0	0	1	0	2
Pedestrian	0	0	1	0	0	0	1	0	0	2	4
Total	8	32	21	12	17	36	21	9	21	5	182

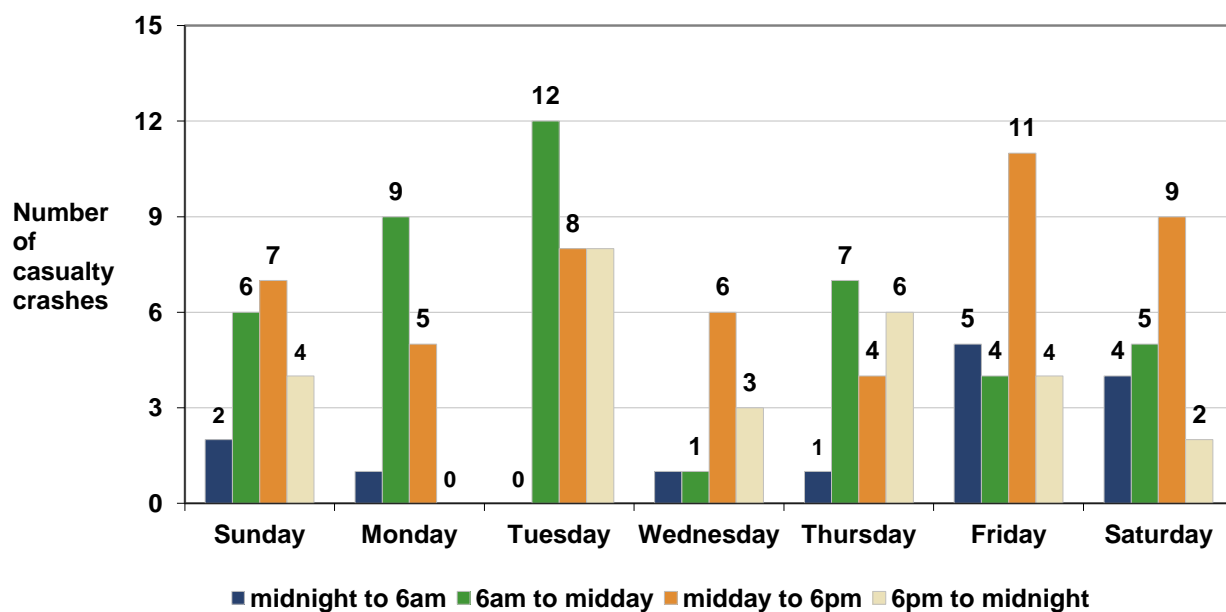
- Like most areas, drivers and passengers (vehicle occupants) make up the majority of road user casualties in the Clare and Gilbert Valleys Council area.
- Six of the vehicle occupant casualties were not wearing a seatbelt at the time of the crash.

Figure 3 – Residence of Driver and rider casualties, 2010-2014



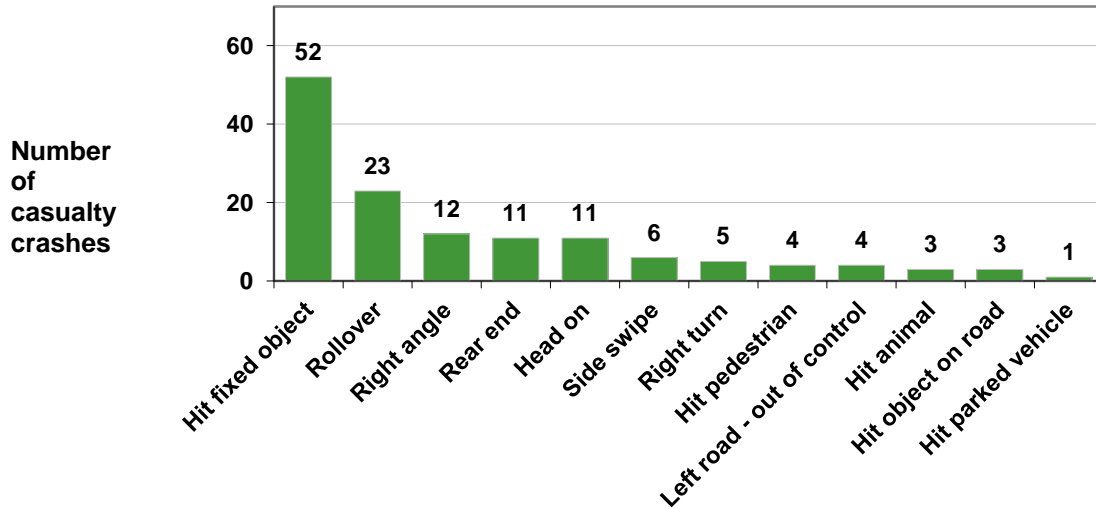
- 52% percent of driver and rider casualties that occur in the Clare and Gilbert Valleys Council area are residents of the area.
- 20% of all driver and rider casualties in the Clare and Gilbert Valleys Council area are residents in the Adelaide Metropolitan area.
- 29% are from other rural areas in South Australia or interstate.

Figure 4 – Casualty crashes by time of day/day of week, 2010-2014



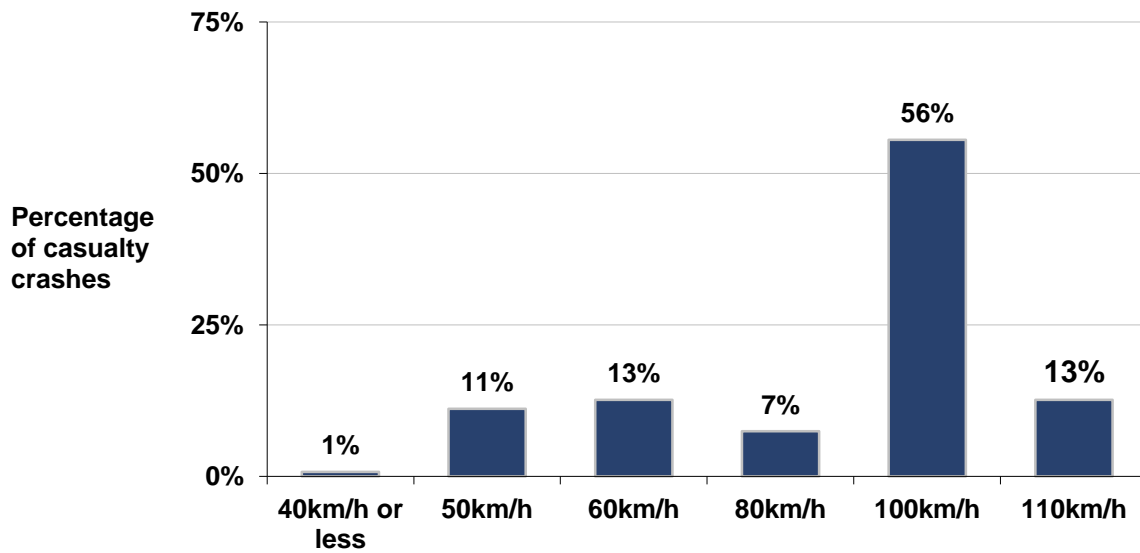
- While crashes can occur at any time, the most common time for a casualty crash to occur in the Clare and Gilbert Valleys Council area is 6 am to midday on a Tuesday.

Figure 5 – Casualty crashes by crash type, 2010-2014



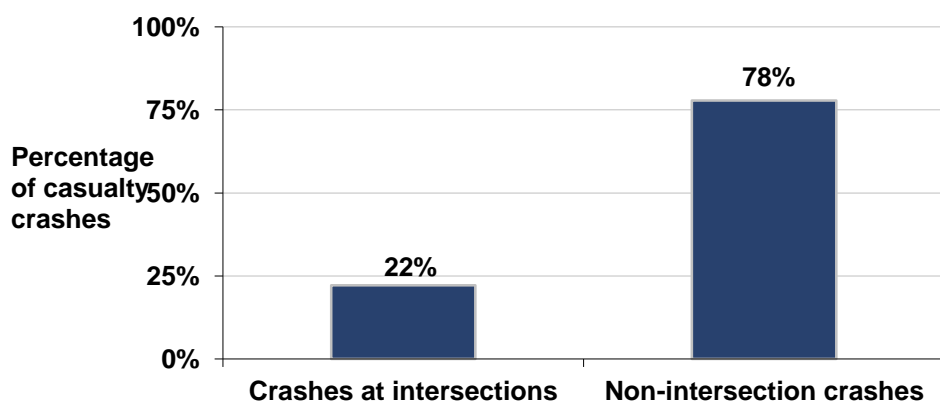
- The majority of casualty crashes are the result of hitting a fixed object.

Figure 6 – Casualty crashes by speed limit of road, 2010-2014



- The majority of crashes in the Clare and Gilbert Valleys Council area occur on roads with 100km/h+ speed limit.

Figure 7 – Where the casualty crashes occurred, 2010-2014



- 22% of all casualty crashes in the Clare and Gilbert Valleys Council area occur at intersections, while the remaining 78% occur at ‘midblock’ sections where there are no intersecting roads.

Distribution of crashes

The Clare and Gilbert Valleys Council represents 14% of all fatal crashes and 12% of all serious injury crashes that occurred in the Yorke and Mid North region.

Table 3 – Serious casualty crashes percentage by Yorke and Mid North region LGA, South Australia, 2010-2014

LGA	Fatal Crashes	Serious crashes	% of Serious casualty crashes
Barunga West (DC)	3	23	7%
Clare and Gilbert Valleys (DC)	8	34	12%
Copper Coast (DC)	2	23	7%
Goyder (DC)	6	24	9%
Mount Remarkable (DC)	6	19	7%
Northern Areas (DC)	4	17	6%
Orroroo Carrieton (DC)	1	4	1%
Peterborough (DC)	1	14	4%
Port Pirie (RC)	10	30	12%
Wakefield (DC)	8	43	15%
Yorke Peninsula (DC)	8	59	19%
Total	57	290	100%

The highest percentage of serious casualty crashes in the Yorke and Mid North region occurred in the Yorke Peninsula District Council with 19% of crashes occurring there. Port Pirie (RC) saw the highest frequency of fatal crashes (18%).

Definitions for crash and casualty types:

Casualty Crash - A crash where at least one fatality, serious injury or minor injury occurs.

Casualty – A fatality, serious injury or minor injury.

Fatal Crash - A crash for which there is at least one fatality.

Fatality - A person who dies within 30 days of a crash as a result of injuries sustained in that crash.

Serious Injury Crash - A non-fatal crash in which at least one person is seriously injured.

Serious Injury - A person who sustains injuries and is admitted to hospital as a result of a road crash and who does not die as a result of those injuries within 30 days of the crash.

Minor Injury Crash - A crash for at least one person sustains injury but no person is admitted to hospital or dies within 30 days of the crash.

Minor Injury – A person who sustains injuries requiring medical treatment, either by a doctor or in a hospital, as a result of a road crash and who does not die as a result of those injuries with 30 days of the crash.

Please note that the Clare and Gilbert Valleys Council includes the following areas:

Anama, Armagh, Auburn, Barinia, Benbournie, Black Springs, Boconnoc Park, Bungaree, Clare, Clare North, Donnybrook, Giles Corner, Gillentown, Hill River, Hilltown, Kooramo, Leasingham, Lower Skilly, Manoora, Marrabel, Merildin, Mintaro, Morella, Mulkirri, Navan, Penwortham, Peters Hill, Polish Hill River, Rhyndie, Rices Creek, Riverton, Saddleworth, Sevenhill, Skilly (Higher/Lower), Spring Farm, Spring Gully, Stanley Flat, Steelton, Stockport, Tarlee, Tarnma, Tatkana (Siding), Tothill Belt, Tothill Creek, Undalya, Waterloo, Watervale, White Hut & Woolshed Flat