OVERVIEW
In the past five years cyclists represented 4% of fatalities and 9% of serious injuries on our roads. In the last 10 years the number of reports to police where a cyclist has been injured has trended upwards by an average of 1.4% per year. The majority of those injured are male and occur in the Greater Adelaide area. Since 2007 the weekly bicycle traffic in the Adelaide CBD has increased by 56%.

The cycling participation rate in South Australia is similar to the Australian average, around 14% ride weekly and just under one third have ridden in the past year. The cycling participation rate is higher for males and those aged under 18 years and most ride for recreation/exercise over transport.

Two new cyclist laws came into effect in South Australia on 25 October 2015. They were:

- A minimum distance for passing cyclists was introduced.
- Cyclists of all ages are now allowed to ride on footpaths.

Full details in relation to the new laws can be found on the department’s website: www.mylence.sa.gov.au/road-rules/newcyclinglaws

Table 1 – Number of cyclist injuries by severity per year for the period 2012-2016

<table>
<thead>
<tr>
<th></th>
<th>Fatalities</th>
<th>Serious Injuries</th>
<th>Minor Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>3</td>
<td>78</td>
<td>516</td>
</tr>
<tr>
<td>2013</td>
<td>5</td>
<td>63</td>
<td>484</td>
</tr>
<tr>
<td>2014</td>
<td>4</td>
<td>64</td>
<td>494</td>
</tr>
<tr>
<td>2015</td>
<td>4</td>
<td>74</td>
<td>505</td>
</tr>
<tr>
<td>2016</td>
<td>5</td>
<td>52</td>
<td>448</td>
</tr>
<tr>
<td>Avg</td>
<td>4</td>
<td>66</td>
<td>489</td>
</tr>
</tbody>
</table>

- A total of 21 cyclists have been killed on South Australian roads in the last 5 years.
- A further 331 have been seriously injured and almost 2,500 have received minor injuries.
- For the 2012 to 2016 period, cyclist fatalities accounted for 4% of the total road deaths in South Australia, 9% of the total serious injuries and 8% of minor injuries.

Casualty trends

The number of cyclist serious injuries reported to the police has fluctuated over the last 10 years, from a low of 47 serious casualties reported in 2007 to 82 reported in 2010. On average over the last five years 66 serious injuries were reported per year. This is up on the previous 5 year average (2007-2011) of 63 serious injuries.

Figure 2 – Cyclists with serious injuries reported to police, South Australia, 2007-2016

As can be seen in Figure 3 the number of cyclists with minor injuries reported to police has risen in the last few years, coming down slightly in 2016. However, this increase has occurred at a lower rate than the increase in bicycle traffic over the same time period.

Figure 3 – Cyclists with minor injuries reported to police, South Australia, 2007-2016
Figure 4 shows cycling casualties, including fatalities, serious injuries and minor injuries over the longer term. Since the late 1980s - when over 800 cycling fatalities and injuries were recorded on South Australian roads - there has been a substantial decline in the number of casualties. In the last 10 years the number of reports to police where a cyclist has been injured has trended upwards by an average of 1.4% per year.

Figure 4 – Longer term cyclist casualties (includes fatalities, serious injuries and minor injuries), South Australia, 1981-2016

Number of cyclists in Adelaide CBD
The number of people entering the Adelaide CBD by bicycle is monitored by annual cordon counts each October. Weekday bicycle traffic entering and leaving Adelaide CBD increased by 56% since 2007.

5 year trend
An average of 560 casualties were reported to SA police each year for the 5 year period 2012-2016. Of these:

- 4 were fatalities
- 66 were seriously injured
- 489 received minor injuries
- 79% were male
- 92% were in metropolitan Adelaide
- 2.5% were not wearing helmets

2 Rural and metro boundaries changed on 1 January 2013 to align with new ABS Greater Adelaide City Statistical Area boundaries, new boundaries have been used in calculations and will not be comparable with previous editions of this report.
Intersections and midblock

There were 342 crashes where a cyclist was killed or seriously injured between 2012 and 2016, 48% occurred at intersections and 52% occurred at a midblock section of the road.

Table 1 – Crashes resulting in a fatal or serious injury of a cyclist by intersection, South Australia, 2012-2016

<table>
<thead>
<tr>
<th>INTERSECTION</th>
<th>Serious</th>
<th>Fatal</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cross road</td>
<td>61</td>
<td>5</td>
<td>66</td>
</tr>
<tr>
<td>T-junction</td>
<td>93</td>
<td>4</td>
<td>97</td>
</tr>
<tr>
<td>TOTAL Intersection</td>
<td>154</td>
<td>9</td>
<td>163</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MIDBLOCK</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail Crossing - midblock</td>
<td>2</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Divided Road</td>
<td>52</td>
<td>3</td>
<td>55</td>
</tr>
<tr>
<td>Not Divided Road</td>
<td>108</td>
<td>9</td>
<td>117</td>
</tr>
<tr>
<td>Pedestrian Crossing</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Other</td>
<td>4</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>TOTAL Midblock</td>
<td>167</td>
<td>12</td>
<td>179</td>
</tr>
</tbody>
</table>

41% of intersection crashes resulting in a fatal or serious injury of a cyclist occurred where no traffic controls were present.

Speed limit of roads

Figure 5 shows a breakdown of crashes where a cyclist was killed or seriously injured by the speed limit of the road they were travelling on. It is evident that most occur on roads with a speed limit of 60 km/h or less; this is likely to be due to more bicycle traffic in these areas.

Figure 5 – Percentage of crashes resulting in a fatal or serious injury of a cyclist by speed limit of road, South Australia, 2012-2016
Time of crash
The majority of crashes resulting in the serious injury or death of a cyclist occur at peak times of the day. Three quarters of these crashes occur during either 6 am – noon or 3 – 6 pm.

Figure 6 – Percentage of crashes resulting in a fatal or serious injury of a cyclist by time of crash, South Australia, 2012-2016

Helmets
Between 2012 and 2016, 2% of cyclists sustaining minor injuries and 3% of cyclists sustaining serious injuries were not wearing a helmet at the time of the crash. Of the cyclists killed, all were wearing helmets at the time of the crash.

A 2012 survey of cyclists entering the City of Adelaide between the hours of 7am and 10am, conducted by the Adelaide City Council and the Department of Planning, Transport and Infrastructure revealed that 2950 out of 2955 cyclists wore helmets - that is a 99.8% compliance rate to Australian Road Rule 256 – Bicycle Helmets.
Age of cyclists

Figure 7 – Age distribution of cyclist fatalities and serious injuries, South Australia, 2012-2016

Figure 7 represents the breakdown of serious casualties by age. The 5-15 year age group represents 6% of the cyclist serious casualties. No serious casualties of cyclists under the age of 5 were reported in the last 5 years, the youngest serious casualty reported was 8 years of age.
Definitions of police reported casualty types:

**Casualty Crash** – 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 for a duration of at least 24 hours 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 in which 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 within 30 days of the crash.

**Property Damage Only Crash** – A crash resulting in property damage in excess of the prescribed amount in which no person is injured or dies within 30 days of the crash.

**Data sources**

The data presented in this report was obtained from the Department of Planning, Transport and Infrastructure Road Crash Database. The information was compiled from police reported road casualty crashes only.

**Enquiries**

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