

Truck and Bicyclists

Road Safety Victoria, 19 April 2023

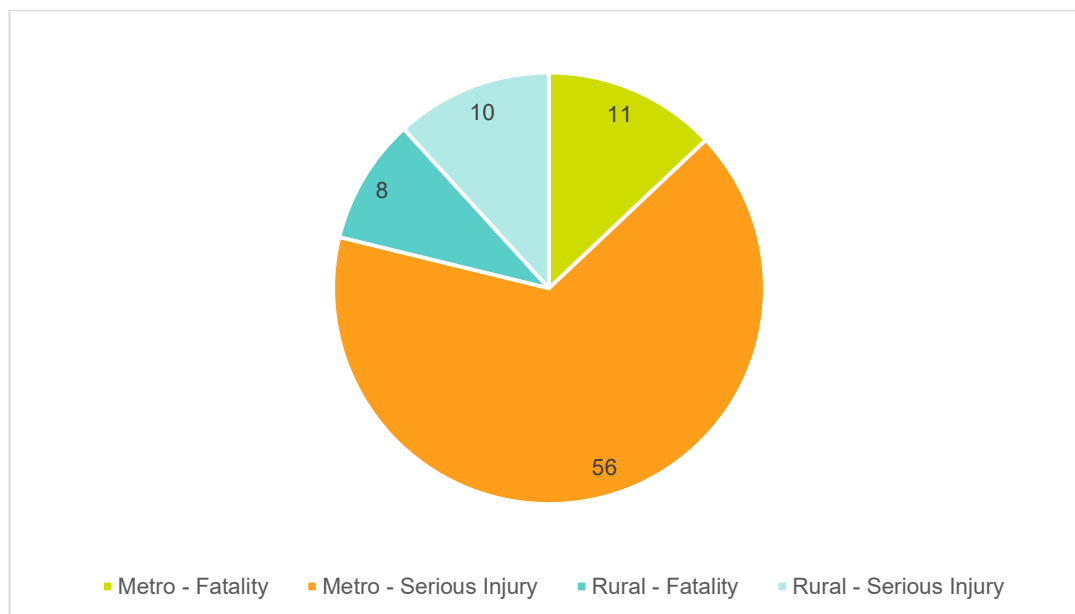


Department of Transport and Planning

Data Process and Limitations

- Data for this analysis was extracted from the Road Crash Information System (RCIS) in March 2023.
- Data is limited to fatal and serious injury crashes from 2014 – 2021. Data beyond 2021 is unavailable due to incompleteness of serious injury crashes in RCIS.
- These analyses were limited to crashes in which a bicyclist was killed or seriously injured in a collision with one of the following vehicle types:
 - Heavy Vehicle (Rigid) > 4.5 Tonnes
 - Prime Mover - Single Trailer
 - Prime Mover (No of Trailers Unknown)
 - Prime Mover B-Double
 - Prime Mover B-Triple
 - Prime Mover Only
 - Rigid Truck (Weight Unknown)
- Data is limited to ABS code A crashes whereby it meets the Australian Bureau of Statistics (ABS) criteria. This excludes:
 - crashes caused by deliberate intent (attempted or completed suicide or homicide)
 - crashes that occur outside the road reserve
 - fatalities where the primary cause of death or injury was medical or natural causes rather than the movement of a vehicle
 - fatalities that occur more than 30 days after the crash.

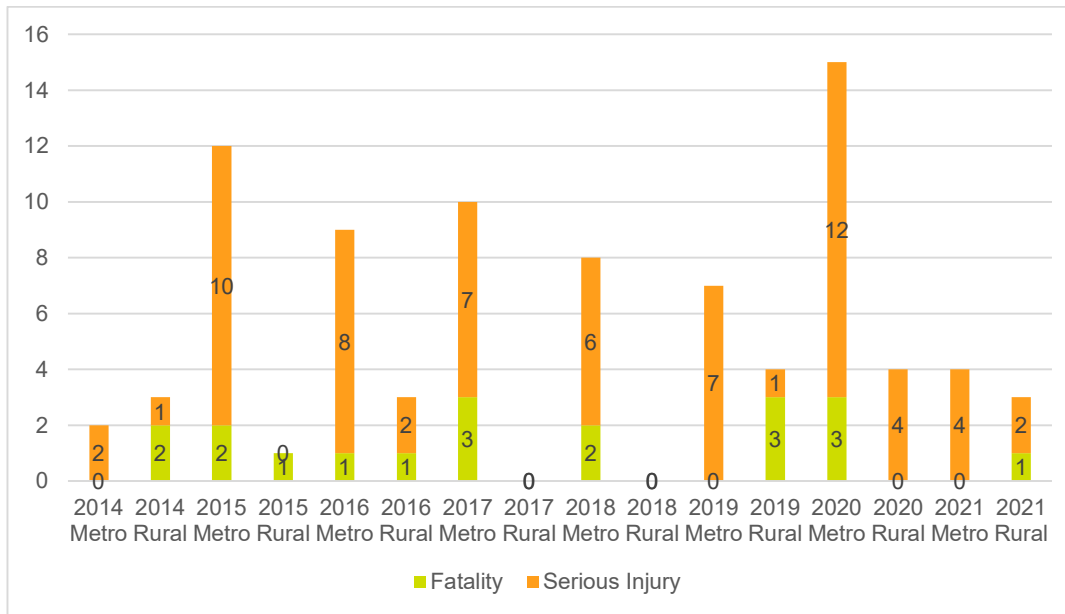
Cyclists killed or seriously injured in crashes with a truck, by metro/rural



- Between 2014 – 2021, 56 bicyclists were seriously injured in a metro location, equating to 66% of the total
- Eight bicyclists were killed in a rural area, equating to 9% of the total

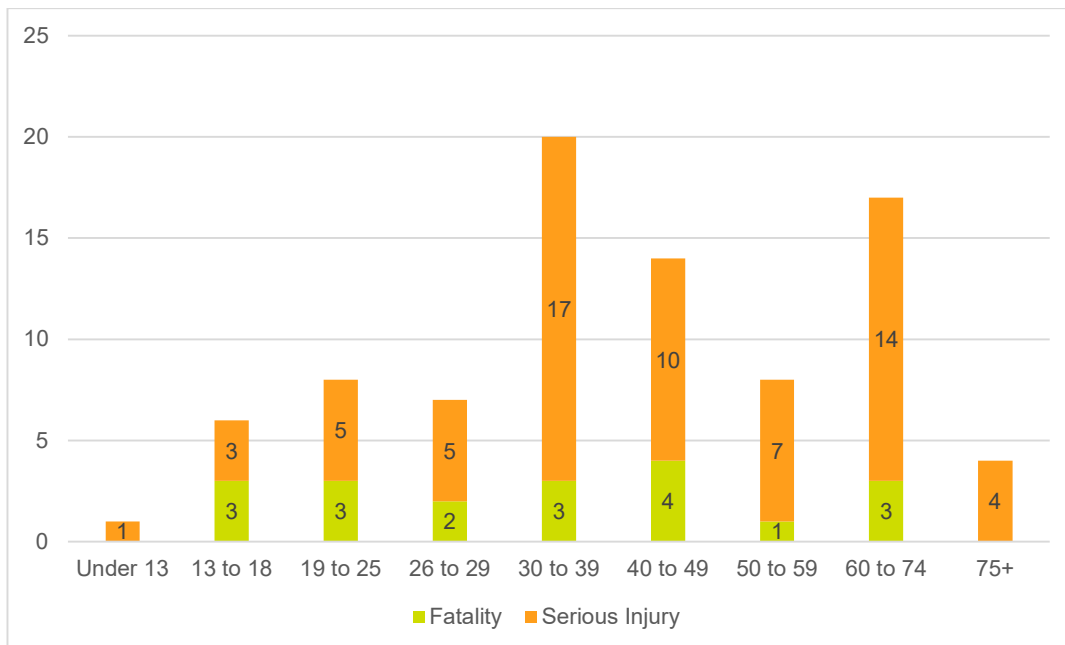


Cyclists killed or seriously injured in crashes with a truck, by year, by metro/rural



- Between 2014 – 2021, bicyclist fatalities involving a collision with a truck have ranged between 1 and 3 a year and serious injuries have varied from 3 to 16 a year
- During 2020 (first year of COVID period) there were a total of 3 fatalities and 16 serious injuries

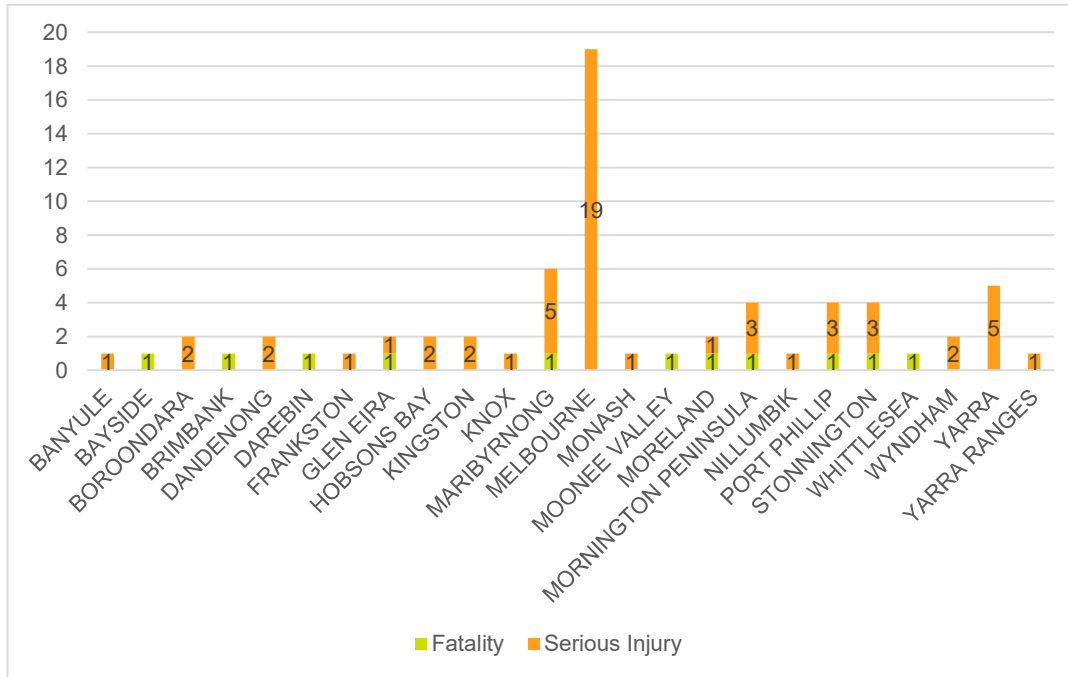
Cyclists killed or seriously injured in crashes with a truck, by age range



- Between 2014 – 2021, almost a quarter (24%) of FSIs occurred among bicyclists aged 30-39 years, followed by those aged 60 to 74 years (20%) and 40 to 49 years (16%)



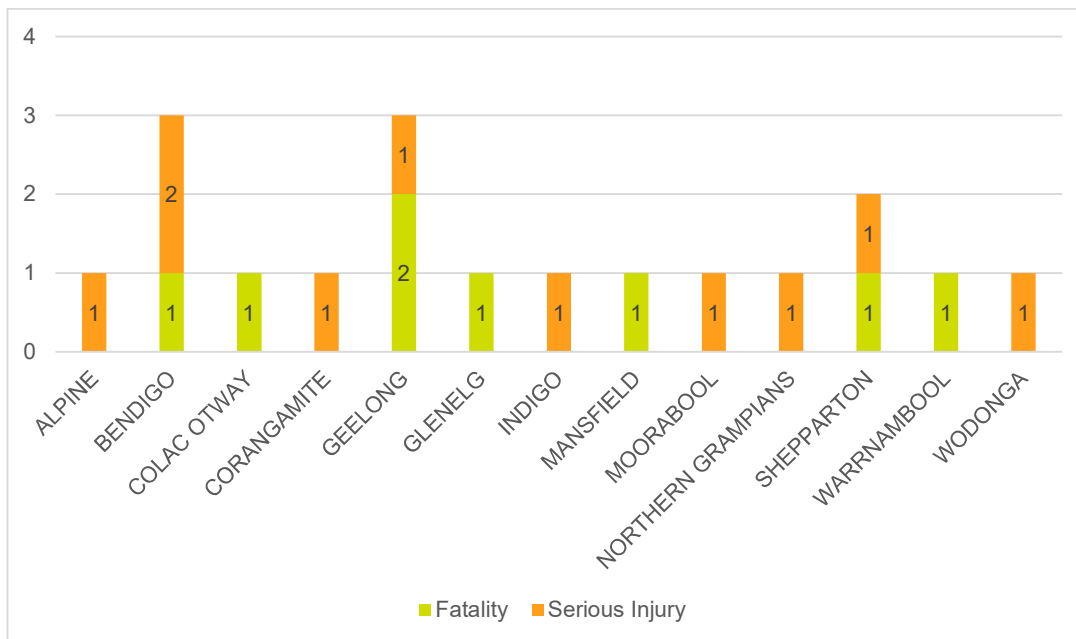
Cyclists killed or seriously injured in crashes with a truck, by LGA (metro)



LGAs with no serious casualties are not shown

- Amongst the metro LGAs, the largest number of bicyclists killed or seriously injured occurred in Melbourne (28%)

Cyclists killed or seriously injured in crashes with a truck, by LGA (rural)

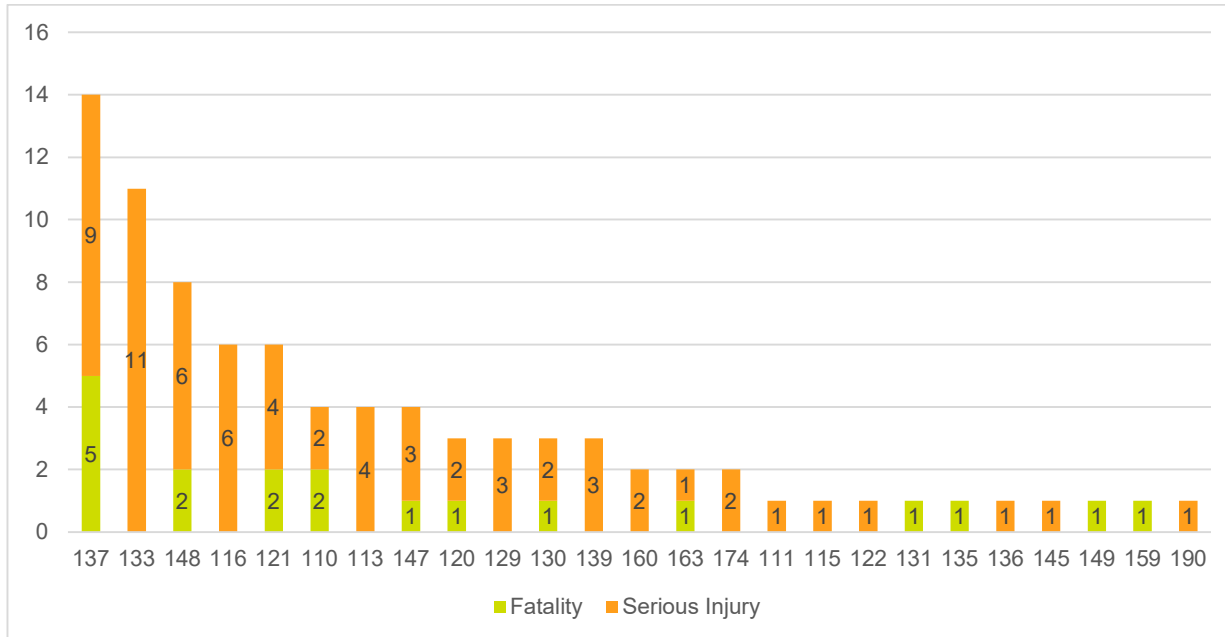


LGAs with no serious casualties are not shown

- Between 2014 – 2021, bicyclists killed or seriously injured ranged from 0 to 3 across the rural LGAs



Cyclists killed or seriously injured in crashes with a truck, by DCA code



- DCA 137 (left turn sideswipe) was the most common crash type for bicyclist FSIs involving a collision with a truck (16%) followed by DCA 133 (lane side swipe) which made up 13% of the total

Cyclists killed or seriously injured in crashes with a truck, by DCA code

DCA	Fatality	Serious Injury	Total
DCA 137 Left turn sideswipe	5	9	14
DCA 133 Lane side swipe (vehicles in parallel lanes)	0	11	11
DCA 148 Vehicle off footpath strikes vehicle on carriageway	2	6	8
DCA 116 Left near (intersections only)	0	6	6
DCA 121 Right through	2	4	6
DCA 110 Cross traffic (intersections only)	2	2	4
DCA 113 Right near (intersections only)	0	4	4
DCA 147 Vehicle strikes another vehicle while emerging from driveway	1	3	4
DCA 120 Head on (not overtaking)	1	2	3
DCA 129 Other opposing (manoeuvres not included in DCAS 120-125)	0	3	3



DCA 130 Rear end (vehicles in same lane)	1	2	3
DCA 139 Other same direction (manoeuvres not included in DCAs ???)	0	3	3
DCA 160 Vehicle collides with vehicle parked on left of road	0	2	2
DCA 163 Vehicle strikes door of parked/stationary vehicle	1	1	2
DCA 174 Out of control on carriageway (on straight)	0	2	2
DCA 111 Right far (intersections only)	0	1	1
DCA 115 Right/left far (intersections only)	0	1	1
DCA 122 Left through	0	1	1
DCA 131 Left rear	1	0	1
DCA 135 Lane change left (not overtaking)	1	0	1
DCA 136 Right turn sideswipe	0	1	1
DCA 145 Reversing in stream of traffic	0	1	1
DCA 149 Other (manoeuvres not included in DCAs 140-148)	1	0	1
DCA 159 Other overtaking (manoeuvres not included in DCAs 150-154)	1	0	1
DCA 190 Fell in/from vehicle	0	1	1
Total	19	66	85

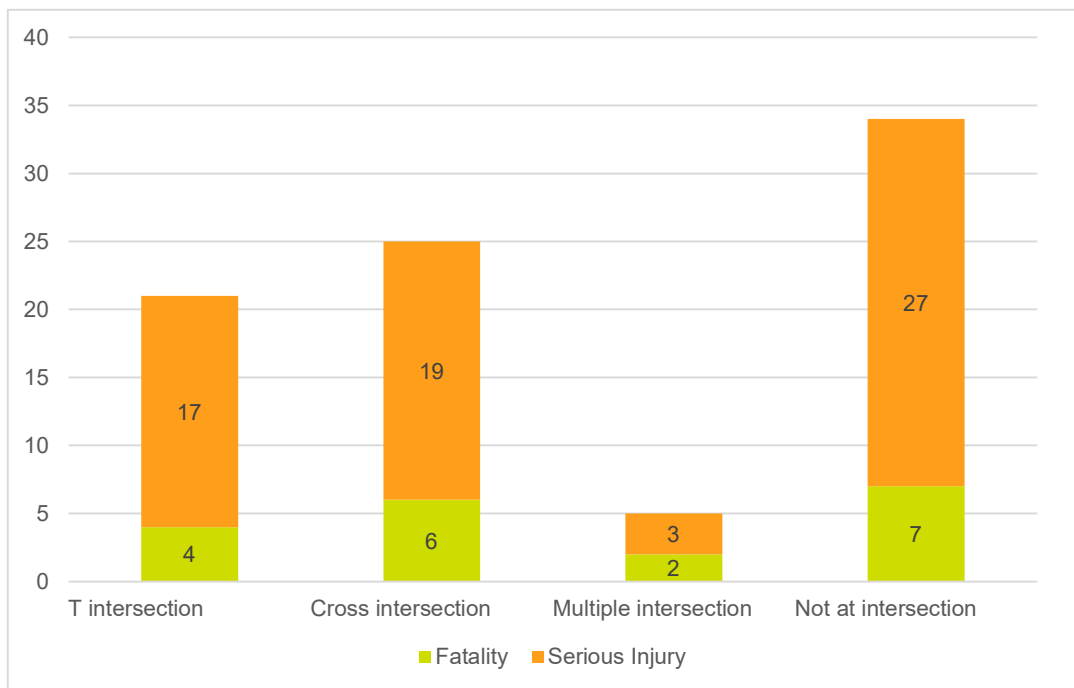
Illustrations of the above DCA codes can be found in the following attachment:



VicRoads DCA
Chart.doc

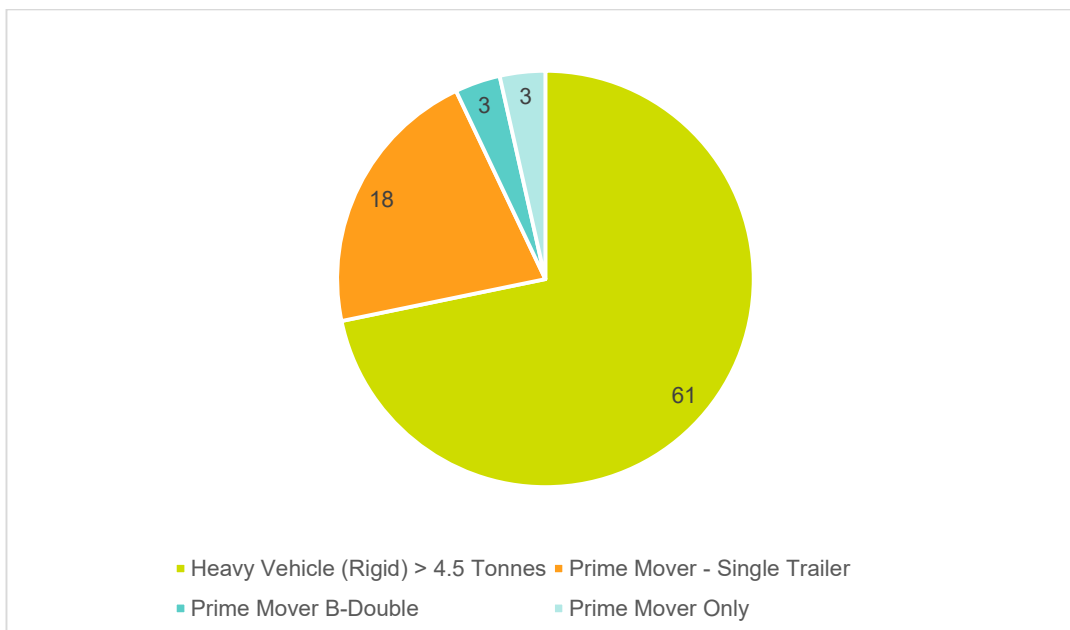


Cyclists killed or seriously injured in crashes with a truck, by road geometry



- Around 40% of bicyclist FSIs involving a collision with a truck occurred at mid-block locations
- 29% of bicyclist FSIs involving a collision with a truck occurred at cross intersections

Breakdown of truck body types involved in crashes where a cyclist was killed or seriously injured



- Almost 3 in 4 (72%) of the truck body types involved in bicyclist FSIs were Heavy Vehicle (Rigid) > 4.5 Tonnes followed by Prime Mover - Single Trailer type vehicles (21%)