

With public interest in cycling mounting ahead of the Tour de France starting this weekend, WhistleOut has analysed the national statistics for cycling fatalities and discovered a number of trends we think Australians should be aware of, including the most dangerous times and locations for different people to be cycling on our roads.

Some key findings:

- Almost half (44%) of all cycling road fatalities occur during the morning and afternoon rush hours, with the afternoon period claiming the most lives and 5pm being the peak
- School children are much more likely to lose their lives cycling on the road during the afternoon rush hour than at any other time
- In terms of population spread, New South Wales has the fewest road cycling fatalities while the Northern Territories has the most. Proportionally, the NT has the highest number of road cycling fatalities for men, women and young children

We have visualised some of this data in the attached charts, which includes a map of key findings for Australia's different states and territories.



When looking more closely at different parts of Australia we see some differences compared to the national statistics, including:

- **Northern Territories** - along with having the proportionally highest numbers of road cycling fatalities for men, women and young children, the NT also has the second youngest average age of cyclist road deaths at 30.5 years old
- **Australian Capital Territory** - the ACT has the second highest proportion of female cyclist deaths on the roads, behind the NT
- **Western Australia** - WA has the youngest average age of cyclist road fatalities, at 29 years old
- **New South Wales** - NSW has the highest total number of cycling road fatalities, but is statistically the safest based on population numbers

Feel free to use these charts. Their embed codes are available from our original article [here](#), which includes more data visualisations such as fatalities by day of the week and by speed limit.

Note, the data used for this research is from the government's [Australian Road Deaths Database](#) for the 30 year period 1989-2018.

While the reasons for certain findings may be self-evident we would welcome experts in cycling behaviour, road safety or other suitable areas to comment on the statistics.

The motivation for this research came from our team's interest in the Tour de France, which begins Saturday 6th July. We have a number of keen cyclists in our team who are very excited about the event, want to watch it, and have been motivating others in our team to get out on a bike. This is what gave us the impetus to look into how people can watch cycling events, and in turn look into Australia's road cycling safety stats.

We hope the excitement around the Tour de France inspires more people to cycle, and knowing these statistics may help them participate safely.

Kenny McGilvary