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2013 年至 2022 年香港單車意外統計  
Bicycle Accidents in Hong Kong, 2013 to 2022

## 2013 年至 2022 年香港單車意外統計 Bicycle Accidents in Hong Kong, 2013 to 2022

在 2022 年，香港共發生 2 224 宗涉及單車的道路交通意外，導致 2 089 名騎單車者傷亡。本文分析在 2013 年至 2022 年期間涉及單車的道路交通意外和涉及意外的騎單車者特徵。

There were 2 224 road traffic accidents involving bicycles in Hong Kong in 2022, causing 2 089 cyclist casualties. This article analyses the road traffic accidents involving bicycles and the characteristics of cyclists involved in these accidents from 2013 to 2022.

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# 2013 年至 2022 年香港單車意外統計

## Bicycle Accidents in Hong Kong, 2013 to 2022

### 1. 引言

1.1 香港的道路交通意外數據由香港警務處搜集，而運輸署則將資料存於其負責管理的運輸資訊系統內。數據用作辨識道路交通意外的趨勢，以便制訂道路安全策略、設計宣傳及教育計劃，以及持續檢討道路安全標準及法例條文。數據亦有助交通意外分析及擬定道路改善措施，包括找出交通意外黑點及進行交通意外研究。本文選取了涉及單車的道路交通意外數據進行分析。

1.2 本文所指涉及單車的道路交通意外只包括於本港道路（包括單車徑）上發生、已向警方報案、涉及一輛或以上單車和有人傷亡的交通意外。換言之，只牽涉損毀物件的交通意外並不包括在內。一宗交通意外可視乎傷亡者的受傷程度而劃分為輕微、嚴重及致命意外。致命意外是指在意外中有一名或多名人士於發生意外後 30 日內死亡。在非致命意外中，如意外引致一名或多名受傷人士留醫超過 12 小時，將被劃分為嚴重意外。如意外中的傷者全部無需入院，或留醫不超過 12 小時，則被劃分為輕微意外。

1.3 本文分析在 2013 年至 2022 年期間涉及單車的道路交通意外（以下簡稱「單車意外」）和涉及意外的騎單車者特徵。

### 1. Introduction

1.1 Road traffic accident data in Hong Kong are collected by the Hong Kong Police Force (HKPF) and maintained by the Transport Department in its Transport Information System. The data are used to identify road traffic accident trends for formulation of road safety strategies, design of publicity and education programmes, and on-going review of road safety standards and legislative provisions. They also support traffic accident analysis and formulation of road improvement measures, including the identification of locations of traffic accident black spots and conduct of the traffic accident research work. In this article, road traffic accident data involving bicycles are selected for analysis.

1.2 A road traffic accident involving bicycles in this article only refers to a traffic incident occurred on roads (including cycle tracks) in Hong Kong which has been reported to the HKPF and involving at least one bicycle and personal injuries. In other words, damage-only traffic accidents are excluded. A traffic accident can be classified into slight, serious and fatal, depending on the degree of injury of the casualties. A fatal accident is one in which one or more persons die within 30 days of the accident. For non-fatal accidents, they are classified as serious accidents if one or more persons are injured and admitted to hospital for more than 12 hours, and as slight accidents if all persons injured do not require hospital admission, or admitted to hospital for not more than 12 hours.

1.3 This article analyses the road traffic accidents involving bicycles (hereafter referred to as bicycle accidents) and the characteristics of cyclists involved in these accidents from 2013 to 2022.

## 2. 單車意外的分析

2.1 在過去 10 年間，每年的單車意外宗數介乎 1 738 至 2 994 宗之間，佔所有道路交通意外的 10.8% 至 17.9%。在 2013 年至 2019 年間，這比例呈普遍下降趨勢，由 15.8% 下降至 10.8%，但在 2020 年顯著回升至 17.9%，然後再下跌 3.2 個百分點至 2022 年的 14.7%。（表 1）

2.2 在 2013 年至 2019 年間，單車意外由 2 549 宗下降了 31.8% 至 1 738 宗。然而，在 2020 年及 2021 年，單車意外宗數卻錄得顯著升幅，分別按年上升 57.5% 及 9.4%，這部分可能是由於在 2019 冠狀病毒病疫情期間，較多市民以騎單車作為休閒活動。2022 年與 2021 年比較，單車意外宗數由 2 994 宗減少至 2 224 宗，減幅為 25.7%。（表 1 及圖 1）

## 2. Analysis of bicycle accidents

2.1 In the past 10 years, the number of bicycle accidents ranged from 1 738 to 2 994 each year, which accounted for 10.8% to 17.9% among all road traffic accidents. This proportion showed a general downtrend during 2013 to 2019, decreasing from 15.8% to 10.8%. But it rebounded remarkably to 17.9% in 2020, and then decreased by 3.2 percentage points to 14.7% in 2022. (Table 1)

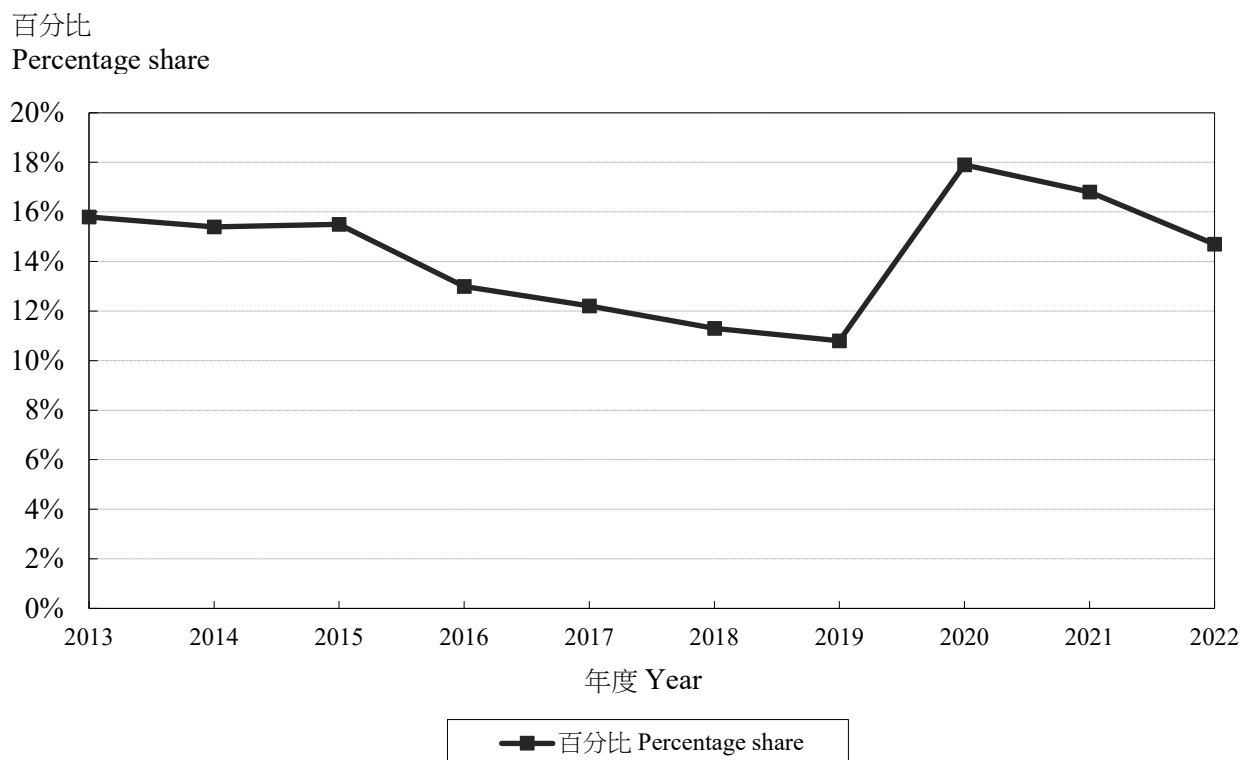
2.2 From 2013 to 2019, the number of bicycle accidents decreased from 2 549 to 1 738, representing a decrease of 31.8%. However, there were significant increases in the number of bicycle accidents in 2020 and 2021, which rose year-on-year by 57.5% and 9.4% respectively. This increase could be partly attributed to more people gone cycling as a leisure activity during the COVID-19 pandemic. Comparing 2022 with 2021, the number of bicycle accidents dropped by 25.7% from 2 994 to 2 224. (Table 1 and Chart 1)

**表 1 2013 年至 2022 年單車意外宗數佔所有道路交通意外宗數的百分比**  
**Table 1 Percentage share of bicycle accidents in total road traffic accidents, 2013 to 2022**

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
(i) 單車意外 (宗數) (i) Bicycle accidents (number)	2 549	2 433	2 511	2 087	1 917	1 804	1 738	2 737	2 994	2 224
(ii) 道路交通意外 (宗數) (ii) Road traffic accidents (number)	16 089	15 790	16 170	16 099	15 725	15 935	16 102	15 298	17 831	15 107
百分比 (%) (i)/(ii) Percentage (%) (i)/(ii)	15.8%	15.4%	15.5%	13.0%	12.2%	11.3%	10.8%	17.9%	16.8%	14.7%

圖 1 2013 年至 2022 年單車意外宗數佔所有道路交通意外宗數的百分比

Chart 1 Percentage share of bicycle accidents in total road traffic accidents, 2013 to 2022



2.3 按單車意外的嚴重程度分析，致命及嚴重單車意外宗數在 2013 年至 2022 年間下跌了 70.9%。2022 年致命及嚴重單車意外共有 153 宗，佔全部單車意外僅 6.9%。兩項數字均為過去 10 年以來最低。相比之下，輕微單車意外宗數由 2013 年的 2 023 宗稍微上升至 2022 年的 2 071 宗，因此輕微單車意外佔所有單車意外的比例亦由 2013 年的 79.4% 上升至 2022 年的 93.1%。（表 2）

2.3 Analysed by the severity of bicycle accidents, the number of fatal and serious bicycle accidents decreased by 70.9% from 2013 to 2022. The total number of fatal and serious bicycle accidents in 2022 was 153, accounting for only 6.9% of all bicycle accidents. Both figures were at their lowest in the past 10 years. In contrast, the number of slight bicycle accidents slightly increased from 2 023 in 2013 to 2 071 in 2022. Thus the proportion for slight bicycle accidents among all bicycle accidents increased from 79.4% in 2013 to 93.1% in 2022. (Table 2)

2.4 在 2013 年至 2019 年間，於單車徑發生的單車意外宗數下降速度較其他地點快，故同期間於單車徑發生的單車意外佔所有單車意外的比例由 46.3% 下降至 38.3%。不過，這比例其後轉趨上升，於 2022 年上升至 47.1%。這可能與 2019 冠狀病毒病疫情期間，較多市民到單車徑騎單車有關。（表 2）

2.4 From 2013 to 2019, the number of bicycle accidents occurring on cycle tracks decreased at a faster rate than at other locations. Thus the proportion for bicycle accidents occurring on cycle tracks among all bicycle accidents dropped from 46.3% to 38.3% over the same period. However, the trend later reversed and increased to 47.1% in 2022. This might be related to more people gone cycling on cycle tracks during the COVID-19 pandemic. (Table 2)

表 2 2013 年至 2022 年按地點及嚴重程度劃分的單車意外宗數<sup>(1)</sup>

Table 2 Number of bicycle accidents by location and severity, 2013 to 2022<sup>(1)</sup>

		(宗數) (Number)									
地點 Location	嚴重程度 Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
單車徑 Cycle tracks	致命及嚴重 Fatal & Serious	209 (8.2%)	204 (8.4%)	177 (7.0%)	152 (7.3%)	95 (5.0%)	57 (3.2%)	42 (2.4%)	160 (5.8%)	217 (7.2%)	49 (2.2%)
	輕微 Slight	970 (38.1%)	919 (37.8%)	1 034 (41.2%)	739 (35.4%)	713 (37.2%)	641 (35.5%)	624 (35.9%)	1 053 (38.5%)	1 157 (38.6%)	999 (44.9%)
	小計 Sub-total	1 179 (46.3%)	1 123 (46.2%)	1 211 (48.2%)	891 (42.7%)	808 (42.1%)	698 (38.7%)	666 (38.3%)	1 213 (44.3%)	1 374 (45.9%)	1 048 (47.1%)
行車道路 Carriageways	致命及嚴重 Fatal & Serious	253 (9.9%)	286 (11.8%)	252 (10.0%)	234 (11.2%)	185 (9.7%)	116 (6.4%)	128 (7.4%)	237 (8.7%)	231 (7.7%)	84 (3.8%)
	輕微 Slight	821 (32.2%)	761 (31.3%)	794 (31.6%)	700 (33.5%)	644 (33.6%)	701 (38.9%)	731 (42.1%)	900 (32.9%)	991 (33.1%)	825 (37.1%)
	小計 Sub-total	1 074 (42.1%)	1 047 (43.0%)	1 046 (41.7%)	934 (44.8%)	829 (43.2%)	817 (45.3%)	859 (49.4%)	1 137 (41.5%)	1 222 (40.8%)	909 (40.9%)
其他 <sup>(2)</sup> Others <sup>(2)</sup>	致命及嚴重 Fatal & Serious	64 (2.5%)	53 (2.2%)	61 (2.4%)	66 (3.2%)	46 (2.4%)	24 (1.3%)	21 (1.2%)	77 (2.8%)	67 (2.2%)	20 (0.9%)
	輕微 Slight	232 (9.1%)	210 (8.6%)	193 (7.7%)	196 (9.4%)	234 (12.2%)	265 (14.7%)	192 (11.0%)	310 (11.3%)	331 (11.1%)	247 (11.1%)
	小計 Sub-total	296 (11.6%)	263 (10.8%)	254 (10.1%)	262 (12.6%)	280 (14.6%)	289 (16.0%)	213 (12.3%)	387 (14.1%)	398 (13.3%)	267 (12.0%)
所有地點總數 All locations	致命及嚴重 Fatal & Serious	526 (20.6%)	543 (22.3%)	490 (19.5%)	452 (21.7%)	326 (17.0%)	197 (10.9%)	191 (11.0%)	474 (17.3%)	515 (17.2%)	153 (6.9%)
	輕微 Slight	2 023 (79.4%)	1 890 (77.7%)	2 021 (80.5%)	1 635 (78.3%)	1 591 (83.0%)	1 607 (89.1%)	1 547 (89.0%)	2 263 (82.7%)	2 479 (82.8%)	2 071 (93.1%)
	總計 Total	2 549 (100.0%)	2 433 (100.0%)	2 511 (100.0%)	2 087 (100.0%)	1 917 (100.0%)	1 804 (100.0%)	1 738 (100.0%)	2 737 (100.0%)	2 994 (100.0%)	2 224 (100.0%)

註釋：(1) 由於數字經四捨五入，分項總和未必與總數相等。

Notes: (1) Figures may not add up to the total due to rounding.

(2) 其他是指單車公園、遊樂場及空地等。

(2) Others refer to places such as cycle parks, playgrounds and open spaces.

2.5 再按地點分析，在過去 10 年間，在所有致命及嚴重單車意外中，在行車道路發生的單車意外所佔的比例介乎 44.9% 至 67.0% 之間，明顯較單車徑及其他地點為高，部分原因是一些在行車道路發生的單車意外涉及與機動車輛碰撞，導致騎單車者嚴重受傷。（表 3 及圖 2）

2.5 Further analysed by location, among all fatal and serious bicycle accidents, the proportion of fatal and serious bicycle accidents occurred on carriageways ranged from 44.9% to 67.0% in the past 10 years, being significantly higher than those occurred at cycle tracks and other locations. This was partly because some bicycle accidents occurred on carriageways involved collisions with motor vehicles which caused serious injuries to the cyclists. (Table 3 and Chart 2)

表 3 2013 年至 2022 年按地點劃分的致命及嚴重的單車意外宗數<sup>(1)</sup>

Table 3 Number of fatal and serious bicycle accidents by location, 2013 to 2022<sup>(1)</sup>

地點 Location	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
單車徑 Cycle tracks	209 (39.7%)	204 (37.6%)	177 (36.1%)	152 (33.6%)	95 (29.1%)	57 (28.9%)	42 (22.0%)	160 (33.8%)	217 (42.1%)	49 (32.0%)
行車道路 Carriageways	253 (48.1%)	286 (52.7%)	252 (51.4%)	234 (51.8%)	185 (56.7%)	116 (58.9%)	128 (67.0%)	237 (50.0%)	231 (44.9%)	84 (54.9%)
其他 <sup>(2)</sup> Others <sup>(2)</sup>	64 (12.2%)	53 (9.8%)	61 (12.4%)	66 (14.6%)	46 (14.1%)	24 (12.2%)	21 (11.0%)	77 (16.2%)	67 (13.0%)	20 (13.1%)
<b>所有地點總數 All locations</b>	<b>526 (100.0%)</b>	<b>543 (100.0%)</b>	<b>490 (100.0%)</b>	<b>452 (100.0%)</b>	<b>326 (100.0%)</b>	<b>197 (100.0%)</b>	<b>191 (100.0%)</b>	<b>474 (100.0%)</b>	<b>515 (100.0%)</b>	<b>153 (100.0%)</b>

註釋：(1) 由於數字經四捨五入，分項總和未必與總數相等。

Notes: (1) Figures may not add up to the total due to rounding.

(2) 其他是指單車公園、遊樂場及空地等。

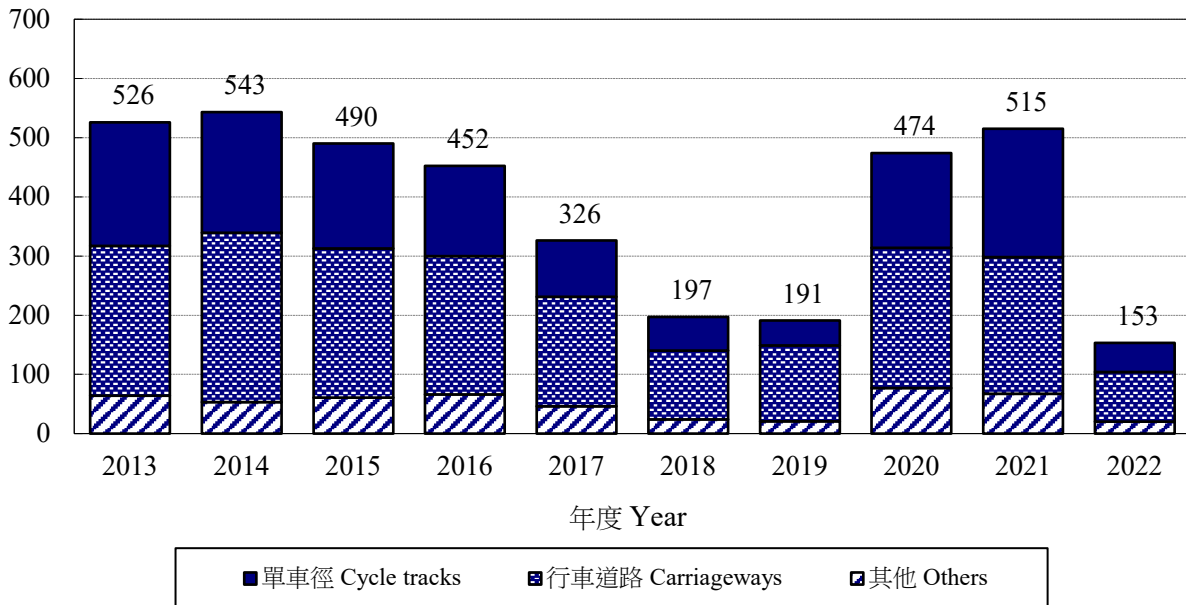
(2) Others refer to places such as cycle parks, playgrounds and open spaces.

圖 2 2013 年至 2022 年按地點劃分的致命及嚴重的單車意外宗數

Chart 2 Number of fatal and serious bicycle accidents by location, 2013 to 2022

致命及嚴重的單車意外宗數

No. of fatal and serious bicycle accidents



2.6 在過去 10 年間，沒有涉及碰撞（即「單車沒有碰撞」）的單車意外在所有單車意外中佔最大比例。至於涉及碰撞的單車意外，「單車撞其他車輛」的意外佔所有單車意外的比例較大；而「單車撞行人」與「單車撞單車」的比例則相若，兩者皆小於「單車撞其他車輛」的比例。這情況在過去 10 年大致保持平穩。（表 4）

2.6 Bicycle accidents that did not involve any collisions (i.e. Bicycle/None) accounted for the largest proportion of all bicycle accidents in the past 10 years. Regarding those bicycle accidents involving collisions, “Bicycle/All other vehicles” accidents accounted for a larger proportion in total number of bicycle accidents. Meanwhile, the corresponding proportion for “Bicycle/Pedestrian” accidents was similar to that for “Bicycle/Bicycle” accidents, both being smaller than that of “Bicycle/All other vehicles” accidents. This pattern remained fairly steady in the past 10 years. (Table 4)

表 4 2013 年至 2022 年按意外碰撞類別劃分的單車意外宗數<sup>(1)</sup>  
Table 4 Bicycle accidents by type of accident collision, 2013 to 2022<sup>(1)</sup>

	(宗數) (Number)									
意外碰撞類別 Type of accident collision	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
單車撞行人 Bicycle/ Pedestrian	162 (6.4%)	158 (6.5%)	155 (6.2%)	153 (7.3%)	170 (8.9%)	147 (8.1%)	136 (7.8%)	157 (5.7%)	209 (7.0%)	177 (8.0%)
單車撞單車 Bicycle/ Bicycle	131 (5.1%)	122 (5.0%)	140 (5.6%)	127 (6.1%)	115 (6.0%)	127 (7.0%)	90 (5.2%)	186 (6.8%)	223 (7.4%)	167 (7.5%)
單車撞其他車輛 Bicycle/ All other vehicles	394 (15.5%)	366 (15.0%)	368 (14.7%)	353 (16.9%)	332 (17.3%)	322 (17.8%)	297 (17.1%)	387 (14.1%)	441 (14.7%)	355 (16.0%)
單車撞物 Bicycle/ Object	613 (24.0%)	165 (6.8%)	137 (5.5%)	94 (4.5%)	72 (3.8%)	37 (2.1%)	78 (4.5%)	54 (2.0%)	65 (2.2%)	55 (2.5%)
單車沒有碰撞 Bicycle/ None	1 245 (48.8%)	1 620 (66.6%)	1 708 (68.0%)	1 360 (65.2%)	1 227 (64.0%)	1 168 (64.7%)	1 136 (65.4%)	1 952 (71.3%)	2 056 (68.7%)	1 465 (65.9%)
意外碰撞類別不詳 Unknown accident collision type	4 (0.2%)	2 (0.1%)	3 (0.1%)	0 (0.0%)	1 (0.1%)	3 (0.2%)	1 (0.1%)	1 (0.0%)	0 (0.0%)	5 (0.2%)
<b>所有類別總數 All types</b>	<b>2 549 (100.0%)</b>	<b>2 433 (100.0%)</b>	<b>2 511 (100.0%)</b>	<b>2 087 (100.0%)</b>	<b>1 917 (100.0%)</b>	<b>1 804 (100.0%)</b>	<b>1 738 (100.0%)</b>	<b>2 737 (100.0%)</b>	<b>2 994 (100.0%)</b>	<b>2 224 (100.0%)</b>

註釋：(1) 由於數字經四捨五入，分項總和未必與總數相等。

Note: (1) Figures may not add up to the total due to rounding.

2.7 按導致意外的環境因素分析，大部分（超過 90%）單車意外並沒有涉及這類因素。另外值得注意的是，在過去 10 年間，涉及「有物體或動物擋路」和「斜坡」的單車意外宗數均錄得明顯跌幅。（表 5）

2.7 Analysed by environment contributory factor, the majority (over 90%) of the bicycle accidents did not involve such factors. It is also noteworthy that there were significant decreases in bicycle accidents involving “Object or animal in road” and “Steep slope” over the past 10 years. (Table 5)

**表 5 2013 年至 2022 年按導致意外的環境因素劃分的單車意外宗數**  
**Table 5 Bicycle accidents by environment contributory factor, 2013 to 2022**

	(宗數) (Number)									
導致意外的環境因素 Environment contributory factor	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
沒有導致意外的環境因素 No environment contributory factor	2 499	2 273	2 350	1 960	1 856	1 774	1 696	2 696	2 957	2 201
有物體或動物擋路 Object or animal in road	12	41	40	19	6	6	13	13	11	9
凹陷的路面 Potholes	9	14	10	10	5	1	5	1	12	3
路面濕滑（因天氣導致） Slippery road (caused by weather)	7	14	8	23	10	1	7	10	5	3
路面濕滑（非因天氣） Slippery road (not related to weather)	3	11	10	6	6	5	5	6	6	3
行人疏忽 Pedestrian negligence	3	10	13	13	20	9	8	5	1	2
路面工程的燈光/指示不足 Inadequate light/sign at road work	5	7	2	4	1	1	0	0	0	1
斜坡 Steep slope	10	60	74	49	12	3	4	5	0	0
其他導致意外的環境因素 <sup>(1)</sup> Other environment contributory factors <sup>(1)</sup>	1	3	4	3	1	4	0	1	2	2
<b>總計</b> <b>Total</b>	<b>2 549</b>	<b>2 433</b>	<b>2 511</b>	<b>2 087</b>	<b>1 917</b>	<b>1 804</b>	<b>1 738</b>	<b>2 737</b>	<b>2 994</b>	<b>2 224</b>

註釋：(1) 其他導致意外的環境因素包括「大風」、「視線被阻擋」、「交通燈失靈」、「受阻塞的道路」及「掘路工程的坑洞」。

Note: (1) Other environment contributory factors include “High wind”, “Vision obscured”, “Defective traffic signal”, “Obstructed road” and “Open trench in roadworks”.

2.8 在 2013 年至 2022 年間錄得的最低騎單車者傷亡人數為 2019 年的 1 625 人，最高為 2021 年的 2 849 人。按騎單車者傷亡率分析，以每千名單車意外傷亡者計算的騎單車者傷亡人數在過去 10 年相對穩定，介乎 896 至 929 人之間，顯示在單車意外的傷亡者中，其他道路使用者只佔少數。另一方面，按每千名騎單車傷亡者計算的騎單車者死亡率由 2013 年的 2.5 人上升至 2016 年的 7.1 人，其後大致向下，於 2022 年下降至 3.8 人。按每千宗單車意外計算的騎單車者死亡率的情況相若。（表 6）

2.8 During 2013 to 2022, the lowest number of cyclist casualties was 1 625 in 2019 while the highest was 2 849 in 2021. Analysed by cyclist casualty rate, the number of cyclist casualties per 1 000 casualties in bicycle accidents was relatively stable in the past 10 years, which ranged from 896 to 929. This meant only a minority of casualties in bicycle accidents were other road users. On the other hand, the cyclist fatality rate per 1 000 cyclist casualties increased from 2.5 fatalities in 2013 to 7.1 fatalities in 2016. Then a downtrend of this rate was generally observed, reaching 3.8 fatalities in 2022. A similar pattern was observed for the cyclist fatality rate per 1 000 bicycle accidents. (Table 6)

**表 6 2013 年至 2022 年按傷勢情況劃分的騎單車者傷亡數字、傷亡率及死亡率**  
**Table 6 Number of cyclist casualties by degree of injury, casualty rate and fatality rate, 2013 to 2022**

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
騎單車者傷亡人數										
Number of cyclist casualties										
(i) 死亡者	6	7	10	14	9	11	7	16	8	8
Killed										
(ii) 重傷者	494	516	468	411	299	167	160	430	482	128
Seriously injured										
(iii) 輕傷者	1 913	1 792	1 917	1 553	1 471	1 509	1 458	2 177	2 359	1 953
Slightly injured										
(iv) 總傷亡人數	2 413	2 315	2 395	1 978	1 779	1 687	1 625	2 623	2 849	2 089
Total										
騎單車者傷亡率										
Cyclist casualty rate										
(i) 按每千宗單車意外計算	947	952	954	948	928	935	935	958	952	939
per 1 000 bicycle accidents										
(ii) 按每千名單車意外傷亡者計算	914	922	924	916	896	903	903	929	914	904
per 1 000 casualties in bicycle accidents										
騎單車者死亡率										
Cyclist fatality rate										
(i) 按每千名騎單車傷亡者計算	2.5	3.0	4.2	7.1	5.1	6.5	4.3	6.1	2.8	3.8
per 1 000 cyclist casualties										
(ii) 按每千宗單車意外計算	2.4	2.9	4.0	6.7	4.7	6.1	4.0	5.8	2.7	3.6
per 1 000 bicycle accidents										

### 3. 涉及意外的騎單車者（包括非傷亡人士）的特徵<sup>1</sup>

3.1 按性別分析，涉及意外的男性騎單車者較女性為多。在 2013 年至 2022 年間，男性及女性在所有涉及意外的騎單車者中分別佔 72.3% 及 26.0%<sup>2</sup>。（表 7）

### 3. Characteristics of cyclists (including those other than casualties) involved in accidents<sup>1</sup>

3.1 Analysed by sex, there were more male cyclists involved in accidents than female cyclists. From 2013 to 2022, males and females constituted 72.3% and 26.0% of all cyclists involved in accidents respectively<sup>2</sup>. (Table 7)

表 7 2013 年至 2022 年按性別劃分的涉及意外的騎單車者數字<sup>(1)</sup>  
Table 7 Number of cyclists involved in accidents by sex, 2013 to 2022<sup>(1)</sup>

		(騎單車者) (Cyclists)									
性別	Sex	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
男	Male	1 912 (70.3%)	1 843 (71.5%)	1 939 (72.2%)	1 596 (71.3%)	1 511 (73.3%)	1 463 (75.3%)	1 369 (74.4%)	2 167 (73.5%)	2 323 (71.5%)	1 725 (71.4%)
女	Female	776 (28.5%)	692 (26.9%)	717 (26.7%)	604 (27.0%)	524 (25.4%)	449 (23.1%)	445 (24.2%)	718 (24.4%)	859 (26.4%)	633 (26.2%)
性別不詳	Unknown	31 (1.1%)	41 (1.6%)	29 (1.1%)	38 (1.7%)	26 (1.3%)	30 (1.5%)	25 (1.4%)	62 (2.1%)	67 (2.1%)	57 (2.4%)
<b>總計</b>	<b>Total</b>	<b>2 719</b> <b>(100.0%)</b>	<b>2 576</b> <b>(100.0%)</b>	<b>2 685</b> <b>(100.0%)</b>	<b>2 238</b> <b>(100.0%)</b>	<b>2 061</b> <b>(100.0%)</b>	<b>1 942</b> <b>(100.0%)</b>	<b>1 839</b> <b>(100.0%)</b>	<b>2 947</b> <b>(100.0%)</b>	<b>3 249</b> <b>(100.0%)</b>	<b>2 415</b> <b>(100.0%)</b>

註釋：(1) 由於數字經四捨五入，分項總和未必與總數相等。

Note: (1) Figures may not add up to the total due to rounding.

3.2 按年齡組別分析，在過去 10 年間，在所有涉及意外的騎單車者中，15-24 歲的騎單車者一直佔最大比例。另一方面，65 歲及以上騎單車者的相應比例在同期呈普遍上升趨勢，由 2013 年的 4.4% 大幅上升至 2022 年的 9.4%<sup>3</sup>。（表 8 及圖 3）

3.2 Analysed by age group, cyclists aged 15-24 consistently accounted for the largest proportion of all cyclists involved in accidents in the past 10 years. On the other hand, the corresponding proportion of cyclists aged 65 and over showed a general uptrend over the same period and increased significantly from 4.4% in 2013 to 9.4% in 2022<sup>3</sup>. (Table 8 and Chart 3)

1 在單一宗單車意外中，可能涉及多於一名騎單車者。因此，涉及意外的騎單車者總和會較單車意外宗數總數為大。

1 In a single bicycle accident, there may be more than one cyclist involved. Hence the sum of cyclists involved in accidents will be larger than the overall number of bicycle accidents.

2 須留意的是，這可能只反映較多騎單車者為男性（沒有相關數字）。

2 It should be noted that this might only reflect more cyclists were males (relevant figures are not available).

3 這可能只反映 65 歲及以上參與騎單車活動的人數增多（沒有相關數字）。

3 This might only reflect increasing number of persons aged 65 and over participated in cycling activities (relevant figures are not available).

表 8 2013 年至 2022 年按年齡劃分的涉及意外的騎單車者數字<sup>(1)</sup>  
Table 8 Number of cyclists involved in accidents by age, 2013 to 2022<sup>(1)</sup>

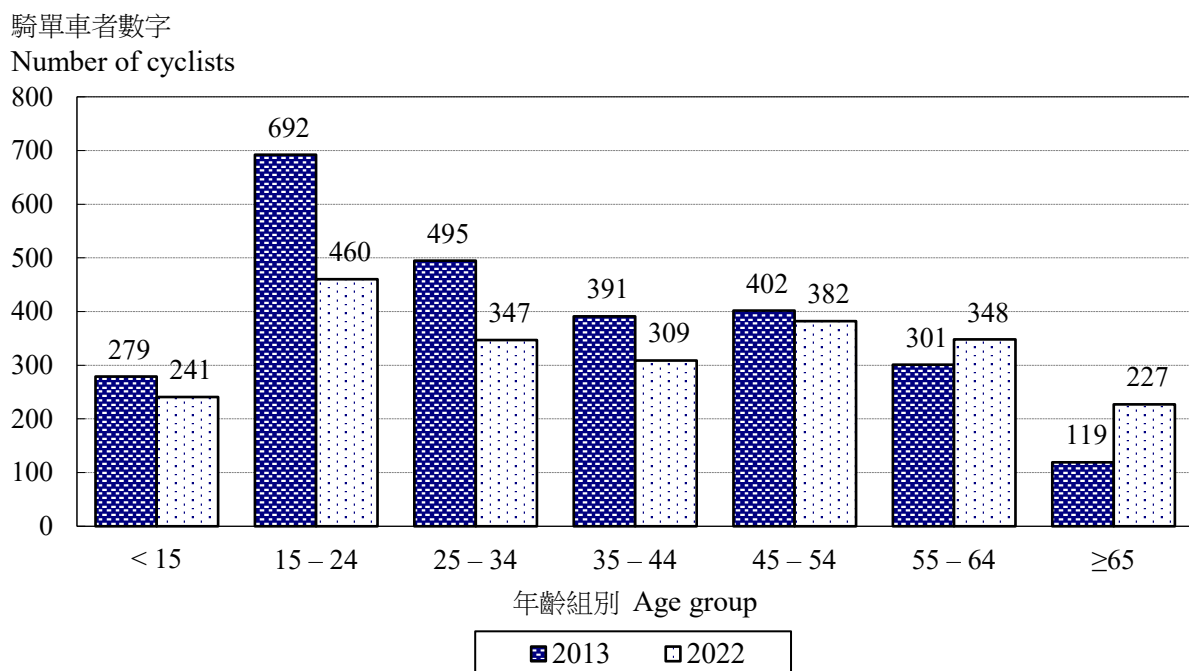
(騎單車者)  
(Cyclists)

年齡組別 Age group	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
15歲以下 Under 15	279 (10.3%)	301 (11.7%)	347 (12.9%)	228 (10.2%)	240 (11.6%)	243 (12.5%)	239 (13.0%)	317 (10.8%)	371 (11.4%)	241 (10.0%)
15 - 24	692 (25.5%)	580 (22.5%)	689 (25.7%)	483 (21.6%)	404 (19.6%)	390 (20.1%)	321 (17.5%)	574 (19.5%)	605 (18.6%)	460 (19.0%)
25 - 34	495 (18.2%)	442 (17.2%)	425 (15.8%)	333 (14.9%)	293 (14.2%)	248 (12.8%)	204 (11.1%)	390 (13.2%)	492 (15.1%)	347 (14.4%)
35 - 44	391 (14.4%)	376 (14.6%)	330 (12.3%)	327 (14.6%)	316 (15.3%)	260 (13.4%)	253 (13.8%)	406 (13.8%)	451 (13.9%)	309 (12.8%)
45 - 54	402 (14.8%)	389 (15.1%)	380 (14.2%)	372 (16.6%)	305 (14.8%)	261 (13.4%)	295 (16.0%)	455 (15.4%)	476 (14.7%)	382 (15.8%)
55 - 64	301 (11.1%)	299 (11.6%)	321 (12.0%)	317 (14.2%)	304 (14.8%)	310 (16.0%)	309 (16.8%)	463 (15.7%)	494 (15.2%)	348 (14.4%)
≥65	119 (4.4%)	130 (5.0%)	139 (5.2%)	115 (5.1%)	149 (7.2%)	163 (8.4%)	163 (8.9%)	231 (7.8%)	248 (7.6%)	227 (9.4%)
年齡不詳 Unknown age	40 (1.5%)	59 (2.3%)	54 (2.0%)	63 (2.8%)	50 (2.4%)	67 (3.5%)	55 (3.0%)	111 (3.8%)	112 (3.4%)	101 (4.2%)
<b>總計</b> <b>Total</b>	<b>2 719</b> <b>(100.0%)</b>	<b>2 576</b> <b>(100.0%)</b>	<b>2 685</b> <b>(100.0%)</b>	<b>2 238</b> <b>(100.0%)</b>	<b>2 061</b> <b>(100.0%)</b>	<b>1 942</b> <b>(100.0%)</b>	<b>1 839</b> <b>(100.0%)</b>	<b>2 947</b> <b>(100.0%)</b>	<b>3 249</b> <b>(100.0%)</b>	<b>2 415</b> <b>(100.0%)</b>

註釋：(1) 由於數字經四捨五入，分項總和未必與總數相等。

Note: (1) Figures may not add up to the total due to rounding.

圖 3 2013 年及 2022 年按年齡劃分的涉及意外的騎單車者數字  
Chart 3 Number of cyclists involved in accidents by age, 2013 and 2022



3.3 過去 10 年間，在所有涉及意外的騎單車者中，每年約 80% 騎單車者涉及導致意外發生。在 2013 年至 2022 年間，「單車失控」和「不小心地駕駛單車」是涉及單車意外的騎單車者導致意外的主要因素。自 2016 年起，前者為一半或以上涉及意外的騎單車者導致意外的因素，而後者的相應比例亦維持在 20% 以上。（表 9）

3.3 In the past 10 years, among all cyclists involved in accidents, around 80% of them contributed to the accidents each year. Both “Lost control of bicycle” and “Careless cycling” were key cyclist contributory factors for cyclists involved in bicycle accidents during 2013 to 2022. The former was the cyclist contributory factor that accounted for at least half of the cyclists involved in accidents since 2016, while the corresponding proportion for the latter was consistently over 20%. (Table 9)

**表 9 2013 年至 2022 年按選定<sup>(1)</sup>的騎單車者因素劃分的涉及意外的騎單車者人數<sup>(2)</sup>**  
**Table 9 Cyclists involved in accidents by selected <sup>(1)</sup> cyclist contributory factor, 2013 to 2022<sup>(2)</sup>**

	(騎單車者) (Cyclists)									
選定的騎單車者因素 Selected cyclist contributory factor	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
單車失控 Lost control of bicycle	1 096 (40.3%)	1 201 (46.6%)	992 (36.9%)	1 144 (51.1%)	1 104 (53.6%)	971 (50.0%)	926 (50.4%)	1 523 (51.7%)	1 752 (53.9%)	1 288 (53.3%)
不小心地駕駛單車 Careless cycling	705 (25.9%)	595 (23.1%)	984 (36.6%)	502 (22.4%)	471 (22.9%)	469 (24.2%)	421 (22.9%)	653 (22.2%)	705 (21.7%)	546 (22.6%)
不專注地駕駛單車 Cycling inattentively	48 (1.8%)	40 (1.6%)	38 (1.4%)	49 (2.2%)	26 (1.3%)	49 (2.5%)	12 (0.7%)	54 (1.8%)	69 (2.1%)	89 (3.7%)
試圖避免相撞或為其他原故： 突然轉向/停車 To avoid collision or otherwise: swerving/stopping suddenly	122 (4.5%)	106 (4.1%)	92 (3.4%)	38 (1.7%)	32 (1.6%)	23 (1.2%)	31 (1.7%)	36 (1.2%)	33 (1.0%)	15 (0.6%)
沒有騎單車者因素 No cyclist contributory factor	586 (21.6%)	438 (17.0%)	465 (17.3%)	402 (18.0%)	367 (17.8%)	337 (17.4%)	382 (20.8%)	599 (20.3%)	601 (18.5%)	414 (17.1%)

註釋：(1) 只包括佔涉及意外的騎單車者比例相對較高的因素。

(2) 括號內的數字表示個別騎單車者因素佔所有涉及意外的騎單車者的百分比。

Notes: (1) Include only factors that accounted for a relatively larger proportion of cyclists involved in accidents.

(2) Figures in brackets represent the percentage shares of the respective cyclist contributory factor among all cyclists involved in accidents.

## 4. 其他參考資料

4.1 運輸署編製的道路交通意外統計載有更詳細的數字。用戶可以在運輸署網站（[https://www.td.gov.hk/tc/road\\_safety/road\\_traffic\\_accident\\_statistics/index.html](https://www.td.gov.hk/tc/road_safety/road_traffic_accident_statistics/index.html)）下載相關道路交通意外數據。

## 4. Further reference

4.1 More details on road traffic accident statistics are compiled by the Transport Department. Users can download the statistics from the website ([https://www.td.gov.hk/en/road\\_safety/road\\_traffic\\_accident\\_statistics/index.html](https://www.td.gov.hk/en/road_safety/road_traffic_accident_statistics/index.html)) of the Transport Department.