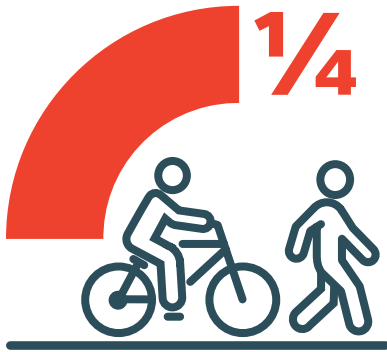


SAFER TOWNS AND CITIES

Towards Zero Action Plan 2020-2024

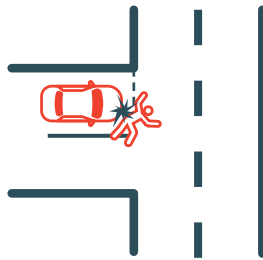
THE SITUATION: PEDESTRIANS AND CYCLISTS FACE HIGHER RISKS

Pedestrians and cyclists are vulnerable and represent one in four serious casualties in our major towns and cities.



WHERE AND WHEN

Almost 20% of pedestrian serious casualties occur at intersections.



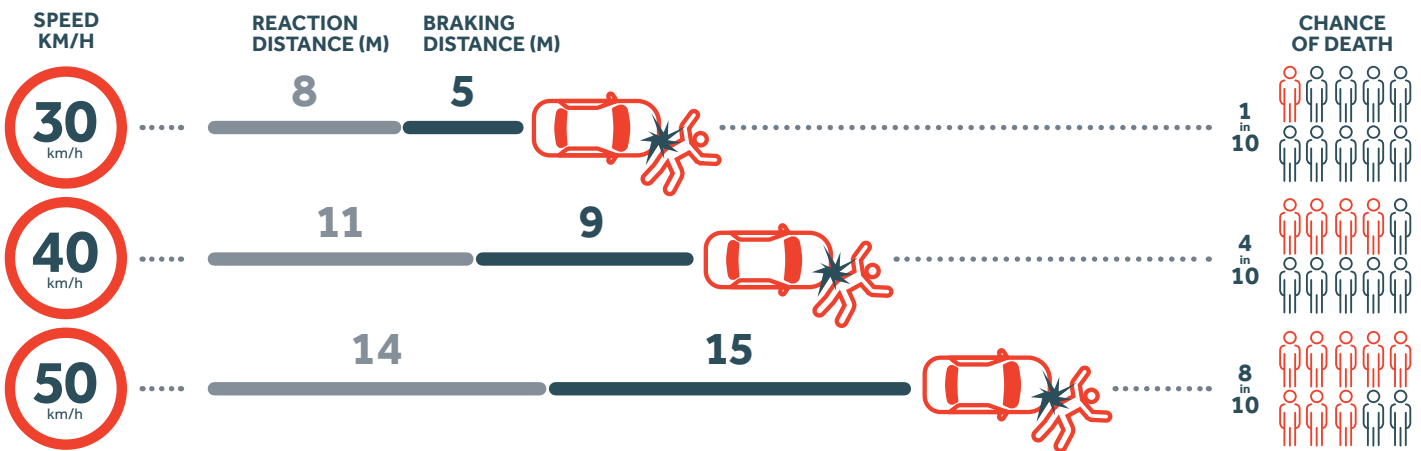
Three quarters of pedestrian serious casualties occur in speed zones of 60km/h and under.



80% of serious cyclist casualties occur in daylight hours.



VEHICLE SPEED, STOPPING DISTANCE AND CHANCE OF DEATH



Chance of death for pedestrians hit by vehicle travelling at 30km/h, 40km/h and 50km/h. Adapted from Austroads 2018.

*Stopping distances are for a light vehicle in dry conditions. Assumes a driver reaction time of one second.

ACTIONS FOR SAFER TOWNS AND CITIES

Infrastructure and speed govern the interaction between road users, and play an important role in determining road user safety. Infrastructure can contribute to reducing speeds and separating pedestrians and cyclists from motorised vehicles.

Traffic calming measures in low speed zones discourage drivers from exceeding the speed limit. Enforcement also has a role to play where engineering measures alone are insufficient to bring drivers to safer speeds.

30km/h zones supported by traffic calming



Traffic calming



Safe pedestrian crossings and footpaths



Separate cycling paths



Improved enforcement

