What happens when vehicles travel more slowly in areas with lots of pedestrians and bike riders?

1. FATALITIES AND SERIOUS INJURY REDUCE

- **Reduction of mean speed by 10%**
- 20% reduction in injury crashes
- 40% decrease in fatal crashes
- 57-70% reduction in deaths and serious injuries for walkers and bike riders

<table>
<thead>
<tr>
<th>Vehicle Speed (km/h)</th>
<th>Risk of fatality to pedestrian</th>
</tr>
</thead>
<tbody>
<tr>
<td>50</td>
<td>87%</td>
</tr>
<tr>
<td>30</td>
<td>30%</td>
</tr>
</tbody>
</table>

Reducing speed limits in parts of England to 32 kph (20 mph)

2. STREET ENVIRONMENTS IMPROVE

- 20% reduction in injury crashes
- 40% decrease in fatal crashes
- 57-70% reduction in deaths and serious injuries for walkers and bike riders

3. MINIMAL IMPACT ON TRAVEL TIMES

For 1km travelled

- Lower vehicle speeds are associated with a safer (both perceived and actual), more welcoming environment, creating somewhere that people walk and ride their bike, spend more time, and enjoy the health and economic benefits that the area brings.
BENEFITS OF LOWER SPEED LIMITS IN HIGH ACTIVITY AREAS AND LOCAL ACCESS STREETS

What has happened in the past?

In 1999 the default urban speed limit was reduced from 60 km/h to 50 km/h in Australia. The reduction in the number of crashes were:

<table>
<thead>
<tr>
<th>Region</th>
<th>Reduction in all crashes</th>
<th>Reduction in Casualty Crashes</th>
<th>Reduction in injuries to pedestrians</th>
</tr>
</thead>
<tbody>
<tr>
<td>New South Wales</td>
<td>25%</td>
<td>22%</td>
<td>NA</td>
</tr>
<tr>
<td>Regional Queensland</td>
<td>14%</td>
<td>8%</td>
<td>NA</td>
</tr>
<tr>
<td>South East Queensland</td>
<td>22%</td>
<td>23%</td>
<td>NA</td>
</tr>
<tr>
<td>South Australia</td>
<td>NA</td>
<td>23%</td>
<td>NA</td>
</tr>
<tr>
<td>Victoria</td>
<td>12%</td>
<td>13%</td>
<td>25-40%</td>
</tr>
<tr>
<td>Western Australia</td>
<td>20%</td>
<td>21%</td>
<td>51%</td>
</tr>
<tr>
<td>Average</td>
<td>19%</td>
<td>18%</td>
<td>NA</td>
</tr>
</tbody>
</table>

School zones (40 km/hr) speed limit during school pick up and drop off times in NSW has resulted in:

- All pedestrian casualties reduced by 45%*
- Pedestrian casualties for ages 5-16 reduced by 46%*

*(compared to a reduction of 35% outside the school zones).  

Cycling and Walking Australia and New Zealand (CWANZ) is the Australasian lead reference group for walking and bike riding on transport and recreation networks. Members include senior and executive level leaders from all Australian state and territory transport agencies, New Zealand Transport Agency, local government representatives and leading representative organisations for walking, cycling, health and mobility.

info@cwanz.com.au. A full list of sources is available @ www.cwanz.com.au. The views and opinions expressed in this factsheet do not necessarily reflect those of any member of CWANZ. Although reasonable efforts have been made to ensure that the contents of this publication are factually correct, CWANZ does not accept responsibility for the accuracy or completeness of the contents.
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References

2 ITF (2018), Ibid.
3 Steer Davies Gleave (2014) Research into the impacts of 20mph speed limits and zones: London Borough of Merton on behalf of LEDNet,
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