

SAFETY

Research has repeatedly shown that the more people walking or riding a bike, the safer it is for everyone. Reducing the number of cars and speed limits in built-up areas reduces the risk of death or injury to our most vulnerable road users. Growth in cycling is best achieved through separated cycle lanes and reduced speed limits.



SAFETY IN NUMBERS

As the amount of people who walk or ride a bike doubles, the **being injured or killed by a vehicle drops** by a third.^{1,2}



SAFETY BY DESIGN

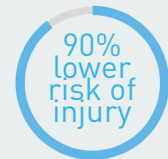
People walk more often in neighbourhoods that are **connected, feel safe through infrastructure, and are well-maintained**^{3,4,5}



Infrastructure design supports safety outcomes by separating vulnerable road users from motorists

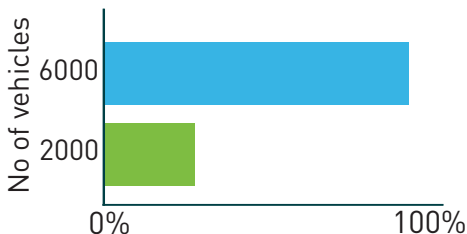


Dedicated cycle paths reduce the risk of injury to bike riders by nearly 90%.^{6,7}



SAFETY THROUGH FEWER VEHICLES

Risk to bike riders on a given route⁹

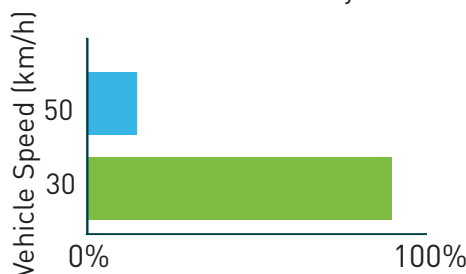


Risk to bike riders



SAFETY FOR PEDESTRIANS

Among the reasons that people don't walk more often is because they don't feel safe and traffic is too heavy¹⁰



Pedestrian survival rates⁸



SAFETY FOR BIKE RIDERS

Speed and volume of traffic, and aggression from other road users, are reasons women don't ride their bikes.^{10,11}



Risk of injury to bike riders

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.

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References



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