Europe: Implementing 30km/h

20’s Plenty Conference | 7 December 2023
ROAD SAFETY PROGRESS 2012-2022

- EU27: -9%
- EU22: -11%
## Road Traffic Fatalities in Urban Areas in the EU (2021)

<table>
<thead>
<tr>
<th>Road User Type</th>
<th>PEDESTRIAN</th>
<th>BICYCLE</th>
<th>MOPED</th>
<th>MOTORBIKE</th>
<th>CAR</th>
<th>LORRY (&lt;3.5T)</th>
<th>HEAVY GOODS VEHICLE (&gt;3.5T)</th>
<th>BUS OR COACH</th>
<th>OTHER VEHICLE/UNKNOWN</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrians</td>
<td>1635</td>
<td>26</td>
<td>15</td>
<td>98</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2538</td>
</tr>
<tr>
<td>Cyclists</td>
<td>1127</td>
<td>4</td>
<td>19</td>
<td>11</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1010</td>
</tr>
<tr>
<td>Moped Riders</td>
<td>861</td>
<td>0</td>
<td>4</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>283</td>
</tr>
<tr>
<td>Motorcyclists</td>
<td>243</td>
<td>8</td>
<td>3</td>
<td>51</td>
<td>539</td>
<td>95</td>
<td>65</td>
<td>11</td>
<td>32</td>
<td>1213</td>
</tr>
<tr>
<td>Car Occupants</td>
<td>680</td>
<td>13</td>
<td>3</td>
<td>2</td>
<td>7</td>
<td>581</td>
<td>150</td>
<td>129</td>
<td>37</td>
<td>1127</td>
</tr>
<tr>
<td>Lorry (&lt;3.5T) Occupants</td>
<td>30</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td></td>
<td>30</td>
<td>14</td>
<td>15</td>
<td>2</td>
<td>145</td>
</tr>
<tr>
<td>Heavy Goods Vehicle (&gt;3.5T) Occupants</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td>3</td>
<td>1</td>
<td>14</td>
<td>1</td>
<td>49</td>
</tr>
<tr>
<td>Bus or Coach Occupants</td>
<td>6</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td></td>
<td>6</td>
<td>1</td>
<td>1</td>
<td>3</td>
<td>24</td>
</tr>
<tr>
<td>Other/Unknown</td>
<td>173</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>64</td>
<td>15</td>
<td>10</td>
<td>2</td>
<td>346</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>2538</td>
<td>134</td>
<td>317</td>
<td>867</td>
<td>232</td>
<td>2321</td>
<td>867</td>
<td>629</td>
<td>167</td>
<td>346</td>
</tr>
</tbody>
</table>

Methodological note: the data cover fatalities in single-vehicle crashes and crashes involving one or more traffic units. For the majority of fatalities, the main vehicle is involved in the crash. For multi-vehicle crashes, the ‘main vehicle’ is the heaviest of the vehicles involved and this tends to be responsible for most injuries. As a result, the figures in each column likely underestimate the number of cases a particular vehicle was involved in a crash. Source: EU CARE data.


- **1635** Pedestrians killed by car
- **1127** Single vehicle collisions
- **66% VRUs**
Safe speed limits

In 26 out of 27 EU member states the standard speed limit on urban roads at all times is **50km/h**

According to the Safe System, on urban roads where vulnerable road users mix with motorised traffic, the speed limit should be **30km/h**
35% and 75% of vehicle speeds in urban areas are higher than the speed limit
Speed management: a combination of measures

- Safe and credible speed limits, that match the road function
- Traffic calming, self-explaining/enforcing infrastructure
- Enforcement and Campaigns
- Vehicle technologies:
  - ISA Intelligent Speed Assistance
  - AEB (Automated Emergency Braking)
Spain (May 2021)

• 30 km/h is the default speed limit on single-lane urban roads in Spain
• Deaths from collisions in cities decrease by 20% (2019-2022)
• Significant decreases for vulnerable road users
• Same decreases not seen outside urban areas
The Netherlands

• 30km/h is the *leading principle* when assessing speeds in urban areas (but not the default limit).

• Despite 50km/h being the default speed limit in urban areas, 70% of streets have a speed limit of 30 km/h.

• ‘Woonerf’ – low traffic neighbourhoods with 15km/h limit
Cities as road safety champions? Bilbao

Bilbao (September 2020)

• First city with over 300,000 inhabitants to introduce 30km/h limit
• Focus on improving citizen’s health
• Results after more than a year – fewer collisions, fewer injuries, fewer deaths, fewer pedestrians injured (-39%)
• Formed part of Sustainable Urban Mobility Plan (SUMP)
• Pedestrianised old town and added network of cycle paths
Brussels (1 January 2021)

• Default 30km/h on roads
• Vision to have zero traffic deaths by 2030
• Legal framework
• Saw immediate reduction in average speeds which continued in 2022. Also, at all times of day.
• Investing in speed cameras
Cities as road safety champions? Brussels

Lessons learnt from Brussels:
• Determine which streets to keep at 50 or 70 km/h
• Consider the speed of public transport (buses, trams)
• Communicate and build support for the measure
• Adapt infrastructure (traffic signs & markings)
• Introduce appropriate controls and sanctions
• Evaluate
• Don’t wait until everything is perfect
• Show the difference (quickly)
Cities as road safety champions? Paris

**Paris** (30 August 2021)
- 30km/h limit on the majority of the city’s roads
- Aim is to improve safety and reduce noise
- 60% of Parisian streets were already at 30km/h
- 59% of Parisians support the reduced speed limit
- Average speed is down ↓
Cities as road safety champions? Helsinki

Helsinki (in 2004 and extended in 2019)

- 30km/h on residential streets in city centre
- 40km/h on main streets in the inner city
- 2019 no pedestrians or cyclists killed in the city
- Improving the safety of pedestrian crossing
- Traffic control cameras play a role
CITIES AS ROAD SAFETY CHAMPIONS? AMSTERDAM

**Amsterdam** (8 December 2023)
- 30km/h to apply to 80% of Amsterdam’s roads
- Expect 20-30% reduction in serious crashes
How governments can help

• Involve city representatives in national road safety strategies
• Encourage local authorities to adopt 30 km/h zones supported by appropriate infrastructure
• Encourage cities to apply safe infrastructure design guidelines
Funding

• Funds for urban mobility should comply with road safety standards
• Specific funds to support priority measures such as 30 km/h zones
Modal priority

Modal priority based on vulnerability of road users can improve road safety in cities.
CITIES CAN BE ROAD SAFETY LEADERS.
THE WAY FORWARD:

- Reduced motorised traffic with improved access and easier use of public transport
- Safe and convenient walking and cycling infrastructure
- Public procurement of safe vehicles
- Integrating road safety in Sustainable Urban Mobility Plans
- Local road safety targets and strategies
- 30 km/h zones supported by appropriate infrastructure
THANK YOU!

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