



Trendsetter cities for a 20mph speed limit

AT Austria

Road traffic regulation from 1960 allows for urban speed limits lower than 50 km/h, under certain conditions: on parts of a street for reasons of safety and traffic fluidity, in a whole municipality for safety, environmental and "other important reasons".

Ansfelden	15.600 residents	whole municipality, except main roads
Axams	5.600 residents	several 30 km/h zones in the local road network
Bad Ischl	14.000 residents	whole municipality, except a major road; implemented 2014
Birgitz	1.300 residents	several 30 km/h zones in the local road network
Dornbirn	47.000 residents	whole municipality, main roads excluded, comprehensive campaigns for awareness raising (in 2005 and following period)
Feldkirch	32.000 residents	30 km/h on all minor roads, members of Green party proposing to additionally bridge some gaps near kindergardens and schools (2014)
Götzens	4.000 residents	several 30 km/h zones in the local road network
Graz	276.500 residents	first city in Europe implementing 30 km/h in the whole of the municipality (main roads excluded), introduced in 1992; comprehensive scientific evaluation; first project called "space for people" (aiming at reducing the dominance of cars in the city centre) already in 1984 . Has 200km at 50km/h, 800 km at 30 km/h
Grinzens	1.300 residents	several 30 km/h zones in the local road network
Klagenfurt	98.000 residents	several 30 km/h zones in the local road network
Kronstorf	3.200 residents	whole municipality, except main roads
Leoben	24.700 residents	whole municipality, except main roads
Mödling		2003 introduced in the whole city, except main roads
Mutters	2.000 residents	several 30 km/h zones in the local road network
Natters	1.800 residents	several 30 km/h zones in the local road network
Salzburg	148.300 residents	many 30 km/h zones in the local street network, currently under extension; additional measures such as pedestrian zones and special "promenades"
St. Pölten	52.100 residents	several 30 km/h zones in the local road network
Wien	1.794.800 residents	first 30 km/h zones for safety reasons, introduced since late 80-ies. Has developed a Masterplan and a Traffic Safety Programme committing to implement 30 km/h in all residential zones of the city. Already implemented on 1400 km, equalling ca 75% of the city's road network.
Wiener Neustadt	43.000 residents	90% of road network with 30 km/h, mostly implemented in the 90-ies



BE Belgium

Legislation since 1988, allowing municipalities to implement 30-km/h zones, but only few made use of it. Having 30 km/h zones in front of schools is quite common though. A Belgian network "Ville à 30" has been established and there are a couple of pioneer cities today

Antwerp	507.900 residents	30 km/h in the city centre, since 2011. Equals ca 45% of the whole street network. Whole municipality is intended to be changed into 30 km/h zone, except arterial roads. This will equal 95% of all roads.
Ath	28.400 residents	30 km/h in the centre of municipality
Bruges	117.600 residents	30 km/h in the centre of municipality
Brussels	1.138.900 residents	A couple of measures already implemented, and additional

		measures under planning (70% of road network, proposed in development plannings). Quaters "Schaerbeek" and "Jette" also with 30 km/h zones. Planned: 30 km/h in the city centre ("Pentagon"), except arterial roads.
Ciné / Ciney	15.900 residents	Wide 30 km/h area in the city centre, since 2011.
Courtrai / Kortrijk	75.100 residents	30 km/h in the centre of municipality, since 2009
Ghent	249.000 residents	30 km/h in the city centre, since late 90ies, also wide pedestrian zone.
Hasselt	75.600 residents	30 km/h in the centre of municipality, since 2003
Jalhay and Solwaster	8.400 residents	30 km/h on all local roads (among the first municipalities which introduced 30 km/h in Belgium. Mountain municipalities with narrow roads, lack of footways)
Leuven	97.700 residents	30 km/h in the centre of municipality, since 2011
Marche-en-Famenne	17.400 residents	30 km/h in the centre of municipality
Mons	94.000 residents	30 km/h in the centre, among the first cities introducing 30 km/h in the late 90ies; additional measures for traffic calming; measures to prioritise bicycles
Namur	108.700 residents	wide 30 km/h zone in the city centre, since 2011



CH Switzerland

Legislation allowing for 30-km /h zones since 1989 (40-km/h zones before, plus legislation about signalling also allowing for lower speed limits for safety reasons, since 1975). Many cities introduced 30 km/h zones from 1989 on. Ca 38% of Suisse citizens are living in 30 km/h zones today. The "Ville à 30" network has members in Switzerland.

Basel	174.400 residents	many 30 km/h zones, expansion to main roads since 2013
Bern	128.800 residents	30 km/h in nearly all residential quarters. Expansion to main roads since 2013. "Berner Modell": a standardised procedure to implement traffic calming on roads, goal: "coexistence, no predominance in road traffic"; additional projects for traffic calming in the county, like in Köniz and Zollikofen
Disentis/Muster	2.300 residents	Wide 30 km/h areas, including two through roads; got 1. merit award by „Fussverkehr Schweiz“ in 2011.
Genf	191.600 residents	Member of "Ville à 30", with several 20km/h and 30 km/h zones. 30 km/h zones are to be extended to the whole city (except main roads and a few areas)
Köniz	39.800 residents	first 30km/h introduction in 1996; 30 km/h in the city centre, including a main with heavy traffic in the city centre. Pilote project with different traffic calming measures since 2006, with great acceptance and widespread positive response.
Lausanne	132.600 residents	30 km/h in nearly all residential quarters
Luzern	80.500 residents	30 km/h was implemented without major physical changes on the road infrastructure. First zone in the mid-nineties, most residential roads with 30 km/h, today; additional measures planned in order to close gaps in the network.
Münsingen	11.500 residents	30km/h implemented in two residential areas, "Ortsteil West" and "Bärenstutz/Sonnhalde" , third area is just being implemented; plannings to implement 30 km/h in all residential areas
Neuchatel/Neuenburg	33.600 residents	30 km/h on all urban minor roads, roundabouts and traffic-calmed streets with children allowed to play were setup in order to ensure compliance.
Olten	17.300 residents	30 km/h in all residential quarters, plus shared-space area
Renens b. Lausanne	20.100 residents	30 km/h in the whole municipality, implemented simultaneously, at the end 2010. Exception on arterial roads; comprehensive campaigns for awareness raising,

		several physical changes to the roads.
Sion	33.000 residents	first three 30km/h zones were implemented in the 90ies; major parts of the city with 30 km/h (13% plus 1% 20 km/h plus a pedestrian zone)
St. Gallen	74.600 residents	Tempo 30 in about 20 residential areas, which equals two thirds of all residential areas; more limits implemented when deemed necessary; one implementation project was stopped by a referendum, another because of a court sentence.
Winterthur	105.700 residents	30 km/h in most residential quarters, local authorities motivates citizens to apply for more zones
Zollikon	12.300 residents	member of "Ville à 30", approval by up to 90% of residents. Municipality managed to make the streets "ready for 30 km/h" within a few months, campaign was awarded a prize by the Swiss Council for Accident Prevention (2004)
Zürich	404.800 residents	successive measures for noise reduction, for 28 years; first 30 km/h zone in 1989, followed by many more zones; pilote project "Kalchbühlstraße - noise remediation through 30 km/h?". Extension of 30 km/h to main roads since 2013



DE Germany

The first 30 km/h zone ever was implemented in the German city Buxtehude, as a part of a pilote project investigating traffic calming measures. Many German 30 km/h zones count at night times only.

Bad Dürkheim	12.600 residents	first decision for 30 km/h in the whole municipality in 1989
Bad Wörishofen	14.700 residents	implementing 30 km/h in the whole city centre; lawsuit with superior administration in order to be able to implement it.
Berlin	3.452.900 residents	many zones with 30 km/h at night, pilote project to investigate reduction of traffic noise in 1999/2000; pilote project "Beusselstraße" (following residents' lawsuit)
Bielefeld	330.000 residents	30 km/h in about half of all residential areas, trial planned with main roads;
Bodenmais	3.300 residents	health resort, well-known for its healthy climate; 30 km/h in residential quarters was implemented after guests had complained repeatedly about speeding; 30 km/h extended to main roads since 2010
Bremen	548.600 residents	Wide parts of the city with 30 km/h limits; plannings to more and more include main roads (24 sections under discussion)
Bremerhaven	108.800 residents	several wide 30 km/h zones
Buxtehude	39.800 residents	first 30 km/h zone ever, implemented in November 1983; exercised several comprehensive studies covering noise reduction, air pollutants, urban green, accidents, acceptance among business people
Denzlingen	13.400 residents	30 km/h in almost area-wide (except main road). One road was reallocated in order to make implementation of 30 km/h possible (2013)
Dresden	530.800 residents	30 km/h zones in residential areas, pilote project for 30 km/h on main roads, interesting scientific studies
Freiburg	220.300 residents	in 80-ies and 90-ies: 30km/h in residential areas; 400 km of the 580 km network are 30 km/h zones; new: extension to nearly all main roads under discussion
Göttingen	117.000 residents	30 km/h in the city centre, additionally on 8 main roads; a pilote project with 30 km/h in the whole municipality currently under discussion (legal problems due to German legislation)
Hamburg	1.746.300 residents	first concept for 30 km/h in 1983, 500 zones with 30 km/h already in 1987
Hannover	518.400 residents	30 km/h in the whole city centre, implemented in 2009,

		based on an initiative of local green party
Heidelberg	152.100 residents	30 km/h in residential areas since mid-90ies
Herzogenrath	46.500 residents	30 km/h in all residential areas, introduced in 1991
Hilden	54.800 residents	30 km/h in all residential areas, introduced in 1991
Karlsruhe	299.100 residents	vast areas of the city with 30 km/h zones (about two thirds)
Köln	1.034.200 residents	first major city in Germany with more than 50% of the municipality area with 30 km/h zones
Magdeburg	231.000 residents	introduction of numerous 30 km/h zones since about 1995
Memmingen	41.800 residents	first seven zones with 30 km/h implemented in 1986; today 23 zones including the whole historic centre
Meschede	30.100 residents	30 km/h in the whole city centre, introduced in September 2013
München	1.407.800 residents	1988 first zone with 30 km/h ("Siedlung am Lerchenauer See"), about 80% of road network with 30 km/h in 2012 (with 30% of the traffic)
Münster	299.700 residents	30 km/h in all residential areas (> 150 areas, 75% of the road network); main roads not included
Neuenburg am Rhein	12.042 residents	30 km/h on all urban minor roads, roundabouts and traffic-calmed streets, where children are allowed to play, were set up as traffic-calming measures to ensure compliance.
Plankstadt	10.000 residents	good results after implementation of 30 km/h on the main thoroughfare, the main road was downgraded to local road in order to make the implementation possible
Solingen	155.800 residents	30 km/h in various residential areas
Stuttgart	604.300 residents	30 km/h on about 85% of residential roads, plus main road ("Schickhardstraße" and "Schwabtunnel")
Ulm	119.200 residents	30 km/h in several parts of the city
Wernigerode	33.500 residents	30 km/h on all residential roads of the city centre, inclusion of main roads planned
Winterberg	12.800 residents	30 km/h in the city centre and on thoroughfares of neighbouring communities, pilote project in 2013
Wülfrath	20.900 residents	30 km/h in the city centre
Wuppertal	345.000 residents	30 km/h on two thirds of the city, most of them since 1992

ES Spain

New legislation for 30 km/h in the majority of Spanish cities. Implementation to be finalised.



Ansoáin	101.000 residents	30 km/h on all roads since 2008; member of the network "Ciudades 30 km/h"
Barcelona	1.602.400 residents	introduction of 30 km/h zones since 1987; 2010: 300 km with 30 km/h; 46% of the roads are pedestrian zones
Irún	61.500 residents	30 km/h on the majority of the roads since 2013; member of the network "Ciudades 30 km/h"
Pontevedra	83.000 residents	30 km/h in the whole city since 2009, city received the Price for safe Mobility from Spanish Directorate General for Transport in 2011; was estimated to be among the 5 most safe cities worldwide in a study in 2014
Vitoria Gasteiz	242.100 residents	A traffic calming campaign converted streets into "slow streets", with speed limits of 20 and 30 km/h;

FI Finland

Different speed limits in winter and summer.



Helsinki	621.000 residents	40 km/h zones and first 30 km/h zones were introduced in 1987. Extension of 30 km/h zones since 1990. City reduced 50 to 40 km/h, and 40 to 30 km/h in 2004. Two thirds of road network with 30 km/h limits today.
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FR France

Decree of 29.11.1990: Local authorities may implement measures for traffic calming in their quarters. The city of Fontenay aux Roses announced to become a "Ville à 30" in 2005. This became the name of a network "Ville à 30" (active in France, Belgium and Switzerland)

Angers	50.000 residents	"Ville à 30" since 2012, first French big city with majority of roads with 30 km/h, additionally wide pedestrian zones
Aytré	9.000 residents	"Ville à 30" since 2010, whole city centre with 30 km/h
Bougival	8.000 residents	"Ville à 30" since 2011
Chambéry	58.000 residents	30% of all roads with 30 km/h
Clamart	52.000 residents	"Ville à 30" since 2010, first measures for traffic calming in end of 2002/beginning 2003; decision to implement 30 km/h on all local roads in 2008 (except arterial roads)
Fontainebleau	14.900 residents	"Ville à 30", 30 km/h in the whole city, except arterial roads since 2010
Fontenay-aux-Roses	23.000 residents	"Ville à 30" since 2005 (Initiator), whole city centre with 30 km/h
La Roche Blanche	1.100 residents	75% of the local road network with 30 km/h (ca 4 km), decision to further extend 30 km/h
Lorient	58.000 residents	"Ville à 30" since 2007, 90% of the road network with 30 km/h since 2009
Lyon	496.300 residents	30 km/h zone since 1999
Melun	5.000 residents	30 km/h in the whole municipality, except arterial roads since October 2013
Metz	119.600 residents	goal: reduce speed in the whole municipality: 30 km/h in the city centre and around schools and shopping centres etc; first pedestrian zones in 1973, first 30 km/h zone since 1991; Mix with 30 km/h zones, pedestrian zones and shared-space zone today
Millau	22.000 residents	about 40% of the roads with 30 km/h, one additional 20 km/h zone
Mouants-Sartoux	10.400 residents	local roads with 30 km/h (decided on in 2013), also sharedspace zone
Nantes	291.600 residents	has developed strategical planning for traffic calming und for a city of short ways
Nogent-sur-Marne	30.000 residents	"Ville à 30" since 2006, whole city (centre?) with 30 km/h
Paris	2.240.600 residents	expansion of 30 km/h zones from 70 to 100 since summer 2013; additionally implementation of 30 km/h on several grand avenues; city developed programme "share the streets" (including 560 km equalling one third of the whole road network; new planning published in April 2015 including a budget of 30 million Euro in order to implement new concepts with 30 km/h
Ploeren	6.000 residents	30 km/h in the whole of the city (centre?); decision in 2003
Rennes	213.000 residents	36% of the road network are currently 30 km/h zones. Plannings to implement 75% with 30 km/h by 2020.
Sceaux	20.000 residents	first 30 km/h zone in 1995; "Ville à 30" since 2007 when several 30 km/h zones were implemented; expansion (to the whole city?) since that time, implementation is very popular among residents
Strasbourg	274.400 residents	Wide parts of the city centre were converted into a bikefriendly and traffic-calmed area, with numerous 30 km/h areas. Plannings to implement 30 km/h in the whole city could not be realised due to a local referendum opposing. Further implementation projects are therefore being introduced on a step by step basis.
Villecresnes	10.000 residents	"Ville à 30" since 2009, whole city (centre?) with 30 km/h



IE Ireland

Road Traffic Act 2004 allowing councils can set 30km/h speed limits in areas deemed to be appropriate, for example, where there is a high concentration of vulnerable road users, especially children and/or there is evidence of road collisions in which vulnerable road users were involved.

Dublin	527.700 residents	city centre (shopping centre and business centre) with 30 km/h, plus many roads near situated schools, since 2006
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IT Italy

Legislation allowing for traffic calming measures in 1989 (zona a traffico limitato). Legislation with 30 km/h for all city centres except arterial roads currently under discussion. This proposal was made by the association of Italian communities.

Arco	17.200 residents	30 km/h in the whole municipality, first "Ville à 30" in Italy
Bologna	384.200 residents	city centre "zona a traffico limitato"
Ferrara	133.400 residents	city centre "zona a traffico limitato"
Firenze	377.200 residents	city centre "zona a traffico limitato"
Livorno	160.500 residents	city centre "zona a traffico limitato"
Milano	1.324.200 residents	30 km/h in the city centre, since March 2015
Padua	209.700 residents	city centre "zona a traffico limitato"
Pisa	88.600 residents	city centre "zona a traffico limitato"
Roma	2.863.300 residents	30km/h and pedestrian zones in the city centre



LUX Luxembourg

30 km/h may be implemented even on national roads, according to new legislation (2015). Since the new legislation went into power, several municipalities have started plannings to introduce 30 km/h.

Echternach	5.300 residents	several 30 km/h zones already implemented, actually expanding the zones on a large scale
Esch sur Alzette	33.000 residents	30 km/h in residential areas since 1995
Luxemburg	111.000 residents	30 km/h in residential areas since 2014, introducing additional areas successively since ca 2010



NL Nederlande

The Netherlands are regarded as country where traffic calming measures were "invented". (City of Delft, where the first "Woonerf" (living street, with traffic calming) was implemented at the beginning of 70ties. Legislation says that urban residential roads should have 30 km/h maximum, and cities may introduce special 30km/h zones in order to prevent transit. About 50% of Dutch road network are having 30 km/h speed limits. Main tools to implement traffic calming are building measures and concepts of city planning, with just a few signalling or other measures.

Amsterdam	809.800 residents	many 30 km/h zones
Den Haag	508.300 residents	65% of urban roads with 30 km/h



PL Poland

Danzig	462.000 residents	about 50% wide 30 km/h area in the city centre, program for implementations since 2010, pedestrian zones
Lodz	708.600 residents	has programme for 30 km/h in a wide range of areas
Poznan	546.800 residents	currently implementing 30 km/h in a wider range



SE Sweden

The main Swedish policy goal in the field of mobility and transport is "Vision Zero" (no dead or severely injured); use of 30 km/h speed limits in urban areas was made possible in 1972. Municipalities can decide to implement 30 km/h themselves, since 1998. This has considerably accelerated the implementation. 2000-3000 km of 30 km/h limits are currently in function.

Göteborg	533.300 residents	was among Swedish cities with most road accidents, in the 80ies, decided on ambitious goal for further traffic policy: We want to become one of the safest cities in Sweden. This was achieved in an amazing way with 30 km/h and traffic calming playing a major role.
Stockholm	1.400.000 residents	30 km/h on all residential streets since 2004. Stockholm was one of the first cities in Europe to introduce the 30 km/h limit in a wider range.

SV Slovenia



Ljubljana	266.544 residents	mix of 30 km/h 30 zones and pedestrian areas implemented in recent years
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UK United Kingdom



In December 1990 the Department of Transport issued Circular Roads 4/90 which set out guidelines for the introduction of 20mph speed limits; first 20mph zones were implemented in 1991, in Sheffield, Kingston upon Thames and Norwich. The country where the most successful local campaigns for 30 km/h have been running. 51 communities have already implemented 30 km/h in their residential roads, with 13.500.000 people there. Ten more cities have committed themselves to implement 30 km/h, soon. This means that about 20% of the British citizens are living in 30 km/h zones or will be living in one soon. The cities selected for the list can be regarded as role models. First discussions about introducing 30 km/h as national standard speed limit. When proposing 20 mph zones, local authorities are legally required to consult with relevant stakeholders such as the emergency services, local residents and organisations representing road users.

Bath	86.000 residents	first activities to implement wider 20mph zones in 2011; the wide 20mph zones have been rolled out; they are regarded as very popular measures.
Brighton & Hove	273.400 residents	introduction of 20mph on residential and shopping roads of the city centre on 2013; further 20mph measures introduced depending on wishes of residents, since 2014
Bristol	432.451 residents	two pilot projects with 20mph in 2010, with 80% acceptance among residents. Continuous expansion of 20mph zones, completed in September 2015. Innovative: car drivers are invited to participate in "speed awareness course".
Calderdale	200.000 residents	30% of roads already with 20 mph. The government decided to run a "Total 20" campaign and will have 20mph on nearly all residential roads by 2017
Cambridge	122.700 residents	wide areas of the city with 20mph, additional pedestrian areas.
Edinburgh	487.500 residents	first pilot project for 53 km of the road network in 2012, without physical traffic calming. Acceptance: 75% of inhabitants lead to decision to implement 20mph on 80% of the road network (including the whole city centre). Expected to be implemented in 2016/2017.
Grafschaft Hampshire	1.330.200 residents	county; 12 residential areas with 20mph since 2013/2014; currently under evaluation
Kingston upon Hull	250.000 residents	20 mph on a quarter of their roads,

Lancashire County	1,45 million residents	a wide range of 20 mph zones throughout the county
Liverpool	473.000 residents	20mph on 70% of all residential roads
London	8.416.500 residents	First 20-mph-zones introduced in London borough Kingston upon Thames in 1990/1991, increasing number since, with 339 zones in 2007/2008. Planning: 70% of residential roads and shopping roads due to become 20mph roads within 4 years, 25% already implemented, with Islington, Camden and City of London leading;
London borough Camden	225.000 residents	borough-wide speed-limit since 2013
London borough Islington	206.300 residents	20 mph on all residential roads, since march 2010
London borough Southwark	302.500 residents	20 mph on all residential roads, plus a few "red roads", which are managed by Transport for London (TfL)
London borough Waltham Forest	262.500 residents	20 mph on all residential roads plus major roads with many pedestrians is currently being implemented, last zones are intended to be introduced by April 2016
Manchester	510.772 residents	20 mph in all residential areas
Middlesbrough	130.000 residents	area-wide 20-mph-,ist adopted in 2011 and implemented within two years, 30 mph on major roads
Newcastle-upon-Tyne	279.100 residents	20mph on residential roads (equalling 75% of the road network), implemented in 2010 and 2011
Oxford	150.200 residents	20 mph in all residential areas, since Sep 2009
Portsmouth	206.836 residents	first British city with wide 30 km/h limits on all residential roads, without traffic calming methods. (since May 2008). 1,200 roads with 20mph
Sheffield	564.000 residents	first 20 mph zone in 1990; commitment to roll out area-wide 20mph limits as part a city-wide review of signage in 2011, about one third implemented
Warrington	202.700 residents	whole municipality with 20 mph
Wigan	87.000 residents	20 mph in all residential areas, implemented April 2013 until December 2014
York	197.800 residents	whole municipality with 20 mph

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