

# What if your city had ....

- 50% road crashes,
- 90% killed or severely injured,
- 9 dB(A) permanent traffic noise,
- 26 dB(A) noise when cars are passing by,
- 50% NO<sub>x</sub> emissions,
- 33% PM<sub>10</sub> emissions

?

# What if your city had ....

- 50% road crashes, [Switzerland](#),
- 90% killed or severely injured,  
[Kingston upon Hull](#)
- 9 dB(A) permanent traffic noise, [Gothenburg](#),
- 26 dB(A) noise when cars are passing by,  
[Darmstadt](#),
- 50% NO<sub>x</sub> emissions, [Buxtehude](#),
- 33% PM<sub>10</sub> emissions, [Mol.](#)



# Many love 30 km/h but are afraid of implementing it

- Controversial issue, strong & loud opponents,
- Assumed lack of acceptance,
- controversial effects assumed; assumed poor knowledge about outcomes, assumed poor scientific evidence

# Who is NOT afraid of 30 km/h?

150 municipalities in Europe

15 countries: Austria, Belgium, Finland,  
France, Germany, Ireland, Italy,  
Luxemburg, Netherlands, Poland,  
Slovenia, Spain, Sweden, Switzerland,  
United Kingdom

First results published on [www.30kmh.eu](http://www.30kmh.eu)

# Effects of 30 km/h on number and severity of crashes

## Large scale studies / longtime studies on safety

Place	Number of crashes	Injured	Killed and seriously injured
<b>Switzerland</b> (2000) (whole of Switzerland, 30 zones with 30 km/h; 3-6 years before - after implementation; 2000) - all zones - cities - rural municipalities	- 15 % - 3,8 % - 28,8%	- 27,5% - 14,5% - 45,5%	„Severity of crashes has decreased considerably.“
<b>Switzerland, Canton Grisons</b> 30 zones with 30 km/h	nearly - 50 %		
<b>UK Scotland</b> (2001)		- 42%	- 59%
<b>United Kingdom</b> 56 villages (2000)		-20% to -25%	- 52%
<b>United Kingdom</b> (1996)		- 60%	
<b>United Kingdom London</b> 20 years (1986-2006)	- 37,5%	-41,9%	- 44,2%

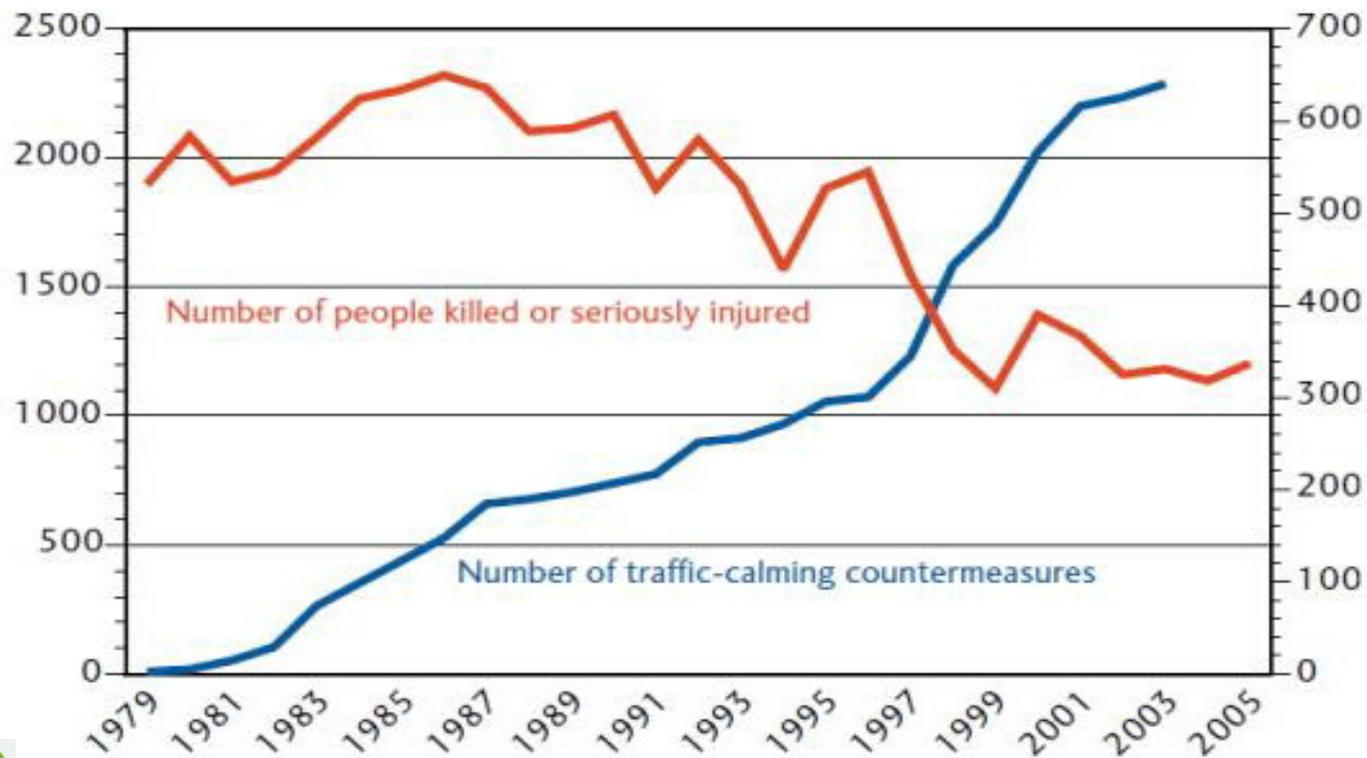
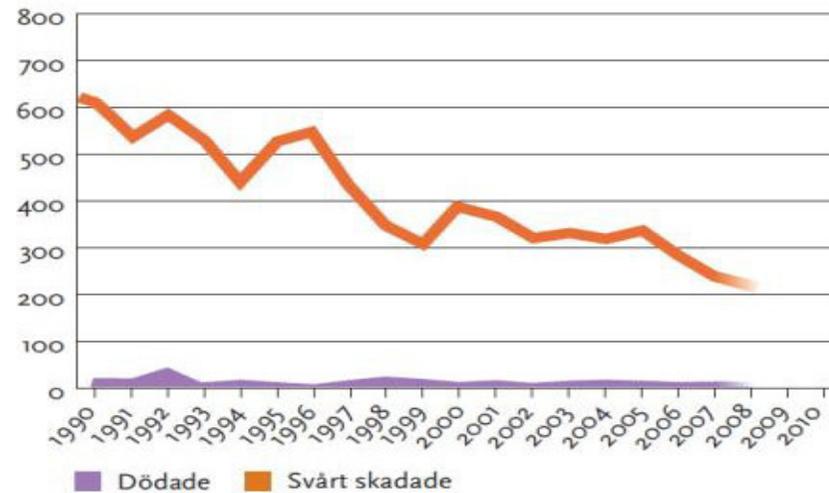


## Single municipalities

	Number of crashes	Injuries	KSI
Berlin/DE (2013), main roads (night time)	-10%		
Buxtehude/DE (1988)	+22%	-51%	
Camden/UK (2013)		-54%	
Geneve/CH, several zones (2011)		- 40 bis - 60%	
Göteborg/SE (2004)			- 47%
Graz/AT (1993/4)		-12%	-24%
Hamburg/DE (1989)	-20%		
Kingston upon Hull/UK(1999)		-56%	- 90%
Köniz/CH (2010)	-33%		
London/UK (1996)		-60%	
Mödling/AT (2007)		-26%	
Münsingen/CH (2007)			
Warrington/UK (2010)	-25%	+5% (Busse)	
Zollikon/CH (2005)	-25%	„massive decrease“	
Zürich/CH (2009)	-21%	Ca -50%	

# Göteborg

DÖDADE OCH SVÅRT SKADADE 1990 - 2007





# Göteborg



- 75% of the effects are connected with 30 km/h and traffic calming measures, directly or indirectly, says VTI.
- Without them, about 110 more would have died in a crash.

30 km/h roads	0 killed
50 km/h roads with humps:	1 killed
50 km/h roads	54 killed

(2000-2007)



## Child casualties

### London 1986 – 2006:

Child casualties:	- 48,5%
Child KSI:	- 50,2%
Child pedestrian casualties:	- 46,2%
Child pedestrian KSI:	- 43,9%
Child cyclist	- 27,7%

### Kingston upon Hull 2002:

Child casualties:	-64%
Child pedestrian casualties	- 74%



Göteborg (2004):		-60% KSI
London (2009):	-16,9% injured	-37,6% KSI
UK villages study (2015)	-39% crashes	-52% KSI
Warrington (2010):		-36% KSI
Zürich (2010):		-50% KSI





- Skeletal and physiological resilience decline with age. A fall, broken hip and operation means extended, painful rehabilitation with intensive support.
- Older people need, on average 20% longer to cross a road. When using a walking aid crossing streets takes even longer.
- Yet, more and more elderly are still car drivers.



# More aspects to investigate

Public health effects

Safety

Acceptance

Social justice

Modal change

Reduction of speed measured

Active travel

Air pollution

Noise

Congestion and driving time

Greening of urban space

Climate change

Measures implemented



# Our vision: 30 km/h as default speed limit where people live

**EUGENT** European Association for Deceleration

Heike Aghte

[heike.aghte@30kmh.eu](mailto:heike.aghte@30kmh.eu)

Campaign website [www.30kmh.eu](http://www.30kmh.eu)



Thanks to **Dr. Joachim und Hanna Schmidt-Stiftung für Umwelt und Verkehr**, for the support of our campaign.

Dr. Joachim und Hanna Schmidt  
Stiftung für Umwelt und Verkehr

