

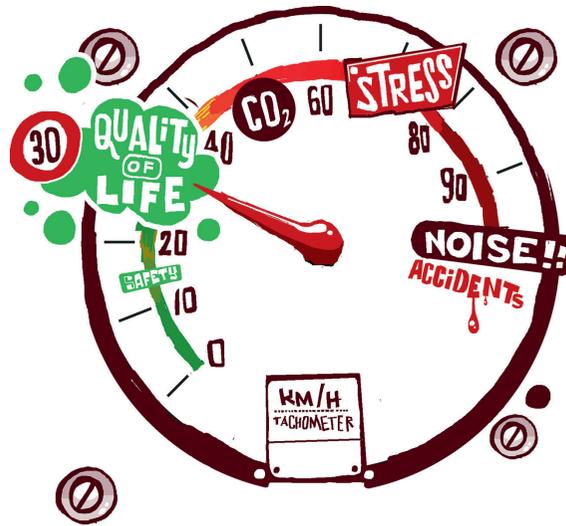
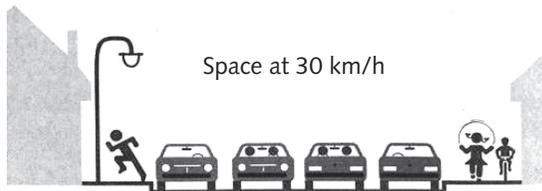
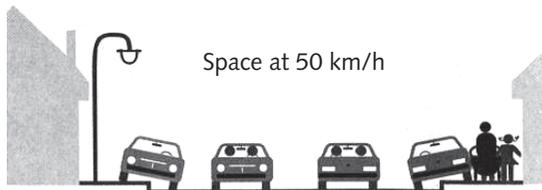
WHAT SHOULD HAPPEN?

Local authorities should decide on which roads which speeds should apply. **At the same time, we want to make 30 km/h (20 mph) the default speed limit for urban and residential areas.**

This would:

- » make our roads safer: 40% fewer accidents
- » cut greenhouse gas emissions by 12%
- » reduce transport noise by at least 3 dB
- » reduce stress
- » keep and create public space
- » reduce the number of road signs
- » allow cities to opt for sustainable mobility

RELAX! SPEED LIMITS OF 30 KM/H CREATE PUBLIC SPACE FOR EVERYBODY



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The Greens | European Free Alliance
in the European Parliament



LET THE CITIES DECIDE!

- » IMPROVE ROAD SAFETY
- » ENHANCE THE QUALITY OF LIFE
- » PROTECT THE CLIMATE



The Greens | European Free Alliance
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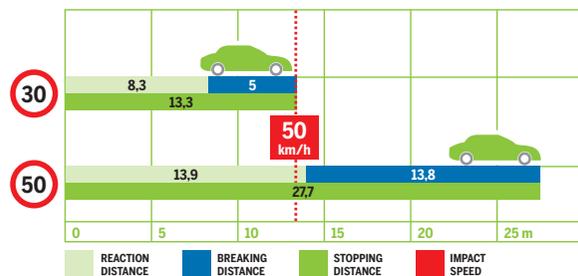
IMPROVING ROAD SAFETY

Speeding is the number one reason for accidents on European roads. A default speed limit of 30 km/h (20 mph) in residential areas would

- » halve the braking distance and reaction time,
- » reduce fatal accidents by 42%

The likelihood of an accident being fatal for pedestrians and cyclists is

- » 10% at a car speed of 30 km/h
- » 80% at a car speed of 50 km/h



This improvement in road safety would be achieved through an increase in journey times of just 10 – 20 seconds per km.

BETTER QUALITY OF LIFE AND ENHANCED CLIMATE PROTECTION

Everybody's health and the environment would benefit. We would

- » cut harmful CO₂ emissions by 12%
- » save fuel
- » make traffic smoother and less stressful
- » reduce stress
- » improve air quality
- » reduce noise by at least 3 dB (perceived as a 50% reduction in noise)

All this could be achieved with a minor change: If 30 km/h were the rule, we would just have to put up road signs on major streets with a speed limit of 50 km/h.

In many cities, the only change would be the reduction of road signs: in Berlin for instance, 30 km/h already applies to 80% of all roads – but road signs currently need to be put up at every cross-roads.

THE EUROPEAN PERSPECTIVE

In 2008 the European Parliament together with the Council decided to implement effective measures to improve road safety in the EU.

The European Parliament has since then been pushing for increased harmonisation in road traffic regulations. It also already adopted an official recommendation to introduce an EU-wide default speed limit of 30 km/h in all residential areas and on all single-lane streets without separate bike paths in urban areas.

Although the European Commission acknowledged the positive effects of speed limits as early as 1987, no measures have yet been taken.

Therefore, we need to create a legislative framework that allows cities to introduce appropriate speed limits.

An EU-wide default speed limit of 30 km/h (20 mph) on urban and residential roads makes the rules clear across borders.

When specific roads require an alternative speed limit, this decision should be taken at the local level.

EUROPEAN CITIZEN'S INITIATIVE: "30KMh – MAKING STREETS LIVEABLE!"

A network of numerous NGOs from 13 countries has initiated a European Citizen's initiative calling upon the European Commission to bring forward a legislative proposal for a 30 km/h default speed limit in European cities.

If more than 1 million EU citizens from at least 7 different Member States sign the petition by 14 October 2013, the European Commission is obliged to present an appropriate legislative proposal.

YOU CAN FIND THE PETITION ONLINE: WWW.30KMh.EU



Links

- » European Transport Safety Council (ETSC): <http://www.etsc.eu>
- » European Citizen's Initiative "30kmh – making streets liveable!" www.30kmh.eu
- » Initiative "20 mph - twenty is plenty" www.20splentyforum.org.uk
- » European Cyclists' Federation - ECF www.ecf.com
- » Rue de l'Avenir (French) <http://gruenlink.de/bee>
- » VCD Deutschland (German) www.tempo30.vcd.org
- » Fuss e.V. (German) www.fuss-ev.de