

Benefits of reducing urban speed limits to 30km/h

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Road Safety Performance Index Annual Conference 2025
Half-way through the decade: Reducing speeds on our roads

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Outline

1. Scientific evidence on 30km/h city-wide schemes (6)
2. From city-wide schemes to national and EU rules (4)
3. 30 Marathons in 30 months campaign (1)
4. The key message (1)





Scientific Evidence on 30km/h City-wide Schemes

Scientific Reviews

The two first-ever literature reviews:

- Assessment of changes **before and after** the implementation of city-wide 30 km/h speed limits in Europe (meta-analyses of 70 studies from 17 cities)

[Yannis, G., & Michelaraki, E. \(2024\). Review of City-Wide 30 km/h Speed Limit Benefits in Europe. Sustainability, 16\(11\), 4382](#)



- Assessment of the effectiveness of 30 km/h speed limit through **simulation studies** (meta-analyses of 60 studies)

[Yannis, G., & Michelaraki, E. \(2024\). Effectiveness of 30 km/h speed limit - A literature review. Journal of Safety Research, Vol. 92, November 2024](#)



These findings are now **referenced worldwide** to substantiate the need for city-wide 30km/h speed limits, demonstrating driving changes in terms of:



Safety

Emissions

Energy

Traffic

Liveability

Health



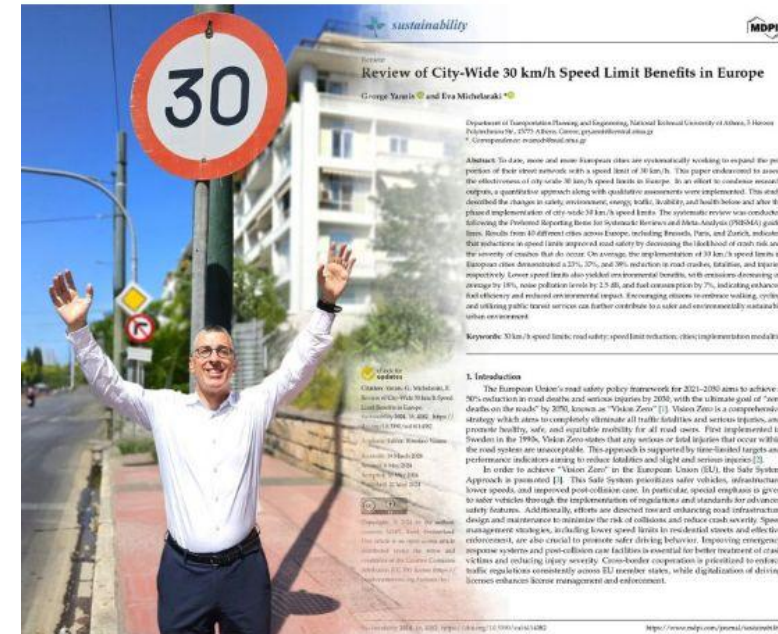
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George Yannis • You
Professor at National Technical University of Athens, International Ro...
10mo • Edited •

Very happy to publish the first ever scientific review of city-wide 30 km/h speed limit benefits in Europe. Evaluation results from 40 different cities across Europe (including Paris, London, Brussels, and Helsinki) ...more



2,007

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30 km/h Road Coverage in European Cities

- Many major European cities (Brussels, Bilbao, Lille, Paris, Munich and Amsterdam) have implemented city-wide 30 km/h speed limits, **with 80-100% of their streets covered**
- Cities like Vienna, Bologna, Berlin and Stockholm have progressively expanded the adoption of 30 km/h speed limits, with **ongoing efforts toward broader coverage**

A/A	City	Coverage of Roads at 30 km/h	A/A	City	Coverage of Roads at 30 km/h
1	Bilbao, Spain	100%	12	Amsterdam, Netherlands	80%
2	Lille, France	88%	13	Graz, Austria	80%
3	Brussels, Belgium	85%	14	Vienna, Austria	75%
4	Paris, France	85%	15	Glasgow, Scotland	75%
5	Madrid, Spain	85%	16	Bologna, Italy	70%
6	Munich, Germany	85%	17	Barcelona, Spain	70%
7	Toulouse, France	85%	18	Helsinki, Finland	66%
8	Lyon, France	84%	19	Den Haag, Netherlands	65%
9	Grenoble, France	80%	20	Berlin, Germany	60%
10	Montpellier, France	80%	21	Luxembourg, Luxembourg	60%
11	Nantes, France	80%	22	Stockholm, Sweden	60-70%

**Spain
2021**

**Wales
2023**

**Greece
2025**

**Ireland
2025**

4 Countries
adopted/ing
Countrywide
30km/h
speed limits
(in all urban areas)

Source: Multiple European news articles, official websites and blogs on city-wide 30 km/h speed limits initiatives



Impacts of 30km/h Speed Limit in Cities

Yannis, G., & Michelaraki, E. (2024). Review of City-Wide 30 km/h Speed Limit Benefits in Europe Sustainability, 16(11), 4382

City-wide 30km/h speed limits led to **average reduction:**
(meta-analyses of 70 studies from 17 cities)

Fatalities by **37%** Emissions by **18%**

Serious injuries by **38%** Noise by **2.5 db**

Road crashes by **23%** Fuel consumption by **7%**

Traffic congestion by **2%**



Benefits of City-wide 30 km/h Speed Limit

Yannis, G., & Michelaraki, E. (2024). Effectiveness of 30 km/h speed limit – A literature review. Journal of Safety Research, Vol. 92, November 2024

Road safety

- decrease average travel speed
- decrease conflicts with VRUs

Environment

- reduce air pollution
- reduce car dependency

Traffic flow

- reduce traffic volumes
- reduce congestion

Sustainability

- increase Public Transport use
- increase pedestrian, cyclists and e-scooter active mobility

Energy

- reduce fuel consumption
- promote smoother eco-driving

Key Resources



Setting a speed limit of 30 km/h where people and traffic mix, make streets
safer, healthier, greener and more liveable

Long-term Impact

Significant socio-economic impact

- Cumulative **significant reduction** in:
 - road crashes and casualties
 - fuel/energy consumption and air pollution without a significant decrease in travel times

More livable cities

- Progressive development of **friendly environments for pedestrians and cyclists**, making it safer and more enjoyable for them to travel on foot or by bike
- Gradual modal shift from passenger cars to **public transport** and shared and active travelling
- New opportunities for **redistribution of public space** towards a higher quality of life in cities



Accompanying Measures to Maximise Efficiency

- Public consultation and **awareness campaigns**
- **Public transport** and active mobility promotion
- Traffic **calming** measures
- **Intelligent transportation** systems
- **Monitoring** and evaluation
- **Enforcement** and police cooperation





**From
city-wide schemes
to national
and EU rules**

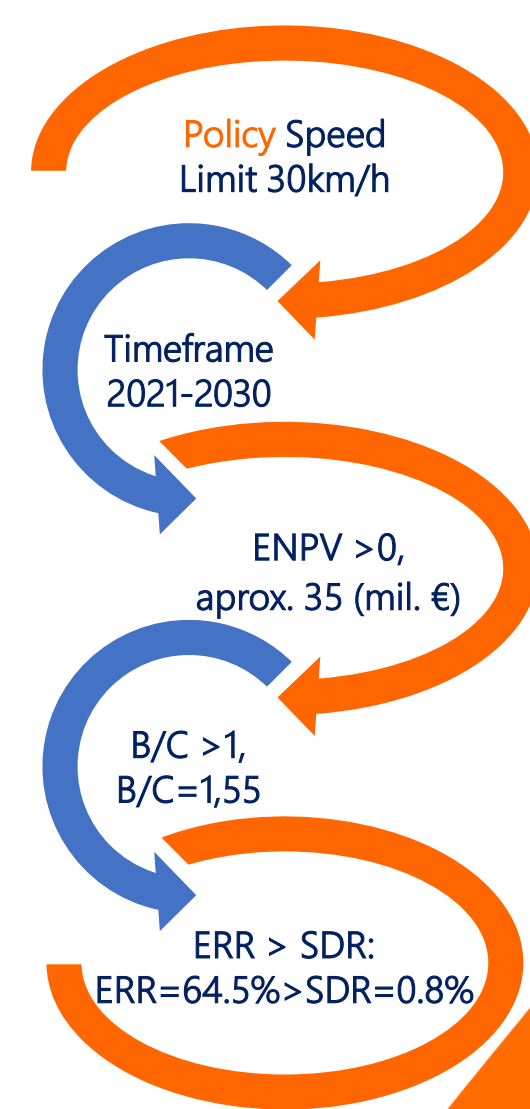
Cost Benefit Analysis Results - Athens

Roussou, S., Petraki, V., Deliali, K., Kontaxi, A. & Yannis, G. (2024). Cost benefit analysis of reducing speed limits in Athens to 30 Km/h. Case Studies on Transport Policy, 101289, October 2024



A Cost Benefit Analysis for the City of Athens was implemented till the year 2030, by including all the **Costs** (Implementation and Operational) and all the **Benefits** (Road Crashes, Fuel Consumption, Emissions) which concludes to the following **results**:

- The most important economic benefit arises due to the improvement of **road safety** through the reduction of fatalities on road crashes:
 - ✓ Expected Net Present Value (ENPV) > €35 million
 - ✓ Benefit-Cost Ratio (B/C) = 1,55
 - ✓ Economic Rate of Return (ERR) = 64.5%
 - ✓ Social Discount Rate (SDR) = 0.8%
- All the examined policies present a **positive ENPV** and an ERR higher than the SDR, indicating their feasibility over time



Benefits from Countrywide New Speed Limits

It is estimated that city-wide 30 km/h speed limits on the road network of all cities in Greece (with the exception of major axes) will save annually:

- 110 **fatalities** (out of 665 in Greece)
- 125 **seriously injured** (out of 636 in Greece)
- 800 **slightly injured** (out of 12,533 in Greece)



A New Road Safety Culture in Greece with the New Road Traffic Code



- **30km/h speed limit** in all urban streets in Greece, of one or two directions with one lane per direction - the second EU country after Spain (from 1 January 2026)

Accompanied by:

- **rationalising and simplifying penalties**, linking them to the seriousness & magnitude of offences
- **punishing drivers instead of vehicles**, especially recidivists
- introducing two-wheeler **filtering & advance stopping zones**
- deploying **cameras** for key violations (speeding, helmet, seatbelt, mobile use)
- implementing **digital management of fines**



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Time for Action at European Level

- Speeding, as the key factor for road crashes, must be **recognized as a major societal health issue** for which action is needed at EU level, as is the case with smoking and alcohol consumption
- Consequently, **the European Union should set the maximum speed limits** in all urban roads in Europe; and national and local Authorities can only make the necessary adjustments of lower speed limits after specific studies
- Given its unprecedented benefits, the **city-wide 30km/h speed limits should become a European rule** (off course with the exception of selected main axes e.g. roads with a median), with the EU assuming thus its fundamental role of protecting its citizens' lives





**George runs 30 Marathons in 30 Months
for 30km/h speed limit in all cities**

30 Marathons in 30 Months Campaign

30 Marathons in 30 Months Campaign



- The National Technical University of Athens (NTUA) launched the innovative and original 30 Marathons in 30 months campaign to actively **promote the adoption of 30km/h speed limit in all cities worldwide**, as a key policy for safer, healthier and greener cities for all
- This campaign has mobilized large synergies with key stakeholders and the society and was concluded in November 2024 in Athens (all Marathons in under 4 hours) with a **particularly significant global impact**
- This impactful campaign was accompanied by extensive media outreach in 25 major European cities, including web, press, tv and radio coverage and a highly effective social media presence that attracted over 500,000 pageviews annually and an audience of more than 150,000 people



30km/h
Speed Limit for
Safer, Healthier and
Greener Cities



The Key Message

City-wide 30km/h Speed Limits boost a New Road Safety & Mobility Culture

- City-wide 30km/h speed limit is the since-long waited single road safety measure with **such a significant benefit at such a low cost** and such a small change in our habits
- More than a simple new traffic rule: a catalyser for slower and safer traffic, for **a new road safety and mobility culture**



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