

Benefits of the 30 km/h speed limit in cities

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Webinar on City 30 and urban speed management
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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 (7)
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**



George Yannis, Benefits of the 30 km/h speed limit in cities

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George Yannis · You
Professor at National Technical University of Athens, International Ro...
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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



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30 km/h Road Coverage in European Cities

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

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

**Spain
2021**

**Wales
2023**

**Greece
2025**

A/A	City	Coverage of Roads at 30 km/h	Road network at 30 km/h or less	A/A	City	Coverage of Roads at 30 km/h	Road network at 30 km/h or less
1	Bilbao, Spain	100%	377 km	15	Vienna, Austria	66%	1.874 km
2	Paris, France	89%	1,511 km	16	Antwerp, Belgium	65%	872 km
3	Lille, France	88%	672 km	17	Manchester, UK	61%	1,009 km
4	Brussels, Belgium	86%	1,732 km	18	Berlin, Germany	60%	3,219 km
5	Toulouse, France	85%	1,150 km	19	Helsinki, Finland	60%	758 km
6	Lyon, France	84%	576 km	20	Hamburg, Germany	59%	2,317 km
7	Amsterdam, Netherlands	80%	2,160 km	21	Ghent, Belgium	58%	814 km
8	Bristol, United Kingdom	80%	1,166 km	22	London, UK	54%	8,654 km
9	Madrid, Spain	80%	4,014 km	23	Bologna, Italy	46%	475 km
10	Graz, Austria	80%	802 km	24	Budapest, Hungary	44%	2,105 km
11	Barcelona, Spain	75%	1,025 km	25	Prague, Czech Republic	44%	1,783 km
12	Glasgow, Scotland	75%	340 km	26	Ljubljana, Slovenia	42%	693 km
13	Oslo, Norway	70%	1,288 km	27	Cologne, Germany	40%	1,112 km
14	Munich, Germany	67%	1,555 km	28	Wroclaw, Poland	38%	674 km

Source: Multiple European news articles, official websites and blogs on city-wide 30 km/h speed limits initiatives
<https://cleancitiescampaign.org/city-ranking-2025-safe-speeds/>



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

Energy

- reduce fuel consumption
- promote smoother eco-driving

Sustainability

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

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**

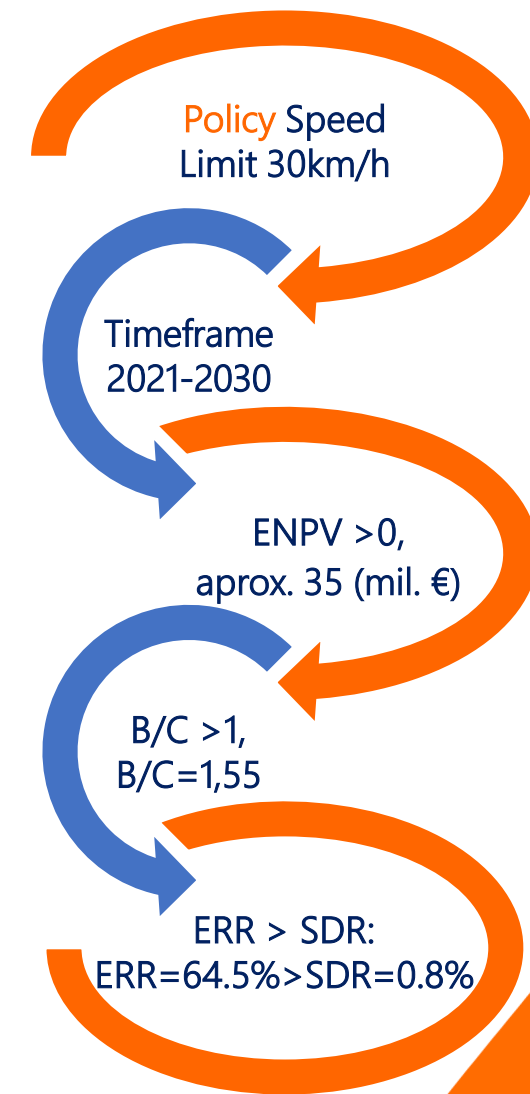
Cost Benefit Analysis Results - Athens

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**



Greece's best-ever Performance in 2025

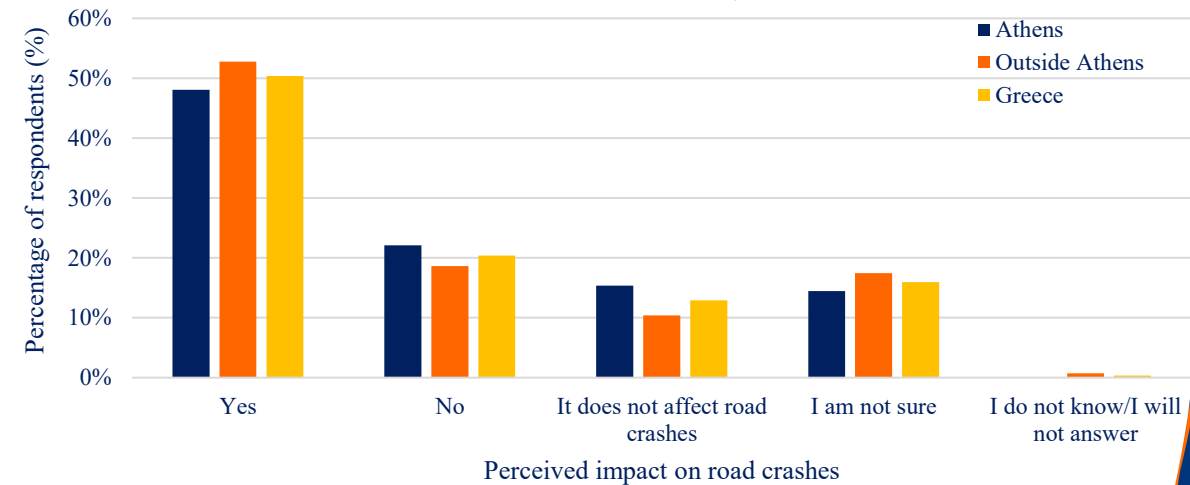
- **Lowest number of fatalities since ever**
highest annual percentage decrease (-22%)
- **148 lives saved in 2025**
517 in comparison to 665 in 2024
- **Mainly due to:**
 - systematic enforcement of helmet wearing & drink-and-drive
 - the new Road Traffic Code in Greece
- **Helmet use increased from 80% to 92%**
resulting in 75 lives of motorcyclists saved
- **Proud of NTUA persisting advocacy**
at the Authorities and the media



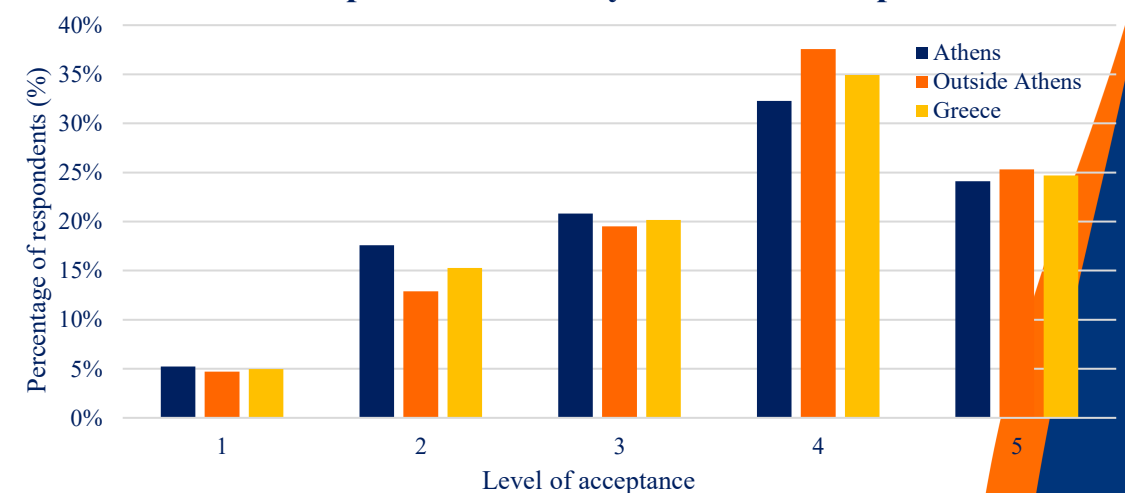
Public Acceptance of city-wide 30 km/h in Greece

- An **online survey of 800 participants** was conducted to explore public perceptions of the city-wide 30 km/h speed limit in Greece
- In total, **60% of participants expressed a positive opinion** of the 30 km/h speed limit in urban areas (somewhat positive and very positive), while approximately 20% of participants remained neutral toward the implementation of this new measure
- Interestingly, **half of Greek participants (50%)** believed that the new speed limit contributes to **reducing road crashes**, while 13% of participants believed that the new speed limit would have no effect on the number of road crashes, reflecting the perception that such policies may not significantly alter driver behaviour

Perceived impact of the city-wide 30 km/h speed limit on road safety
(Do you believe that the new speed limit of 30 km/h in cities contributes to reduced road crashes?)



Public acceptance on the city-wide 30 km/h speed limit



Road Safety @ the crossroads

- **Speeding is a major global health issue**
 - its role is largely underestimated by all
 - measures should be universal and local
 - city-wide 30km speed limits is necessary for saving VRUs lives
- **Artificial Intelligence has great safety improvement potential**
 - data should be open and standardized
 - expertise is in great need - road safety is a science
 - transparency is a prerequisite
- **Safety should be embedded into urban mobility policy**
 - public transport is the best road safety measure
 - safety starts with the right public space management
 - safer speeds should prevail over traffic efficiency



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

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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