

The Declaration of Support of the European Citizens´ Initiative “ 30 km/h – making streets liveable!”

A 30 km/h speed limit is based on best practices, can be integrated with other measures, and is applied in the most municipalities which are supportive of active mobility and a sustainable development, in particular those, which have led to impressive increases in cycling traffic.

A network of numerous NGO from 17 countries has initiated a European Citizens´ Initiative calling upon the European Commission to bring forward a legislative proposal for a 30 km/h default speed limit in European Cities. When specific roads require an alternative speed limit, this decision should be taken by the local authorities.

We acknowledge that an increased harmonisation in road traffic regulation with a 30 km/h speed limit will entail several benefits and therefore support the proposals of the European Citizens´ Initiative “30 km/h – making streets liveable”

- A harmonised legislative framework with a 30 km/h default speed limit for residential/urban areas is an inexpensive way to improve safety, cut pollution and encourage smarter travel choices.
- More safety and a higher quality of life on urban roads will make it easier for local communities to create a favourable climate for active mobility and implement incentives for more cycling and walking.
- Polish municipalities are hospitable communities. It is therefore important for them that the major rules for a safe travelling are clear for everyone, the inhabitants as well as all guests and tourists. An increased harmonisation in road traffic regulation across the European Union will support their efforts.
- Climate change, air pollution and oil dependence are Europe- wide problems. 30 km/h speed limits help with saving fuel, cut harmful CO2 emissions and help all local communities across the continent with implementing effective measures to combat these problems.
- A harmonised legislative framework will make it far more cost effective for communities to change to a more sustainable mobility. It can be recognised that many cities are moving from the old standard with 50 / 60 km/h to one where an increasing number of streets and zones will have 30 km/h zones. This imposes huge costs on local authorities for signage where they want to create a consistent speed limit of 30 km/h. These expenses can be saved with a default of 30 km/h.
- As is pointed out by the European Citizens´ Initiative, the local authorities must have the final decision to set other speed limits on their roads and implement equivalent alternatives

12.9.2013