

# Spain implements 30 km/h on urban single lanes in each direction.

Lola Ortiz Sánchez  
General Director of Planning and  
Mobility Infrastructures  
MADRID CITY COUNCIL



MADRID



MINISTERIO  
DEL INTERIOR



# What have we done?

## What have we done?

- Default speed limits inside built-up areas:
  - Before: 50 km/h.
  - Since May 11th:
    - 30 km/h, on streets with a single lane for a given direction.
    - 20 km/h, on streets with no pavement ('shared streets').
    - 50 km/h, elsewhere.
- Dedicated lanes (bus lanes, bicycle lanes...) are not considered.
- Practical rule: whenever there is only one lane in your direction, the default speed limit is 30 km/h.
- Guidelines for implementation available on:  
[https://www.dgt.es/Galerias/prensa/2021/04/Manual\\_reduccion\\_30\\_urbano.pdf](https://www.dgt.es/Galerias/prensa/2021/04/Manual_reduccion_30_urbano.pdf).

# What have we done?

- Examples from our guidelines:



Why have we done it?

## A new reality

- New means of mobility: e-scooters, sharing...
- Freight distribution and e-commerce.
- Promotion of active mobility: walking, cycling.
- COVID-19.
- More than 80% of fatalities are VRUs.
- 7 out of 10 pedestrian fatalities are 65 or more.
- There is not enough space for everyone:
  - Sidewalks are for pedestrians.
  - Dedicated lanes (if necessary) : bus/taxis, bicycles (+ e-scooters).
  - Then... everyone shares the space at low speeds.

# International recommendations:

The 3rd UN Global Road Safety Conference approved the following recommendation:

“Mandate a maximum road travel speed of 30 km/h in areas where vulnerable road users and vehicles mix in a frequent and planned manner, except where strong evidence exists that higher speeds are safe, noting that efforts to reduce speed in general will have a beneficial impact on air quality and climate change as well as being vital to reduce road traffic deaths and injuries.”





## International recommendations:

The 6th World Road Safety Week devoted its presentation to the 30 km/h stating that:

"Low speed streets save lives and are the heart of any community. 30 km/h (20 mph) speed limits where people and traffic mix make for streets that are healthy, green and livable, in other words, streets for life."

**6TH UN GLOBAL ROAD SAFETY WEEK**

17 - 23 May 2021

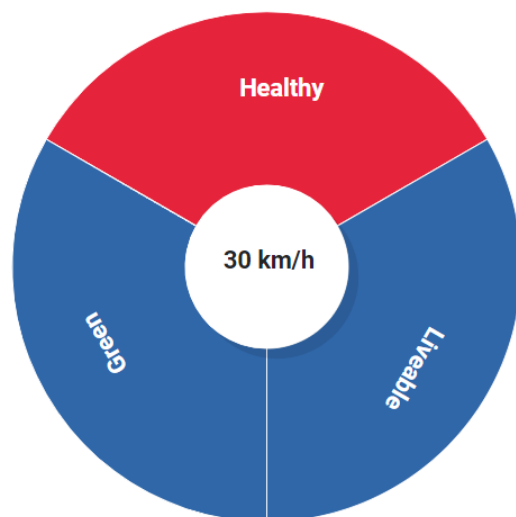




## 30K KM/H POLICIES WILL HELP ACHIEVE THE SDGs

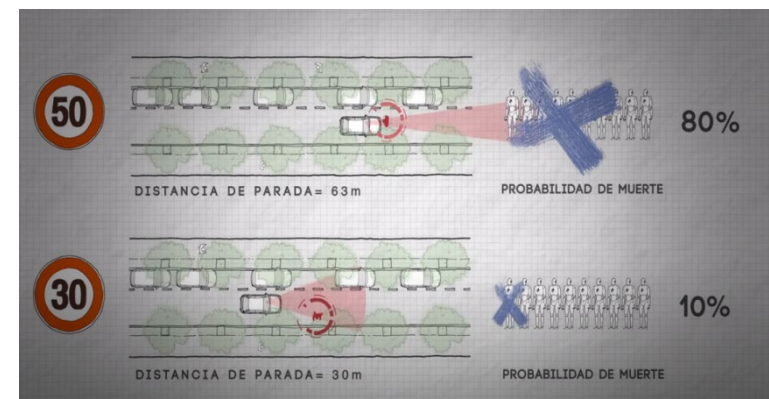
Addressing the risk of death in road traffic is fundamental to achieve the [Sustainable Development Goals \(SDGs\)](#), specifically those affecting health security, sustainable cities, poverty, and reducing inequalities among and within countries. Policies that tackle the of impact road traffic, and create environments for safe, sustainable and inclusive transport options, also unlock action for protecting the climate and gender equality too.

A paradigm shift in how streets are designed, starting with low speeds where people and traffic mix, makes streets safe, accessible, enjoyable and equitable for all road users, delivering multiple benefits for all whilst accelerating action across interlinking SDGs.



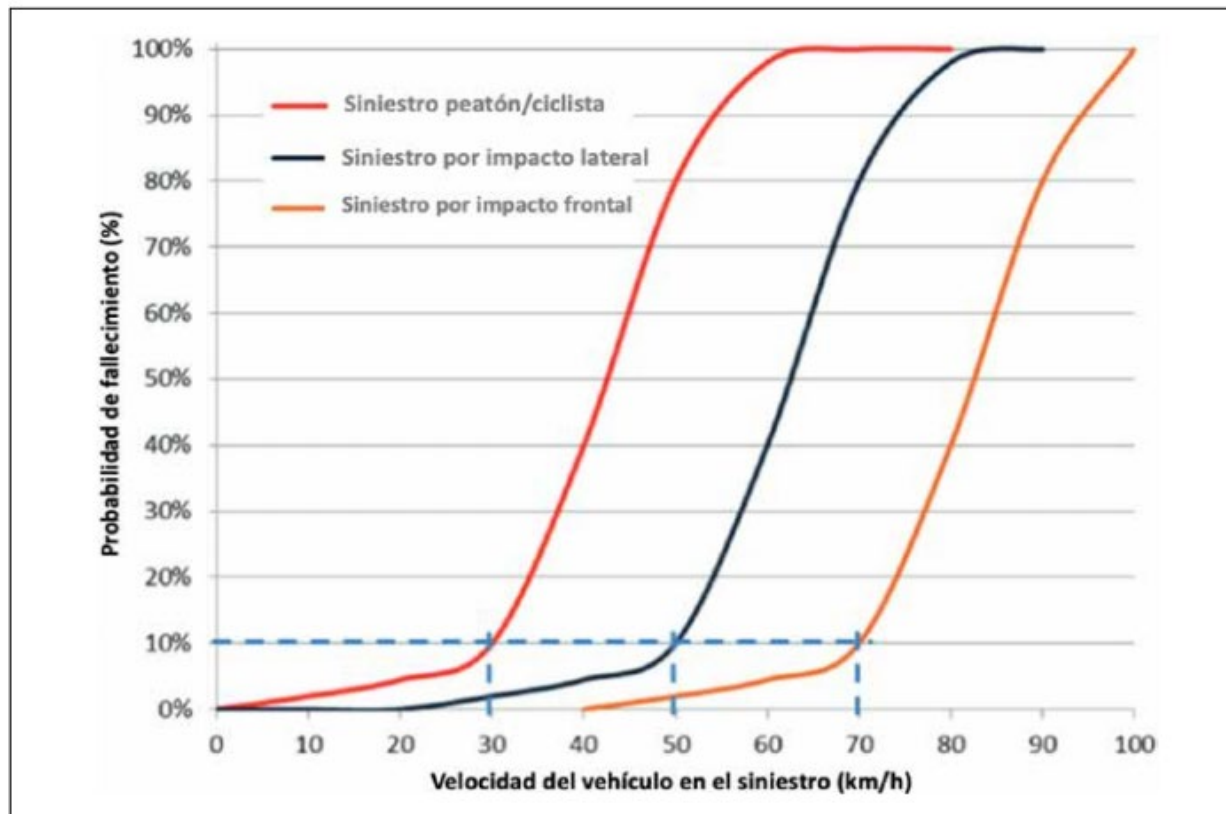
## Other arguments:

- In the event of a collision at 50 km/h, 90% die, while at 30 km/h 10% die
- Braking distance and noise are halved.
- Traffic calming measures will be easier to implement.
- Because fatalities in cities are increasing.
- Because it is common sense that on single lane roads you cannot drive at 50km/h



## More arguments:

Probabilidad de sufrir traumatismos graves al ser golpeado por un vehículo de motor<sup>7</sup>



How have we done it?

## How have we done it?

- This can only be done with the support of, and demand from, local authorities.
- Over the last years, growing support from municipalities and civil society.
- Endorsement from the National Federation of Municipalities.