

That Council:

1. notes that United Nations have mandated the setting of 30kph (20mph) maximum speed limits wherever pedestrians, cyclists or other vulnerable road users mix in a frequent manner with motor vehicles.

2. notes the 20's Plenty for St Albans District campaign and their call for the introduction of a 20mph default speed limit in the residential and central areas of St Albans, Harpenden and neighbouring villages.

3. notes research from UK and abroad that has shown wide-area default speed limits of 20mph/30kph have:

- reduced traffic speeds in the first year of operation, with the largest speed reductions on the fastest roads;
- reduced road traffic collisions by up to 40% and town and village casualties by 20%;
- increased journey times by just 10 seconds per mile;
- made streets quieter - a 10mph reduction in speed halves traffic noise;
- encouraged walking and cycling, especially for the elderly and younger children;
- benefited communities, with residents more likely to stop and talk on footpaths;
- reduced vehicle emissions by 12% due to less acceleration and braking;
- post-implementation, 75% of residents and motorists feel that 20mph limits have benefitted the local community
- increased active transport and reduced vehicle emissions give rise to less pollution in built-up areas and would support the Council's climate emergency objectives

4. notes that the Draft Integrated Plan of Herts County Council earmarks £7m for the establishment of 20mph zones across the county over a four-year period. Further notes that 20mph zones that make effective use of signage, road markings, technology, and public engagement provide significant budgetary benefits and are more popular with motorists and residents than engineered calming methods such as speed humps.

5. believes that the implementation of a wide-area speed limit of 20mph in both St Albans and Harpenden, combined with a public information campaign would have immediate beneficial impacts on road safety, air quality, active transport and community well-being in both locations.

6. resolves that the Leader of the Council should request that Herts County Council prioritise the establishment of wide area 20mph speed limits in the St Albans District and that officers of HCC be tasked to work with the Council to draw up detailed plans on the scope, funding and implementation timetable of these schemes.

## Notes and References:

1. United Nations: [https://www.20splenty.org/un\\_says\\_20splenty](https://www.20splenty.org/un_says_20splenty)
2. Speed reductions: eg Bristol: [https://www.20splenty.org/bristol\\_20mph\\_analysis](https://www.20splenty.org/bristol_20mph_analysis)
3. Reduction in collisions and casualties:  
[https://www.20splenty.org/20mph\\_casualty\\_reduction](https://www.20splenty.org/20mph_casualty_reduction)
4. Journey times:  
[https://www.20splenty.org/20mph\\_limits\\_save\\_time\\_and\\_improve\\_traffic\\_flow](https://www.20splenty.org/20mph_limits_save_time_and_improve_traffic_flow)
5. Quieter streets: [https://www.20splenty.org/noise\\_and\\_speed](https://www.20splenty.org/noise_and_speed)
6. Increased walking and cycling: See Atkins 20mph Research Study, also Bristol 20mph evaluation report (Active Travel)  
[file:///C:/Users/TeamH/Downloads/BRITE%20Bristol%2020mph%20limit%20evaluation%20report\\_20July18update.pdf](file:///C:/Users/TeamH/Downloads/BRITE%20Bristol%2020mph%20limit%20evaluation%20report_20July18update.pdf)
7. Benefits to communities: <https://www.20splenty.org/20sfriendly>
8. Reduced vehicle emissions: [https://www.20splenty.org/20mph\\_limits\\_improve\\_air\\_quality](https://www.20splenty.org/20mph_limits_improve_air_quality)
9. Post implementation satisfaction: Atkins 20mph Research Study 2018  
[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/757307/20mph-headline-report.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757307/20mph-headline-report.pdf)
10. HCC Draft Integrated Plan:  
<https://www.hertfordshire.gov.uk/about-the-council/freedom-of-information-and-council-data/open-data-statistics-about-hertfordshire/what-we-spend-and-how-we-spend-it/integrated-plan/integrated-plan.aspx> (Page 180)
11. Improved cost efficiency of non-engineered calming:  
[https://www.20splenty.org/20mph\\_limits\\_vs\\_isolated\\_20mph\\_zones](https://www.20splenty.org/20mph_limits_vs_isolated_20mph_zones)

References to 20sPlenty information are all supported by third party sources and references.