20's Plenty – the new norm

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Supported by: BASEMAP Digital mapping and transport data solutions; Rosehill Highways

Pete Sudbury

Cabinet Member for Climate Change Delivery and Environment

Oxfordshire County Council

Rewriting the Rule Book

A Social Value approach to Highways

Dr Pete Sudbury

MA (Cantab), BM, BCh, MRCPsych, MBA.

Green Party Councillor for Wallingford, Wittenhams, Brightwell,

OCC Cabinet Member for Climate Change and Environment

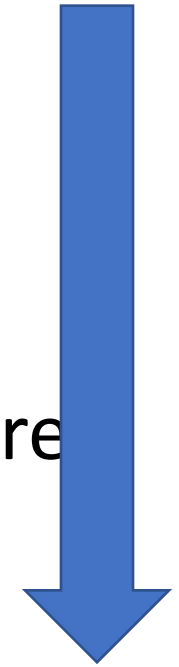
Agenda

- Introduction
- Roads and social value
- Vision Zero and Road Space paradigms
- Highway design and furnishing

3 Views of a Highway

1. Car, (bus) lorry space
   - Journey time, signal phasing: “predict and provide”
2. Transport corridor (add walk, bike, bus priority)
3. Social asset
   - Residents, Local users, “guest” users, societal, biosphere

Maximise the sum of social value of each highways asset.

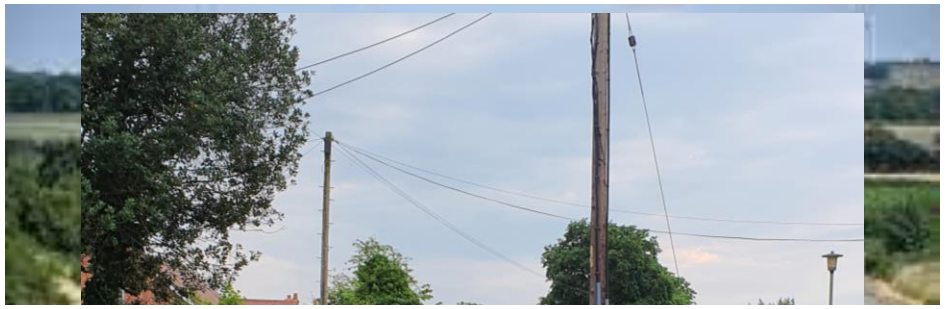


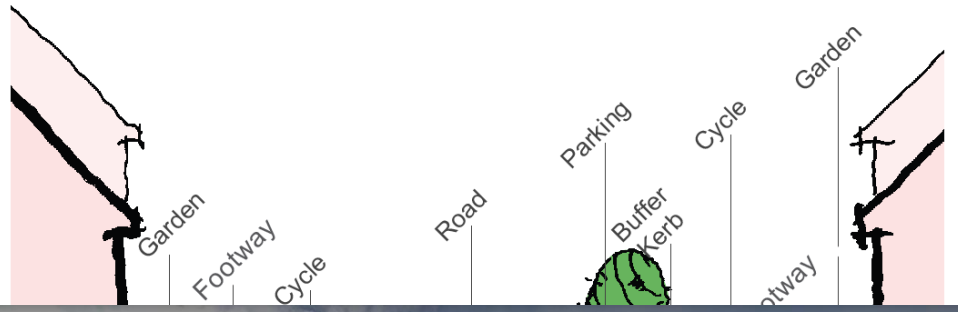
“Decide and Provide”

3 Road-space Paradigms

1. Exclusive (/hostile)
2. Defensive
3. Collaborative

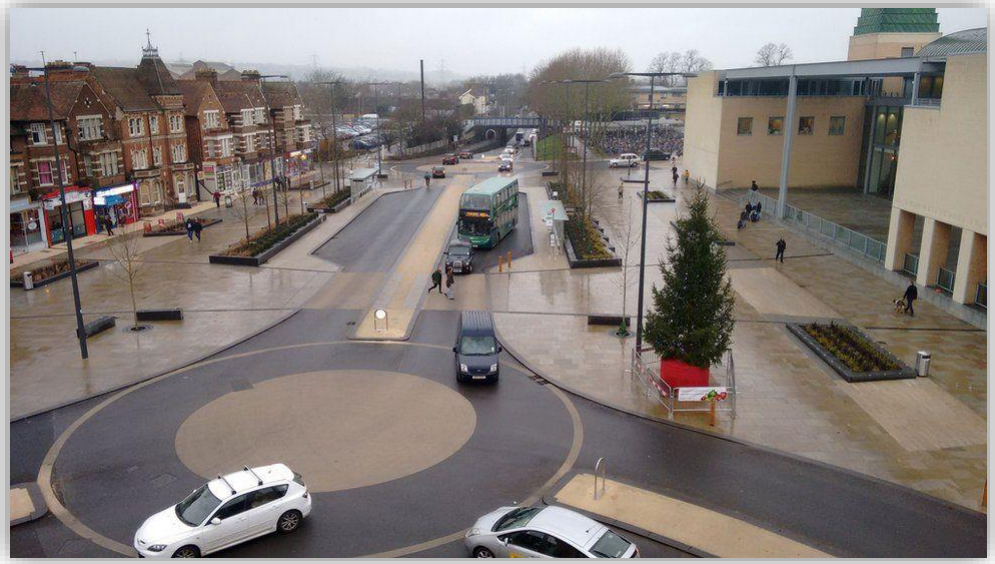
“Ownership” signals.





Social Value: Actions

School Streets



Frideswide Square, Oxford

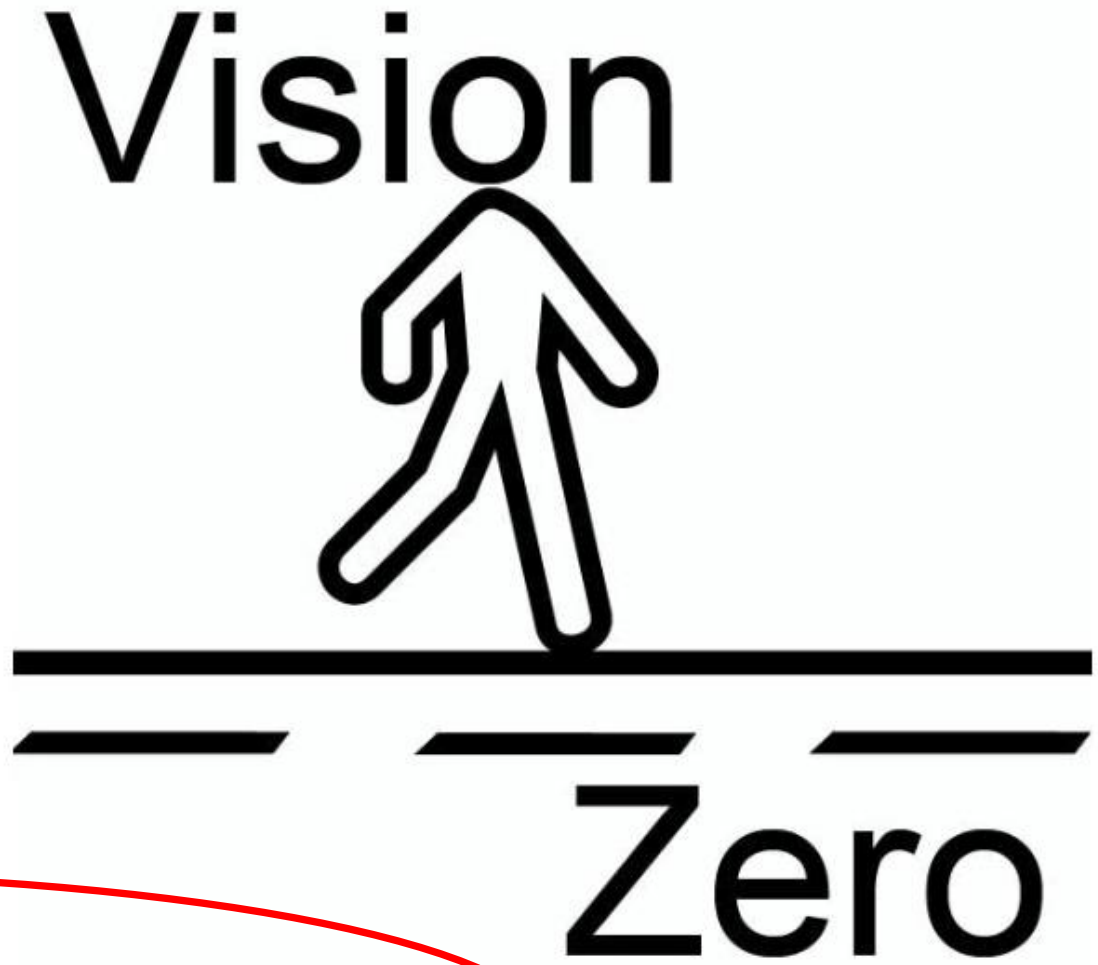
Broad Street, Oxford

Social & Environmental Value

- Tranquillity
- Air quality
- Safety
- Shade / Shelter
- Play / Recreation
- Exercise (run, jog, walk, active travel: school, work)
- Green spaces (biodiversity, air Q, mental health, reduction in violence)
- Climate mitigation / adaptation:
  - SUDS
  - Habitats
- **ACCESS**

Social Value:

Road users should be **safe from risk of death or serious injury**.



"Zero harm is standard for health and safety at work. Vision zero says it must also be applied to highways."

20's Plenty! *Revised Criteria for 20mph*

"wherever vehicles and vulnerable road users mix in a planned manner" (Stockholm agreement).

- New streets in built-up areas
- Any built up areas (residential or industrial)
- Any areas with heavy foot or cycle use.
- No prior speed data required
- Can be a sign only change
- No need to be self enforcing

20mph pilots: Initial feedback

- Most residents very positive
- Perception of reduced speed
- Measurement: 28mph as opposed to 33mph.
  (Similar to Bristol, Edinburgh: also KSI reduction)

Street Design Guide

Vision

A vision for Oxfordshire:

A place where streets, through integrated and quality design, lead to a greater economic and social well-being and improved health for its residents, creating an environment for healthy lifestyles, sustainable travel and a zero carbon economy.

Tree policy

- "*Planning policies and decisions should ensure that new streets are tree-lined*". NPPF 2021

OCC Tree Policy 2022

- "Presumption in favour of trees"

From:

"Cost / Risk" to "**Value / Asset**"

"right tree right place" to "**Critical climate infrastructure**"

- Heat Island
- Flooding
- Wind speed
- Mental health
- Reduced violence
- Biodiversity, wildlife corridors
- Food (people / creatures)

Encourage Local Ownership of planting

Lighting

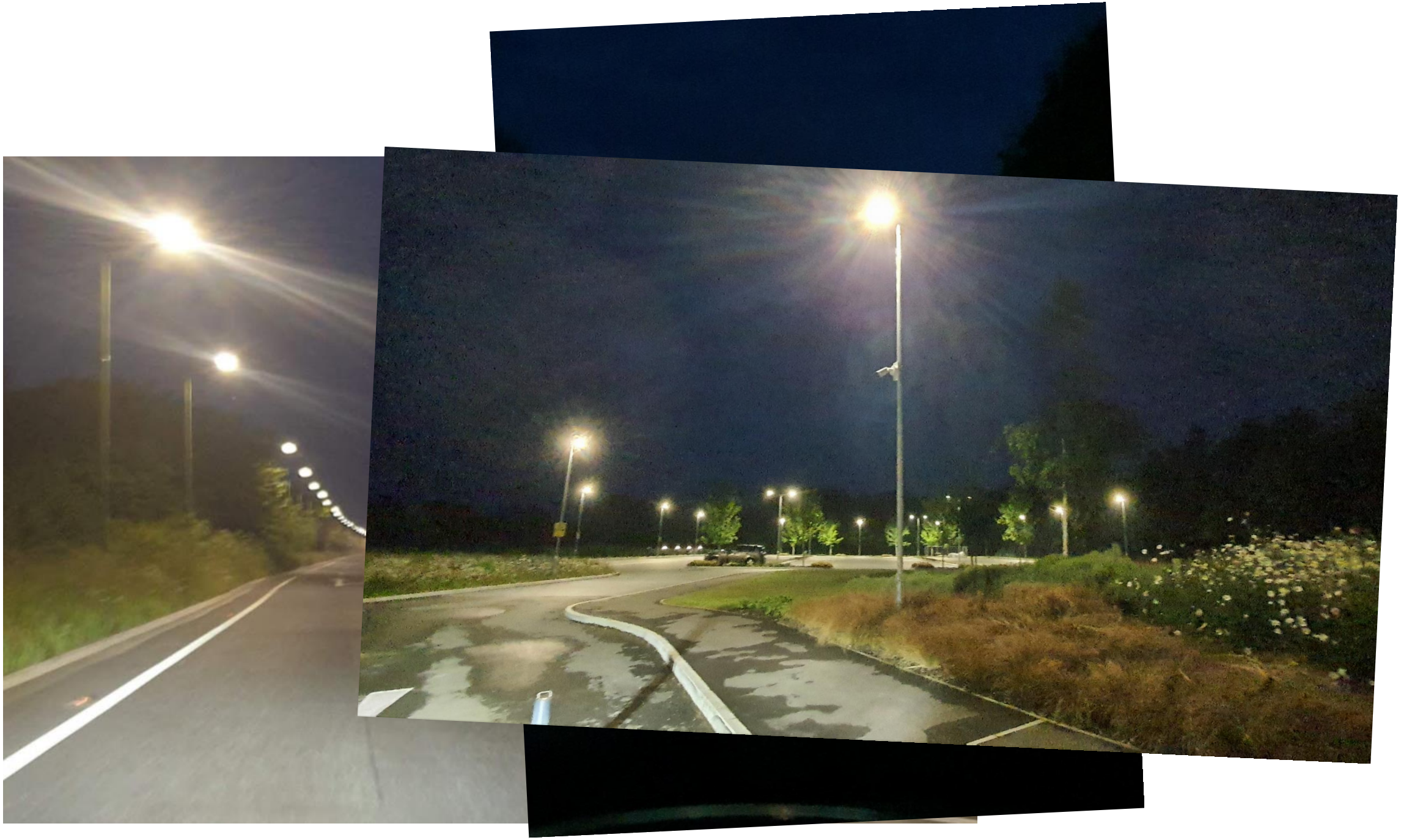
Positives

- Help (esp) pedestrians and cyclists (torches/lights)
- Feeling safe
- “Welcoming”
- Traffic signals / junctions

(rural vs urban needs)

Downsides

- Wasted energy
- Light pollution
- Circadian rhythm disturbance
  - Humans
  - Wildlife esp insects
  - LEDs worse



Emergent Lighting Policy

- Lowest possible colour temperature
- Lighting only when / where necessary for public sa
- Redesign and de-illuminate signage
- Default new build: no lights / low level for pedestri
  - Cars all carry their own lighting
- Straw man:
  - Rural Highways: lights off 8pm-6am
  - Villages: lights off 30’ after pub closing/last bus, on 30’
  - Towns / City more complex ?Different Friday / Saturday

  ASK RESIDENTS

Habitat Restoration

- Verges, Vegetation, Footpaths

1. Keep paths clear
2. Early / Late cuts
3. Local ownership

URBAN MEADOW AND VERGE GUIDELINES

HOW YOU CAN HELP TACKLE THE BIODIVERSITY CRISIS

1. Mow less frequently (twice a year)

- Mow once between Feb-March, then leave flowers for spring pollinators.
- Mow once between Sep-Oct, so flowers have time to set seed & insects such as leafhoppers can complete their lifecycles.
- Remove grass cuttings to reduce soil fertility, so that wildflowers grow rather than just grass.
- Leave cuttings on-site in a habitat pile to help insect larvae & eggs survive.
- Piles of cuttings (grass & branches) are great homes for wildlife such as lizards, grass snakes & hedgehogs.

2. Leave refuges of long grass and shrubs

- Leave 10%-20% as an uncut refuge of tall grass & flowers. This helps insects & spiders complete their lifecycle, as larvae & eggs overwinter in dead vegetation like seedheads & hollow stems.
- Leave 10% as shrub cover (mixed UK species e.g., hawthorn, bramble & blackthorn) to ensure food & nesting sites for wildlife.
- Cut the tall grass & trim the shrubs every 3-5 years on rotation, to stop shrubs from taking over.
- Having a mix of vegetation heights & leaving dead wood in place supports many species, & is good for biodiversity.
- Mow towards the refuge to help wildlife such as insects, frogs & voles to escape.

3. Engage with local people

- Explain what you are trying to do, e.g., with signs, & address any concerns.
- A mown edge or path shows intent, & that the area is cared for.

Road or path | Short 'tidy' strip, mown regularly | Grassland with wild flowers, mown once between Feb-March & once between Sept-Oct | Wildlife refuge of tall grasses, flowers & seedheads, mown every 3-5 yrs | Hedgerow of mixed native shrubs, trimmed every 3-5yrs

UNIVERSITY OF OXFORD | Other logos (councils) | Find out more:

Summary

- If it’s “Just a Road”, you’ve missed the point
- Social and environmental co-benefits need to be at least as salient
- Vision Zero and Active Transport dominance are transformational

THE END

Pete.Sudbury@oxfordshire.gov.uk

07721 510518