To: Members of the Cabinet

Notice of a Meeting of the Cabinet

Tuesday, 23 April 2024 at 2.00 pm

Room 2&3 - County Hall, New Road, Oxford OX1 1ND

If you wish to view proceedings online, please click on this Live Stream Link.

Martin Reeves
Chief Executive   April 2024

Committee Officer: **Chris Reynolds**
Tel: 07542 029441; E-Mail: chris.reynolds@oxfordshire.gov.uk

Membership

Councillors

Liz Leffman	Leader of the Council
Dr Pete Sudbury	Deputy Leader of the Council with responsibility for Climate Change, Environment & Future Generations
Tim Bearder	Cabinet Member for Adult Social Care
Neil Fawcett	Cabinet Member for Community & Corporate Services
Andrew Gant	Cabinet Member for Transport Management
Kate Gregory	Cabinet Member for SEND Improvement
John Howson	Cabinet Member for Children, Education & Young People's Services
Dan Levy	Cabinet Member for Finance
Dr Nathan Ley	Cabinet Member for Public Health, Inequalities & Community Safety
Judy Roberts	Cabinet Member for Infrastructure & Development Strategy

*The Agenda is attached. Decisions taken at the meeting
will become effective at the end of the working day on 1 May 2024
unless called in by that date for review by the appropriate Scrutiny Committee.*

Copies of this Notice, Agenda and supporting papers are circulated to all Members of the County Council.

Date of next meeting: 14 May 2024

AGENDA

1.   Apologies for Absence

2.   Declarations of Interest

- guidance note below

3.   Minutes (Pages 1 - 6)

To approve the minutes of the meeting held on 19 March 2024 (**CA3**) and to receive information arising from them.

4.   Questions from County Councillors

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

5.   Petitions and Public Address

Members of the public who wish to speak at this meeting can attend the meeting in person or 'virtually' through an online connection.

To facilitate 'hybrid' meetings we are asking that requests to speak or present a petition are submitted by no later than 9am four working days before the meeting i.e., 9am on Wednesday 17 April 2024. Requests to speak should be sent to chris.reynolds@oxfordshire.gov.uk

If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that your views are taken into account. A written copy of your statement can be

provided no later than 9am 2 working days before the meeting. Written submissions should be no longer than 1 A4 sheet.

6. Appointments

7. Reports from Scrutiny Committees (TO FOLLOW)

Cabinet will receive the following Scrutiny reports:-

Place Overview and Scrutiny Committee report on Vision Zero

Education and Young People Overview and Scrutiny Committee report on Priority Action Plan

8. Vision Zero Strategy (Pages 7 - 102)

Cabinet Member: Transport Management
Forward Plan Ref: 2023/317
Contact: Caroline Coyne, Project Manager
Caroline.coyne@oxfordshire.gov.uk

Report by Corporate Director Environment & Place **(CA8)**

The Cabinet is RECOMMENDED to

    (a)   **Approve the Vision Zero Strategy and Action Plan 'Oxfordshire – Safe Roads through Vision Zero to 2030'.**

9. Future Generations Mission Statement (Pages 103 - 108)

Cabinet Member: Deputy Leader of the Council with Responsibility for Climate Change, Environment & Future Generations
Forward Plan Ref: 2023/361
Contact: Elena Grant, Policy Officer, 07825 403173

Report by Executive Director of Resources and Section 151 Officer **(CA9)**

The Cabinet is RECOMMENDED to

Cabinet is asked to agree the principle of Future Generations, and the mission statement that sets the direction of Oxfordshire County Council's work in this space.

10. Climate Action Programme Update (Pages 109 - 132)

Cabinet Member: Deputy Leader of the Council with Responsibility for Climate Change, Environment & Future Generations

Forward Plan Ref: 2024/024
Contact: Sarah Gilbert, Head of Climate Action (Sarah.Gilbert@oxfordshire.gov.uk)

Report by Corporate Director for Environment & Place **(CA10).**

The Cabinet is RECOMMENDED to

a. Note the biannual update on the delivery of the workstreams in the Climate Action Programme (Annex 1).

b. Approve adjustments to the programme for 2024/25 (Annex 2).

c. Approve the draft outcome measures for monitoring progress to a net zero Oxfordshire (Annex 3).

11. Capital Programme Approvals - April 2024 (Pages 133 - 136)

Cabinet Member: Finance
Forward Plan Ref: 2024/059
Contact: Natalie Crawford, Capital Programme Manager
Natalie.crawford@oxfordshire.gov.uk

Report by Executive Director of Resources and Section 151 Officer **(CA11)**

The Cabinet is RECOMMENDED to:

a. **approve the inclusion of the £2.384m Active Travel Fund 4 Extension (ATF4e) Grant into the capital programme to deliver active travel schemes across Oxfordshire.**

b. **approve the inclusion of £1.260m grant funding from the Department for Transport Safer Roads Funds to carry out a specific package of road safety works.**

c. **approve the drawdown of £2.000m of funds from the Parking Account to reinvest into three Park and Ride sites requiring maintenance work.**

d. **approve the inclusion of Faringdon Community College, a scheme to replace temporary buildings with permanent accommodation, into the Capital Programme with an indicative budget of £6.006m to be fully funded from held & secure s106 contributions.**

EXEMPT ITEM
It is RECOMMENDED that the public be excluded for the duration of item 12 since it is likely that if they were present during that item there would be disclosure of exempt information as defined in Part I of Schedule 12A to the Local Government Act 1972 (as amended) and specified below in relation to those items and since it is considered that, in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

THE ANNEX TO THE ITEM HAS NOT BEEN MADE PUBLIC AND SHOULD BE

REGARDED AS 'CONFIDENTIAL' BY MEMBERS AND OFFICERS ENTITLED TO RECEIVE IT.

THIS ALSO MEANS THAT THE CONTENTS SHOULD NOT BE DISCUSSED WITH OTHERS AND NO COPIES SHOULD BE MADE.

12. Approval of new managed service recruitment contract (Pages 137 - 142)

Cabinet Member: Community & Corporate Services
Forward Plan Ref: 2023/343
Contact: Sharon Yardy, Head of HR Professional Services
Sharon.yardy@oxfordshire.gov.uk

Report by Executive Director of Resources and Section 151 Officer **(CA12)**

The Cabinet is RECOMMENDED to:

(a) **Approve the award of the managed service recruitment contract as Oxfordshire County Council's (OCCs) strategic supplier for our contingent labour workforce as set out in Confidential Annex 1. The aim is to award the contract by 1 June 2024 and the contract duration will be three years plus the option for a one-year extension; and**

(b) **to delegate the finalisation of terms and conditions to the Director of Workforce and Organisational Development in consultation with the Head of Legal and Deputy Monitoring Officer and Head of Procurement**

13. Forward Plan and Future Business (Pages 143 - 152)

Cabinet Member: All
Contact Officer: Chris Reynolds, Senior Democratic Services Officer Tel: 07542 029441

The Cabinet Procedure Rules provide that the business of each meeting at the Cabinet is to include "updating of the Forward Plan and proposals for business to be conducted at the following meeting".   Items from the Forward Plan for the immediately forthcoming meetings of the Cabinet appear in the Schedule at **CA13.** This includes any updated information relating to the business for those meetings that has already been identified for inclusion in the next Forward Plan update.

The Schedule is for noting, but Cabinet Members may also wish to take this opportunity to identify any further changes they would wish to be incorporated in the next Forward Plan update.

The Cabinet is RECOMMENDED to note the items currently identified for forthcoming meetings.

14. For information only: Cabinet response to Scrutiny item (Pages 153 - 156)

Oxfordshire Education Commission

Councillors declaring interests

General duty
You must declare any disclosable pecuniary interests when the meeting reaches the item on the agenda headed 'Declarations of Interest' or as soon as it becomes apparent to you.

What is a disclosable pecuniary interest?
Disclosable pecuniary interests relate to your employment; sponsorship (i.e. payment for expenses incurred by you in carrying out your duties as a councillor or towards your election expenses); contracts; land in the Council's area; licenses for land in the Council's area; corporate tenancies; and securities. These declarations must be recorded in each councillor's Register of Interests which is publicly available on the Council's website.

Disclosable pecuniary interests that must be declared are not only those of the member her or himself but also those member's spouse, civil partner or person they are living with as husband or wife or as if they were civil partners.

Declaring an interest
Where any matter disclosed in your Register of Interests is being considered at a meeting, you must declare that you have an interest. You should also disclose the nature as well as the existence of the interest. If you have a disclosable pecuniary interest, after having declared it at the meeting you must not participate in discussion or voting on the item and must withdraw from the meeting whilst the matter is discussed.

Members' Code of Conduct and public perception
Even if you do not have a disclosable pecuniary interest in a matter, the Members' Code of Conduct says that a member 'must serve only the public interest and must never improperly confer an advantage or disadvantage on any person including yourself' and that 'you must not place yourself in situations where your honesty and integrity may be questioned'.

Members Code – Other registrable interests
Where a matter arises at a meeting which directly relates to the financial interest or wellbeing of one of your other registerable interests then you must declare an interest. You must not participate in discussion or voting on the item and you must withdraw from the meeting whilst the matter is discussed.

Wellbeing can be described as a condition of contentedness, healthiness and happiness; anything that could be said to affect a person's quality of life, either positively or negatively, is likely to affect their wellbeing.
Other registrable interests include:
   a) Any unpaid directorships

b) Any body of which you are a member or are in a position of general control or management and to which you are nominated or appointed by your authority.

c) Any body (i) exercising functions of a public nature (ii) directed to charitable purposes or (iii) one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union) of which you are a member or in a position of general control or management.

Members Code – Non-registrable interests

Where a matter arises at a meeting which directly relates to your financial interest or wellbeing (and does not fall under disclosable pecuniary interests), or the financial interest or wellbeing of a relative or close associate, you must declare the interest.

Where a matter arises at a meeting which affects your own financial interest or wellbeing, a financial interest or wellbeing of a relative or close associate or a financial interest or wellbeing of a body included under other registrable interests, then you must declare the interest.

In order to determine whether you can remain in the meeting after disclosing your interest the following test should be applied:
Where a matter affects the financial interest or well-being:

a) to a greater extent than it affects the financial interests of the majority of inhabitants of the ward affected by the decision and;

b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest.

You may speak on the matter only if members of the public are also allowed to speak at the meeting. Otherwise you must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation.

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CABINET

MINUTES of the meeting held on Tuesday, 19 March 2024 commencing at 2.00 pm and finishing at 2.35pm

Present:

Voting Members: Councillor Liz Leffman – in the Chair
                                      Councillor Dr Pete Sudbury (Deputy Chair)
                                      Councillor Tim Bearder
                                      Councillor Neil Fawcett
                                      Councillor Andrew Gant
                                      Councillor Kate Gregory
                                      Councillor John Howson
                                      Councillor Dr Nathan Ley
                                      Councillor Judy Roberts

Other Members in Attendance: Councillor Donna Ford

Officers:

Whole of meeting   Martin Reeves (Chief Executive), Lorna Baxter (Executive Director of Resources & Section 151 Officer), Paul Grant (Head of Legal Services and Deputy Monitoring Officer), Stephen Chandler (Executive Director: People), Lisa Lyons (Corporate Director: Children's Services), Chris Reynolds (Senior Democratic Services Officer)

The Committee considered the matters, reports and recommendations contained or referred to in the agenda for the meeting, together with a schedule of addenda tabled at the meeting, and decided as set out below. Except insofar as otherwise specified, the reasons for the decisions are contained in the agenda, reports and schedule, copies of which are attached to the signed Minutes.

35/24 APOLOGIES FOR ABSENCE
(Agenda Item. 1)

Apologies for absence were received from Councillor Dan Levy.

36/24 APOLOGIES FOR ABSENCE
(Agenda Item. 2)

There were none.

37/24 MINUTES
(Agenda Item. 3)

The minutes of the meeting held on 27 February 2024 were approved and signed as a correct record.

38/24   QUESTIONS FROM COUNTY COUNCILLORS
(Agenda Item. 4)

See annex.

39/24   PETITIONS AND PUBLIC ADDRESS
(Agenda Item. 5)

There were no requests received.

40/24   APPOINTMENTS
(Agenda Item. 6)

There were none to report.

41/24   REPORTS FROM SCRUTINY COMMITTEES
(Agenda Item. 7)

There were no reports and recommendations from Scrutiny Committees to be considered at this meeting.

42/24   COMMERCIAL STRATEGY
(Agenda Item. 8)

Cabinet had before it a proposed Commercial Strategy which set out the Council's commercial ambition and pathway to embedding commercial thinking as part of its culture and governance.

The strategy set out the vision to leverage Oxfordshire's unique assets and strengths to optimise organisational efficiency, generate sustainable revenue, support the development of a more inclusive local economy and enhance public services through innovative and responsible commercial activities.

To support the delivery of the Commercial Strategy through 2024/25 a Commercial Transformation Programme had been established. A discovery phase was currently underway to look at the current maturity level of the Council's commercial thinking, information, skills and processes, from which an implementation plan can be designed and programme to deliver new commercial ways of working.

The Chair presented the report.

During discussion, members made the following points:

- There was a need to protect the discretionary services that the Council provided, in view of the considerable reductions central government funding of local government

- While members welcomed the opportunities for income generation to support the Council's budget, the introduction of the Commercial Strategy also provided an opportunity to review its ways of working and develop efficient system and processes

The Chair moved and Councillor Sudbury seconded the recommendation, and it was approved.

RESOLVED to approve the Commercial Strategy as set out in the report.

43/24 TREASURY MANAGEMENT QUARTER 3 PERFORMANCE REPORT (2023/24)
(Agenda Item. 9)

Cabinet considered a report on the Council's Treasury Management performance at the end of the third quarter of the year 2023-24 (measured against the budget agreed by Council in February 2023)

The Chair presented the report which covered the management of the organisation's borrowing, investments and cash flows, including its banking, money market and capital market transactions, the effective control of the risks associated with those activities, and the pursuit of optimum performance consistent with those risks.

The Executive Director of Resources and Section 151 Officer answered a number of questions on the report and referred, in particular, to the loss of interest as a result of the negative balance held in the dedicated schools grant fund.

The Chair moved and Councillor Roberts seconded the recommendation, and it was approved.

RESOLVED to note the council's treasury management activity at the end of the third quarter of 2023/24.

44/24 BUSINESS MANAGEMENT & MONITORING REPORT - JANUARY 2024
(Agenda Item. 10)

Cabinet considered a report presenting the January 2024 performance, risk, and finance position for the council. The business management reports were part of a suite of performance, risk and budget documents which set out the council's ambitions, priorities, and financial performance.

The Chair presented the report and referred to the changes in the performance indicators compared to the previous report. The Chair also referred to the passing of a balanced budget by the Council in February 2024.

During discussion, members welcomed the performance improvements in a number of service areas including

- the library service,
- the number of Education and Health Care plans completed in the SEND service (where performance had exceeded the national average)
- the increase in the number of residents satisfied with the service provided by the customer service centre
- the increase in the number of cycling trips
- the considerable reduction in the number of looked after children

The Chair moved and Councillor Fawcett seconded the recommendations, and they were approved.

RESOLVED to:

a) **note the report and annexes.**
b) **note the virements in Annex 2b**
c) **approve the supplementary estimate request of £0.2m as set out in paragraph 92 of Annex B.**
d) **approve the eleven debt write offs totalling £0.2m as set out in paragraph 122 of Annex B.**

45/24 CAPITAL PROGRAMME UPDATE AND MONITORING REPORT
(Agenda Item. 11)

Cabinet had before it the fourth capital programme update and monitoring report for 2023/24 which set out the monitoring position based on activity to the end of January 2024. The report also provided an update to the Capital Programme approved by Council on 20 February 2024 taking into account additional funding and new schemes. The updated programme also incorporated changes agreed through the Capital Programme Approval Reports to Cabinet during the year as well as new funding.

The Chair presented the report and outlined the changes and new inclusions in the Council's Capital Programme.

During discussion members welcomed

- The additions to the County's education estate.
- The extension of the number of places at Mabel Pritchard Special School
- The grant towards decarbonisation activity which demonstrated the Council's position at the leading edge of climate action

The Chair moved and Councillor Howson seconded the recommendations, and they were approved.

RESOLVED to:-

Capital Programme

a) Accept the latest capital monitoring position for 2023/24 set out in Annex

b) Approve the updated Capital Programme at Annex 2 incorporating the changes set out in this report.

Budget Changes / Budget Release

c) approve the inclusion of a programme of work to replace prefabricated classrooms with permanent provision at North Hinksey CE Primary School into the Capital Programme, at a cost of £1.443m to be funded by s106 developer contributions, the remaining cost of the scheme will be met by the Oxford Diocesan Schools Trust (paragraph 49)

d) approve the inclusion of the expansion of Mabel Prichard Special School into the capital programme with an indicative budget of £2.230m to be funded from the Special Educational Needs (SEN) High Needs capital allocation 2021/22-2023/24 (paragraph 50).

e) approve an increase in budget of £3.6m from £6.897m to £10.497m for the Tramway Road Accessibility Improvement scheme. The increase in budget is funded through the Housing & Growth Deal and was agreed as part of the latest Growth Deal Programme review exercise, included in the Capital Programme approved at Council on 20 February 2024 (paragraph 52).

f) approve the inclusion of Redbridge Household & Recycling Centre (HWRC) stabilisation works into the capital programme at a cost of £1.400m to be funded by corporate resources, of which £0.7m was agreed by Cabinet on 21 February 2023 and a further £0.7m agreed on 27 February 2024 (paragraph 54).

g) to note the release of an initial development budget of £1.813m to redevelop Speedwell House (paragraph 56).

h) To approve the inclusion of the £3.1m Decarbonisation Grant into the capital programme and the release of a total budget provision of £8.2m to commence carbon reduction measures in the Council property portfolio to progress measures towards the 2030 Climate Action Framework (paragraph 58).

46/24 FORWARD PLAN AND FUTURE BUSINESS
(Agenda Item. 12)

The Cabinet considered a list of items for the immediately forthcoming meetings of the Cabinet together with changes and additions set out in the schedule of addenda.

RESOLVED: to note the items currently identified for forthcoming meetings.

47/24 FOR INFORMATION ONLY: CABINET RESPONSE TO SCRUTINY ITEMS
(Agenda Item. 13)

Cabinet noted the responses to the following Scrutiny reports:-

Capital Asset Disposal Process
City Centre Accommodation Strategy
Employee Engagement Strategy
Social Value

………………………………………………..in the Chair

Date of signing …………………………………………..

Divisions Affected – All

CABINET

23 April 2024

VISION ZERO STRATEGY

Report by Corporate Director for Environment and Place

RECOMMENDATION

1.   **The Cabinet is RECOMMENDED to**

     (a)   Approve the Vision Zero Strategy and Action Plan 'Oxfordshire – Safe Roads through Vision Zero to 2030'.

Executive Summary

2.   The consultation for the Vision Zero Strategy 'Oxfordshire – Safe Roads through Vision Zero to 2030' and supporting action plan commenced on 31 January 2024, and closed on 10 March 2024. The consultation was set up to gather views from both the public and our vision zero and road safety stakeholders and has had a high response rate, with over 5k total visits and over 1.3k engaged respondents. (Consultation data report Annex A).

3.   The Vision Zero strategy and action plan sets out how we are aiming to achieve our target of a reduction in collisions to zero fatalities and life changing injuries from road traffic collisions by 2050: with an interim target of 25% reduction by 2026 and 50% reduction by 2030. It ensures our highway network is safely designed, implemented, and maintained with Vision Zero at the heart of our decision making.

4.   The case for change towards Vision Zero is clear. Between 2017 and 2021 128 people were killed on Oxfordshire roads, with 1130 serious injured. This not only has a devastating impact on individuals and families, but also on society and Oxfordshire's economy. The feedback from the strategy consultation shows Oxfordshire's residents are very much active participants in our Vision Zero programme delivery.

5.   The feedback from the consultation has been reviewed and several requested changes have been made to an updated Vision Zero Strategy (Annex B). A summary of the strategy consultation headlines is provided below, and this report will cover the consultation responses in more detail. Full consultation reports are provided in Annexes A & B.

Vision Zero Strategy consultation headlines:
- Our residents want to ensure we maintain our road network to safe standards, for all road users.   - Our residents want to see our Highway laws being are upheld and enforced to support road safety for all road users across Oxfordshire.   - That road safety education is provided for Oxfordshire's road users and young people, for all modes of transport.   - That a close working partnership with our road partners is maintained and enhanced via Vision Zero, and this includes Thames Valley Police, and our Bus operators and we expand upon our stakeholder groups.   - There was challenge on how Vision Zero will realistically be delivered and how we achieve our Vision Zero targets.   - It is key that our highways and roads are designed, built, and maintained for all road users with road safety at the forefront of our minds.

Introduction

How we engaged

6. We have been engaging across a wide range of both our local and national Vision Zero stakeholders since the Vision Zero Programme was stood up in November 2022. Our stakeholders were invited to attend our Vision Zero Strategy development workshop on 19th July 2023, where the first outline of strategy content was discussed. Over several months, our stakeholders then contributed to the strategy development, sharing their road safety knowledge and expertise, helping shape the draft strategy version that went out to public consultation.

7. To ensure we captured our stakeholders' views, we held a stakeholder consultation alongside our public consultation. Both consultations asked the same questions. The Vision Zero Strategy and supporting Action Plan consultation was held from 31 January to 10 March 2024.

8. Respondents were invited to comment on the strategy and to feedback via an online Let's Talk Oxfordshire survey questionnaire. To ensure that all residents could take part in the consultation, we also offered the option to email responses as well as to request a hard copy of the strategy documents and questions, that could be returned via freepost.

9. To advertise the consultation to our residents and stakeholders, we shared the 'Let Talk Oxfordshire' webpage link via social media posts, which ran daily during the consultation period, and via updates to County Councillor bulletins, as well as the 'Nextdoor', 'Your Oxfordshire' and 'Travel' bulletins platforms, during January, February and March. To ensure that we reached out to all local councillors, links to the webpage were also emailed to our district, town, and

parish councillors and clerks, and the consultation was sent to our Statutory consultees.

10. We received a high level of consultation engagement with 1,256 public, and 85 stakeholder respondents via Let's Talk Oxfordshire. We also received 13 emailed responses, and 1 response by post. (Consultation data report Annex A).

Consultation respondents

11. When responses were submitted via the 'Let's Talk Oxfordshire' platform, demographic information was requested. This provides an overview of the demographic information collected to understand who responded to the consultation. This information helps us understand if any groups are under or overrepresented. This information is included in Consultation data report Annex A. Those who emailed back their responses did not provide this level of demographic information.

12. **Who responded to the consultation?**

    Public 'Let's Talk Oxfordshire' respondents

    Of the 1,256 respondants, 94.8% identifed as Oxfordshire residents, with 2.2% being a member of the public living outside Oxfordshire. Representatives of a group or organisation were 0.9%, a parish,town council or county councillors were also 0.9%. Business were 0.3% with 0.9% identifing as other.

    Further demographic information can we found in Consultation data report Annex A.

    Stakeholder 'Let's Talk Oxfordshire' respondents

    Of the 85 respondents 46.4% identifed as Oxfordshire residents, with 9.5% being a member of the public living outside Oxfordshire. Representatives of a group or organisation were 14.3%, a parish,town council or county councillor's were also 29.8. Business were 0% with 0% identifing as other.

    Further demographic information can we found in Consultation data report Annex A.

Consultation survey

13. The survey questions were set out to capture both quantitative data and qualitative data. The quantitative data can be reviewed in Consultation data report Annex A. The qualitative data provides an opportunity to understand what residents think about the Vision Zero Strategy, and whether they are supportive of its aims. Respondents were free to respond to as many qualitative surveys questions as they wished, and they did not have respond if they did not

want to. As a result, the number of responses varies from question to question. There were 5,276 qualitative data responses.

14. The qualitative responses were reviewed to understand firstly the main overarching theme of the response, and then what the detailed theme of the response was. They were also categorised by the 'tone' of the response, either positive, neutral, or negative.

Main Themes

15. The public consultation question which gathered the most overall quantitative data responses was whether respondents thought we have the right key areas or 'aspects' for Vision Zero to focus on. 1255 of the respondents gave their views on this, with 35.5% saying "yes", 33.7% saying "partly", and 29.9% saying "no". 0.9% responded, "I don't know". There were 718 supporting qualitative responses to this this question, with the main theme being general opposition. In reviewing the responses, it was evident that Vision Zero as a safe system concept, is not familiar to people, and is not understood or known as a holistic approach to road safety. This has evidenced that we need to do more in terms of communication and engagement with Vision Zero.

16. This unfamiliarity with Vision Zero's safe system approach was also evidenced when each of the Let's talk Oxfordshire qualitative responses were reviewed overall, and categorised to understand how respondents feel about the Vision Zero Strategy. The overall top 5 main themes are shown in table 1 below.

Main Theme	No of respondents	% of total responses
Opposition	941	17.83%
Delivery	939	17.79%
Infrastructure	637	12.09%
Speed	438	8.3%
Support	398	7.55%

Table 1. Main Themes

17. The 941 main theme responses catalogued as 'Opposition' cover a wide range of concerns, ranging from requests to carry out improved road maintenance to fix potholes, to concerns regarding traffic flow across the network, and negative perceptions of the 20mph and Low Traffic Neighbourhood programmes, where it has been perceived that the Council is limiting residents' mobility. There were also requests for the restriction of various modes of transport such as HGVs, and E-bikes and Scooters. There was very limited feedback on the actual contents of the draft Vision Zero Strategy document, or Vision Zero as a safe system approach itself. When the Strategy was referred to, the detailed themes where the cost of delivery, or the aspects within the Vision Zero Strategy that are not felt to be within the Council's remit, for example post-collision response.

18. The 939 main theme responses regarding Delivery where again, for a wide range of reasons; concerns that it is not possible to deliver Vision Zero, issues

were raised regarding the delivery of other specific schemes and highway infrastructure, and there were requests for delivery of specific schemes and highway infrastructure. The need to balance delivery of Vision Zero with other priorities and demands given the current economic climate was also raised. There was also challenge over the delivery of the Vision Zero action plan, and how achievable the actions are.

19. Highway surfacing improvements and infrastructure implementation requests were the main reasons for the 637 infrastructure responses. There were of requests for road user segregation, junctions, and signage improvements. There was challenge that highway surfacing issues should be improved before Vision Zero is progressed. We will take forward specific infrastructure requests raised via the responses to the relevant services.

20. The 438 responses regarding speed echoed the concerns raised under opposition but were more focused on the perception that the Council is limiting residents' mobility, by setting speed limits. Setting speed restrictions has been perceived by many of the respondents as imposing restrictions on car use generally and not fully understood as a road safety measure that reduces road safety fatalities and serious road injuries. Again, this evidences that further communication and engagement on the road safety benefits of Vision Zero is required.

21. There was support for the Vision Zero strategy, with 398 responses evidencing this. The detailed themes evidenced support for the 20mph and Low Traffic Neighbourhood programmes, and support for embracing a safer system approach to road safety. Support was also given by a wide range of stakeholders, Oxford Pedestrians Association, the British Horse Society, Oxfordshire Liveable Streets, the Coalition for Healthy Streets and Active Travel (CoHSAT), Cyclox, The Road Safety Foundation, The Vale of the White Horse and South Oxfordshire District Councils, and Councillors from across a wide range of Oxfordshire's Parish, District and Town Councils.

Detailed Themes

22. The "Let's talk Oxfordshire" qualitative responses have also been reviewed to understand the detailed themes raised via the consultation. As explained above responses were reviewed to understand the 'tone' of the response, as this has a bearing on the level of support and understanding of Vision Zero as a safe system. There were responses that did not even mention or refer to Vision Zero or the strategy, and that were just a specific request for an infrastructure improvement. These responses have been categorised as either neutral or negative, and those who expressed support for Vision Zero and the strategy have been categorised as positive.

23. As evidenced by the main themes, delivery was raised as one of the concerns via the detailed themes and, and the tone of the responses was negative. This underlines the challenges we are aware of for delivering Vision Zero, and the

level of communication and engagement required to support its delivery. Please see table 2 for the detailed theme analysis:

Narrative responses				Tone		
Question	Total no of respondents	Main Theme - No of respondents	Detailed themes	Positive	Neutral	Negative
Q18. Do you think these are the right targets for the Vision Zero Strategy? If not yes, please tell us why you gave that answer.	773	Delivery 553	• Not deliverable	0	56	327
			• Targets should be sooner	0	125	2
			• All Other detailed themes combined	0	33	10
Q21. Please share your comments on the action plan	782	Opposition 321	• General opposition – (not achievable / concern re: costs / focus on road maintenance)	0	21	294
			• LTN Opposition	0	0	2
			• Unrealistic	0	3	1
Q10. Please share your comments on the 'Safe Roads and Roadside' aspect	496	Infrastructure 229	• Improve Road Maintenance	0	26	52
			• Need segregation of modes	4	60	6
			• All Other detailed themes combined	1	61	19
Q12. Please share your comments on the safe 'Safe Speeds' aspect	498	Speed 218	• 20mph support	40	1	1
			• 20mph opposition	0	4	27
			• All Other detailed themes combined	34	52	51
Q6. Do you support the council adopting a Vision Zero Strategy? Please tell us why you gave that answer.	681	Delivery 192	• Not deliverable	0	17	120
			• All Other detailed themes combined	0	30	27

Table 2. Detailed theme analysis

Officer response to objections / concerns

24.   Thames Valley Police raised no objections to the draft Vision Zero Strategy and underlined their key role in Oxfordshire's road safety.   Greater police enforcement of highway law was one of the main consultation themes, as well as requests for greater partnership working with Thames Valley Police to deliver Vision Zero. We will continue to engage with Thames Valley Police to support greater enforcement and take steps to develop the Joint Vision Zero Partnership Board as requested.

25.   Go-Ahead Group's Oxford Bus Company provided a helpful and detailed response to the consultation, which outlines their very extensive and rigorous approach to safety, including information on their driver training practices, their safety monitoring via their increased use of data and technology.   Their feedback covered several concerns:
   • The rise of 'micro-mobility'; E-bikes and E-scooters which can now travel at higher speeds and are currently unregulated. We have updated the strategy to include supporting the enforcement of E-Bikes and E-scooters where data shows that they pose a road safety risk.
   • The need to work more closely with them regarding Vision Zero, and when reviewing speed limits and future 20mph programme expansions Go-Ahead have requested that they are more involved in the Vision Zero Programme, and we welcome their commitment, and we will engage more fully with them in future.
   • The need for more knowledge and information sharing on their high safety standards, and their new fleet, which will have improved safety technology, especially regarding vulnerable road users.

26.   The Motorcycle Action Group (MAG), one of our Vision Zero stakeholders, has raised concerns on the County Council using Vision Zero as a safe system approach. Their concerns are that Vision Zero is not a guarantee of road safety,

and that the terminology of 'safe' needs to be replaced with 'safer'. They have concerned that Vision Zero regularly places other priorities such as increasing active travel and improving air quality ahead of the road safety of motorcyclists. They recommend their 'Welcoming Roads'[1] approach as a more pragmatic approach to road safety. They also noted motorcyclists were not included in the road user hierarchy in the draft Strategy document. We very much consider motorcyclist as vulnerable road users and have updated the road user hierarchy in the updated version of the strategy (Annex B). We welcome and appreciate their feedback regarding the Vision Zero safe system approach and will work with them to positively engage with how we can adapt our Vision Zero approach to accommodate motorcyclists fully.

27. The concerns regarding the perception that the County Council is restricting car use, mobility generally or impeding traffic flows, need to be considered in terms of how Vision Zero is perceived, and how highway schemes and infrastructure changes are communicated in future. The consultation feedback has highlighted the need for more communication and engagement generally, and especially regarding Vision Zero and how the safe system works. This can be related to other areas of work where the general communication of our approach to transport and highways needs to improve to enable the public to understand Oxfordshire County Councils aims better.

28. Concerns from different roads users regarding their interaction with other road users and other modes of transport and the need for specific road safety improvements to accommodate vulnerable road users, needs to be carefully considered. The consultation was valuable to understand concerns from the perspective of all road users, and this will considered in the delivery of Vision Zero.

29. The concerns regarding the achievement of our Vision Zero targets, the programme delivery, its costs and long-term benefits as a road safety approach are noted. Initial funding is available for Vision Zero. There are challenges to achieving our targets, but Vision Zero provides a framework by which to address them. As outlined in the consultation feedback, partnership working is key. We have detailed within the strategy the steps we need to take to improve partnership working and look forward to engaging with our partners more closely.

Further actions

30. Following the review of the consultation responses, several requested changes have been made to the Strategy document, to ensure it is understood better, and has accommodated specific requests. The updated version is in Annex C.

31. As mentioned above, where specific concerns or issues regarding highway infrastructure have been raised, we will engage with services to address them where applicable. The County Council has a comprehensive roads and

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[1] MAG launches Welcoming Roads – a new vision for road safety. (mag-uk.org)

highway maintenance programme [2], and the Highway Asset Management Plan supports the ambitions with the Vision Zero Strategy in terms of investment priorities.

32. There will be a review of how we can better communicate the Vision Zero safe system approach, and road safety improvements generally.

33. We will engage with our stakeholders to strengthen our Partnership working and look to developing and setting up a Vision Zero Partnership board to support the delivery of Vision Zero in future.

34. The Vision Zero action plan detailed the actions on Vision Zero delivery; this will be monitored by and reported into the Vision Zero Steering Group. Our key performance indicators will be reported on for the ongoing analysis of how successfully Vision Zero is delivered, and our overall targets will be reviewed in terms of bring the 2050 target forward to 2030 for our urban areas.

Corporate Policies and Priorities

35. The Vision Zero Strategy aligns with several of the County Council's priorities namely:
    - Put action to address the climate emergency at the heart of our work.
    - Prioritise the health and wellbeing of residents.
    - Invest in an inclusive, integrated, and sustainable transport network.
    - Green spaces.

36. Vision Zero will support and help to deliver the Local Transport and Connectivity Plan.

37. Successfully delivering Vision Zero will also be an enabler and key to the success of health and active travel initiatives and programmes.

Financial Implications

38. The approved Vision Zero Outline Business Case has a capital programme funding envelope of £4m which is profiled to be delivered by 2025/26. The programme will aim to deliver holistic and cost-effective road safety improvements by ensuring schemes are aligned with other highway maintenance, major infrastructure, and active travel programmes. In addition, there is an existing revenue allocation of £0.25m from the Budget Priorities Reserve.

39. There are no direct financial Implications to adopting the Vision Zero strategy and action plan. In order to deliver the targets, set out with the documents investment in infrastructure and other initiatives will be required. This will come from a variety of sources – such as; grants, developer funding, council funding.

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[2] Roads and highways maintenance in Oxfordshire | Oxfordshire County Council

40. Any further funding, if the strategy is approved, will be considered through the council's budget setting process.

    Comments checked by:

    Fillip Skiffins, Assistant Finance Business Partner,
    filipp.skiffins@oxfordshire.gov.uk (Finance)

    And

    Graham Clare, Senior Planning and Reporting Accountant
    Graham.Clare@Oxfordshire.gov.uk (Finance)

Legal Implications

41. Under the general power of competence in Section 1 of the Localism Act 2011 and in accordance with the council's duties under the Road Traffic Act 1988 and in its role as highway authority under the Highways Act 1980 and as traffic authority under the Traffic Management Act 2004 the council has powers to provide safer roads and the Council is exercising these powers by way of the Vision Zero Strategy.

42. All Vision Zero schemes that are delivered are to be carried in accordance with the relevant powers and, as necessary, are to be subject to statutory consultation.

    Comments checked by:

    Karen Jordan, Senior Solicitor and Team Leader,
    karen.jordan@oxfordshire.gov.uk (Legal)

Procurement

43. Vision Zero will mainly use existing county council contracts, such as the use of Milestone's highway maintenance contract for the delivery of minor-short term improvements. If delivery of the strategy does require something outside of existing contracts, this will be sourced through a compliant appropriate procurement route to market.

    Comments checked by:

    Melissa Sage, Head of Procurement Contract Management,
    Melissa.Sage@oxfordshire.gov.uk (Procurement)

Staff Implications

44. The commitment to Vision Zero has been progressed, developed and delivered using existing staff supplemented with consultancy support as required - covering both general and specialist extra capacity. Staffing and any necessary additional consultancy support will be funded from the vision zero budgets outlined within this report as appropriate.

Local Transport and Connectivity Plan Implications

44. The Vision Zero Strategy supports the Council's LTCP Vision, key outcomes, and it focuses on our priorities of prioritising Active Travel and Public Transport and achieving the Council's Vision Zero target of zero road safety fatalities and serious injuries by 2050.

Equality & Inclusion Implications

45. An overarching Equality Impact Assessment has been completed for the programme. This concludes there are no negative consequences for protected characteristics, or wider community impacts, as a result of implementing Vision Zero. To confirm any policy, infrastructure, or Traffic Order change etc, will be consulted on individually as required.

Sustainability Implications

46. An overarching Climate Impact Assessment has been completed for the Vision Zero programme. This concludes there are no negative consequences or climate change impacts as a result of implementing Vision Zero. Delivery of Vision Zero will contribute towards delivery of reduced transport emissions by helping to improve road safety and supporting the uptake of active travel. To confirm any policy, infrastructure, or Traffic Order change etc, will be consulted on individually as required.

Risk Management

47. There are three main risks regarding delivery of Vision Zero; one is the funding to deliver the aspirations of the programme and managing expectations of what will be achievable with the initial funding, and any potential further funding. The second is the sphere of influence, as Vision Zero is a whole system concept and as such will require technology advancements, and input from others to support the safety of vehicles and education/training of users (for all modes/vehicles). The third is reputational risk for the County Council if we fail to achieve the targets set. A risk register is being developed will be managed through the normal programme management process.

Bill Cotton

Corporate Director for Environment and Place

Annexes:

Annex A – Let's Talk Quantitative Consultation Report

Annex B – Let's talk Qualitative Consultation report

Annex C - Updated Vision Zero Strategy and Action Plan

Background papers: Nil

Other Documents: [Approval of Vision Zero commitment by Cabinet – June 2022](#)
                         [Place Overview and Scrutiny Committee – February 2024](#)

Contact Officers: Caroline Coyne, Project Manager
                         Joseph Kay, Oxfordshire Transport Strategy Team Leader
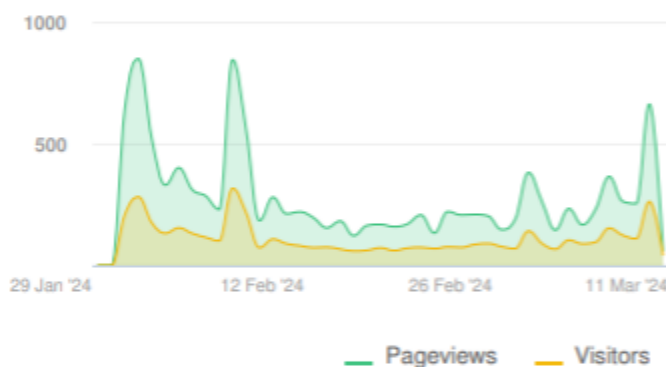
April 2024

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Vision Zero Public Consultation

Let's Talk Oxfordshire
Vision Zero Draft Strategy Consultation

BANG THE TABLE
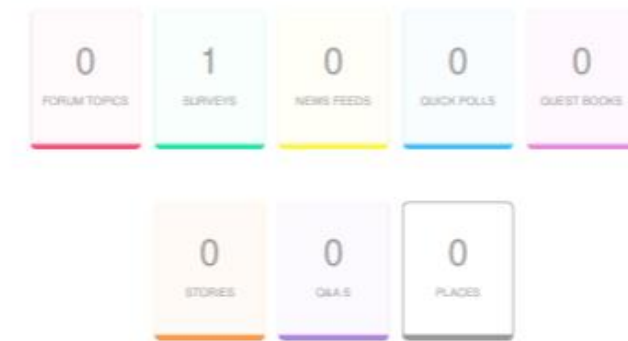engagementHQ.

Visitors Summary

29 Jan '24   12 Feb '24   26 Feb '24   11 Mar '24

— Pageviews   — Visitors

Highlights

TOTAL VISITS	MAX VISITORS PER DAY
4.9 k	316

NEW REGISTRATIONS
1

ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
1.3 k	2.5 k	4.2 k

Aware Participants	4,184
Aware Actions Performed	Participants
Visited a Project or Tool Page	4,184

Informed Participants	2,537
Informed Actions Performed	Participants
Viewed a video	0
Viewed a photo	0
Downloaded a document	993
Visited the Key Dates page	54
Visited an FAQ list Page	0
Visited Instagram Page	0
Visited Multiple Project Pages	1,194
Contributed to a tool (engaged)	1,256

Engaged Participants			1,256
Engaged Actions Performed	Registered	Unverified	Anonymous
Contributed on Forums	0	0	0
Participated in Surveys	13	0	1,243
Contributed to Newsfeeds	0	0	0
Participated in Quick Polls	0	0	0
Posted on Guestbooks	0	0	0
Contributed to Stories	0	0	0
Asked Questions	0	0	0
Placed Pins on Places	0	0	0
Contributed to Ideas	0	0	0

ENGAGEMENT TOOLS SUMMARY

0	1	0	0	0
FORUM TOPICS	SURVEYS	NEWS FEEDS	QUICK POLLS	GUEST BOOKS

0	0	0
STORIES	Q&A S	PLACES

Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Survey Tool	Vision Zero Consultation Survey	Archived	2064	13	0	1243

ENGAGEMENT TOOL: SURVEY TOOL

Vision Zero Consultation Survey

Visitors 2064	Contributors 1256	CONTRIBUTIONS 1256

I am responding to this survey as:
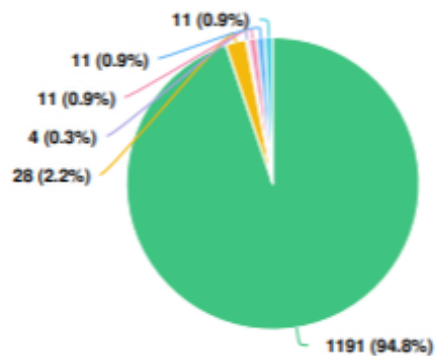
11 (0.9%)
11 (0.9%)
11 (0.9%)
4 (0.3%)
28 (2.2%)
1191 (94.8%)

Question options
- an Oxfordshire resident
- a member of the public living outside of Oxfordshire
- a business
- a representative of a group or organisation
- a parish, town, district, or county Councillor
- Other (please specify)

Optional question (1256 response(s), 0 skipped)
Question type: Radio Button Question

2

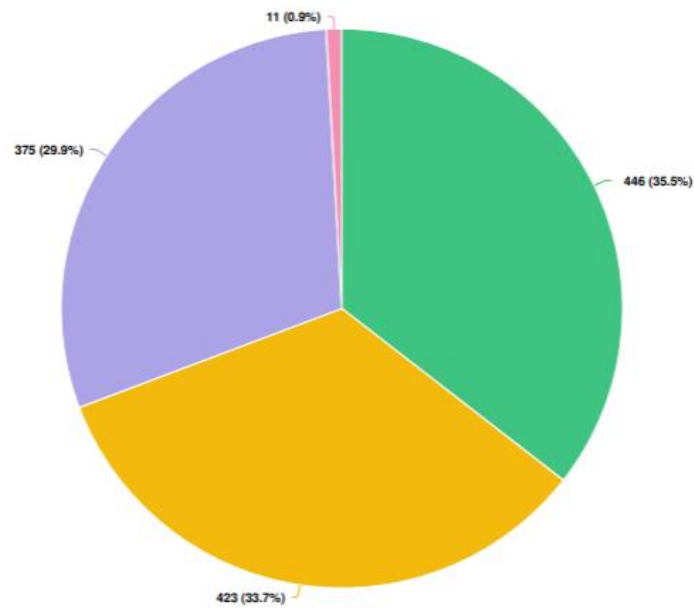## Do you support the council adopting a Vision Zero Strategy?

72 (5.7%)

416 (33.2%)

542 (43.3%)

223 (17.8%)
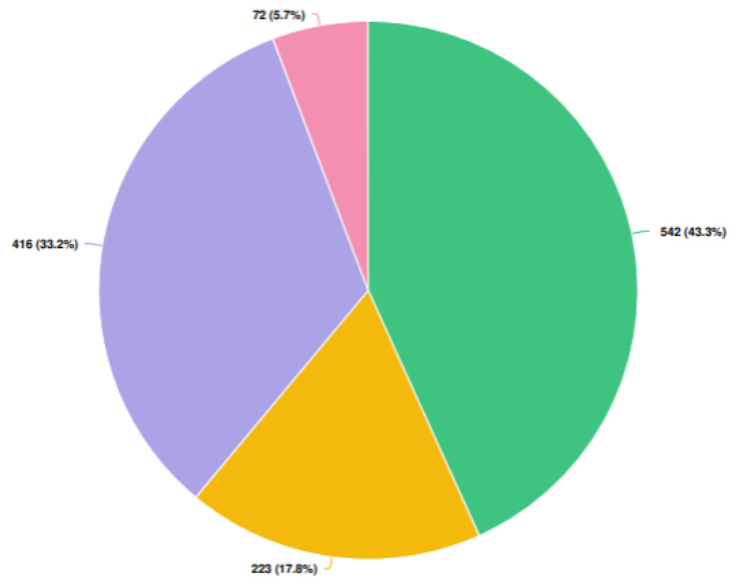
Question options
● Yes   ● Partly   ● No   ● I don't know

Optional question (1253 response(s), 3 skipped)
Question type: Radio Button Question

Do you think that these are the right key areas or 'aspects' for Vision Zero to focus on?
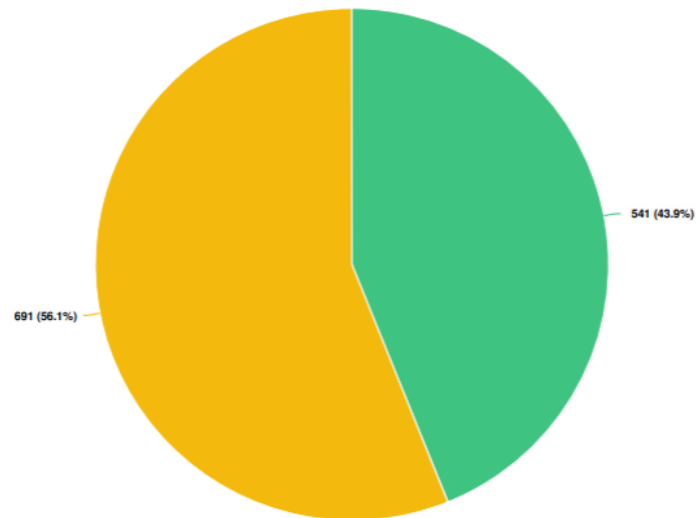

11 (0.9%)

375 (29.9%)

446 (35.5%)

423 (33.7%)

Question options
● Yes   ● Partly   ● No   ● I don't know

Optional question (1255 response(s), 1 skipped)
Question type: Radio Button Question

3

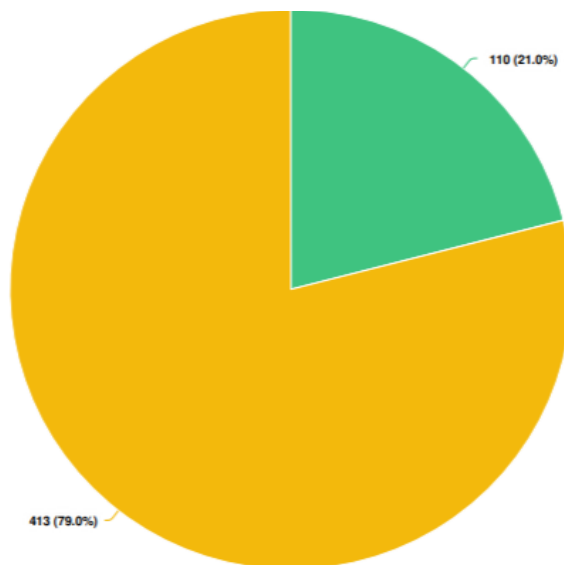## Would you like to comment on any of the individual aspects?

541 (43.9%)

691 (56.1%)

Question options
- Yes
- No

Optional question (1232 response(s), 24 skipped)
Question type: Radio Button Question

Is there anything else you would like to tell us about the key safe system aspects?
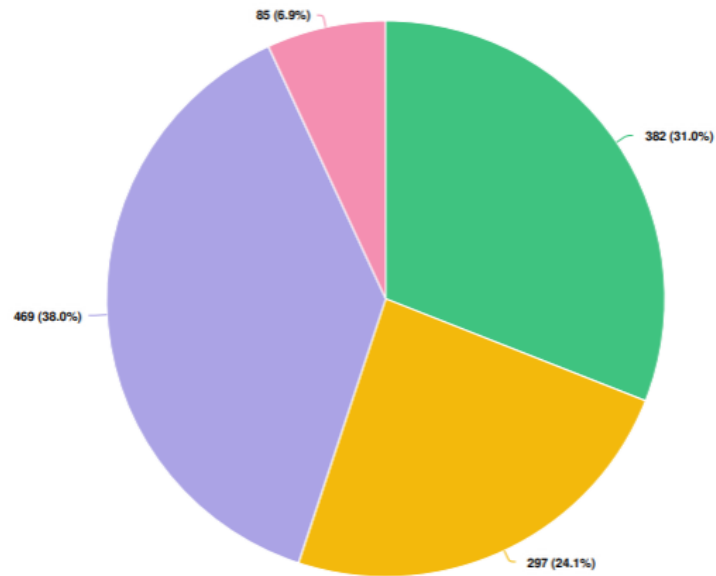
110 (21.0%)

413 (79.0%)

Question options
- Yes
- No

Optional question (523 response(s), 733 skipped)
Question type: Radio Button Question

4

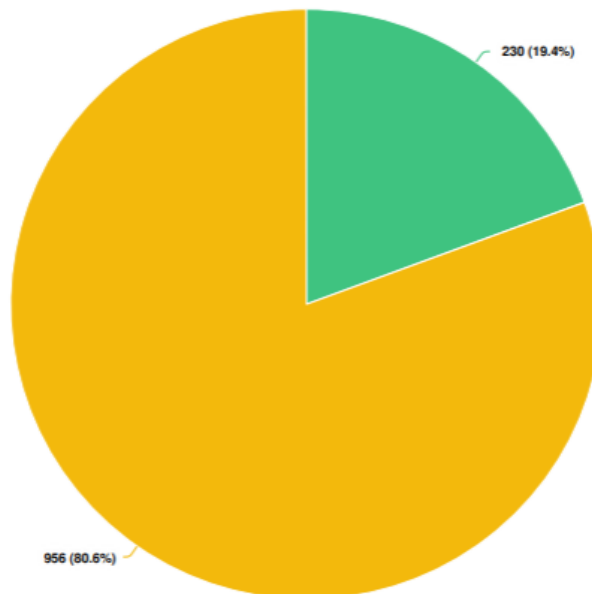## Do you think these are the right targets for the Vision Zero strategy?

85 (6.9%)

382 (31.0%)

469 (38.0%)

297 (24.1%)

Question options
- Yes
- Partly
- No
- I'm not sure

Optional question (1233 response(s), 23 skipped)
Question type: Radio Button Question

Is there anything else you would like to tell us about the targets?
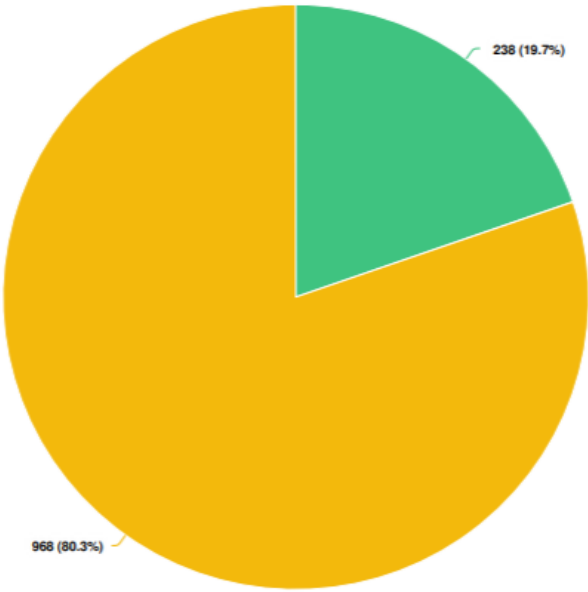
230 (19.4%)

956 (80.6%)

Question options
- Yes
- No

Optional question (1186 response(s), 70 skipped)
Question type: Radio Button Question

Is there anything else you would like to tell us about the Vision Zero draft strategy?

238 (19.7%)

968 (80.3%)

Question options
● Yes   ● No

Optional question (1206 response(s), 50 skipped)
Question type: Radio Button Question

What is your age?

80 (6.6%)
11 (0.9%)
84 (6.9%)
235 (19.3%)
11 (0.9%)
84 (6.9%)
169 (13.9%)
253 (20.8%)
290 (23.8%)
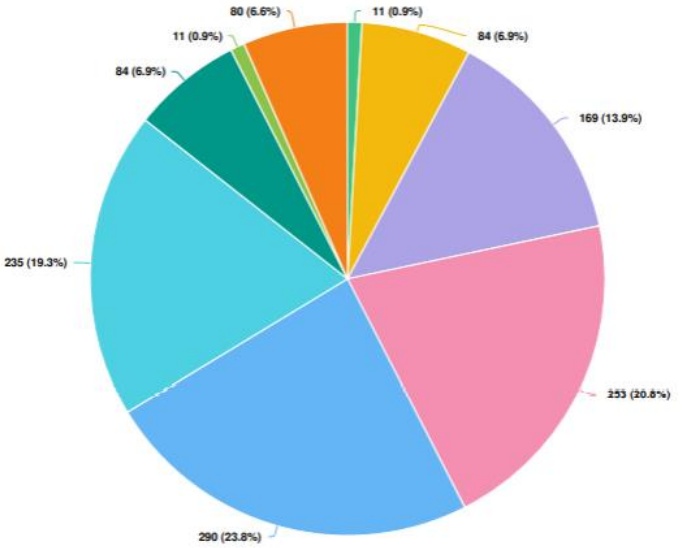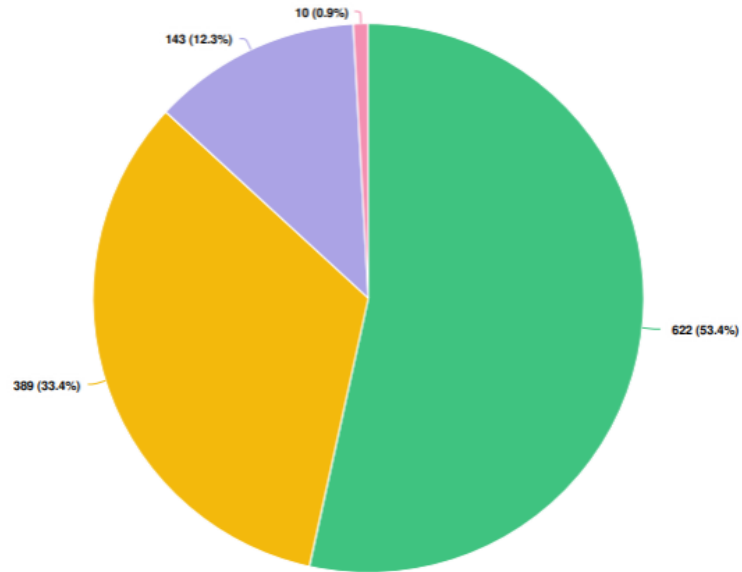
Question options
● 16 - 24   ● 25 - 34   ● 35 - 44   ● 45 - 54   ● 55 - 64   ● 65 - 74   ● 75 - 84   ● 85 or over
● Prefer not to say

Optional question (1217 response(s), 39 skipped)
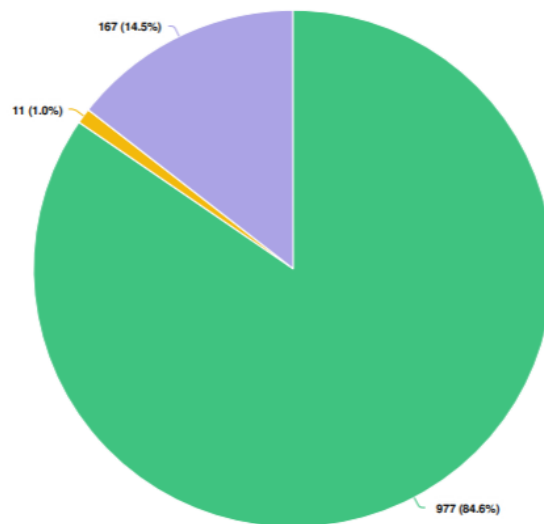*Question type: Dropdown Question*

What is your sex?

6

Question options
- Male
- Female
- Prefer not to say
- I use another term (please specify)

622 (53.4%)
389 (33.4%)
143 (12.3%)
10 (0.9%)

Optional question (1164 response(s), 92 skipped)
Question type: Dropdown Question

Is the gender you identify with the same as your sex registered at birth?
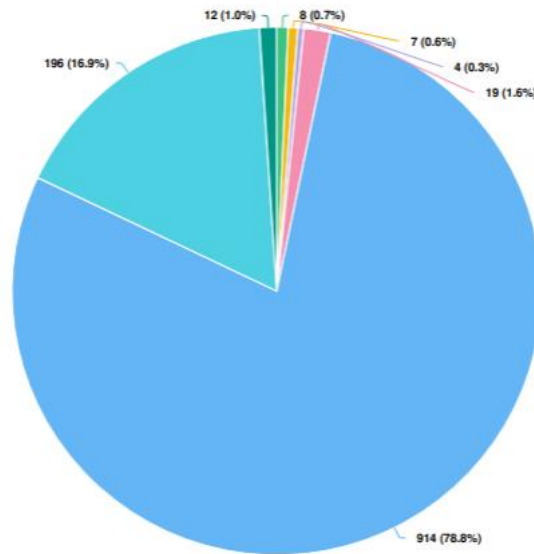

167 (14.5%)
11 (1.0%)
977 (84.6%)

Question options
- Yes
- No
- Prefer not to say

Optional question (1155 response(s), 101 skipped)
Question type: Dropdown Question

## What is your ethnic group or background?

7

Question options

- ● Asian or Asian British (Indian, Pakistani, Bangladeshi or any other Asian background)
- ● Black or Black British (Caribbean, African, or any other Black background) ● Chinese
- ● Mixed or multiple ethnic groups (White and Black Caribbean, White and Black African, White and Asian, and any other mixed background)
- ● White (British, Irish, or any other white background) ● Prefer not to say
- ● Other ethnic group or background (please specify)

Optional question (1160 response(s), 96 skipped)

Question type: Dropdown Question

Are your day-to-day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months?

25 (2.5%)

115 (11.4%)

95 (9.4%)

775 (76.7%)
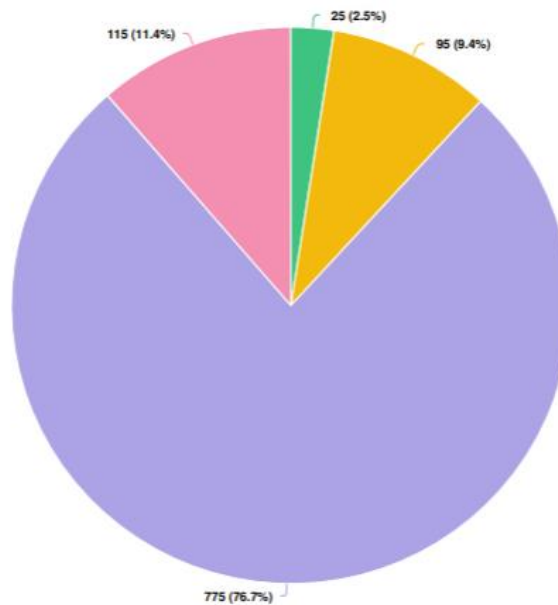
Question options

● Yes - a lot ● Yes - a little ● No ● Prefer not to say

Optional question (1010 response(s), 246 skipped)

Question type: Dropdown Question

How did you find out about this consultation? (Choose all that apply)
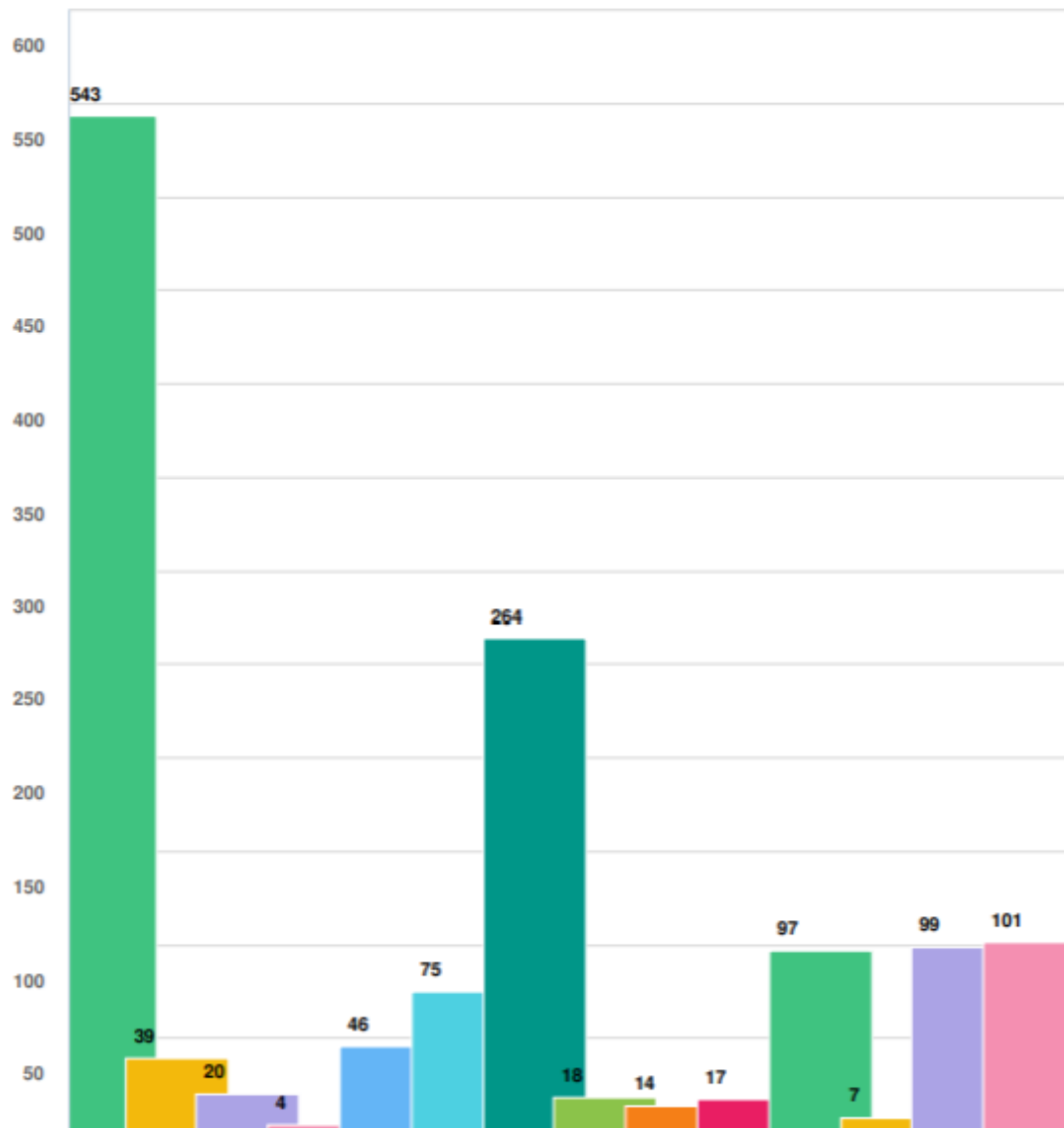
Question options

- Facebook
- X (previously called Twitter)
- Instagram
- LinkedIn
- NextDoor
- Oxfordshire.gov.uk website
- Email from Oxfordshire County Council
- Local news item (newspaper, online, radio, tv) Radio advert
- Oxfordshire County Councillor District Councillor
- Parish or town councillor
- Local community news item
- Poster / information in local library Local community group / organisation
- Friend / relative
- Other (please specify)

Optional question (1209 response(s), 47 skipped)

Question type: Checkbox Question

Vision Zero Stakeholder Consultation

Let's Talk Oxfordshire

Vision Zero Draft Strategy - Stakeholder Consultation

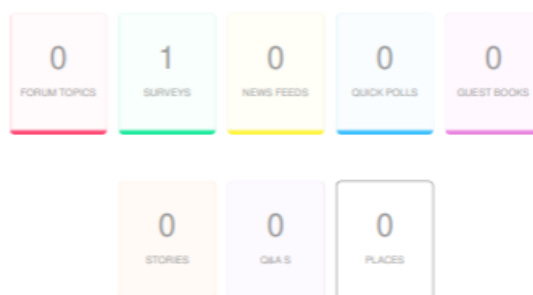**BANG THE TABLE engagementHQ**

Visitors Summary

Highlights

TOTAL VISITS **579**	MAX VISITORS PER DAY **74**
NEW REGISTRATIONS **0**	

ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
85	278	445

— Pageviews — Visitors

Aware Participants	445	Engaged Participants		85	
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unverified	Anonymous
Visited a Project or Tool Page	445				
Informed Participants	**278**	Contributed on Forums	0	0	0
Informed Actions Performed	Participants	Participated in Surveys	0	0	85
Viewed a video	0	Contributed to Newsfeeds	0	0	0
Viewed a photo	0	Participated in Quick Polls	0	0	0
Downloaded a document	169	Posted on Guestbooks	0	0	0
Visited the Key Dates page	8	Contributed to Stories	0	0	0
Visited an FAQ list Page	0	Asked Questions	0	0	0
Visited Instagram Page	0	Placed Pins on Places	0	0	0
Visited Multiple Project Pages	184	Contributed to Ideas	0	0	0
Contributed to a tool (engaged)	85				

10

ENGAGEMENT TOOLS SUMMARY

	0 FORUM TOPICS	1 SURVEYS	0 NEWS FEEDS	0 QUICK POLLS	0 GUEST BOOKS

	0 STORIES	0 Q&A S	0 PLACES

Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Survey Tool	Vision Zero Stakeholder Consultation Survey	Published	160	0	0	85

ENGAGEMENT TOOL: SURVEY TOOL

Vision Zero Stakeholder Consultation Survey

Visitors 160	Contributors 85	CONTRIBUTIONS 85

I am responding to this survey as:
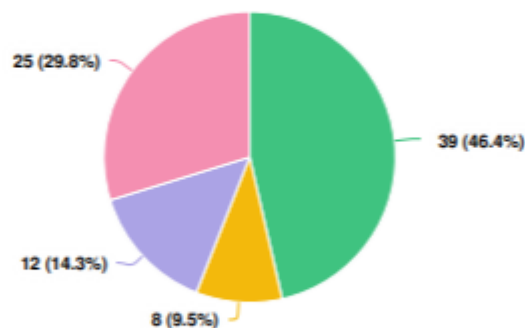
25 (29.8%)

39 (46.4%)

12 (14.3%)

8 (9.5%)

Question options
- an Oxfordshire resident
- a member of the public living outside of Oxfordshire
- a representative of a group or organisation
- a parish, town, district, or county Councillor

Optional question (84 response(s), 1 skipped)

Question type: Radio Button Question

Do you support the council adopting a Vision Zero Strategy?

3 (3.6%)

13 (15.7%)

48 (57.8%)

19 (22.9%)
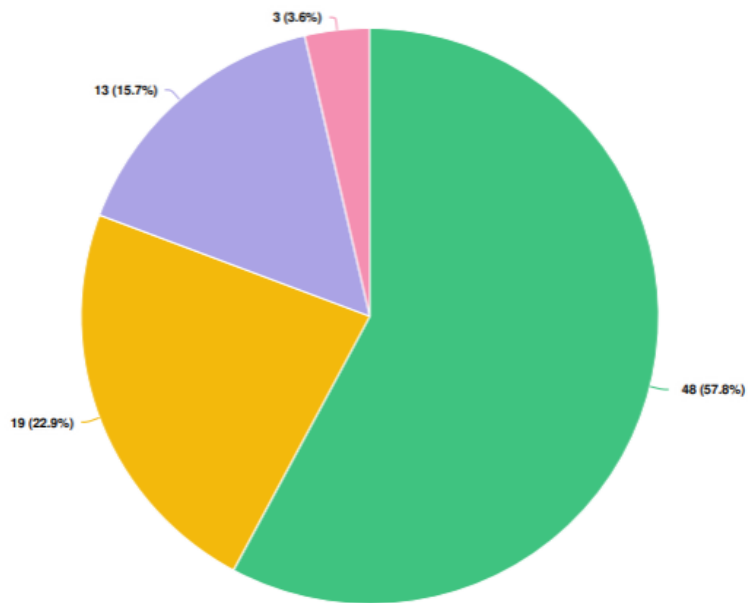
Question options
- Yes
- Partly
- No
- I don't know

Optional question (83 response(s), 2 skipped)
Question type: Radio Button Question

Do you think that these are the right key areas or 'aspects' for Vision Zero to focus on?
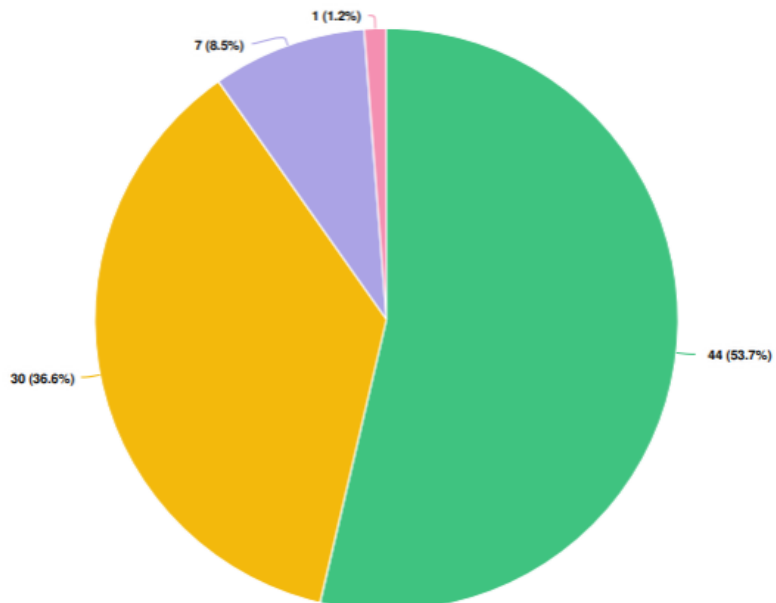
1 (1.2%)

7 (8.5%)

44 (53.7%)

30 (36.6%)

Question options
- Yes
- Partly
- No
- I don't know

Optional question (82 response(s), 3 skipped)
Question type: Radio Button Question

Would you like to comment on any of the individual aspects?
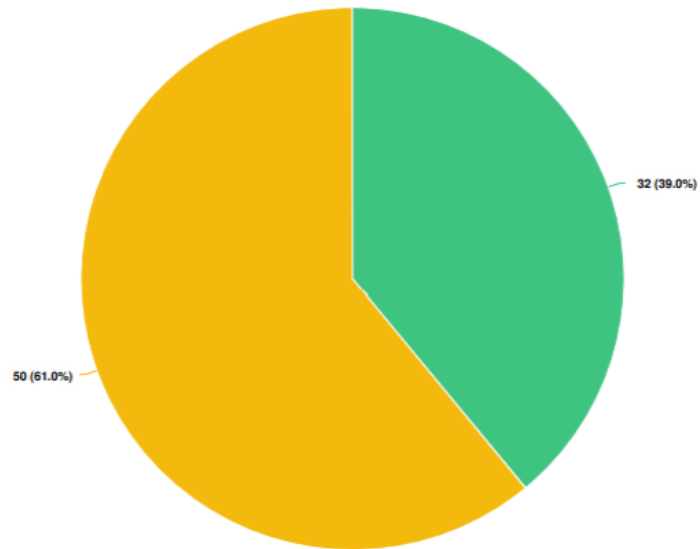
32 (39.0%)

50 (61.0%)

Question options
- Yes
- No

Optional question (82 response(s), 3 skipped)
Question type: Radio Button Question

Is there anything else you would like to tell us about the key safe system aspects?

6 (20.0%)

24 (80.0%)

Question options
- Yes
- No

Optional question (30 response(s), 55 skipped)
Question type: Radio Button Question

Page 31

Do you think these are the right targets for the Vision Zero strategy?

11 (13.4%)

33 (40.2%)

15 (18.3%)

23 (28.0%)

Question options

● Yes ● Partly ● No ● I'm not sure

Optional question (82 response(s), 3 skipped)
Question type: Radio Button Question

Is there anything else you would like to tell us about the targets?

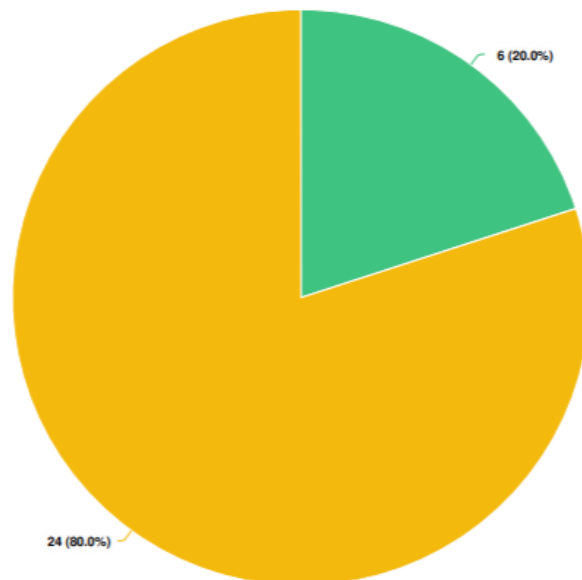15 (19.2%)

63 (80.8%)
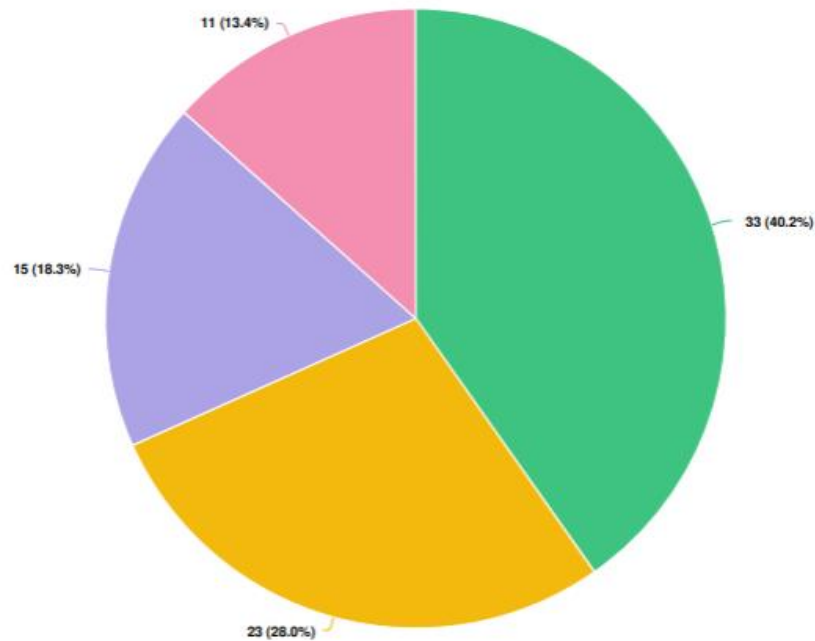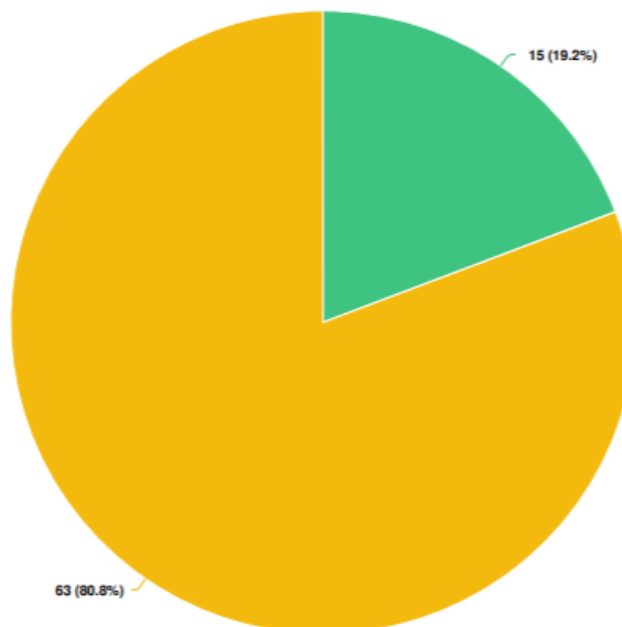
Question options

● Yes ● No

Optional question (78 response(s), 7 skipped)
Question type: Radio Button Question

14

Page 32

Is there anything else you would like to tell us about the Vision Zero draft strategy?

14 (17.3%)

67 (82.7%)

Question options
- Yes
- No

Optional question (81 response(s), 4 skipped)
Question type: Radio Button Question

What is your age?

1 (1.3%)

9 (11.4%)

3 (3.8%)

2 (2.5%)

15 (19.0%)

8 (10.1%)

17 (21.5%)

24 (30.4%)
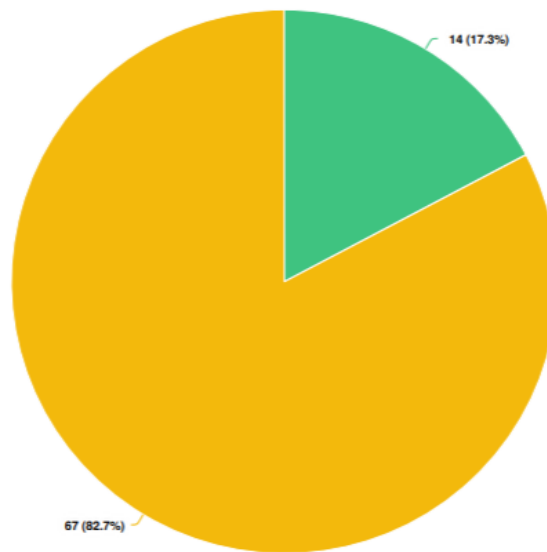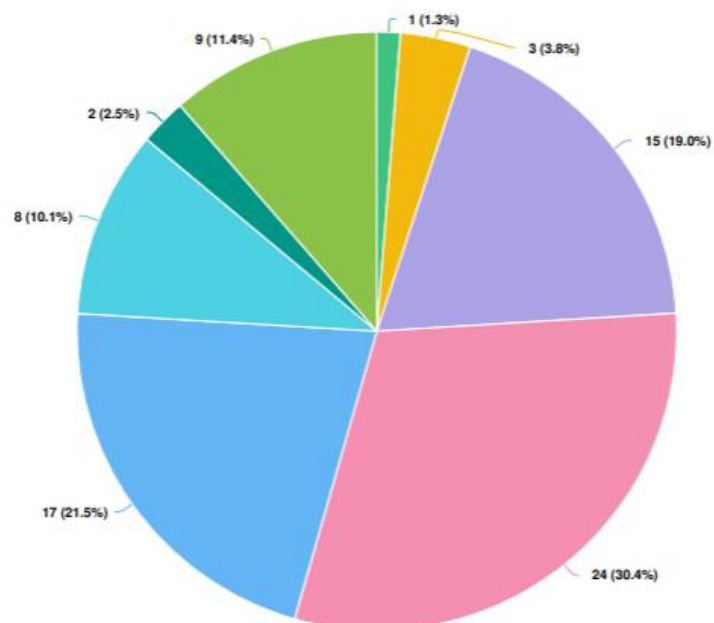
Question options
- 25 - 34
- 35 - 44
- 45 - 54
- 55 - 64
- 65 - 74
- 75 - 84
- 85 or over
- Prefer not to say

Optional question (79 response(s), 6 skipped)
Question type: Dropdown Question

15

What is your sex?

8 (10.7%)

22 (29.3%)

45 (60.0%)
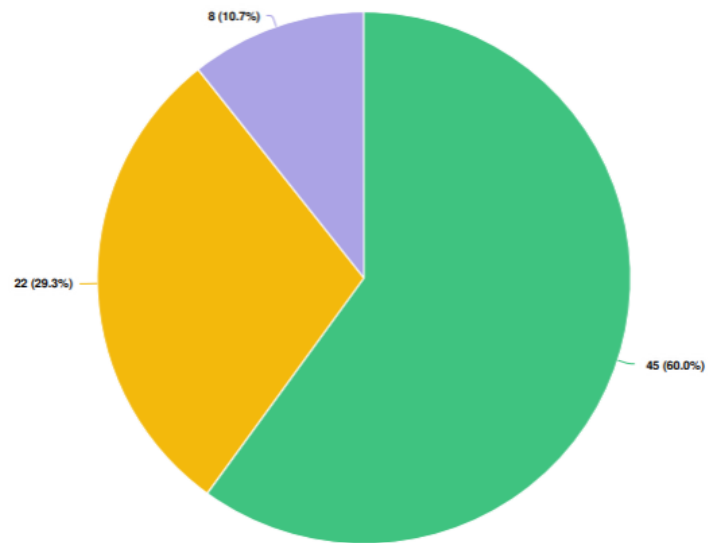
Question options
- Male
- Female
- Prefer not to say

Optional question (75 response(s), 10 skipped)
Question type: Dropdown Question

Is the gender you identify with the same as your sex registered at birth?

8 (10.8%)

66 (89.2%)
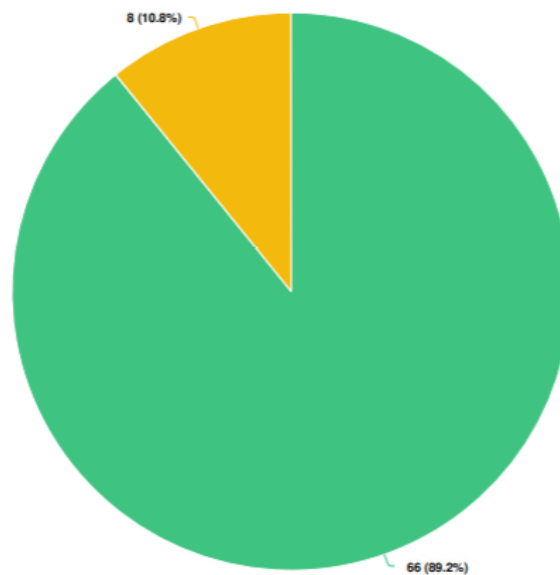
Question options
- Yes
- Prefer not to say

Optional question (74 response(s), 11 skipped)
Question type: Dropdown Question

What is your ethnic group or background?

1 (1.3%)
1 (1.3%)
8 (10.4%)
67 (87.0%)
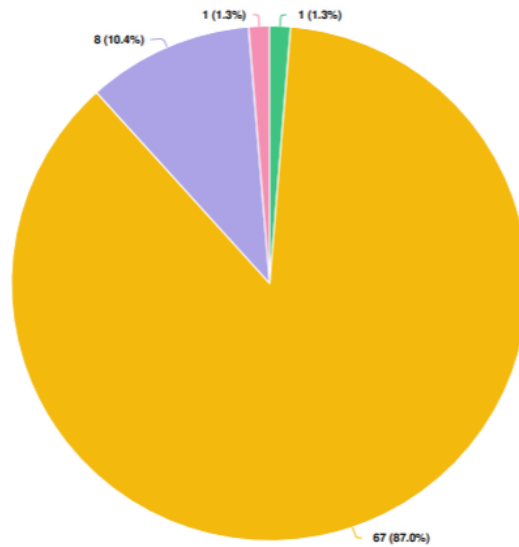
Question options
- Mixed or multiple ethnic groups (White and Black Caribbean, White and Black African, White and Asian, and any other mixed background)
- White (British, Irish, or any other white background)
- Prefer not to say
- Other ethnic group or background (please specify)

Optional question (77 response(s), 8 skipped)
Question type: Dropdown Question

Are your day-to-day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months?

2 (3.1%)
4 (6.2%)
7 (10.8%)
52 (80.0%)
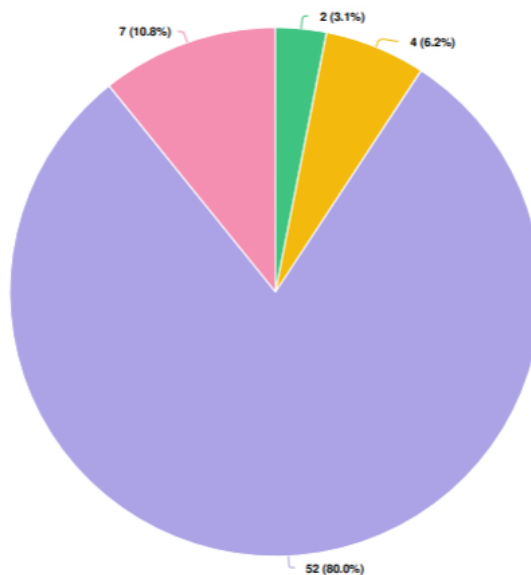
Question options
- Yes - a lot
- Yes - a little
- No
- Prefer not to say

Optional question (65 response(s), 20 skipped)
Question type: Dropdown Question

17

How did you find out about this consultation? (Choose all that apply)
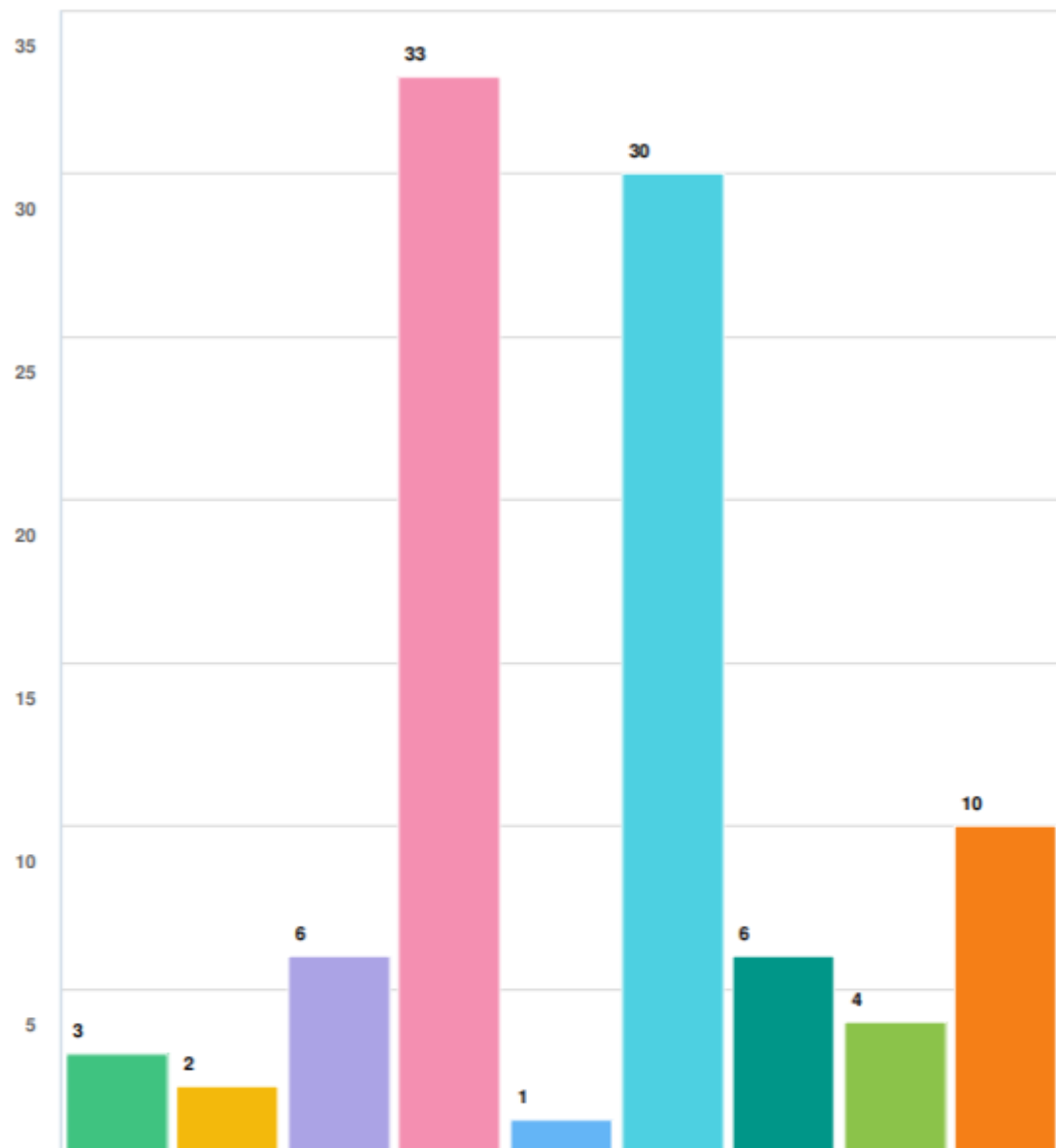
Question options
- Facebook
- NextDoor
- Oxfordshire.gov.uk website
- Email from Oxfordshire County Council
- Oxfordshire County Councillor District Councillor
- Parish or town councillor
- Local community news item
- Friend / relative
- Other (please specify)

Optional question (81 response(s), 4 skipped)

Question type: Checkbox Question

Page 36

Q5: Do you support the council adopting a Vision Zero Startegy
Q6: Please tell us why you gave that answer

Combined

Main theme	Count
Delivery	192
Opposition	107
Car	78
Infrastructure	67
General	67
Speed	58
Funding	35
Active Travel	21
Carbon	16
Transport	8
Enforcement	8
Engagement	5
Behaviour change	4
Education	4
Rural	4
PTW	2
Vulnerable groups	2
Data	1
Support	1
Technology	1

Theme	Detailed theme	Positive	Neutral	Negative
	Cyclist lights	0	1	0
	Need more cycle routes	0	4	0
Active travel	Need to consider all modes	0	7	6
	Need to consider e-scooters	0	1	1
	Vulnerable road users should be prioritised	0	1	0
Behaviour change	Need to focus on all user groups	0	3	1
Car	Restricting car use	0	3	75
Carbon	Confusion with net-zero	0	1	15
Data	Need scientific evidence	0	0	1
	Actions unclear	0	2	1
	Aspects outside OCC control	0	2	1
	Depends on actions	0	7	0
	Disagree with actions	0	5	5
	Does not consider economy impacts	0	2	0
	Lack of faith in delivery ability	0	0	2
	Lack of action	0	0	5
	Lack of collaboration	0	0	1
	Lack of consideration of south	0	0	1
Delivery	Need action plan	0	2	0
	Need alternatives	0	1	0
	Need to balance actions	0	3	0
	Need to consider all road users	0	2	1
	Not deliverable	0	17	120
	Not enough detail about actions	0	2	0
	Past work has not delivered change	0	0	9
	Too much burden on residents	0	1	0
	Will make travel harder	0	1	0
	oppose actions	0	0	1
Education	Need to improve driving education	0	4	0
Enforcement	Need for increased policing	0	4	2
	Police responsibility	0	2	0
Engagement	Need for resident engagement	0	2	3
	depends on cost	0	3	0
Funding	Lack of funding	0	0	2
	Needs to be cost effective	0	1	0
	Not a priority	0	0	29
	Broken links in document	0	1	0
	Do not think there is a problem	0	1	0
	Document too long	0	2	3
	General	0	1	0
	Lack of understanding	0	3	0
	Language confusing	0	0	1
General	Should be done	0	1	0
	Should consider lack of care	0	0	1
	Strategy too complicated	0	1	0
	Strategy unclear	0	1	0
	Uncertain	0	35	1
	Unclear what actions are	0	9	3
	suggested change	0	2	0
	lack of data	0	0	1
	Lack of infrastructure	0	0	2
Infrastructure	Lack of cycle infrastructure	0	1	0
	Poor road maintenance	0	7	56
	Do not support zero-risk attitude	0	0	1
	General opposition	0	0	96
Opposition	LTN opposition	0	0	9
	Need to consider economy	0	0	1
	Motorcyclists not considered	0	0	1
PTW	PTW should be encouraged	0	1	0
	Lack of experience regarding motorcycle safety	0	0	1
Rural	Urban centric	0	0	4
Speed	20mph opposition	0	0	56
Support	General support	1	0	0
Technology	Consider autonomy	0	1	0
	General transport suggestion	0	1	0
Transport	need to encourage alternatives to car	0	3	0
	Need for improved public transport	0	4	0
Vulnerable groups	More focus on vulnerable groups	0	1	0
	Need to consider all ages	0	1	0

Q7: Do you think these are the right key aspects for Vision Zero to focus on
Q8: Please tell us why you gave that answer

Main theme	Count
Opposition	177
Infrastructure	141
Speed	111
Aspects	51
Car	50
Enforcement	45
Education	43
Partnerships	39
Active travel	27
Delivery	14
Support	13
Public transport	12
General	8
Behaviour change	6
Carbon	5
Design	3
OCC	2
Rural	2
Engagement	1
Funding	1
Parking	1

Combined

Theme	Detailed Theme	Positive	Neutral	Negative
Active travel	Need more cycle routes / cycle paths	1	2	0
	Need to prioritise / consider pedestrians	4	4	0
	Need to consider e-scooters	0	2	1
	Need to consider vulnerable road users	0	5	1
	Need to follow road user hierarchy	0	1	1
	Prioritise active travel in design	1	0	0
	Too much focus on cycling	0	1	3
Behaviour change	Need for cultural change	0	0	1
	Need to focus on all user groups	1	2	0
	More emphasis on changing public perceptions	0	1	0
	Personal responsibility	0	1	0
Car	Need to reduce car use	5	3	0
	Prioritise traffic flow	0	4	3
	Oppose restricting car use	3	1	21
	Need to limit vehicle size	0	1	0
	Poor standards of driving	0	6	3
	Consider crossing locations	0	1	0
	Need to influence planning	0	1	1
Delivery	Infrastructure changes needed	0	2	0
	Not deliverable	0	1	3
	No measurable objective	0	0	1
	Need for common sense	0	0	1
	Past work has not delivered change	0	0	3
Design	Dutch approach	2	1	0
Education	More cyclist education	0	6	9
	Need for more education	3	4	4
	Need improved driver training	0	3	1
	Need more focus on training	0	5	0
	Need to educate all road users	2	2	4
Enforcement	Need for enforcement	4	7	5
	Need for police enforcement	7	7	1
	Need to enforce cyclists	0	8	4
	Not enforceable	0	0	1
	ANPR use	0	0	1
Engagement	Partnership working required	1	0	0
Funding	Need for funding	0	0	1
General	Wording change	0	3	0
	Needs further consideration	0	5	0
Infrastructure	Need for safe crossings	0	0	1
	Need for improved signage	0	1	0
	Need for segregation	3	14	9
	Need to improve lines of sight	0	0	1
	Need to improve junctions	0	2	0
	Improve road maintenance	1	9	85
	Too much street furniture	0	1	2
	Implement traffic calming	0	1	0
	Consider all roads / network	0	2	0
	Need safe design /Implementation	2	0	0
	Explore off road options / develop new cycle routes	0	3	1
	Integration of the road system with other transport modes	0	1	0
	Oxford's narrow roads	0	2	0
Carbon	Confusion with Net Zero	0	0	2
	Should link with Net Zero	3	0	0
Opposition	General opposition	0	34	115
	LTN opposition	0	0	9
	Unrealistic	0	0	5
	Too costly / how will it be funded	0	6	4
	Oppose segregation of modes	0	0	1
	Favours certain transport modes	0	0	1
	Not the council's role / remit / It's the drivers role	0	2	0
Parking	Need to reduce on street parking	0	1	0
Partnerships	Partnership working required	5	1	0
	Thames Valley Police Support required	31	2	0
Public transport	Increase public transport options / availability	7	3	2
Rural	Need to consider rural areas	0	2	0
Speed	20mph opposition	0	2	16
	20mph support outside schools /school streets	3	4	1
	20mph support	3	1	0
	Oppose blanket approach	0	8	11
	Support blanket approach	1	0	0
	Need to consider all speeds across areas / network	0	7	0
	20mph / low speeds causes frustration / increase risk	1	12	11
	Low speeds cause pollution	0	1	0
	Install speed cameras	1	1	0
	Speed considerations	0	4	1
	Speed reduction not a solution	1	2	2
	Inappropriate use of speed	0	2	0
	Need reason for reduced speed limits	0	1	0
	Oppose reduced speed limits	0	5	9
Support	General support	6	7	0
OCC	Performance Monitoring	0	1	0
	Use of data	0	1	0
Aspects	Needs further consideration	0	8	2
	Safe Speeds - appropriate speeds	0	1	0
	Safe Vehicles - technical issues with cars	0	1	0
	Safe Vehicles - not council's remit	1	1	1
	Safe vehicles - autonomous vehicles	0	1	0
	Safe vehicles - not feasible	0	0	0
	Safe Roads - focus on safe roads	2	5	0
	Safe Vehicles - cost of new cars /retrofitting not possible for many	2	8	11
	Safe Users -Onus on road users to take responsibility	0	1	0
	Post Collison response - support	0	1	0
	Safe Vehicles - Limit HGV's / Large vehicles	0	4	1

Q9: Would you like to comment on any of the indivdual aspects
Q10: Please share your comments on the 'Safe Roads and Roadside' aspect

Main theme	Count
Infrastructure	229
Delivery	48
Active travel	43
Support	39
Car	34
Enforcement	33
Education	16
Opposition	14
Parking	11
Funding	7
Speed	5
Rural	4
Behaviour change	3
General	3
Public transport	2
Engagement	1
Powered Two Wheelers	1
Technology	1
Design	1
Carbon	1

Combined

Theme	Detailed theme	Positive	Neutral	Negative
Active travel	Need for safe crossings	0	4	0
	Need more cycle routes	0	10	2
	Need more walking routes	0	1	0
	Need to consider equestrians	0	1	0
	Need to consider e-scooters	0	1	0
	Need to consdier vulnerable road users	0	5	0
	Need to consider equestrians	1	0	0
	Need to follow road user hierarchy	0	3	0
	Need to prioritise pedestrians	0	4	0
	Need to restrict cycling on some roads	0	2	0
	Prioritise active travel in design	0	8	0
	Too much focus on cycling	0	1	0
Behaviour change	Need for cultrual change	0	2	0
	Need to focus on all user groups	0	1	0
Car	Improve traffic flow	0	1	0
	Need to reduce car use	0	13	1
	Prioritise traffic low	0	1	0
	Oppose restricting car use	0	7	11
Delivery	Consider crossing lcoations	0	1	0
	Need to influence planning	0	3	0
	Infrastructure changes needed	0	2	0
	Need for action	1	0	2
	Need to be more specific	0	0	1
	Need to follow LTN1/20	0	2	1
	Not deliverable	0	7	8
	Past work has not delivered change	0	0	20
Education	More cyclist education	0	4	5
	Need for more education	0	2	0
	Need improved driver training	0	2	0
	Need to educate all road users	0	2	0
Enforcement	Need for enforcement	0	3	0
	Need for police enforcement	0	9	0
	Need to enforce cyclists	0	12	8
	Need to enforce safety on private schools	0	1	0
Engagement	Enable crossing requests	0	1	0
Funding	Need for funding	0	4	2
	Not a priority	0	0	1
General	Wording change	0	3	0
Infrastructure	Need for safe crossings	1	3	1
	Need for improved signage	0	6	3
	Need for segregation of modes	4	60	6
	Need for separate risk assessments	0	1	0
	Need improved road markings	0	1	0
	Need to consider all road users	0	0	2
	Need to improve lines of sight	0	4	0
	Need to improve junctions	0	38	0
	Opposed to narrowing roads	0	0	1
	Improve road maintenance	0	26	52
	Support for shared space	0	1	0
	Too much street furniture	0	7	12
Opposition	General oppostion	0	0	8
	LTN opposition	0	0	6
Parking	Need to reduce onstreet parking	0	11	0
Powered Two Wheelers	Allow access to bus lanes	0	1	0
Public transport	Don't reduce public transport space	0	1	0
	Reduce buses in city	0	1	0
Rural	Need to consider rural areas	1	2	1
	20mph opposition	0	0	1
Speed	Need to reduce speeds	0	2	0
	20mph support	2	0	0
Support	General support	37	2	0
Technology	Consdier autonomy	0	1	0
Carbon	Confusion with net-zero	0	0	1

Q11: Please share you commenst on the 'Safe Vehicles aspect

		Combined			

Main theme	Count		Theme	Detailed Theme	Positive	Neutral	Negative
Aspects	189			Need to prioritise / consider pedestrians	1	0	0
Support	55		Active travel	Need to consider e-scooters / e-bikes	1	2	4
Enforcement	30			Need to consider vulnerable road users	0	1	0
Partnerships	27			Need to reduce car use	2	0	0
Opposition	27			Poor standards of driving	0	7	2
Car	26		Car	Oppose restricting car use	0	2	0
Infrastructure	12			AS features can make drivers complacent	0	9	4
Active travel	9		Delivery	Need for action	0	0	1
Education	9			More cyclist education	0	2	1
General	8		Education	Need for more education	1	1	0
Funding	2			Need improved driver training	0	4	0
Public transport	2			Need for enforcement	5	6	0
Speed	2			Need for police enforcement	2	4	1
Tecnology	2		Enforcement	Need to enforce cyclists	1	4	1
Delivery	1			Direct Vision (DV) Standards	4	1	0
Parking	1			Need to enforce e-scooters / e-bikes	0	1	0
Carbon	1		Funding	Need for funding	0	2	0
Behaviour change	1			Wording change	1	1	2
Legislation	1		General	Needs further consideration	0	3	0
Time	1			Need for segregation of modes	0	1	2
HGV	1			Need for separate risk assessments	0	1	0
				Need improved road markings	0	1	0
			Infrastructure	Improve road maintenance	0	2	4
				Integration of the road system with other transport modes	0	0	1
				General opposition	0	9	13
			Opposition	Too costly / how will it be funded	0	0	1
				Not the council's role / remit / It's the drivers role	1	1	2
			Parking	Need to reduce on street parking	1	0	0
			Partnerships	Partnership working required	16	10	1
			Public transport	Increase public transport options / availability	2	0	0
			Speed	Install speed cameras	0	1	0
				Need to reduce speeds	1	0	0
			Support	General support	43	12	0
			Technology	Technology advancements	1	0	0
				Technology not available / suitable	0	1	0
				Safe Vehicles - not council's remit	0	15	15
				Autonomous vehicles need consideration	0	1	2
				Safe Vehicles - cost of new cars /retrofitting not possible for many	6	35	42
			Aspects	Central Gov' responsibility	3	2	0
				Safe Vehicles - Limit HGV's / Large vehicles	11	31	5
				Safe vehicles - it's the drivers responsibility	1	16	2
				Safe Vehicles - use of speed limiters	2	0	0
			Behaviour change	Need for cultural change	1	0	0
			Legislation	Registration / Policies already in place	0	1	0
			Carbon	Confusion with net zero	0	0	1
			Time	Time to bring about changes	0	1	0
			HGV's	Limit HGV's	0	1	0

Q12: Please share your comments on the safe 'Safe Speeds aspect

		Combined			
				Tone	
Main theme	**Count**	**Theme**	**Detailed Theme**	**Positive**	**Neutral**	**Negative**

Main theme	Count	Theme	Detailed Theme	Positive	Neutral	Negative
Speed	218		Need more cycle routes	1	0	0
Enforcement	129	Active travel	Need to consider equestrians	0	1	0
Opposition	38		Need to consider e-scooters	0	4	1
Infrastructure	33		Need to consider vulnerable road users	0	1	1
Support	31	Behaviour change	Need for cultural change	1	2	0
Car	10		Need to focus on all user groups	0	4	1
Active travel	9		Improve traffic flow	0	1	2
Education	8	Car	Prioritise traffic flow	0	2	2
Behaviour change	8		Restricting car use	0	0	3
Design	3	Delivery	Not deliverable	0	1	1
Rural	3		Past work not delivered change	0	0	1
Delivery	3	Design	Improved design	2	0	0
Public transport	2		Dutch approach	1	0	0
Communication	1	Education	Need for more education	1	3	1
General	1		Need improved driver training	1	2	0
Carbon	1		Need for enforcement	36	42	10
		Enforcement	Need for police enforcement	11	10	6
			Need to enforce cyclists	3	7	2
			Need speed cameras	0	2	0
		General	Need further consideration	0	1	0
			Need for improved signage	1	1	0
			Need for segregation of modes	1	7	4
			Need improved road markings	0	2	0
			Need to consider all road users	0	0	1
		Infrastructure	Need to improve lines of sight	1	1	0
			Opposed to narrowing roads	0	1	0
			Improve road maintenance	0	1	9
			Implement traffic calming	1	1	0
			Need safe design	0	1	0
		Opposition	General opposition	0	11	27
			LTN opposition	0	0	0
		Public transport	Don't reduce bus speeds	0	1	0
			Expand number of bus lanes	0	0	1
		Rural	Need to consider rural areas	3	0	0
			20mph opposition	0	4	35
			Need to reduce speeds	0	1	0
			20mph support outside schools	11	2	0
			20mph support	40	1	1
			Oppose blanket approach	0	21	26
			Support blanket approach	2	0	0
		Speed	Need to consider all speeds across areas / network	8	11	6
			Need to consider time and weather	0	1	0
			20mph / low speeds causes frustration / increase risk	3	9	12
			Low speeds cause pollution	1	2	7
			Install speed cameras	9	2	0
			Speeds need to be sensible	0	1	0
			Suggest telematics data	0	1	0
			Confusing speed limits	0	1	0
		Support	General support	27	1	0
			Support lower speeds	3	0	0
		OCC	Performance Monitoring	0	1	0
		Communication	Needs to be well communicated	0	0	1
		Carbon	Confusion with net zero	0	0	1

Q13: Please share your comments on the Safe Users aspect

Main theme	Count
Enforcement	127
Education	97
Support	46
Opposition	41
Behaviour change	27
Cars	18
Partnerships	15
Infrastructure	13
Delivery	10
Aspects	5
Communication	5
General	6
Speed	4
Funding	3
Active travel	2
Design	2
Parking	1
Public transport	1
Carbon	1
Engagement	1

	Combined			
Theme	Detailed Theme	Positive	Tone Neutral	Negative
Active travel	Need more cycle routes / cycle paths	1	0	0
	Need to prioritise / consider pedestrians	1	0	0
Behaviour change	Need for cultural change	0	4	0
	Need to focus on all user groups	0	22	1
Cars	Improve traffic flow	0	1	0
	Poor standards of driving	0	14	3
	Need for action	1	0	0
Delivery	Need to be more specific	0	2	0
	Not deliverable	0	1	2
	Need national work	0	1	0
Design	Don't blame vulnerable road users	0	1	0
	Past work has not delivered change	0	1	1
	Improved design	0	1	0
	Dutch approach	1	0	0
Education	More cyclist education	2	16	3
	Need for more education	3	25	2
	Need improved driver training	6	13	0
	Need for better educational road signage	0	1	0
	Need for driver education about horses	0	2	0
	Need for regular retesting	0	1	0
	Need for school education	0	1	0
	Need to educate all road users	0	0	1
	Support for biker down	1	0	0
	Suggest bike safe courses	0	1	0
Enforcement	Need for enforcement	14	24	10
	Need for police enforcement	16	20	6
	Need to enforce cyclists	1	6	13
	Need to enforce cyclists / e-bikes / scooters	1	9	7
Funding	Need for funding	1	2	0
	Not a priority	0	0	0
General	Wording change	2	3	0
	Needs more definition	0	1	0
Infrastructure	Need for safe crossings	0	1	0
	Need for improved signage	0	2	0
	Need for segregation of modes	0	4	0
	Need to improve junctions	0	1	0
	Improve road maintenance	0	0	1
	Too much street furniture	0	1	0
	Need safe design /Implementation	1	2	0
Opposition	General opposition	0	12	21
	LTN opposition	0	1	0
	Unrealistic	0	0	2
	Too costly / how will it be funded	0	1	2
	Not the council's role / remit	0	0	2
Parking	Need to reduce on street parking	0	0	1
Partnerships	Partnership working required	3	1	0
	TVP Support required	0	11	0
Public transport	Increase public transport options / availability	0	1	0
	20mph opposition	0	0	1
Speed	Need to reduce speeds	0	2	0
	20mph support outside schools /school streets	0	1	0
Support	General support	39	6	1
Communication	Needs to be well communicated	0	4	1
	Central Gov' responsibility	0	0	1
Aspects	Safe Users - it's the indivdual's responsibility	0	1	1
	Safe Users - not council's remit	0	1	1
Carbon	Confusion with net-zero	0	0	1
Engagement	Need community engagement	0	1	0

Page 42

Q14: Please share your commenst on the 'Post Collision Response' asepcts

Main theme	Count	Theme	Detailed Theme	Positive	Neutral	Negative
Support	133	Cars	Poor standards of driving	0	1	0
Opposition	62		Need for action	0	2	1
Aspects	58		Issue for emergency services	0	1	0
Infrastructure	13	Delivery	Suggest adding near miss data to irap model	0	1	0
Partnerships	12		Need resource to deliver	0	1	0
Delivery	8		Need to assess near miss data	0	1	0
General	6		Past work has not delivered change	0	0	1
OCC	5	Design	Dutch approach	1	0	0
Speed	2		Wording change	0	4	0
Cars	1	General	It is best practice	0	1	0
Communication	1		Air ambulance support	0	1	0
Design	1		Need for improved signage	0	1	0
Parking	1		Need for segregation	0	0	1
Carbon	1	Infrastructure	Need to improve junctions	1	1	0
			Improve road maintenance	0	1	6
			Need safe design /Implementation	0	2	0
			General opposition	0	7	42
		Opposition	Too costly / how will it be funded	0	7	2
			Will not have an effect	0	0	1
			Not the council's role / remit	0	0	3
		Parking	Need to reduce on street parking	0	1	0
		Partnerships	Partnership working required	2	5	2
			TVP Support required	0	3	0
		Speed	speed reduction not a solution	0	2	0
		Support	General support	113	16	2
			Should be mandatory	0	1	0
		OCC	use of data	1	4	0
		Communication	Needs to be well communicated	0	1	0
			Safe Vehicles - Limit HGV's / Large vehicles	0	1	0
			concentrate on prevention	0	2	1
			If a Vision Zero policy is effective there should be no need for a Post collision response	0	1	4
			Insurance processes	0	2	0
		Aspects	Post Collison response - not council's remit	0	8	3
			Post Collison response - collision data should be made available	0	1	0
			Post Collison response - Investigation process need to be improved	0	1	0
			Post Collison response - is already in place	1	15	1
			Post Collison response - learning from near -misses	0	1	0
			Post Collison response - resouce required	0	1	0
			Post Collison response - Should already in place	0	14	1
		Carbon	Confusion with net-zero	0	0	1

Q15: Is there anything else you would to tell us about the Key Safe system?
Q16: Please tell us more

Main theme	Count
Enforcement	20
Infrastructure	15
Opposition	13
Delivery	13
Car	10
Funding	7
General	5
Speed	5
Behaviour change	4
Support	4
Active travel	2
Education	2
Public transport	2
Carbon	2
Engagement	1
Freight	1
Monitoring	1
Powered Two Wheelers	1

Combined

Theme	Detailed theme	Tone Positive	Tone Neutral	Tone Negative
Active travel	Need greater consideration of ebikes and scooters	0	1	0
	Need to improve cycle routes	0	1	0
Behaviour change	Need alternative travel modes	0	0	1
	Need to improve road user respect	0	1	0
	Need for stakeholder communication	0	1	0
	Takes time to deliver	0	1	0
Car	Need to reduce car use	0	4	0
	Need to reduce size of car	0	1	0
	Restricting car use	0	0	5
Carbon	Confusion with net-zero	0	0	2
	Disagree with actions	0	0	1
	Learn from dutch	0	2	0
	Need for action plan	0	0	1
	Need more detail	0	1	0
	Need professional advice	0	0	1
Delivery	Need to address Oxford private schools	0	1	0
	Need to adopt new development roads and implement safety measures	0	1	0
	Need to engage on plans	0	1	0
	Need to improve speed of delivery	0	0	1
	Need to say how OCC will try and prevent silo working	0	1	0
	Need to learn from aviation	0	1	0
	Not deliverable	0	0	1
Education	Need to improve driving standards	0	1	0
	Need for pedestrian education	0	1	0
	Ban speeding drivers	0	1	0
	Need for enforcement	0	4	1
Enforcement	Need for police enforcement	0	4	0
	Need greater penalties for reckless drivers	0	1	0
	Need to enforce all road users	0	1	0
	Need to enforce cyclists	0	4	4
Engagement	Need to talk to all road users	0	1	0
Freight	Need to reduce HGV size	0	1	0
	Not a priority	0	0	3
	Need to cost the impact of vehicle accidents fully	0	1	0
Funding	Unable to deliver	0	0	1
	Question cost	0	1	0
	Need to do more to spend on priorities	0	1	0
	Doesn't recognise covid travel trends	0	1	0
	Suggest consulting public on consultation questions	0	1	0
General	Question assumptions made	0	0	1
	Local experience	0	1	0
	Need for common sense	0	1	0
Infrastructure	Need for segregation	0	2	0
	Improve road maintenance	0	2	11
Monitoring	Need to include performance indicators that monitor perception of safety	0	1	0
	General opposition	0	0	10
Opposition	LTN opposition	0	0	2
	Not a priority	0	0	1
Powered Two Wheelers	Need to consider motorcyclists	0	1	0
Public transport	Suggestion to build trams	0	1	0
	Need for more public transport	0	1	0
	Need restrictions on A34	0	1	0
Speed	20mph opposition	0	0	2
	Reduced speed is most important aspect	0	1	0
	Need to monitor on all roads	0	1	0
	General support	2	0	0
Support	20mph support	1	0	0
	LTN support	1	0	0

Q17: Do you think these are the right targets for the Vision Zero Strategy?
Q18: If not yes, please tell us why you gave that answer

Combined

Main theme	Count
Delivery	553
Car	36
Opposition	31
Monitoring	30
Infrastructure	26
Data	25
Funding	15
General	13
Education	9
Enforcement	8
Support	7
Active travel	5
Speed	5
Carbon	5
Technology	2
Economy	1
Engagement	1
Rural	1

Theme	Detailed theme	Tone		
		Positive	Neutral	Negative
Active travel	Suggest targets about cycle training and equiptment	0	1	0
	Need to improve cycling standards	0	1	0
	Suggest banning use of phones on pavements	0	1	0
	Too much focus on cycling	0	0	1
	Need more focus on pedestrians	0	1	0
Car	Depends on car design	0	1	0
	Need more focus on cars	0	2	0
	Need to reduce car use	0	6	0
	Need to reduce size of cars	0	1	0
	Oppose restricting car use	0	0	26
Carbon	Confusion with net-zero	0	0	3
	Oppose mixing road safety and net-zero	0	0	2
Delivery	Disagree with actions	0	0	6
	Need to focus on hotspots	0	3	0
	Lack of action plan consistency	0	0	1
	Need for action plan	0	8	0
	Need for regular review and evaluation	0	1	0
	Need for scientific approach	0	1	0
	Need more data about cause of collision	0	2	0
	Need resource	0	1	0
	Need to address A34	0	2	0
	Need to consider luck	0	2	0
	Need to deliver actions now	0	7	0
	Need to influence roads maintained by partners	0	1	0
	Need to learn from other areas	0	1	0
	Not a priority	0	0	1
	Not deliverable	0	56	327
	Depends on delivery	0	1	0
	Need to be more specific and targeted	0	1	0
	Not accurately predictable	0	1	0
	Past work has not delivered change	0	0	2
	Unsure of reasoning	0	1	0
	Targets should be sooner	0	125	2
Economy	Need to consdier economic impacts	0	1	0
Education	Suggest Australian driving test	0	1	0
	Need for cyclist education	0	1	0
	Need to raise awareness of other road users	0	1	0
	Need for education	0	4	0
	Need to educate all road users	0	2	0
Enforcement	Need for enforcement	0	4	0
	Need for police enforcement	0	2	0
	Need to enforce all road users	0	1	0
	Need to enforce cyclists	0	1	0
Engagement	Need to raise awareness of work	0	1	0
Funding	Lack of funding	0	0	1
	Need to identify costs	0	0	1
	Need to identify funding source	0	1	0
	Not a priority	0	0	11
	Unclear what costs are	0	1	0
Data	Unclear of source for 20mph KSI statistic	0	1	0
	Lack of supporting data	0	1	0
	Question baseline data	0	1	0
	Need more data	0	19	3
	Uncertain	0	11	0
General	Need to consider health	0	1	0
	Need explanation for why	0	1	0
Infrastructure	Need for segregation	0	2	0
	Need more focus on junctions	0	1	0
	Need more infrastructure	0	1	0
	Improve road maintenance	0	2	20
Monitoring	Need more information about 2030 high density urban area target in	0	22	0
	Need to consdier perception of safety	0	1	0
	Need to itemise targets	0	1	0
	Need to measure increasing use of non car modes	0	1	0
	Suggest cycle number target	0	1	0
	Suggest including pollution and congestion	0	1	0
	Suggest road maintenance target	0	1	0
	Suggest target on segregation	0	1	0
	Suggest vulnerable road user target	0	1	0
Opposition	Favours cyclists	0	0	1
	General opposition	0	0	24
	LTN opposition	0	0	6
Rural	Too much focus on Oxford	0	1	0
Speed	20mph opposition	0	0	4
	Need to reduce speeds	0	1	0
Support	General support	6	0	0
	Support for urban area 2030 target	0	1	0
Technology	Need to consider automation	0	2	0

Q19: Is there anything else you would like to tell us about the targets?
Q20:Please tell us more?

Main theme	Count
Opposition	86
Delivery	71
Infrastructure	25
Cars	12
Active travel	8
Partnerships	8
Support	8
Speed	7
Enforcement	4
Education	3
General	2
OCC	2
Funding	2
Design	1
HGVs	1
Rural	1
Carbon	1

Combined

Theme	Detailed Theme	Positive	Neutral	Negative
Active travel	Consider active travel in targets	0	2	0
Active travel	Need to consider vulnerable road users	0	6	0
Car	Need to reduce car use	0	2	0
Car	Prioritise traffic flow	0	1	0
Car	Oppose restricting car use	0	0	9
Delivery	Baseline explained	0	1	0
Delivery	Targets re-focused	6	19	0
Delivery	Targets should be sooner	6	2	0
Delivery	Past work has not delivered change	0	1	0
Delivery	Focus on Cyclists Safety	0	1	0
Delivery	Target to include active travel	0	1	0
Delivery	Not deliverable	0	25	5
Delivery	Other areas for measurement	0	3	0
Delivery	Targets achivements published	0	4	0
Delivery	Need data about why dates chosen	0	1	0
Delivery	Suggest lead safety indicators for measuring	0	1	0
Delivery	Need to embed in all decision making	0	1	0
Delivery	Consequences of non-delivery	0	1	0
Design	Dutch approach	0	1	0
Education	Need for more education	0	1	0
Education	Need improved driver training	0	2	0
Enforcement	Need for enforcement	0	1	0
Enforcement	Need for police enforcement	0	3	0
Funding	Need for funding	0	1	0
Funding	Need to identify costs	0	0	1
General	Wording change	0	2	0
Infrastructure	Need for safe crossings	0	1	0
Infrastructure	Need for segregation of modes	0	2	0
Infrastructure	Need to improve junctions	0	1	0
Infrastructure	Improve road maintenance	0	0	19
Infrastructure	Need safe design /Implementation	0	1	0
Opposition	General opposition	0	40	6
Opposition	Oppose reducing traffic volumes for road safety	0	0	1
Opposition	Unrealistic	0	2	37
Partnerships	Partnership working required	0	5	0
Partnerships	TVP Support required	0	3	0
Rural	Need to consider rural areas	0	1	0
Speed	20mph opposition	0	0	1
Speed	Need to consider all speeds across areas / network	0	1	0
Speed	20mph / low speeds causes frustration / increase risk	0	0	1
Speed	Install speed cameras	0	2	0
Speed	Speed reduction not a solution	0	2	0
Support	General support	0	2	0
Support	Require further detail	0	6	0
HGVs	Limit HGVs / Large vehicles	0	1	0
OCC	Use of data	0	1	1
Carbon	Confusion with net-zero	0	0	1

Q21: Please share your comments on the action plan

Main theme	Count
Opposition	322
N/A	100
Support	90
Infrastructure	56
OCC	35
Funding	25
Enforcement	23
Speed	19
Communication	17
Partnerships	14
Car	13
Delivery	13
Active travel	11
Education	11
General	11
Time	5
Design	3
Public transport	3
Behaviour change	2
Limit HGV's / Large vehicles	2
Parking	2
Rural	2
Legislation / Policies	1
Net Zero	1
TVP	1

Combined

Theme	Detailed theme	Tone Positive	Neutral	Negative
	Need more cycle routes / cycle paths	1	3	1
	Need to prioritise / consider pedestrians	0	1	0
Active travel	Need to consider e-scooters / e-bikes	0	0	1
	Need to consider vulnerable road users	0	1	1
	Too much focus on cycling	0	1	0
	Safer routes to school	0	1	0
Behaviour change	Need for cultural change	0	1	1
	Improve traffic flow	0	1	0
Cars	Need to reduce car use	3	5	0
	Prioritise traffic flow	0	3	0
	Restricting car use	0	1	0
	Need to influence planning	1	1	0
Delivery	Infrastructure changes needed	0	3	2
	Need for action	0	4	0
	Past work has not delivered change	0	2	0
Design	Improved design	0	0	0
	Dutch approach	1	2	0
Education	Need improved driver training	0	4	2
	Need for more education	0	4	0
Education	More cyclist education	0	1	0
	Need for enforcement	1	14	1
Enforcement	Need for police enforcement	1	5	0
	Need to enforce cyclists / e-bikes / scooters	0	0	1
Funding	Need for funding	0	25	0
General	Wording change	4	4	3
	Need for segregation	0	7	1
Infrastructure	Improve road maintenance	0	5	41
	integration of the road system with other transport modes	0	1	0
Infrastructure	Consider all roads / network	1	0	0
Legislation / Policies	Legislation / Policies already in place	0	1	0
	General opposition	0	21	294
Opposition	LTN opposition	0	0	2
	Unrealistic	0	3	1
Opposition	Too costly	0	0	1
Parking	Need to reduce on street parking	0	1	1
Partnerships	Partnership working required	1	10	0
	TVP Support required	3	0	0
Public transport	Increase public transport options / availability	0	3	0
Rural	Need to consider rural areas	0	2	0
	20mph opposition	0	5	1
	Need to reduce speeds	0	1	0
	20mph support	1	2	0
	oppose blanket approach	0	1	0
Speed	20mph / low speeds causes frustration / increase risk	0	1	0
	Install speed cameras	0	1	0
	speed considerations	0	1	0
	speed reduction not a solution	3	1	0
	Oppose reduced speed limits	0	1	0
Support	General support	77	13	0
Time	Time to bring about changes	1	2	2
HGV's / Large vehicles	Limit HGV's / Large vehicles	0	0	2
OCC	Performance Monitoring	21	9	0
	use of data	0	5	0
Communication	Needs to be well communicated	4	11	2
Net Zero	Confusion with Net Zero	0	0	1
TVP	TVP Support	1	0	0

Q22: Is there anything else you would like to tell us about the Vision Zero draft strategy?
Q23: Please tell us more

Combined						
Main theme	**Count**	**Theme**	**Detailed theme**	**Positive**	**Tone** **Neutral**	**Negative**
Opposition	64		Need more active travel routes	0	2	0
Enforcement	34	Active travel	Need to consider cycling more	0	1	0
Delivery	23		Need to consider e-bikes	0	1	0
Infrastructure	20	Car	Oppose restricting car use	0	1	7
Funding	18		Need for less bright headlights	0	1	0
Support	17	Data	Need for more data	0	2	1
Car	9		Need to analyse roads	0	1	0
Engagement	7		Depends on actions	0	1	0
Local	7		Need commitment from police and bus companies	0	1	0
Speed	6		Need for action plan	0	3	0
Active Travel	4		Need for more school streets	0	1	0
Data	4		Need more holistic target	0	1	0
Education	4		Need to deliver faster	0	2	0
General	5		Need to encourage reporting of near misses	0	1	0
Parking	3	Delivery	Need to follow dutch approach	0	2	0
Public transport	3		Need to review where targets not met	0	1	0
Technology	2		Not a priority	0	1	0
HGV	1		Not deliverable	0	0	4
Powered Two Wheelers	1		Oppose actions	0	0	1
Net Zero	1		Past work has not delivered change	0	0	1
			Strategy should be more ambitious	0	1	0
			Suggest focus on Oxford	0	1	0
			Targets should be sooner	0	1	0
		Education	Need more education	0	3	0
			Need student cycle training	0	1	0
			Need for enforcement	0	3	0
			Need for police enforcement	0	8	0
		Enforcement	Need for police enforcement of fatal 5	0	20	0
			Need to enforce cyclists	0	1	0
			Need to tackle drink driving	0	1	0
			Need to make reporting dangerous driving easier	0	1	0
			Need for district council support	0	1	0
		Engagement	Need for public engagement	0	5	0
			Need to engage with schools	0	1	0
			Need to communicate costs	0	1	0
		Funding	Need to identify total cost	0	1	0
			Not a priority	0	0	16
			Suggest a different name	0	1	0
		General	Document hard to understand	0	1	0
			Too general	0	1	0
		General	Wording change	1	0	1
		HGV	Need to reduce number of hgv movements	0	1	0
			Improve road maintenance	0	5	10
			Need to change pedestrian crossings	0	1	0
			Need to segregate modes	0	1	0
		Infrastructure	Need more signs	0	1	0
			Need alternative modes	0	1	0
			Need to consider all road users	0	1	0
		Local	Local road safety issue	0	7	0
			General opposition	0	0	60
		Opposition	LTN opposition	0	0	1
			Does not consider economy	0	0	2
			Unrealistic	0	0	1
		Parking	Need to tackle pavement parking	0	3	0
		Powered Two Wheeler	Needs to include motorcyclists	0	1	0
		Public transport	Need to improve public transport	0	2	0
			Suggest free bus passes for over 60s	0	1	0
			Support reducing speed	1	0	0
			Need to make speeds consistent	0	1	0
		Speed	Oppose reducing speed limits	0	0	1
			20mph opposition	0	0	1
			Need to reduce speeds	0	1	0
		Support	General support	15	0	0
			Support for speed limiting technology	2	0	0
		Technology	need to consdier autonomy	0	1	0
			need to focus on technology	0	1	0
		Net Zero	Confusion with Net Zero	0	0	1

Oxfordshire - Safe Roads through Vision Zero to 2030

April 2024

1

Document information

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Contents

1. Executive Summary

1a. Introduction

Vision Zero focuses on a whole safe system approach that starts with a simple premise - no human being should be killed or seriously injured as the result of a road collision; whichever mode of transport you are using. Whilst there has been a long-term downward trend in reported road collisions and injuries both nationally and in Oxfordshire, recent figures show road safety collisions and injuries are now on the increase, and we need to take a zero-tolerance attitude to having anyone else killed or seriously injured on Oxfordshire's roads.

Therefore, in order to improve road safety for all road users in Oxfordshire we will be adopting a Vision Zero approach that ensures that our need to travel does not compromise the well-being of ourselves or others. Road safety is a collective responsibility that involves all of us.

Our commitment to Vision Zero was confirmed by the County Council's Cabinet on 21st June 2022 [1]. Our Local Transport and Connectivity Plan ([LTCP](#)) adopted in July 2022, was a first step in supporting this commitment.

Following adoption of the LTCP, we formally launched our Vision Zero intent at a stakeholder summit on 24th November 2022. This strategy builds on the LTCP and Vision Zero work to date and outlines how we will achieve our Vision Zero target of zero fatalities and serious injuries from road collisions by 2050, with a 50% reduction by 2030.

1b. Road safety context

There are a number of key policies and strategies at the national and local level that provide context for our road safety work. Nationally, the Department for Transport (DfT) formulate and lead Road Safety strategy and policy across the UK. The key national strategies and legislation are:

- **Strategic Framework for Road Safety** ([Strategic Framework for Road Safety](#)) – Sets out the UK government's strategic framework for road safety and policies to reduce road deaths in Britain.
- **Road Safety Statement '*A Lifetime of Road Safety*'** *(*[The road safety statement 2019: a lifetime of road safety](#)*)* – Details the safer system approach and is supported by a two-year action plan.
- **Road Traffic Act 1998** ([Road Traffic Act 1988](#)) – The county council has a statutory duty under section 39 to take steps both to reduce and prevent collisions.
- **Highways Act 1980** ([Highways Act 1980](#)) – The county council has a duty to manage and maintain their road network under section 41.

This strategy aligns with and supports a number of Oxfordshire County Council strategies. These include:

- **Strategic Plan** ([Our strategic plan 2022 - 2025 - Oxfordshire County Council](#)) – Vision Zero supports and aligns with the council's corporate priorities.

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[1]. ([Vision Zero Nov22 Cabinet (oxfordshire.gov.uk)](#)).

- **Local Transport and Connectivity Plan (LTCP)** – The LTCP has road safety commitments and includes our Vision Zero policy and targets.
- **LTCP area and corridor travel plans** – The area and corridor travel plans will outline how the LTCP policies are delivered in specific geographic areas.
- **Active Travel Strategy** (Active Travel Strategy - Oxfordshire County Council) – The Active Travel Strategy focuses on encouraging and supporting active travel modes, including the delivery of our Local Cycling and Walking Infrastructure Plans (LCWIP). Vision Zero is as a necessary enabler and supports our ambitions around Active Travel across Oxfordshire.

Locally, we also conduct analysis of road safety data that we receive from Thames Valley Police[2]. Between 2017 and 2021, 128 people were killed on Oxfordshire roads, with 1127 seriously injured. During the COVID-19 pandemic there was a reduction in road collisions, but the 2022 trend is an upward one[3].

1c. Vision Zero background

Vision Zero is a safe system road safety concept that originated in Sweden in the 1990s. Vision Zero focuses on a whole safe system approach. This is rooted in the belief that every traffic death is a result of human failure.

By focusing on the safe system approach the aim is to create a comprehensive and holistic approach to making our streets, roads, and roadsides safer. This ensures Vision Zero is not just a technical solution but also encourages a cultural and behavioural shift towards a more human-based, compassionate, and inclusive approach to road safety.

The Vision Zero whole system approach encompasses 5 aspects:

- **Safe Roads and Roadside**: Designing roads and streets that are safe and forgiving, that are self-explaining, with features such as speed calming measures, clear signage, segregation of cyclists and vehicles where possible, and safe crossings. Restrictions and measures are supported with appropriate enforcement.
- **Safe Vehicles**: Encouraging the use of vehicles with advanced safety features that reduce the risk of collisions, such as automatic emergency braking systems, and lane departure warnings, which provide high levels of protection to vehicle occupants should a collision occur.
- **Safe Speeds**: Reducing vehicle speeds to levels that are safe for all road users, including pedestrians, cyclists, equestrians, motorcyclists, and motorists.
- **Safe Users**: Promoting safe behaviour changes by all road users through road safety education, enforcement, and community outreach. Improved road safety for road users also encourages mobility, and sustainable active travel mode shifts.
- **Post Collision Response**: Ensuring a holistic Post Collision Response that prioritises scene safety and stabilisation, from the initial first aid, all the way through to collision analysis and reviews, learning from investigations, and effective and long-term post collision care.

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2. Road casualties | Oxfordshire County Council
3. Road casualties | Oxfordshire County Council

5

1d. Safe system strategy

This chapter includes further detail about each of the five safe system aspects. For each aspect of the safe system strategy, we have outlined our high-level aims. These are then supported by specific actions that we will be taking to work towards our delivery of Vision Zero. All of the actions are summarised in our action plan (Annex A) along with further detail about how they will be delivered, who will deliver them and how they align to our outcomes. The action plan is a living document so it will be updated as actions are completed and delivered, and as new priorities emerge.

The safe system strategy has been developed with input from our Vision Zero stakeholder steering group. The group includes a range of local and national road safety partners and represents all modes of transport. We would like to thank our stakeholders for sharing their knowledge and for their supporting input.

1e. Vision Zero committed delivery programme

The County Council has initially allocated £4m to support Vision Zero delivery for infrastructure improvements. This funded Vision Zero Delivery Programme plan (Annex B) will help to support delivery of the actions identified in the action plan.

1f. Local Targets and Performance monitoring

Our LTCP includes the overall Vision Zero target of zero road fatalities or serious injuries by 2050. This headline target sets our overall countywide ambition. However, it is recognised that for some high-density urban locations it should be possible to achieve our target before 2050. As such, specific targets for high-density urban environments have been identified within this strategy (Annex C).

It is also important to understand the ownership of actions and to measure our delivery success using performance indicators. The performance indicators identified within this strategy are a way to measure our Vision Zero performance going forward (Annex C).

6

2. Foreword

As your cabinet member for Transport Management, I very much welcome our commitment to Vision Zero, and fully support its holistic safe system approach. This Vision Zero Strategy underscores our aims to ensuring the safety and well-being of everyone who uses Oxfordshire's roads comes first.

Oxfordshire is experiencing a rise in road safety incidents, causing pain and loss within our communities. Every life lost on our roads is a tragedy, and we are resolute in our commitment to prevent such occurrences. Vision Zero is not just a strategy, it's a philosophy that declares injuries and fatalities on our roads is unacceptable. It challenges us to reimagine our roads, prioritise our vulnerable road users, and foster a culture of responsible transportation. Vision Zero aims to take us all further and ensure we all understand road use is not just about safety, it is about equity as well; we must ensure that we have a road network that is accessible and safe for everyone, regardless of age, ability, or mode of transport.

We are all road users, and we share responsibility to prioritise safety when using Oxfordshire roads. Vision Zero's safe system approach encompasses a wide range of approaches from road safety infrastructure improvements to data driven decision making, but positive behaviour changes are very much at the heart of the safe system. Public awareness and education are vital components, making Vision Zero a community-wide effort. We recognise the challenges ahead of us and will strengthen our working relationships with all our road safety partners, to ensure we can lead the way for Vision Zero improvements across Oxfordshire together.

So, as we start our Vision Zero journey, we very much welcome your input, collaboration and support in making our roads safer, and together we can achieve our Vision Zero target of Zero road deaths and serious injuries by 2050.

I would like to thank all our Vision Zero Stakeholders who have contributed to this strategy, your knowledge and expertise have been invaluable.

Stakeholder Groups (Alphbetical)
Action Vision Zero
British Horse Society
Coalition for Healthy Streets and Active Travel (CoHSAT)
Cyclox
Motorcycle Action Group
Oxfordshire Fire & Rescue
Road Haulage Association
University of Oxford

Councillor Andrew Gant

Cabinet Member for Transport Management

3. Introduction

Vision Zero focuses on a whole system approach that starts with a simple premise - no human being should be killed or seriously injured as the result of a road collision. This is rooted in the belief that every traffic death reflects a failure in the system, and that none are acceptable. It provides a methodology to view all aspects of the system interacting with each other and road network risks, to prioritise road safety interventions.

It is heart-breaking when we learn of any tragic death or serious injury on Oxfordshire's highway network. Whilst there had been a long-term downward trend in reported collisions and injuries in the county, unfortunately recently there has been an upward trend. We need to take a zero-tolerance attitude to having anyone else killed or seriously injured.

Therefore, in order to improve road safety, we have adopted the Vision Zero approach. Our aim is to have a safer, healthier, and more equitable road transport mobility for all, where no one is killed or seriously injured in road traffic collisions.

Our commitment to Vision Zero was confirmed by the County Council's Cabinet on 21st June 2022. Our Local Transport and Connectivity Plan ([LTCP](#)), adopted in July 2022, was a first step in supporting this commitment.

The LTCP outlines our long-term vision for transport and travel in the county and the policies required to deliver this. The LTCP includes a Vision Zero policy that sets out that we will:

- Adopt the Vision Zero approach, which eliminates all fatalities and severe injuries on Oxfordshire's roads and streets; and to have safer, healthier, and more equitable mobility for all.
- Work closely with partners and stakeholders to take a whole system approach meaning working together on infrastructure, behaviour, technology and legislation to achieve this change.

Following adoption of the LTCP, we formally launched our Vision Zero programme at our stakeholder summit on 24th November 2022. This strategy builds on the LTCP and Vision Zero programme work to date and outlines how we will achieve our targets.

We do not underestimate the challenges of implementing Vision Zero. It is a challenge that requires political and social commitment, including technical expertise, and financial investment. The council have begun Oxfordshire's Vision Zero journey, and we are excited to share this journey with our residents, stakeholders, and road safety partners.

8

4. Road safety context

This chapter provides an overview of the road safety context both nationally and locally within Oxfordshire. This is helpful for understanding the laws, powers, and duties around road safety at the national and local level. The section also provides an overview of road safety data trends in Oxfordshire, to help provide an understanding of the current situation.

4a. National Context

Nationally, the Department for Transport (DfT) formulate and lead on road safety strategy and policy across the UK. The Strategic Framework for Road Safety (published in 2011 and updated in 2013 ([DfT Strategic Framework for Road Safety](#)) sets out the UK government's strategic framework for road safety and the package of policies to reduce road deaths across Britain. The Road Safety Statement 'A Lifetime of Road Safety' ([DfT Road Safety Statement](#)), details the safer system approach, supported by a two-year action plan aimed at addressing road safety issues throughout the lifetime of road users.

The DfT also support a host of road safety measures including the Safer Road Fund, focused on improving safety of the most dangerous roads in Britain, and it has recently launched the UK's first ever investigation branch [4] focused solely on road safety.

There is also national legislation that requires the County Council to conduct road safety work. The council has a statutory duty under section 39 of the Road Traffic Act 1988 to take steps both to reduce and prevent collisions. The council also has a duty to manage and maintain their road network under section 41 of the Highways Act 1980 [5].

Other Local Authorities who have taken a Vision Zero approach and adopted an associated Vision Zero strategy and action plan are:
- Transport For London
- Kent County Council
- Leeds City Council
- Gloucestershire County Council
- Liverpool City region
- Essex County Council

The Police have a key role in road safety. They actively enforce traffic laws, promote road safety, and contribute to the overall goal of reducing road fatalities and injuries.

The National Police Chief's Council (NPCC) issued their National Roads Policing Strategy in 2022 [6] which details their national road safety approach. The police have identified the leading causes of road collisions on UK roads to be speeding, drink and drug driving, not wearing a seatbelt, distracted driving and careless and inconsiderate

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[4] [Government launches country's first ever investigation branch focused on road safety - GOV.UK (www.gov.uk)](#)
[5] [Highways Act 1980 (legislation.gov.uk)](#)
[6] [NPCC National Roads Policy Strategy 2022 - 2025](#)

driving, These five leading causes of road collisions are all traffic offences and often referred to as 'The Fatal 5'.

Thames Valley Police are Oxfordshire's Police force, and they also provide an online portal for reporting road traffic incidents [Report a road traffic incident | Thames Valley Police](#)

4b. Oxfordshire Context

Vision Zero is a priority for the council, and aligns with the Council's corporate priorities, in particular:

- Put action at the heart of our work to address the climate emergency.
- Prioritising the health and wellbeing of our residents.
- Invest in an inclusive, integrated, and sustainable transport network.

This strategy also aligns with our LTCP, which has firm commitments around road safety and includes our Vision Zero policy and targets. Our LTCP enables Oxfordshire County Council to have a comprehensive and integrated approach to our transportation ambitions to improve overall mobility, sustainability, and safety, whilst also allowing its supporting strategies to have very focused aims.

Vision Zero will also form part of LTCP area and corridor travel plans. The area and corridor travel plans will outline how the LTCP policies are delivered in specific geographic areas. We will ensure Vision Zero is embedded as a key part of this process. Vision Zero has been included in our first area travel plan, the Central Oxfordshire Travel Plan https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/central-oxon-travel-plan), as action number 10.

Vision Zero is also seen as a necessary active travel enabler and supports our ambitions around active travel across Oxfordshire. Our Active Travel Strategy focuses on encouraging and supporting active travel modes (walking, wheeling, cycling), which are key to delivering our transport plans for the next 10 years. Active travel is a core component of schemes such as School Streets and Local Walking and Cycling Infrastructure improvements.

But whilst this Vision Zero Strategy aligns with several of our other strategies and policies, it is very much a core strategy which will enable a new and different approach to road safety be embedded at Oxfordshire County Council.

<u>Geography and Place</u>

In 2021 Oxfordshire had a population of 725,300[7], this is an increase of 71,500 (10.9%) since the last census in 2011. This level of increase was higher than the national average seen across England (6.6%). Between now and 2030, Oxfordshire's population is expected to rise from 725,300 to 853,500 residents. Although there is the expected population increase, it does not necessarily mean that there will be increase in road collisions or fatalities as a result. In 2015, DfT reported a 15% population increase across the UK from 1940 to 2015, but a road fatality decrease of 63% over the same period[8].

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[8] Office for National Statistics 2021 Census [Census - Office for National Statistics (ons.gov.uk)](#)
[9] [Factors affecting reported road casualties (publishing.service.gov.uk)](#)

Beyond the historic city of Oxford, the county has a thriving network of villages and market towns, with fast-growing towns from Banbury and Bicester in the north of the county to Witney in the west, and Didcot, Abingdon, and Henley in the south. In total there are 26 towns and 584 villages within Oxfordshire.

Other than most parts of the city of Oxford, Oxfordshire is currently 'parished' and there are 15 town councils, 233 parish councils and 68 parish meetings.

Within Oxfordshire there are over 2,600 miles of roads, 175 miles of cycleway routes including 4 National Cycling Network Routes (NCN's), and 2,646 miles of Public Rights of way.

4.57 billion vehicle miles were travelled on our roads across Oxfordshire in 2022[9] and there are around 325,000 vehicles registered within our local authority's area. Car ownership is also higher in Oxfordshire than the national average, with 84% of households having access to one or more cars or vans compared to 76% nationally.

Data Trends

Data on road traffic collisions resulting in death or personal injury is supplied to us by Thames Valley Police in accordance with the national data system on road collisions, as overseen by the DfT. This is sometimes referred to as killed or seriously injured (KSI) data.

This data is used to inform a wide range of the Council's work areas on road safety and road network improvements, including new developments and infrastructure. It is also used to provide an annual report of the road collision and road injury trends in the county, as well as an Oxfordshire comparison with our neighbouring authorities. The reports also detail the road safety data trends as seen nationally. These annual road safety and casualty reports can be accessed here.

Each year on Oxfordshire's roads there are:
- An estimated 30,000 collisions of all types (including those resulting in injury and those only resulting in damage to vehicles / property).
- Approximately 1,250 reported injury collisions.
- Approximately 30 deaths, 245 serious injuries and nearly 1,250 slight injuries reported.

Many road collisions and near misses are however not reported to the police. It is therefore acknowledged that the actual number of collisions and injuries on our roads is considerably higher than those analysed. This is one area of road safety data we are aiming to improve by working with our road safety partners to explore the use of additional data sources. The above estimate of 30,000 collisions per year in Oxfordshire is from information obtained by the police from insurance companies at the national level. The proportion of collisions included in the police reports appears to be reasonably stable, and a very similar picture is found in other areas outside the county. The information therefore allows trends in road safety to be assessed with a good level of confidence.

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[9] Road traffic statistics - Local authority: Oxfordshire (dft.gov.uk)

11

This helps us to understand the extent of road safety incidents. The Council does also receive high level road safety injury data from our local NHS A&E services on the number of people they treat for injuries sustained in traffic collisions. This provides a further source of information that is used as part of the Council's road safety work.

There has over the longer term been a downward trend in reported collisions and injuries, reflecting a very wide range of factors such as road improvement schemes, improved vehicle safety and national and local measures to improve the training and skills of road users. However, despite a longer-term reduction, the number of road deaths and serious injuries has increased in recent years. The number of people killed or seriously injured (KSI) on Oxfordshire's roads increased between 2019 and 2022. The number of KSI did not fall significantly in the intermediate years of 2020 (225 KSI) and 2021 (243 KSI) despite lower traffic levels due to the COVID-19 pandemic.

Our latest 2022 road safety data indicates there was an increase in road collisions in 4 of our districts, Cherwell, Oxford, Vale of White Horse, and West Oxfordshire, with a slight decline in South Oxfordshire, as seen in the graph below:
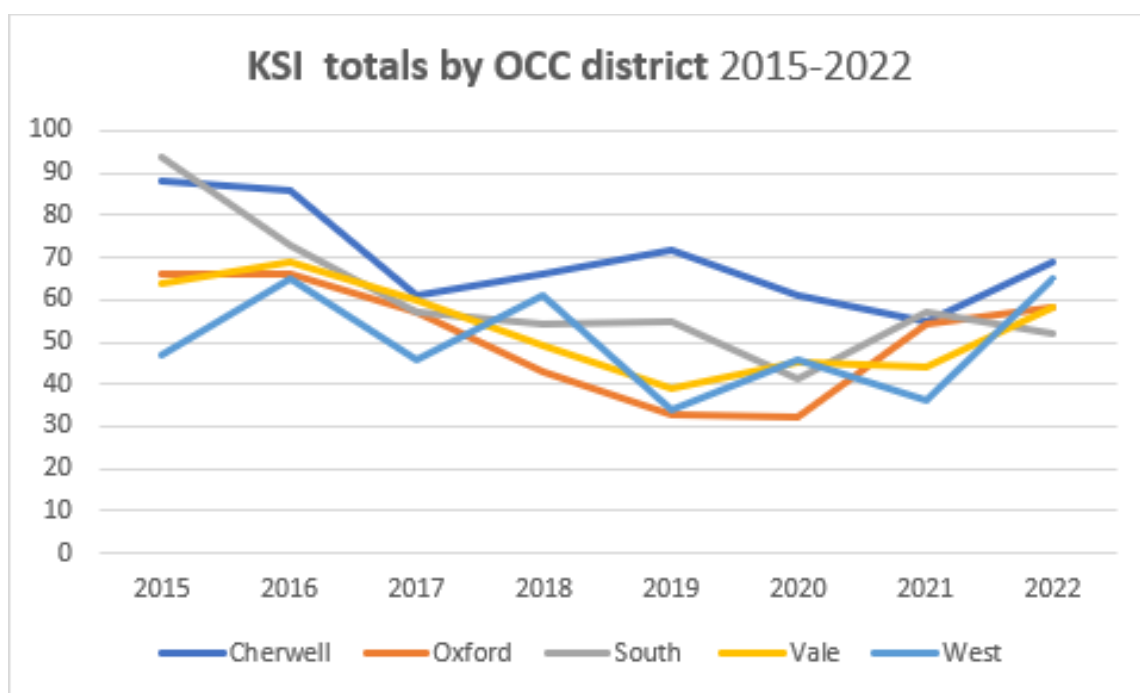
Image 1 – Graph showing Oxfordshire Road traffic casualty (KSI) totals by district from 2015 to 2022.

Our Vision Zero aim is to reduce all road fatalities and serious injuries to zero by 2050. The future trajectory graph below shows that an average KSI reduction of 19 fatalities and serious injuries per year is required to meet the 2030 target from the 2022 base data. From 2030 there would then need to be an average KSI reduction of 8 fatalities and serious injuries per year to meet our 2050 target. It should be noted that this is an indicative average reduction and not a projection.
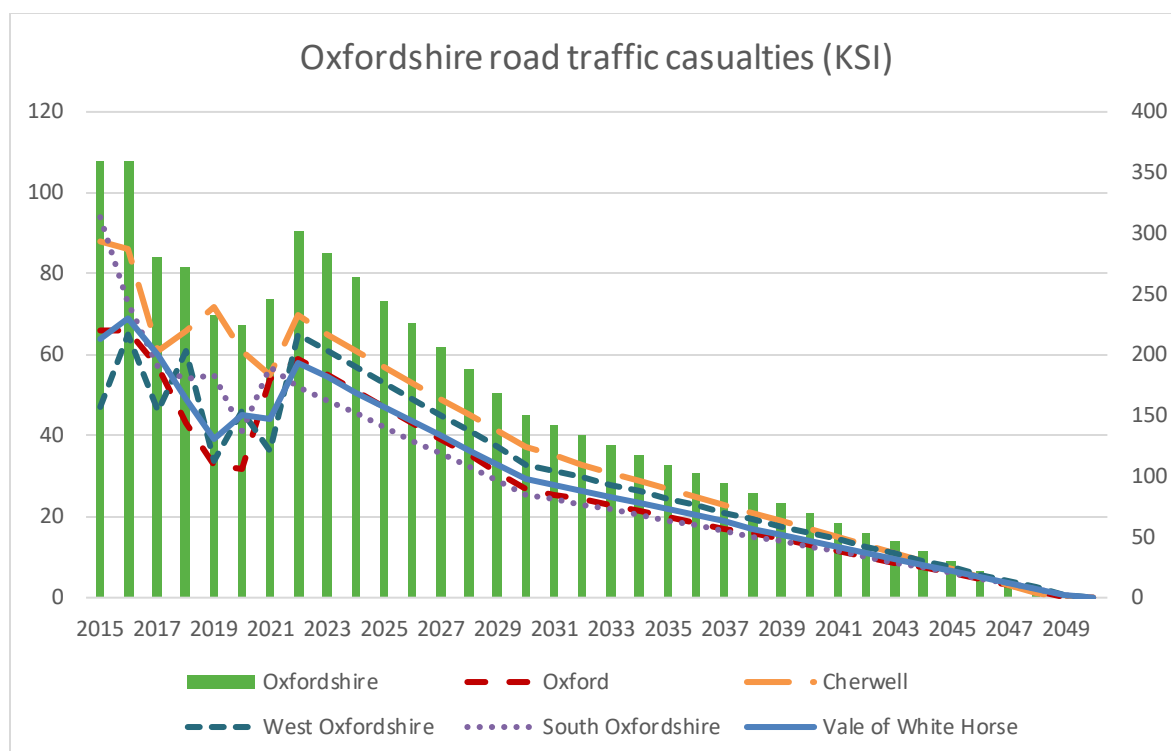
Image 2 – Graph showing Oxfordshire Road traffic casualty (KSI) reduction required per year to reach 2030 and 2050 targets from 2022 base (Oxfordshire shown on right axis, districts on left axis. This is showing an indicative average reduction.)

The road safety collision data outlined above is our key resource for many activities contributing to achieving Vision Zero including:

- The identification of road collision 'hot spots' as well as lengths of road, known as 'routes.' Routes are wider areas or sections of road with a poor collision record, which take into account the vehicle traffic flows and the level of pedestrian and cycle usage.
- The prioritisation of road and network maintenance measures to address road surfacing maintenance issues, collision high-risk 'hot spot' sites and routes.
- The provision of pedestrian, cycle, and road infrastructure improvements to reduce the type of collisions occurring at high-risk locations.
- The identification of road user behaviours and other factors that have contributed to collision hot-spots or routes where enforcement, road safety education and training, or road safety publicity can be directed to help reduce road safety risks.
- Advising the District Councils across Oxfordshire on the provision of road safety infrastructure as part of proposals for new housing developments that they consider through their local planning processes.
- The evaluation of the effectiveness of the above road safety interventions to shape future Vision Zero improvement work.
- Improvements to road safety infrastructure to include safer horse crossings and warning signs.

13

<u>Additional data uses.</u>
In addition to Oxfordshire's road safety data being used by us to deliver our road safety work, our partners who also use this road safety data include Thames Valley Police, as well as national government bodies such as the Road Safety Foundation, who operates the EuroRAP 2022 Data Portal[10].

This data portal shows the statistical risk of a fatal or serious injury road collision occurring on Britain's motorways and the national 'A' road network. However, the portal does not cover the 'B' road network, or several significant un-numbered roads. Approximately 60% of Britain's road fatalities occur the EuroRAP network, which covers approximately 54,000km of the road network, around an eighth of Britain's total road network.

<u>Road Safety Risk</u>
Road safety risk is calculated by comparing the frequency of road collisions resulting in death and serious injury, on every stretch of road, with how much traffic each road is carrying.

On Oxfordshire's roads between 2018 – 2020 our highest road safety risk roads were through Oxford City, with the medium risk roads being the A361 south from Banbury, the A4095 west from Bicester, and the A413 in North Oxford. These are shown on the map below, which has been taken from the EuroRAP 2022 Data Portal:
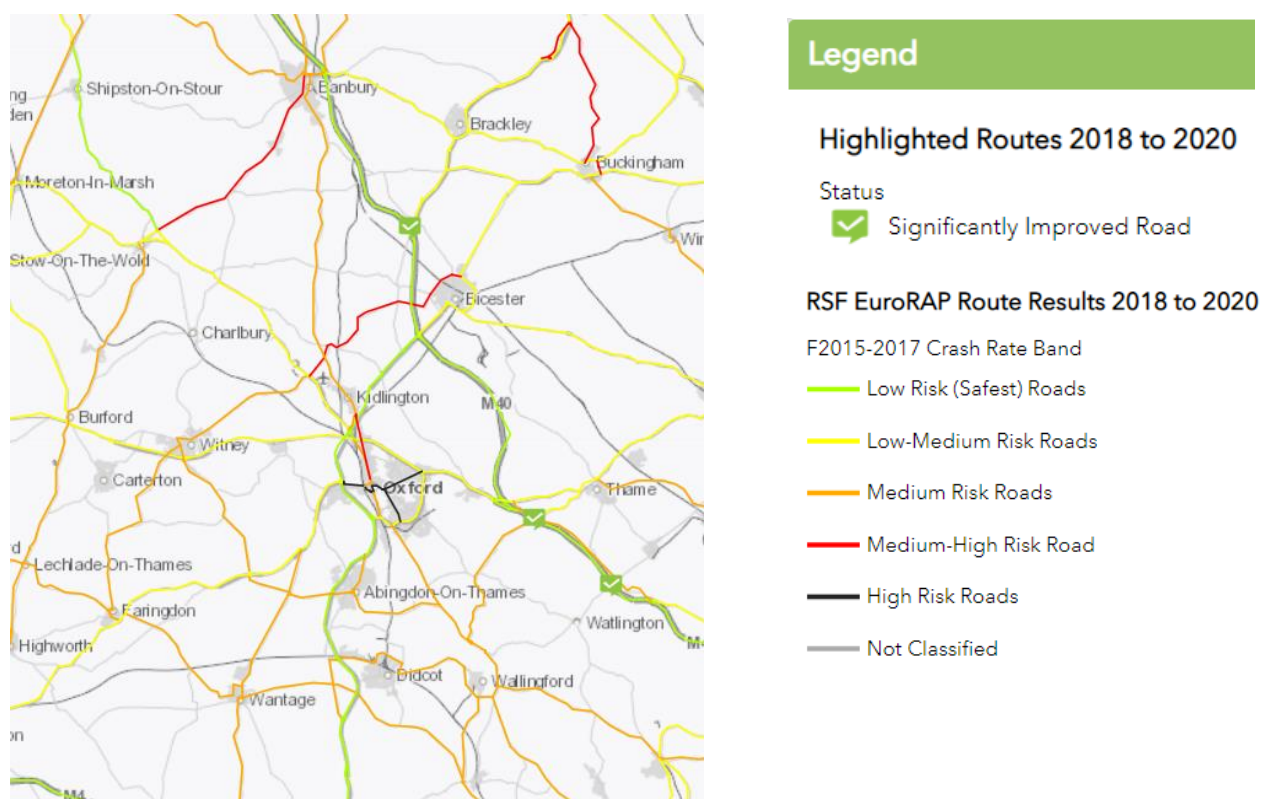
Image 3 – Image showing EuroRAP results for road safety High risk roads across Oxfordshire.

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[10] RAP Tools - iRAP

14

It is important to note here that some of our higher risk routes are picked up by Road Safety Foundation EuroRAP 2022 portal, but not all of them have, and conversely not all the parts of the routes listed by Road Safety Foundation have above average risks.

<u>What kills most on the roads</u>
Road safety analysis has been previously carried out by Parliamentary Advisory Council for Transport Safety (PACTS)[11] to understand and show which mode of transport is associated with the number of road fatalities, including those of other road users. In 2021 PACTS produced a report 'What kills most on the roads'[12], which highlighted, using a grid graph, that cars are the vehicle type associated with the highest number of road safety fatalities.

Using PACTS grid graph layout, an analysis has been carried out on Oxfordshire's 2022 road safety data (Image 4 below) which shows cars as the mode of transport associated with the highest number of killed and seriously injured on Oxfordshire's roads. Having different ways in which to analyse road safety data provides opportunities to better understand the causes and consequences of road collisions, but we are mindful that the reasons for road collisions are very varied and complex, and this information does not remove the need for everyone to behave responsibly on Oxfordshire's roads.
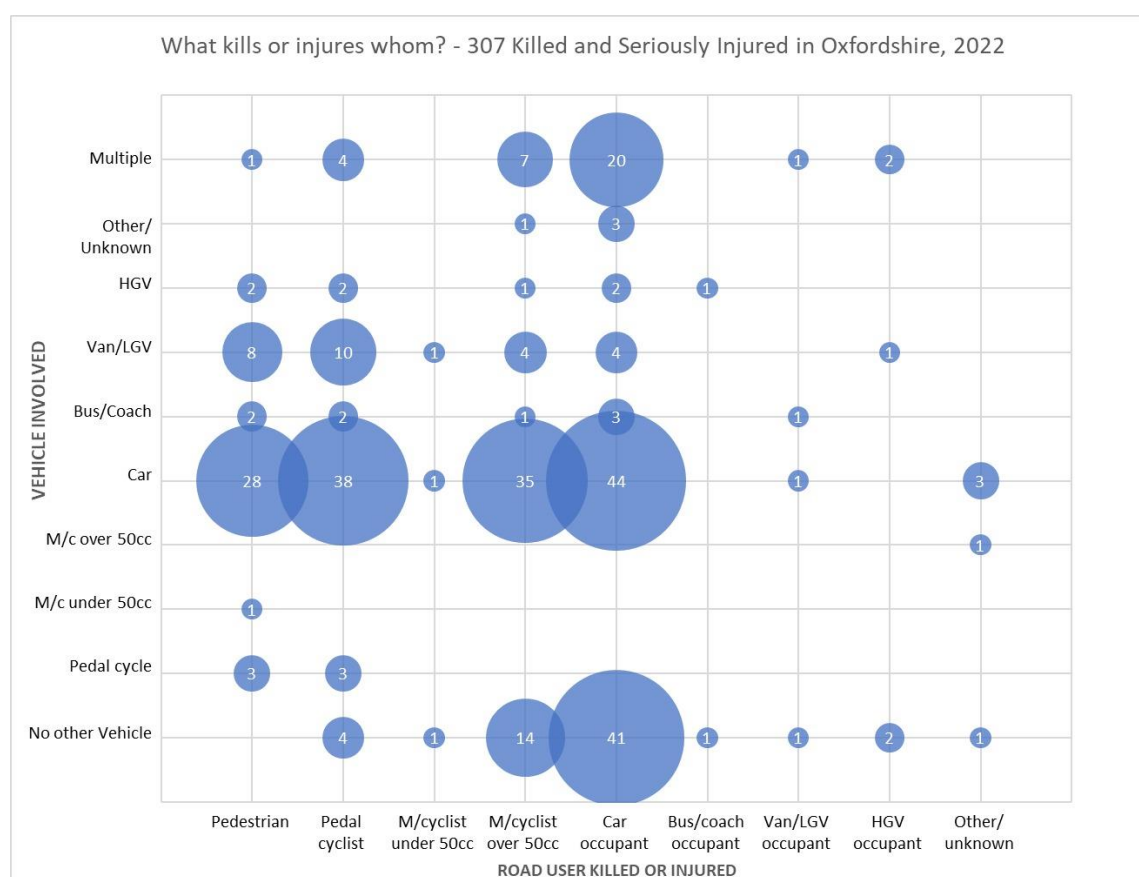
Image 4 – Grid Graph showing results for 2022's Killed and Seriously injured across Oxfordshire.

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[11] The Parliamentary Advisory Council for Transport Safety - PACTS
[12] PACTS-What-kills-most-on-the-roads-Report-15.0.pdf

15

Hierarchy of Vulnerable Road Users

When reviewing road safety data, and when considering road safety improvements, it is key to understand and refer to the hierarchy of vulnerable road users, which places the road users most at risk in the event of a collision at the top of the hierarchy:
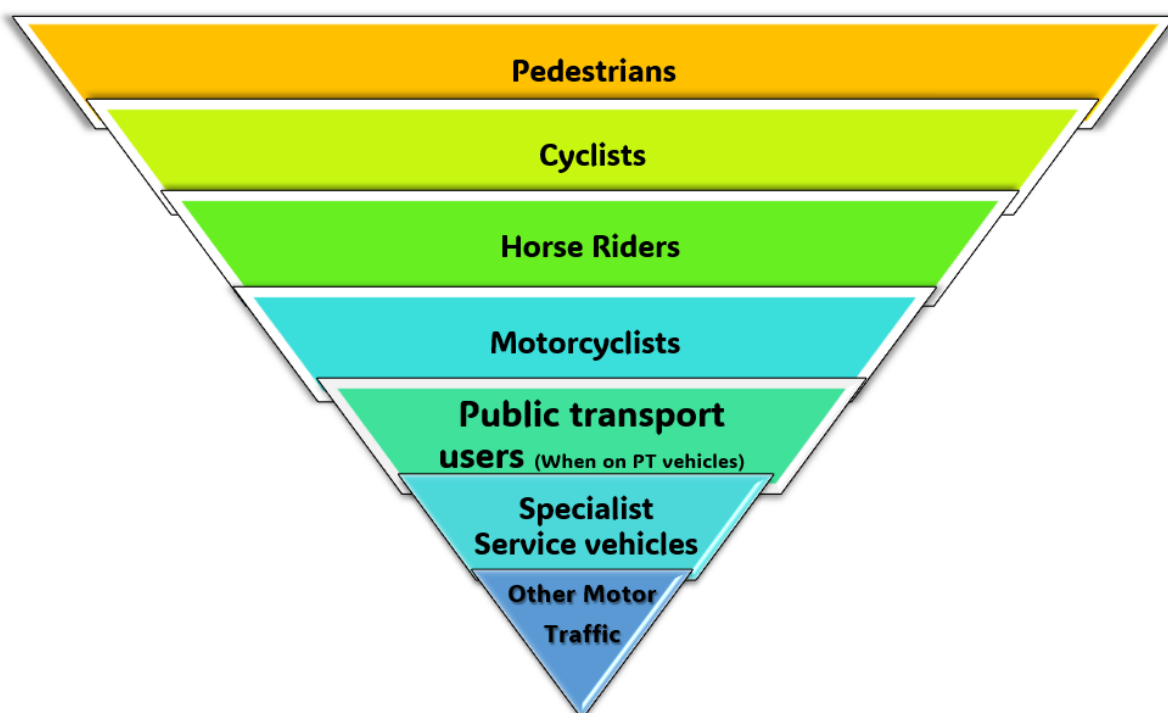
Image 5 – Image showing the OCC Road user hierarchy.

The importance of prioritising our most vulnerable road users cannot be underestimated. Following a national government public consultation on a review of the Highway Code to improve road safety for people walking, cycling, motorcyclists and equestrians, the Highway Code has also been updated to ensure the hierarchy of vulnerable road users is considered by all road users. Regardless of our mode of travel, we must all take personal responsibility when using our roads and be considerate of our most vulnerable road users.

Cost to society

National Road Safety data figures detailed below in tables 1 and 2 indicate the burden of cost for road traffic injuries and deaths is disproportionately borne by vulnerable road users. Vision Zero recognises that all road users have the right to travel safely regardless of their mode of transport. In addition to saving lives, implementing Vision Zero will also bring about wider economic benefits by reducing the costs associated with road collisions (for the authority, local businesses, and the public health service), such as damage to infrastructure and lost productivity across Oxfordshire.

It is estimated that nationally, the total value of prevention of unreported injury collisions is around £19bn a year. The value of damage-only collisions is around £5bn a year and the total value of prevention of reported injury collisions at around £12bn a year. This gives a total estimate for all reported and unreported collisions of around £36bn per year.

16

The DfT has derived values for 2020 for the prevention of casualties sustained in road collisions nationally (table 1 below). The values are calculated using a "willingness to pay" approach, which in its broadest sense is the maximum amount a person would be willing to pay, sacrifice or exchange in order to avoid something undesired occurring.

Tables 1 and 2 below show the total costs / amount per casualty severity and per road user. The values listed reflect not only the associated medical costs, but also the pain, grief and suffering of those involved, as well as any lost economic output.

Casualty Severity	Casualty related costs (Inc lost output. Medical costs	Accident-related costs (inc police costs, damage to property / insurance/admin costs	Total Value
Fatal	£1,787,448	£27,504	£1,814,952
Serious	£201,699	£6,828	£208,527
Slight	£17,871	£3,376	£21,247
Average (All)	£79,500	£4,405	£83,905
Damage only	N/A	£1,854	£1,854

Table 1 – 2020 average value of prevention per reported casualty and per reported road accident[13]

Road User	Average value
Pedestrian	£98,810
Pedal cyclist	£60,374
Bus and Coach occupants	£42,294
Goods vehicle occupants	£57,739
Car and taxi occupants	£46,152
Motorised two-wheeler rider and passenger	£102,078
All motor vehicles	£54,580
Average, all road users	£60,981

Table 2 – 2020 value of prevention per road casualty by class of road user (based on 2020 prices and values). (Note: that the estimated values shown above are shown here to highlight road safety's economic consequences).

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[13] Reported road casualties Great Britain, annual report: 2021 - GOV.UK (www.gov.uk)

5. Vision Zero background

Vision Zero is a safe system road safety concept that originated in Sweden in the 1990s. It has gained global interest, being adopted in several countries and cities. For example, it has been adopted by New Zealand's government as well as in American cities such as New York, Seattle, and Denver.

Vision Zero also aligns and contributes with the global political commitment to improve road safety made through the Stockholm Declaration in 2020. Its wide-reaching universal goal being to eliminate all traffic fatalities and severe injuries, and the belief that even one death on the roads is unacceptable.

The Vision Zero approach to road safety has gained significant momentum in the UK in recent years. In 2018 Transport for London adopted Vision Zero as its road safety policy with a goal of eliminating all deaths and serious injuries from road collisions by 2041. Several UK cities, including Manchester, Edinburgh and Birmingham have also adopted Vision Zero policies.

In 2019, the DfT issued their refreshed road safety statement and 2-year action plan 'A Lifetime of Road Safety' (noted previously) which details their commitment to the idea that road deaths and casualties are not just the result of poor driving, but of the transport network system as a whole.

Vision Zero provides a way to deal with new mobility challenges in our busy modern world. It encourages modal shift in transport and supports travel accessibility for vulnerable road users. However, this Vision Zero strategy is not a guarantee that no deaths will occur, rather it is a comprehensive and evidence-based approach to reduce fatalities and severe injuries on our roads.

5a. Vision Zero safe system approach

Vision Zero focuses on a whole safe system approach. As highlighted previously, this is rooted in the belief that every traffic death reflects a human failure in the system. The Vision Zero safe system builds on and aims to go further and be more holistic than the four traditional road safety pillars of Engineering, Education, Engagement and Enforcement.

By focusing on the safe system approach the aim is to create a comprehensive and holistic approach to making our streets, roads, and roadsides safer. This ensures that Vision Zero is not just a technical solution, but also encourages a behaviour change and cultural shift towards a more human-based, compassionate, and inclusive approach to road safety.

There are four guiding principles are central to a Vision Zero Safe System:
- First, people are human and make mistakes that can lead to road collisions.
- Second, the human body has a known, limited physical ability to tolerate road collision forces before harm occurs.
- Third, while individuals have a responsibility to act with care and within traffic laws, a shared responsibility exists with those who design, build, manage and

use roads and vehicles to prevent collisions resulting in serious injury or death and to provide post-collision care.

- Fourth, all parts of the system must be strengthened in combination to multiply their effects, and road users are still protected if one part fails.

The Vision Zero whole system approach encompasses 5 aspects, and each aspect is considered equally:
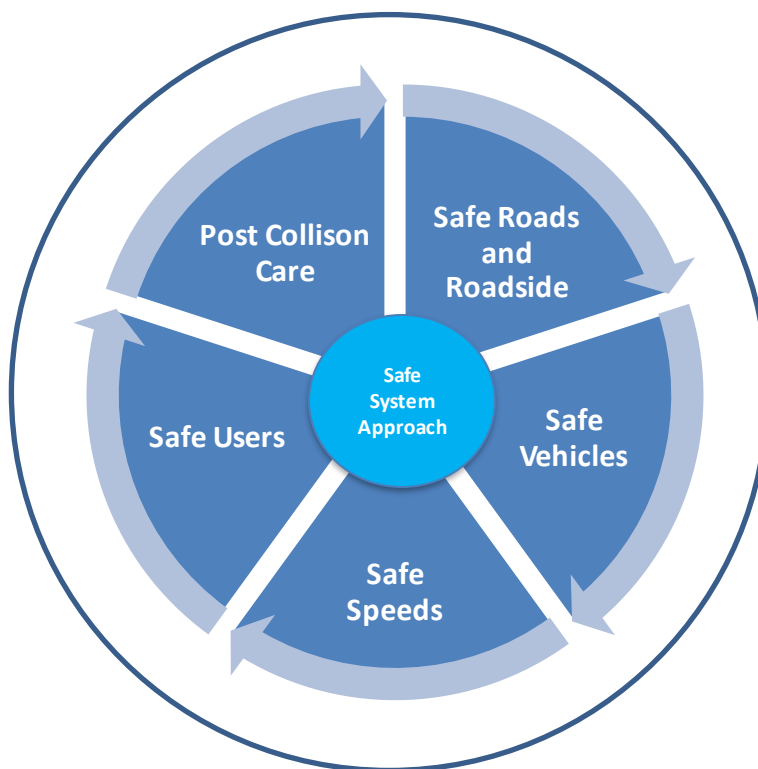
Image 6 - Vision Zero whole system approach, encompasses 5 aspects .

- Safe Roads and Roadside: Designing roads and streets that are safe and forgiving, that are self-explaining, with features such as speed calming measures, clear signage, safe crossings and segregation of cyclists and vehicles where possible. Restrictions and measures are supported with appropriate enforcement.

- Safe Vehicles: Encouraging the use of vehicles with advanced safety features, such as automatic emergency braking systems and lane departure warnings, as well as adherence to vehicle safety standards, i.e.: for HGVs and second-hand cars.

- Safe Speeds: Reducing vehicle speeds to levels that are safe for all road users, such as pedestrians, cyclists, equestrians, motorcyclists, and motorists, and ensuring road users travel at the safe speed for the road conditions.

- Safe Users: Promoting safe behaviours from all road users through education, enforcement, and community outreach.

- Post Collision Response: Ensuring a holistic Post Collision Response that prioritises scene safety and stabilisation, from the initial first aid, all the way through to collision analysis and reviews, learning from investigations, and effective post collision care.

5b. Our Vision Zero ecosystem

The overall Vision Zero system and delivery plan is explained in the diagram below. We will review when road collision fatalities do occur (A), through the process of post collision analysis, and road safety data reviews, there is a diagnosis of the issues which caused the collision (B). Then through the process of completing the actions assigned (C) to each of the safe system approaches (D), there will be expected benefits and road safety improvements (E), which in turn will lead to reduced road collision fatalities (F). Reducing the numbers of journeys by motor vehicles in urban areas (and especially short driven journeys) will help lower the numbers of serious and fatal road collisions. (G).
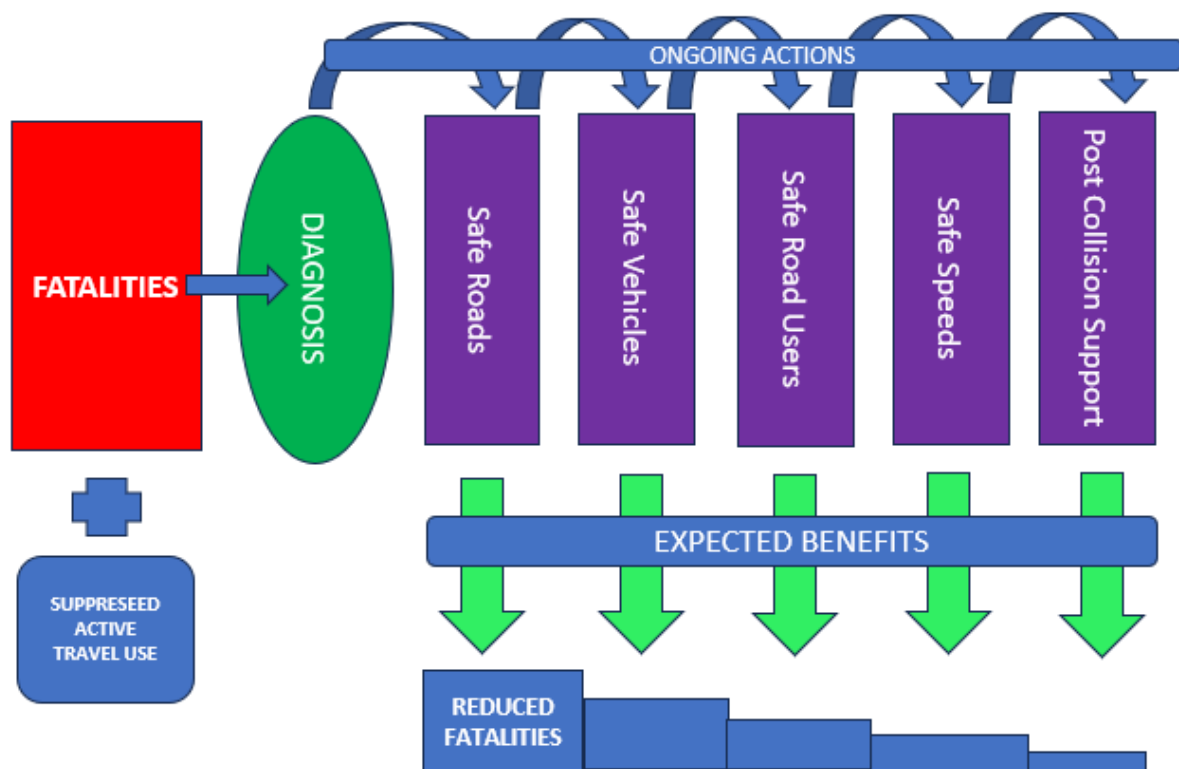
Image 7 – Image of OCC's Vision Zero Delivery Plan in a diagram

6. Safe System Strategy

Having outlined the background to Vision Zero and the safe system approach, this chapter includes further detail about each of the five aspects, our aims, and the actions that we will take to deliver each one.

For each aspect of the safe system strategy, we have outlined our high-level aims. These are then supported by specific actions that we will be taking to work towards delivery of Vision Zero. All of the actions are summarised in our action plan (Annex A) along with further detail about how they will be delivered, who will deliver them and the performance indicators which will measure our success (Annex C).

All our aims and actions have been developed with input from our Vision Zero stakeholder steering group. The group includes a range of local and national road safety partners, and all modes of transport are represented.

We held a workshop with our stakeholder steering group in July 2023 to discuss and capture suggestions for each aspect of the safe system strategy. The outputs of that workshop have directly influenced the following sections.

6a. Safe Roads and Roadside

Someone's chances of achieving a safe journey depend on factors such as their age, ability, and mode of travel. Through this workstream **we will design a road network that protects the most vulnerable road users and ensure it feels safe for those who are less confident using our roads, whilst providing active travel choices were possible and appropriate.**

A key ideal for creating safe roads is reducing the overall volume of vehicles on roads. For those who are using the roads, it is better to have vehicles that adhere to safety standards, with, where possible, the latest safety features; be that via new technology advancements or improved visibility.

National guidance recognises the benefit of road user segregation and careful consideration where different road users have to interact, such as at junctions or crossings. There are different opportunities for this segregation depending on whether we are implementing improvements to the existing road network, or the creation of brand-new infrastructure as part of road safety improvement developments. Road collisions often happen at junctions, crossings or where roads merge. Junctions are known to be high-risk locations for road safety incidents. We will continue to focus road safety schemes at junction 'hot spots'; **we will design a road network which follows our street design guidance, which enables safe junctions, crossings, and road connections.**

As part of this workstream it will be important to consider the perception of safety from different users' perspectives. Perception of safety is significant and is not always considered from each road user's point of view. Just because a road or roadside is 'safe' for one user, does not mean it is safe for all road users. Reducing the overall volume of vehicles on our roads, also reduces the potential for vehicles to cause harm.

It is also important when creating safe roads and roadsides to consider the 'Look but don't see' human element of road safety. This is where individuals may visually perceive information, such as road signs, road markings, and other road users, but fail to process or comprehend that information, leading to errors in judgment and decision making while driving or using the road. Addressing 'look but don't see' requires a multi-faceted approach that combines road safety education, as well as environmental and infrastructure improvements to create a safer road environment.

To create safe roads, paths, and streets the Council will;
- **Reduce the volume of vehicles in line with our LTCP aims through measures such as traffic restrictions, speed limit, and road layout changes.**
- **Segregate different modes of travel, as detailed in the Streets Design Guide[14], ensuring designs reflect the hierarchy of road users in all new developments, and when making changes to the existing highway, unless there are significant overriding reasons why this is not possible.**
- **Continue to focus road safety improvements at junctions, to ensure there are improved road designs and infrastructure which minimises conflict points between different road users.**
- **Routinely review and assess road safety data received from Thames Valley Police and other sources to help inform highway design decision making. Also, to publish the road safety data and officers' analytical assessment of it on an annual basis.**
- **Increase prioritisation of highway and road works that will have a positive impact on road safety, particularly those related to active travel modes within the Highways Asset Management Plan.**
- **Ensure that highway inspections look at the differing safety impacts and consequences for different road users as part of the Council's risk-based highway inspection regime.**
- **Support the design and delivery of a safe network which priorities vulnerable road users and explore the use of a Healthy Streets approach in urban areas.**

New Infrastructure and Developments
A key way that we will deliver safe roads and safe roadsides is through the delivery of new infrastructure and housing developments. This will include delivering interventions to specifically improve road and cycling safety or ensuring other schemes, such as active travel or public transport schemes, are designed safely for all road users, and apply Vision Zero principles and the hierarchy of vulnerable road users from the outset.

Local and national design guidance and polices are used and applied to all designs. Designing and engineering interventions to improve road safety can include features such as speed reduction measures, protected bike lanes and pedestrian crossings designed for vulnerable road users. And where and when appropriate, new housing developments will be supported to enable 20mph speed limits. **We will adopt a Safe System approach when developing new designs to ensure vulnerable road user**

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[14] What is Healthy Streets? — Healthy Streets

22

safety, by using new design assessments such as iRAP (iRAP - International Road Assessment Programme**) and Healthy Streets (**Healthy Streets | Making streets healthy places for everyone**).**

Where we are making changes to existing infrastructure it is important to understand and be familiar with the infrastructure's history, usage, and constraints, along with any potential future use as this will help shape the design and deliver it in the most appropriate way. **We will continue to work with internal and external stakeholders to help shape designs and use local knowledge through engagement events to understand issues, using a lessons learnt approach, and looking beyond the design to learn from surrounding issues**. Scheme monitoring and road safety audits will be used to understand road users' perception of the scheme and whether it is operating as it is intended, or whether further improvements are required.

In order to ensure that new infrastructure is designed correctly it is essential that policy officers, designers and decision makers all have training and education about the importance of Vision Zero and the safe system approach. **We will therefore conduct safety system training for OCC officer decision makers and designers. Officers will also ensure safe system design standards and guidance are followed and met where possible on each scheme.**

To build on this, we are implementing a Vision Zero review process as part of each decision and design sign-off. This process will ensure that all decisions or designs demonstrate how they have considered Vision Zero and met Vision Zero principles.

In some cases, designs are sometimes required to make compromises due to funding availability. As part of a Vision Zero approach, **we will aim to look for additional funding streams to overcome this issue to ensure the necessary infrastructure can be delivered.** Additionally, designs can be affected by site constraints, such as a narrow highway with properties near to the side of the road for instance - this is something that often occurs when retrofitting schemes in medieval towns and cities. **We will commit to ensuring the design meets the safe system objectives and standards as practicably possible.**

Once new infrastructure has been delivered, **we will develop and implement safety reviews and monitoring to support the road safety audits which already take place**. This additional monitoring and review process will ensure that implemented schemes adhere to the Vision Zero concept and are delivering the benefits to road safety as intended. Assessments can then be made as to whether the infrastructure requires any further amendments to deliver the full safety benefits. It will also provide data that can help improve future schemes as they come forward in a form of lessons learnt approach.

When designing new road infrastructure there are several OCC policies, guidelines, and procedures, such as the OCC Residential Street Design Guide, and walking and cycling design standards that officers and external stakeholders such as housing developers are required to follow. **We will review all OCC highway design policy, guidance, standards, and procedures to ensure alignment with the Vision Zero Strategy.**

Maintenance Programme

Maintenance plays a key role in achieving Vision Zero. Even if the infrastructure exists and is well designed, if it is not able to be used as intended or there are hazards making it hard to use or unsafe, then it will become a barrier to achieving Vision Zero.

We will therefore increase prioritisation of roads and highways maintenance works [15] that will have a positive impact on road safety and particularly those that relate to active travel modes within the Highways Asset Management Plan. This will include greater prioritisation of repairing potholes and surface defects that increase road safety risks or cutting back overgrown vegetation on cycle paths or equestrian routes where overgrown vegetation may affect different level sightlines.

We will also ensure that highway inspections look at the road safety impacts and consequences for vulnerable road users as part of the Council's risk-based highway inspection regime.

Safe Road and Roadside actions

Our actions to help deliver our 'Safe Road and Roadside' aims are identified below. Specific details relating to achieving these are within Annex A.

- **SR1 –** Ensure that OCC's highway maintenance inspections maintain roads and highways to a safe standard as part of the Council's risk-based highway inspection regime.
- **SR2 –** Commit to ensuring road designs meet the safe system objectives and design standards as practicably possible, and work with internal and external stakeholders to help shape designs.
- **SR3 -** Conduct OCC officer safe system training for decision makers, transport planners and designers.
- **SR4 –** Develop and Implement a Vision Zero safe system assessment tool aligned with our designs guidance at key decision stages including the design sign-off.
- **SR5 –** Explore all opportunities to increase funding available to help support and implement road safety infrastructure changes.
- **SR6 –** Develop additional and supporting road safety review and monitoring processes for implemented schemes to ensure they continue to deliver their Vision Zero road safety benefits as intended.
- **SR7 –** Review of OCC's Active Travel, Highway infrastructure Policies, guidance, and procedures to ensure alignment with Vision Zero strategy.
- **SR8 –** Increased prioritisation of works that will have a positive impact on road safety and particularly that relate to active travel modes within the Highways Asset Management Plan.
- **SR9 –** Ensure Vision Zero road safety improvement schemes focus on junction 'hotspots; and minimise conflict points between different road users.

24

6b. Safe Vehicles

Vehicle makers and national and international bodies overseeing the specification of vehicles have over many decades worked to lessen the risk of a vehicle being involved in a collision, and should one still occur, try to reduce the severity of injury sustained with technological advances. In recent years, there have been further growth in these technological improvements using digital advancements.

These technological developments are outside of the County Council's influence, however there are steps we can take to support the use of safer vehicles. **We will do this by:**

- **Supporting and enabling the use of safer vehicles to reduce the likelihood of collisions and the severity of collision outcome.**
- **Supporting adherence to vehicle safety standards, including speed limiting technology where possible.**
- **Raising awareness about responsibility for roadworthy vehicles for all road users.**
- **Supporting the enforcement of road safety offences, and the use of safe vehicle standards and legislation.**
- **Sharing the knowledge and learning about technological vehicle advancements, so that technology and design improvement features can help to prevent road collisions.**

Private cars and vans

The primary step we will take to support the use of safe cars and vans is through working with Thames Valley Police. Thames Valley Police are responsible for enforcing the safety of vehicles such as the use of seatbelts, presence of a valid MOT and road worthiness. **We will work with TVP to support the increased enforcement of safe vehicle use.**

Also, where possible, **we will share new or updated information about improvements in vehicle maintenance, and technical advances that help make vehicles safer to raise public awareness about safe vehicle use, and help aid owner responsibility for maintaining roadworthy vehicles, being mindful of the cost of new cars and retrofitting improvements.**

Buses and Public Service Vehicles

Buses and Public Service Vehicles (PSV) are an important part of our transport system, and an increased number of bus journeys will be an essential part of delivering our LTCP vision and targets. It is important that we work with our bus operator stakeholders, particularly in urban areas where there is increased interaction between buses and vulnerable road users.

It is important to note that the bus and PSV network in Oxfordshire is primarily commercially operated. It will therefore be essential that we work closely with our bus operators to support their ongoing delivery of safe vehicle improvements within their buses and fleet vehicles. We recently entered into a legally binding enhanced partnership with Oxfordshire's bus operators which will strengthen our joint working, and there has been investment in 104 battery electric buses for the City of Oxford. The

new buses feature a physical body design which complies with TfL's Bus Safety Standard, and have replaced wing mirrors with camera monitoring systems.

We will support the implementation of new road safety technology onto buses and Public Service vehicles. We will also work with the bus operators to monitor close passes. A close pass is when a vehicle passes too closely to a vulnerable road user. New road safety technology and enhanced CCTV on buses will enable incidents to be reviewed.

Freight vehicles

The freight system plays a critical role in supporting both the national and local economy and is a significant part of our financial sector. The efficient movement of goods is important to supporting Oxfordshire's economy and our residents' everyday lives.

However, action is needed to reduce the road danger posed by freight vehicles, particularly Heavy Goods Vehicles (HGVs). We know that freight vehicles are often cited as a safety concern by residents, and vulnerable road users and HGVs have been involved in a several recent road user fatalities in Oxfordshire. Action is particularly needed within our towns and villages where there is more risk due to the greater interaction between people, vulnerable road users and freight vehicles.

Our Freight and Logistics Strategy [16], adopted in July 2022, recognised the need to work with freight operators to improve road safety and contribute to our Vision Zero target. The Freight and Logistics Strategy also included an action to reduce conflicts between freight vehicles and people walking and cycling. This strategy builds on the commitments already made in the Freight and Logistics Strategy.

As a first step **we will ensure safe freight vehicles are used within Oxfordshire.** In particular this includes looking into the implementation and use of a Direct Vison Standard for HGVs within Oxford and eventually across the whole of Oxfordshire for both our own fleet and that used by our contractors, along with requiring other organisations using the highway to also comply with the standard.

The Direct Vision Standard (DVS) uses a star system to rate HGVs from zero (lowest) to five (highest), based on how much the driver can see directly through their cab windows. DVS is currently used in London as part of the HGV safety permit scheme. Permits are only granted if the vehicle meets the minimum DVS star rating. Vehicles that do not meet the minimum star rating are required to make safety improvements.

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[16] Oxfordshire County Council - Freight and Logistics Strategy 2022 – 2050

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Category	Description
A	Zero star eye point
B	One star eye point
C	Three star eye point
D	Five star eye point
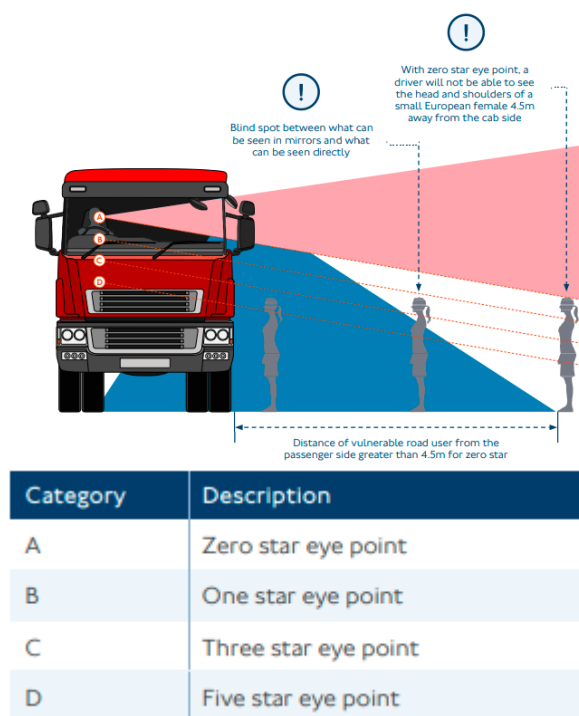
Image 8 – Image of Direct Vision Standard star rating boundaries[17]

It is important that we lead by example and so we will include minimum DVS standards for our own Council fleet and contracts and look at OCC's procurement of fleet vehicles to a EuroNCAP 5 star standard[18]. **Similarly, we will ensure that OCC and the Council's contractors and sub-contractors sign up to the Construction Logistics and Community Safety (CLOCS) standard[19].**

CLOCS is a national Standard that requires all stakeholders in construction to take responsibility for public health and road safety beyond the construction site. It demands collaborative action to prevent fatal or serious road collisions between vehicles servicing construction sites and other vulnerable road users.

We will gain accreditation through the Fleet Operator Recognition Scheme (FORS) [20]. FORS is a voluntary accreditation scheme for fleet operators that aims to improve standards and demonstrate which operators are achieving exemplary levels of best practice in safety, efficiency, and environmental protection. We will support the council's contractors and sub-contractors to sign up to FORS accreditation to their silver standard level,

We will support this work with engagement and communication to promote the uptake of DVS, CLOCS and FORS by our partners and key stakeholders throughout the county.

There is also the potential to reduce the freight vehicle road danger by reducing the number of vehicles in our urban areas. The Freight and Logistics Strategy outlines that

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[17] Transport for London; HGV safety permit guidance for operators entering London
[18] Euro NCAP | How To Read The Stars
[19] CLOCS - Construction Logistics and Community Safety
[20] FORS Homepage - FORS - Fleet Operator Recognition Scheme (fors-online.org.uk)

we are primarily focusing on freight consolidation and are supporting to the uptake of cycle freight in our urban areas to achieve this. We are therefore delivering actions through the Freight and Logistics Strategy that will complement this Vision Zero workstream.

Motorcycles
Motorcyclists are vulnerable road users, and we will work with our motorcycle stakeholder, the Motorcycle Action Group (MAG) to ensure the latest safety information for motorcyclists can be shared. We will also work with them in aligning with their 'Welcoming Roads' approach to road safety.

Bicycles
There are fewer safety features available on bicycles, however it is still important that we support people to check their bicycle on a regular basis to make sure it is safe to ride. We already deliver bike safety education and Bikeability[21] training through our Road Safety Education programme which is for both children in schools and for adults, and also have information about bicycle safety checks and maintenance on our 365 alive website. **We will continue to promote these resources and support similar bike safety education initiatives run by our partners and key stakeholders**.

E-bikes and E-scooters
Recently, we have seen a significant increase in the number of electric bicycles and scooters (E-bikes/E-Scooters), often referred to as 'mico-mobility'. E-bikes and e-scooters are capable of travelling at greater speeds and accelerating more quickly than traditional bicycles and scooters, creating risks for vulnerable road users. **We will continue to monitor their usage and work with our stakeholders to gather and analyse E-bike and E-scooter road safety data too develop ways in which there use can be made safer.**

Taxi's and Hackney carriage vehicles
Collaborating with local taxi companies in Oxfordshire will support Vision Zero. We will engage with Oxfordshire Taxi companies to support and encourage safe driving practices, and emphasise the importance of reducing speeds, avoiding distractions and yielding to vulnerable road users.

Safe Vehicles actions
The actions to help deliver 'Safe Vehicles' aims are identified below. Specific details relating to achieving these are within Annex A.

- **SV1 –** Work with Thames Valley Police to increase enforcement of Safe Vehicles
- **SV2 –** Work with our stakeholders and produce vehicle maintenance and safe vehicle communications campaigns to raise public awareness, and to promote and publicise the benefits of new safety features in vehicles.
- **SV3 –** Work with the bus operators in Oxfordshire to enable Vision Zero and continue get their ongoing support for the safe system approach.
- **SV4 –** Work with stakeholders, the bus and PSV operators in Oxfordshire to increase the education, monitoring, and enforcement of close passes.

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[21] Cycle Training for Everyone - Deliver Safer Training | Bikeability

- **SV5 -** Investigate implementation of a Direct Vison Standard for HGVs within Oxford and future expansion to Oxfordshire.
- **SV6 -** Include minimum level 3 Direct Vision Standards in future Oxfordshire County Council's fleet and contracts.
- **SV7 -** Ensure that Oxfordshire County Council and the Council's contractors and sub-contractors sign up to the CLOCS standard.
- **SV8 -** Gain accreditation for Oxfordshire County Council through the FORS scheme and the Council's contractors and sub-contractors to also sign-up.
- **SV9 -** Engage with partners and key stakeholders throughout Oxfordshire to promote uptake of the Direct Vision Standard, CLOCS and FORS, and support freight alternatives such as cargo bikes.
- **SV10 –** Deliver bike safety education through our Road Safety Education programme and promote our bicycle maintenance resources.
- **SV11 –** Monitor e-bike and e-scooter usage and work with our stakeholders to analyse their road safety related data and develop ways in which they can be made safer.

6c. Safe Speeds

Excessive or inappropriate speed is a major contributory factor to road casualties. Speeding is when drivers choose to exceed the speed limit or to drive too fast for the road or weather conditions. Lower speeds allow for road users to have more time to react to unexpected situations and reduce the severity of potential collisions. Within this chapter we will detail how by enabling safer speeds, we can support road safety improvements that enable safe speed behaviours.

Safe Speeds are determined through a combination of factors including, but not limited too, data analysis, road safety reviews, and consideration of local conditions. It is about ensuring that speed limit aligns with the safe operation of the road and its surroundings, and to provide a safe road environment that prioritises vulnerable road users.

To create Safe Speeds the council will;
- **Work with our partners, to address illegal, dangerous, and inappropriate speeds.**
- **Reduce speed limits, through targeted enforcement, and improve speed compliance through our road designs and safety education programme.**
- **Support safer speeds through improved vehicle designs and technological monitoring innovations.**
- **Work with TVP to support Community Speedwatch Programmes.**

20mph speed limits
A safe speed is one at which the human road user can withstand a collision without suffering death or life-changing injury. This will depend on the safety performance of the vehicle, the road infrastructure, the nature of the collision and other causation factors.

20mph is now generally accepted as the safe speed for streets used by people walking, cycling, or wheeling. At 20mph a pedestrian is likely to survive an impact with a motor vehicle whereas at 30mph the pedestrian is significantly more likely to be

killed. Traffic speeds of around 20mph are also more conducive to walking and cycling and encourage active travel behaviour changes.

Image 9 – Image showing Likelihood of fatality or severe injury at different speeds[22]

As part of our LTCP, we adopted a 20mph zone policy which states that we will promote 20mph as the default limit for roads through residential areas, villages, and retail areas.

Following adoption of the LTCP, we have commenced with delivery of our 20mph programme. This followed the implementation of five 20mph trial sites in 2021. As part of tranche 1 of the 20mph programme we have now delivered 20mph zones for 22% (51 out of 231) of Oxfordshire's town and parish councils. We will continue to deliver our 20mph programme and have a further 137 20mph zones planned as part of tranches 2 and 3. This will take the 20mph programme total to 82% of all Oxfordshire' town and parish councils having a 20mph zone.

We recognise that there have been some concerns and challenges with the roll out of the 20mph programme including needing to balance and recognise impacts on other Council priorities, such as the impact on bus journey times. We will continue to work with our bus operators to address these issues and secure their support for future 20mph programme delivery.

We will continue to deliver the LTCP policy to promote 20mph as the default limit for roads through Oxfordshire's residential areas, villages, and retail areas. We will also review this policy and explore further opportunities to enhance it.

Speed limit review
As the Highway Authority for Oxfordshire, OCC is responsible for the setting of all local speed limits across the road network throughout the county, excluding motorways and some trunk roads (within Oxfordshire this is only the A34 and the M40) Whilst we have a new policy in place for 20mph, we recognise there is a need to conduct a wider speed limit review across our road network.

We will conduct a wider speed limit review across our road network. This review will include considering routes with inconsistent speed limits and rural roads or roads between towns. It will be particularly important to review speed limits on roads that are on or near to our Strategic Active Travel Network (SATN) [23].

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[22] https://www.pacts.org.uk/wp-content/uploads/Lustre-Report-2023-Funded-by-the-RST.pdf

[23] Strategic Active Travel Network (SATN): final draft consultation | Let's Talk Oxfordshire

We will also explore whether there are opportunities for variable speed limits to be used as part of our network management function. Variable speed limits changes according to the current environmental and road conditions. Speed limits could therefore be reduced in hazardous road conditions such as the cold or wet.

Road design
We are aware that speed limits alone will not reduce vehicle speeds. Lower speed limits need to be accompanied by measures to improve compliance such as enforcement, road design improvements and road safety education.

We will therefore ensure that roads are self-explaining, with clear signage and road markings so that drivers will naturally drive at safer speeds. A key way this will be achieved is through ensuring roads are designed to support appropriate speeds. As part of this process, we will consider the function of the road, and plan the speeds around this function.

We will also consider signage and road markings. Clear and clean signage helps to remind drivers of the speed limit and impact compliance. This will include exploring the use of speed indicator devices to encourage safer speed compliance. These are the 'flashing smiling face' matrix signs that show a driver's speed and a smiling face if they are driving below the speed limit.

Enforcement
As highlighted previously, speeding has been identified by the police as one of the 'Fatal 5' and enforcement is an important factor in improving speed limit compliance and encouraging Safe Speeds. Thames Valley Police are responsible for the enforcement of speed limits in Oxfordshire, **we will therefore work closely with the police to develop and support greater enforcement.**

A key way that speed limit compliance can be improved is through the deployment of average speed cameras. Average speed cameras calculate a vehicles average speed between two points. Vehicle speed is therefore measured over a length of road rather than at a single point like the traditional speed cameras. However, because of the way the work, they are not suitable for many types of roads and are instead mainly suitable for long stretches of road with limited junctions.

Due to the significant potential of average speed cameras to improve compliance and encourage Safe Speeds, we will work with partners to investigate their implementation and use in Oxfordshire.

Where speed cameras are not in place, some local areas operate community Speedwatch groups. Speedwatch groups are provided with a starter kit, including a speed detection device and training. Data captured by the volunteers is then sent onto the police for further processing. We already have a number of Speedwatch groups in Oxfordshire and will look to support existing groups and support the establishment of new groups.

Similarly, where speed cameras are not in place and there is evidence of no-compliance at high-risk locations, **we will explore with Thames Valley Police whether there is the potential for mobile speed cameras to be stationed.**

Monitoring
Improved speed monitoring and data analysis will be important to all the Vision Zero workstreams. It is particularly important for Safe Speeds due to the correlation between excessive speed and road casualties.

We will work to develop a Safe Speeds monitoring programme to understand more about areas with poor speed limit compliance. This understanding and learning will then be used to inform actions to improve speed limit compliance. Partnership working with Thames Valley Police will be essential to any monitoring programme.

In many cases the speed in a KSI report is not recorded and KSI causation factors are not always evidenced when it comes to speed. **We will therefore work with Thames Valley Police and other partners to collect and make KSI speed data available for analysis.**

Communication
Ongoing communications will be essential to support work on Safe Speeds. This will include Vision Zero campaigns to raise awareness of speeds impacts and create social acceptance around Safe Speeds. **We will also develop campaigns to raise awareness and understanding of the impacts of inappropriate speeds on vulnerable road users.**

Safe Speeds actions
The actions to help deliver our 'Safe Speeds' aims are identified below. Specific details relating to achieving these are within Annex A.
- **SS1 –** Continue to deliver the 20mph programme across Oxfordshire.
- **SS2 –** Engage with our stakeholders regarding the 20mph programme and secure support for future delivery.
- **SS3 –** Review and explore opportunities to enhance the existing 20mph policy.
- **SS4 –** Conduct a review of all speed limits in Oxfordshire.
- **SS5 –** Explore opportunities for variable speed limits.
- **SS6 –** Ensure roads are designed to support appropriate speeds.
- **SS7 –** When designing new roads, we will consider the function of the road and plan speeds appropriately.
- **SS8 –** Consider signage and road markings to remind drivers of speed limits and encourage speed compliance when delivering new roads or speed limit changes.
- **SS9 –** Explore use of speed indicator and speed limiting devices.
- **SS10 –** Engage with Thames Valley Police to support greater speed limit enforcement.
- **SS11 –** Work with partners to investigate and develop the implementation of average speed cameras is Oxfordshire.
- **SS12 –** Support existing Speedwatch groups and the establishment of new Speedwatch groups.

- **SS13 –** Work with Thames Valley Police to explore speed limit enforcement through increased camera coverage resources for mobile cameras.
- **SS14 –** Work with partners to develop and implement a Safe Speeds monitoring programme.
- **SS15 –** Work with partners to include speed on KSI reports and provide speed evidence in KSI causation factors.
- **SS16 –** Develop and deliver Safe Speeds and 'Fatal 5' communication and Vision Zero marketing campaigns.

6d. Safe Users

Good behaviours and safe practices by all road users are essential for achieving Vison Zero. As detailed previously, when outlining the road user hierarchy, we must all take personal responsibility when using roads, and be considerate of our most vulnerable road users. **We will further support our road safety education programme and undertake media campaigns to promote and encourage the right road user behaviours, for all our road users, providing clear and up to date road safety advice.** This will support and enhance road users' knowledge, so that all road users understand their vital role and responsibility in the delivery of road safety across Oxfordshire.

Gender, age, and ethnic backgrounds are all factors to consider in road safety, influencing both road users' involvement in road collisions, and the outcomes of collisions. Its crucial to approach safe users with a holistic perspective when considering specific road safety challenges, so that a safer environment is created for everyone.

Improving road safety and supporting the use of active travel and sustainable mobility are two topics that often go hand-in-hand. Real and perceived safety has a profound effect on travel mode choices, especially on walking and cycling, two of the most sustainable modes of travel.

Safety fears for instance, are often cited as a major barrier to the uptake of cycling, while conversely an active travel modal shift away from private motor vehicle use could significantly improve road safety in dense urban areas. Moreover, the health benefits of encouraging children to walk and cycle will make them healthier and help them live longer. There is therefore a strong link between road safety and health education on sustainable active travel mobility choices and road safety[24].

To create Safe Users the council will;
- **Provide an ethnically diverse and gender inclusive comprehensive Road Safety Education programme, which promotes behaviour change and supports continuous learning for all age groups.**
- **Align our road safety education to national road user campaigns, and link in our stakeholders' educational programmes so that there is joined up learning linked to wider resources.**

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[24] https://www.trafficsafetyeducation.eu/wp-content/uploads/LEARN-Flash-3-Linking-Education-on-Sustainable-Mobility-with-Traffic-Safety.pdf

- **Consider all road users point of view across the road user hierarchy so there is fair and equitable road access for all, which accounts for road users' perception of safety.**
- **Continue to work with our stakeholders, both internally and externally to ensure other strategy and policies such as active trave are aligned with our Vision Zero aims and ambitions.**
- **Work with Thames Valley Police to ensure road and highway laws are enforced, and third party reporting submitted via their online portal.**

Education

Road safety education refers to teaching all road users, including drivers, motorcyclists,' pedestrians, equestrians, and cyclists about improving their own road safety use and practices, and supporting safer road use behaviours and practices. Road safety education is wide ranging across all modes of transport, and can include driver speed training programmes, pedestrian safety campaigns, Biker Down courses run for motorcyclists, as well as bike safety classes for children which is delivered across Oxfordshire's schools. It is the children of today who are our road users in the future. Education in schools and other supportive measures to encourage road safety within our younger generations will help positively change road user behaviours over the long term. These longer-term benefits of road safety education are critical to delivering Vision Zero.

The Council already deliver a number of road safety education courses and campaigns through our road safety programme led by our Fire and Rescue teams, the details of which can be found on our [365 alive website](). Our Fire and Rescue teams are key experts in road safety and play an incredibly vital role in Oxfordshire's collision response. Their road safety education programme includes cycle training for children through our OCC cycle training and the DfT Bikeability programme. Bikeability is supported by DfT, and we liaise annually with the Bikeability Trust to secure funding to enable us to strive towards our goal to offer cycle training to each school across Oxfordshire.

The 365 alive website also provides a range of road safety information to help users think about how they can protect themselves and others form potential harm. It is important to recognise that whether a person is walking, cycling, riding a horse, riding a motorcycle, or driving a car, everyone has responsibility to keep themselves and others safe on the road.

Moving forward **we will continue to deliver our road safety education programmes and where possible link in with our stakeholders to expand and enhance them.** This will include exploring opportunities for specific road user education courses such as training for HGV drivers on blind spots on larger vehicles and how to safety share our roads with vulnerable road users such as safety passing equestrians .

Enforcement

Safe user enforcement is a critical component of Vision Zero, aiming to ensure all road users adhere to traffic and highway laws and regulations to minimiSe road safety risks. We will work with Thames Valley Police and our Vision Zero stakeholders to ensure the enforcement of traffic and highway laws, including the Fatal 5. We will utilise data

analysis to identify trends and continue to community engagement and support targeted enforcement campaigns in high risk areas.

OCC training and education
In order to demonstrate our commitment to Vision Zero and lead by example, there are opportunities for improved road safety education and training to create safe road users within the county council.

These include educating OCC drivers about the Highway Code, the FOR's and CLOC standards, and providing easy to access road safety resources, as well as requiring cycle training for all OCC drivers and increasing the quality of driving checks for OCC fleet drivers. **We will commit to implementing all of these steps to improve our OCC driver road safety education.**

Stakeholder engagement
Much of our work on road safety education and the development of Safe Users is done in partnership with our stakeholders. For example, we work closely with partners such as the Bikeability Trust, DfT and our neighbouring local authorities.

Moving forward there are opportunities to increase this stakeholder engagement and partnership working. This will include reaching out to our Vision Zero partners and stakeholders to learn about and promote other Vision Zero opportunities or road safety resources.

There may also be opportunities to deliver joint events or campaigns with local partners such as Oxfordshire's universities, schools, charities, or local businesses. **We will also explore opportunities for joint public Vision Zero road safety events across the county.** This will also support the creation of culture of road safety, where road user issues and concerns can be discussed, acted upon and steps for improvements taken forward.

National considerations
There are some steps to improve road safety education and create Safe Users that are beyond the scope of the Council's influence and require action from national government.

Notable work in this area includes highway code understanding and graduated driving licensing. The Highway Code was updated in January 2022[25] and included some notable changes such as a hierarchy of road users and new guidance around walking, cycling, or riding in shared spaces. Whilst we can continue to promote the changes and raise awareness locally, **we will encourage the government to conduct more coordinated national campaigns.**

Graduated driving licenses put a set of restrictions on new drivers who have recently passed their driving test. These restrictions could include things such as driving curfew, lower alcohol limits, lower engine sizes and mandatory 'P' plates. Restrictions would then be removed after a successful completion of a 2-year probation period. Graduated driving licenses are already used in Ireland, Australia, and New Zealand.

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[25] The Highway Code: 8 changes you need to know from 29 January 2022 - GOV.UK (www.gov.uk)

We believe that graduated driving licenses would be a significant step towards the development of Safe Users and delivery of Vision Zero. Young people are the largest road casualty group in Oxfordshire. The highest number of casualties come from the 25-34 age group (220 casualties) and 16-24 age group (202 casualties). The single largest casualty group in Oxfordshire are males aged 16-24 (147 casualties).

We will therefore support the use of graduated driving licenses and engage with national partners to encourage their use at every opportunity.

Communication and Marketing
Communication is key to supporting work on road user education and behaviour change. It is important that we raise awareness about road safety, what work is being done to improve marketing our road safety educational resources.

We already promote road safety education primarily through the Oxfordshire Fire and Rescue Service, who promote monthly road safety themes that align with national road safety campaigns.

We will continue to communicate and market our road safety education programme and increase its reach. This will include creation of a coordinated Vision Zero communication and marketing campaign to support future delivery of this strategy.

Safe Users actions
The actions to help deliver our 'Safe Users' aims are identified below. Specific details relating to achieving these are within Annex A.

- **SU1 –** Explore opportunities to expand road safety education programmes for all road users, developing a diverse and inclusive road safety education programme for Oxfordshire's communities.
- **SU2 -** Continue to promote and deliver road safety education programmes aligned with national road safety campaigns, so there is learning linked to wider resources.
- **SU3 –** Improve OCC driver education resources on the Highway Code, FOR's and CLOCS standards, and cycle training.
- **SU4 -** Improve the quality of driving checks for OCC drivers.
- **SU5 –** Engage with Vision Zero partners to enable enforcement, and establish Safe Users resources, for reporting unsafe driving, near-misses, or close-passes.
- **SU6 –** Engage with local partners and explore opportunities for joint public Vision Zero road safety events across the county.
- **SU7 –** Engage with and support the government to conduct public national awareness raising of changes to the Highway Code.
- **SU8 –** Support use of graduated driving licenses and engage with national partners to encourage their use.
- **SU9 –** Develop and deliver a wide-reaching diverse Vision Zero Safe User communication and marketing campaign for Oxfordshire communities.

6e. Post Collision Response and Learning

The emergency response following a road collision can make a significant difference to outcome severity. Early intervention, with the appropriate care and support can help victims and their families move forward with their lives following a collision, with improved health outcomes. **We will learn from the devastating harm road collisions cause, raise awareness of support services for road collision victims and others affected. We will also advocate for justice for victims of road collisions where there is crime or other culpability.**

Post collision learning is also based on the principles of continuous improvement. Learning from investigations and the identification of high-risk junctions or routes can lead to road safety infrastructure improvements that are supported by road user behavioural insights, such as the driver's actions leading up to the collision.

Risky behaviours such as careless or reckless driving or one of the 'Fatal 5 - 'drink and drug driving', 'the non-wearing of seat belts', 'excess speed' 'driving whilst distracted' and 'careless and inconsiderate driving' can evidence where there needs to be a change in a speed limit or the implementation of new technologies like digital enforcement systems.

Detailed within this chapter are our areas for focus to ensure our Post Collision Response and Learning **the council will;**

- **Provide guidance and advocate for those affected by road safety collisions so they can access long term post collision support for improved health outcomes.**
- **Support our first responders, both medical and non-medical so they are trained and able assist if and when they need to respond to a collision.**
- **Learn from incidents and use near miss data to proactively bring about road safety improvements before serious injury and fatal road safety incidents occur.**

First responder training
As part of this workstream **we will support first-responder training to non-medical emergency responders whose occupations frequently put them first at the scene of road traffic collisions; for example, professional drivers, including taxi drivers and public transport drivers. We will also continue to deliver the Biker Down training courses[26] run for motorcyclists by the Fire & Rescue Services. This is voluntary but very well attended by motorcyclists.**

In order to achieve this, **we will look at training opportunities for those employed by the Council and engage with partners such as the bus operators, district, and city councils whose drivers may also be at the scenes of road traffic collisions.**

Victim support
It is essential that road deaths and serious injuries are not just seen as a statistic but as a personal tragedy. Our appropriate road safety and healthcare partners work closely with those involved in road traffic collisions and their families, to help them through the post collision process, but we need to ensure the post collision process

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[26] Biker Down | 365Alive

captures as much learning as possible so that lessons are learnt, and it informs a safer future. **We will engage with our partners, the NHS, Thames Valley Police and the Police and Crime Commissioner about the establishment of support groups for road collision victims.**

Post incident follow up currently focuses on medical and statistical aspects. In order to move away from this focus on statistics, follow up post collision analysis also needs to include other additional sources, such as surveys from those involved in the road collision that provide a more nuanced and holistic overview of their experience. Those involved in the road collision need support to be empowered to feedback on their experience of the process so that it can be improved. **We will work with our road safety partners to investigate and implement these victim support improvements.**

Collision investigation
Collision investigation is conducted by Thames Valley Police and our Oxfordshire Fire and Rescue service. These investigations provide important knowledge for the development of road danger reduction measures and helps bring justice for the victims of road collisions resulting from criminal negligence.

The Police collect and review the evidence from the scene of the collision and gather statements from those involved to identify if someone, or more than one person has committed a crime. Within the investigation, the Police prepare an accident data report which contains information about anyone fatally, seriously, or slightly injured in the collision. The data is shared with the Council and as the KSI data previously outlined. This data also gives information on road conditions and is used to investigate road infrastructure concerns.

Oxfordshire Fire and Rescue service will also review fatal collisions to monitor contributory causations and identify any road safety trends such as driver fatigue, stopping distances, or road surface issues.

Owing to the importance of collision investigations, **we will establish closer involvement with the Police and enable improvements in a number of post collision investigation areas.** This includes establishing a process to explain why no further action is being taken by the police and conducting further collision investigation follow up, as outlined previously.

Near misses
Traditionally, we have waited until a road safety collision has occurred to respond and conduct an investigation into the collision cause. There may be opportunities to improve this and look pro-actively at near miss data and information to understand the flow of traffic at a junction for instance and review the causes of slight incidents before they become a serious or fatal collision. This could potentially inform future road safety interventions before serious or fatal road collisions occur.

In order to do this, **we will capture near miss data and information and share this with road safety partners for greater understanding. Where feasible, we will then work with partners to conduct near miss investigations.**

Data

As highlighted previously, it is important that we encourage a move away from solely medical based data when conducting post collision work. **We will therefore enable a move towards outcome focused reporting rather than focusing on KSI data.**

Whilst we are moving towards outcome focused reporting, some medical data and statistics will remain important. **We will work with Thames Valley Police to adopt the CRASH data portal so that data about serious injuries can be accessed and analysed sooner by the county council.**

Post Collison Response and Learning actions.

The actions to help deliver our 'Post Collision Response and Learning' aims are identified below. Specific details relating to achieving these are within Annex A.

- **PC1 –** Develop first-responder training with our road safety partners for non-medical emergency responders.
- **PC2 -** Be an advocate for justice for victims of road collisions where there is crime or other culpability.
- **PC3 –** Work with our Road Safety partners to improve road collision victim support and establish victim support groups.
- **PC4 –** Work with our road safety partners to incorporate new data collection methods during post incident follow up and support victims to feedback.
- **PC5 –** Establish closer involvement with Thames Valley Police and Road Safety Partners on collision investigations, and sharing both the collision investigation, and injury causations with the council, allowing learning on which areas of the safe system failed.
- **PC6 –** Support Thames Valley Police to make improvements to collision investigation reporting including establishing a process to explain why no further action is being taken by the police and conducting collision investigation follow ups if required.
- **PC7 –** Establish a near-miss data collection and sharing process with our road safety partners, and work with road safety partners to conduct near miss investigations and share learning.
- **PC8 –** Support Road Safety partners to move towards outcome focused post collision reporting.
- **PC9 –** Support Thames Valley Police to adopt and use the CRASH data portal.

6f. Partnerships

As highlighted previously and detailed within this chapter, partnership working is essential to delivering Vision Zero. For example, Oxfordshire's Fire and Rescue service have a number of national and local road safety partnerships across a wide range of stakeholders who support the delivery of the Road Safety across Oxfordshire; NFCC [27], Staywise [28], RSGB [29], IAM [30], RoSPA [31], TRL [32], to name a few.

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[27] National Fire Chiefs Council - NFCC
[28] Home | StayWise
[29] Road Safety GB | Home
[30] IAM RoadSmart | UK Road Safety Charity | Advanced Driver & Rider Courses
[31] RoSPA – The Royal Society for the Prevention of Accidents - RoSPA
[32] TRL | THE FUTURE OF TRANSPORT

Partnerships are a key element across all five of the Vision Zero aspects, as well as the bond between them. The Council does not have influence over all aspects of the Safe System Approach, and so it will be essential that we have support from and work closely with our national and local road safety partners. Partnership working also applies to our own OCC internal approach, and we will encourage dialogue and idea sharing between our own council departments.

We have therefore included it as a chapter due to its cross-cutting elements across all our Vision Zero work. **Our aims for our Partnership working are:**

- **Work with our road safety partners and stakeholders to create and set up a Vision Zero Partnership Board.**
- **To create an environment of continual learning, where Vision Zero and road safety knowledge is shared.**
- **Supportive and joined up Vision Zero campaigns and collaborations with our partners to maximise road safety awareness.**
- **Where appropriate we will work with our partners using a co-production approach, for instance when designing training packages or when designing new infrastructure and developments.**
- **Engage with our partners for the benefit of all Oxfordshire's road users and our Oxfordshire residents.**

Thames Valley Police

Our Fire and Rescue Service supports the countywide Safer Oxfordshire Partnership[33], which brings together a wide range of practitioners including Public Health, safeguarding, and Thames Valley Police. **We will look to maintain and develop this partnership with Thames Valley Police who have the critical role of law enforcement elements of Vision Zero.**

Community and stakeholder engagement

Engagement will also involve the with the media, local community groups, businesses and stakeholders in road safety discussions and processes. This can include public awareness marketing campaigns, stakeholder road safety meetings, workshops, and other forms of outreach to encourage community involvement and support for road safety initiatives. This will also allow us to understand road safety issues from road user's perspectives, providing an understanding of road users perceptions of safety.

As outlined above, **we will work with our Vision Zero stakeholders, both local and national to build upon a co-production approach to new scheme designs, as those who are most affected by road safety improvements are well placed to help design them.**

We have collaborated and engaged with our Vision Zero stakeholders and partners to develop this strategy and action plan. This collaboration has helped to build partnerships, draw on insight and foster relationships to support our Vision Zero journey. These partnerships, engagement and shared responsibilities will be at the heart of the implementation of this strategy. **We will pursue a commitment from all partner organisations to pledge their support for Vision Zero and make their own commitments to help deliver this strategy.**

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[33] Oxford Safer Communities Partnership | Oxford Safer Communities Partnership | Oxford City Council

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We will also develop stronger partnerships with our City and District councils, and Councillors, our local businesses, Oxfordshire's Universities, Colleges, and bus companies and other potential Vision Zero stakeholders such as local taxi and private hire companies. This proactive approach will allow for our Vision Zero strategy to continually develop into a more robust and inclusive document.

Partnerships actions
The actions to help deliver our 'Partnerships' aims are identified below. Specific details relating to achieving these are within Annex A.
- **PW1** – Develop and enhance our road safety partnership with Thames Valley Police through the Safer Oxfordshire Partnership
- **PW2 –** Engage with our communities and stakeholders in road safety learning, discussions and processes using a co-production approach where appropriate.
- **PW3 –** Pursue a commitment from all road safety partner organisations to pledge support for Vision Zero and to make their own commitments to help deliver the Vision Zero strategy.
- **PW4 –** Develop and set up a new Vision Zero Partnerships Board to support the delivery of Vision Zero across Oxfordshire.

6g. Outcomes
Outcomes are the positive changes and results brought about by carrying out an action or activity. As detailed within this strategy, we have outlined what we are already doing, and the actions will be working on to deliver Vision Zero across Oxfordshire.

Our actions which form our Vision Zero outcomes are detailed in Annex A, with our overall outcomes shown below (Figure 9). Some of our outcomes are longer term than others, but all of them will support us in what we are aiming to achieve; our target of zero road safety serious incidents and fatalities by 2050.

Safe Roads	Safe Vehicles	Safe Speeds	Safe Users	Post Collision
Road design and infrastructure that prioritises safety for all users	Ongoing enforcement of unsafe vehicles	Safe speed compliance	Equitable and safe access for all road users	Post collision training programme
Road safety prioritised in the Highway Maintenance programmme	Successful vehicle maintenance education campaigns	Road speeds designed for road function	Inclusive road safety education programme	Improved health outcomes, and long term support for those invoved in collision
Volume of vehicles on Oxfordshire Roads is reduced, supporting LTCP aims	Implementation of DVS, CLOCS & FORS Standards at OCC	Speed enforcment options explored and implemented with road safety partners	Culture of road safety embedded across Oxfordshire	Collabative Investigation and data analysis used across post collision partners
Priorisation process for road safety schemes	Increase in safe vehicle use	Continued delivery of 20mph programme	Safe user behaviour change enabled through road safety education	Sharing evidence based post collision learning

Image 10 – Image of table showing OCC's Vision Zero Outcomes

7. Annex A - Vision Zero Action Plan

This section provides the specific actions details that will be undertaken to deliver the commitments identified for each aspect of the Safe System Approach throughout the strategy. For each action we have defined what success will look like, including who is responsible for an action and a proposed timeframe for completion. This will be used for reporting and monitoring progress. The action plan is a living document so it will be updated as actions are delivered, as well as when new priorities and outcomes emerge. An annual review will also update on achievements and completed actions within that year.

The two key components of a strong action plan are foundational elements and actionable plans. These key components are underpinned by a process of continued community engagement, an attention to equity, supported by both quantifiable and qualitative data.
- Foundational elements are baseline of best practices for creating any strong plan of action.
- Actionable plans are needed and while every city and town in Oxfordshire is unique, there are certain established actions that are fundamental to achieving Vision Zero. This is important to ensure that any local actions follow the well-established Vision Zero actions.

The action plan also considers and is influenced by short-term interventions and a clear and collaborative data framework. Short term interventions are necessary to address KSI 'junction hotspots' or high-risk routes, especially those for vulnerable road users. A clear data framework ensures consistent use of good quality data, combining different data sources to enhance Vision Zero road safety understanding and an early warning of problem high risk road safety areas.

Ref No.	Action	Linked to Outcome	Measure of Success	Target completion date
	Safe Roads			
SR1	Ensure that OCC's highway maintenance inspections maintain roads and highways to a safe standard as part of the Council's risk-based highway inspection regime.	1a / 1d / 3b / 4a	All OCC designers and external developers use the Vision Zero assessment checklist / Scheme Designs meet safe system objectives	Qtr. 2 2024/5
SR2	Commit to ensuring road designs meet the safe system objectives and design	1a / 1d / 3b / 4a	All OCC designers and external developers use the Vision Zero	Qtr. 2 2024/5

	standards as practicably possible, and work with internal and external stakeholders to help shape designs		assessment checklist / Scheme Designs meet safe system objectives	
SR3	Conduct OCC officer safe system training for decision makers, transport planners and designers.	1a / 4b	Safe system training programme set up and embedded (need to identify repeat training sessions if needed)	Completed
SR4	Develop and Implement a Vision Zero safe system assessment tool aligned with our designs guidance at key decision stages including the design sign-off.	1a / 4b	Schemes are designed and assessed using the Vision Zero assessment checklist	Qtr. 2 2024/5
SR5	Explore all opportunities to increase funding available to help support and implement road safety infrastructure changes.	1a / 1b / 1d	Fully funded business cases for Vision Zero schemes are approved	Qtr. 2 2024/5
SR6	Develop additional and supporting road safety review and monitoring processes for implemented schemes to ensure they continue to deliver their Vision Zero road safety benefits as intended.	1a / 1b / 1d	Reviews completed and new road infrastructure aligned with VZ safe system requirements	Qtr. 3 2024/5
SR7	Review of OCC's policies, strategies, guidance, and procedures to ensure alignment with Vision Zero strategy.	1a / 1d / 4a 4c	Review completed and policies, guidance and procedures are aligned	Qtr. 2 2024/5
SR8	Increased prioritisation of works that will have a positive impact on road safety and particularly that relate to active travel modes within the Highways Asset Management Plan.	1d	Scheme Priorisation processes embedded	Qtr. 2 2024/5
SR9	Ensure Vision Zero road safety improvement schemes focus on junction 'hotspots; and minimise conflict points between different road users.	1a / 1d / 4c	Improved road safety at junction 'hot spots' and minimal conflict points	Qtr. 3 2024/5
	Safe Vehicles			
SV1	Work with Thames Valley Police to increase enforcement of Safe Vehicles	2b / 2d / 4c / 5b	TVP data evidencing increased enforcement of Safe Vehicles	Qtr. 3 2024/5

SV2	Produce vehicle maintenance and safe vehicle communications campaigns to raise public awareness, and to promote and publicise the benefits of new safety features in vehicles	2b / 4b	Delivery of Vision Zero Safe vehicle campaign. Evidence of safe vehicle improvements	Qtr. 4 2024/5
SV3	Work with the bus operators in Oxfordshire to enable Vision Zero and continue get their ongoing support for the safe system approach.	2b / 2d / 3c / 4d / 5c	Involvement of Bus operators in the delivery of Vision Zero Safe vehicle campaign	Qtr. 2 2024/5
SV4	Work with stakeholders, the bus and PSV operators in Oxfordshire to increase the education, monitoring, and enforcement of close passes.	3c / 4b / 4bc / 4d	Involvement of Bus / PSV operators in the delivery of close pass training, and ongoing monitoring and enforcement	Qtr. 3 2024/5
SV5	Investigate implementation of a Direct Vison Standard for HGVs within Oxford and future expansion to Oxfordshire.	2c / 2d	Direct Vison Standards implemented in HGVs within Oxfordshire	Qtr. 4 2024/5
SV6	Include minimum level 3 Direct Vision Standards in future Oxfordshire County Council's fleet and contracts.	2c / 2d	Direct Vison Standard implemented in HGVs within Oxfordshire	Qtr. 1 2025
SV7	Ensure that Oxfordshire County Council and the Council's contractors and sub-contractors sign up to the CLOCS standard.	2c / 2d	CLOCS implemented at OCC	Qtr. 4 2024/5
SV8	Gain accreditation for Oxfordshire County Council through the FORS scheme and the Council's contractors and sub-contractors to also sign-up.	2c / 2d	FORS implemented at OCC	Qtr. 4 2024/5
SV9	Engage with partners and key stakeholders throughout Oxfordshire to promote uptake of the Direct Vision Standard, CLOCS and FORS, and support freight alternatives such as cargo bikes.	2c / 2d	Direct Vision Standard, CLOCS and FORS promoted with partners across Oxfordshire	Qtr. 4 2024/5
SV10	Deliver bike safety education through our Road Safety Education programme and promote our bicycle maintenance resources.	2b / 4b	Safer bikes in use / increased use of bikes across Oxfordshire	Qtr. 2 2024/5

SV11	Monitor e-bike and e-scooter usage and work with our stakeholders to analyses their road safety related data and develop ways in which they can be made safer.	2d / 3a / 3c	Reduced E-bike road safety incidents	Qtr. 2 2024/5
	Safer Speeds			
SS1	Continue to deliver the 20mph programme across Oxfordshire.	1b / 3a / 3b / 4c	Continued 20mph programme delivery across Oxfordshire	Qtr. 2 2024/5
SS2	Engage with our stakeholders regarding the 20mph programme and secure support for future delivery.	3a / 3b / 4c	Continued 20mph programme delivery across Oxfordshire	Qtr. 2 2024/5
SS3	Review and explore opportunities to enhance the existing 20mph policy.	3a / 3b / 3c / 3d	Continued 20mph programme delivery across Oxfordshire	Qtr. 3 2024/5
SS4	Conduct a review of all speed limits in Oxfordshire.	3b / 3c	Comprehensive speed limit review results in clear understanding of speeds across network / links into SATN	Qtr. 4 2024/5
SS5	Explore opportunities for variable speed limits.	3b / 3c	Variable speed limits implemented if and where appropriate	Qtr. 1 2025
SS6	Ensure roads are designed to support appropriate speeds.	1a / 3a / 3b	Roads are designed for appropriate speed	Qtr. 2 2024/5
SS7	When designing new roads, we will consider the function of the road and plan speeds appropriately.	1a / 3b	Roads are designed for appropriate speed	Qtr. 2 2024/5
SS8	Consider signage and road markings to remind drivers of speed limits and encourage speed compliance when delivering new roads or speed limit changes.	1a / 1b / 3a / 3b / 3c	Roads are designed for appropriate speed	Qtr. 2 2024/5
SS9	Explore use of speed indicator and speed limiting devices devices.	3c	Speed indicator devices are implemented if / where appropriate	Qtr. 1 2025
SS10	Engage with Thames Valley Police to support greater speed limit enforcement.	3a / 3c	TVP enforcement of speed limits	Qtr. 3 2024/5
SS11	Work with partners to investigate and develop the implementation of average speed cameras in Oxfordshire.	3a / 3c	Average speed cameras installed if / where appropriate	Qtr. 4 2024/5

SS12	Support existing Speedwatch groups and the establishment of new Speedwatch groups.	3a / 3c	Expanded Speedwatch programme across Oxfordshire	Qtr. 3 2024/5
SS13	Work with Thames Valley Police to explore speed limit enforcement through increased camera coverage resources for mobile cameras.	3a / 3c	TVP enforcement of speed via rentable speed cameras if / where appropriate	Qtr. 3 2024/5
SS14	Work with partners to develop and implement a Safe Speeds monitoring programme.	3a / 3c	Development and implementation of Safe Speeds monitoring programme	Qtr. 4 2024/5
SS15	Work with partners to include speed on KSI reports and provide speed evidence in KSI causation factors.	3a / 3c / 5c / 5d	Greater use of speeding evidence in KSI reports	Qtr. 1 2025
SS16	Develop and deliver Safe Speeds and 'Fatal 5' communication and Vision Zero marketing campaigns.	3a / 4b / 4d	Safe Speeds and Fatal 5 campaigns delivered	Qtr. 2 2024/5
Safer Users				
SU1	Explore opportunities to expand road safety education programmes for all road users, developing a diverse and inclusive road safety education programme for Oxfordshire's communities.	4a / 4b / 4c	Expansion of Road Safety Education programme. New Road Safety Programme opportunities identified	Qtr. 2 2024/5
SU2	Continue to promote and deliver road safety education programmes aligned with national road safety campaigns, so there is learning linked to wider resources.	4b / 4c	Wider availability of Road Safety Campaign resources. Road Safety Education Programme promoted across Oxfordshire	Qtr. 2 2024/5
SU3	Improve OCC driver education resources on the Highway Code, FOR's and CLOCS standards, and cycle training.	3c / 4a / 4c	Improved OCC Driver education resources available	Qtr. 4 2024/5
SU4	Improve the quality of driving checks for OCC drivers.	3c / 4b / 4c	Updated OCC Driver checks put in place and embedded	Qtr. 2 2024/5
SU5	Engage with Vision Zero partners to enable enforcement and establish Safe Users resources, for reporting unsafe driving, near-misses, or close-passes.	4b / 4d	VZ Events set up and delivered across Oxfordshire	Qtr. 3 2024/5

SU6	Engage with local partners and explore opportunities for joint public Vision Zero road safety events across the county.	4b / 4c / 4d	VZ Events set up and delivered across Oxfordshire	Qtr. 4 2024/5
SU7	Engage with and support the government to conduct public national awareness raising of changes to the Highway Code.	4a / 4b / 4c / 4d	Highway Code changes publicised	Qtr. 4 2024/5
SU8	Support use of graduated driving licenses and engage with national partners to encourage their use.	4b / 4c / 4d	Graduated licence use increased in Oxfordshire	Qtr. 4 2025
SU9	Develop and deliver a wide-reaching diverse Vision Zero Safe User communication and marketing campaign for Oxfordshire communities.	4a / 4b / 4c / 4d	Vision Zero Marketing campaign delivered	Qtr. 2 2024/5
	Post Collision			
PC1	Develop first-responder training with our road safety partners for non-medical emergency responders.	5a / 5b	Training developed and set up for non-medical responders	Qtr. 1 2026
PC2	Be an advocate for justice for victims of road collisions where there is crime or other culpability.	4c / 5a / 5b / 5c / 5d	Improved road collision victim support processes set up across Oxfordshire	Qtr. 2 2024/5
PC3	Work with our Road Safety partners to improve road collision victim support and establish victim support groups.	4c / 5a / 5b / 5c /5d	Road collision victim support groups set up	Qtr. 2 2024/5
PC4	Work with our road safety partners to incorporate new data collection methods during post incident follow up and support victims to feedback.	3c / 5c / 5d	Improved collision investigations and improved road safety data received	Qtr. 3 2024/5
PC5	Establish closer involvement with Thames Valley Police and Road Safety Partners on collision investigations, and sharing both the collision investigation, and injury causations with the council, allowing learning on which areas of the safe system failed.	3c / 5c / 5d	Improved road collision victim support / Improved collision investigations / improved road safety data received	Qtr. 3 2024/5
PC6	Support Thames Valley Police to make improvements to collision investigation reporting including establishing a process to explain why no further action is being	4a / 4b / 4c / 5c / 5d	Collision reporting improved. No further action processes set up	Qtr. 4 2024/5

	taken by the police and conducting collision investigation follow ups if required.			
PC7	Establish a near-miss data collection and sharing process with our road safety partners, and work with road safety partners to conduct near miss investigations and share learning.	4a / 4b / 4c / 5c / 5d	Near-miss investigation processes set up and sharing the learning with partners as appropriate	Qtr. 3 2024/5
PC8	Support Road Safety partners to move towards outcome focused post collision reporting.	5b / 5c / 5d	Improved health outcomes for those involved in road safety incidents.	Qtr. 4 2024/5
PC9	Support Thames Valley Police to adopt and use the CRASH data portal.	5c / 5d	Improved road safety data sharing	Qtr. 3 2024/5
Partnerships				
PW1	Develop and enhance our road safety partnership with Thames Valley Police through the Safer Oxfordshire Partnership	3c / 4c / 5c / 5d	Stronger road safety relationship with Thames Valley Police	Qtr. 3 2024/5
PW2	Engage with our communities and stakeholders in road safety learning, discussions and processes using a co-production approach where appropriate.	1a / 4a / 4b / 4c / 4d	Co-production approach embedded / Vision Zero Marketing campaign delivered	Qtr. 2 2024/5
PW3	Pursue a commitment from all road safety partner organisations to pledge support for Vision Zero and to make their own commitments to help deliver the Vision Zero strategy.	3c / 4b / 4c / 4d / 5b	Pledged support agreed and advertised	Qtr. 2 2024/5
PW4	Develop and **set up a** new Vision Zero Partnerships Board to support the delivery of Vision Zero across Oxfordshire	3c / 4b / 4c / 4d / 5b	New VZ partners identified	Qtr. 2 2024/5
Targets				
T1	Review bringing forward the zero target from 2050, to 2030, in our urban areas and reduce road fatalities and serious injuries in these areas to zero by 2030.	Aligns with all outcomes	Reduce road fatalities and serious injuries in our urban areas to zero by 2030.	Qtr. 4 2025

Table 3 – Vision Zero Strategy Actions

8. Annex B - Vision Zero committed delivery programme

The Council allocated £4m to Vision Zero delivery as part of the 2023/24 budget. This funding will be used to begin delivering Vision Zero in Oxfordshire and demonstrates the Council's commitment to Vision Zero.

The funded Vision Zero delivery overarching programme is made up of five supporting programmes, which will have specific schemes developed in line with that programmes scope and focus; these are identified in the table below. These programmes will help to support delivery of the actions identified in the action plan; however, additional funding may be required to deliver some actions in future years.

The programme currently reports into a Vision Zero Steering Group, and going forward we will develop and set up a Vision Zero Partnerships Board.

The Vision Zero Programme funding splits have been identified below based on views regarding the likely costs of road safety improvement interventions and the expected value of investment needed to make a difference.

Programme	Scope and Focus	Allocation
Vision Zero Programme Budget	To develop VZ Schemes designs.	£0.12m
Cycle Safety and Connectivity	To improve the safety and attractiveness of the cycle network across Oxfordshire, both on and off-highway routes. This will cover improvements to existing infrastructure as well as potential creation of new. Scheme identification will be through a review of our cycle network utilising information such as that within LCWIPs, local knowledge and safety data available.	£0.8m
Corridor/Strategic Road Safety Improvements	To help address known safety concerns along key strategic corridors within Oxford. Schemes will be identified through road safety data, post collision reviews, and information and work completed in preparation of LTCP corridor strategies.	£0.5m
Junction incident hot spots (cluster sites)	To improve existing junction/s that have a history of incidents that a change in design could help to mitigate. Scheme/s will be identified through road safety data and post collision reviews.	£1.58m

Speed Management Programme	To identify initiatives in collaboration with TVP to support adherence to speed limits. Initiatives may include pilots around average speed enforcement in particular and as a last resort traffic management measure. Focus to be shaped through road safety data and police intelligence. This should include data from local Speedwatch groups.	£0.4m
Safer Routes to School	This is investment in making walking routes to schools safer and more attractive. Links to the School Streets programme and issues identified in Home to School safer walking route assessments. Priority will be given to locations that are likely to provide the biggest benefit to the largest number of children.	£0.6m

Table 4: Vision Zero Programme £4m capital Funding allocation

9. Annex C - Local Targets and Performance monitoring

9a. Local Targets

The LTCP includes a set of countywide headline targets. These will help the Council to quantify progress made on delivering the LTCP's policies. The LTCP headline targets include the overall Vision Zero target to have zero road fatalities or serious injuries by 2050.

This headline target sets the overall countywide ambition; however, it is recognised that for high density population urban areas, due to the higher volume of road traffic, such as some town centres.

As one of our Vision Zero actions, there will be a targeted aim to bring forward the zero target from 2050, to 2030, in our urban areas and reduce road fatalities and serious injuries in these areas to zero by 2030. One of the actions within this strategy is to review and develop the ways in which we can do this.
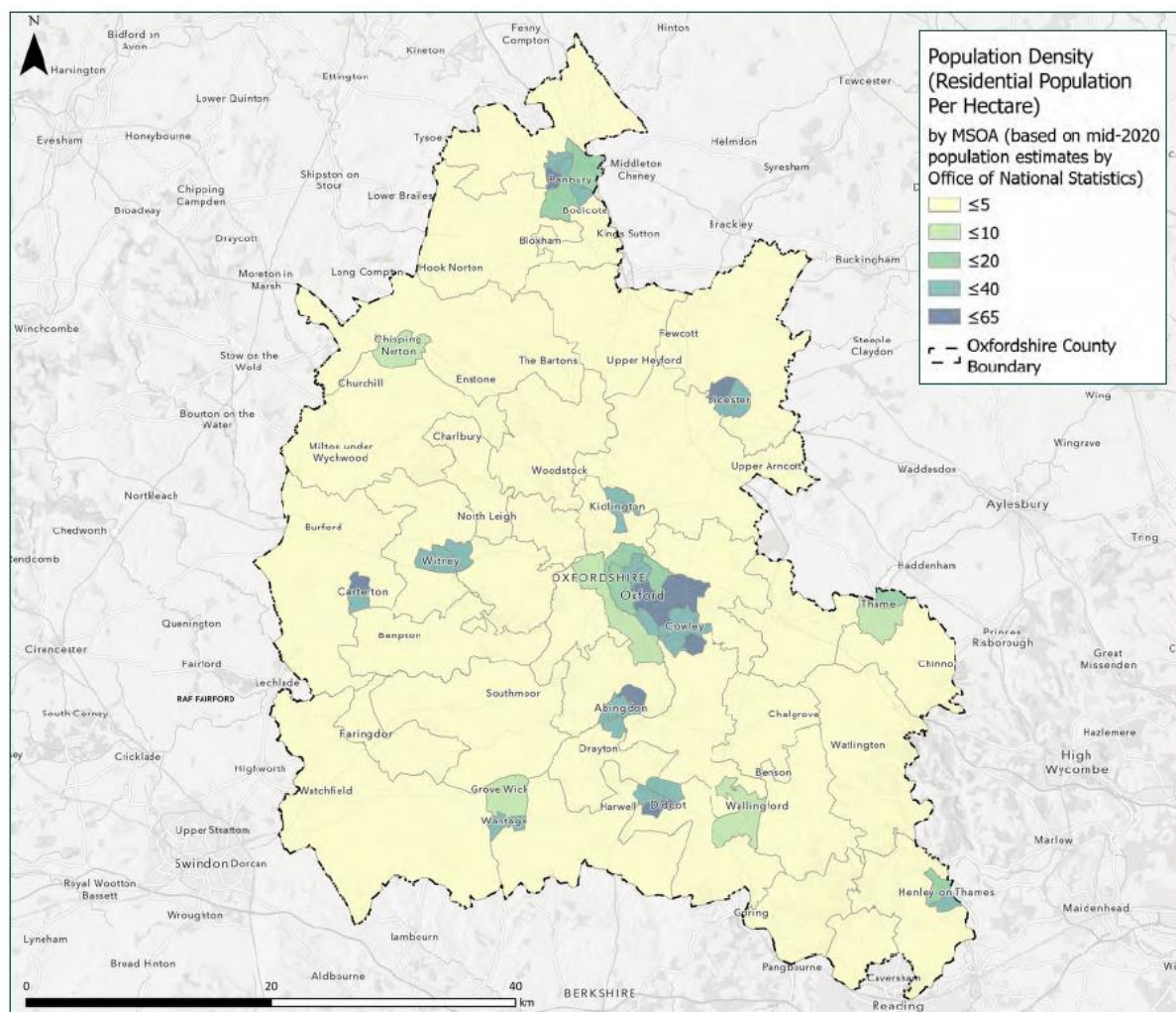
Image 11 – Image slowing Population density showing the urban areas in Oxfordshire using Middle Super Output Areas (MSOA) These higher population urban areas will be reviewed to develop plans to bring Vision Zero target of zero fatalists and serious injuries forward from 2050 to 2030.

9b. Performance indicators and monitoring

Performance indicators will help us track and assess our progress towards our Vision Zero target of zero fatalities and serious injuries, as well as providing valuable tools for measuring our Vision Zero programme outcomes and identifying any areas for improvement.

It is important to understand the impact of actions and success of Vision Zero through the use of Performance Indicators, as they will help inform decision making and evaluate its benefits.

- P1: Publish an annual report to report on progress on our Vision Zero Strategy actions and delivery of our Vision Zero targets.
- P2: KSI reduction of nineteen fatalities and serious injuries per year required to meet the 2030 target from the 2022 road safety KSI baseline data.

The following performance indicators are applied to each of the five safe system aspects to show performance in that particular area of the strategy.

Safe Roads
- P3: Number of roads designed using iRAP safety tool (RAP Tools - iRAP)
- P4: Number of Healthy Streets Design check assessments with scores of thirty or above, post Vision Zero road safety infrastructure scheme implementation. (What is Healthy Streets? — Healthy Streets)
- P5: Percentage of LTN 1/20 Junction Assessments scoring green, post Vision Zero road safety infrastructure scheme implementation.

Safe Vehicles
- P6: Percentage of new passenger cars with highest Euro NCAP safety rating registered in Oxfordshire. (Euro NCAP | How To Read The Stars / Euro NCAP | The Ratings Explained)
- P7: Percentage of CLOCS construction sites achieving CLOCS safety standards for their construction vehicles
- P8: Percentage of Council Fleet vehicles achieving FORS safety Standards

Safe Speeds
- P9: Percentage of traffic complying with speed limits on Oxfordshire's roads
- P10: Percentage of traffic complying with speed limits on 20mph roads
- P11 Reduction in the percentage of road safety incidents where speed is the main causation factor.

Safe Users
- P12: Reduction in the percentage of road safety incidents in Oxfordshire involving vulnerable road users from 2022 baseline figures.

Post Collision Response
- P13: Percentage of emergency medical services arriving at accident scene within 18 minutes of notification.

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Divisions Affected – ALL

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CABINET

23 April 2024

Future Generations Mission Statement

Report by Executive Director of Resources

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RECOMMENDATION

The Cabinet is RECOMMENDED to

1. Cabinet is asked to agree the principle of Future Generations, and the mission statement that sets the direction of Oxfordshire County Council's work in this space.

Executive Summary

2. Oxfordshire County Council passed a motion setting out a commitment to considering Future Generations in decision-making, and as part of this there has been the appointment of a Future Generations Member Champion and Future Generations included in the Cabinet portfolio.

3. The next steps are to set out the approach and ambition to be one of the leading English councils in this space. A mission statement has been developed to set out the scale of our goals, along with some initial actions of where to start work in this space.

Background

4. On 28 March 2023, Oxfordshire County Council (OCC) passed a motion with broad cross-Party support stating: "Council believes that it is vital to consider the wellbeing of Future Generations in all decision-making in the Council."

Council resolved to:

- Review how OCC makes decisions & commissions services so that it takes into account the wellbeing of future generations
- Consider the need for future internal roles e.g. a Future Generation commissioner
- Implement a Future Generations impact assessment for all decisions
- Set up an Oxfordshire Youth and Future Generations Advisory Council
- As part of the governance review, consider how best to structure political decision-making to consider impact on future generations & explore the role of deliberative and participatory processes (including citizens' assemblies)

5. The principle of Future Generations is about acting in a manner which seeks to ensure that the needs of the present are met without comprising the ability of future generations to meet their own needs.

6. The School of International Futures (SOIF) outlines 3 aspects of future generations work:
- Citizens participate in shaping their desired futures, especially next generation voices
- Organisations and sectors are prepared for the future and uncertainty
- Leaders make intergenerationally fair decisions

7. The Welsh Government is a leader in this space, having introduced a Wellbeing of Future Generations Act in 2015, with duties for public bodies (including local authorities) coming into place in 2016.

8. While operating in a different context to OCC (Welsh local authorities are bound by legislation to consider Future Generations), the work of the Welsh Government can provide direction and best practice in this space.

Key Issues

9. At OCC, it is important to consider how the concept of Future Generations can shape robust and sustainable policies that will help to create a healthier, greener, and fairer Oxfordshire.

10. OCC appointed a Future Generations Member Champion in 2023 and have added the responsibility for Future Generations to the Deputy Leader's portfolio. Futures Planning has also been recommended to the Cabinet by the Governance Working Group.

11. The recommended first step to show our commitment is the adoption of a mission statement which will set out our ambition.

Draft Mission Statement

12. The draft mission statement that Cabinet is asked to agree is:

   "We affirm the fundamental importance of meeting the needs of the present without compromising the ability of the future generations to meet their own needs. We will take a nationally leading role in putting intergenerational fairness at the heart of our decision-making."

13. Supporting this mission statement will be a work programme which will follow two phases. Phase one will be focussed on short-term actions, as set out in the Council motion, while phase two will be focussed on longer-term planning.

14. Phase One will include four key actions:
   - Adoption of the Future Generations mission statement.
   - Impact Assessment – the Transport and Infrastructure Service is working together with the Inter-Generational Foundation to develop an inter-generational impact assessment for large scale infrastructure proposals. Impact and mitigations for future generations will also be incorporated into the current Climate and Equalities Impact Assessment templates.
   - Youth Engagement with Local Democracy –The Engagement and Policy Teams are developing an approach for enhanced youth engagement, which involves building on the work that is already ongoing across the council, especially in Children's Services and the recently agreed budget for citizens assemblies. This also links with the People and Culture Strategy and the

work being undertaken by Organisational Development to enable our people to grow and evolve for the future. In line with the commitments of the development Local Councils Charter, this will also extend to youth engagement in participative democracy.

- Place Narrative – as the Place Narrative for Oxfordshire continues to be developed, the council will consider future generations and incorporate this into its development.

15. As the long-term ambition is to be a leading English council, phase two will be to embed intergenerational fairness even further into organisational decision-making and planning. The use of futures thinking and foresight will be explored through the convening of a cross-sector future generations summit in Oxfordshire in partnership with the Blavatnik School of Government.

Corporate Policies and Priorities

16. The mission statement and related work will advance and support the corporate priorities of the council. In particular, it will support the priorities to:

a. Put action to address the climate emergency at the heart of our work.
b. Create opportunities for children and young people to reach their full potential.
c. Play our part in a vibrant and participatory local democracy.

Financial Implications

17. On-going funding of £0.1m for dedicated resource to mainstream public health principles and goals aligned with the wellbeing of future generations framework was agreed as part of the 2024/25 budget in February 2024. Part of this funding allocation will be used to support the development of the Future Generations approach and work programme set out in this paper.

Comments checked by:
Kathy Wilcox, Head of Corporate Finance
kathy.wilcox@oxfordshire.gov.uk

Legal Implications

18. There are no legal implications arising from this report

Comments checked by:

Jonathan Pool, Solicitor (Legal)

jonathan.pool@oxfordshire.gov.uk

Staff Implications

19. There are no immediate staff implications resulting from the adoption of the mission statement. The mission statement sets out the direction for Future Generations, and some of the resulting future projects may have an impact on staff resource.

Equality & Inclusion Implications

20. The impact of the mission statement will be positive on age-based inequalities, as the needs of future generations (including both younger people, and those not yet born) will be explicitly considered in decision making and the impacts on them will be assessed through the inter-generational impact assessment once this is delivered.

21. An additional Equalities Impact Assessment has not been developed for the mission statement but will be developed for projects associated with Future Generations that require one.

Sustainability Implications

22. The Future Generations work is closely linked to our work on sustainability and climate action, as it will encourage careful consideration of longer-term decisions and how these will impact future generations. Many of these long-term impacts may be ones that impact on the environment.

Risk Management

23. Council has committed to a number of priorities for future generations and not delivering on the commitments would prevent the council meeting the requirements of the passed motion. There are also longer-term implications for the next generations if we do not seek to consider the long-term impact of the decisions we make today. There are no significant risks to the delivery of this initial phase.

Lorna Baxter
Executive Director of Resources

Annex: Nil

Background papers: Nil

Contact Officer: Elena Grant, Senior Policy Officer

April 2024

Agenda Item 10

Divisions Affected - ALL

CABINET
April 2024

CLIMATE ACTION PROGRAMME UPDATE

Report by Corporate Director for Environment and Place

RECOMMENDATION

1.   The Cabinet is RECOMMENDED to
   a. Note the biannual update on the delivery of the workstreams in the Climate Action Programme (Annex 1).

   b. Approve adjustments to the programme for 2024/25 (Annex 2).

   c. Approve the draft outcome measures for monitoring progress to a net zero Oxfordshire (Annex 3).

Executive Summary

1. This report is an update to Cabinet on work to address the Climate Emergency, including delivery of the 2023/24 Climate Action Programme workstreams.

2. The report notes the council's success in becoming the highest ranked county council in the UK for its Climate Action in Climate Emergency UK's Climate scorecard and receiving an A- score in a shadow submission to the industry-leading CDP (formerly Carbon Disclosure Project) reporting framework.

3. A new suite of outcome measures for tracking overall progress to net zero Oxfordshire is proposed. These indicators reflect the national policy position as well as local activity on climate action.

4. The report provides an update on delivery of the council's Carbon Management Plan for 2023/24. An emissions reduction will be achieved due to the imminent completion of the street lighting LED replacement programme. Whilst preparatory work has taken place, delivery of works planned for property, fleet, and staff business travel in 23/24 have been pushed back into 24/25. Mitigation for fleet involves potential interim lease arrangements of electric vehicles while the fleet replacement programme is mobilised. Property projects for 2023/24 will now complete alongside the 2024/25 programme.

5. 21 of 27 workstreams in the climate programme agreed in 23/24 are rated as green.

6. Grid constraints remain a challenge to delivery of infrastructure in Oxfordshire including 'net zero infrastructure' (renewables, EV charging, storage). The council is working with Future Oxfordshire Partnership on Local Area Energy Planning to help define net zero infrastructure projects and enable better dialogue with the Distribution Network Operators (DNOs) on grid needs. The council is also a continued partner in the Local

Energy Oxfordshire (LEO) consortium testing 'Smart and Fair Neighbourhoods' where energy is better balanced at a community level reducing pressure on the grid and offering financial opportunities for communities.

Climate Action Programme Update 2023/24

7. The council's Climate Action Programme (CAP) delivery programme for 2023/24 was agreed at Cabinet on 5th July 2023. Updates on these areas can be found in Annex 1.

8. The 2024/25 delivery plan includes the council's priority actions across three pillars as set out in figure 3 below, and can be found in Annex 2:
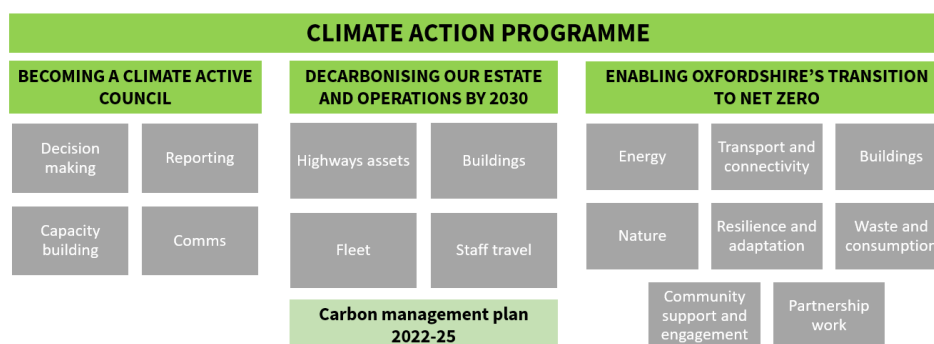
Figure 1 - Three pillars of the Climate Action Programme

Becoming a Climate Active Council

Reporting and benchmarking of the Climate Action programme

9. In 2023/24 the council participated in two assessments of its Climate Action programme: a review conducted by Climate Emergency UK (CEUK) of all UK councils to produce a Climate Scorecard, and disclosure by reporting through the international CDP (formerly Carbon Disclosure Project) framework.

10. The council received the highest overall score for a county council in the UK in the Climate Scorecard, recognising the collective activities taking place across the council. The council scored particularly highly for its work on Transport, Waste Reduction and Food, Collaboration and Engagement, and Biodiversity.

11. CEUK identified opportunities for an improved score in 2024/25 through a sustainable procurement policy, and support for divestment from the councils' pension funds. A number of areas for improvement are already being implemented including incorporating risks into the council's strategic risk register and putting a workplace parking levy in place (subject to UK government approval).

12. The council received a score of A- in a shadow report through the CDP framework.

Capacity building and decision-making

13. A climate review was carried out on all the council's service delivery plans for 2024/25, with recommendations made to all services to:

   a. Identify 15% of staff in key roles to be included in the Carbon Literacy training programme

b. Review risks of operations to climate change linked to the council's ongoing work on adaptation.
c. Ensure the use of Climate Impact Assessments in decision-making.
d. Review operational emissions.
e. Follow sustainable guidelines in procuring and retendering of major contracts.

Communications

14. A new communications strategy for Climate has been developed and the Climate Action Oxfordshire website is continuing to be promoted.

Decarbonising our estate and operations by 2030

Carbon Management Plan (CMP) 2030 Update

15. Emissions within the scope of our carbon neutral by 2030 target (corporate estate and operations) reduced by 14.8% (1,535 tonnes CO2e) from 10,391 in 2021/22 to 8,857 in 2022/23. This represents a 66.6% reduction against our baseline in 2010/11.

16. The Carbon Management Plan 2022-30 is currently undergoing its annual review and update. Separate carbon budgets will be agreed for property, fleet, highways electrical assets and staff business travel to allow better monitoring of delivery in each area.

17. Projected emissions savings will be achieved in 2023/24 due to the completion of the LED street lighting conversion programme. Delays have been experienced in other areas of the programme. Whilst preparatory work has taken place, delivery of works planned for property, fleet, and staff business travel in 23/24 have been pushed back into 24/25. This will include ordering 124 electric vehicles under the fleet replacement programme and purchasing essential user vehicles as part of the staff business travel programme. Mitigation for fleet involves the exploration of interim lease arrangements of electric vehicles. Seven of the eight corporate sites planned for delivery in 2023/24 will now complete in 2024/25 along the 24/25 programme.

18. OCC has successfully secured a £2.9 million grant through Phase 3c Public Sector Decarbonisation Scheme (PSDS) to support decarbonisation of 26 corporate sites and delivery will start in 2024/25. OCC's new Home Charging Policy has been approved and installation of strategic EV chargers at Community Support Service (CSS) sites completed in preparation for delivery of 10 new electric minibuses in c. May 2024.

19. As the councils target for its own estate (2030) is well ahead of the national targets for decarbonisation (2050), there are number of areas where technical solutions will not be available or financially viable by 2030. The national electricity supply, although substantially decarbonised, will also not be net zero until 2035. The council in common with many early adopting organisations will therefore have residual emissions that require offsetting.

20. Known projects are anticipated to reduce emissions to c. 4,300 tCO2e and it may be possible to reduce emissions further to closer to 2000 tCO2e by identifying more innovative opportunities subject to business cases. Work to develop a carbon insetting/offsetting strategy and action plan has started and will provide an options appraisal of 'insetting' (meeting our offset needs within the County) vs offsetting.
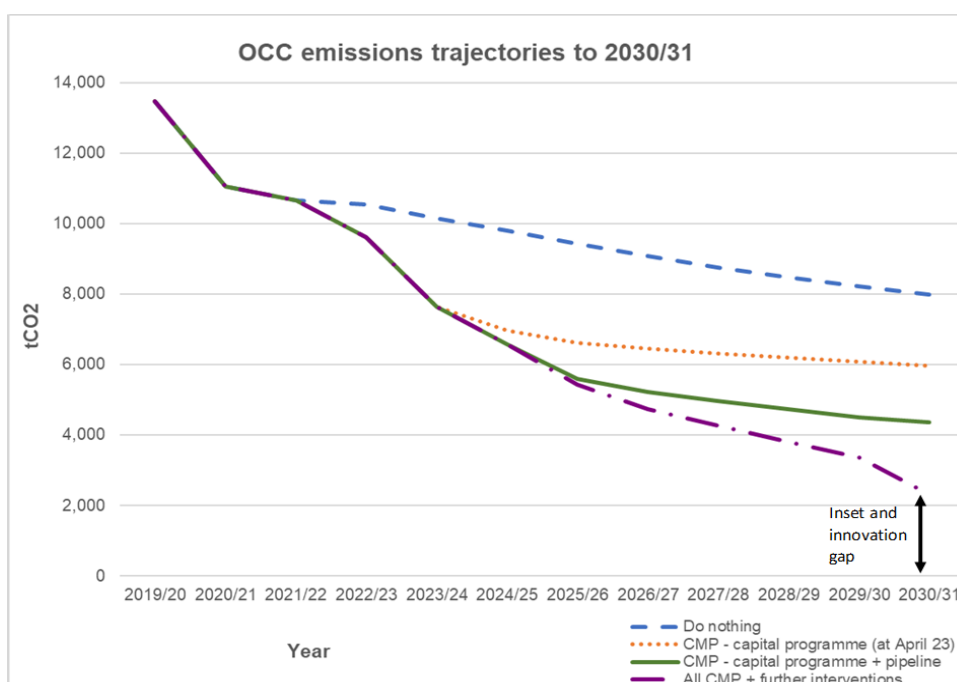
Figure 2 – OCC's emissions trajectories to 2023/31. From the Council's Carbon Management Plan 2022-30 approved in June 2023.

Schools

21. The Action on Carbon and Energy in Schools (ACES) programme has been extended for a third year into 2024/25. The Pilot Schools Energy Efficiency Loan scheme allocated £0.8m in the capital programme has to date received twelve applications with total amount of funding requested of £781,260. Installations will take place throughout 2024/25.

22. The Transformation Board will be integrating delivery of net zero into Transformation Programme workstreams due to interdependencies with council's net zero 2030 target. The Agile workstream is the most critical workstream along with Organisational Development and supported transport.

Scope 3 Supply Chain

23. Scope 3 emissions account for about 90% of OCC's total emissions. We are prioritising working with top ten emitter suppliers which we have estimated to account for about 22% of OCC's goods and services supply chain. Emissions from 3 top suppliers, which account for 9% of our goods and services supply chain emissions have been included in our 2022/23 GHG report.

24. In 2024 we are working towards incorporating PAS 2080[1] framework principles of whole life carbon management in OCC's infrastructure delivery programme.

Enabling Oxfordshire's transition to net zero

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[1] *PAS 2080 is the global standard for managing life cycle carbon in infrastructure and property projects. The framework looks at the whole value chain, aiming to quantify and reduce carbon emissions and costs through more intelligent design, construction and use.*

Oxfordshire-wide Programme

Outcome Measures

25. During the last quarter, a set of outcome measures have been developed to provide monitoring of Oxfordshire' progress in relation to its Pathway to Zero Carbon (PAZCO) scenarios and the decarbonisation of its estate and operations. Most of these measures are not within OCC direct control, however we are able to influence a significant number of them, especially those related to OCC's estates and operation. These will be reported to Cabinet annually.

26. Twenty-five outcome measures have been developed which cover the following areas:

- OCC Estate/Operations Decarbonisation
- PAZCO Overall
- PAZCO Transport and Connectivity
- PAZCO Buildings
- PAZCO Energy
- PAZCO Adaptation
- PAZCO Other

27. These outcome measures are set out in Annex 3. A commentary for each specific measure has been provided to enable the reader to understand the reasons for the direction of travel since 2019. Due to the pandemic, 2020 and 2021 were atypical years and therefore 2019 is the most recent meaningful benchmark year. PAZCO or OCC targets and national/regional benchmarks have been included where available.

28. For the 26 outcome measures, 18a re going in the right direction compared with the 2019 benchmark (green arrow either increasing or decreasing), and four are going in the wrong direction (red arrow either increasing or decreasing). The four going in the wrong direction are (CAS 10), Passenger journeys on local bus services, which have decreased due to changing travel patterns since COVID. (CAS 14), Total homes GHG emissions for Oxfordshire which increased slightly due to increased home working after COVID. (CAS 15), Space Heating for new homes in Oxfordshire per dwelling which has increased due to increased energy costs. Finally, (CAS 17), Households facing energy poverty has increased due to energy costs outpacing household income. For two outcome measures the council currently does not have enough data to identify a direction of travel. These are (CAS 3a) OCC Supply Chain GHG emissions and (CAS 21), Tree cover in terms of canopy %. For CAS 3a we are in the preliminary stages of calculating OCCs supply chain emissions. We are currently exploring ways of obtaining an annual measure for CAS 21.

29. For most of the transport and energy indicators there has been significant variation from 2019 to 2022 due to the impacts of Covid influencing the use of transport, the type of transport, and use of energy in the home. Other factors which have influenced outcome measures include energy prices (e.g. CAS 17), electric vehicle uptake (e.g. CAS 12 & 13), a long-term trend of grid decarbonisation (e.g. CAS 6), and weather variations (e.g. CAS 19).

30. For the outcome measures which cover OCC Estate/Operations Decarbonisation, all the measures for which OCC has data are progressing in a positive direction – noting delays in programme delivery set out in Para 21. OCC has much greater control over these outcome measures than the PAZCO related outcome measures.

Energy

31. Grid constraints remain a challenge to delivery of infrastructure in Oxfordshire including 'net zero infrastructure' (renewables, EV charging, storage). The council is working with Future Oxfordshire Partnership on Local Area Energy Planning to help define net zero infrastructure projects and enable better dialogue with the Distribution Network Operators (DNOs) on grid needs. The council is also a continued partner in the Local Energy Oxfordshire (LEO) consortium testing 'Smart and Fair Neighbourhoods' where energy is better balanced at a community level reducing pressure on the grid and offering financial opportunities for communities.

32. There have been challenges in delivering the government's Home Upgrade Grant phase 2 scheme at the scale anticipated in year 1, delivering energy efficiency improvements to low income, off-gas households. Although now starting to scale following significant efforts to bring the project back on track, it was reprofiled in 2023/24, reflecting issues nationally with the scheme. A competitive funding opportunity for a three-year DESNZ retrofit scheme is expected to be announced to commence in April 2025. Strategically this is expected to be a good fit with the council's retrofit targets with a much wider eligibility criteria, and the service is actively looking to expand the current consortium to other authorities.

33. A major funding success from DESNZ's alternative energy market programme: £5.3M (£212K specific to Oxfordshire County Council) funding secured to launch an innovative new app, enabling testing of supplier agnostic tariffs and energy smart appliances via a subscription service.

Local Area Energy Planning (LAEPs)

34. The development of Oxfordshire LAEPs was one of the five action areas prioritised by FOP in the Net Zero Route Map and Action Plan. FOP agreed an initial budget for this work and a formal governance structure was established comprising the Energy Planning Work Group (EPWG) and the Executive Steering Board (ESB) which reports to the Infrastructure Advisory Group.

35. The EPWG and ESB have met at regular intervals over the last 6 months in order to agree the scope for Oxfordshire's LAEP programme. LAEPs will be important for understanding the whole-system options, for example reducing overdependence on increasing electricity grid capacity and understanding grid constraint issues which are acute in the county. LAEPs will also translate decarbonisation ambition into delivery on the ground and inform better network investment decisions by the DSOs and attract finance at the scale required.

36. In order to drive forward with a LAEP programme that will provide insights at the detail required across the county, a request for additional resources via the Housing Capacity fund will be made to FOP in June.

Update on adaptation

37. The climate adaptation programme is progressing through several key projects as well as policy development.

38. A draft Climate Vulnerability Assessment (CVA) has been developed with Oxfordshire stakeholders to inform climate resilience planning. Work has also commenced on supplementing the CVA with an Extreme Value Analysis at a high resolution across

Oxfordshire to assess the probability and consequence of extreme weather events on human health and infrastructure.

39. A draft specification for the next phase of the programme development – an Oxfordshire Climate Adaptation and Resilience Route Map and OCC Delivery Plan – has been endorsed by the Future Oxfordshire Partnership's Environment Advisory Group and Executive Officer's Group. A provider is now being recruited to commence the route map development process in April, with an emphasis on stakeholder engagement and capacity building.

40. Concurrently, work is also underway with Exeter University to finalise a climate adaptation skills and knowledge resource to engage and support local decision makers to develop their capability on climate adaptation and resilience. The resource will be launched in April. Work is also progressing to build an in-house capability to provide site-surveys and develop bespoke climate adaptation action plans for OCC-maintained schools, identifying a range of passive, behavioural and operational measures for schools to take to reduce flooding and overheating.

41. Through working with Public Health, a Heat Health Action Plan has been developed to support vulnerable residents during possible heatwave events over summer, including to identify near-term improvements to provision of advice and guidance to residents and increase the uptake on Community Resilience Plans with added emphasis on heatwave planning.

42. OCC's new Zero Carbon Oxfordshire Partnership and Programme Manager post was filled in September 2023, with responsibility to accelerate and expand the climate adaptation programme. With engagement representing a vital part of many aspects of resilience planning, a Climate Outreach Officer has also been recruited to support the development of a communication and engagement plan and wider outreach efforts aligned to the delivery of the climate adaptation strategy.

Partnership

43. The council is working with Oxford City Council to seek to expand the Zero Carbon Oxford Partnership to cover the whole county. District councils are considering the proposals. Key aims of the partnership would be to engage more partners in delivering the council's net zero and climate adaptation objectives.

44. The council continues to work jointly in a number of other formal and informal forums on activity to tackle the climate emergency, including through the Greater South East Net Zero Hub, Local Nature Partnership, Future Oxfordshire Partnership and LEO. Partnership with Oxfordshire businesses has continued through the Oxfordshire Greentech network, with a Climate Solutions Conference taking place in March 24.

45. The council is an active member of the following key national networks through which it shares best practice with other local authorities and lobbies government on national climate policy: UK100, Association of Directors of Environment, Planning and Transport Climate Change and Environment Boards (ADEPT), Local Government Association Sustainability Action Network, Association of Public Service Excellence Energy (APSE) network.

Corporate Policies and Priorities

46. The Climate Action Programme supports the council's commitments to tackle the climate emergency and create a climate resilient county, as identified in the Climate

Action Framework, and is the first of the nine council priorities as expressed in the Strategic Plan 2022-25.

Financial Implications

Green financing

47. The I00 Together conference held on 11 January 2024 looked at how we can unlock the investment needed to deliver environmental activity at scale in Oxfordshire and, from that, create a route map others can build on. All materials from the conference are available online.

48. A follow up conference will be held in Spring 2025. Meanwhile the focus will be on producing a net zero investment prospectus.

General financial aspects

49. Investment within the medium term financial plan in 2024/25 is detailed below.

Investment Programme	Budget to 2024/25 £'m
Climate Change	1.044
Highway Street Lighting	40.000
Green Homes	4.900
Active Travel	11.500
School Energy Efficiency Loan	0.800
Tree Planting Programme	2.700
One Fleet - Transform Vehicle Fleet	18.000
One Fleet Charging Point	0.374
Electric Vehicle Charging Infrastructure	0.700
Partial phase 1 property decarbonisation works	1.809
Total	**86.527**

50. Further business cases will be brought forward for other measures developed for projects and further interventions identified in our CMP.

Comments checked by: Prem.Salhan@oxfordshire.gov.uk

Legal Implications

51. This report does not raise legal implications. In May 2019 the Government committed to achieving net zero carbon emissions by 2050, recognising much of this reduction must happen before 2030. Local councils play a vital role in making sure the UK is prepared for the impacts of climate change at a local level and are able to decide how best to address these challenges. The taking of such action is lawful under the general power of competence in Section 1 of the Localism Act 2011.

Comments checked by: Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

52. Staff involvement in current programme delivery is funded by agreed resource allocation and grant funding.

Equality & Inclusion Implications

53. This report does not raise any specific equalities implications. The council's Climate Action Framework aims to ensure a fair sharing of costs and benefits and avoiding energy inequality.

54. The council's Director of Public Health Annual Report: 'Climate Action for Health in Oxfordshire' has been produced in collaboration with the Climate Action service, highlighting the intersection between health and climate and resulting impacts on vulnerable populations in Oxfordshire.

Sustainability Implications

55. The Climate Action Programme is at the centre of the council's commitment to tackle the climate challenge.

Risk Management

56. A strategic risk is in the process of being added to the council's strategic risk register, noting the increasing vulnerability to climate impacts leading to failure of key infrastructure and services with a direct impact on health, safety, environment and businesses. A number of control measures have been identified.

Key Dates

23 April - Cabinet

Annex: 1 – Climate Action Programme delivery plan 2023/24 update

Annex 2 – Climate Action Programme delivery plan for 2024/25

Annex 3 - Outcome measures

Bill Cotton, Corporate Director for Environment and Place

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Annex 1 – Overview of Climate Action Programme 2023/24 Delivery Plan

The table below provides an overview of the actions included in the 2023/24 delivery plan for the Climate Action Programme, across its three pillars:

- Becoming a climate active council
- Decarbonising our estate and operations by 2030
- Enabling Oxfordshire's transition to net zero.

Climate Action Programme 2023/24 delivery plan		
Becoming a climate active council		**RAG**
Develop a carbon accounting framework and toolkit to support decision making	Director of Transport and Infrastructure	G
- This is a collaboration research & development project between OCC and the Future Highways Research Group (FHRG) of the Association of Directors of Environment, Economy, Planning and Transport (ADEPT). The project aims to develop a whole life carbon emissions analysis tool for major infrastructure projects and highways maintenance. This tool's objective is to support decision making processes and carbon emissions reporting in local authorities across the different stages of project development. - Major projects testing: The project is now in the testing phase of the tool, working with infrastructure teams to apply the tool to a live major infrastructure project - Eynsham Park and Ride. - Maintenance Schemes: we have uploaded the data from our highways maintenance contractor Milestone. - Training tools: FHRH has developed a guide for the use of the Carbon Analyser tool for the Maintenance Schemes.		
Deliver outcomes of climate action integration audit	Various	A
The climate action audit noted a number of recommendations for integration of climate action into the wider council and work has progressed on these actions: - All service delivery plans across the council were reviewed by the Climate Action service and recommendations made to incorporate climate action, including carbon literacy training, use of Climate Impact Assessments (CIA), and identification of operational risks of climate change. - Other areas of action included development of financial strategy to identify cost impacts for the council's targets, extension of the Carbon Management Plan to 2030, baselining of emissions for contracts over £5m, carbon accounting framework, and expanding our work on supply chain emissions. - This measure is rated amber as work on finance strategy is tracking behind original schedule.		
Expand Carbon Literacy training	Head of Climate Action	G
350 staff have now completed the nationally recognised Carbon Literacy Training since 2021, with 180 staff trained in 2023/24. - Recommendations have been made to incorporate training for key members of staff for inclusion in all service delivery plans across the council. - Transport and Infrastructure has been a particular focus in the last quarter, with targeted training planned for all teams in this service. - Budget for Carbon Literacy training now included in Learning & Development's budget		
Develop Net zero Investment Strategy exploring diverse options for funding accelerated Climate Action	Head of Financial Strategy	A
Work is taking place to develop the scope of a climate financial strategy.		

- The I00 Together conference held on 11 January 2024 looked at how we can unlock the investment needed to deliver environmental activity at scale in Oxfordshire and, from that, create a route map others can build on. The conference was attended by 135 stakeholders and created connections, within Oxfordshire and more widely. All materials from the conference are available online.
- The ability for the council to develop municipal bonds (green bonds) was included in the revised treasury management strategy agreed in February 24. Opportunities for using the bonds are being scoped.

Decarbonising our estate and operations by 2030		RAG
Deliver Carbon Management Plan 2022-30: planned actions for 2023/24 (estate, fleet, highway assets and staff travel)	Director of Property Services/Head of Climate Action	A

- Annual review and update of our Carbon Management Plan 2022-30 underway.
- Delivery of projects/ activities identified for 2023/24 - Emissions savings will be achieved due to the completion of the LED street lighting conversion programme. However, an underperformance is expected for property, fleet and staff business travel. Projects and actions identified in the Carbon Management Plan including ordering the first tranche of c. 124 electric vehicles under the fleet replacement programme; delivering energy efficiency projects at 8 sites; and purchasing essential user vehicles as part of the staff business travel programme have been delayed and will carry into 24/25.
- An application for Phase 3c Public Sector Decarbonisation Scheme (PSDS) funding to support the decarbonisation of 26 of our properties was successful.
- Cabinet approved the move from County Hall to a net-zero in operation Speedwell House.
- The Home Charging Policy was approved which supports our aims to decarbonise both emissions from our fleet and staff business travel. Funding to implement the Home Charging Policy was also approved and work has started to identify the initial tranche of home charge points. The first 3 of the 11 sites commissioned for electric vehicle charge points have been installed.
- A new draft business travel policy is currently being prepared which will support the decarbonisation of our grey fleet (staff business travel by car) emissions.
- A Department for Transport funding application was submitted to support the conversion of eight key traffic signal sites to LED. Outcome expected end March 2024.
- As January 2024, 93% of our street lighting has been converted to LED. The main street lighting conversion programme is due to complete by end March.

Support schools through Action on Carbon and Energy in Schools programme and deliver and evaluate success of loan scheme	Head of Climate Action	G

- Following the launch of Action on Carbon and Energy in Schools (ACES) programme to support maintained schools to reduce energy usage, more than 75 maintained schools have been engaged with energy assessments; thermal imaging visits; bespoke advice and guidance on energy saving actions; webinars and how-to videos.
- The ACES programme has been extended for a third year and will therefore continue into 2024/25.
- Strategic Capital Board and Cabinet approved the inclusion of a £0.8m pilot interest free energy efficiency loan to schools into the capital programme to launch in 2023/24. To date £781,260 of the total £800,000 fund has been requested by the 12 schools. Schools will move into delivery in 24/25.

Expand Scope 3 greenhouse gas reporting (supply chain emissions) and develop emissions reduction roadmaps with key suppliers (Scope 3)	Head of Procurement Contract Management	G

- In June 2023 the Supply Chain Carbon Emissions policy was approved by cabinet, establishing a framework to influence and support supply chain businesses to monitor and report their carbon emissions and establishing carbon reduction plans.
- Three of the council's top ten emitter suppliers will be included in the 2022/23 GHG report following consent to publish this data.
- A Sustainable Supply Chain Policy and Project Lead joined Procurement Service in April 24.

Enabling Oxfordshire's transition to net zero (linked to PAZCO)		
Transport and connectivity		**RAG**
Adopt and implement Local Transport and Connectivity Plan (LTCP), including embodied carbon policy	Director of Transport and Infrastructure	G

- Following adoption of the LTCP in July 2022 work has been ongoing to progress and implement the policies in the LTCP. There has been a good level of delivery made since the LTCP's adoption in July 2022. This has included the following since Q2 of 2023:
  - Approval of the Didcot Local Cycling and Walking Infrastructure Plan
  - Ongoing approval and delivery of the 20mph programme
  - Community Outreach Active Travel launched by partners Active Oxfordshire
  - Work commenced to prepare a new OxRail 2040 strategy
  - HGV studies commenced in Henley-on-Thames and the Windrush Valley
  - Ongoing work to progress a freight consolidation pilot as part of a Horizon Europe project.
  - Cabinet approval and publication of the first of annual monitoring reports on the progress made against the headline targets and performance against Key Performance Indicators

Evaluate and extend car-share schemes enabling reduced vehicle ownership	Infrastructure Strategy Team Leader	G

- A one-year Oxon-wide pilot of EV car clubs was launched in April 2023 – initially 11 vehicles supplied by Co Wheels, Enterprise and Thame EV Car Club based in Park and Charge sites in DC owned car parks - all at no cost to OCC or council partners.
- Overall response to pilot has been very positive - as of end of Jan 2024, over 500 new members had signed up to use the EV car clubs, and the vehicles have been hired over 2,000 times.
- Locations such as Henley, Abingdon and Redbridge P&R doing as well as hoped, and smaller locations such as Wallingford and Eynsham far exceeding expectations. Larger locations such as Witney and Bicester underperforming so far but all partners generally very happy. Community support and good relationships between councils/car clubs/chargepoint operators certainly key
- Thame EV Hire sadly pulled out of pilot due to lack of uptake. Enterprise has not delivered all cars intended in pilot. However, Banbury-based start up Zimbl have since joined the pilot and are seeing excellent uptake at two sites in Banbury.
- Decision taken by all partners in Jan 2024 to extend pilot for further 6 months up to end of Sept 2024. Various location swaps happening between partners and some further locations being added including Chipping Norton and potentially Woodstock.
- OCC and City/District partners exploring supplementing public use of pilot vehicles potentially with employee usage for work travel.
- Increased PR and comms planned for next few months.
- All learnings from pilot to feed into forthcoming car club strategy for Oxfordshire.

Delivery of Oxfordshire Electric Vehicle Infrastructure Strategy, particularly LEVI	Team Leader – EV Integration	G

- Oxon Stage 2 LEVI capital application submitted in November 2023 – conditional approval and grant funding documents returned on 13 Feb 2024.
- Overall plan to deliver c1,200 public chargepoints across Oxfordshire by the end of 2025 – primarily 'fast' AC 7-22kW chargers with overnight usage by residents without home chargers as priority.
- Two suppliers will be sought to deliver and operate chargers on 15-year full concession contracts – one for OCC managed sites, Highways and willing third party sites (e.g. village halls and community amenity buildings), a second for City and District Council off-street car park sites.
- Work on the Invitation to Tender (ITT) ongoing with all district and city councils having reviewed draft documents with legal teams.
- Work has also been impacted by the decision to deliver the 'community microhubs' at parish council and other third party sites into the OCC concession contract. A positive decision, welcomed by partners and OZEV, but which nevertheless means significant change to some of the contracting and land use agreements.

Buildings		RAG
Delivery of retrofit innovation programmes – Net Zero Pathfinders - Futurefit One Stop Shop and Heat Network Ready programmes	Head of Climate Action	G

- A successful bid in excess of £5m to the Department for Energy Security and Net Zero has been submitted to the Alternative Energy Markets funding stream against a project value in excess of £7m. This will launch an Oxfordshire Energy Insights app ("*Energy Saver App*") that provides artificial intelligence-backed analysis of half-hourly smart meter data to drive behaviour change, energy-supplier agnostic experimental electricity tariffs and green financing mechanism for retrofitting of domestic properties based on a monthly subscription model. Project initiation workshop was hosted by OCC on 4th March, with public launch scheduled for July.
- Delivery against two of the UK's four Heat Pump Ready programmes - these two being located in Oxfordshire - continued. Clean Heat Streets in the Rose Hill area of Oxford is the only programme nationally currently to move into Phase 2b with capital funding to be awarded for Heat Pump installs. Work will progress under this additional funding until end-March 2025.
- A £5m bid was submitted to the Innovate UK Net Zero Pathfinder Places fund but was unsuccessful. The consortium is seeking alternative funding streams for prioritised elements of the programme, recognising that it is unlikely that alternative funding for the whole scheme will be found. So far, £150k has been awarded for a FutureFit Area Based Insetting (FABI) project from I:UK.
- Initial details of central government's budget commitment for energy efficiency improvements indicates that funding opportunities will be released in the coming months for retrofit which will help to build a pipeline of bids as we move into the new financial year.

Delivery of Home Upgrade Grant 2	Head of Climate Action	R

- Work commenced to deliver the 2-year HUG2 programme in June 23, targeting off-gas homes in Oxfordshire. The project was slow to initiate, tracking behind the original profile in the first few months due to challenges around customer acquisition and supplier capacity to install.
- Efforts were made to bring the project back on course with marketing reaching almost 10,000 residents as well as changes to installers by the delivery partner.
- Both customer acquisition and the rate of installations have improved significantly over the winter / New Year.
- Despite this the project was unable to scale to the extent required to meet targets for year 1, necessitating a re-profile downwards, undertaken in February to cover the final month of year 1 (a change from original target of 160 to revised number of 65 properties) and to revise original capital spend targets for year 2, April 2024 to end-March 2025, (retaining the original target of 150 properties to be retrofitted, but reducing the average spend from £18,000 to £16,000 per

property, therefore reducing the capital from £2.7m to £2.4m), reflecting challenges experienced nationally with the scheme.
- DESNZ has recognised the national problems of delivery within the terms of this programmes and revised 6 programme criteria heading into Year 2 to help Local Authorities with delivery.

Input into the development of strong local planning policy driving environmental outcomes	Head of Strategic Planning	G

- OCC is currently responding to the emerging District and City Local Plans, and also providing advice to strategic sites and NSIPs.

Energy		RAG
In partnership, delivery of Local Energy Oxfordshire Neighbourhoods (LEON) programme expanding our work on smart energy systems	Head of Climate Action / Consortium	G

- The Alpha (feasibility testing) stage of the LEON project has been ongoing since October 2023. This has focused on developing an understanding of the mechanisms and process involved in ensuring the local low voltage electricity network where electricity is used can cope with the additional demands for both supply and generation. This will be crucial if we are going to attain our net zero ambitions as a County
- Different types of interventions relating to different aspects of the local electricity network have been tested via a series of workshops and desk-based analysis convened by Oxford University. These are simulations of real-world situations and will help develop an understanding of the issues and solutions required ensure that network investment by the electricity suppliers is focused on heavily constrained part of the network and other areas where constraint is forecast will benefit from the deployment of technologies, new market mechanisms and local coordination services that will enable capacity to me managed, so that low carbon technologies and generation can be connected and expensive upgrades to the network can be delayed or avoided.
- The LEON partners are developing a Strategic Innovation Fund bid to test these technologies and mechanisms in real world trials throughout Oxfordshire from 2025 to 2029. OCC will be a key partner, provided the local area energy planning backbone to the project.

Develop and delivery of Local Area Energy plan for County	Head of Climate Action / FOP Infrastructure Advisory Group	A

- Local Area Energy Planning is a new approach to understanding how the local low voltage energy network needs to adapt so that localities can reach their net zero ambitions. The Local Area Energy Plans (LAEPs) involve data analysis coupled with stakeholder engagement and detailed modelling. This results in a detailed understanding of energy use and a plan for what needs to happen in terms projects and interventions to reduce/manage demand and increase supply in a way that achieves net zero in the most cost-effective manner by the target date.
- Having a LAEP function for the county is a priority in the Oxfordshire Net Zero Route Map and Action Plan. To achieve this, all the local authorities in the county have agreed to establish a formal governance structure as part of the Future Oxfordshire Partnership.
- The Oxfordshire LAEP governance structure is in place and the first meetings of the Executive Steering Board and Working Group have been held.
- The Outline Project Scope for Oxfordshire LAEPs was agreed, and the Working Group are currently preparing the Scope for LAEP procurement.
- In addition, a series of early market engagement sessions with LAEP consultants has been undertaken. The feedback from these sessions will enable the scope and subsequent specification to be more detailed removing uncertainty and risk from the procurement process. It has also become evident via the early market process that the initial budget allocated from the

Housing Capacity Fund via FOP is insufficient. A paper setting out the requirements for addition funds will be presented to IAG (12/03/24) followed by a Business Case to the June FOP. This does present a risk that the timetable for the tender preparation may slip by a month into July.

Waste and consumption (circular economy)		RAG
Develop Oxfordshire circular economy strategy	Head of Environment and Circular Economy	G
• Work has progressed well, and a draft strategy is aiming to be ready by spring 2024, following discussions with internal and external stakeholders.		
Delivery of strong climate outcomes in the Minerals and Waste Local Plan	Head of Strategic Planning	G
• A review is underway to assess progress alongside a proposed new system for plan making • Regulation 18 consultation documents have been prepared subject to current review • A Climate Impact Assessment tool is being developed which can be used to strategically assess minerals and waste sites.		

Adaptation and resilience		RAG
Develop an adaptation strategy which incorporates the role of people, nature and technology in adapting and building resilience. Engage a diverse range of Public, Community and Private organisations and communities including FOP / LEP, ECI, other departments and universities	Head of Climate Action	G
• The Climate adaptation programme is progressing through several key projects as well as policy development • Training is taking place to survey schools on climate vulnerabilities and provide support to schools by developing bespoke school climate adaptation action plans • Heatwave planning is also being reviewed by Public Heath, including to identify near-term improvements to provision of advice and guidance to residents. • A new Zero Carbon Oxfordshire Partnership and Programme Manager post was filled in September 2023 with responsibility to accelerate and expand the climate adaptation programme. • A Climate Outreach Officer has also been recruited to support development of a communication and engagement plan and wider outreach efforts aligned to the delivery of the climate adaptation strategy. • A strategic risk has been added to OCCs Risk Register related to hazards from climate change.		
Develop OCC and Oxfordshire climate risk assessment using UKCCC framework. Prioritise risk assessment and emergency planning around extreme events.	Head of Climate Action	G
• As part of the next phase of work, a climate risk and opportunity will be undertaken, utilising the Climate Vulnerability Assessment already completed to inform the development of the Oxfordshire Climate Adaptation Route map. • The risk assessment will identify priority risks and opportunities from climate change to provide insight to stakeholders on their priorities going forward. • A specialist provider is currently being procured to begin work on the risk assessment and wider route map development process from April, which will take place over a 4-month period.		
Pilot flood wardens' engagement programme	Principal Officer – Flood Risk Management	G

- The Flood Warden Pilot Scheme has been extended for another six months to allow the programme to cover the winter period and gather more feedback from the volunteers.
- The scheme is due to end around March/ April 2024 so another survey is being issued for the volunteers to complete to gauge how the pilot scheme has gone. Once surveys have been reviewed, a decision will be made whether to roll the scheme out permanently across the county which is looking likely subject to approval from the LLFA steering group. A few other areas are already interested in taking part in the scheme.
- Sunningwell has been introduced as a third pilot area.
- The other two areas are Witney and Ascott under Wychwood which have all experienced flooding in the past.
- The Thames Water Surface Water Management Programme is still on going. Maintenance agreements have now been completed and signed for the schemes being taken forward. Designs are continuing to be progressed.

Natural environment		RAG
Develop Statutory Nature Recovery Strategy (NRS) for Oxfordshire	Principal Biodiversity Officer	G

- Governance has been set up with a Steering Group formed within the Oxfordshire Local Nature Partnership, supported by 9 other focussed working groups.
- A draft engagement strategy has been produced, and a webpage set up to anchor the LNRS on the OCC Website.
- Facilitators have been approached to support engagement work in Q4.
- A decision has been taken to use Strategic Conservation Planning (SCP) as a method to prioritise and map areas for nature recovery, and specialist consultant services procured to support this.
- The services of Thames Valley Environmental Records Centre have been secured to undertake prioritisation, mapping and species focussed work.
- Monthly OCC working group meetings have ensured input and alignment with other OCC strategies, including climate adaptation.

Develop biodiversity net gain policy guidance	Principal Biodiversity Officer	R

- Delays to the publication of DEFRA guidelines has continued to delay the establishment of a policy. A local nature partnership has been created to establish biodiversity net gain principles which should help to inform the policy once guidelines have been published.

Working with Natural Capital Investment Group for LNP to develop offset model for Oxfordshire	Head of Climate Action / Oxfordshire Local Nature Partnership Manager	G

- The Nature Capital Finance Working Group continues to meet to identify a methodology to enable funding of biodiversity improvements.
- Several Oxford City Council Officers have now been trained in an Area Based Insetting (ABI) validation methodology – an approach to channelling private finance into 'offset' opportunities in the county which meet businesses offsetting needs.
- Progress is being made towards expansion of the ABI approach across Oxfordshire's District Councils.

Deliver tree replacement programme, including development of County-wide partnerships and collaborations to increase tree cover.	Head of Environment and Circular Economy / Principal Officer - Arboriculture	G

- A lot of tree planting materials were ordered but challenges remained around tree supplier procurement and securing trees for planting this planting season.

- 3.4 posts have not been filled, but advertising is live and being actively promoted across various advertising platforms as well as through networks.
- Sutton Farm workshop refurb is progressing to provide a viable storage and workspace for the TAPS team.
- The team have worked to make improvements and repurpose / recycle / reuse old, dis-guarded materials instead of purchasing new.
- Progress has been made with sourcing vehicles although this has been challenging due to the new fleet strategy which prioritises EV although delivery timeframes are 18-24 months minimum which is not possible. Other options have been sourced with support from Interim Fleet Manager and their team.

Community support and engagement		RAG
Develop new climate engagement and comms strategy	Director Strategy, Insight and Comms	G

- A resident facing website 'Climate Action Oxfordshire' has been developed
- Oxfordshire has continued to act as founder member of Oxfordshire Greentech and supported the delivery of annual conference.

Develop and implement engagement and activation program around climate adaptation for Parish/Town Councils/local meetings	Head of Climate Action	G

- A new climate adaptation skills and knowledge resource has been developed in collaboration with Exeter University to support widespread engagement and upskilling of Oxfordshire stakeholders, using the Local Climate Adaptation Tool as a basis.
- The new Heat Health plan developed to prepare for imminent heatwaves over the summer period will emphasize the development of community resilience plans, with Parish/Town councils being a key stakeholder.
- A new Climate Outreach Officer recruited in Feb 24 will support this work.

Continue to support scale up of Community Action Group network	Head of Environment and Circular Economy	G

- This workstream is progressing well, data for the 2023/24 period will become available in May/June 2024.
- In 2024/25 CAGs will continue to focus on the circular economy, community wealth building and nature.
- Connections with other departments in the council have been made and are continuing so we can maximise the benefit of CAGs across the organisation

Partnership work		RAG
Review the Council's climate action framework and alignment with the Pathways to a Zero Carbon Oxfordshire evidence base	Head of Climate Action	G

- The outcome measures included in Annex 4 show the county's progress against the PAZCO targets where data is readily available.
- A GreenHouse Gas Emissions report was presented to the Future Oxfordshire Partnership's Environment Advisory Group in November 2023.

Annex 2 – Overview of Climate Action Programme 2024/25 Delivery Plan

Activities included in the 2024/25 Climate Action Programme are as follows:

Climate Action Programme 2024/25 delivery plan	
Becoming a climate active council	
Expand Carbon Literacy training – targeting silver status	Head of Climate Action / Organisational Development
Decarbonising our estate and operations by 2030	
Deliver *Carbon Management Plan 2022-30: planned actions for 2024/25* (estate, fleet, highway assets and staff travel)	Director of Joint Property Services/ Head of Climate Action
Developing a carbon insetting strategy and action plan for the council's own estate.	Head of Climate Action
Support schools through Action on Carbon and Energy in Schools programme and delivery of pilot loan scheme. Review and propose support beyond 24/25.	Head of Climate Action
Expand Scope 3 greenhouse gas reporting (supply chain emissions) beyond top 10 suppliers and develop emissions reduction roadmaps with key suppliers (Scope 3).	Head of Procurement Contract Management
Develop process and toolkit to manage carbon in infrastructure projects	Director of Transport and Infrastructure / Head of Climate Action
Enabling Oxfordshire's transition to net zero – Pathways to a Zero Carbon Oxfordshire Outcomes	
Transport and connectivity	
Implement Local Transport and Connectivity Plan, including embodied carbon policy	Director of Transport and Infrastructure
Delivery of Oxfordshire Electric Vehicle Infrastructure Strategy through the OxLEVI programme	Team Leader - EV Integration
Evaluate and extend Car-Share schemes enabling reduced vehicle ownership, subject to receiving grant funding	Lead Technologist – EV Integration
Buildings	
Delivery of retrofit innovation programmes – Clean Heat Streets, Oxfordshire Energy Insights Project	Head of Climate Action
Expand retrofit delivery to homes in fuel poverty - complete Home Upgrade Grant 2 and apply for Local Authority Retrofit Scheme	Head of Climate Action
Input into the development of strong local planning policy and major applications driving environmental outcomes	Head of Strategic Planning
Energy	
Development and delivery of Local Area Energy Plans for County.	Head of Climate Action / FOP Infrastructure Advisory Group
In partnership, deliver Local Energy Oxfordshire Neighbourhoods (LEON) expanding our work on smart community energy schemes.	Head of Climate Action / Consortium
Development of green finance workstreams including Oxfordshire green prospectus, finance strategy, Green Bond and 2025 100together green finance conference.	Head of Finance /Various
Waste and consumption (circular economy)	
Develop Oxfordshire circular economy strategy	Head of Environment and Circular Economy

Delivery of strong climate outcomes in the Minerals and Waste Local Plan	Head of Strategic Planning
Adaptation and resilience	
Convene multiagency underwater summit to review 2023-24 Oxfordshire flooding to scope pre-emptive action to reduce harm from future recurrence	Director of Planning, Environment and Climate Change
Develop an adaptation strategy which incorporates the role of people, nature and technology in adapting and building resilience	Head of Climate Action
Extend Pilot flood wardens' engagement programme	Principal Officer – Flood Risk Management
Natural environment	
Develop Nature Recovery Strategy for Oxfordshire, integrating with adaptation strategy	Principal Biodiversity Officer
Develop biodiversity net gain policy guidance	Principal Biodiversity Officer
Working with Natural Capital Investment Group for LNP to develop offset model for Oxfordshire	Head of Climate Action / Oxfordshire Local Nature Partnership Manager
Deliver tree replacement programme, including development of County-wide partnerships and collaborations to increase tree cover.	Head of Environment and Circular Economy / Principal Officer - Arboriculture
Community support and engagement	
Develop climate engagement and comms strategy and activity	Head of Climate Action
Continue to support scale up of Community Action Group network	Head of Environment and Circular Economy
Partnership and Strategy	
Support the creation of a Zero Carbon Oxfordshire Climate Partnership	Head of Climate Action
Play an active role in networks to promote OCC's work and lobby government	Various

Annex 3 - Outcome Measures

Outcome Measures	Definition	Target or Benchmark	Data 2019	Data 2020	Data 2021	Data 2022	Data 2023	Progress (2019-2022)	Commentary
OCC Estate/operations decarbonisation				Covid					**2020 figures need to take into account COVID**
CAS 1 - OCC Estate and Operations greenhouse gas (GHG) emissions in tCO2e (Financial year reporting, example 2022 is FY 2022/23)	OCC GHG estate and operational emissions (Buildings, Highways Assets, Fleet, Staff Mileage)	Net Zero by 2030 (OCC Target)	13311	10595	10391	8857	Data not currently available	⬇	OCC continues its progress in decarbonising its estate and operations. This is a challenging target although progress is strong.
CAS 2 - OCC Council Maintained Schools emissions in tCO2e	Maintained Schools only	Net Zero by 2050 (OCC Target)	5803	5580	5766	4807	Data not currently available	⬇	OCC continues its progress in supporting the decarbonisation of maintained schools.
CAS 3a OCC Supply Chain GHG emissions tCO2e	All indirect Supply Chain Goods, Services and Capital Goods emissions	Net Zero by 2050 (OCC Target)	Data not currently available	146066 (preliminary estimation)	Data not currently available	Data not currently available	Data not currently available	We know our top emitter suppliers are reducing emissions and we are currently quantifying such reductions. These will be reported in the following annual report.	This Supply Chain GHG inventory will be calculated by combining direct supplier activity data and expenditure based carbon estimations. The higher the component of direct activity data the more reliable this inventory will be. Our progress in increasing the direct activity component of this calculation is measured in CAS 3b. The data included in 2020 is a preliminary assessment based on 100% expenditure method, therefore this is very likely underestimated.
CAS 3b - Reporting of OCC Scope 3 Supply Chain real activity GHG emissions (% of Total Supply chain emissions by Financial Year).	We are aiming to report emissions for 80% of our Suppliers (100% = 3500 suppliers). For GHG reduction target see CAS 3a	80% of Supply Chain emissions calculated and reported by 2030 (OCC Target)	0%	0%	0%	9%	Data not currently available	⬆	This measure is indicative of the progress in understanding and measuring our Scope 3 emissions based on direct activity data resulting from engagement with suppliers, and as such we are at the beginning of this process.
CAS 4 - Renewable energy generated on the council estate (kWh)	Does not include schools		31257	52255	52560	92997	Data not currently available	⬆	A significant increase in renewable energy generated on the council estate linked to increased investment.
CAS 5 - Carbon intensity of pension funds investments - WACI (Weighted Average Carbon Intensity)	As reported in line with the Task Force on Climate-related Financial Disclosure	Currently no target - indicator in development	248	204	206	209	Data not currently available	⬇ (amber)	A decline in WACI due to a reduction in the carbon intensity of the pension portfolio.
PAZCO - Overall									
CAS 6a - Total territorial GHG emissions for Oxfordshire in kT CO2e	All emissions within the Oxfordshire boundaries. Includes CO2, CH4 and NO2	PAZCO commits us to go further and faster than other areas of the UK in achieving zero carbon emissions	4,572	4,017	4,313	data not currently available	data not currently available	⬇	A decline in total Oxfordshire GHG emissions since 2019 linked to COVID impacts and grid decarbonisation.
CAS 6b - Total territorial GHG emissions for Oxfordshire in kT CO2e per capita	All emissions within the Oxfordshire boundaries. Includes CO2, CH4 and NO2	2021 UK Average 6.0	6.4	5.6	5.9	data not currently available	data not currently available	⬇	A decline in per capita Oxfordshire GHG emissions since 2019 linked to COVID impacts and grid decarbonisation. Slightly ahead of the national benchmark.
PAZCO - Transport & Connectivity									
CAS 7 - Total transport GHG emissions for Oxfordshire (territorial Kt)	All emissions within the Oxfordshire boundaries. Includes CO2, CH4 and NO2		1,884	1,462	1,613	data not currently available	data not currently available	⬇	A decline in total transport emissions since 2019 likely linked to changes in travel patterns following COVID.
CAS 8a - Total number of EV charge point locations in Oxfordshire	All publicly available charging points - timepoint January in each year		212	256	322	536	652	⬆	A strong growing trend of public EV charge points - note the pace of growth is not as strong as for EV sales, however plans are in place for 1200 charge points by end 2025 (see Annex 1)

Outcome Measures	Definition	Target or Benchmark	Data					Progress (2019-2022)	Commentary
			2019	2020	2021	2022	2023		
CAS 8b - EV charge point locations per 100,000 population in Oxfordshire	All publicly available charging points - timepoint January in each year	England Benchmark 82.0 SE Benchmark 66.9	30.8	37	46.2	73.8	89.7	⬆	A strong growing trend of public EV charge points - note the pace of growth is not as strong as for EV sales. However, we are above the national and regional benchmarks.
CAS 9 - Road Transport Emissions	Oxfordshire Emissions CO2 eq (LTCP Indicator)		1,316	1,058	1,176	data not currently available	data not currently available	⬇	A decline in road transport emissions since 2019 likely linked to changes in travel patterns following COVID.
CAS 10 - Passenger journeys on local bus services	Per head of population per annum (LTCP Indicator)		58.8	16.8	35.1	46.2	data not currently available	⬇	A reduction in local bus service passenger journeys since 2019 likely linked to changes in travel patterns following COVID.
CAS 11 - Car Vehicle Miles (millions)	Total Miles in Oxfordshire (LTCP Indicator)		3,800	2,710	3,085	3,449	data not currently available	⬇	A reduction in car vehicle miles since 2019 likely linked to COVID (less travel) and more working from home.
CAS 12 - Number of registered battery EVs	Total Registered in Oxfordshire	210,000 by 2030 (PAZCO Target)	1704	3564	5022	9804	data not currently available	⬆	A strong growing trend in battery electric vehicle sales. Although total EVs is currently a small proportion of the 2030 target, if the current rate of growth continues we will achieve our target.
CAS 13 - Number of battery EVs as a percentage of total light vehicles.	DfT publish vehicle licensing statistics each quarter. (%)	40% by 2030 (PAZCO Target) UK Benchmark: 1.9%	0.38	0.94	1.32	2.51	data not currently available	⬆	A growing trend of the proportion of EVs to other light vehicle fuel sources. We are above the UK benchmark.
PAZCO - Buildings									
CAS 14a - Total homes GHG emissions for Oxfordshire (territorial Kt)	All domestic emissions within the Oxfordshire boundaries. Includes CO2, CH4 and NO2		1,034	1,023	1,063	data not currently available	data not currently available	⬆	A small increase in GHG emissions for homes, likely linked to increased number of homes and more home-working. Emissions increased slightly due to the colder weather in 2021 compared to 2020 which was a much warmer year.
CAS 14b - GHG emissions per dwelling for Oxfordshire (tonnes)	Average carbon emissions (Includes CO2, CH4 and NO2) per dwelling within Oxfordshire		3.39	3.30	3.39	data not currently available	data not currently available	⬇	Emissions per home have remained steady. This is despite newer homes being more efficient and homes being retrofitted.
CAS 15 - Space Heating for new homes in Oxfordshire per dwelling (£/m2 pa)	Heating performance of **new** dwellings		£2.58	£2.79	£2.68	£2.84	data not currently available	⬆	An overall increase in space heating costs linked to energy costs. Not an deal Outcome measure, going forwards focus on kWh.
CAS 16 - Space Heating for existing homes in Oxfordshire per dwelling (£/m2 pa)	Heating performance of **existing** dwellings		£7.43	£7.55	£7.31	£7.27	data not currently available	⬇	An overall reduction in space heating costs, despite higher energy costs, possibly linked to renovations/improvements pre-sale of properties. Not an deal Outcome measure, going forwards focus on kWh.
CAS 17 - Households facing energy poverty %	% Households Fuel Poor	England Benchmark 13% SE Benchmark 9.6%	7.4	8.1	7.9	data not currently available	data not currently available	⬆	Increasing energy costs outpacing household income leading to higher energy poverty since 2019. There is lower fuel poverty in Oxfordshire compared to national and regional benchmarks.
PAZCO - Energy									
CAS 18 - Renewable energy capacity in Oxfordshire (MW): installed capacity	Amount of capacity		459	462	468	475	data not currently available	⬆	An upward trend in installed capacity, although at a relatively slow pace.
CAS 19 - Renewable energy generation - Oxfordshire (MWh)	Performance of capacity		504,968	517,358	483,531	517,495	data not currently available	⬆	An upward trend, which is dependent on weather conditions from year to year.

Outcome Measures	Definition	Target or Benchmark	Data					Progress (2019-2022)	Commentary
			2019	2020	2021	2022	2023		
CAS 20 - Renewable electricity supply as a % of electricity demand in Oxfordshire	Renewable Energy Generation out of total electricity generation	Target 31% by 2030 (PAZCO Target)	14%	15%	14%	16%	data not currently available	⬆	An upward trend, which is dependent on installed capacity and weather conditions from year to year. Progress is half way towards 2030 target.
PAZCO - Adaptation									
CAS 21 - Tree cover in Oxfordshire- woodland as a percentage of area	Woodland cover is based on areas of trees of at least 0.5 hectares, wider than 20 metres, with a minimum of 20% canopy cover, or the potential to achieve it.	PAZCO target 430 hectares of tree planting per year by 2030	8.23%	data not currently available	data not currently available	data not currently available	data not currently available		We're looking to develop this outcome measure going forwards.
PAZCO - Other									
CAS 22 - Air pollution	Air pollution: fine particulate matter (new method - Mean µg/m3 concentrations of total PM2.5)	England Benchmark 7.4 SE Benchmark 7.3	9.7	7.8	7.3	data not currently available	data not currently available	⬇	Strong reduction in air pollution thanks to tighter restrictions on vehicle and industry emissions, together with the COVID slowdown. In line with national and south east benchmarks.

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CABINET – 23 APRIL 2024

CAPITAL PROGRAMME APPROVALS – APRIL 2024

Report by the Executive Director of Resources and Section 151 Officer

Recommendations

1. The Cabinet is RECOMMENDED to:

    a. approve the inclusion of the £2.384m Active Travel Fund 4 Extension (ATF4e) Grant into the capital programme to deliver active travel schemes across Oxfordshire.

    b. approve the inclusion of £1.260m grant funding from the Department for Transport Safer Roads Funds to carry out a specific package of road safety works.

    c. approve the drawdown of £2.000m of funds from the Parking Account to reinvest into three Park and Ride sites requiring maintenance work.

    d. approve the inclusion of Faringdon Community College, a scheme to replace temporary buildings with permanent accommodation, into the Capital Programme with an indicative budget of £6.006m to be fully funded from held & secure s106 contributions.

Executive Summary

2. The Capital Programme was approved by Council in February 2024 and updated during the year through the capital programme and monitoring reports. This report sets out change requests requiring Cabinet approval that will be incorporated into the agreed programme and included in the next update to the Capital Programme in June 2024.

Introduction

3. The Capital Programme sets out how the Council will use Capital expenditure to deliver the Council's priorities as set out in the Strategic Plan 2022-25. The Capital Programme is updated quarterly and fully refreshed annually as part of the Budget and Business Planning Process to ensure that it remains aligned to the latest priorities, reflects the latest cost projections and profile for delivery, and incorporates the current funding position.

4. On occasion, variations to the Capital programme are recommended to Cabinet. There are no variations included in this report.

Major Infrastructure

Active Travel Fund Grant 4 Extension

5. Following an unsuccessful bid submitted in February 2023, Active Travel England (ATE) extended the opportunity to those councils unsuccessful in the original bid to resubmit, resulting in Oxfordshire County Council being awarded grant funding of £2.384m.

6. The grant will fund the following schemes:

   a. Witney – Madley Park Path Improvements
   b. Oxford County Council School Streets Programme 4
   c. Provision of secure cycle parking to support staff travel to Oxfordshire Hospitals
   d. Abingdon National Cycle Network 5 (NCN5) Missing Link

Highways

United States Visiting Forces (USVF) Road Safety Project

7. Following a fatal crash near RAF Croughton (Northamptonshire), a package of road safety works was recommended by the Department for Transport at RAF bases frequently serving United States Visiting Forces. Oxfordshire County Council was subsequently awarded funding of £1.260m for these works to take place near to RAF Barford St John (Oxfordshire). This funding is in addition to the grant of £2.700m already received.

Park and Ride sites (Thornhill, Oxford Parkway and Bicester)

8. Oxfordshire County Council operates three Park and Ride sites: Thornhill (leased), Oxford Parkway (leased) and Bicester (owned). Park and Ride usage is now returning to pre-covid levels, and all three sites require maintenance to bring them back to standard. The work will be taking place over a 3-year period and will also investigate options for underused sections of each Park and Ride which may include features such as enhanced Active Travel opportunities and Supported Transport Hubs.

Property

Faringdon Community College

9. Faringdon Community College is a secondary school academy managed by Faringdon Learning Trust. This programme of work will replace 8 classrooms, currently housed in temporary buildings, with permanent accommodation to support the continued operation of the school. The project will be fully funded by held and secured s106 contributions. The scheme will be delivered in alignment with the receipt of those s106 contributions.

Financial Implications

10.   The financial implications are contained within the report. Funding for the schemes mentioned in this report is to be met from secured and held s106 developer contributions and grant funding.

      Comments checked by:
      Lorna Baxter, Executive Director of Resources and Section 151 Officer

Staff Implications

11.   There are no staffing implications arising directly from the report.

Equality & Inclusion Implications

12.   There are no equality and inclusion implications arising directly from this report.

Legal Implications

13.   In year changes to the capital programme must be approved by Cabinet in accordance with Financial Regulation and in particular paragraph 5.1.1(iv) permitting Cabinet to agree resource inclusion into the capital programme via a periodic Capital Report to Cabinet, based on the recommendation of the Strategic Capital Board (chaired by the Chief Executive). Comments checked by:

Paul Grant, Head of Legal and Deputy Monitoring Officer

LORNA BAXTER
Executive Director of Resources and Section 151 Officer

Background papers: none

Contact Officers:
Natalie Crawford, Capital Programme Manager
April 2024

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Divisions Affected – N/A

CABINET
23 April 2024

Approval of new managed service recruitment contract

Report by Executive Director of Resources and Section 151 Officer

RECOMMENDATION

1.   **The Cabinet is RECOMMENDED to:**

   (a) Approve the award of the managed service recruitment contract as Oxfordshire County Council's (OCCs) strategic supplier for our contingent labour workforce as set out in Confidential Annex 1. The aim is to award the contract by 1 June 2024 and the contract duration will be three years plus the option for a one-year extension; and

   (b) to delegate the finalisation of terms and conditions to the Director of Workforce and Organisational Development in consultation with the Head of Legal and Deputy Monitoring Officer and Head of Procurement.

Executive Summary

1. Since 2017 OCC has been managing its contingent labour (temporary agency workers and interim staff) through a managed service provider offering a neutral vendor approach.

2. Whilst OCC's aim is to reduce the reliance on agency workers in the organisation there will always be a need for a contingent labour workforce e.g. to cover vacancies before a new employee is recruited, to assist with high volume workload, to carry out ad hoc project work, to fill niche or hard to source roles, or cover for an employee's long term sickness absence.

3. It is therefore important that the council attracts high calibre workers to meet this need and to view these workers as part of the workforce providing services to our residents.

4. Agency workers currently account for around 10% of the total pay bill, the aim is to reduce this by procuring a managed services provider who will work with the council in partnership, looking at ways of reducing agency margins and therefore cost to the organisation whilst ensuring no loss on quality of service provision.

5. From conducting a full review of service requirements and carrying out a robust tendering process, the council has identified a partner of choice to work with to assist with reducing agency spend and to maintain the provision of high calibre agency workers.

Background

6. OCC has been contracted to a managed service provider for 6 years and as the contract end date is November 2024 it was timely to conduct a full-service review and test the market for options on managing the council's contingent labour workforce (agency/interim temporary workers).

7. In early Autumn 2024, the council is bringing its resourcing and recruitment services back in-house with a new talent acquisition and resourcing team who will seek to reduce dependency on agency workers in the organisation by filling vacancies through an enhanced resourcing service, an improved employee value proposition (EVP[1]) and brand. However, there will always be a need for a contingent labour workforce e.g. to cover vacancies before new employees join, high volume workload, ad hoc project work, niche/hard to fill roles, or cover for long-term sickness absence.

8. The current contract expires in November 2024 and during 2023 a thorough review of the services required was conducted compared to the ability to support the future organisational need to work in partnership with the new resourcing team and hiring managers.

9. The current service provision was compared to a range of alternative options such as bringing agency work back in-house and joint venture working to facilitate cost effective ways of reducing agency spend and filling temporary vacancy needs in a timely manner.

10. In addition, consideration was given to how to reduce off contract spend which has increased during this time and so it was determined that OCC needed to adopt a more partnership approach with a contingent labour supplier to facilitate this.

11. A business case outlining the options which were considered and detailing the approach to sourcing and awarding the contingent labour contract from an existing framework was determined during 2023.

12. The contract award for contingent labour services is for 3+1 years with an estimated total value of £100m.

Exempt Information

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[1] A set of offerings that an employee receives in return for the skills, capabilities and experiences they bring to the organisation.

13. If approved, the award of this contract should be exempt from any publication. This is because eight tender proposals were received, including the incumbent provider, and notification of the outcome of all bid proposals will not take place until 2nd May, after the decision to award is made by Cabinet. Direct feedback on the outcomes of all tender proposals is being arranged.

Financial Implications

14. There is no additional funding required for this management services contract. No expenditure is incurred until the provision of contingent labour has occurred, and this will be managed and funded through existing directorate budgets.

15. The contract includes key performance indicators, and benefits such as reducing the agency margins and therefore the overall cost of provision will be monitored through the contract management arrangements that are set out in the contract.

    Comments checked by: Ian Dyson, Director of Finance Services
    ian.dyson@oxfordshire.gov.uk

Legal Implications

16. The contract award will need to be reflected in the negotiation and issue of a legal agreement following the formal award of contract. Legal Services will be engaged to assist in this work.

Comments checked by Paul Grant, Head of Legal Services

LORNA BAXTER
EXECUTIVE DIRECTOR OF RESOURCES AND SECTION 151 OFFICER

APRIL 2024

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Agenda Item 13

Division(s):   N/A

CABINET – 23 April 2024

FORWARD PLAN AND FUTURE BUSINESS

Items identified from the Forward Plan for Forthcoming Decision

Topic/Decision

Portfolio/Ref

Cabinet, 14 May 2024

Topic/Decision	Portfolio/Ref
▪ **Customer Experience Strategy** To approve the Council's Customer Experience Strategy	Cabinet, 2024/029 - Cabinet Member for Community & Corporate Services
▪ **Oxfordshire Councils Charter** Adoption of a charter to undepin our ways of working and commitment with Town and Parish Councils across Oxfordshire. This is a joint charter with Districts and City Councils and OALC.	Cabinet, 2023/351 - Leader
▪ **Workforce Report and Staffing Data - Quarter 4 - January to March 2024** Quarterly staffing report providing details of key people numbers and analysis of main changes since the previous report.	Cabinet, 2023/279 - Cabinet Member for Corporate Services
▪ **Cost of Living programme for 2024/25** To agree an expenditure programme following the government's announcement of a six month extension to the Household Support Fund	Cabinet, 2024/069 - Cabinet Member for Public Health, Inequalities & Community Safety
▪ **Financial Monitoring Report** To note and seek agreement of the report and any recommendations.	Cabinet, 2024/060 - Cabinet Member for Finance

Delegated Decisions by Cabinet Member for Children, Education & Young People's Services, 15 May 2024

▪ **Aston Rowant CE Primary School - Change of Category** Whether to approve the Governing Body's request to change category from Voluntary Controlled to Voluntary Aided.	Delegated Decisions by Cabinet Member for Children, Education & Young People's Services, 2024/088 - Cabinet Member for Children, Education & Young People's Services

Delegated Decisions by Cabinet Member for Community & Corporate Services, 14 May 2024

▪ **Re procurement of CCaaS platform** To seek approval to procure a replacement to the current 8x8 telephony platform for contact centre function enabling an improved customer experience in line with the Customer Experience Strategy	Delegated Decisions by Cabinet Member for Community & Corporate Services, 2024/087 - Cabinet Member for Community & Corporate Services

Delegated Decisions by Cabinet Member for Transport Management, 23 May 2024

▪ **Wallingford: Radial routes & Hithercroft Road - 20mph Speed Limit Proposals** Part of County-wide 20mph Speed Limit Project	Delegated Decisions by Cabinet Member for Transport Management, 2024/018 - Cabinet Member for Transport Management

▪ **Proposed Raised Table Mini-Roundabout - Coxwell Road, Faringdon** Scheme is being proposed in conjunction with planning permission reference: P17/V1082/O This is required in order to improve safety for vehicles and cyclists using mini roundabout and maintain safety for pedestrians' crossing the carriageway in the close vicinity of the mini roundabout.	Delegated Decisions by Cabinet Member for Transport Management, 2024/044 - Cabinet Member for Transport Management
▪ **Aston Rowant & Kingston Blount: Proposed 20 Mph Speed Limits** To consider the responses to Formal Consultation and determine the level and extent of speed limits to be implemented	Delegated Decisions by Cabinet Member for Transport Management, 2023/300 - Cabinet Member for Transport Management
▪ **Appleton with Eaton: 20mph Speed Limit Proposals** Part of County-wide 20mph Speed Limit Project	Delegated Decisions by Cabinet Member for Transport Management, 2024/020 - Cabinet Member for Transport Management
▪ **Bicester: 20 mph Speed Limit Proposals** Part of the County-wide 20mph Speed Limit Project	Delegated Decisions by Cabinet Member for Transport Management, 2024/013 - Cabinet Member for Transport Management
▪ **Proposed 30mph Extension - A4155, Shiplake** Construction of new residential development access requires the extension to the existing 30mph limit in accordance with OCC's S106 agreement, to improve highway's safety.	Delegated Decisions by Cabinet Member for Transport Management, 2024/052 - Cabinet Member for Transport Management
▪ **Kiddington with Asterleigh: Village 20mph Limit Proposals** To consider any comments arising from consultation and determine amended limits accordingly	Delegated Decisions by Cabinet Member for Transport

	Management, 2024/037 - Cabinet Member for Transport Management
▪ Chesterton: 20 Mph Speed Limit Proposals To determine speed limits after consideration of any formal consultation responses	Delegated Decisions by Cabinet Member for Transport Management, 2024/049 - Cabinet Member for Transport Management
▪ Black Bourton: 20 Mph Speed Limit Proposals To determine speed limits after consideration of any formal consultation responses	Delegated Decisions by Cabinet Member for Transport Management, 2024/045 - Cabinet Member for Transport Management
▪ A420 Botley Road in the Vicinty of Rail Station - Highway Improvements Under the planned works for Oxford Train Station, ancillary improvements are being promoted the vicinity in the Botley Road area. These will include improvements to cycle lanes / paths, traffic calming features and waiting restrictions around new accesses.	Delegated Decisions by Cabinet Member for Transport Management, 2024/077 - Cabinet Member for Transport Management
▪ Banbury: 20 Mph Speed Limits Scheme To reconsider strategic route speed limits following local concerns to original proposals	Delegated Decisions by Cabinet Member for Transport Management, 2024/080 - Cabinet Member for Transport Management
▪ Barford St John & Barford St Michael: 20 Mph Speed Limit Proposals To determine speed limits after consideration of any formal consultation responses	Delegated Decisions by Cabinet Member for Transport Management, 2024/066 - Cabinet Member for Transport

	Management
▪ **Baulking: 20 Mph Speed Limit Proposals** To determine speed limits after consideration of any formal consultation responses	Delegated Decisions by Cabinet Member for Transport Management, 2024/068 - Cabinet Member for Transport Management
▪ **Berinsfield: 20 Mph Speed Limit Proposals** To determine speed limits after consideration of any formal consultation responses	Delegated Decisions by Cabinet Member for Transport Management, 2024/071 - Cabinet Member for Transport Management
▪ **Bix & Assendon: 20 Mph Speed Limit Proposals** To determine speed limits after consideration of any formal consultation responses	Delegated Decisions by Cabinet Member for Transport Management, 2024/072 - Cabinet Member for Transport Management
▪ **Bloxham: 20 Mph Speed Limit Scheme Review** To reconsider 20 mph speed limits following local concerns to original proposals	Delegated Decisions by Cabinet Member for Transport Management, 2024/078 - Cabinet Member for Transport Management
▪ **Broadwell: 20 Mph Speed Limit Proposals** To determine speed limits after consideration of any formal consultation responses	Delegated Decisions by Cabinet Member for Transport Management, 2024/067 - Cabinet Member for Transport Management

▪ **Proposed No waiting at anytime restrictions - Main Street, Tadmarton** To seek approval for the introduction of proposals to introduce double yellow lines	Delegated Decisions by Cabinet Member for Transport Management, 2024/081 - Cabinet Member for Transport Management
▪ **Yarnton: Amended Speed Limit Proposals** To consider more extensive 20 mph speed limits following local concerns to original proposals	Delegated Decisions by Cabinet Member for Transport Management, 2024/076 - Cabinet Member for Transport Management
▪ **Fringford: 20 Mph Speed Limit Proposals** To consider any views expressed at formal consultation and determine speed limits	Delegated Decisions by Cabinet Member for Transport Management, 2024/075 - Cabinet Member for Transport Management
▪ **Garford: 20 Mph Speed Limit Proposals** To determine speed limits after consideration of any formal consultation responses	Delegated Decisions by Cabinet Member for Transport Management, 2024/074 - Cabinet Member for Transport Management
▪ **Culham: 20 Mph Speed Limit Proposals** To determine speed limits after consideration of any formal consultation responses	Delegated Decisions by Cabinet Member for Transport Management, 2024/073 - Cabinet Member for Transport Management
▪ **Cherwell and West Oxon Districts - Various Locations: Proposed New and Deleted Disabled Persons Parking Places** To seek approval for the introduction and amendments to	Delegated Decisions by Cabinet Member for Transport

Disabled Person Parking Spaces. Following requests from the public for the introduction of disabled parking places, the county council has consulted on new locations which have met our criteria. The report will present feedback on sites where there have been objections.	Management, 2024/057 - Cabinet Member for Transport Management
▪ **Hethe: 20mph Speed Limit Proposals** Part of County-wide 20mph speed limits project.	Delegated Decisions by Cabinet Member for Transport Management, 2024/065 - Cabinet Member for Transport Management
▪ **Proposed 24hr Exemption for Hackney & Private Hire Vehicles through Westgate Bus Link, Oxford** On completion of Westgate development, taxis and PHVs were originally not allowed in the bus link. Following lobbying by COLTA, an ETRO was agreed to allow HCVs and PHVs to use the bus link (without pick up/drop) off 7am-7pm. This was subsequently made permanent. COLTA have continued to lobby to allow access 24 hours a day. Cabinet Member is keen for us to consult on this proposal (permanent TRO).	Delegated Decisions by Cabinet Member for Transport Management, 2024/101 - Cabinet Member for Transport Management
▪ **Proposed Amendments to Headington Quarry CPZ Parking Scheme 2024** Following the implementation of Headington Quarry CPZ, officers have reviewed requests for changes to the scheme in consultation with local members.	Delegated Decisions by Cabinet Member for Transport Management, 2024/100 - Cabinet Member for Transport Management
▪ **Proposed No Waiting Restrictions - Mansfield Road, Oxford** In response to a planning decision for a new development on Mansfield Road, Oxford (Planning decision notice: Decision Notice 20/02471/FUL) – There is a requirement for the removal of 2 no. parking bays and extension of double yellow lines to facilitate widened access and associated visibility splays.	Delegated Decisions by Cabinet Member for Transport Management, 2024/099 - Cabinet Member for Transport Management
▪ **Wheatley Waiting Restriction Review 2023/24** Officers have been working with the Parish Council to bring forward proposals for waiting restrictions which better manage the demand for parking, improve road safety and reduce incidents of obstruction.	Delegated Decisions by Cabinet Member for Transport Management, 2024/098 -

	Cabinet Member for Transport Management
▪ **Proposed Banned Turns - Skimmingdish Lane, Bicester** As required under planning - the county council is seeking to introduced banned right turns from a new access on the highway in order to ensure road safety is maintained.	Delegated Decisions by Cabinet Member for Transport Management, 2024/097 - Cabinet Member for Transport Management
▪ **Proposed 30 & 40mph Limits - Long Wittenham** Changes to speed limits are required to promote road safety in the village.	Delegated Decisions by Cabinet Member for Transport Management, 2024/091 - Cabinet Member for Transport Management

Delegated Decisions by Cabinet Member for Infrastructure & Development Strategy, 23 May 2024

▪ **Tramway Accessibility Improvements - Contracts and Agreements** Delegate authority to the Director of Transport and Infrastructure in consultation with the Head of Legal and Deputy Monitoring Officer to finalise the target cost and programme for Stage 2 (Construction) and issue a Notice to Proceed to Milestone Infrastructure Ltd under the existing NEC 4 Engineering and Construction Contract for the Tramway Accessibility Improvements	Delegated Decisions by Cabinet Member for Infrastructure & Development Strategy, 2024/096 - Cabinet Member for Infrastructure and Development Strategy
▪ **Didcot Northern Perimeter Road (Section 3) scheme - appointment of contractor** To seek approval to appoint a contractor under an NEC4 Professional Service Contract (PSC) Option A for planning, detailed design, ECI and target cost setting and an NEC4 Engineering Construction Short Contract (ECSC) for any enabling works, surveys and/or investigation works (if required)	Delegated Decisions by Cabinet Member for Infrastructure & Development Strategy, 2024/112 - Cabinet Member for Infrastructure and Development Strategy

▪ **A4130 Steventon Lights Integrated Transport Corridor Scheme - Approval to Issue a Task Order for the Construction of the Scheme** Capital expenditure will exceed £1m and, as such, authority/approval is sought for a Task Order to be issued to Milestone Infrastructure Limited for the construction of the A4130 Steventon Lights Integrated Transport Corridor Scheme	Delegated Decisions by Cabinet Member for Infrastructure & Development Strategy, 2024/079 - Cabinet Member for Infrastructure and Development Strategy

Delegated Decisions by Cabinet Member for Public Health, Inequalities & Community Safety, 7 May 2024

▪ **Fire and Rescue Service Appliance Tender** Due to a previous pause in purchasing new fire appliances, the existing fleet are now superceeding recommended lifespan periods, leading to increased expense for breakdowns, maintenance and repairs and a risk of parts becoming obsolete. Aproval is sough for an additional £1.3m in 25/26 and £1.46m from 26/27 onwards, alongside an initial investment of £2.1m in 2024 to ensure the minimum lifespan of appliances is met.	Delegated Decisions by Cabinet Member for Public Health, Inequalities & Community Safety, 2024/111 - Cabinet Member for Public Health, Inequalities & Community Safety

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Overview & Scrutiny Recommendation Response Pro forma

Under section 9FE of the Local Government Act 2000, Overview and Scrutiny Committees must require the Cabinet or local authority to respond to a report or recommendations made thereto by an Overview and Scrutiny Committee. Such a response must be provided within two months from the date on which it is requested[1] and, if the report or recommendations in questions were published, the response also must be so.

This template provides a structure which respondents are encouraged to use. However, respondents are welcome to depart from the suggested structure provided the same information is included in a response. The usual way to publish a response is to include it in the agenda of a meeting of the body to which the report or recommendations were addressed.

Issue: Oxfordshire Education Commission

Lead Cabinet Member(s): Cllr Liz Leffman, Leader of the Council; Cllr John Howson, Cabinet Member for Children, Education, and Young People's Services; Cllr Kate Gregory, Cabinet Member for SEND Improvement

Date response requested:[2] 19 December 2023 *Recommendations were submitted by People Overview & Scrutiny Committee but will be received by Education and Young People Overview & Scrutiny Committee which has since been established.*

Response to report:
Education is a key priority for the Council, Cabinet and Officers. The recommendations are accepted or partially accepted. Where there is partial acceptance, this is as a result of technical aspects or further clarity of scope is required.

Response to recommendations:

Recommendation	Accepted, rejected or partially accepted	Proposed action (if different to that recommended) and indicative timescale (unless rejected)

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[1] Date of the meeting at which report/recommendations were received
[2] Date of the meeting at which report/recommendations were received

Overview & Scrutiny Recommendation Response Pro forma

1. **That the Council should prepare itself to provide officer resource and expertise in the expectation of a deep dive into early years provision.**	Partially accepted	Clarity is required on the scope and scale of a deep dive into early years provision, so that resource can be prepared.
2. **That the Council should ensure regular updates are issued to each meeting of Cabinet on educational outcomes and that these are provided to the Committee for noting.**	Partially accepted	We will provide updates to Committee on the academic cycles at the times they are validated and published. These will be regular within the year but may not match each scheduled EYPS because of the academic cycle.
3. **That the Council should explore how to establish and manage panels, such as a children's panel, a parents/carers' panel, and an educational providers' panel, to ensure the insights of key stakeholders are heard to build collaborative and clear partnership working.**	Accepted	Panels across children and young people, parents and carers and with educational establishments already exist. Information about those panels can be provided and summary reports outlining insights and work plans can be provided. As vehicles already exist in many places, we are further strengthening those partnerships.
4. **That the Council should consider whether a professional-led board for educational improvement should be established.**	Accepted	We are in the process of establishing this in partnership with lead professionals.
5. **That the Council should consider the adoption of a long-term plan for educational improvement in the county under an heading such as *Oxfordshire Charter for Future Generations***	Accepted	The council are working in partnership to produce an education and Inclusion strategy with key partners, of which school improvement will be an element. The role of the Council will be to support partners on the development of a self-supporting system in line with the legal roles of the LA.
6. **That the Leader should continue to work with the leaders of other councils to address the problems**	Accepted	The Leader of the Council and Cabinet continues to work with other Councils and examples of best practice and innovation.

associated with key worker recruitment and retention.		Cabinet has a focus upon 'place based' developments for residents and key workers.
7. **That the Council should ensure there is sufficient budgetary capacity for the Commission's report's proposals to be implemented.**	Accepted	Budgetary capacity has been accounted for to address the Commission's proposals.

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