

Climate Impact Assessment tool

Oxfordshire County Council has made a commitment to ensure that both the climate and the natural environment are at the heart of all our decision making. This means that if you're putting together a proposal for new a policy, strategy, project, programme or budget, you need to identify its impact.

Our preferred method for doing this is by conducting a Climate Impact Assessment (CIA). CIA is a structured process for considering the implications for people and their environment of proposed actions while there is still an opportunity to improve the proposals.

When to complete a Climate Impact Assessment

Cabinet reports - a Climate Impact Assessment must be completed for reports requesting Cabinet approval of policy, capital projects, budget, commercial investment and any other key decisions that may have a material impact on our ability to address the climate and ecological emergency.

Project initiation (including capital projects) - a Climate Impact Assessment must be completed during the early stages of a project, when developing the Project Mandate and the Project Initiation Document (PID) or, in the case of a capital project, when completing the initial Business Case. This is to ensure that any impacts are identified at an early stage, allowing the team the opportunity to address any areas of concern and maximise positive outcomes.

How to use the Climate Impact Assessment tool

1. Download the latest version of the excel tool and the guidance from the intranet

2. Fill in the proposal details in the tab 'Input proposal details'

Fill in the areas shaded in blue.

The 'Summary of assessment' section can only be written after completing the impact assessment in the next step.

3. Fill in the impact assessment in the tab 'Input assessment'

For the tool to work, excel macros must be enabled. If the macros are not enabled, you'll see a message at the top of the sheet with the option to 'Enable Content'.

Fill in the areas shaded in blue.

Write the report name in cell C5. This will be used to name the pdf report file.

For each category, assess the impacts of your proposal. Use the provided Guidance for a general scoring guide, descriptions of each criteria and examples with different scores. Describe the impact for each sub-category. If a negative impact is identified, describe how it will be mitigated, who will be responsible and the timeline and monitoring arrangements. The score for each category is a weighted average of the scores of its sub-categories; it is not a simple sum.

As you input your scores, the wheel will be updated to show the ratings and colour code for each category.

Please note the Climate Action team (Climate.Action@Oxfordshire.gov.uk) are on hand to offer guidance on completing the assessment and to work with your team to identify mitigation measures to reduce negative impacts and to maximise potential benefits.

Don't write anything in the 'Report output' tab. The cells in this tab will be automatically populated with the content you inputted in the 'Input proposal details' and 'Input assessment' tabs and will be used to produce your PDF report.

4. If your CIA will be included in a Business Case or Cabinet report, please send the excel file to the Climate Action team for review, using the email Climate.action@oxfordshire.gov.uk

5. The Climate Action team will aim to review and approve the report within 2-3 working days. When necessary, the Climate Action team will work with the report author to ensure that the assessment is accurate and any opportunities to further align the proposed initiative with the council's climate commitments are explored.

6. Once approved by the Climate Action Team, the assessment is signed off by the relevant senior manager.

7. Prepare a Climate Impact Assessment report by pressing 'Create a pdf report' in the tab 'Input assessment'; a report is automatically generated and saved on your desktop; the file name will be the project name (cell C5 on tab 'Input assessment') plus a timestamp which can be used to track file versions.

8. You can also copy the wheel to paste into documents using the buttons 'Copy wheel to clipboard' and 'Save wheel to desktop' in the tab 'Input assessment'; make sure to paste the wheel as a picture and include alt-text for accessibility, which can be obtained by pressing 'Copy wheel's alt-text' in the tab 'Input assessment'.

9. The CIA should be revisited as the work evolves to ensure the best climate and ecological outcomes are achieved.

For further information on how to use this tool, see the guidance notes and video tutorials.

Climate Impact Assessment

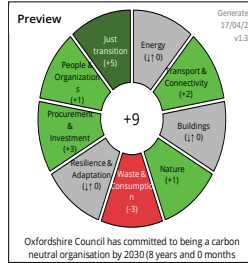
Details of proposal - fill in all the areas shaded in blue

Directorate and Service Area	Environment and Place Directorate
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Vision Zero Road Safety Programme
Is this a new or existing function or policy?	Vision Zero is in the LTCP as Policy 15, and in the Central Oxfordshire Plan as action 10.
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. (following completion of the assessment).	<p>The aim of vision zero to try and reach a target of zero for fatalities and life changing injuries from road traffic collisions by 2050. Vision Zero supports the following - (see narrative explanation in brackets for each point).</p> <p>Transport and Connectivity - Vision Zero supports active travel and Encourages move from cars to public transport (Vision Zero aims to create a safe transport network for all road users, and focuses on creating safe connectivity for vulnerable road users such as cyclists and motorcyclists. It is aiming to encourage people to use active travel networks such as improved cycle paths / lanes. This will also encourage people to consider using public transport. Route improvements may also setting up new cycle paths / lanes / public transport access points across the transport network.)</p> <p>Nature - Improves access to nature and green spaces - audit to establish current cycle paths and accessibility across Oxfordshire and improve access to the countryside via active travel. (Will support active travel development and improve access to cycle network)</p> <p>Waste & Consumption - Potentially the work will involve some infrastructure work - we will work with stakeholders to ensure infrastructure work aims to reduce waste & We will aim to reuse materials and to use recycled materials within the project (Will work with Milestone who adhere to Infrastructure Health, Safety, Wellbeing and Environmental standards)</p> <p>Resilience & Adaptation - Ensure any highways works review future climate change impacts and ensure resilient factors are considered and mitigated (Will work closely with Highway and Planning teams to ensure climate impacts are considered)</p> <p>Procurement & Investment - Procurement practices prioritise low-carbon options, circular economy and sustainability - ensure we have sustainability as a highly weighted criteria when procuring work both in terms of the companies environmental policy and specifying the work itself. (Will work with Procurement team to ensure standards are adhered too)</p> <p>Procurement & Investment - Investment being considered supports climate action/ is consistent with path to net zero - supports active travel and well being (Vision Zero aims to create a safe transport network for all road users, and focuses on creating safe connectivity for vulnerable road users such as cyclists and motorcyclists. It is aiming to encourage people to use active travel networks such as improved cycle paths / lanes, and not use their cars. This will also encourage people to not use their cars and instead consider using public transport. Route improvements may also setting up new cycle paths / lanes / public transport access points across the transport network.)</p> <p>People & Organizations - Drives behavioural change to address the climate and ecological emergency - behavioural change is funded within this work and will have a beneficial impact making active travel a safer option.(Vision Zero is It is aiming to encourage people to use active travel networks such as improved cycle paths / lanes, and Route improvements may also set up new cycle paths / lanes / public transport access points across the transport network.)</p> <p>Just transition - Promotes health and wellbeing - Aim is to reduce road casualties and promotes safer active travel and improve air quality (Vision Zero aims to create a safe transport network for all road users, and focuses on creating safe connectivity for vulnerable road users such as cyclists and motorcyclists. It is aiming to encourage people to use active travel networks such as improved cycle paths / lanes. Route improvements may also setting up new cycle paths / lanes / public transport access points across the transport network.)</p> <p>Just transition - Reduces poverty and inequality - More support to the more vulnerable road user category to address the imbalance between road users. (Vision Zero aims to create a safe transport network for all road users, and focuses on creating safe connectivity for vulnerable road users such as cyclists and motorcyclists.)</p> <p>Just transition - Promotes inclusion and participation - Collaboration with all stakeholders is a big part of this work to ensure a successful project (Stakeholder co-production is a key part of delivering new infrastructure Vision Zero)</p>
Context / Background Briefly summarise the background to the proposal, including reasons for any changes from previous versions	<p>Following tragic fatalities of 3 cyclists on Oxfordshire's roads, and the general desire and requirement to improve road safety across Oxfordshire, the County Council is committed to progressing a Vision Zero approach to Road Safety across Oxfordshire.</p> <p>Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. It was first implemented in Sweden in the 1990s and has proved successful across many important European cities. It is currently being actively progressed within the UK in a number of every increasing authorities.</p> <p>OCC has had several relevant initiatives which were all being progressed in isolation, for instance 20 mph and school streets programme, along with some gaps which will require new Vision Zero activity to be commenced and connect across teams and services. As such, it is proposed to bring together a single programme under the umbrella of Vision Zero for maximum impact and improved focus.</p> <p>Improving road safety is now planned to form a key part of the County Council's Local Transport and Connectivity Plan, which encourages walking and cycling in Oxfordshire. The proposal to adopt a Vision Zero approach to road safety was also identified during the LTCP consultation.</p>
Proposal Explain the detail of the proposal, including why this has been decided as the best course of action.	<p>In order to improve road safety for all, OCC is adopting a vision zero road safety approach.</p> <p>OCC has made the commitment to "Eliminate all fatalities and severe injuries on Oxfordshire's roads and streets, to have a safer, healthier, and more equitable mobility for all. Work closely with partners and stakeholders to take a whole system approach, working together on infrastructure, behaviour, technology and legislation to achieve this change"</p> <p>The aim of vision zero to try and reach a target of zero for 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 across Oxfordshire.</p> <p>Whilst zero road fatalities or life changing injuries is our overall target, it is important to recognise it is an ambition that helps set the tone of what we are seeking to achieve rather than actual end point. Vision Zero is about the commitment to reducing road danger and recognition that deaths or life changing injuries on the road are not acceptable. Vision Zero is a safe systems approach which starts with the idea that everyone has the right to be safe on the highway network. Every traffic death reflects a failure in the system, and none are acceptable. The safe systems approach incorporates safe street design, safe speeds, safe behaviour, safe vehicles and post collision response. Some of these factors the county council can directly control, others will require stakeholder working to deliver. A more detailed action plan to deliver Vision Zero will accompany the Vision Zero Strategy.</p> <p>In June 2022, an initial sum of £0.25m was identified for the delivery of initially prioritised Vision Zero initiatives to support vulnerable road users in particular. Additional £4m funding has been agreed for Vision Zero for delivery in 23/24, 2024/25 and 2025/26.</p>
Evidence / Intelligence List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposal and can help to inform the judgements you make about potential impact on our ability to deliver our climate commitments.	<p>The link between traffic pollution and air quality is well known.</p> <p>But recently the link between climate change and road safety has become more widely understood - Recently the link between road safety and climate change is explained by the World Economic Forum who has stated improving road safety can help tackle climate change (https://www.weforum.org/agenda/2023/01/11-days23-improve-road-safety-tackle-climate-change/), saying "Transport produces around 25% of man-made carbon emissions. Three-quarters of those come from cars, vans, trucks and buses – road traffic. Motorisation continues unabated: car registrations broke the 1 billion mark in 2017, and some projections see 2 billion cars on our roads by 2030. In China alone, 26 million cars were sold last year, up from 2 million in 2002. Electric vehicles (EVs) are selling well, but so are gas-guzzling SUVs, and they are eating up all the emissions reductions from EVs"</p> <p>The go on to state:</p> <p>"Without decarbonizing transport, there is no way we can keep global warming down to below 1.5C. Tackling emissions from road vehicles is a top task on the path to emissions-free mobility. Cars offer fantastic flexibility – they will long remain irreplaceable for many uses and users. Yet we have made ourselves overly dependent on them – and we haven't fully confronted the negative costs of motorised individual mobility, including millions of road deaths and transport's contribution to climate change. Cities provide the best cases for moving in less carbon-intensive ways. Ideas like the "15-minute city" are gaining ground: avoid car trips by ensuring jobs, schools, shops, clinics, and other needs and opportunities are reachable on foot or by bicycle. Increasing urban density is good for decarbonization because it means fewer and shorter trips. But high density can also make life more dangerous for pedestrians and cyclists. In the six cities of the ITF's Safer City Streets network with more than 10,000 inhabitants per square kilometre, 81% of road fatalities between 2010-19 were vulnerable road users like pedestrians, cyclists or motorcyclists"</p> <p>Vision Zero is aimed at improving Road Safety for all road users, but focuses on improving road safety for cyclists, motorcyclists and vulnerable road users. For example of the key stakeholders for OCC's Vision Zero Strategy development are the British Horse Society, Cycloex, and Oxford Cyclist Network.</p>
Alternatives considered / rejected Summarise any other approaches that have been considered in developing the proposal, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.	<p>Doing nothing is not an option. Within Oxfordshire, there was a downward trend in the total number of reported road casualties over the past 10 years. This is reflects the National picture across Great Britain, and during COVID there was a clear drop in car use, but unfortunately, post COVID, road casualty numbers have started to rise again. The latest 2022 Killed and seriously injured , KSI data is now showing an upward trend in road casualty and injuries across Oxfordshire from the 2020 decrease which occurred due to the COVID. This reinforces the case for timely implementation through the Vision Zero strategy.</p>
Completed by	Caroline Coyne
Climate action sign off by	
Director sign off by	
Assessment date	

Climate Impact Assessment tool

Assessment of impacts - fill in the areas shaded in blue

Report Name	Vision Zero
Project Notes	The aim of vision zero is to try and reach a target of zero for fatalities and life changing injuries from road traffic collisions by 2050.
Export filename	Vision Zero CCIA 17.04.23 .png



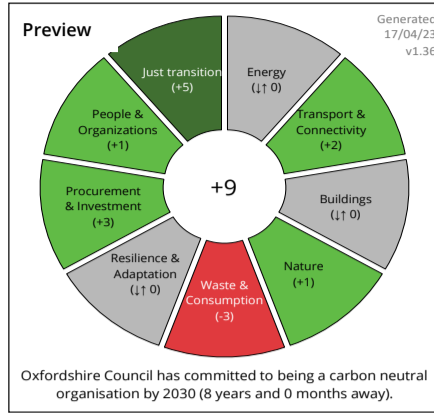
- Copy wheel to clipboard
- Save wheel to desktop
- Copy wheel's alt-text
- Create a pdf report

Category	Impact criteria	Score (-3 to +3) - select 0 only if not applicable	Description of impact (see guidance sheet or attached notes for more information)	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Energy	Increases energy efficiency	N/A				
Energy	Promotes a switch to low-carbon or renewable energy	N/A				
Energy	Promotes resilient, local, smart energy systems	N/A				
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership	N/A				
Transport & Connectivity	Supports active travel	2	Vision zero supports active travel via enabling modal travel changes- making it safer to walk or cycle			
Transport & Connectivity	Increases use of public transport	1	Encourages move from cars to public transport e.g supporting setting up travel hubs at park and rides			
Transport & Connectivity	Accelerates electrification of transport	N/A				
Buildings	Promotes net zero new builds and developments	N/A				
Buildings	Accelerates retrofitting of existing buildings	N/A				
Nature	Protects, restores or enhances biodiversity, landscape and ecosystems	N/A				
Nature	Develops blue and green infrastructure	N/A				
Nature	Improves access to nature and green spaces	1	audit to establish current cycle paths and accessibility across Oxfordshire and improve access to the countryside via active travel			
Waste & Consumption	Reduces overall consumption	-1	Potentially the work will involve some infrastructure work	we will work with stakeholders to ensure infrastructure work aims to reduce waste		
Waste & Consumption	Supports waste prevention and drive reuse and recycling	-1	Potentially the work will involve some infrastructure work	We will aim to reuse materials and to use recycled materials within the project		
Resilience & Adaptation	Increases resilience to flooding	N/A		Ensure any highways works review future climate change impacts and ensure resilient factors are considered and mitigated		
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)	N/A				
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains	N/A				
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	1	ensure we have sustainability as a highly weighted criteria when procuring work both in terms of the companies environmental policy and specifying the work itself.			
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero	1	supports active travel and well being			
People & Organizations	Drives behavioural change to address the climate and ecological emergency	1	behavioural change is funded within this work and will have a beneficial impact making active travel a safer option.			
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	N/A				
Just transition	Promotes green innovation and job creation	N/A				
Just transition	Promotes health and wellbeing	3	Aim is to reduce road casualties and promotes safer active travel and improve air quality			
Just transition	Reduces poverty and inequality	1	More support to the more vulnerable road user category to address the imbalance between road users.			
Just transition	Promotes inclusion and participation	2	Collaboration with all stakeholders is a big part of this work to ensure a successful project			

Climate Impact Assessment

Summary

Directorate and Service Area	Environment and Place Directorate
What is being assessed	Vision Zero Road Safety Programme
Is this a new or existing function or policy?	Vision Zero is in the LTCP as Policy 15, and in the Central Oxfordshire Plan as action 10.
Summary of assessment	<p>The aim of vision zero to try and reach a target of zero for fatalities and life changing injuries from road traffic collisions by 2050. Vision Zero supports the following - (see narrative explanation in brackets for each point):</p> <p>Transport and Connectivity - Vision Zero supports active travel and Encourages move from cars to public transport (Vision Zero aims to create a safe transport network for all road users, and focuses on creating safe connectivity for vulnerable road users such as cyclists and motorcyclists. It is aiming to</p>
Completed by	Caroline Coyne
Climate action sign off by	
Director sign off by	
Assessment date	



Detail of proposal

Context / Background	<p>Following tragic fatalities of 3 cyclists on Oxfordshire's roads, and the general desire and requirement to improve road safety across Oxfordshire, the County Council is committed to progressing a Vision Zero approach to Road Safety across Oxfordshire.</p> <p>Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. It was first implemented in Sweden in the 1990s and has proved successful across many important European cities. It is currently being actively progressed within the UK in a number of every increasing authorities. OCC has had several relevant initiatives which were all being progressed in isolation, for instance 20 mph and school streets programme, along with some gaps which will require new Vision Zero activity to be commenced and connect across teams and services. As such, it is proposed to bring together a single programme under the umbrella of Vision Zero for maximum impact and improved focus.</p> <p>Improving road safety is now planned to form a key part of the County Council's Local Transport and Connectivity Plan, which encourages walking and cycling in Oxfordshire. The proposal to adopt a Vision Zero approach to road safety was also identified during the LTCP consultation.</p>
Proposal	<p>In order to improve road safety for all, OCC is adopting a vision zero road safety approach.</p> <p>OCC has made the commitment to: "Eliminate all fatalities and severe injuries on Oxfordshire's roads and streets, to have a safer, healthier, and more equitable mobility for all. Work closely with partners and stakeholders to take a whole system approach, working together on infrastructure, behaviour, technology and legislation to achieve this change"</p> <p>The aim of vision zero to try and reach a target of zero for 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 across Oxfordshire.</p> <p>Whilst zero road fatalities or life changing injuries is our overall target, it is important to recognise it is an ambition that helps set the tone of what we are seeking to achieve rather than actual end point. Vision Zero is about the commitment to reducing road danger and recognition that deaths or life changing injuries on the road are not acceptable. Vision Zero is a safe systems approach which starts with the idea that everyone has the right to be safe on the highway network. Every traffic death reflects a failure in the system, and none are acceptable. The safe systems approach incorporates safe street design, safe speeds, safe behaviour, safe vehicles and post collision response. Some of these factors the county council can directly control, others will require stakeholder working to deliver. A more detailed action plan to deliver Vision Zero will accompany the Vision Zero Strategy.</p> <p>In June 2022, an initial sum of £0.25m was identified for the delivery of initially prioritised Vision Zero initiatives to support vulnerable road users in particular. Additional £4m funding has been agreed for Vision Zero for delivery in 23/24, 2024/25 and 2025/26.</p>
Evidence / Intelligence	<p>The link between traffic pollution and air quality is well known. But recently the link between climate change and road safety has become more widely understood - Recently the link between road safety and climate change is explained by the World Economic Forum who has stated improving road safety can help tackle climate change (https://www.weforum.org/agenda/2023/01/davos23-improve-road-safety-tackle-climate-change/), saying "Transport produces around 25% of man-made carbon emissions. Three-quarters of those come from cars, vans, trucks and buses – road traffic. Motorisation continues unabated: car registrations broke the 1 billion mark in 2017, and some projections see 2 billion cars on our roads by 2030. In China alone, 26 million cars were sold last year, up from 2 million in 2002. Electric vehicles (EVs) are selling well, but so are gas-guzzling SUVs, and they are eating up all the emissions reductions from EVs"</p> <p>The go on to state: "Without decarbonizing transport, there is no way we can keep global warming down to below 1.5C. Tackling emissions from road vehicles is a top task on the path to emissions-free mobility. Cars offer fantastic flexibility – they will long remain irreplaceable for many uses and users. Yet we have made ourselves overly dependent on them – and we haven't fully confronted the negative costs of motorised individual mobility, including millions of road deaths and transport's contribution to climate change. Cities provide the test cases for moving in less carbon-intensive ways. Ideas like the "15-minute city" are gaining ground: avoid car trips by ensuring jobs, schools, shops, clinics, and other needs and opportunities are reachable on foot or by bicycle. Increasing urban density is good for decarbonization because it means fewer and shorter trips. But high density can also make life more dangerous for pedestrians and cyclists. In the six cities of the ITF's Safer City Streets network with more than 10,000 inhabitants per square kilometre, 81% of road fatalities between 2010-19 were vulnerable road users like pedestrians, cyclists or motorcyclists"</p> <p>Vision Zero is aimed at improving Road Safety for all road users, but focuses on improving road safety for cyclists, motorcyclists and vulnerable road users. For example of the key stakeholders for OCC's Vision Zero Strategy development are the British Horse Society, CycloX, and Oxford Cyclist Network.</p>
Alternatives considered / rejected	<p>Doing nothing is not an option. Within Oxfordshire, there was a downward trend in the total number of reported road casualties over the past 10 years. This is reflects the National picture across Great Britain, and during COVID there was a clear drop in car use, but unfortunately, post COVID, road casualty numbers have started to rise again. The latest 2022 Killed and seriously injured, KSI data is now showing an upward trend in road casualty and injuries across Oxfordshire from the 2020 decrease which occurred due to the COVID. This reinforces the case for timely implementation through the Vision Zero strategy.</p>

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Energy	Promotes resilient, local, smart energy systems	N/A				
Transport & Connectivity	Reduces need to travel and/or the need for private car	N/A				
Transport & Connectivity	Supports active travel		Vision zero supports active travel via enabling 2 modal travel changes- making it safer to walk or cycle			
Transport & Connectivity	Increases use of public transport			1 Encourages move from cars to public transport e.g supporting setting up travel hubs at park and rides		
Transport & Connectivity	Accelerates electrification of transport	N/A				
Buildings	Promotes net zero new builds and developments	N/A				
Buildings	Accelerates retrofitting of existing buildings	N/A				
Nature	Protects, restores or enhances biodiversity, landscape and ecosystems	N/A				
Nature	Develops blue and green infrastructure	N/A				
Nature	Improves access to nature and green spaces		audit to establish current cycle paths and 1 accessibility across Oxfordshire and improve access to the countryside via active travel			
Waste & Consumption	Reduces overall consumption			-1 Potentially the work will involve some infrastructure work	we will work with stakeholders to ensure infrastructure work aims to reduce waste	
Waste & Consumption	Supports waste prevention and drive reuse and recycling			-1 Potentially the work will involve some infrastructure work	We will aim to reuse materials and to use recycled materials within the project	
Resilience & Adaptation	Increases resilience to flooding	N/A		Ensure any highways works review future climate change impacts and ensure resilient factors are considered and mitigated		
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)	N/A				
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains	N/A				
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability			1 ensure we have sustainability as a highly weighted criteria when procuring work both in terms of the companies environmental policy and specifying the work itself.		
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero			1 supports active travel and well being		
People & Organizations	Drives behavioural change to address the climate and ecological emergency			1 behavioural change is funded within this work and will have a beneficial impact making active travel a safer option.		
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	N/A				
Just transition	Promotes green innovation and job creation	N/A				
Just transition	Promotes health and wellbeing			3 Aim is to reduce road casualties and promotes safer active travel and improve air quality		
Just transition	Reduces poverty and inequality			1 More support to the more vulnerable road user category to address the imbalance between road users.		