



# **Oxfordshire County Council Equalities Impact Assessment**

Vision Zero

25/01/2024

## Contents

Section 1: Summary details .....	3
Section 2: Detail of proposal.....	4
Section 3: Impact Assessment - Protected Characteristics.....	7
Section 3: Impact Assessment - Additional Community Impacts.....	10
Section 3: Impact Assessment - Additional Wider Impacts.....	11
Section 4: Review .....	12

## Section 1: Summary details

<b>Directorate and Service Area</b>	Environment & Place Highway Operations
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	Vision Zero Programme
<b>Is this a new or existing function or policy?</b>	New Function/council commitment with strategy going out for public consultation 31 <sup>st</sup> Jan 2024.
<b>Summary of assessment</b> Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>This assessment has been compiled to ascertain the impacts of delivering Vision Zero from an equalities perspective.</p> <p>Vision Zero is an internationally recognized road safety programme that aims to reduce road casualties to zero. It originated in Sweden in the 1990's and has since been successfully adopted by many cities around the world including London. OCC has made the commitment to implement Vision Zero across Oxfordshire, eliminating all road casualties and severe injuries on Oxfordshire's roads and streets by 2050.</p> <p>Vision Zero is a safe system approach, which aims to encourage safer, healthier, and more equitable mobility for all. To achieve this OCC is committed to working closely with our road safety partners and stakeholders to embed the safer system, improve road safety, work together on road infrastructure, influence positive driver behaviour changes, improve vehicle technology and support road safety legislation to achieve this aim.</p> <p>Vision Zero incorporates a 5 pillar safer system approach, which OCC are implementing to achieve long term successful road casualty reductions;</p> <ul style="list-style-type: none"> <li>• Safer Roads</li> </ul>

	<ul style="list-style-type: none"> <li>• Safer Road Users</li> <li>• Safer Speeds</li> <li>• Safer Vehicles</li> <li>• Post Collision care</li> </ul> <p>The Road safety improvements Vision Zero will introduce include a range of measures from re-designing junctions at fatal and serious injury collision sites, improving traffic measures for vulnerable road users, to promoting safe driver behaviours and road education courses for all age groups.</p> <p>None of the above is deemed to be detrimental to any elements of society.</p>
<b>Completed By</b>	Caroline Coyne
<b>Authorised By</b>	
<b>Date of Assessment</b>	25.01.2024

## Section 2: Detail of proposal

<p><b>Context / Background</b></p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>Vision Zero will see a reduction in road casualties within Oxfordshire bringing multiple benefits to our communities and economy</p>
--	---

<p style="text-align: center;"><b>Proposals</b></p> <p style="text-align: center;">Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>Vision Zero is an international safe system of work that is specifically related to road safety. The authority committed to this vision following a series of tragic accidents on the public highway within Oxfordshire in 2022.</p>
<p style="text-align: center;"><b>Evidence / Intelligence</b></p> <p style="text-align: center;">List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>Safe systems of work such as vision zero have been shown to dramatically reduce road casualties in several European capitals such as Helsinki. Initial work in the UK by authorities such as Transport for London, Edinburgh and Bristol are all on their journey towards vision zero via the implementation of 20mph limits. All of these areas have already seen a 25% decrease in casualty rates within their respective areas.</p>

<p><b>Alternatives considered / rejected</b></p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>The most effective way to slow traffic down would be a greater police enforcement presence within the region. This is not within the gift of the authority to achieve and as such whilst this may for part of the end solution alternative measures that can be delivered by OCC must be implemented first.</p>
--	--

**Section 3: Impact Assessment - Protected Characteristics**

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safer roads for all so less risk of accidents occurring	Ensure all age groups are covered in any form of marketing	Caroline Coyne	
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safer roads for all, greater levels of accessibility, slower speeds on the highways	Ensure all areas of disabilities are covered within any comms/marketing to help identify what the improvements mean for the associated groups	Caroline Coyne	
Gender Reassignment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safer Roads for all with slower speeds on the highway	Ensure robust communications plan	Caroline Coyne	
Marriage & Civil Partnership	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safer Roads for all with slower speeds on the highway	Ensure robust communications plan	Caroline Coyne	
Pregnancy & Maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safer Roads for all with slower speeds on the highway	Ensure robust communications plan	Caroline Coyne	
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safer Roads for all with slower speeds on the highway	Ensure robust communications plan	Caroline Coyne	



<b>Sex</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safer Roads for all with slower speeds on the highway	Ensure robust communications plan	Caroline Coyne	
<b>Sexual Orientation</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safer Roads for all with slower speeds on the highway	Ensure robust communications plan	Caroline Coyne	
<b>Religion or Belief</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safer Roads for all with slower speeds on the highway	Ensure robust communications plan	Caroline Coyne	

### Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safer Roads for all with slower speeds on the highway	Ensure robust communications plan and schemes within all communities	Caroline Coyne	
Armed Forces	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safer Roads for all with slower speeds on the highway	Ensure robust communications plan and schemes within all communities	Caroline Coyne	
Carers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safer Roads for all with slower speeds on the highway	Ensure robust communications plan and schemes within all communities	Caroline Coyne	
Areas of deprivation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safer Roads for all with slower speeds on the highway. Greater access to active and sustainable transport modes, better connectivity across county	Ensure robust communications plan and schemes within all communities	Caroline Coyne	

### Section 3: Impact Assessment - Additional Wider Impacts

<b>Additional Wider Impacts</b>	<b>No Impact</b>	<b>Positive</b>	<b>Negative</b>	<b>Description of Impact</b>	<b>Any actions or mitigation to reduce negative impacts</b>	<b>Action owner* (*Job Title, Organisation)</b>	<b>Timescale and monitoring arrangements</b>
<b>Staff</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safer Roads to travel on for work purposes	Ensure robust internal communications afford staff the information that the programme is happening	Caroline Coyne	
<b>Other Council Services</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safer Roads to travel on for work purposes. Beneficial impacts on local public health teams due to less accidents on the highway network	Ensure robust communication plans are in place	Caroline Coyne	
<b>Providers</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safer travel between sites, safer roadspace to work on for highway providers due to lower speeds	Ensure robust communication plans are in place	Caroline Coyne	
<b>Social Value <sup>1</sup></b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safer roads, lower casualty rates, less financial impact on local economy	Delivery of programme and safe system of work	Caroline Coyne	

<sup>1</sup> If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

## Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

<b>Review Date</b>	25.01.2025
<b>Person Responsible for Review</b>	Caroline Coyne
<b>Authorised By</b>	