

Divisions Affected - All

Place Overview and Scrutiny Committee – 7th February 2024

Vision Zero (Road Safety)

Report by Corporate Director for Environment and Place

RECOMMENDATION

1. **The Place Overview and Scrutiny Committee is RECOMMENDED to**
 - a) Note the updates and progress against the Vision Zero Programme, including against Place Overview and Scrutiny Committee's recommendations to Cabinet.
 - b) Note the draft Vision Zero Strategy and its supporting Action Plan is out for public consultation.

Executive Summary

2. This report provides the Place Overview and Scrutiny Committee with an update on the progress of the Vision Zero commitment and work programme.
3. The draft Vision Zero Strategy and Action Plan (at Annex 1) is currently out to public consultation. This commenced on Wed 31st January and runs until 23rd February. This is a significant and import step to the progress of the overall programme and the ambition for Vision Zero.

Programme Updates

4. The Vision Zero programme governance is managed by a workstream structure (workstreams detailed at Annex 2) which reports into the Vision Zero Steering Group. The programme has retained this governance structure since the previous report to the Place Overview & Scrutiny Committee, however, there have been some attendance changes; Cllr Damian Haywood has replaced Cllr Dan Levy as the Active Travel Champion and chair of the Vision Zero Cycle Safety Group; and CYCLOX, COHSAT, Action Vision Zero and Thames Valley Police attend the Vision Zero Steering Group.
5. A Vision Zero Team Leader has been appointed, with a Vision Zero Senior Officer post recently been out for recruitment. These technical posts will support the Vision Zero road safety infrastructure programme in particular going

forward, with specific programme management support for Vision Zero continuing.

6. The Vision Zero Strategy '*Oxfordshire – Safe Roads through Vision Zero to 2030*,' has been developed, with input from a range of our road safety and Vision Zero stakeholders. The public strategy consultation is planned from Wednesday 31st January 2024 and is running for 4 and half weeks until 1 March 2024. The consultation will be held via The County Council's 'Let's Talk Oxfordshire' online platform, with options for emailing or posting hard copy responses back to County Hall.
7. Following the strategy consultation, a consultation report will be drafted, and the strategy document will be updated as appropriate taking into account the feedback provided. The updated strategy document and action plan will then be considered by Cabinet for approval on 23 April 2024.
8. The strategy details the Vision Zero road safety aims, ambitions and outcomes under each of the Vision Zero aspects, including strong partnership working. The strategy also has an accompanying action plan for each aspect of the programme and details what will be done to achieve these actions. There are 58 actions in total set over a two-year period to ensure the holistic delivery of Vision Zero.
9. The £4m Vision Zero infrastructure improvements programme has been developed with the current profile of spend and progress outlined in Annex 3. There will be further identification of improvement schemes that will be added to the overall programme for delivery in 24/25 and 25/26 in due course.
10. Two Vision Zero Safe System training sessions were delivered by the Road Safety Foundation in November 2024. The first was an overview, with the second more engineering focused, for the practitioner. A range of officers from different disciplines from across the council attended, along with Councillors directly involved with Vision Zero and stakeholder partners. Consideration is now being given on how to build on this.
11. The County Council is now a Construction Logistics & Community Safety scheme (CLOC's) member and is registered as a CLOC's Regulator, as are all councils who join the CLOC's programme. However, significant work is required for CLOC's to be fully implemented. We are working to align aspects of council policy, planning, and procurement. It is anticipated cost implications can in part be funded through development and projects. This work will be carried out over the next 12 months with the expectation of implementation from early 2025.

Scrutiny Recommendations

12. This report provides the Place Overview and Scrutiny Committee with an update on the Vision Zero work carried out following on from the Committee in April 2023, with an overview of the progress against each of the committees' recommendations.

No.	Recommendation	Response / Update
1	That the council provides an audit of what is included in contracts, commissions, and briefings for infrastructure delivery and how far Vision Zero, Active Travel and the LTCP are emphasised.	Plan is to carry out audit in March 2024 through the council's audit team.
2	That the council provides an audit of training undertaken to date of those responsible for implementing infrastructure delivery and how far Vision Zero, Active Travel and the LTCP are emphasised.	<p>Aiming to carry out audit in March 2024, and review training for those within Environment and Place responsible for the implementation of Vision Zero, Road Safety, Active Travel or LTCP applicable infrastructure schemes.</p> <p>All officers are employed with the necessary qualifications for their posts and undertake regular reviews and personal development plans as required within their posts and agreed by their managers.</p> <p>As set out in paragraph 10, some initial Vision Zero focussed training has been undertaken.</p>
3	That the Council should endorse additional targets and geographically focused targets within the Vision Zero workstreams	<p>The Vision Zero Strategy has detailed how it will use the SATN mapping of the population density across Oxfordshire (showing the urban areas in Oxfordshire using Middle Super Output Areas (MSOA)) as the basis of the analysis for the Vision Zero target review. The SATN mapping is being used to show parity across Oxfordshire, based on urban population spread, and not town specific positioning.</p> <p>The Vision Zero headline target of zero fatalities by 2050 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, there will be a targeted aim to bring forward the zero target from 2050, to 2030, and reduce road fatalities and serious injuries in these areas to zero by 2030. The strategy action is review and develop the ways in which we can do this.</p>

4	That the council should move towards the CLOCS standard as soon as reasonably possible	Aiming for implementation early 2025.
5	That the Council prepares a road safety campaign focusing on the need for behavioural change and, in accordance with the Highway codes hierarchy of users, gives the highest responsibility for change to those with the most power whilst recognising the need for all to act responsibly.	<p>OCC's Marketing Team resource has been identified and is in place. This is funded via Vision Zero revenue funding to support and develop our Vision Zero Marketing Campaign.</p> <p>This has been set up initially to align closely with Fire & Rescue's Road Safety campaigns (which are aligned to National Road Safety Campaigns) so that a consistent marketing presence is established prior to the Vision Zero Strategy being approved. The Vision Zero campaigns are currently social media based and are using the hashtag '# committed to vision zero'.</p> <p>Following the Vision Zero Strategy approval, a wider road safety behaviour change campaign will be developed and set up to focus on the hierarchy of users and wider behaviour change across Oxfordshire.</p>
6	That the council prepares metrics, by, for example commissioning external polling agencies to conduct surveys, regarding perception of risk as part of the Vision Zero workstreams that could be tracked with the intention of reducing them.	<p>The Vision Zero Strategy details 13 metrics that combined, will help measure the delivery of the Vision Zero programme.</p> <p>The proposed metric P4 within the Strategy is about using the Health Streets Assessment Tool to analyse how safe a street or junction feels once road safety improvements have been made to it.</p> <p>We are planning to work with the Fire and Rescue Service further to develop metrics on the perception of risk that can be set up and used via the Road Safety Education Programme.</p>
7	That the council recognise the important need for Vision Zero and that funding for it is a priority in the upcoming budget cycle	Cabinet approved £4m towards Vision Zero infrastructure improvements as part of the council's capital programme.

Financial Implications

13. 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.
14. There are no financial implications resulting from the recommendations in this paper.

Comments checked by:
Rob Finlayson, Finance Business Partner (Environment & Place),
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Legal Implications

15. The Vision Zero Strategy is lawful under 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 its role as highway authority under the Highways Act 1980 and as traffic authority under the Traffic Management Act 2004
16. All Vision Zero schemes that are delivered will be carried out in accordance with the relevant powers and, as necessary, will be subject to statutory consultation.

Comments checked by:
Jennifer Crouch, Principal Solicitor

Procurement

17. 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 the programme does require something outside of existing contracts, then frameworks will initially be considered before open tender.

Comments checked by:
Melissa Sage, Head of Procurement & Contract Management

Staff Implications

18. A Programme Manager is in place, and an overall Technical Vision Zero Team Lead has been appointed. The new role, Vision Zero Senior Officer, has been advertised, and interviews for the post are due to take place soon. Beyond that, Vision Zero will be delivered through existing staff supplemented with consultancy support as required - covering both general and specialist extra

capacity. This additional support will be funded from the allocated Vision Zero budget.

Equality & Inclusion Implications

19. An updated overarching Equality Impact Assessment has been completed for the programme and is at Annex 4. This concludes there are no negative consequences for protected characteristics, community, wider or climate change 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

20. An updated Climate Impact Assessment (CIA) for Vision Zero has been completed for the programme and is at Annex 5. This indicates that the Vision Zero Programme scores +9 and has positive outcomes for 5 of the CIA areas.

Risk Management

21. A programme risk register has been developed and will be handled through the normal programme management process. There are two main risks regarding the programme:
 - One is the funding envelope limitations to deliver the aspirations and ambitions of the programme while managing the expectations of what will be achievable with the available funding, and any potential further funding.
 - The second is the limited sphere of influence, as Vision Zero is a whole safer system concept, and as such will require technological advancements, and input commitment from external stakeholders and others outside of The Council. This will support the safety of vehicles and the education/training of all road users on a national level to encourage the necessary behaviour changes required (for all modes/vehicles).

Communication & Engagement

22. We have engaging with our Roads Safety and Vision Zero partners, stakeholders, and community groups to develop the Vision Zero strategy and associate action plan. We have a specific stakeholder group that meets quarterly, with levels and type of engagement outside of that varied and tailored as appropriate.
23. There is engagement with Thames Valley Police (TVP) on this programme, and the Police and Crime Commissioners Office who are themselves indeed progressing with a Thames Valley Road Safety Strategy.

24. Any policy, infrastructure, or traffic order change etc, will be consulted on individually as required. Engagement with specific interested parties and stakeholder groups will take place as appropriate.

Key next steps

25. The current highest priority work across the Vision Zero programme is to have approved the Vision Zero Strategy and Action Plan, along with delivering the Vision Zero infrastructure Improvement Schemes.

BILL COTTON
Corporate Director for Environment and Place

Annex:

Annex 1 – Draft Strategy and Action Plan
Annex 2 – Vision Zero Workstreams
Annex 3 – Infrastructure Improvement Schemes
Annex 4 – EIA Updated
Annex 5 – CIA Updated

Background papers: [Cabinet 21JUN22 - Vision Zero | Oxfordshire County Council](#)

Other Documents: None

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