



Notice of a Meeting

Place Overview & Scrutiny Committee Wednesday, 4 February 2026 at 10.00 am Room 2&3 - County Hall, New Road, Oxford OX1 1ND

These proceedings are open to the public

If you wish to view proceedings, please click on this [Live Stream Link](#).
However, that will not allow you to participate in the meeting.

Membership

Chair: Councillor Liam Walker
Deputy Chair: Councillor Bethia Thomas

Councillors: Thomas Ashby Emily Kerr Leigh Rawlins
Chris Brant Lesley McLean
Laura Gordon Susanna Pressel

Date of Next Meeting: 22 April 2026

For more information about this Committee please contact:

Committee Officer: *Richard Doney*
Email: *Email: scrutiny@oxfordshire.gov.uk*

Martin Reeves
Chief Executive

January 2026

What does this Committee review or scrutinise?

Climate change, transport, highways, planning and place-based services. Including the delivery of regulatory services, fire and rescue, community safety and community services such as libraries. NB This Committee will act as the Council's 'Crime and Disorder Committee'.

How can I have my say?

We welcome the views of the community on any issues in relation to the responsibilities of this Committee. Members of the public may ask to speak on any item on the agenda or may suggest matters which they would like the Committee to look at. **Requests to speak must be submitted to the Committee Officer below no later than 9 am 4 working day before the date of the meeting.**

About the County Council

The Oxfordshire County Council is made up of 69 councillors who are democratically elected every four years. The Council provides a range of services to Oxfordshire's 763,200 residents.

These include:

schools	social & health care	libraries and museums
the fire service	roads	trading standards
land use	transport planning	waste management

Each year the Council manages £1.2 billion of public money in providing these services. Most decisions are taken by a Cabinet of 10 Councillors, which makes decisions about service priorities and spending. Some decisions will now be delegated to individual members of the Cabinet.

About Scrutiny

Scrutiny is about:

- Providing a challenge to the Cabinet
- Examining how well the Cabinet and the Authority are performing
- Influencing the Cabinet on decisions that affect local people
- Helping the Cabinet to develop Council policies
- Representing the community in Council decision making
- Promoting joined up working across the authority's work and with partners

Scrutiny is NOT about:

- Making day to day service decisions
- Investigating individual complaints.

What does this Committee do?

The Committee meets at least 4 times a year or more. It develops a work programme, which lists the issues it plans to investigate. These investigations can include whole committee investigations undertaken during the meeting, or reviews by a panel of members doing research and talking to lots of people outside of the meeting. Once an investigation is completed the Committee provides its advice to the Cabinet, the full Council or other scrutiny committees. Meetings are open to the public and all reports are available to the public unless exempt or confidential, when the items would be considered in closed session.

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, giving as much notice as possible before the meeting

A hearing loop is available at County Hall.

AGENDA

1. **Apologies for Absence and Temporary Appointments**

To receive any apologies for absence and temporary appointments.

2. **Declaration of Interests**

See guidance note on the back page.

3. **Minutes (Pages 7 - 20)**

The Committee is recommended to **APPROVE** the minutes of the meeting held on 12 November 2025 and to receive information arising from them.

4. **Petitions and Public Addresses**

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

Requests to speak must be submitted no later than 9.00 a.m. three working days before the meeting, i.e., Friday, 30 January 2026.

Requests should be submitted to the Scrutiny Officer at scrutiny@oxfordshire.gov.uk.

If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be taken into account. A written copy of your statement can be provided no later than 9am on the day of the meeting. Written submissions should be no longer than 1 A4 sheet.

Where there are a number of requests from persons wishing to present similar views on the same issue, the Chair may require that the views be put by a single spokesperson. It is expected that only in exceptional circumstances will a person (or organisation) be allowed to address more than one meeting on a particular issue in any period of six months.

5. **Committee Action and Recommendation Tracker (Pages 21 - 26)**

The Committee is recommended to **NOTE** the progress of previous recommendations and actions arising from previous meetings, having raised any questions on the contents.

6. **Responses to Scrutiny Recommendations (Pages 27 - 36)**

Attached are the Cabinet responses to the Place Overview and Scrutiny Committee reports on:

- Part Night Lighting
- Verge and Vegetation Management
- LGR – One Oxfordshire Proposal
- OxRail 2024

The Committee is asked to **NOTE** the response.

7. **Committee Forward Work Plan (Pages 37 - 40)**

The Committee is recommended to **AGREE** its work programme for forthcoming meetings, having heard any changes from previous iterations, and taking account of the Cabinet Forward Plan and of the Budget Management Monitoring Report.

8. Road Safety Initiatives in Oxfordshire (Pages 41 - 158)

The Committee has requested a report on road safety in Oxfordshire.

Cllr Andrew Gant, Cabinet member for Transport Management, Paul Fermer, Director of Environment and Highways, Sean Rooney, Head of Service – Highway Maintenance and Road Safety, and Andrew Ford, Road Safety Education Team Manager at Oxfordshire Fire & Rescue Service have been invited to present the report. The Committee has also invited a representative of Thames Valley Police.

The Committee is asked to consider the report and raise any questions, and to **AGREE** any recommendations it wishes to make to Cabinet arising therefrom.

9. Repairing of Defects and Superuser Report (Pages 159 - 164)

The Committee has requested a report providing an overview of pothole repairs and superusers.

Cllr Andrew Gant, Cabinet member for Transport Management, Paul Fermer, Director of Environment and Highways, and Sean Rooney, Head of Service – Highway Maintenance and Road Safety, have been invited to present the report. The Committee has also invited Richard Lovewell, Business Director for MGroup Highways, Andrew Vidovic, Team Leader – Inspections, Nigel Clark, Team Leader – Volunteer Coordination, and Paul Wilson, Operational Manager (Operations).

The Committee is asked to consider the report and raise any questions, and to **AGREE** any recommendations it wishes to make to Cabinet arising therefrom.

The Committee's attention is drawn to the report of the Performance and Corporate Services Overview and Scrutiny Committee on Fix My Street which was submitted to Cabinet on 27 January 2026:

<https://mycouncil.oxfordshire.gov.uk/documents/s80451/FixMyStreet.pdf>

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.

PLACE OVERVIEW & SCRUTINY COMMITTEE

MINUTES of the meeting held on Wednesday, 12 November 2025 commencing at 10.01 am and finishing at 4.12 pm.

Present:

Voting Members:

Councillor Liam Walker - in the Chair
Councillor Thomas Ashby
Councillor Chris Brant
Councillor Laura Gordon
Councillor Emily Kerr
Councillor Dr Nathan Ley
Councillor Diana Lugova
Councillor Susanna Pressel
Councillor Leigh Rawlins

Other Members in

Attendance:

Cllr Liz Leffman, the Leader of the Council
Cllr Jenny Hannaby, Cabinet member for Community Safety
Cllr Judy Roberts, Cabinet member for Place, Environment, and Climate Action

Officers:

Lorna Baxter, Executive Director of Resources and Section 151 Officer (Deputy Chief Executive)
Anita Bradley, Director of Law and Governance and Monitoring Officer
Rob MacDougall, Chief Fire Officer and Director of Community Safety
Helen Mitchell, Programme Director: Local Government Reorganisation
Robin Rogers, Director of Environment and Place
Susannah Wintersgill, Director of Public Affairs, Policy and Partnerships
Hannah Battye, Head of Place Shaping
Pete Brunskill, Rail Development Lead
Ian Dyson, Director of Financial and Commercial Services
Ashley Hayden, Transport Policy and Strategy Team Lead
Richard Doney, Scrutiny Officer

The Council considered the matters, reports and recommendations contained or referred to in the agenda for the meeting and decided as set out below. Except insofar as otherwise specified, the reasons for the decisions are contained in the agenda and reports, copies of which are attached to the signed Minutes.

5/25 APOLOGIES FOR ABSENCE AND TEMPORARY APPOINTMENTS

(Agenda No. 1)

Apologies were received from Cllr Thomas, substituted by Cllr Lugova, and Cllr McLean, substituted by Cllr Ley.

Apologies were also received from Martin Reeves, Chief Executive, for agenda item 12.

6/25 DECLARATION OF INTERESTS

(Agenda No. 2)

There were none.

7/25 MINUTES

(Agenda No. 3)

Subject to amendments where words had been missed in the draft for recommendations in 48/45, the Committee **APPROVED** the minutes of the meetings held on 24 September 2025 as true and accurate records of the meetings.

These had been adjusted for the report to Cabinet and would be corrected in the minutes.

8/25 PETITIONS AND PUBLIC ADDRESSES

(Agenda No. 4)

Charlie Maynard, MP, the Member of Parliament for Witney, addressed the Committee stating that he was pleased the Witney Rail project had been included in the OxRail 2040 strategy, highlighting its importance for accommodating new housing in West Oxfordshire and alleviating severe congestion on the A40. He pointed out that the draft document did not fully acknowledge the extensive work already completed on the project's feasibility and cost-effectiveness. Charlie Maynard urged the committee to amend the strategy to allow for the rail line's construction within the current plan period, rather than only afterwards, and suggested specific wording changes to reflect ongoing efforts and provide flexibility. He confirmed that these proposed amendments had been circulated to members.

The Committee also **NOTED** the letter from Phil Evans, a transport professional and local resident who was unable to attend, regarding the OxRail 2040 report.

9/25 COMMITTEE ACTION AND RECOMMENDATION TRACKER

(Agenda No. 5)

The Committee **NOTED** the action and recommendation tracker.

10/25 RESPONSES TO SCRUTINY RECOMMENDATIONS

(Agenda No. 6)

The Committee **NOTED** the Cabinet response on the Oxford Temporary Congestion Charge.

11/25 COMMITTEE FORWARD WORK PLAN

(Agenda No. 7)

The Committee **APPROVED** the forward work plan with additions.

February's agenda will include road safety, mobility hubs, and potential Fire and Rescue changes, with input before the Cabinet meeting. April already included three items scheduled, and committee involvement in the fire cover model was under discussion.

It was also **NOTED** that written responses to previous road safety questions had been published with the meeting minutes.

12/25 OXRAIL 2040: PLAN FOR RAIL

(Agenda No. 8)

The Committee invited Cllr Judy Roberts, Cabinet member for Place, Environment and Climate Action, to present the report as well as Robin Rogers, Director of Economy and Place, and Pete Brunskill, Rail Development Lead, to answer the Committee's questions.

The Cabinet Member and Director of Economy and Place introduced the OxRail 2040 report, emphasising its ambitious scope, year-long development, and the exceptional number of consultation responses it received. Widely supported, the plan aims to outline Oxfordshire's connectivity needs and build a strong investment case, with a focus on achievable outcomes. They noted recent government approval for the Cowley branch line as a key milestone. The Rail Development Lead highlighted intensified planning efforts since June, including collaboration with WSP consultancy, broad engagement across the council and rail industry, and significant stakeholder support. The recent release of the Government's Railways Bill was mentioned as aligning with the plan's aspirations and providing future opportunities for mayoral authorities in rail development.

The Committee raised the following questions:

- How would the plan remain a living document, expressing concern that it might become static and unused, and sought clarification on how flexibility would be maintained to adapt to opportunities and changes. Officers responded that the plan had been designed with ongoing partnership structures and regular engagement with rail operators and infrastructure providers, ensuring relationships and project updates would continue through organisational changes. Officers stated that the plan would be revisited and updated as projects progressed, with live groups working on specific stations and studies, and that

monitoring and evaluation frameworks were included to support ongoing review and adaptation, so the document would remain relevant and responsive.

- Whether any proposals had been considered but excluded from the plan due to a lack of support from the rail industry. Officers replied that nearly all items with a realistic pathway to delivery had been included, and nothing significant had been omitted for lack of industry support. The only example given was the proposed "science line," which the rail industry felt was excessive alongside the Oxfordshire Metro concept, so it was removed; otherwise, the plan reflected projects with industry backing and feasible delivery routes.
- Members asked about the climate impact assessment, specifically whether the plan could be more ambitious regarding biodiversity net gain, such as planting wildflowers and hedgerows along railway lines, and whether unused rail land could be used for housing. Officers responded that biodiversity and environmental improvements were central to the plan, with ongoing discussions about greening infrastructure and collaboration with Network Rail's climate action team, including proposals for local solar power. The importance of ambitious biodiversity measures, was acknowledged, and Officers confirmed that housing near railways was being considered in partnership with the new rail property company, with master planning for stations like Banbury.
- Members enquired whether unused rail land could be utilised for housing, noting the potential for well-insulated homes near railway lines. Officers replied that this approach was supported by government policy and was a mission of the new rail property company, Platform, to bring forward housing near railways. Officers cited examples of successful developments and expressed a desire to see more housing around stations like Banbury, highlighting the benefits of connectivity and reduced car dependency.
- Concerns were raised regarding differing feasibility studies by Oxfordshire County Council and West Oxfordshire District Council on the proposed Witney–Carterton–Oxford rail line, with fears that high-density development along the A40 corridor could exacerbate congestion even if a railway is built. Officers clarified that development should not rely on the rail line's delivery, as it is not guaranteed. Officers stressed the need to explore mass rapid transit alternatives, including rail and other options, and highlighted ongoing collaboration between planning teams. A new study on a mass rapid transit corridor is underway to inform future development and transport strategies for the A40 corridor.
- How the strategy would improve the volume of train services across the county, referencing issues such as overcrowded two-carriage trains. Officers responded that recent and planned investments would bring more frequent and higher-capacity trains, including new five-carriage battery-electric units, and that the Oxfordshire Metro concept aimed to deliver a significant uplift in service frequency and quality. They also mentioned that rolling stock improvements and increased services were being supported by both the rail industry and government, with the aim of transforming public transport provision in the area.

- Officers stated that the strategy prioritised rural connectivity, including villages and communities far from stations, by focusing on active travel links and improved access. The consultation engaged with neighbouring authorities and community rail partnerships to address the needs of rural residents and support cross-boundary travel.
- The strategy could benefit from a more explicit identification of the organisations responsible for delivery, clarification of the council's role as an influencer, recognition of relevant dependencies, and inclusion of realistic timelines for the four priority programmes. Officers concurred, noting that detailed lead responsibilities, dependencies, and anticipated timeframes, potentially presented in a table or roadmap, would enhance public understanding and may be incorporated into future iterations of the plan.
- The issue of accessibility for wheelchair users and others at existing transport hubs and stations was raised. Officers stated that accessibility is a core aspect of the plan, with upgrades scheduled for all current stations to comply with present standards, including improved access, level boarding, and facilities for disabled passengers. They also referred to the creation of an Oxfordshire stations action plan and indicated that accessibility improvements are part of planned station upgrades.

The Committee noted that it was open to the Cabinet member to make the amendments proposed by Mr Maynard and **AGREED** to recommendations under the following headings:

- That the Council should undertake sufficient work to identify options and feasibility for mass rapid transit solutions for West Oxfordshire in time to allow that information to be used meaningfully and to be incorporated into the West Oxfordshire District Council Local Plan 2043.
- That the Council should identify the areas of opportunity for development of housing near railway lines and the steps it intends to take to enable delivery as part of the Plan.
- That the Council should include maps within the OxRail 2040 Plan to illustrate the potential of an integrated transport network by overlaying major bus routes onto projected rail maps.
- That the Council works with the local City and District Councils to identify suitable locations for land to be allocated to the infrastructure required to support greater modal shift towards railway freight.
- That the Council should clarify within the Plan where primary responsibility for the key deliverables sits, what the Council's involvement is, the dependencies on which they rest, and an assessment of likely timescales.

13/25 INFRASTRUCTURE FUNDING STATEMENT 2024/25 AND S106 IMPROVEMENT PROGRAMME UPDATE (Agenda No. 9)

The Committee welcomed Cllr Judy Roberts, Cabinet member for Place, Environment and Climate Action, to present the report as well as Robin Rogers,

Director of Economy and Place, and Ian Dyson, Director of Financial and Commercial Services, to answer the Committee's questions.

Cllr Roberts briefly introduced the Infrastructure Funding Statement and Section 106 report by explaining that it was a retrospective statutory report required for government and also included a section detailing progress made as a result of scrutiny over the past 18 months. They emphasised that significant strides had been made, both in fulfilling statutory obligations and in improving work prompted by committee input.

The Committee raised the following concerns and questions:

- When asked if the council had learnt from other local authorities on managing and spending Section 106 funds, it was explained that the Planning Advisory Service had conducted a benchmarking review of Oxfordshire, offering recommendations. The challenges faced were said to be widespread nationally, and Oxfordshire continued to learn from others. The Committee was told the review report could be circulated. It was clarified that a previous magazine article ranking Oxfordshire poorly was based only on funds collected, not on deliverability.
- It was clarified that the dashboard reflected only the baseline capital programme; spending from the accelerated pipeline funding approved in October had not yet been included in financial projections. Officers explained that factors such as housing completions and demographic changes impact when Section 106 funds are spent. Efforts were ongoing to enhance visibility of projected and actual spending by developing parallel tables for confirmed and anticipated projects, while governance changes are being made to accelerate delivery and improve clarity.
- The S106 system was described as complex, with funds often fragmented and bound to specific localities and projects, making spending difficult. It was highlighted that gathering enough funding for larger schemes was a challenge, and strict legal requirements must be met. The Council recognised that the report did not fully clarify these issues, and admitted the system was less than ideal. Efforts were underway to improve transparency and to speed up expenditure, aiming to address these challenges and to ensure more effective use of the contributions.
- Concerns were raised regarding delays in the allocation of S106 funds and a perceived lack of accountability for these postponements. The response acknowledged these frustrations and clarified that, although a dashboard was available to track disbursements, infrastructure initiatives naturally involved extended procedures such as design, consultation, and procurement. It was noted that the Council had strengthened its oversight and was systematically reviewing older projects to identify and address bottlenecks, with both the administration and officers being held accountable for progress. Additionally, the importance of member engagement in prioritising local projects was highlighted as a means to enhance accountability and responsiveness.

- The possibility of sharing the Section 106 dashboard with localities and planning committees to enhance oversight was discussed. It was clarified that members currently had access to the dashboard and could submit queries, and that expanding the scope of information available to localities was feasible. Nonetheless, it was acknowledged that certain confidentiality concerns may limit the sharing of specific information with district councils. The objective remained to maintain transparency, and ongoing efforts were focused on refining procedures and strengthening collaboration with districts, particularly in anticipation of Local Government Reorganisation.

ACTION: The Planning Advisory Service's report to be circulated to the Committee.

The Committee **AGREED** to recommendations under the following headings:

- That the Council should ensure that local members are engaged and involved with questions of funding in their divisions;
- That the Council should recognise the urgency of ensuring its processes are sufficient for timely spending of s.106 funds.

Committee adjourned at 11:38 and reconvened at 11:45.

14/25 UPDATE: MOVEMENT AND PLACE PLANS (Agenda No. 10)

The Committee requested an update on the Movement and Place Plans, and invited Cllr Judy Roberts, Cabinet member for Place, Environment, and Climate Action, to present the report and welcomed Hannah Battye, Head of Place Shaping, and Ashley Hayden, Transport Policy and Strategy Team Lead, to answer the Committee's questions.

The Cabinet Member reported that the Movement and Place Plans were ongoing, building on the local transport connectivity plan. These documents were intended to detail completed projects, forthcoming funded schemes, and future priorities identified through community input. The Head of Place Shaping noted that these plans update the 2016 versions, were not yet finished, and would continue to be developed with input from communities to ensure appropriate measures are included. The Transport Policy and Strategy Team Lead explained that the plans were designed to be updated annually, with consultations currently taking place for the Science Vale and Bicester & Mid Cherwell areas, and mentioned scheduled public engagement events.

Members raised the following questions and queries:

- An inquiry was made regarding developments at Milton Park, emphasising its significant growth within the medical and biotech sectors, specifically whether the implementation of the Milton Park cycle path could be expedited in response to increased demand from new businesses and residential projects. Officers acknowledged that Milton Park's ongoing expansion was recognised, and it was noted that measures were being taken to accelerate the completion of the cycle routes. A dedicated individual was currently managing progress on the Milton Park cycle path, although certain outstanding issues still required resolution.

- It was argued that the boundaries proposed in the place plans did not accurately reflect local movement or character, with particular reference to areas such as Henley, Wallingford, and Wantage, where boundaries appeared either arbitrary or failed to encompass adjacent communities. In response, officers emphasised that the boundaries presented were merely initial proposals. They assured the Committee that these would be thoroughly reviewed and refined through collaboration with colleagues and additional engagement, especially as the process advances towards formal consultation with stakeholders and local communities.
- The involvement of town and parish councils, along with other stakeholders, in the development of Movement and Place Plans was discussed. Officers outlined that the process involved initial engagement with town and parish councils, district members, and key stakeholders prior to formal consultation. It was noted that input from members had already shaped aspects of the plans, and that public engagement events were scheduled to take place at community locations. It was also proposed that workshops or interactive sessions with parish and town councils could facilitate their participation from the start and promote broader community involvement.

The Committee **AGREED** to recommendations under the following headings:

- That the Council should review the proposed geographical boundaries for the Place plans to ensure they pass the 'sense check'
- That the Council should engage proactively with parish and town councils to ensure that local needs are understood
- That the Council should engage proactively with local members to ensure that local needs are understood

15/25 OXFORDSHIRE FIRE AND RESCUE SERVICE IMPROVEMENT (Agenda No. 11)

The Committee requested an update on the Fire and Rescue Improvement Programme, and invited Cllr Jenny Hannaby, Cabinet member for Community Safety, to present the report and Rob MacDougall, Chief Fire Officer and Director of Community Safety, to answer the Committee's questions.

The Cabinet Member introduced the fire and rescue service improvement item by noting the report provided an update on progress addressing areas for improvement identified in the latest inspection, highlighting that six critical areas had been addressed and emphasising the success of the dynamic improvement pipeline and the Fire Improvement Board. The Chief Fire Officer added that 26 areas for improvement had been identified, with six completed, and explained the importance of fire survival guidance, the structure of the improvement programme, and the involvement of the inspectorate liaison officer to ensure progress and oversight.

The Chief Fire Officer clarified that the inspection took place in January, but the report was not published until July, explaining an apparent discrepancy in the scrutiny report.

The Committee raised the following questions:

- The Committee enquired about staff morale in the fire service amid proposed changes and the potential for a greater role for cadets. The Chief Fire Officer explained that morale was monitored via surveys and ongoing staff engagement, acknowledging that consultations regarding changes had had some impact. He highlighted the value of cadets, noting six active units across the county, and stressed their positive role in youth engagement and community support. However, expansion of the cadet programme depended on resources and the availability of volunteers.
- How were the fire and rescue service addressing plans for retirements and recruitment, including succession planning. The Chief Fire Officer stated that succession and workforce planning were ongoing areas of attention, with an establishment board that regularly reviewed retirements, staff turnover, and recruitment requirements. Succession planning was identified as an area for improvement in the inspection report and was being addressed.
- The procedures regarding how the fire and rescue service monitored response times, as well as the handling of exceptions such as instances where response times exceed targets, were addressed. It was clarified that response times were tracked through the Council's monthly business monitoring report, with defined targets established for attending calls within set timeframes. Any responses exceeding 14 minutes were subject to investigation, and this data was published in the annual performance report, which was subsequently presented to the committee for review.
- The Committee enquired about the expected timeline for completing the identified areas for improvement and the safety outcomes, particularly those related to the fire cover model. The Chief Fire Officer confirmed that the areas for improvement currently on hold were anticipated to be completed within this financial year, with all issues resolved prior to the next inspection. The fire cover model was clarified as a means of enhancing service delivery and implementing key safety measures identified by the inspectorate, rather than a cost-saving initiative. The Committee was to receive further detailed updates on these developments in due course.

The Committee adjourned for lunch at 12:30 and reconvened at 14:00.

Cllr Gordon left the meeting at this stage.

16/25 LOCAL GOVERNMENT REORGANISATION - ONE OXFORDSHIRE PROPOSAL

(Agenda No. 12)

The Committee requested a report on the Council's proposal for Local Government Reorganisation before it was considered by Cabinet on 13 November. The Committee invited Cllr Liz Leffman, the Leader of the Council, to present the report and welcomed Lorna Baxter, Executive Director of Resources and Section 151 Officer (Deputy Chief Executive), Anita Bradley, Director of Law and Governance and

Monitoring Officer, Rob MacDougall, Chief Fire Officer and Director of Community Safety, Helen Mitchell, Programme Director: Local Government Reorganisation, Robin Rogers, Director of Environment and Place, and Susannah Wintersgill, Director of Public Affairs, Policy and Partnerships, answer the Committee's questions.

The Leader of the Council introduced Local Government Reorganisation, outlining three proposals for submission: a single unitary authority from the County Council, plus two- and three-unitary options from districts and the city. She urged a focus on making the strongest case for a single unitary, particularly regarding service integration, councillor numbers, and the impact on key services such as adult social care, children's services, and transport. Comments were invited to shape the final proposal.

The Programme Director explained that three options for Local Government Reorganisation had been developed, following a statutory invitation for reform. Engagement with the public and partners focused on refining the proposals, emphasising simplicity, minimal disruption, and the importance of strong local governance, particularly the role of town and parish councils. The rationale for a single Oxfordshire-wide authority included historical continuity, integrated services, and efficient transition without fragmenting existing provision. The Programme Director highlighted aims to build on best practice and enhance service delivery, especially in homelessness and housing.

The Executive Director of Resources and Section 151 Officer presented the financial aspects of Local Government Reorganisation, noting that PwC's independent evaluation showed guaranteed savings from reorganisation and additional, less certain savings from transformation. She stressed that the single Oxfordshire authority was deemed the most financially resilient and lowest risk, according to the Financial Resilience Index, particularly given likely funding cuts under the Fair Funding Review. She further explained that adopting a single unitary model would lead to minimal changes in council tax levels, making it a more stable option compared to the two- or three-unitary proposals.

The Chair opened up the discussion to Members inviting comments and questions on the One Oxfordshire Proposal.

- During the discussion on local government reorganisation, a councillor enquired about the future management of Oxford City Council's council homes, raising concerns about housing debt and the potential impact of a single unitary authority on council housing. Officers explained that all council tenants would be securely transferred to the new authority, which would also inherit the existing expertise and skills in housing management. The Executive Director clarified that the housing debt was asset-backed and would be treated separately from general debt, and emphasised that any decisions regarding the future structure or management of council housing would be made by the new authority, not predetermined in the current proposal.
- A councillor inquired about the implications for West Berkshire if it were not part of the One Oxfordshire proposal and raised questions regarding the possible size of a single Oxfordshire unitary authority. Officers responded that West Berkshire was

already a unitary authority and would not be affected, stating that including West Berkshire could be disruptive and was not viewed as advantageous for Oxfordshire residents. Officers also addressed concerns about size by noting that, although One Oxfordshire would be large, other counties were considering unitaries of comparable or larger size, and government policy did not specify an upper population limit.

- A councillor raised concerns regarding Oxfordshire's level of representation within a prospective Mayoral Strategic Authority (MSA), questioning whether a transition to a single unitary authority could potentially diminish Oxfordshire's influence compared to the current arrangement of multiple authorities. In response, the Leader clarified that the governance framework for the MSA remained under consideration but emphasised that a unified Oxfordshire authority could offer a consolidated and influential voice. The Leader, and Officers, further explained that representation on the MSA cabinet would be subject to negotiation amongst all participating authorities, and it remained feasible for Oxfordshire to have multiple representatives based on the eventual governance structure.
- Members asked what powers area committees would have under the One Oxfordshire proposal, stressing the importance of these committees having meaningful authority rather than being mere discussion fora. Officers replied that the proposal included a strong focus on area committees, with an expectation that they would have decision-making powers and budgets. The Programme Director stated that the exact functions and powers would be developed further, likely including responsibilities over local services such as leisure, and that further work and consultation would shape the final arrangements.
- A councillor expressed concern that, with the formation of a new authority, there could be a considerable loss of experience and organisational memory if staff opted for early retirement or voluntary redundancy during the transition. Officers acknowledged this was a risk, noting that such changes often prompted staff to leave. Officers emphasised the importance of fostering a positive and attractive organisational culture to encourage staff to remain for at least a few years whilst the new authority was established. Additionally, Officers described practical steps being taken, such as arranging training sessions and knowledge-sharing opportunities between staff from different councils, to help retain expertise and ensure a smoother transition.
- Members raised concerns about the future of the fire and rescue service if Oxfordshire were to move away from a single unitary authority towards two or more councils. The question focused on whether the service would need to be disaggregated and what the implications would be. The Chief Fire Officer responded that, in such a case, the fire and rescue service would have to be separated from the county council and reconstituted as a combined fire authority, as seen in Berkshire, where multiple unitaries share a single fire service. It was highlighted that this would require establishing a new governance structure with elected members from each council, incurring significant upfront costs and operational complexities. Officers also pointed out that this arrangement might only be temporary if a mayoral combined authority was introduced soon afterwards, making the process potentially inefficient and disruptive.

Cllr Kerr left the meeting at this stage.

- Members questioned how democratic responsibility would be maintained under the One Oxfordshire proposal, particularly as the number of councillors would decrease and wards would become larger, potentially reducing local representation in rural areas. Officers recognised these concerns, stating that a boundary review would determine new divisions based on government guidance and population, following the vesting day of the new authority. Officers also noted that area committees were intended to bolster local accountability and resident engagement but acknowledged the challenge of balancing effective local democracy with national requirements and the need for efficiency in governance.
- Members enquired about how parish and town councils might be affected by local government reorganisation, particularly regarding increased responsibilities. Officers responded that while many parishes were interested in managing more local services, their capacity varied greatly. The proposal intends to collaborate with parishes, enabling those willing and able to take on extra duties, but without placing undue pressure on smaller councils. Officers emphasised that any transfer of responsibilities must be managed carefully to prevent the emergence of a two-tier system and to ensure good value for taxpayers.
- The discussion turned to how a single unitary authority for Oxfordshire could better manage local government funding cuts, especially with anticipated reductions from the fair funding review. Officers explained that a single authority, with a wider tax base and greater financial resilience, would be better placed to allocate resources and meet needs across the county. In contrast, smaller authorities might struggle if high-need areas lacked sufficient local funding, making a single authority a more sustainable option in an uncertain funding environment.
- Members expressed concern that the proposal lacked specifics on managing local services like waste, grounds maintenance, and playground repairs, as well as omitting net zero ambitions. Officers responded that some local services could be better delivered by capable town and parish councils but emphasised that not all would wish or be able to take on extra duties. On net zero, officers acknowledged it was not fully covered in the proposal but pointed to existing green financing and pledged to integrate net zero objectives into future plans for the new authority.

The Director of Economy and Place left the meeting at this stage.

- Members questioned how stakeholder concerns and feedback had been reflected in the local government reorganisation proposal, noting that the summary of stakeholder views appeared limited and that many stakeholders, including employees, councillors, MPs, and public sector providers, had expressed worries about the proposed authority being too large and distant. Officers acknowledged these concerns, stating that feedback about the potential size and remoteness of the new council had been candidly included in the proposal. They clarified that while some stakeholders had raised issues about scale, others had been positive

about the single unitary model, and they agreed to refine the stakeholder feedback section for greater clarity.

- Concerns were raised about the inconsistencies in the financial analysis presented across the three local government reorganisation proposals, highlighting that the numbers and methodologies varied significantly and could confuse or undermine public trust in the process. The Executive Director responded by clarifying that both the single unitary and two unitary proposals had commissioned PricewaterhouseCoopers (PwC) to conduct independent evaluations of potential savings, using a consistent methodology to allow for direct comparison between those two options. In contrast, the three unitary proposal had not used the same PwC approach, which meant its figures were not directly comparable. The Executive Director further explained that the financial analysis distinguished between savings from reorganisation, which were considered guaranteed and of primary interest to government, and additional transformation savings, which would depend on the future authority's willingness and capacity to pursue further efficiencies.
- The establishment of local area committees as part of the reorganisation raised questions about whether this would introduce additional administrative layers, increase the number of officers, meetings, and costs, and potentially create inconsistencies in decision-making across areas. Officers noted these points and clarified that area committees were required under each of the three government proposals. They stated that the aim was for these committees to have defined powers and budgets rather than serving as discussion fora, and indicated that further planning would be necessary to ensure effectiveness, accountability, and to minimise overlap or confusion.
- During the discussion, one Member recounted persistent issues with the County Council, specifically the slow response times from officers compared to district council officers. The Member described how, in practice, district officers often replied within hours, while county responses could take days or weeks, and noted the recent introduction of a councillor enquiries form as evidence that the county was struggling to handle the volume of requests. Officers acknowledged these concerns, confirming that responsiveness had been a common theme in feedback from both Members and stakeholders. They assured the Committee that improving response times and overall service to members would be a key focus in the design of any new authority, aiming to create a more efficient and accessible organisation for councillors and residents alike.

Cllr Ley left the meeting at this stage

- Concerns were raised about the Council's engagement, with criticism focused on the quality of communications and the digital campaign, which, despite reaching 284,000 people, was seen as less effective than district councils' more visible efforts like banners and roadshows. Officers acknowledged that their strategy prioritised factual awareness over active promotion of the Council's proposal and accepted that engagement had been lacking. They agreed to make future engagement, particularly during the statutory consultation, more engaging and accessible to residents.

- Members asked what the role of Council and of the Committee would be during the statutory consultation period for local government reorganisation. Officers responded that the County Council would act as both a statutory consultee and a promoter, providing its views on all proposals under consultation. They anticipated that the Committee would contribute by drafting or discussing the Council's response, which would then be considered through the council's governance processes, such as Cabinet or Scrutiny, before submission. It was clarified that the final decision on the consultation response would likely remain an executive function but the Leader noted her willingness for Full Council to give its view during the consultation.

The Committee **AGREED** to recommendations under the following headings:

- That the Council should ensure that future public communications regarding Local Government Reorganisation are engaging, accessible, and interesting.
- That the Council should give greater attention to neighbourhood governance, and particularly to Area Committees, within its submission to Government.
- That the Council should ensure that Full Council is given the opportunity to express its view on Local Government Reorganisation during the statutory consultation.

..... in the Chair

Date of signing

Recommendation Tracker

Place Overview & Scrutiny Committee

Cllr Liam Walker, Chair | Richard Doney, Scrutiny Officer, richard.doney@oxfordshire.gov.uk

The action and recommendation tracker enables the Committee to monitor progress against agreed actions and recommendations. The tracker is updated with the actions and recommendations agreed at each meeting. Once an action or recommendation has been completed or fully implemented, it will be shaded green and reported into the next meeting of the Committee, after which it will be removed from the tracker.

KEY	Due to Cabinet	In progress	Complete
------------	-----------------------	--------------------	-----------------

Recommendations:

Meeting date	Item	Recommendation	Lead	Update/response
24-Sept-25	Part Night Lighting Consultation	That the Council should ensure it engages fully with town and parish councils to ensure that the needs of local communities are thoroughly considered when applications for part-night lighting are made.	Paul Fermer, Sean Rooney	Accepted See Agenda item 6
24-Sept-25	Verge and Vegetation management	1. That the Council should increase communications, consultation, and engagement about the benefits for biodiversity of verge and vegetation management to ensure that members and residents, as well as parish and town councils, understand the rationale.	Paul Fermer; Sean Rooney	Accepted See Agenda item 6
		2. That the Council should commit to progressing the digitisation of an online platform setting out the status of verges and vegetation across the county.		Partially Accepted See Agenda item 6
		3. That the Council should explore the possibility of increasing the number of places where 'cut and pile' is undertaken		Accepted

KEY	Due to Cabinet	With Cabinet	Complete
-----	----------------	--------------	----------

Meeting date	Item	Recommendation	Lead	Update/response
				See Agenda item 6
		4. That the Council should undertake a review of the amount paid to parish and town councils to assess whether it would be appropriate to increase the amount		Accepted
				See Agenda item 6
		5. That the Council should commit to the possibility of a second cut when weather conditions have resulted in unexpectedly high growth.		Partially Accepted
				See Agenda item 6
Page 22 12-Nov-25	Oxrail 2040	1. That the Council should undertake sufficient work to identify its preferred options and feasibility for mass rapid transit solutions for West Oxfordshire in time to allow that information to be used meaningfully and to be incorporated into the West Oxfordshire District Council Local Plan 2043.	Robin Rogers, Pete Brunskill	Accepted
				See Agenda item 6
		2. That the Council should identify the areas of opportunity for development of housing near railway lines and the steps it intends to take to enable delivery as part of the Plan.		Partially Accepted
				See Agenda item 6
		3. That the Council should include maps within the OxRail 2040 Plan to illustrate the potential of an integrated transport network by overlaying major bus routes onto projected rail maps.		Accepted
				See Agenda item 6
		4. That the Council works with the local City and District Councils to identify suitable locations for land to be allocated to the infrastructure required to support greater modal shift towards railway freight.		Accepted
				See Agenda item 6
		5. That the Council should clarify within the Plan where primary responsibility for the key deliverables sits, what the Council's involvement is, the dependencies on which they rest, and an assessment of likely timescales.		Partially Accepted
				See Agenda item 6
12-Nov-25	Local Government Reorganisation –	1. That the Council should ensure that future public communications regarding Local Government Reorganisation are engaging, accessible, and interesting.	Lorna Baxter; Helen Mitchell	Accepted
				See Agenda item 6

KEY	Due to Cabinet	With Cabinet	Complete
-----	----------------	--------------	----------

Meeting date	Item	Recommendation	Lead	Update/response
	One Oxfordshire Proposal	2. That the Council should give greater attention to neighbourhood governance, and particularly to Area Committees, within its submission to Government.		Accepted See Agenda item 6
		3. That the Council should ensure that Full Council is given the opportunity to express its view on Local Government Reorganisation during the statutory consultation.		Accepted See Agenda item 6
12-Nov-25	IFS & S.106 Improvement Programme Update	1. That the Council should ensure that local members are engaged and involved with questions of funding and infrastructure in their divisions.	Robin Rogers; Ian Dyson	Sent to Cabinet 16 December 2025
		2. That the Council should recognise the urgency of ensuring its processes are sufficient for timely spending of s.106 funds.		
Page 23 10-Nov-25	Movement & Place Plans	1. That the Council should review the proposed geographical boundaries for the Place plans to ensure they pass the 'sense check'.	Paul Fermer; Ashley Hayden	Sent to Cabinet 16 December 2025
		2. That the Council should engage proactively with local members to ensure that local needs are understood.		
		3. That the Council should engage proactively with parish and town councils to ensure that local needs are understood.		

Action Tracker
Place Overview & Scrutiny Committee

Cllr Liam Walker, Chair | Richard Doney, Scrutiny Officer, richard.doney@oxfordshire.gov.uk

KEY	Delayed	In progress	Complete
------------	----------------	--------------------	-----------------

Meeting date	Item	Action	Lead	Update/response
There are no outstanding action items				

Recommendation Update Tracker Place Overview & Scrutiny Committee

Cllr Liam Walker, Chair | Richard Doney, Scrutiny Officer, richard.doney@oxfordshire.gov.uk

The recommendation update tracker enables the Committee to monitor progress accepted recommendations. The tracker is updated with recommendations accepted by Cabinet. Once a recommendation has been updated, it will be shaded green and reported into the next meeting of the Committee, after which it will be removed from the tracker. If the recommendation will be update in the form of a separate item, it will be shaded yellow.

KEY	Update Pending	Update in Item	Updated
-----	----------------	----------------	---------

Cabinet Response Date	Item	Lead	Update
19-Nov-24	Circular Economy Strategy and Action Plan	Rachel Burns	Progress updates to be provided
25-Feb-25	Flood Event Response	Paul Fermer; Teresa Kirkham; Kerry Middleton	Progress updates to be provided
17-Jun-25	Network Coordination of Road and Street Works and Lane Rental for Oxfordshire	Paul Fermer; Keith Stenning	Progress updates to be provided
16-Sept-25	Transport Working Group	Paul Fermer; Robin Rogers; Hannah Battye	Progress updates to be provided
21-Oct-25	Oxford Temporary Congestion Charge Points	Paul Fermer; Hannah Battye	Progress updates to be provided

This page is intentionally left blank

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 requested¹ 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: **Part-Night Lighting**

Lead Cabinet Member(s): **Cllr Andrew Gant, Cabinet member for Transport Management**

Date response requested:² **21 October 2025**

Response to report:

Enter text here.

Response to recommendations:

Recommendation	Accepted, rejected or partially accepted	Proposed action (if different to that recommended) and indicative timescale (unless rejected)
That the Council should ensure it engages fully with town and parish	Accepted	The Part Night Lighting Programme will work with Parish and Town Councils to ensure that the needs of local residents and communities are thoroughly considered when applications for part night lighting are made in two main ways:

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

<p>councils to ensure that the needs of local communities are thoroughly considered when applications for part-night lighting are made.</p>		<ul style="list-style-type: none"> • The Part Night Lighting Programme will support Parish and Town Councils to engage with their residents and local community stakeholders when initially developing their applications for part night lighting schemes. Each PNL scheme will be different, depending on its location. Its geographical factors and number of streetlights under consideration, but this application stage is expected to take between 1/2 months per scheme depending on scheme complexity. <ul style="list-style-type: none"> - Timescales: 'Expression of Interest' PNL application packs will be issued to Parish and Town Council in January 2026, Qtr. 4 2025/26. • Once a Part Night Lighting Scheme application is submitted by a Parish or Town Council, each scheme will then go through a full public consultation via 'Let's Talk Oxfordshire'. As part of this consultation process, all local residents who live on roads or streets affected each scheme proposal, and local community and stakeholder groups will be invited to respond to the consultation. This consultation stage is expected to take between 2/3 months per scheme. Each schemes consultation feedback will then be submitted as part of each Scheme's Report for Cabinet Member Decision. <ul style="list-style-type: none"> - Timescales: Dependant on the volume of schemes applied for these consultation processes will take place during Qtr. 1 and Qtr. 2 2026/27. <p>This approach to engagement, which forms part of the Part-night lighting framework, has been developed working with key stakeholders, highly impacted groups and communities.</p> <p>OCC will also be meeting with the Oxfordshire Association of Local Councils (OALC) to go through the Partish and Town Councils Part Night Lighting application processes, which will include guidance documentation, and to discuss engagement and consultation processes to ensure all views are heard.</p>
--	--	--

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 requested¹ 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: Verge and Vegetation Management

Lead Cabinet Member(s): Cllr Andrew Gant, Cabinet member for Transport Management

Date response requested:² 18 November 2025

Response to report:

Enter text here.

Response to recommendations:

Recommendation	Accepted, rejected or partially accepted	Proposed action (if different to that recommended) and indicative timescale (unless rejected)
1. That the Council should increase communications, consultation, and engagement about the benefits for biodiversity of verge and vegetation management to ensure that members and	Accepted	This is something that we will continue to work with our Ecology Colleagues to promote the biodiversity plan and raise awareness through web and other communication channels such as OALC sessions.

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

residents, as well as parish and town councils, understand the rationale.		
2. That the Council should commit to progressing the digitisation of an online platform setting out the status of verges and vegetation across the county.	Accepted	Digitisation of this data is required and there are a range of benefits of doing this. The process for achieving this is not quick and there will be costs involved for both the surveying and purchase and operation of the asset record system. It is anticipated that this a 12month programme.
3. That the Council should explore the possibility of increasing the number of places where 'cut and pile' is undertaken	Partially accepted	The policy acknowledges that this would be incremental and needs to reflect budget position. Consideration for required budgetary increase will be undertaken through the annual budget setting process.
4. That the Council should undertake a review of the amount paid to parish and town councils to assess whether it would be appropriate to increase the amount	Accepted	A review will be undertaken including reflection of expectations due to the new policy. If this exceeds the budget allocation, then any increase will require budget approval through the annual budget setting process.
5. That the Council should commit to the possibility of a second cut when weather conditions have resulted in unexpectedly high growth.	Partially Accepted	<p>Additional cuts are, and will continue to be, carried out but only when there is a safety or accessibility need, such as at junctions and visibility splays.</p> <p>A second cut beyond this is not considered a priority and would not be in line with the existing policy. It would require additional budget which would need approval through the annual budget setting process. Nothing has been included for year 2026/27 as this will also require a policy change.</p>

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 requested¹ 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: **Local Government Reorganisation – One Oxfordshire Proposal**

Lead Cabinet Member(s): **Cllr Liz Leffman, Leader of the Council**

Date response requested:² **13 November 2025**

The Place Overview and Scrutiny Committee met on 12 November 2025 to consider the above report and made the following recommendations. A report explaining its rationale will be provided in due course.

Response to recommendations:

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

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. <i>That the Council should ensure that future public communications regarding Local Government Reorganisation are engaging, accessible, and interesting.</i>	Accepted	<p>Cabinet endorses this recommendation. We ran a comprehensive, multi channel engagement exercise earlier this year, in line with government guidelines, to raise awareness about local government reorganisation and gather the public's early views about the proposal for a single county unitary. This included a statistically representative residents' survey; an open survey; a series of focus groups; and sounding boards with young people.</p> <p>We will build on the lessons learned from that exercise to shape future communications and engagement around LGR, including the future statutory consultation, ensuring communications are engaging and accessible. We await engagement with Government on the timings of the statutory consultation and will play a full, supportive role to Government in delivering the consultation.</p>
2. <i>That the Council should give greater attention to neighbourhood governance, and particularly to Area Committees, within its submission to Government.</i>	Accepted	The Cabinet agrees with this recommendation in full. Further detail, drawing on best practice from elsewhere, will be published as part of the proposal.
3. <i>That the Council should ensure that Full Council is given the opportunity to express its view on Local Government Reorganisation during the statutory consultation.</i>	Accepted	The Cabinet agrees with this recommendation in full. It is proposed that Council is engaged during the statutory consultation phase.

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 requested¹ 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: **OxRail 2040: Plan for Rail**

Lead Cabinet Member(s): **Cllr Judy Roberts, Cabinet member for Place, Environment and Climate Action**

Date response requested:² **18 November 2025**

Response to recommendations:

Recommendation	Accepted, rejected or partially accepted	Proposed action (if different to that recommended) and indicative timescale (unless rejected)
<i>1. That the Council should undertake sufficient work to identify its preferred options and feasibility for mass rapid transit solutions for West Oxfordshire in time to allow that information to be used meaningfully and to be incorporated into</i>	Accepted	The Council is now initiating work on an Options Appraisal for a West Oxfordshire Mass Rapid Transit (MRT) system broadly along the alignment of the A40 corridor deliverable up to 2043 with options considered for earlier delivery if feasible. The final preferred solution is expected to take time to develop in detail, but the work will identify options to inform the emerging local plan,

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

<i>the West Oxfordshire District Council Local Plan 2043.</i>		thereby supporting and feeding into West Oxfordshire's local plan transport evidence. Additional wording in the Rail Plan is proposed to be added in line with the presentation and suggestions from Charlie Maynard MP and similar comments received from WODC.
2. <i>That the Council should identify the areas of opportunity for development of housing near railway lines and the steps it intends to take to enable delivery as part of the Plan.</i>	Accepted	<p>The Plan already includes a map showing the location of housing planned and proposed across the County. Allocating strategic development will continue to be done through the Local Plan development for each district, supported by the County Council as appropriate.</p> <p>Additional text is planned to be added to the Plan to specifically note development and regeneration opportunities around existing stations, particularly Oxford, Banbury and Didcot Parkway including where appropriate working with Platform 4 (the new rail industry development company) and the Oxford Growth Commission.</p>
3. <i>That the Council should include maps within the OxRail 2040 Plan to illustrate the potential of an integrated transport network by overlaying major bus routes onto projected rail maps.</i>	Partially accepted	The Council will be drawing up these maps in line with developing the Oxfordshire Metro Concept but is not able to produce these in time for publication of the OxRAIL 2040: Plan for Rail.
4. <i>That the Council works with the local City and District Councils to identify suitable locations for land to be allocated to the infrastructure required to support greater modal shift towards railway freight.</i>	Accepted	<p>The Council will continue to work with the districts on development of proposals contained within the OxRAIL 2040: Plan for Rail. As set out in the Plan, the County Minerals and Waste plan will also be important to consider the need and forecast future demand for rail aggregate depots.</p> <p>It is noted that certain strategic freight development proposals, in particular Strategic Rail Freight Interchanges, follow a Nationally Significant Infrastructure Project planning process, and are mostly</p>

Overview & Scrutiny Recommendation Response Pro forma

		<p>promoted by third party promoters. We will continue to work with partners, including promoters and district councils, on understanding the implications of such proposals and feed into these planning processes as needed.</p> <p>It also noted that there are expected to be new opportunities to review strategic freight matters as devolution and rail industry reform comes forward in the next few years.</p>
<p>5. <i>That the Council should clarify within the Plan where primary responsibility for the key deliverables sits, what the Council's involvement is, the dependencies on which they rest, and an assessment of likely timescales.</i></p>	<p>Partially accepted</p>	<p>The Plan already includes a section 7 on 'Delivering the Vision' and a section 8 on 'Monitoring and evaluation.' The expected timescales for delivery are set out in our 'Plan on a Page' on page 84 and already reflect extensive engagement with partners in the rail industry and beyond. Our plans for monitoring and evaluation linked to our Local Transport Plan evaluation framework are given on page 88.</p> <p>Once adopted, the Council will work with partners through a new Oxfordshire Enhanced Rail Partnership to ensure there is one shared programme of priority rail deliverables across Oxfordshire. Importantly, this will recognise both devolution opportunities and changes to the rail industry, ensuring that responsibilities for delivery of different elements of the plan are clear going forward.</p>

This page is intentionally left blank

**Work Programme
Place Overview and Scrutiny Committee**

Cllr Liam Walker, Chair | Richard Doney, Scrutiny Officer, richard.doney@oxfordshire.gov.uk

Topic	Relevant strategic priorities	Purpose	Type	Lead presenters
4 February 2026				
Road Safety	Put action to address the climate emergency at the heart of our work; tackle inequalities in Oxfordshire; prioritise the health and wellbeing of residents; support careers and the social care system; invest in an inclusive, integrated, and sustainable transport network; preserve and improve access to nature and green spaces	What is being done, what successes is it having, and what needs to happen for even greater success.	Overview and Scrutiny	Paul Fermer, Rob MacDougall; Sean Rooney, Andy Ford. Thames Valley Police.
Potholes	Put action to address the climate emergency at the heart of our work; tackle inequalities in Oxfordshire; prioritise the health and wellbeing of residents; support careers and the social care system; invest in an inclusive, integrated, and sustainable transport network; preserve and improve access to nature and green spaces	An overview of the management of defects as well as the DfT's RAG rating and how to move forward.	Overview and Scrutiny	Paul Fermer; Sean Rooney
22 April 2026				

Kidlington Illegal Waste Dump	Prioritise the health and wellbeing of residents; preserve and improve access to nature and green spaces	To understand the roles and responsibilities of the District Council; the County Council; the Environment Agency.	Overview and Scrutiny	Robin Rogers; CDC; the Environment Agency
Congestion Charge scheme monitoring report	Put action to address the climate emergency at the heart of our work; tackle inequalities in Oxfordshire; prioritise the health and wellbeing of residents; support careers and the social care system; invest in an inclusive, integrated, and sustainable transport network; preserve and improve access to nature and green spaces	To receive a report monitoring the impact of the temporary congestion charge scheme.	Overview and Scrutiny	Paul Fermer, Hannah Battye, Aron Wisdom
Minerals and Waste Planning	Put action to address the climate emergency at the heart of our work; preserve and improve access to nature and green spaces; work with local businesses and partners for environmental, economic and social benefit	To consider the Council's responsibilities, the measures it uses to track its performance, and what these measures demonstrate.	Overview and Scrutiny	Robin Rogers, Jason Sherwood
Bus Services and Rural Transport including Mobility Hubs	Put action to address the climate emergency at the heart of our work; tackle inequalities in Oxfordshire; prioritise the health and wellbeing of residents; support careers and the social care system; invest in an inclusive, integrated, and sustainable transport network; preserve and improve access to nature and green spaces	To consider the sufficiency, adequacy, and attractiveness of rural public transport and what might be done to improve it.	Overview and Scrutiny	Paul Fermer, Robin Rogers

Sub-groups/Working Groups				
Name	Relevant strategic priorities	Description	Outcomes	Members
None at present				

This page is intentionally left blank

Divisions Affected - All

PLACE OVERVIEW AND SCRUTINY COMMITTEE

– 4 February 2026

Road Safety Initiatives in Oxfordshire

Report by the Director of Environment and Highways

RECOMMENDATION

1. **The Committee is RECOMMENDED to**

Review the information from the officers' report and use as a basis for further discussion within the Scrutiny session planned.

Executive Summary

2. This paper outlines how Oxfordshire County Council (OCC) promotes and educates for road safety alongside engineering and operational measures, within a Safe System framework. It sets out the strategic context and Vision Zero ambition (zero fatalities and serious injuries by 2050, with an interim 50% reduction by 2030) and describes the collaborative delivery model between Highway Maintenance & road safety and Oxfordshire Fire & Rescue Service (OFRS).

Background

3. **Legal and strategic context.** OCC has statutory duties to maintain the highway (Highways Act 1980, s.41) and to promote road safety and prevent collisions (Road Traffic Act 1988, s.39). The County's Vision Zero Strategy (approved April 2024) adopts the Safe System approach as the central organising principle for road safety in Oxfordshire and is monitored through LTCP annual reporting to Cabinet.
4. **Network context.** OCC manages over 3,000 miles of road and approximately 1,979 miles of footways/cycleways, with extensive drainage, signage and signal assets. Operational maintenance and inspections integrate safety with priorities shaped by collision data, defects and network use and potential latent demand.

Current Strategy for Road Safety

5. In April 2024, the council adopted its Vision Zero strategy. (Annex1)

6. 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.
7. 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.
8. The Vision Zero whole system approach encompasses 5 aspects:
 - (a) **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.
 - (b) **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.
 - (c) **Safe Speeds:** Reducing vehicle speeds to levels that are safe for all road users, including pedestrians, cyclists, equestrians, motorcyclists, and motorists.
 - (d) **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.
 - (e) **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.

Activities to Support Road Safety

9. We work collaboratively with Thames Valley Police on the Thames Valley Road Safety Working group, we are members of Road Safety GB, (RSGB) nationally and work closer to home with the SE RSGB group. As an FRS we also working with the National Fire Chiefs Council, (NFCC) and are part of the Road Safety arm within this.
10. We also align with the National Police Chiefs Council, (NPCC), RSGB and NFCC national calendars so we have monthly targeted themes and within this we often join TVP on tasking event such as Drink Drug driving (including morning after), Mobile phone use, Dark nights – be bright be seen and lights on

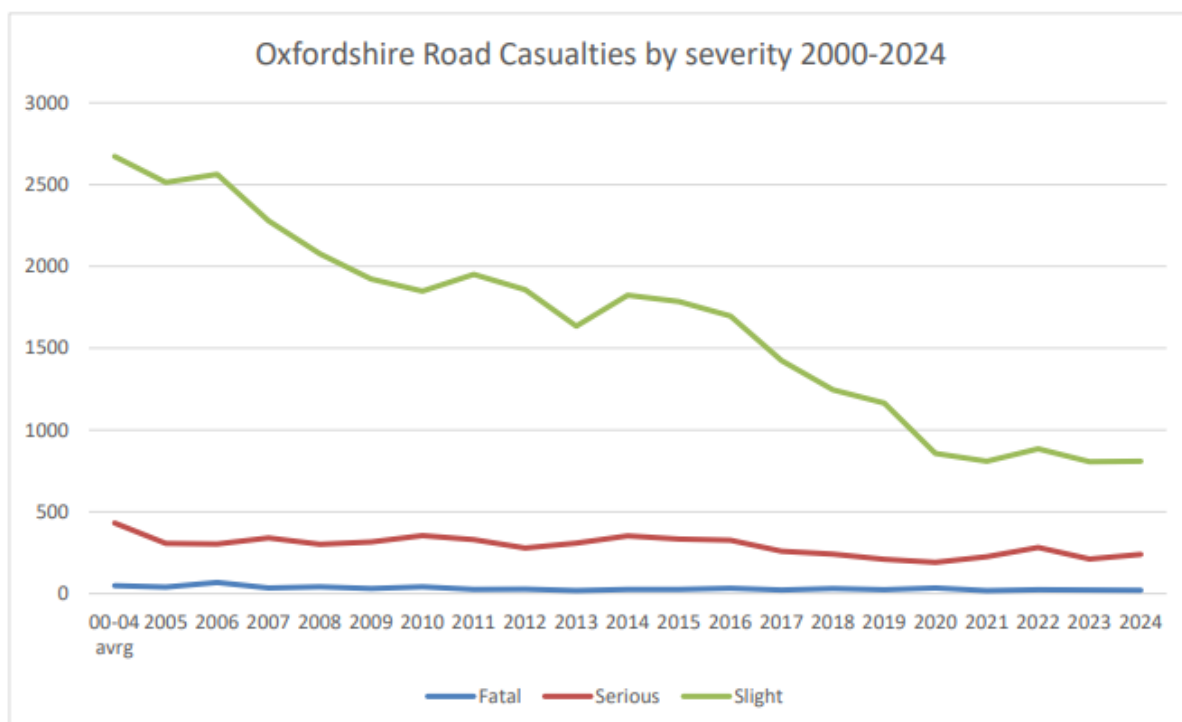
bikes (where we also target illegal eBikes and scooters), Close pass, and safe vehicles.

11. Annex 3 shows a presentation submitted by TVP to help the committee to understand their commitments to road safety.
12. Annex 4 shows the schools education programme and calendar of events planned to be delivered during the year.
13. The capital funding allocation for Vision Zero has since 2022 seen approximately 50 safety schemes being implemented (or awaiting construction) with additional schemes being funded – subject to confirmation of the budget – in 2026/27; this includes completing a comprehensive review of speed limits on the rural A and B road network. Separately approximately 275 20mph limit schemes have been implemented under the Councils' 20mph Transformation Programme.
14. Additionally, Department for Transport funding under their Safer Roads programme has been secured for four routes in Oxford, three of which have been implemented with a fourth now at the stakeholder consultation stage.
15. Improving safety is also a key consideration in County Council transport projects that primarily address other Local Transport and Connectivity Plan objectives and in the same way every opportunity is taken in the design of safety schemes to contribute to the latter, especially in respect of active travel.
16. Similarly, the management of development in partnership with the District Councils is focussed on ensuring that LTCP objectives including safety are met, both in respect of the overall layout of new development and the detailed design of new highway and transport infrastructure being delivered.
17. We are obliged to analyse the data provided on the number of casualties which occur on our network. An annual report is produced and can be found using the link below.
18. Annex 2 contains the OCC Road Traffic Accident Data Summary 2024
19. This Casualty Report provides information on the number of casualties sustained as a result of road traffic collisions on the public highway within Oxfordshire in 2024 (including the M40, A34 and A43 which are managed by National Highways) as collected by Thames Valley Police as part of their national roads safety incident reporting system, referred to as STATS19 data, managed by the Department for Transport (DfT).
20. The road safety casualty data only includes collision data attended by the police where there has been a fatal, serious or slight injury reported, or those casualties reported on-line via the police website. This road safety data is also sometimes referred to as road safety incident data

21. The Council also receives 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.

Impact of Road Safety Initiatives

22. The graph below shows the number of fatal, serious and slight casualties in Oxfordshire since 2000. This shows that the steady decline in casualties to 2020 has levelled off in recent years.



Graph 1. Oxfordshire – Killed / Serious / Slight casualties 2000 - 2024.

23. It shows casualty reductions over the period from 2000 to 2020, with an increase in slight and serious casualties beginning in 2021 and 2020 respectively. There was a reduction in all forms of travel over the COVID-19 pandemic period, but travel volumes since then are increasing back to pre-pandemic levels.
24. Although there is no hard evidence to fully explain the marked reduction in the number of slight casualties from 2000, there are several factors that may have contributed to it, including improved car and vehicle safety, greater awareness of road safety campaigns such as drink-driving, and improved road infrastructure.

Corporate Policies and Priorities

25. This work supports the Council's Strategic Plan and LTCP objectives to enable safe, healthy, equitable mobility, encourage active travel, and reduce

inequalities in road risk, consistent with the Safe System approach set out on the OCC Vision Zero webpage.

Financial Implications

26. Budgets are managed from those which have been identified and agreed through the annual budget setting process.
27. Road safety and delivery of our ambition is considered through all spend and projects, but in terms of a specific Vision Zero programme, the current budget allocation within the MTFP is, 2025/26 £3.1m and for 26/27 £2.9m (draft)
28. In addition, the county council made a bid for funding to make key safety improvements on Banbury Road and Iffley Road in 2023 and were awarded £1.675m from the Department for Transport's Safer Roads Fund to deliver the safety works

Filipp Skiffins, Finance Business Partner filipp.skiffins@oxfordshire.gov.uk

Legal Implications

29. Road safety in relation to maintenance is undertaken in compliance with the council's duty to maintain the highway set out in section 41 of the Highways Act 1980 and to promote road safety and prevent collisions (Road Traffic Act 1988, s.39).
30. There is no change to the policy and as this paper is brought to Scrutiny for awareness, and there are no new proposals.

Jennifer Crouch, Principal Solicitor (Environmental)
jennifer.crouch@oxfordshire.gov.uk

Staff Implications

31. Delivery is through existing teams in Highway Maintenance & Road Safety alongside OCC/OFRS Road Safety Education team supported by Communications, Network Management, Public Health and partner agencies (e.g., Thames Valley Police).

Equality & Inclusion Implications

32. Programmes prioritise vulnerable road users (children and young people, older people, pedestrians, cyclists, motorcyclists) and address geographical

disparities in road risk, supporting safer, more inclusive mobility. An overarching assessment was included within the Cabinet report for the adoption of the strategy, and each scheme considers within in its own right as they are developed.

Sustainability Implications

33. Safer roads and lower traffic speeds enable modal shift to walking and cycling, contributing to public health and climate objectives. Engineering measures and education programmes are designed to be long-lasting and scalable across the network. An overarching assessment was included within the Cabinet report for the adoption of the strategy, and each scheme considers within in its own right as they are developed.

Paul Fermer
Director of Environment and Highways

Annexes:

Annex 1: Vision Zero Strategy

<https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-policies-and-plans/VisionZeroStrategyandActionPlan.pdf>

Annex 2: Oxfordshire Casualty Report 2024

<https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-policies-and-plans/CasualtyReport2024.pdf>

Annex 3: TVP Joint Operations Unit Road Safety Presentation



TVP Oxford
Committee (002).pdf

Annex 4: Road Safety Education Team calendar of events and Schools Education Programme



CALENDAR
20252026.pdf



OFRS%20Schools%
20education%20Pro

Contact Officer:

Sean Rooney Head of Highway Maintenance and Road
Safety

January 2026

This page is intentionally left blank

Oxfordshire - Safe Roads through Vision Zero to 2030

April 2024

Document information

Title	Oxfordshire – Safe roads through Vision Zero to 2030
First published	January 2024
Review	Review every 5 years
Status	Draft v2
Enquiries	visionzero@oxfordshire.gov.uk

Contents

1. Executive Summary	4
2. Foreword.....	7
3. Introduction	8
4. Road safety context	9
4a. National Context	9
4b. Oxfordshire Context.....	10
5. Vision Zero background	18
6. Safe System Strategy	21
6a. Safe Roads and Roadside.....	21
6b. Safe Vehicles	25
6c. Safe Speeds	29
6d. Safe Users.....	33
6e. Post Collision Response and Learning	37
6f. Partnerships	39
6g. Outcomes.....	41
7. Annex A - Vision Zero Action Plan	43
8. Annex B - Vision Zero committed delivery programme.....	50
9. Annex C - Local Targets and Performance monitoring	52

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.

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 Police². 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 one³.

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.

2. [Road casualties | Oxfordshire County Council](#)

3. [Road casualties | Oxfordshire County Council](#)

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).

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 (Alphabetical)
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.

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

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.

Geography and Place

In 2021 Oxfordshire had a population of 725,300⁷, 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 period⁸.

⁸ Office for National Statistics 2021 Census [Census - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk)

⁹ [Factors affecting reported road casualties \(publishing.service.gov.uk\)](https://www.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 2022⁹ 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.

⁹ [Road traffic statistics - Local authority: Oxfordshire \(dft.gov.uk\)](https://www.dft.gov.uk/road-safety/data-research/road-traffic-statistics)

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:

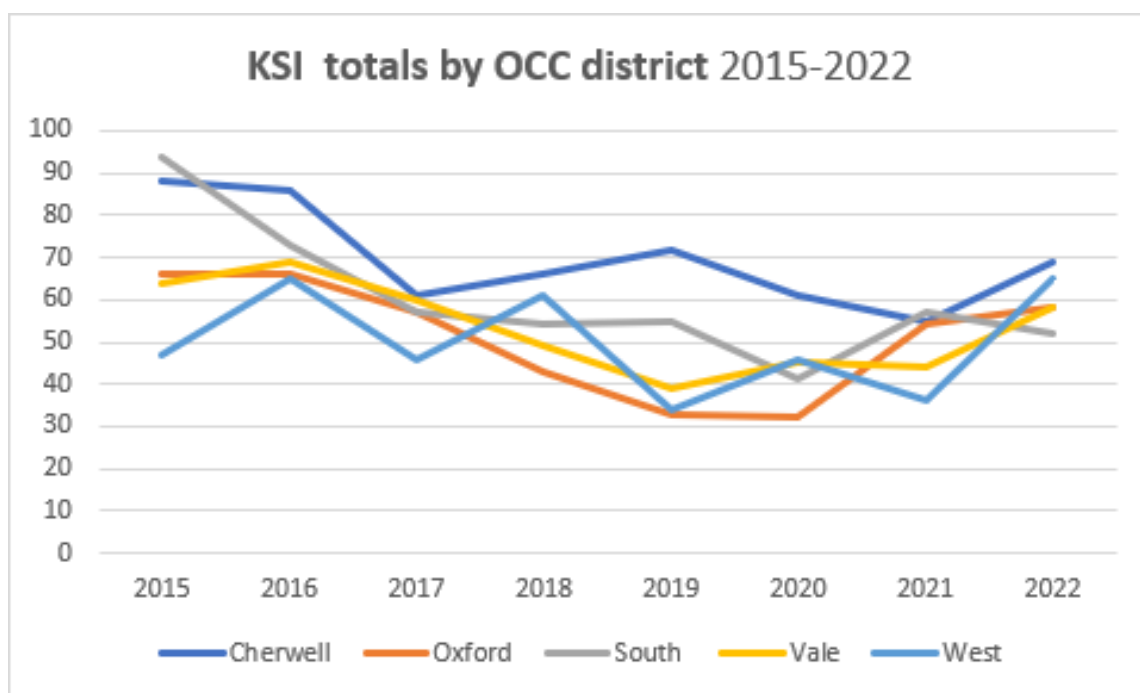


Image 1 – Graph showing Oxfordshire Road traffic casualty (KSI) totals by district from 2015 to 2022.

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.

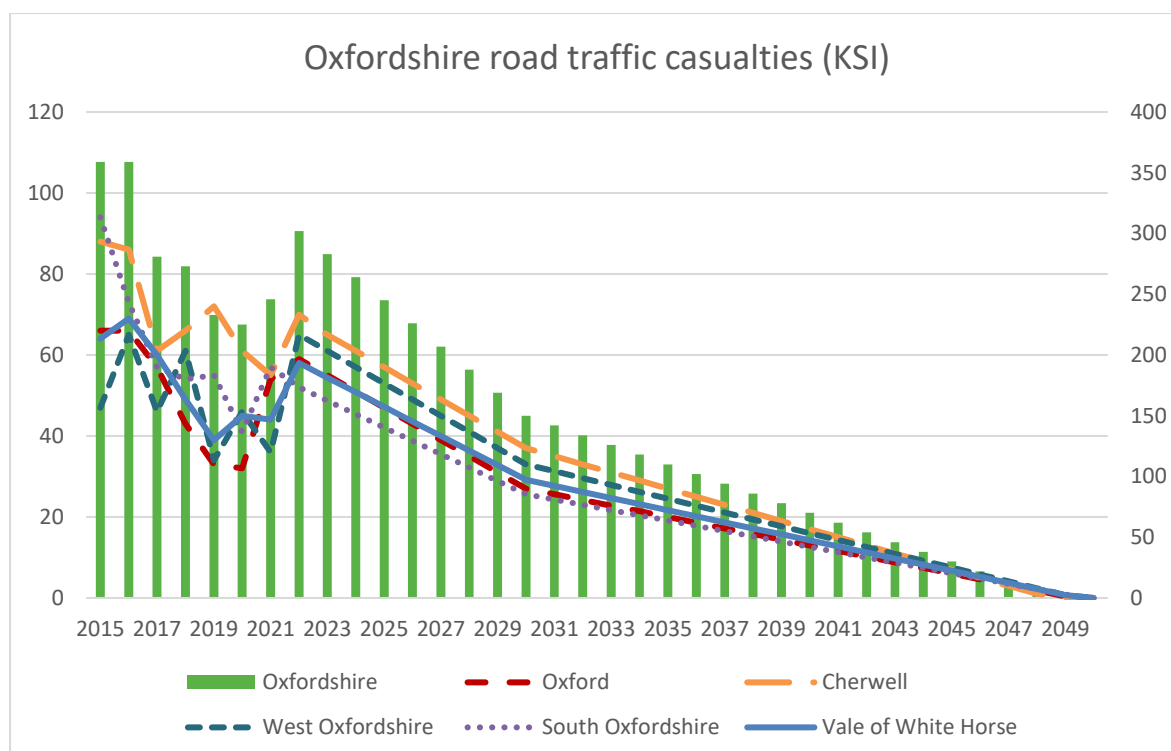


Image 2 – Graph showing Oxfordshire Road traffic casualty (KSI) reduction required per year to reach 2030 and 2050 targets from 2022 base (Oxfordshire shown on right axis, districts on left axis. This is showing an indicative average reduction.)

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.

Additional data uses.

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 Portal¹⁰.

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.

Road Safety Risk

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:

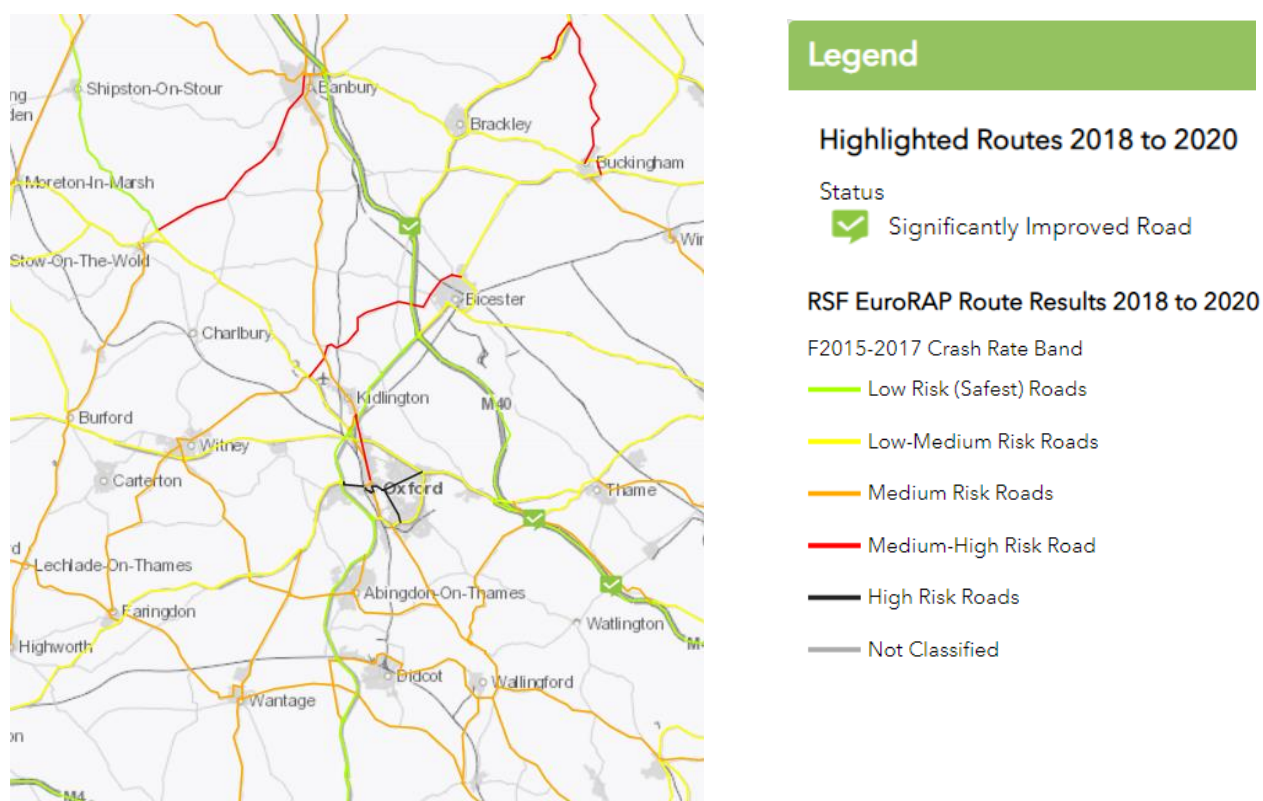


Image 3 – Image showing EuroRAP results for road safety High risk roads across Oxfordshire.

¹⁰ [RAP Tools - iRAP](#)

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.

What kills most on the roads

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.

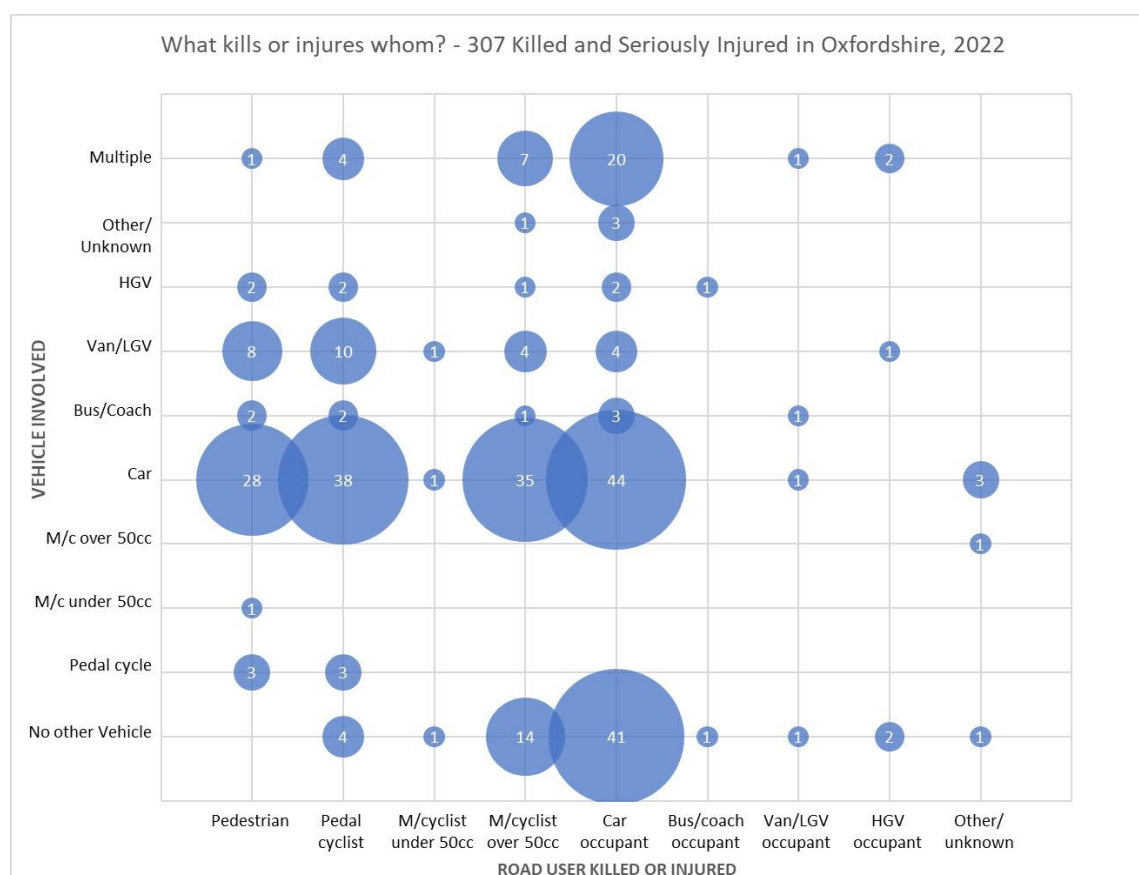


Image 4 – Grid Graph showing results for 2022's Killed and Seriously injured across Oxfordshire.

¹¹ [The Parliamentary Advisory Council for Transport Safety - PACTS](#)

¹² [PACTS-What-kills-most-on-the-roads-Report-15.0.pdf](#)

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:

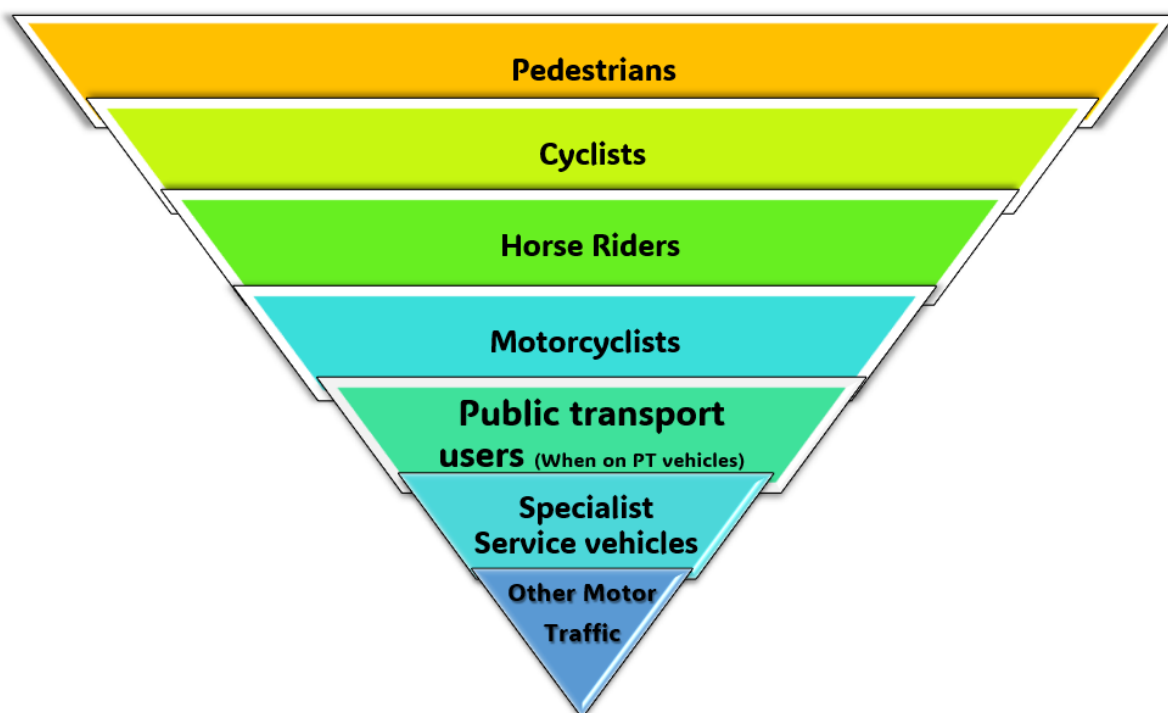


Image 5 – Image showing the OCC Road user hierarchy.

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.

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.

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

Table 1 – 2020 average value of prevention per reported casualty and per reported road accident¹³

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

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).

¹³ [Reported road casualties Great Britain, annual report: 2021 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2021)

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:

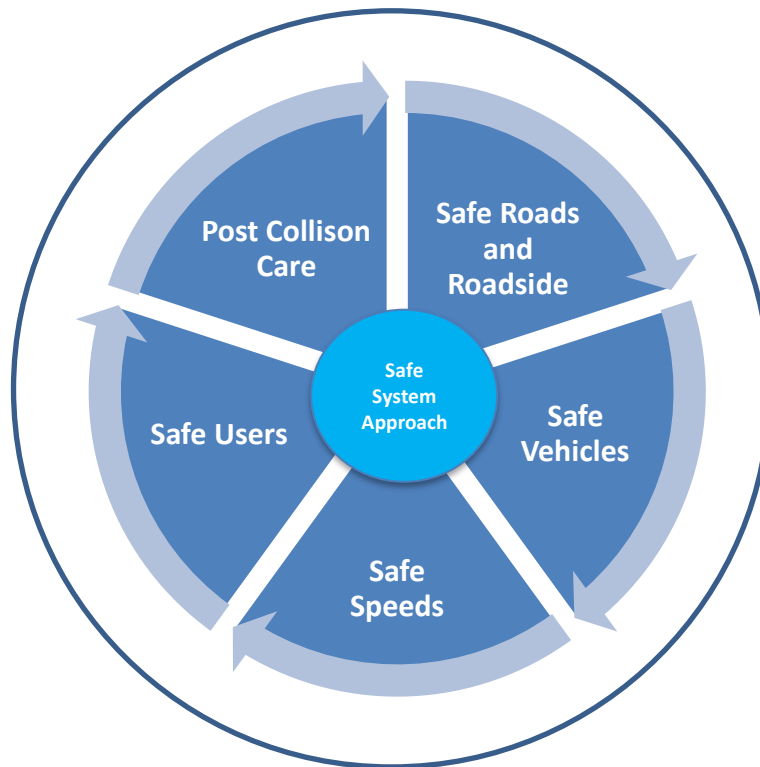


Image 6 - Vision Zero whole system approach, encompasses 5 aspects .

- 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).

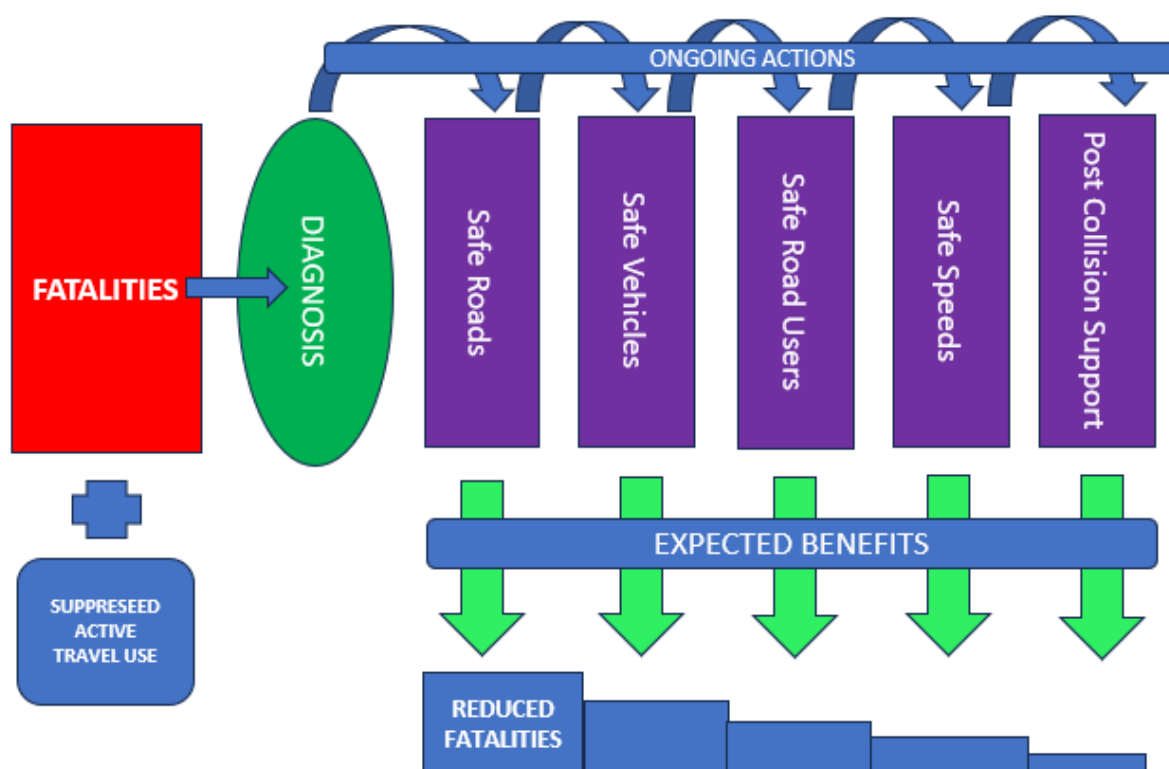


Image 7 – Image of OCC's Vision Zero Delivery Plan in a diagram

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 Guide¹⁴, 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 policies 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**

¹⁴ [What is Healthy Streets? — Healthy Streets](#)

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.

¹⁵ [Roads and highways maintenance in Oxfordshire | Oxfordshire County Council](#)

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 Vision 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.

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

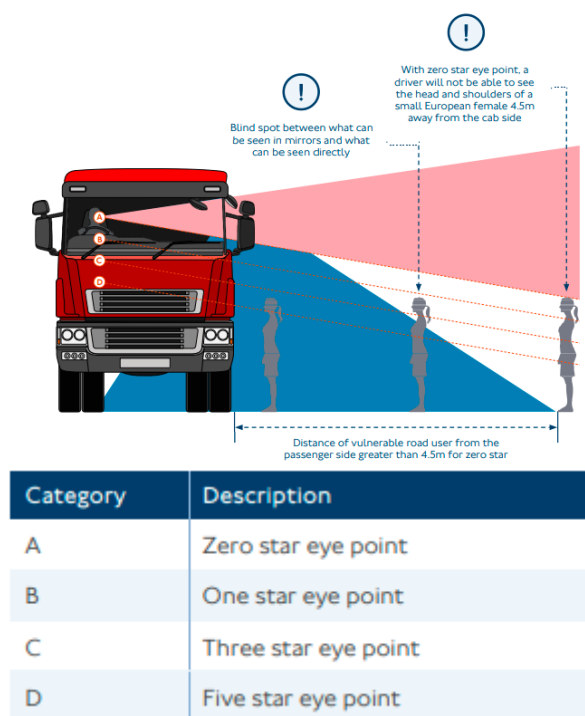


Image 8 – Image of Direct Vision Standard star rating boundaries¹⁷

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 standard¹⁸. **Similarly, we will ensure that OCC and the Council's contractors and sub-contractors sign up to the Construction Logistics and Community Safety (CLOCS) standard¹⁹.**

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

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 Bikeability²¹ 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.

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

- **SV5** - Investigate implementation of a Direct Vision 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 speeds²²

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.

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 non-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 in 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 Vision 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. It is 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 safety²⁴.

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.**

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 travel 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 from 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 safely share our roads with vulnerable road users such as safely 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 2022²⁵ 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.

²⁵ [The Highway Code: 8 changes you need to know from 29 January 2022 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/highway-code-8-changes-you-need-to-know-from-29-january-2022)

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 of 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 courses²⁶ 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

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 Collision 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.

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 Partnership³³, 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.**

³³ [Oxford Safer Communities Partnership | Oxford Safer Communities Partnership | Oxford City Council](#)

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.

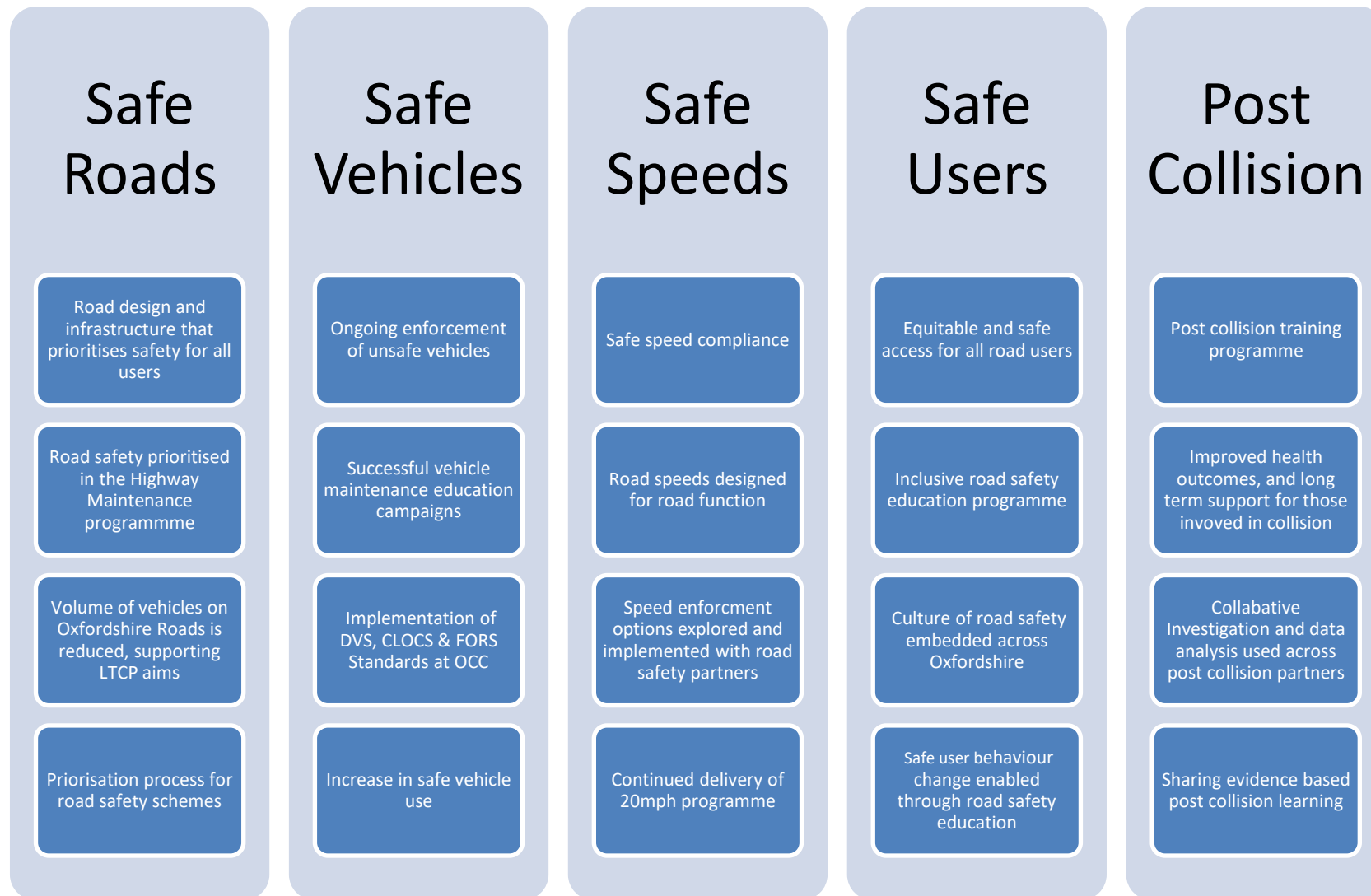


Image 10 – Image of table showing OCC's Vision Zero Outcomes

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 Vision Standard for HGVs within Oxford and future expansion to Oxfordshire.	2c / 2d	Direct Vision 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 Vision 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 analyse 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.	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	<p>To identify initiatives in collaboration with TVP to support adherence to speed limits.</p> <p>Initiatives may include pilots around average speed enforcement in particular and as a last resort traffic management measure.</p> <p>Focus to be shaped through road safety data and police intelligence. This should include data from local Speedwatch groups.</p>	£0.4m
Safer Routes to School	<p>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.</p> <p>Priority will be given to locations that are likely to provide the biggest benefit to the largest number of children.</p>	£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.

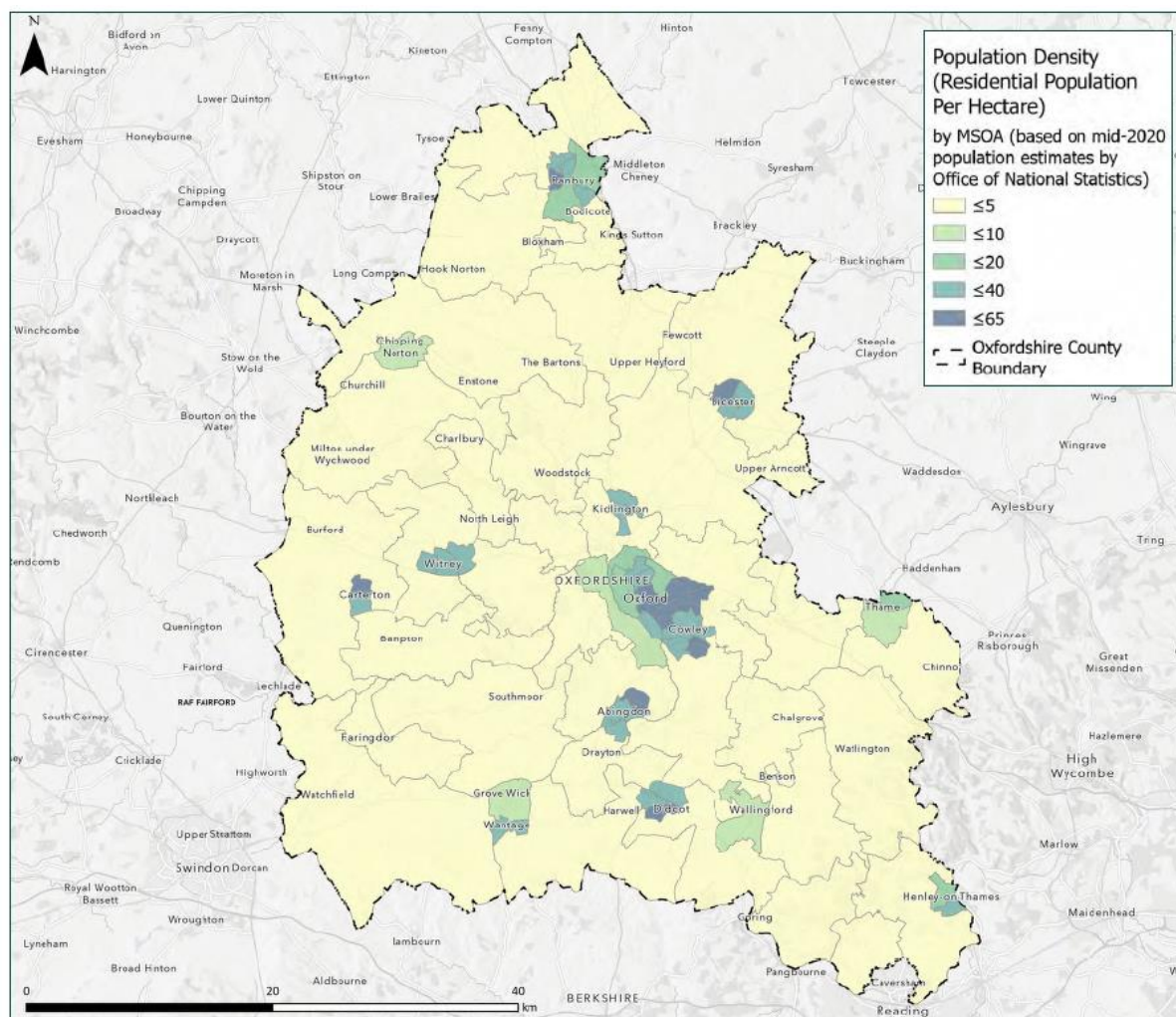


Image 11 – Image showing Population density showing the urban areas in Oxfordshire using Middle Super Output Areas (MSOA) These higher population urban areas will be reviewed to develop plans to bring Vision Zero target of zero fatalities and serious injuries forward from 2050 to 2030.

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.

This page is intentionally left blank

Oxfordshire County Council

Road Traffic Collisions:

Casualty Data Summary 2024



Contents

									Page
1. –	Vision Zero	-	-	-	-	-	-	-	3
2. –	Introduction		-	-	-	-	-	-	4
3. –	Headline data	-	-	-	-	-	-	-	5
4. –	National and comparative data	-		-	-	-	-	-	10
5. –	Pedestrian casualties	-	-	-	-	-	-	-	15
6. –	Pedal cyclist casualties	-	-	-	-	-	-	-	18
7. –	E-scooter casualties	-	-	-	-	-	-	-	21
8. –	Motorcycle & Moped casualties		-	-	-	-	-	-	24
9. –	Car Occupant (driver & passenger) casualties		-						27
10.–	Bus & Coach occupant casualties		-	-	-	-	-	-	30
11.–	Goods vehicle occupant casualties		-	-	-	-	-	-	32
12.–	District casualty summary		-	-	-	-	-	-	35
13.–	2024 Collision location map		-	-	-	-	-	-	36
14.–	Average value of casualty prevention		-	-	-	-	-	-	37
15.–	TVP and NHS data comparison		-	-	-	-	-	-	38
A –	Contact details	-	-	-	-	-	-	-	39
B –	Useful internet resources		-	-	-	-	-	-	39

1. The Vision Zero Safe System approach – working towards a safer transport system

In June 2022, Oxfordshire County Council (OCC) made a commitment to reduce all fatalities and severe injuries resulting from road collisions on Oxfordshire's Road network to zero by 2050, and to encourage a safer, healthier, and more equitable mobility for all by adopting the Vision Zero Safe System approach to road safety. The Vision Zero target of zero fatalities and severe (life-changing) injuries is now reported as one of our Local Transport and Connectivity Plan targets¹, and our Vision Zero Strategy was subsequently approved by Cabinet in April 2024².

The Vision Zero safe system approach encompasses five aspects of road safety, and each aspect is considered equally to support a holistic approach for road safety:



Image 1 - Vision Zero whole system approach encompasses five road safety aspects.

To achieve Vision Zero, we are working with our road safety partners and stakeholders to embed a 'safe system' approach. We are working together on road safety infrastructure, road user behaviour, safe vehicle technology and national road safety legislation to achieve our 2050 target and bring about road safety improvements for Oxfordshire residents.

Although our Vision Zero target is ambitious, it is very timely. Since 2001, road safety improvements have been evidenced by a national longer-term reduction in road casualties, achieved both nationally and within Oxfordshire. But recently, road safety data figures are increasing, reflecting a growing number of road safety incidents. Therefore, although challenging, it is considered vital to reduce road collisions and casualties by adopting the Vision Zero approach.

OCC is also mindful of the continuing pressures on local government budgets, so new and innovative ways of working towards our Vision Zero target are required. Our commitment to encouraging active travel, by shifting from private vehicle use to walking and cycling, has huge health and environmental benefits, but places increased responsibility to provide safer roads and safer environments for our most vulnerable road users, such as pedestrians, cyclists and motorcyclists.

¹ [Local Transport and Connectivity Plan | Oxfordshire County Council](#)

² [Agenda for Cabinet on Tuesday, 23 April 2024, 2.00 pm | Oxfordshire County Council](#)

2. Introduction

This Casualty Report provides information on the number of casualties sustained as a result of road traffic collisions on the public highway within Oxfordshire in 2024 (including the M40, A34 and A43 which are managed by National Highways) as collected by Thames Valley Police³ as part of their national roads safety incident reporting system, referred to as STATS19 data⁴, managed by the Department for Transport (DfT). This road safety casualty data only includes collision data attended by the police where there has been a fatal, serious or slight injury reported, or those casualties reported on-line via the police website. This road safety data is also sometimes referred to as road safety incident data. Nationally reported road casualties for 2024 can be accessed via the DfT's accredited official statistics webpage: [Reported road casualties Great Britain, annual report: 2024](#)

This Casualty Report only provides road safety information on the number of casualties, with data pertaining to the Oxfordshire District where the road collision occurred, and the age and gender profile of the person involved in the road collision. All data is anonymised. There is data presented on the vehicle(s) type involved in the collision, which is referred to the 'road user group', and if the collision took place at a road bend or junction, the road classification type, and if the speed limit was 30mph or below, or 40mph or above. Please note, not all STATS19 data fields are submitted for every casualty, as the circumstances and factors for each casualty are unique and different, and some data fields may not apply to that casualty incident.

In practice, it is known from various national studies using information from insurers and the NHS that many road collisions, especially those involving a single road-user and resulting in only minor injuries, are often not reported to the police. It is therefore acknowledged that the actual number of collisions and injuries on our roads is higher than the Thames Valley Police data analysed within this report.

The following definitions of casualty severity are used in the national road casualty reporting system:

'Fatal' - where death occurs within 30 days of the road traffic collision occurring.

'Serious' - injuries requiring in-patient treatment and injuries classed as serious, such as bone fractures, severe internal injuries and severe cuts, and also injuries resulting in death more than 30 days following the road traffic collision.

'Slight' - injuries such as sprains, neck whiplash injury (not necessarily requiring medical treatment), bruises and slight shock requiring roadside attention.

"KSI" – Killed and seriously injured – also referred to as a Fatal or Serious Injury. In some of the tables and graphs presented within this report, the KSI figure is the Fatal and Serious Injury figures added together to give a total KSI figure.

'Child' includes casualties for those aged between 0 and 15.

'Adult' includes casualties for those aged 16 and above and those where no age was assigned in the police report.

The 'Serious' category covers a wide range of injuries, many of which following treatment will thankfully not have long-term consequences or be classed as 'severe' in the context of the Vision Zero targets. Changes in 2025 to the national road casualty reporting system will provide more disaggregated information on injury severity that will help better inform progress to meeting the targets.

³ [Home | Thames Valley Police](#)

⁴ [Statement of Administrative Sources - STATS19](#)

3. Headline Data

3.1 Casualties

The headline data presented below provides an overview of the casualty data in Oxfordshire for 2024.

Table 3.1 below gives the overall total fatal, serious and slight casualty figures for all road safety incidents either attended by, or reported to, Thames Valley Police in Oxfordshire in the year of 2024.

All casualties Oxfordshire 2024	Fatal	Serious	Slight	Total
Total	20	240	808	1068

Table 3.1 – Total casualties Oxfordshire

2024 saw a 2% increase in the overall number of casualties compared to 2023 (1040) , and a 11% increase in fatal and serious (KSI) injuries.

Table 3.2 below lists the casualties per road user group, i.e. the mode of transport being used by the casualty.

Casualties by road user group				
	Fatal	Serious	Slight	Total
Pedestrian	2	34	96	132
Pedal cycle	2	29	158	189
Equestrian	0	0	1	1
E-scooter	0	5	14	19
Motorcycle (including moped)	1	70	77	148
Car occupant	12	83	411	506
Bus & Coach occupant	1	3	9	13
Goods vehicle occupant - Van	1	9	29	39
Goods vehicle occupant – Lorry	1	4	4	9
Other (taxi, quad bikes, mobility scooters, agricultural vehicles etc.)	0	3	9	12
Totals	20	240	808	1068

Table 3.2 – Casualties by road user group

Key points

- Overall, car occupants are the single largest casualty group (47%), which reflects the high proportion of journeys made by car.
- Pedestrians, pedal cyclists and motorcyclists are the road users most susceptible to sustaining serious injuries in road collisions and as such are referred to as ‘vulnerable’ road users. Together, they account for 53% of all the total recorded KSI’s in Oxfordshire in 2024 (pedestrians 14%, pedal cyclists 12% and motorcyclists 27%).

- E-scooters are only legally permitted in Oxford City as part of the approved E-scooter rental trial⁵. There are a growing number of informal users, but they do not appear to be, at present, a major road casualty problem, although research indicates that risks for their users are comparable to or higher than to those for pedal cyclists⁶.
- Bus occupants have a very low risk of KSI casualties and road safety data indicates that Buses are the safest mode of transport in Oxfordshire. Encouraging bus use across Oxfordshire will support a reduction in car journeys, and this will in turn help support a reduction in car road safety incidents.

⁵ [E-scooter trial in Oxford | Oxfordshire County Council](#)

⁶ [- Blizard Institute - Faculty of Medicine and Dentistry](#)

3.2 Contributory Factors

Contributory Factors are usually assigned by Thames Valley Police during their collision investigations, along with a probability that the factor contributed to the collision occurring. There may be more than one factor per collision.

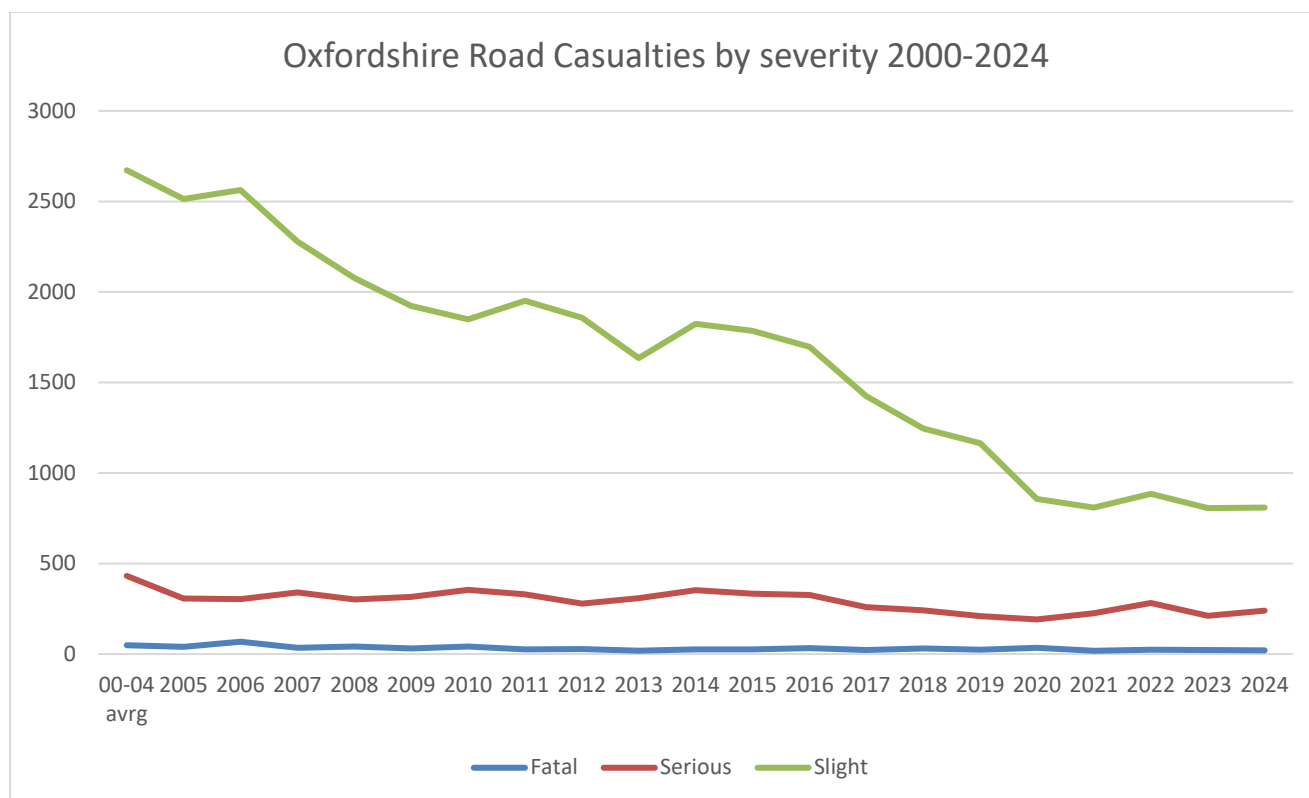
In 2024, there were 20 collisions that resulted in the 20 fatalities. The Contributory Factors recorded for these collisions are as listed in Table 3.3 below.

Causation Factor	Probability	Number of occurrences
Aggressive driving	Possible	1
Aggressive driving	Very likely	2
Animal or object in carriageway	Very likely	1
Careless/Reckless/In a hurry	Possible	2
Careless/Reckless/In a hurry	Very likely	2
Disobeyed Give Way or Stop sign or markings	Very likely	1
Distraction in vehicle	Possible	1
Distraction outside vehicle	Possible	1
Driver using mobile phone	Possible	1
Exceeding speed limit	Possible	1
Exceeding speed limit	Very likely	2
Failed to judge other persons path or speed	Possible	1
Failed to judge other persons path or speed	Very likely	3
Failed to look properly	Possible	2
Failed to look properly	Very likely	3
Fatigue	Possible	1
Fatigue	Very likely	1
Illness or disability, mental or physical	Very likely	4
Impaired by alcohol	Possible	2
Impaired by alcohol	Very likely	4
Impaired by drugs	Possible	1
Impaired by drugs	Very likely	1
Inexperienced or learner driver/rider	Very likely	1
Junction overshoot	Very likely	1
Loss of control	Very likely	2
Other	Very likely	2
Poor turn or manoeuvre	Very likely	1
Rider wearing dark clothing	Possible	1
Road layout (eg. bend, hill, narrow road)	Very likely	1
Swerved	Very likely	1
Travelling too fast for conditions	Very likely	2
Tyres illegal, defective or under inflated	Very likely	1
Vehicle in course of crime	Very likely	1

Table 3.3 – Fatal collision Contributory Factors

3.3 Casualties since 2000

Graph 1 below shows the number of fatal, serious and slight casualties in Oxfordshire since 2000. This shows that the steady decline in casualties to 2020 has levelled off in recent years.



Graph 1. Oxfordshire – Killed / Serious / Slight casualties 2000 - 2024.

Key Points

- Graph 1 shows casualty reductions over the period from 2000 to 2020, with an increase in slight and serious casualties beginning in 2021 and 2020 respectively. There was a reduction in all forms of travel over the COVID-19 pandemic period, but travel volumes since then are increasing back to pre-pandemic levels.
- Although there is no hard evidence to fully explain the marked reduction in the number of slight casualties from 2000, there are several factors that may have contributed to it, including improved car and vehicle safety, greater awareness of road safety campaigns such as drink-driving, and improved road infrastructure.

3.4 Casualty Age and Gender

Chart 1 below shows the total number of casualties split out by age groups and by gender profile.

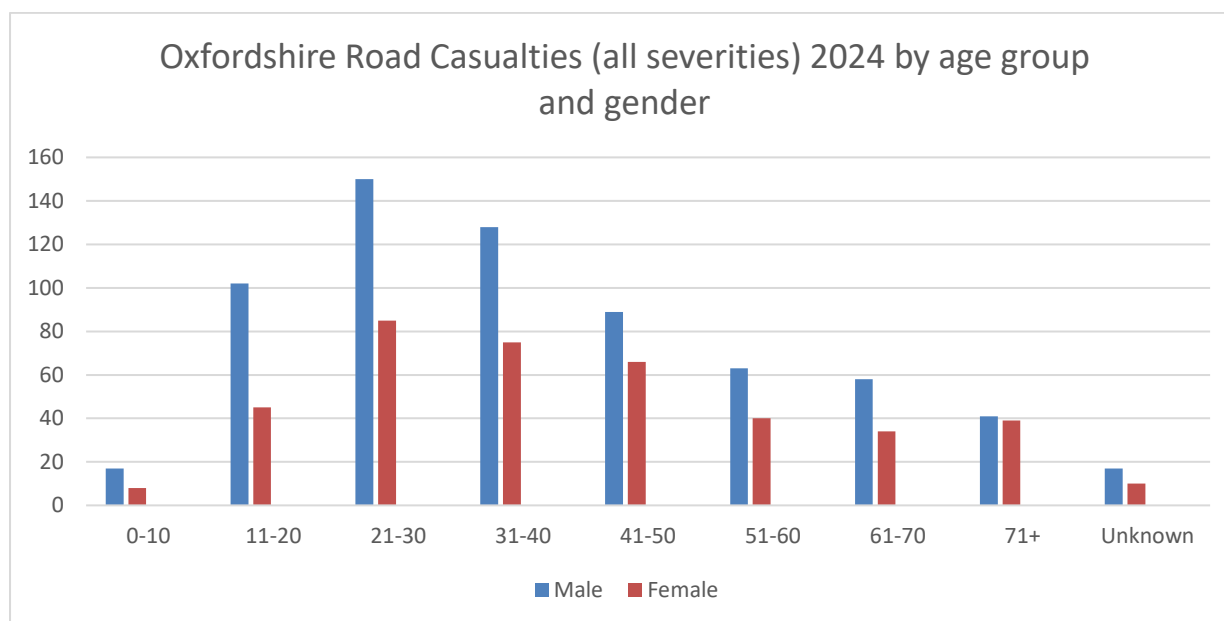


Chart 1. Oxfordshire – Casualties 2024 all road users, by age and gender profile. The ‘unknown’ data are the collisions where Thames Valley Police have not recorded the age of person involved in the collision.

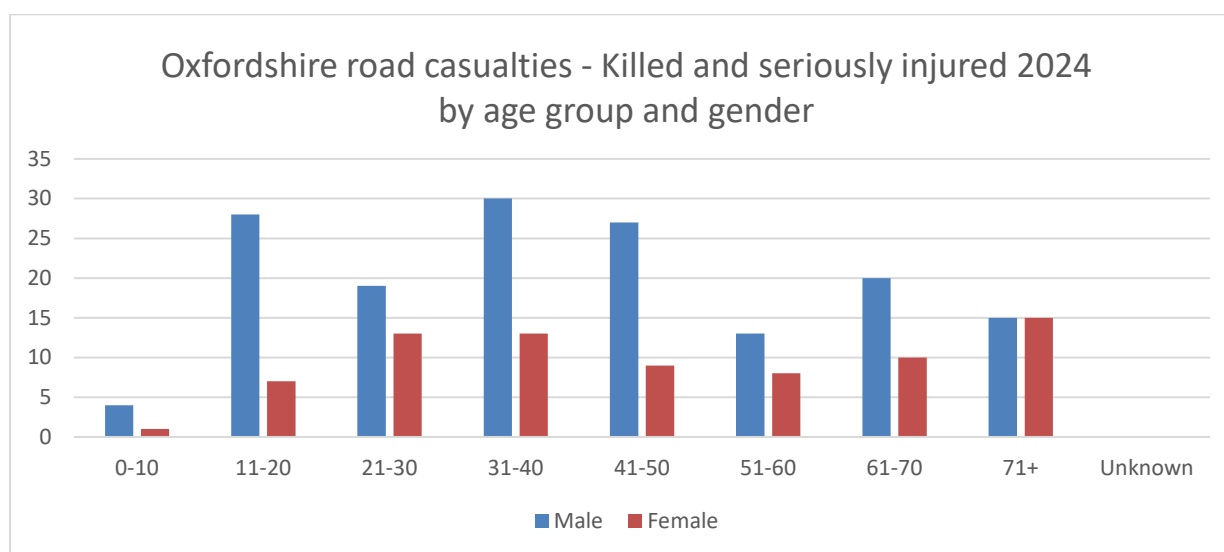


Chart 2. Oxfordshire – KSI Casualties 2024 all road users, by age and gender profile.

Key Points

- The 2024 casualty data by age and gender profile, shows that younger and middle-aged males are the demographic group particularly affected by road collisions. This highlights the need for implementing road safety improvements and delivering road safety education, such as encouraging the awareness of the Highway Code rules, especially for new drivers, and the ongoing support for the introduction of graduated driving licences⁷.
- Chart 2 illustrates that people in the older age categories are more likely to be killed or seriously injured, when involved in a collision, than those in the younger categories.

⁷ [Progressive licensing for young and newly qualified drivers | Brake](#)

4. National and Comparative Data

Each local authority is unique, in that not only are its social and physical characteristics different to other authorities, but its traditions, organisation and working practices are distinctive too. The Chartered Institute of Public Finance & Accountancy (CIPFA) developed the ‘Nearest Neighbours Model’ to aid local authorities in undertaking comparative and benchmarking exercises, groups of authorities can be generated based upon a wide range of socio-economic indicators. The model adopts a scientific approach to measuring the similarity between authorities and has been used across both local and central government.

The table 4.1 below lists the 13 closest County Councils compared to Oxfordshire as generated by the nearest neighbour model:

Buckinghamshire	Cambridgeshire
Essex	Gloucestershire
Hampshire	Hertfordshire
Leicestershire	Northamptonshire
Surrey	Warwickshire
West Sussex	Wiltshire
Worcestershire	

Table 4.1 CIPFA statistical neighbours

The tables and graphs within this section use the **national⁸ 2024** available data to show and compare the number of road collisions sustained both nationally and also within Oxfordshire’s statistical neighbours i.e. those authorities that have been identified as being closest to Oxfordshire in their socio-economic characteristics.

⁸ [RAS0403](#)

Authority	Population ⁹ 2024	Total Casualties	Slight Casualties	KSI Casualties
Buckinghamshire	578,772	765	653	112
Cambridgeshire	710,317	1,436	1119	317
Essex	1,563,365	2,965	2289	676
Gloucestershire	669,380	1,367	1054	313
Hampshire	1,447,214	2,920	2256	664
Hertfordshire	1,236,191	2,267	1907	360
Leicestershire	745,573	943	657	286
Northamptonshire	n/a	n/a	n/a	n/a
Oxfordshire	763,218	1,068	808	260
Surrey	1,248,649	3,120	2406	714
Warwickshire	632,207	1,475	1150	325
West Sussex	915,037	2,250	1727	523
Wiltshire	523,700	1,180	994	186
Worcestershire	621,360	931	675	256
Great Britain	61,800,000	128,272	98,805	29,467

Table 4.2 National & statistical neighbour comparison (numbers) 2024

Authority	Population 2024	Total Casualties	Slight Casualties	KSI Casualties
Buckinghamshire	578,772	1.32	1.13	0.19
Cambridgeshire	710,317	2.02	1.58	0.45
Essex	1,563,365	1.90	1.46	0.43
Gloucestershire	669,380	2.04	1.57	0.47
Hampshire	1,447,214	2.02	1.56	0.46
Hertfordshire	1,236,191	1.83	1.54	0.29
Leicestershire	745,573	1.26	0.88	0.38
Oxfordshire	763,218	1.40	1.06	0.34
Surrey	1,248,649	2.50	1.93	0.57
Warwickshire	632,207	2.33	1.82	0.51
West Sussex	915,037	2.46	1.89	0.57
Wiltshire	523,700	2.25	1.90	0.36
Worcestershire	621,360	1.50	1.09	0.41
Great Britain	61,800,000	2.08	1.60	0.48

Table 4.3 National & statistical neighbour comparison (rate per 1,000 population) 2024

⁹ [Nomis - Official Census and Labour Market Statistics](#)

Chart 3 below shows the national & statistical neighbour total casualty comparison (rate per 1,000 population) in 2024, showing that Oxfordshire's total casualties are below the total national figure.

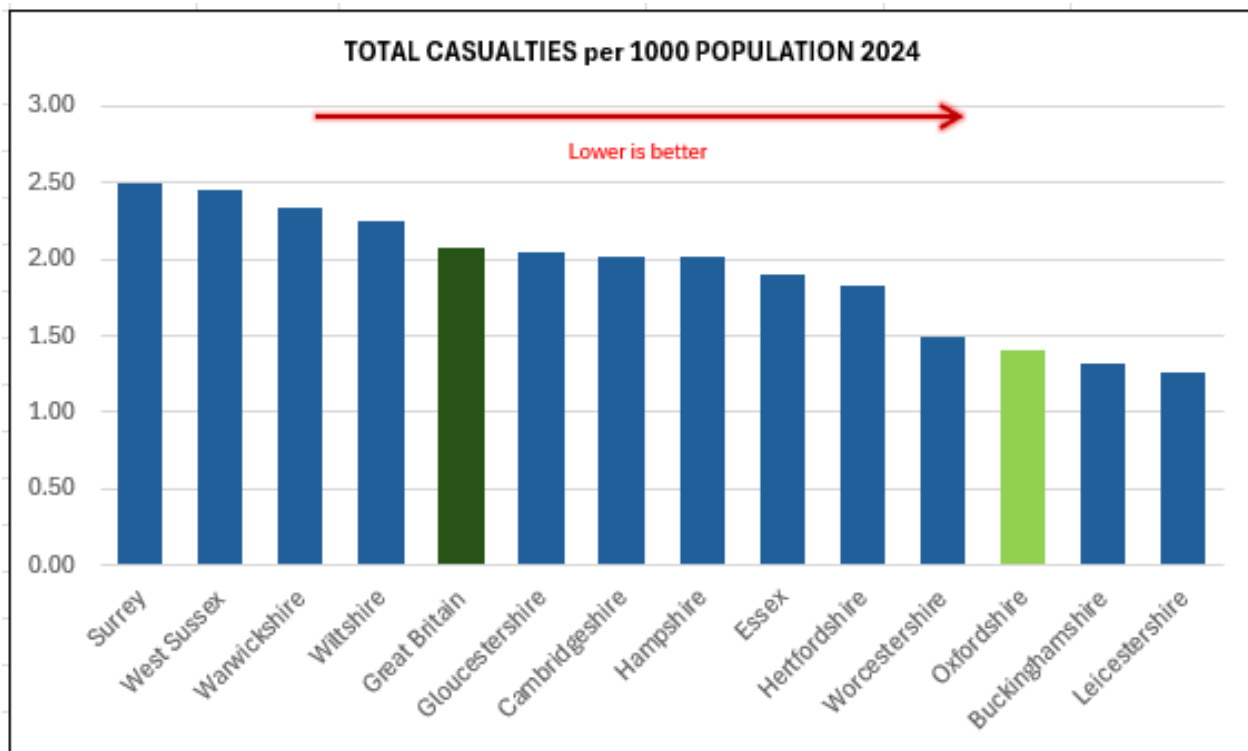


Chart 3. Total Casualties per 1,000 Population 2024

Chart 4 below shows the national & statistical neighbour KSI casualty comparison (rate per 1,000 population) in 2024, showing that Oxfordshire's KSI casualties are below the total national figure.

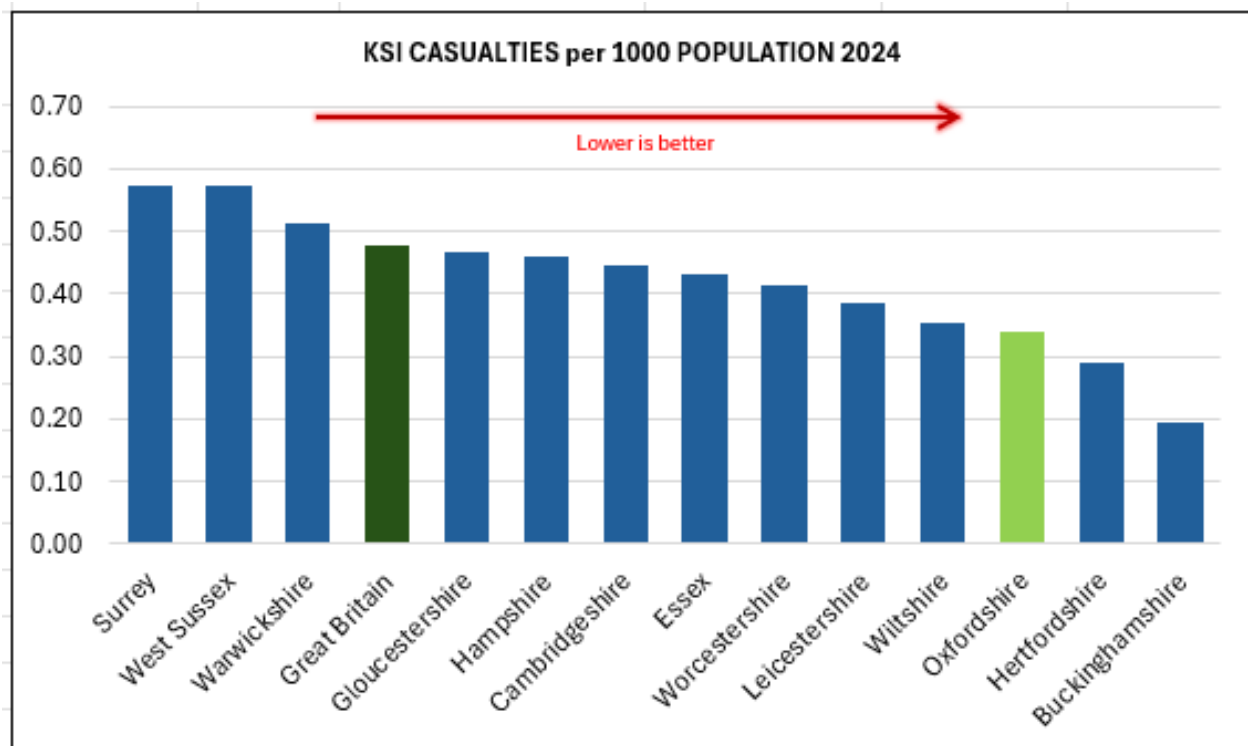


Chart 4. KSI Casualties per 1,000 Population 2024

4.1 Recent Casualty Trends

Table 4.4 below shows Oxfordshire's road user casualty data by main road user groups, in comparison to the 2010 – 2014 averages. The green figures reflect an improvement i.e. casualty average numbers have fallen, whilst the use of red figures reflects an increase in the numbers.

Road User	Injury Severity	2010 -2014 Average	2020	2021	2022	2023	2024	Oxfordshire 2024 c/w 2010-14	Oxfordshire 2024 c/w 2023
Pedestrian	KSI	50	23	31	45	29	36	-28%	+24%
	Slight	125	68	60	72	64	96	-23%	+50%
	All casualties	175	91	91	117	93	132	-25%	+42%
Pedal cyclist	KSI	66	46	52	63	49	31	-53%	-37%
	Slight	231	163	182	160	156	158	-32%	+2%
	All casualties	297	209	234	223	205	189	-36%	-8%
E-scooter	No trend data due to being a recent travel mode with no data collected prior to 2022								
Equestrian* averages too small to be recorded	KSI	0.4	1	0	0	0	0	*	*
	Slight	1.2	0	1	1	0	1	*	*
	All casualties	1.6	1	1	1	0	1	*	*
Motorcycle (including moped)	KSI	78	47	56	66	52	71	-9%	+37%
	Slight	118	62	78	80	69	77	-35%	+12%
	All casualties	196	109	134	146	121	148	-25%	+18%
Car occupant	KSI	139	89	90	113	89	95	-32%	+7%
	Slight	1,192	499	428	473	457	411	-66%	-10%
	All casualties	1,331	588	518	586	546	506	-62%	-7%
Bus occupant	KSI	4	0	0	2	1	4	0%	(+300%)
	Slight	48	6	4	21	3	9	-81%	(+200%)
	All casualties	52	6	4	23	4	13	-75%	(+225%)
Goods vehicle occupant - van	KSI	7	10	1	4	4	10	+43%	(+150%)
	Slight	53	29	36	30	27	29	-45%	+7%
	All casualties	60	39	37	34	31	39	-35%	+26%
Goods vehicle occupant - lorry	KSI	4	2	2	5	2	5	+25%	(+150%)
	Slight	22	15	13	10	7	4	-82%	(-43%)
	All casualties	26	17	15	15	9	9	-65%	(0%)
All road users	KSI	352	225	243	306	234	260	-26%	+11%
	Slight	1,823	857	808	884	806	808	-56%	0%
	All casualties	2,176	1,082	1,051	1190	1040	1068	-51%	+3%

Table 4.4. Oxfordshire road user casualty trends by road user 2010-14 average and 2023 to 2024

Key Points

- The 2024 casualty data percentage change from the 2010–2014 baseline indicates Oxfordshire’s Road casualty numbers showing an improvement across all road user groups, except for van and lorry occupant KSIs, where the sample size is very small every year.
- In comparison to 2023 across Oxfordshire, however, there are increases in most user groups.

4.2 Roads Managed by National Highways

The casualty data in Table 3.1 is for all public roads within Oxfordshire, including the M40, A43 and A34 which are all managed by National Highways .

The number of casualties on the roads managed by the two responsible authorities are shown in Table 4.5 below, with approximately 9% of the total number of casualties occurred on the strategic roads managed by National Highways.

Responsible authority	Fatal	Serious	Slight	Total
Local Highway Authority (OCC)	18	215	736	969
National Highways	2	25	72	99
Total	20	240	808	1068

Table 4.5 Oxfordshire casualties by responsible authority, 2024

5. Pedestrian Casualties

The tables and graphs found within this section show the 132 pedestrian casualties recorded in Oxfordshire in 2024, including analysis across each of the Oxfordshire's District areas, by road classification and with further data on the speed limit, and vehicle type involved in the pedestrian road casualty collision.

Oxfordshire District Council area					
Pedestrian casualties 2024	Cherwell	Oxford	South Oxon	Vale of White Horse	West Oxfordshire
Fatal	0	0	1	1	0
Serious	18	6	4	3	3
Slight	17	30	12	15	22
Total	35	36	17	19	25

Table 5.1 - Pedestrian road casualties by District.

Road Classification				
Pedestrian casualties 2024	M	A	B	Unnumbered Road
Fatal	1	1	0	0
Serious	0	14	4	16
Slight	0	26	25	45
Total	1	41	29	61

Table 5.2 - Pedestrian road casualties by road classification.

Speed Limit		
Pedestrian casualties 2024	Speed limit 40mph or above	Speed limit 30mph or below
Fatal	2	0
Serious	7	27
Slight	13	83
Total	22	110

Table 5.3 - Pedestrian road casualties by speed limit.

Type of vehicle which hit pedestrian casualty									
Pedestrian casualties 2024	Pedal cycle	E-scooter	Motor-cycle	Car	Taxi / Private Hire	Bus	Van	Lorry	Other
Fatal	0	0	0	1	0	0	0	1	0
Serious	1	0	1	23	1	1	5	2	0
Slight	6	1	3	62	2	5	15	2	0
Total	7	1	4	86	3	6	20	5	0

Table 5.4 – Type of vehicle which hit pedestrian casualty.

Movement made by vehicle hitting pedestrian							
Pedestrian casualties 2024	Vehicle travelling along road	Vehicle moving off	Vehicle stopping	Vehicle turning at junction	Vehicle overtaking stationary traffic	Vehicle reversing	Parked
Fatal	2	0	0	0	0	0	0
Serious	22	1	0	8	1	2	0
Slight	58	5	4	16	2	10	1
Total	82	6	4	24	3	12	1

Table 5.5 - Movement made by vehicle hitting pedestrian

Movement made by pedestrian							
Pedestrian casualties 2024	Pedestrian crossing road			Pedestrian not crossing road			
	Using zebra / signalled crossing or refuge	Near zebra / signalled crossing or refuge	Not at / near crossing	In road – not crossing or walking	Walking along road – no footway/not using footway	On footway	Unknown / other
Fatal	0	0	0	1	1	0	0
Serious	4	2	16	1	0	7	4
Slight	14	5	35	16	2	20	4
Total	18	7	51	18	3	27	8

Table 5.6 - Movement made by pedestrian

Chart 5 below gives an overview on the number of male and female pedestrian road KSI casualties across Oxfordshire in 2024.

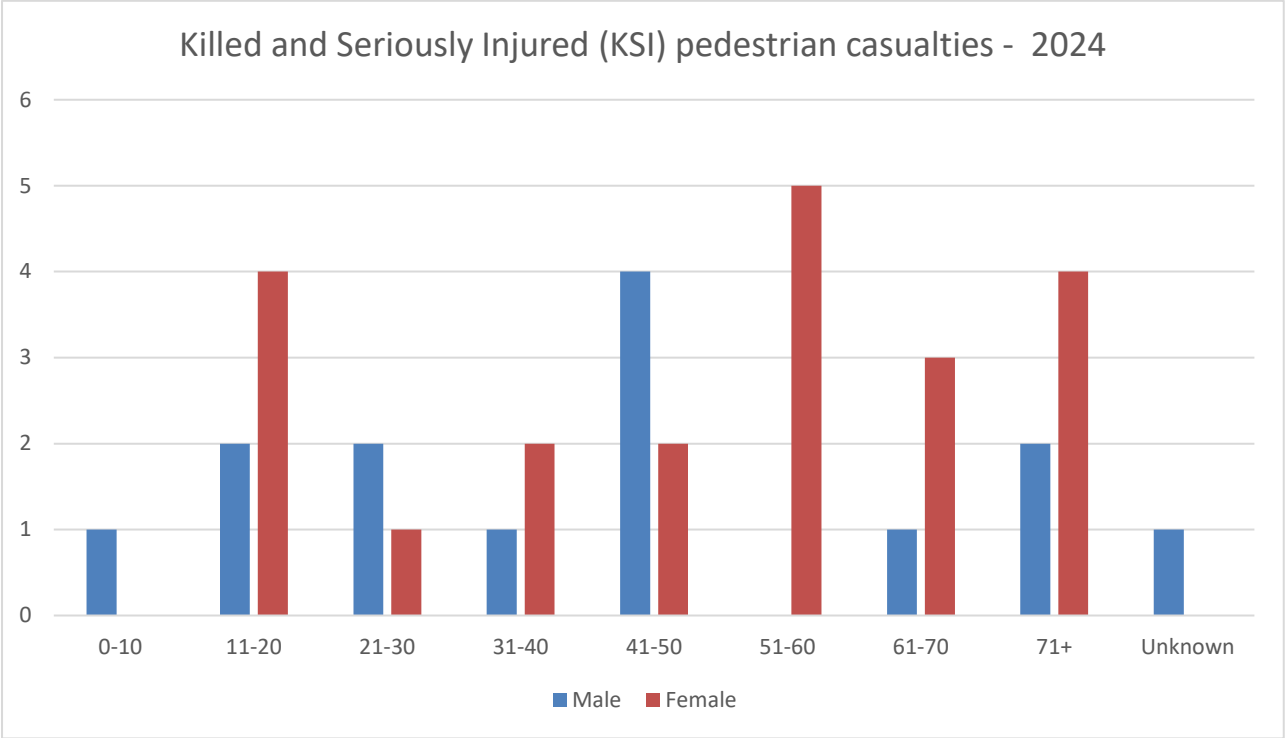


Chart 5 - Pedestrians KSI Killed / Serious casualties by age and gender profile

Chart 6 below gives an overview on the number of male and female pedestrian road slight casualties across Oxfordshire in 2024.

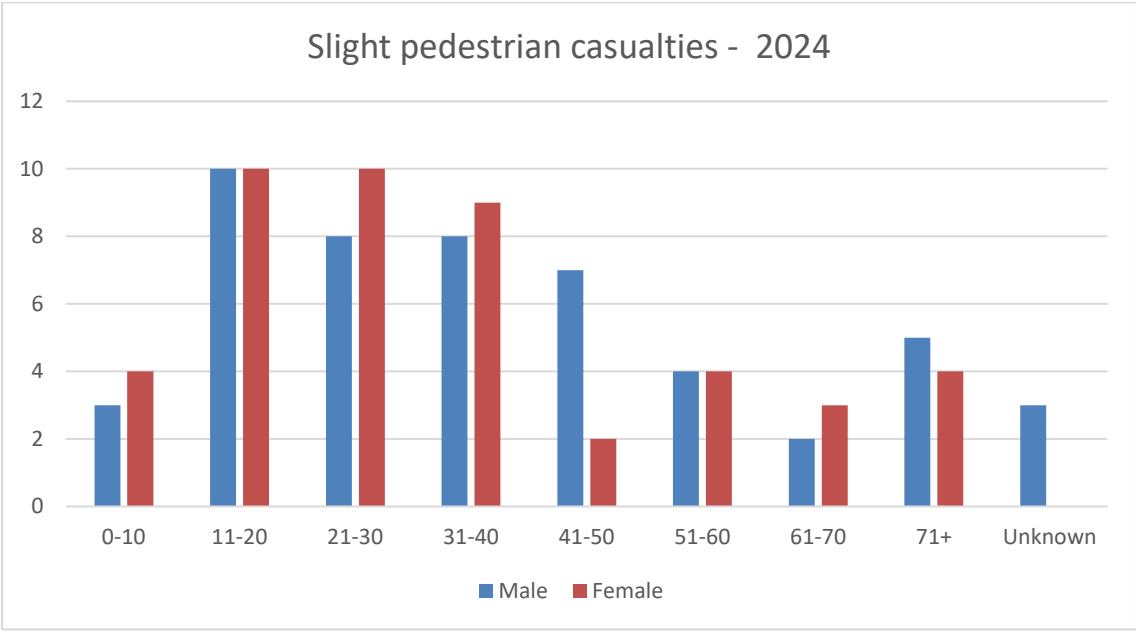
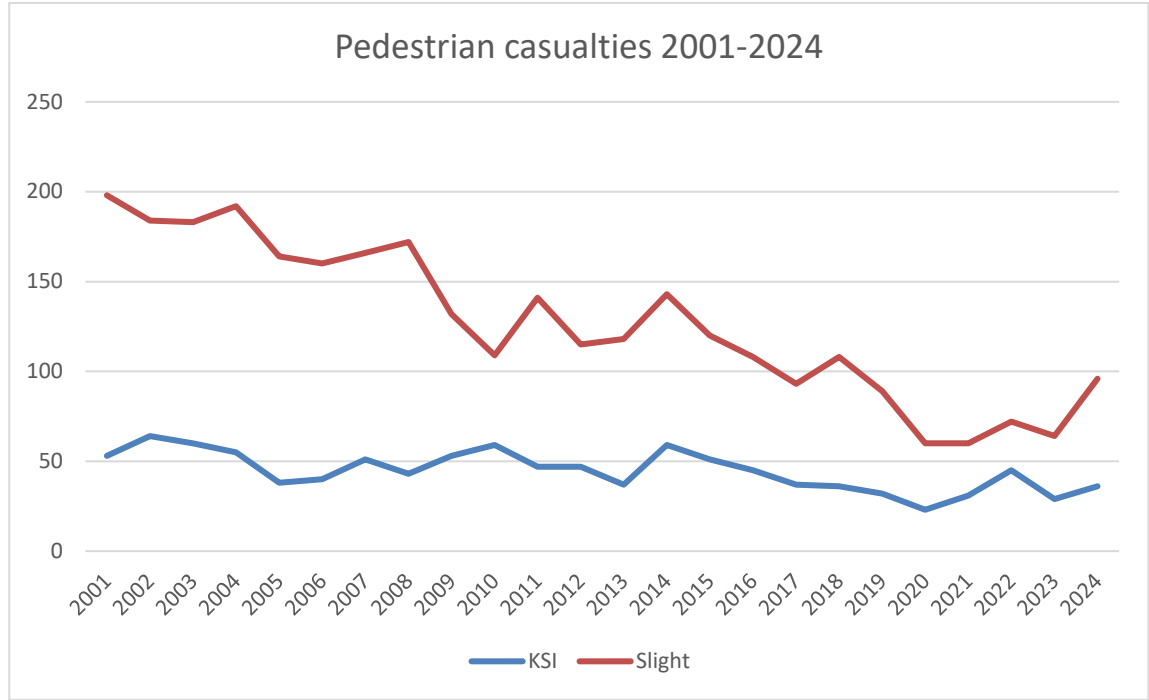


Chart 6 - Pedestrians Slight casualties by age and gender profile

Graph 2 below shows trends for pedestrian casualties.



Graph 2 - Pedestrian casualties – 2001 to 2024

Key Points

- There has been a 42% increase in the total number of pedestrian casualties reported in 2024 (132) compared to 2023 (93), with 83% occurring at speed limits of 30mph or below. This underlines how vulnerable pedestrians are, even when involved in collisions with vehicles at slower speeds¹⁰.

¹⁰ [Speed and injury | Brake](#)

6. Pedal cyclist Casualties

The tables and graphs found within this section show the 189 pedal cyclists' casualties recorded in Oxfordshire in 2024, including analysis across each of the Oxfordshire's District areas, by road classification, speed limits, and the vehicle type involved in the pedal cyclist collision. There is also analysis on the number of pedal cyclists' casualties recorded as occurring near or at specific junction types.

Oxfordshire District Council area					
Pedal Cycle casualties 2024	Cherwell	Oxford	South Oxon	Vale of White Horse	West Oxfordshire
Fatal	1	0	0	0	1
Serious	3	19	3	1	3
Slight	21	95	13	18	11
Total	25	114	16	19	15

Table 6.1 – Pedal Cyclist Road casualties by District.

Road Classification				
Pedal Cycle casualties 2024	M	A	B	Unnumbered Road
Fatal	0	1	0	1
Serious	0	18	5	6
Slight	0	70	29	59
Total	0	89	34	66

Table 6.2 – Pedal Cyclist Road casualties by road classification.

Speed Limit		
Pedal Cycle casualties 2024	Speed limit 40mph or above	Speed limit 30mph or below
Fatal	2	0
Serious	6	23
Slight	20	138
Total	28	161

Table 6.3 – Pedal Cyclist Road casualties by speed limit.

Other Type of vehicle involved in collisions where pedal cyclist sustained injury											
Pedal Cycle casualties 2024	None	Pedestrian	Pedal cycle	E-scooter	Motor-cycle	Car	Taxi / Private Hire	Bus	Van	Lorry	Other
Fatal	0	0	0	0	0	2	0	0	0	0	0
Serious	0	0	0	0	1	15	1	1	9	0	2
Slight	3	0	5	0	3	119	5	4	13	2	4
Total	3	0	5	0	4	136	6	5	22	2	6

Table 6.4 - Other Type of vehicle involved in collisions where pedal cyclist sustained injury

Pedal Cyclist Casualties by presence of junction / bend type			
At junction	Fatal	Serious	Slight
Private access (give way)	0	1	12
T- junction (give way)	0	15	60
Crossroads (give way)	0	1	9
Mini roundabout (give way)	0	0	7
Roundabout (give way)	0	4	18
T-junction (signals)	0	0	8
Crossroads (signals)	0	1	7
Roundabout (signals)	0	1	0
T-junction (stop)	0	0	0
Slip Road	0	0	0
Total	0	23	121
Not at junction	2	6	37
Total	2	29	158

Table 6.5 - Pedal Cyclist Collisions by presence of junction / bend

Chart 7 below provides an overview on the number of male and female pedal cyclist KSI casualties across Oxfordshire in 2024.

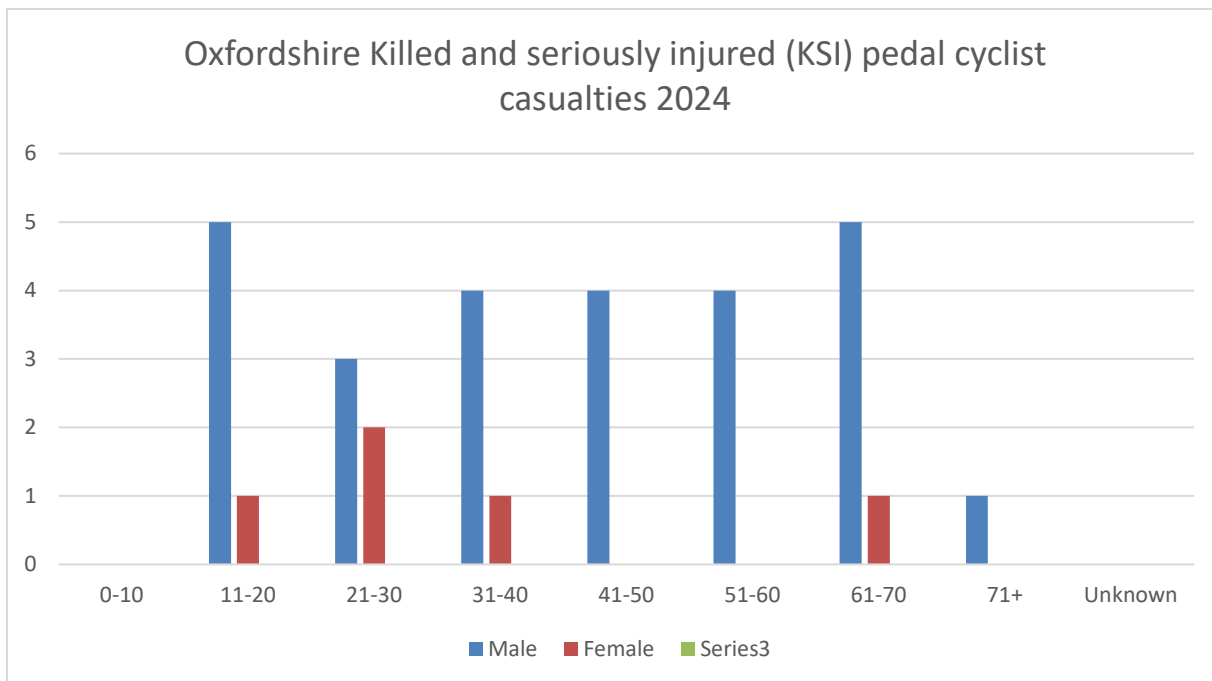


Chart 7 – Pedal Cyclists KSI casualties by age and gender profile

Chart 8 below provides an overview on the number of male and female pedal cyclist slight casualties across Oxfordshire in 2024.

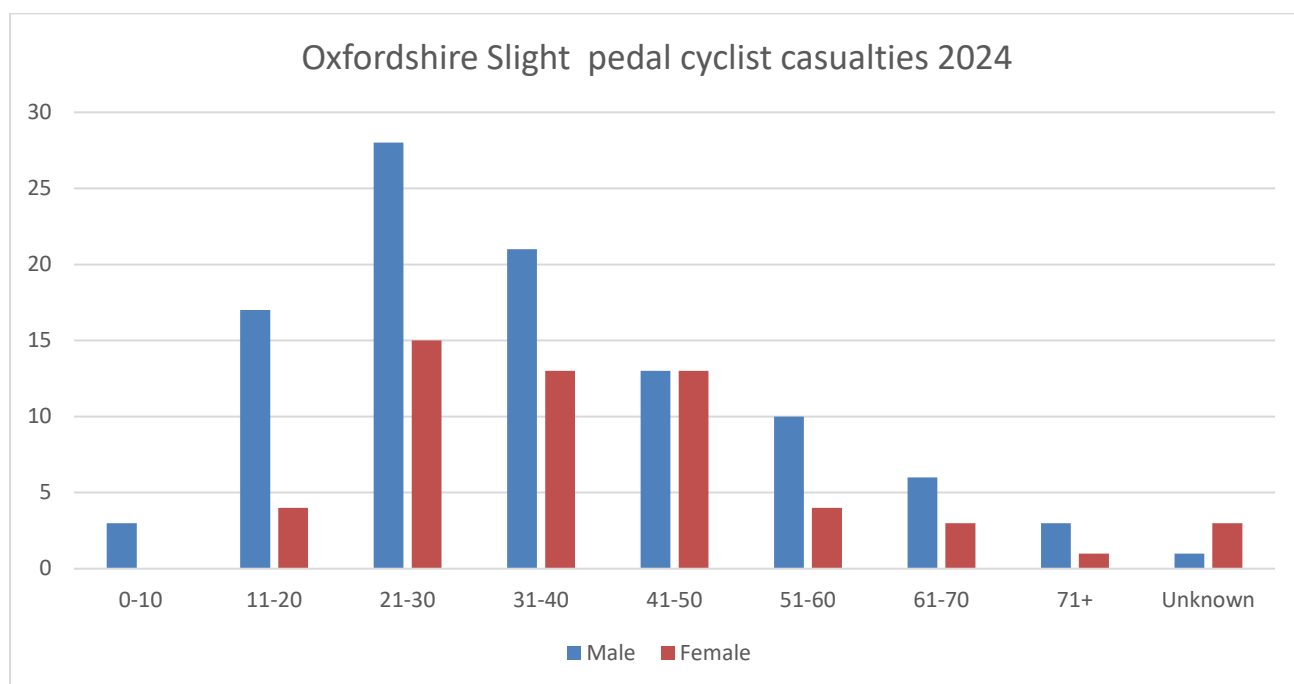
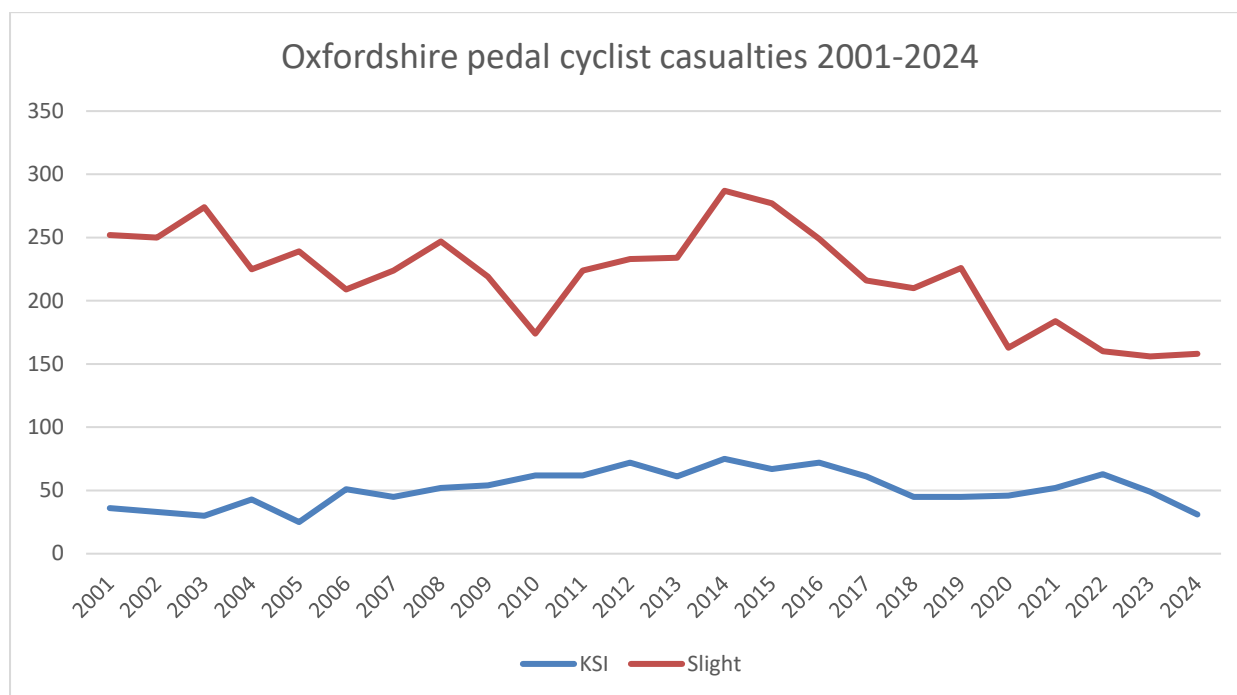


Chart 8 – Pedal Cyclists slight casualties by age and gender profile

As evidenced in section 3.3, Graph 1, there has been a reduction in the overall number of road casualties since 2001. Graph 3 below gives an overview of the trend for pedal cyclists, showing a decrease in KSI casualties since 2023 and a general reduction for slight casualties over the full period, despite a brief reversal in 2014 and 2015.



Graph 3 - Pedal Cyclists casualties – 2001 to 2024

Key Points

- There has been an 8% reduction in the total number of pedal cycle casualties reported in 2024 (189) compared to 2023 (205).
- 72% (136) of the pedal cycle casualties recorded were with cars as the other vehicle. As with pedestrians, cars are the vehicle most often involved in collisions with pedal cyclists. The high levels of cycling across Oxford City are reflected in the fact that 60% (114) of all the cycle casualties in the county occurred in the city.
- Nationally there are five times more male than female pedal cycle KSI casualties overall¹¹. In 2024 across Oxfordshire, there were significantly more male KSI casualties across all age ranges, but less markedly so for slight casualties.
- Oxfordshire Fire & Rescue deliver a range of cycle training courses^{12 13} as part of their Road Safety Education programme for Oxfordshire.

7. E-scooter Casualties.

The tables and graphs found within this section show the 19 E-scooter casualties recorded in Oxfordshire in 2024, including analysis across each of the Oxfordshire's District areas, by road classification, by speed limits, and the vehicle type involved in the E-scooter collision. There is also analysis on the number of E-scooter casualties recorded as occurring near or at specific junction types.

Oxfordshire District Council area					
E-scooter casualties 2024	Cherwell	Oxford	South Oxon	Vale of White Horse	West Oxfordshire
Fatal	0	0	0	0	0
Serious	0	5	0	0	0
Slight	0	13	1	0	0
Total	0	18	1	0	0

Table 7.1 – E-scooter Road casualties by District.

Road Classification				
E-scooter casualties 2024	M	A	B	Unnumbered Road
Fatal	0	0	0	0
Serious	0	2	1	2
Slight	0	7	5	2
Total	0	9	6	4

Table 7.2 – E-scooter Road casualties by road classification.

¹¹ [Reported road casualties in Great Britain: pedal cycle factsheet, 2024 - GOV.UK](#)

¹² [Cycle training for children | Oxfordshire County Council](#)

¹³ [Cycle Training for Everyone - Deliver Safer Training | Bikeability](#)

Speed Limit		
E-scooter casualties 2024	Speed limit 40mph or above	Speed limit 30mph or below
Fatal	0	0
Serious	0	5
Slight	0	14
Total	0	19

Table 7.3 – E-scooter Road casualties by speed limit.

Type of vehicle which hit E-scooter casualty										
E-scooter casualties 2024	None	Pedal cycle	E-scooter	Motor-cycle	Car	Taxi / Private Hire	Bus	Van	Lorry	Other
Fatal	0	0	0	0	0	0	0	0	0	0
Serious	2	0	0	0	2	0	0	1	0	0
Slight	4	0	0	0	8	0	1	1	0	0
Total	6	0	0	0	10	0	1	2	0	0

Table 7.4 - Other Type of vehicle involved in collisions where E-scooter rider sustained injury

E-scooter Casualties by presence of junction / bend type				
At junction	Fatal	Serious	Slight	Total
Private access (give way)	0	0	1	1
T- junction (give way)	0	1	4	5
Crossroads (give way)	0	0	0	0
Mini roundabout (give way)	0	0	0	0
Roundabout (give way)	0	1	1	2
T-junction (signals)	0	0	0	0
Crossroads (signals)	0	0	0	0
Roundabout (signals)	0	0	1	1
Slip Road	0	0	0	0
Other	0	0	0	0
Total	0	2	7	9
Not at junction	0	3	7	9
Total	0	5	14	19

Table 7.5 – E-scooter Collisions by presence of junction / bend

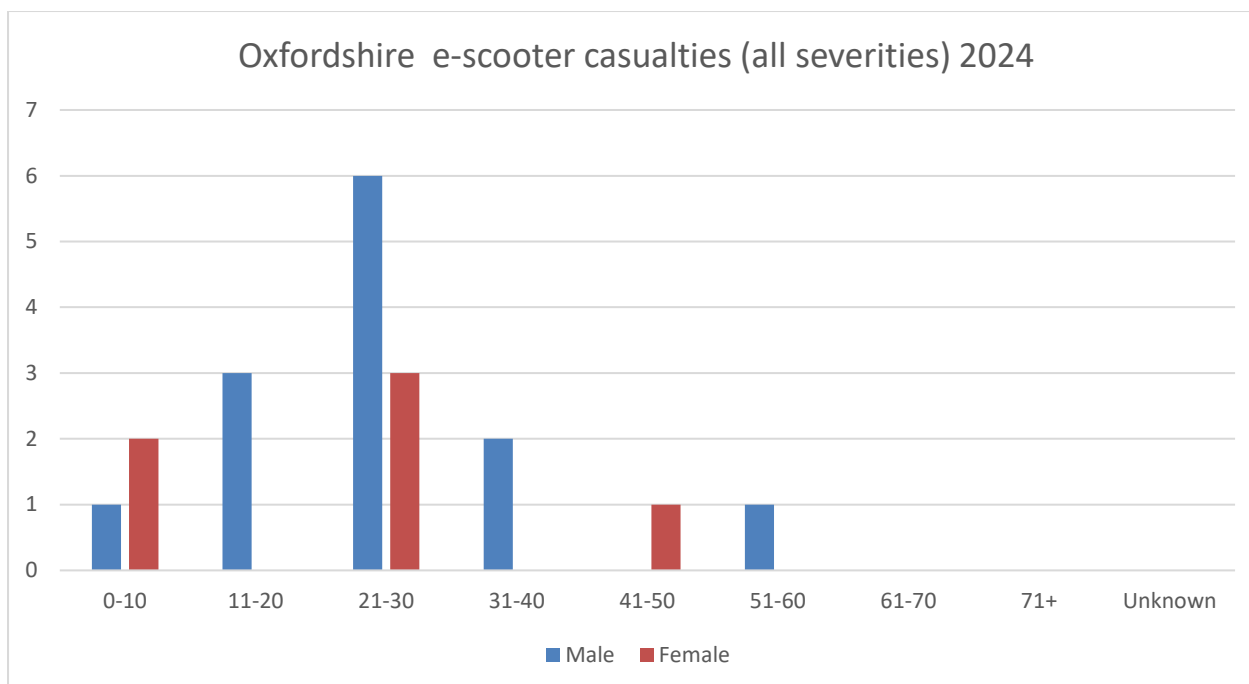


Chart 9 – All E-scooter casualties by age and gender profile

Key Points

- Oxfordshire County Council has been involved in a E-Scooter trial¹⁴ which launched on 18 February 2021 and is due to end on 31 May 2026. The trial is one of several trials permitted in local areas across the UK, in response to social distanced movement and transport challenges arising from coronavirus (COVID19). There are rules applied to the trial; E-scooter users must be 18 years old or over and must hold a provisional or full driving licence. Users must not ride on the pavement, only in cycle lanes, roads and shared cycle/footpaths. Users must not ride under the influence of drugs or alcohol, and they can lose their driving licence if they do.
- All of E-Scooters in the trial are limited to a speed of 12.5mph and in certain areas this is reduced to 3mph, and the e-Scooter must be pushed. Riders must follow the Highway Code and are advised to wear a helmet. Any reports of offences are actioned to ensure scooters are used safely and in accordance with traffic regulations, Voi¹⁵ (the managing contractor) has a three-strike policy which users who do not follow the E-Scooter rules will see their accounts blocked.
- E-scooters are still a relatively new form of road transport in the UK, and they have only recently been included within the STAT19 road safety data collected by Police nationally. The UK's national report on road casualties for E-scooters in 2024 has been published by DfT and can be found online¹⁶. No road casualty data was collected on E-Scooters in Oxfordshire by Thames Valley Police prior to 2022.
- There were 19 road safety collisions involving E-scooters reported in Oxfordshire in 2024, 18 of these occurring within Oxford City, where the Voi E-Scooter trial is taking place, with five serious incidents reported. There were no E-scooter fatalities reported in 2024.

¹⁴ [E-scooter trial in Oxford | Oxfordshire County Council](#)

¹⁵ [Voi | E-scooters and e-bikes for hire](#)

¹⁶ [Reported road casualties Great Britain: e-Scooter factsheet 2024 - GOV.UK](#)

8. Motorcycle and Moped Casualties.

The tables and graphs found within this section show the 148 motorcycle and moped casualties recorded in Oxfordshire in 2024, including analysis across each of the Oxfordshire's District areas, by road classification, by speed limits, and the vehicle type involved in the collision. There is also analysis on the number of motorcycle and moped casualties recorded as occurring near or at specific junction types.

Oxfordshire District Council area					
Motorcyclist casualties 2024	Cherwell	Oxford	South Oxon	Vale of White Horse	West Oxfordshire
Fatal	1	0	0	0	0
Serious	12	13	18	15	12
Slight	15	30	9	11	12
Total	28	43	27	26	24

Table 8.1 – Motorcycle & moped casualties by District.

Road Classification				
Motorcyclist casualties 2024	M	A	B	Unnumbered Road
Fatal	0	0	1	0
Serious	2	43	13	13
Slight	0	31	17	29
Total	2	74	31	42

Table 8.2 – Motorcycle & moped casualties by road classification.

Speed Limit		
Motorcyclist casualties 2024	Speed limit 40mph or above	Speed limit 30mph or below
Fatal	1	0
Serious	49	21
Slight	23	54
Total	73	75

Table 8.3 – Motorcycle & moped casualties by speed limit.

Other Type of vehicle involved in collisions where motorcyclist sustained injury										
Motorcyclist casualties 2024	None	Pedal cycle	E-scooter	Motor-cycle	Car	Taxi / Private Hire	Bus	Van	Lorry	Other
Fatal	0	0	0	0	0	0	0	1	0	0
Serious	19	1	0	1	42	0	0	5	0	0
Slight	9	1	0	2	61	2	1	1	0	2
Total	28	2	0	3	103	2	1	7	0	2

Table 8.4 – Other Type of vehicle involved in collisions where motorcyclist sustained injury

Motorcycle and Moped Casualties by presence of junction / bend type			
At junction	Fatal	Serious	Slight
Private access (give way)			
T- junction (give way)	1	23	32
Crossroads (give way)	0	1	1
Mini roundabout (give way)	0	0	3
Roundabout (give way)	0	3	10
T-junction (signals)	0	0	1
Crossroads (signals)			
Roundabout (signals)	0	1	1
Slip Road	0	1	2
Other	0	5	6
Total	2	33	56
Not at junction	0	36	21
Total	1	70	77

Table 8.5 – Motorcyclists / Moped Collisions by road environment

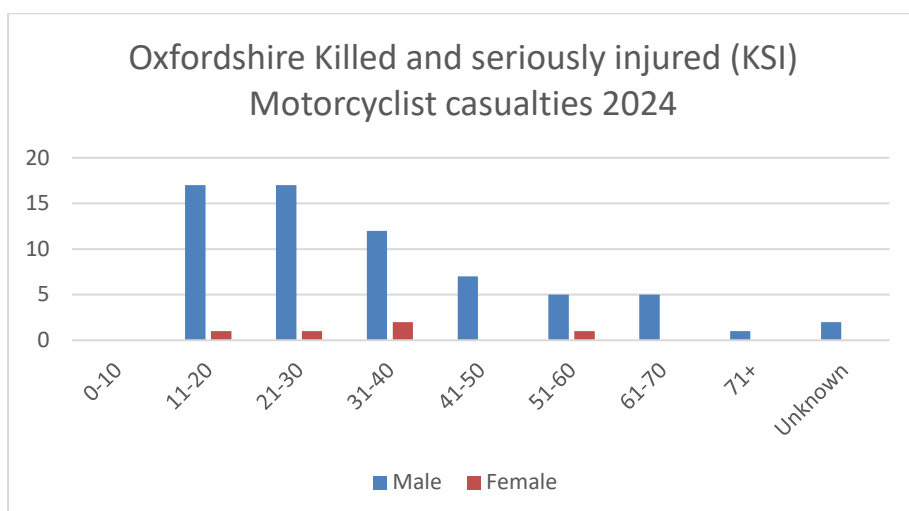


Chart 10 – Motorcyclists and moped KSI casualties by age and gender profile

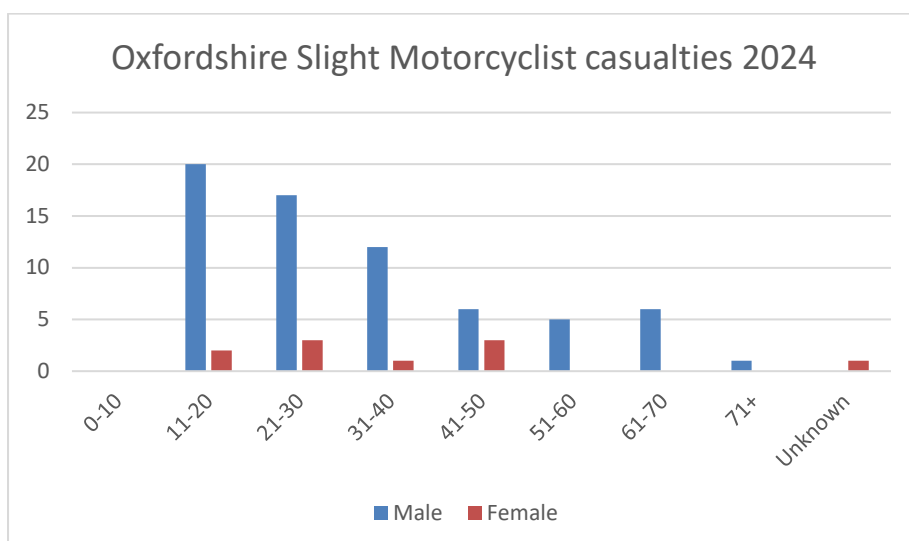
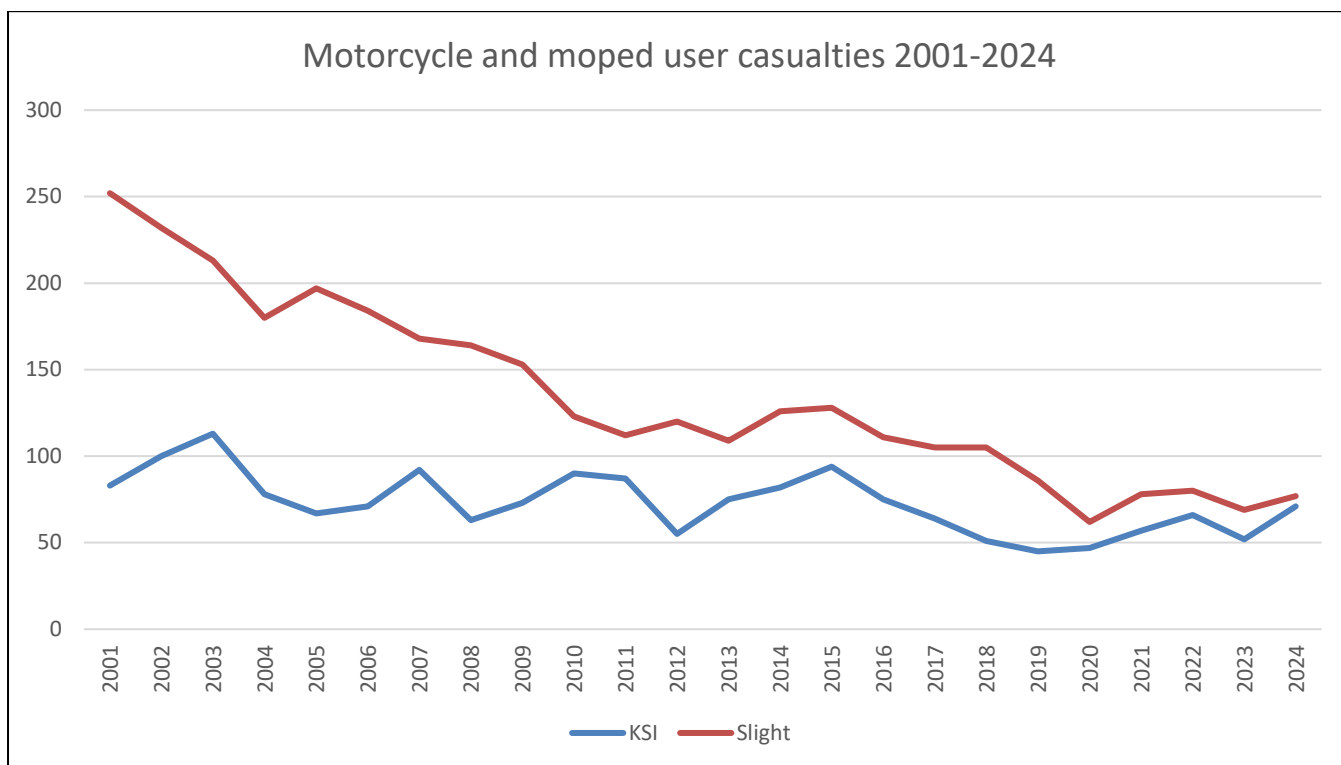


Chart 11 - Motorcyclists and moped slight casualties by age and gender profile



Graph 4 - Motorcyclists and moped casualties 2001 – 2024

Key Points

- In total motorcycle and moped casualties increased by 18% since 2023, although there was only one fatality.
- The age and gender profile also underlines the higher proportion of casualties for younger age group males within this road user group in comparison to other road user groups. This is also reflected nationally where it has been calculated that there are 12 times more male than female motorcycle KSI casualties overall¹⁷.
- The high risks involved in motorcycle and moped use are factored into targeted road safety education and training campaign nationally and within Oxfordshire through specific courses such as 'Bike Safe' and 'Biker Down'¹⁸, which are delivered by Oxfordshire Fire & Rescue Services¹⁹. The high risks presented by motorcycle and moped use underline the importance of improving road safety for this road user group.
- Safety campaigns such as those supported by the Motorcycle Action Group (MAG)²⁰ continue to support motorcycle and moped users nationally, and our Vision Zero road safety improvement schemes need to be delivered in partnership with our road safety stakeholders, so that our improvements are aligned with specific road user requirements.

¹⁷ [Reported road casualties Great Britain: motorcyclist factsheet 2024 - GOV.UK](#)

¹⁸ [About - Biker Down](#)

¹⁹ [Safety and accident prevention | Oxfordshire County Council](#)

²⁰ [Campaigns & News Archives - Motorcycle Action Group](#)

9. Car Occupant (Driver and Passenger) Casualties.

The tables and graphs found within this section show the 506 car occupant (driver and passenger) casualties recorded in Oxfordshire in 2024, including analysis across each of the Oxfordshire's District areas, by road classification, by speed limits, and the vehicle type involved in the collision. There is also analysis on the number of Car Occupant casualties recorded as occurring near or at specific junction types.

Oxfordshire District Council area					
Car occupant casualties 2024	Cherwell	Oxford	South Oxon	Vale of White Horse	West Oxfordshire
Fatal	5	1	3	2	1
Serious	21	9	25	14	14
Slight	143	53	81	68	66
Total	169	63	109	84	81

Table 9.1 – Car Occupant casualties by District.

Road Classification				
Car occupant casualties 2024	M	A	B	Unnumbered Road
Fatal	0	6	4	2
Serious	9	52	12	10
Slight	41	195	94	81
Total	50	253	110	93

Table 9.2 – Car Occupant casualties by road classification.

Speed Limit		
Car occupant casualties 2024	Speed limit 40mph or above	Speed limit 30mph or below
Fatal	9	3
Serious	69	14
Slight	283	128
Total	361	145

Table 9.3 – Car Occupant casualties by speed limit.

Other Type of vehicle involved in collisions where car occupant sustained injury										
Car occupant casualties 2024	None	Pedal cycle	E-scooter	Motor-cycle	Car	Taxi / Private Hire	Bus	Van	Lorry	Other
Fatal	6	0	0	1	3	0	0	1	1	0
Serious	26	0	0	1	39	2	1	0	14	0
Slight	56	0	0	2	291	7	2	32	20	1
Total	88	0	0	4	333	9	3	33	35	1

Table 9.4 – Other Type of vehicle involved in collisions where Car Occupant sustained injury

Car occupant Casualties by presence of junction / bend type			
At junction	Fatal	Serious	Slight
Private access (give way)	0	3	13
T- junction (give way)	4	16	103
Crossroads (give way)	0	4	22
Mini roundabout (give way)	0	0	7
Roundabout (give way)	1	0	29
T-junction (signals)	1	3	10
Crossroads (signals)	0	5	6
Roundabout (signals)	0	2	11
Slip Road	0	0	8
Other	0	0	2
Total	6	33	211
Not at junction	6	50	200
Total	12	83	411

Table 9.5 – Car Occupant Collisions by presence of junction / bend

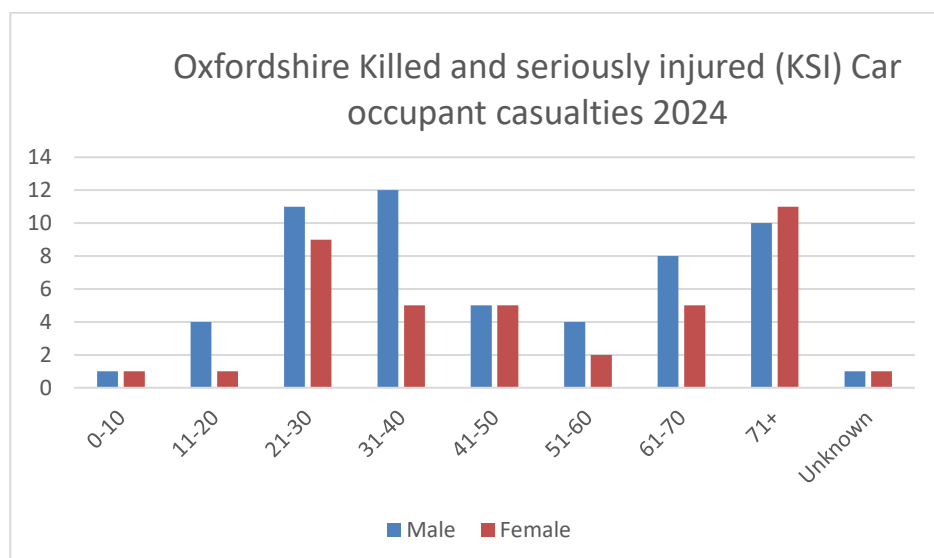


Chart 12 – Car occupant KSI casualties by age and gender profile

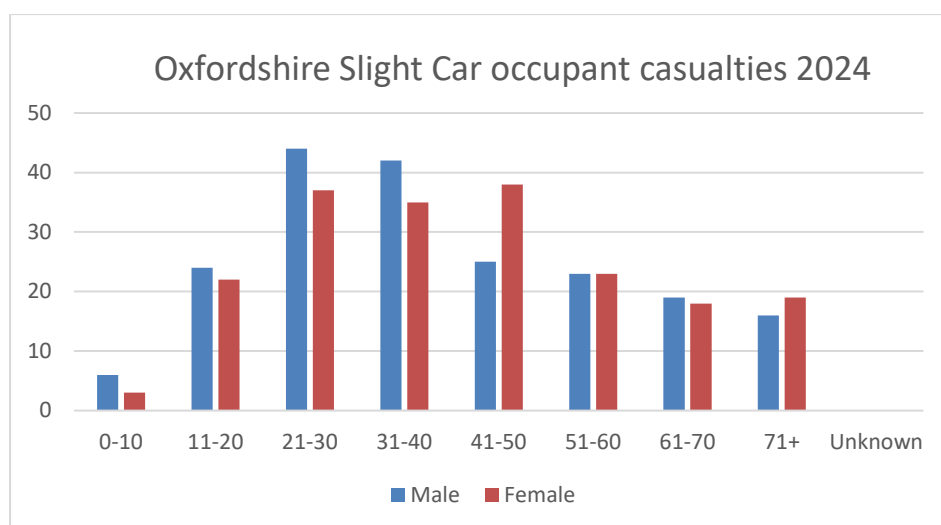
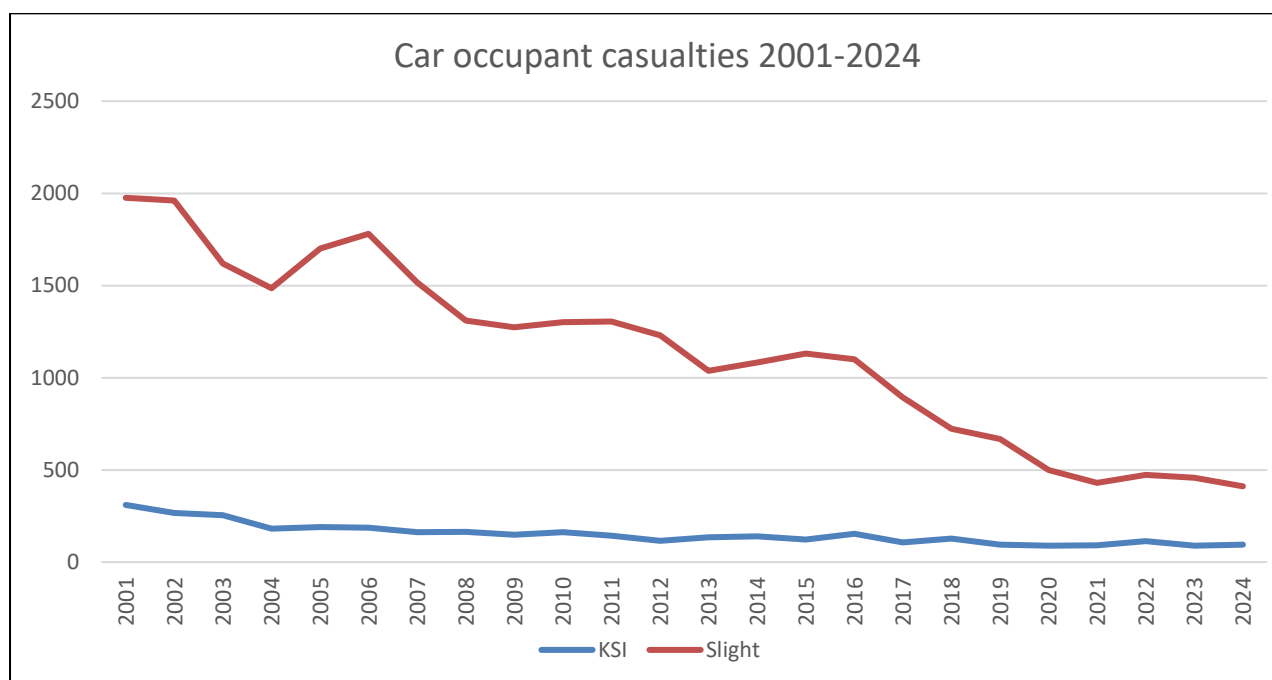


Chart 13 - Car occupant slight casualties by age and gender profile

As evidenced in section 3.3, Graph 1, there has been an overall reduction in the number of road casualties since 2001. Graph 5 below gives an overview of this reduction specifically for car occupants.



Graph 5 - Car occupants' casualties – 2001 to 2024

Key Points

- The 12 car occupant fatalities account for 60% of road user casualties recorded in Oxfordshire in 2024, which is unchanged from those recorded in 2023. Nationally, there were an estimated 1,251 car occupant fatalities in 2024, which is virtually the same as 2023²¹.
- The 361 total casualties reported for speeds of 40mph and above account for 71% of all car occupant casualties. Nationally, speed was recognised as a factor in 59% of fatal collisions²². This underlines the risks presented by high speeds for car occupants as a road user group, evidencing how important road speed reductions are as a safety improvement for reducing road collisions. Reducing road speeds is one of the most effective ways to minimise car occupant's road safety incident severity from fatal to serious, or serious to slight. Research shows that on urban roads with low average traffic speeds, any 1mph reduction in average speed can reduce the collision frequency by around 6%²³. Our Speed Management Programme has been set up as part of our Vision Zero Strategy to provide a specific focus on reducing road speeds where there are high levels²⁴ of road collisions.
- There was a higher number of male KSI car occupant casualties involved in collisions in the 11–20 age range compared to females in the same age range in 2024. One in five new drivers crash within their first year, and although there are many contributory factors which influence newly qualified young drivers, road safety initiatives such as Graduated Driving Licenses²⁵ are being explored nationally to help improve road safety for younger drivers who are at high risk of being involved in collisions.

²¹ [Reported road casualties Great Britain, annual report: 2024 - GOV.UK](#)

²² [Reported road casualties Great Britain, annual report: 2024 - GOV.UK](#)

²³ [TRL | The effects of drivers' speed on the frequency of road accidents](#)

²⁴ Also referred to as 'hotspots'

²⁵ [Government looks at steps to make new drivers safer - GOV.UK](#)

10. Bus and Coach Occupant Casualties.

The tables and graphs found within this section show the 13 bus and coach occupant casualties recorded in Oxfordshire in 2024, including analysis across each of the Oxfordshire's District areas, by road classification, by speed limits, and the vehicle type involved in the collision. There is also analysis on the number of bus and coach occupant casualties recorded as occurring near or at specific junction types.

Oxfordshire District Council area					
Bus occupant casualties 2024	Cherwell	Oxford	South Oxon	Vale of White Horse	West Oxfordshire
Fatal	0	1	0	0	0
Serious	0	2	1	0	0
Slight	0	2	0	3	4
Total	0	5	1	3	4

Table 10.1 – Bus and Coach Occupant casualties by District.

Road Classification				
Bus occupant casualties 2024	M	A	B	Unnumbered Road
Fatal	0	0	0	1
Serious	0	3	0	0
Slight	0	5	4	0
Total	0	8	4	1

Table 10.2 – Bus and Coach Occupant casualties by road classification.

Speed Limit		
Bus occupant casualties 2024	Speed limit 40mph or above	Speed limit 30mph or below
Fatal	0	1
Serious	2	1
Slight	7	2
Total	9	4

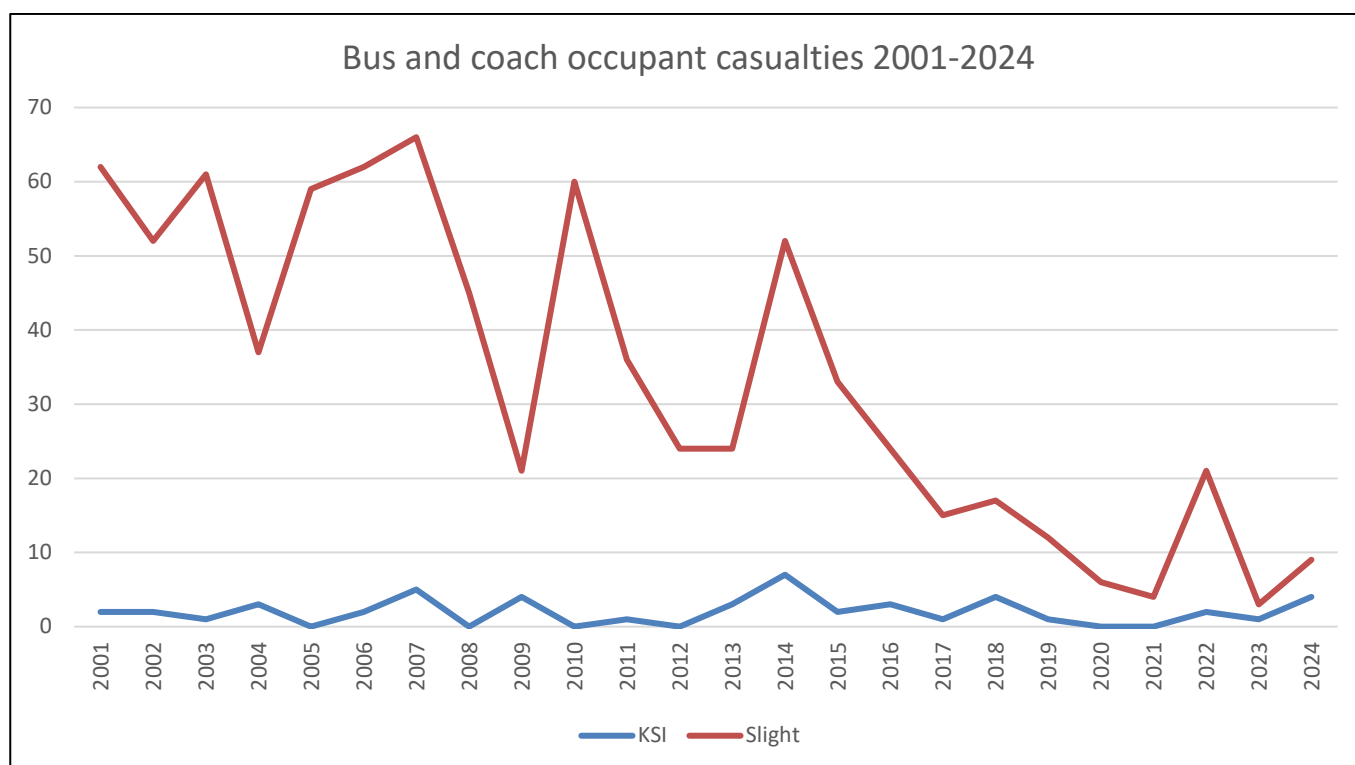
Table 10.3 – Bus and Coach Occupant casualties by speed limit.

Other Type of vehicle involved in collisions where bus occupants sustained injury										
Bus occupant casualties 2024	None	Pedal cycle	E-scooter	Motor-cycle	Car	Taxi / Private Hire	Bus	Van	Lorry	Other
Fatal	1	0	0	0	0	0	0	0	0	0
Serious	2	1	0	0	0	0	0	0	0	0
Slight	1	0	0	0	8	0	0	0	0	0
Total	4	1	0	0	8	0	0	0	0	0

Table 10.4 – Other Type of vehicle involved in collisions where bus and coach occupant sustained injury

Bus occupant Casualties by presence of junction / bend type			
At junction	Fatal	Serious	Slight
Private access (give way)	0	0	2
T- junction (give way)	0	0	2
Crossroads (give way)	0	0	0
Mini roundabout (give way)	0	0	0
Roundabout (give way)	0	0	4
T-junction (signals)	0	0	0
Crossroads (signals)	0	0	0
Roundabout (signals)	0	0	0
Slip Road	0	0	0
Total	0	0	8
Not at junction	1	3	1
Total	1	3	9

Table 10.5 – Bus and coach occupant collisions by presence of junction / bend



Graph 6 - Bus occupant casualties – 2001 to 2024

11. Goods Vehicle (Van and Lorry) Occupant Casualties.

The tables and graphs found within this section show the 48 goods vehicle (van and lorry) occupant casualties recorded in Oxfordshire in 2024, including analysis across each of the Oxfordshire's District areas, by road classification, by speed limits, and the vehicle type involved in the collision. There is also analysis on the number of goods vehicle occupant casualties recorded as occurring near or at specific junction types.

Oxfordshire District Council area					
Goods vehicle casualties 2024	Cherwell	Oxford	South Oxon	Vale of White Horse	West Oxfordshire
Fatal	0	0	2	0	0
Serious	5	2	0	4	3
Slight	11	5	4	8	6
Total	16	7	6	12	9

Table 11.1- Goods Vehicle Occupant casualties by District.

Road Classification				
Goods vehicle casualties 2024	M	A	B	Unnumbered Road
Fatal	1	1	0	0
Serious	3	5	3	2
Slight	1	18	6	8
Total	5	24	9	10

Table 11.2- Goods Vehicle Occupant casualties by road classification.

Speed Limit		
Goods vehicle casualties 2024	Speed limit 40mph or above	Speed limit 30mph or below
Fatal	2	0
Serious	11	2
Slight	22	11
Total	35	13

Table 11.3- Goods Vehicle Occupant casualties by speed limit.

Other Type of vehicle involved in collisions where goods vehicle occupants sustained injury										
Goods vehicle casualties 2024	No ne	Pedal cycle	E-scooter	Motor-cycle	Car	Taxi / Private Hire	Bus	Van	Lorry	Other
Fatal	2	0	0	0	0	0	0	0	0	0
Serious	5	0	0	0	6	0	0	0	2	0
Slight	1	1	0	0	21	0	0	8	2	0
Total	8	1	0	0	27	0	0	8	4	0

Table 11.4 – Other Type of vehicle involved in collisions where Goods Vehicle Occupant sustained injury

Goods vehicle Casualties by presence of junction / bend type			
At junction	Fatal	Serious	Slight
Private access (give way)	0	0	2
T- junction (give way)	0	1	7
Crossroads (give way)	0	0	4
Mini roundabout (give way)	0	0	0
Roundabout (give way)	0	1	5
T-junction (signals)	0	0	0
Crossroads (signals)	0	0	0
Roundabout (signals)	0	0	2
Slip Road	0	0	1
Total	0	2	21
Not at junction	2	11	12
Total	2	13	33

Table 11.5 - Goods vehicle occupant collisions by presence of junction / bend

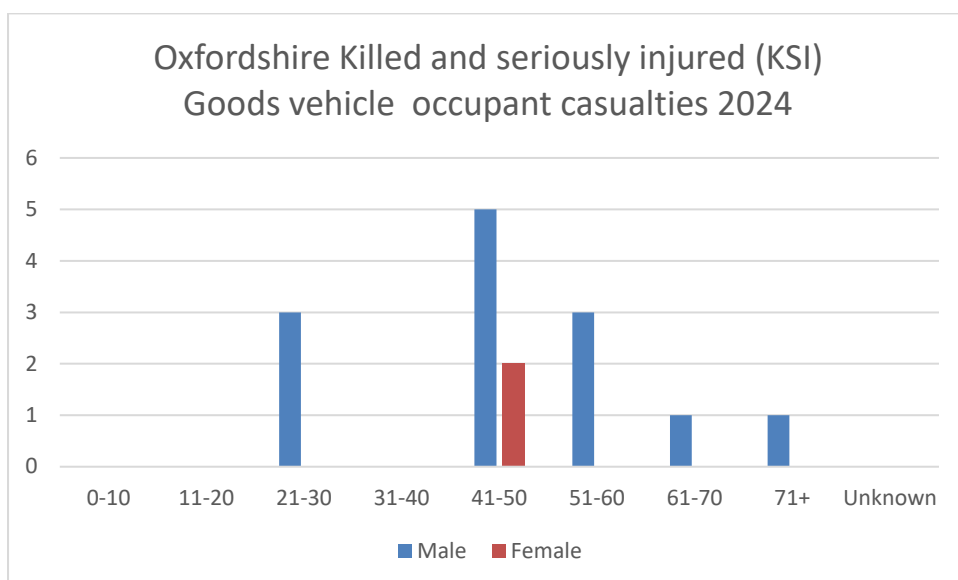


Chart 14 - Goods Vehicle Occupant KSI casualties by age and gender profile

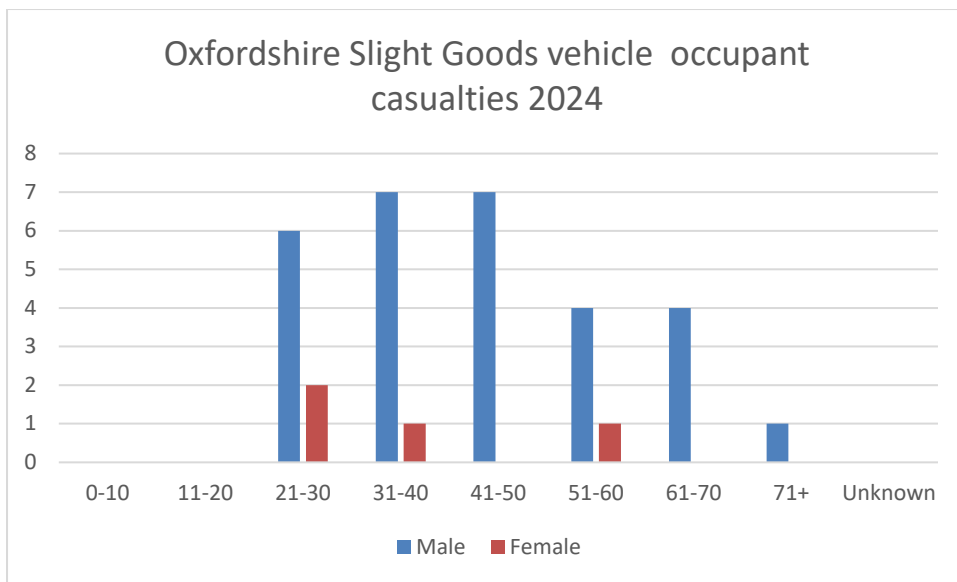
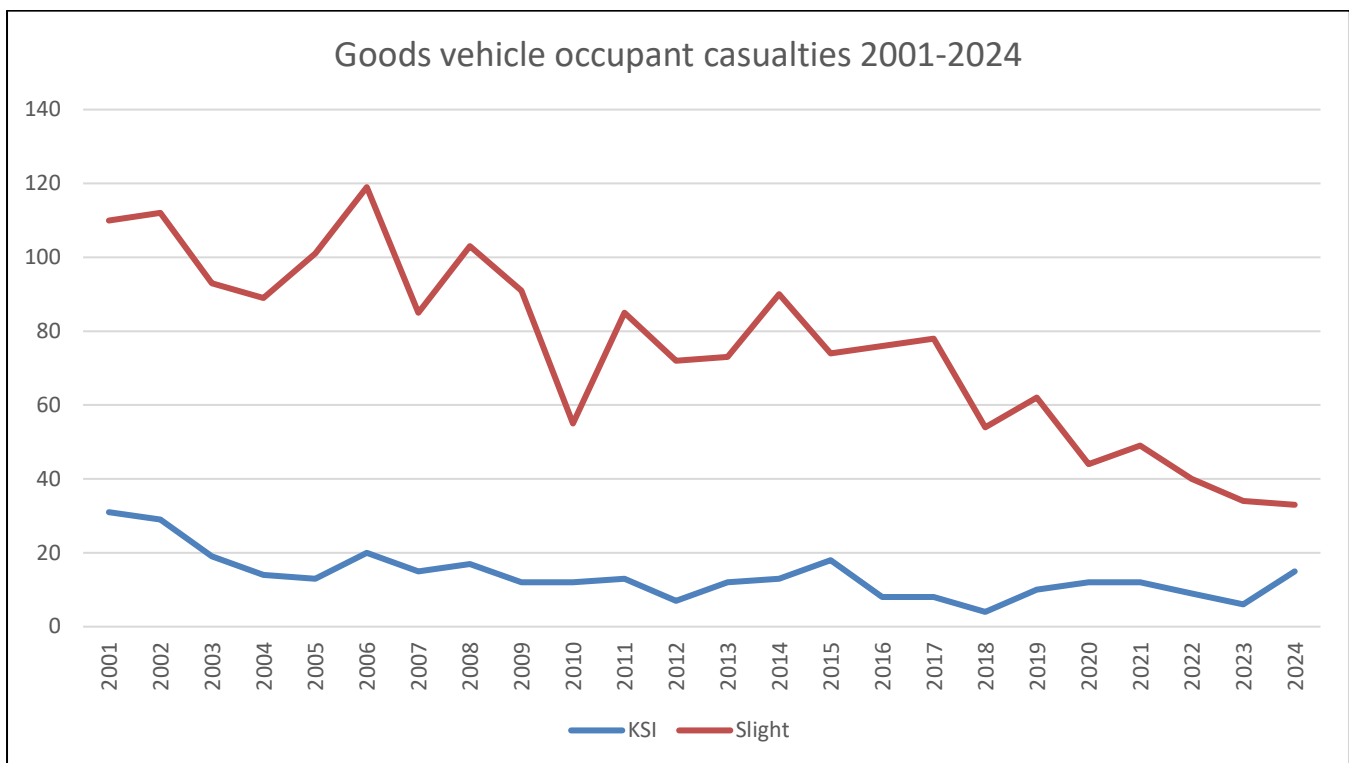


Chart 15- Goods Vehicle Occupant Slight casualties by age and gender profile

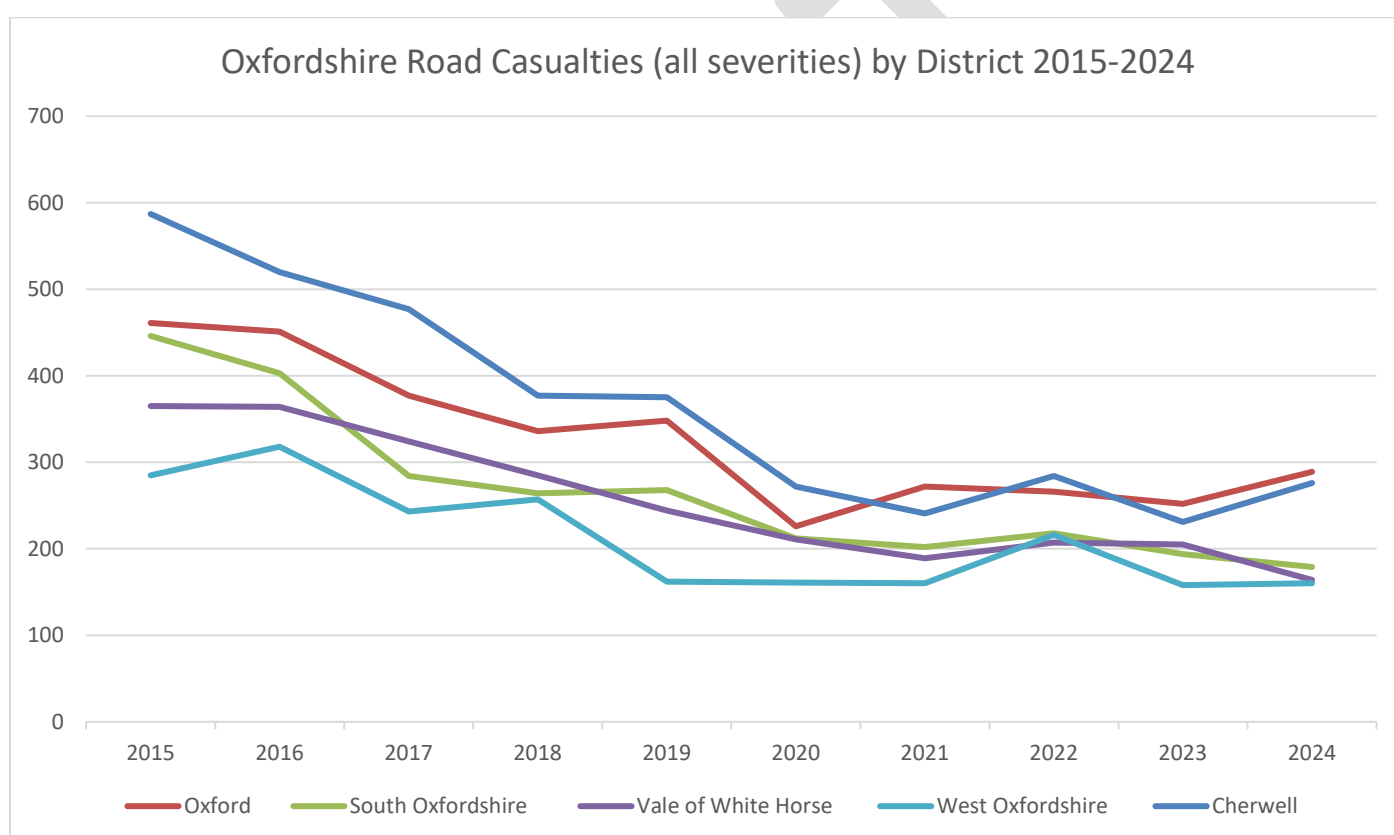


Graph 7 – Goods vehicle occupants' casualties – 2001 to 2024

12. District Casualty Summary.

The table and graph found in this section show the total road casualties in Oxfordshire across the 5 separate districts for the ten-year period 2015-2024.

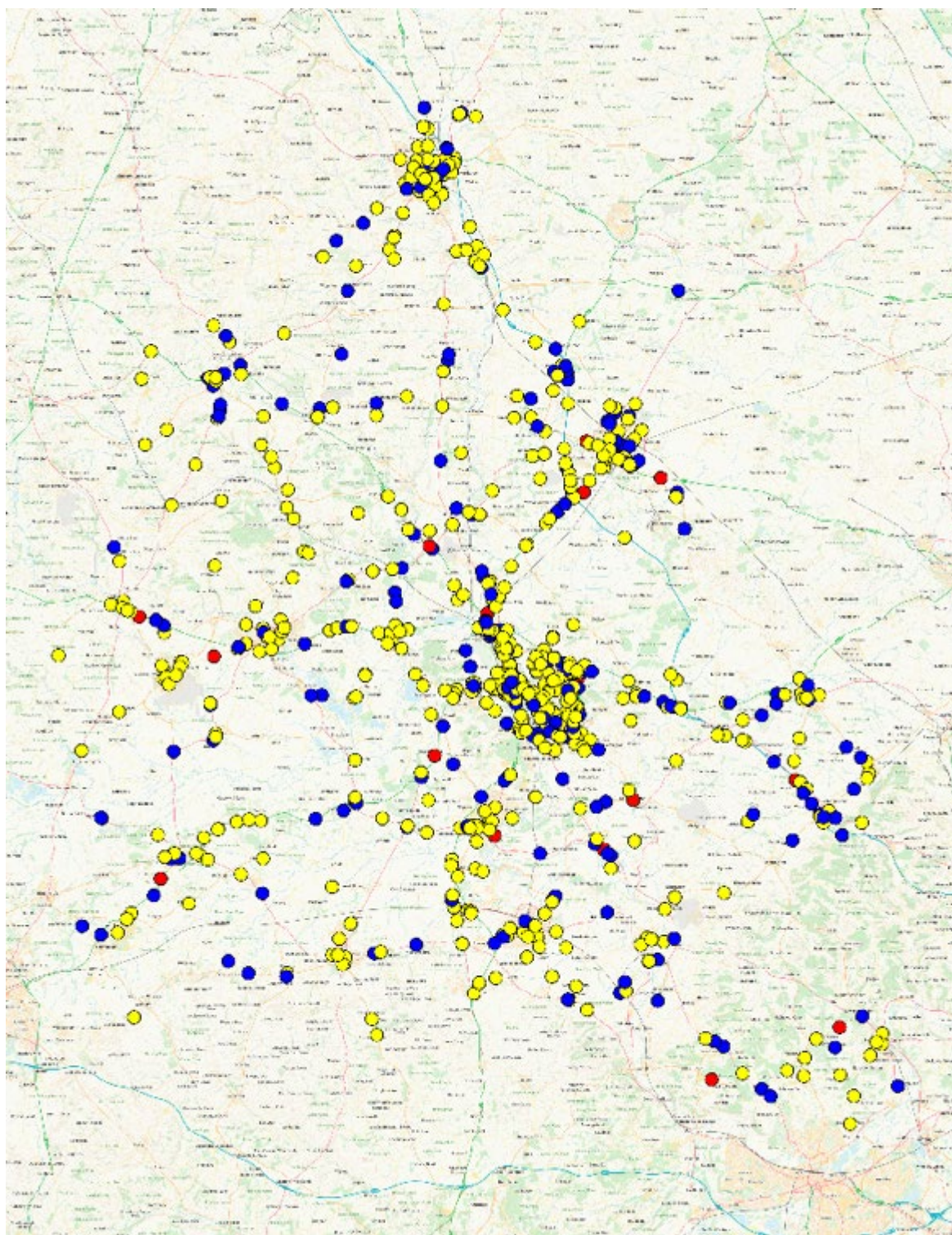
District	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Cherwell	587	520	477	377	375	272	241	284	231	276
Oxford	461	451	377	336	348	226	272	266	252	289
South Oxfordshire	446	403	284	264	268	212	202	218	194	179
Vale of White Horse	365	364	324	285	244	211	189	207	205	164
West Oxfordshire	285	318	243	257	162	161	160	216	158	160



13. Location of collisions in Oxfordshire in 2024 resulting in personal injury

- Fatal
- Serious
- Slight

Map 1. Collisions 2024 by severity



14. Average Value of Casualty and Collision Prevention.

The tables and information found in this section relate to the latest available DfT derived values for the prevention of casualties sustained in road accidents. 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. The tables below include an amount to reflect not only the associated medical costs, but also the pain, grief and suffering of those involved as well as any lost economic output.

It is estimated that nationally, the total value of prevention of unreported injury accidents at around £36bn a year, the value of damage-only accidents at around £5bn a year and the total value of prevention of reported injury accidents at around £14bn a year. This gives a total estimate for all reported and unreported accidents of around £55bn per year.

Table 14.1. 2024 Average value of **prevention** per reported casualty and per reported road collision (ref. Gov.UK RAS4001).

Casualty Severity	Cost per casualty	Cost per collision
Fatal	£2,525,047	£2,834,336
Serious	£283,745	£324,895
Slight	£21,874	£32,502
<i>Average (all)</i>	<i>£106,298</i>	<i>£142,473</i>
<i>Damage only</i>	<i>n/a</i>	<i>£3,020</i>

15. TVP and NHS Data Comparison.

The administrative data used within this section comes from the Oxfordshire hospital systems which records for people whether they were involved in a road traffic accident.

Comparisons of road collision reports with death registrations show that very few, if any, road collision fatalities are not reported to the police. However, a considerable proportion of non-fatal casualties are not known to the police, as hospital, survey and compensation claims data all indicate a higher number of casualties than those recorded in police collision data. More information on the coherence of the police reported data with alternative sources can be found in our comparison to other sources of information on road casualties²⁶.

(taken from: Reported road casualties in Great Britain: 2024 annual report)

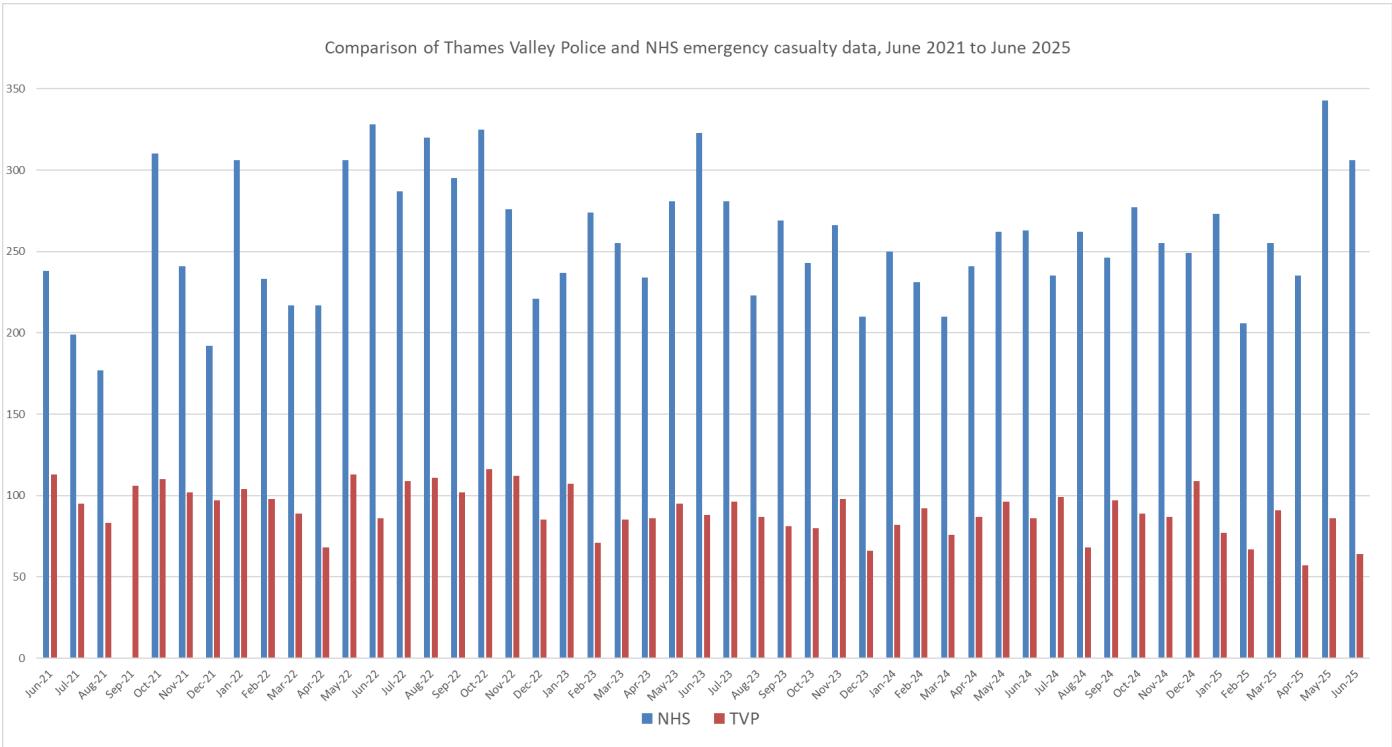


Chart 16. Thames Valley Police & NHS emergency figures total casualty data comparison (June 2021 – June 2025)

²⁶ <https://www.gov.uk/government/publications/other-sources-of-information-on-road-casualties/other-sources-of-information-on-road-casualties>

A – Contact Details.

For further information on road traffic accident data OR road safety engineering measures please contact us through one of the following:

Email visionzero@oxfordshire.gov.uk

Post Oxfordshire County Council

Vision Zero

Environment & Highways

County Hall

New Road

Oxford

OX1 1ND

Web <https://www.oxfordshire.gov.uk/transport-and-travel/road-safety/vision-zero>

B – Useful Internet Resources.

Oxfordshire County Council:

www.oxfordshire.gov.uk

<https://www.oxfordshire.gov.uk/transport-and-travel/road-safety/road-casualties>

Oxfordshire Street Maintenance:

<https://www.oxfordshire.gov.uk/residents/roads-and-transport/street-maintenance-z>

Thames Valley Police:

www.thamesvalley.police.uk

OCC Fire & Rescue Service:

<https://www.oxfordshire.gov.uk/fire-and-community-safety/community-safety/safety-our-roads>

Department for Transport (General):

<https://www.gov.uk/government/publications/road-safety-statistics-data-tools>

Department for Transport (Reported Road Casualties Great Britain annual report 2024)

<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2024/reported-road-casualties-great-britain-annual-report-2024>

This page is intentionally left blank

JOU JOINT
OPERATIONS
UNIT

Road Safety TVP

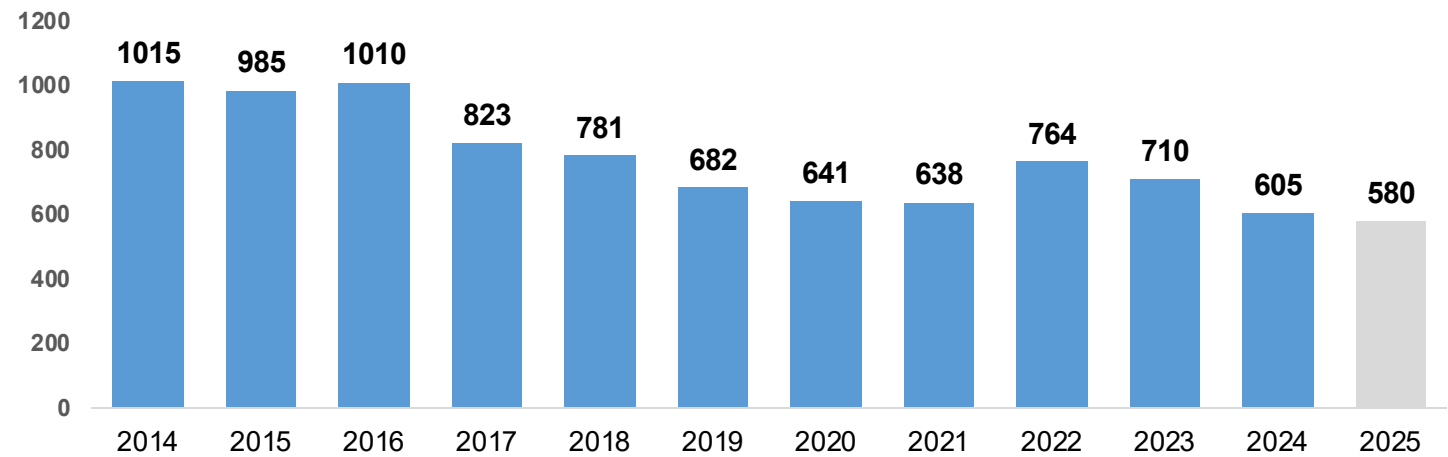
Page 143

T/DCI Justin Thomas
19/01/2025



KSI Long term trend

Thames Valley - KSI Casualties
40% Reduction over the last 10 years (2014 v 2024)



	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Fatal	77	68	58	50	49	55	72	58	57	46	41
Serious Injury	988	917	915	753	702	626	559	580	707	664	551

Oxfordshire	October 2023 to September 2024	October 2024 to September 2025	% Change	Difference
Fatal Casualties	21	13	-38.1	-8
Serious casualties	222	223	0.5	1
Slight Casualties	785	783	-0.3	-2
KSI casualties	243	236	-2.9	-7
KSI Pedal cyclist casualties	36	29	-19.4	-7
KSI motorcyclist casualties	64	74	15.6	10
KSI pedestrian casualties	35	36	2.9	1
KSI Child casualties	7	12	71.4	5
KSI Car user casualties	85	78	-8.2	-7
KSI Collisions involving young Drivers	64	45	-29.7	-19
KSI collisions involving older Drivers	33	31	-6.1	-2

*2025 data is provisional

Road Safety Partnership



- New Tasking and co-ordination using KSI data identifying High harm locations and High risk road users.
- Introduction of new Motorcycle speed enforcement (using existing camera operators to focus on previously difficult enforcement locations). Pilot project.
- New terms of reference for the Thames Valley Road Safety Working Group. Increasing from bi-annual to quarterly. Chairing to be split between police and local authority (still need one more authority to volunteer).
- Embedded police officer within Transport Research Laboratory. Looking at safety systems and evidence to improve road safety.
- Introduction of three new Red Light Speed on Green cameras across counties.
- **A40 Barton Park Red Light speed on green camera in final stages of sign off.**



E-Bikes/Scooters - OP PULSE



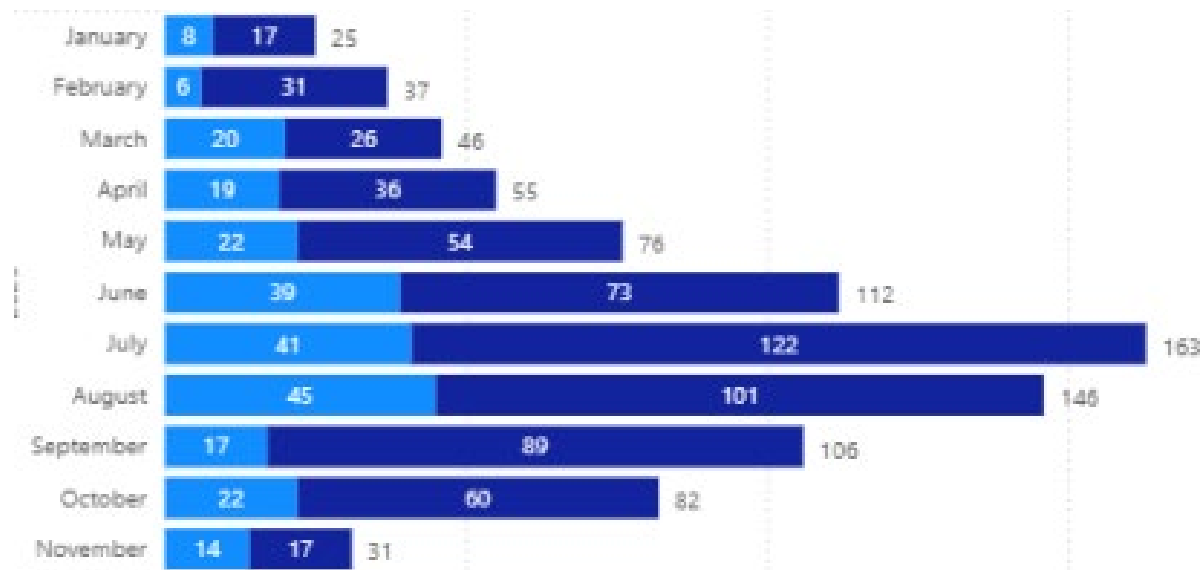
- Neighbourhood Policing complete engagement events and patrols.
- There has been a significant increase in seizure of these E-Bikes and police use Section 165 Road Traffic Act (No insurance). As such the items cannot be returned to the owners
- Safer Streets Summer operation during the summer 4,500 patrols targeting hotspots, anti social behaviour and e-scooters

E-Scooter / E-Bike Engagement, by LCU in November 2025

LCU	Engagements Total
Oxfordshire	18

E-Scooter / E-Bike Patrol Activity, by LCU in November 2025

LCU	Total Patrols
Oxfordshire	44



Total Destructions 2024



Total Destructions 2025



Tasking Team

- **Launch is planned for 16th February 2026**
- **Agile team able to respond quickly to emerging risks.**
- **Mixed capability of motorcycles/cars**

CRASH

- **New updated Stats 19 rolled across Thames Valley**
- **Aspiration to move to electronic CRASH reporting in 2026. This will streamline data transfer to local authorities.**

Fatal Four Enforcement



	Oct 23 to Sep 24	Oct 24 to Sep 25
IPNs – Speed (pfficer)	488	428
IPNs – Seatbelts	517	589
IPNs – Mobile Phone	215	124
IPNs – Driving without due care & attention	1713	1932
Total IPNs	10533	10673
Speed – Camera offences	117,939	113,451
Drink / Drug driving arrests	499	490
Other traffic related offences	169	116
Total arrests for Traffic related offences	588	506

Commercial Vehicle Unit



The last traffic count at A34 Oxford shows average per day as:

- 59,611 cars and taxis
- 9758 LGV (16%)
- 6450 HGV (11%)

Page 150

Enforcement – 27 Dedicated operations from CVU alone.

- 266 CVU targeted inspections of goods vehicles
- 216 had at least one offence (81% hit rate)
- 445 total offences
- 93 mechanical or overweight prohibitions (either immediately or delayed)

In total CVU have issued 565 fines to the value of £124,380, 32 Hazmat prohibitions, 266 mechanical prohibitions. There have been 825 drivers hours offences, 496 mechanical offences and 101 dangerous goods offences.

Speed Enforcement by Area



December 2025

Mobile Cameras

District/LPA	Duration Hrs	Offences
Bracknell Forest	29.25	253
Milton Keynes	41.75	548
Reading	8.25	73
Slough	11.75	58
West Berkshire	53	403
RBWM	10.5	57
Wokingham	21.75	165
Aylesbury Vale	54.75	372
Chiltern	3.5	69
South Bucks	9.5	146
Wycombe	32.25	240
Cherwell	109.75	1237
Oxford City	33.25	399
South Oxfordshire	51.26	262
Vale of White Horse	38	670
West Oxfordshire	0	0
Total	508.51	4952

Fixed Cameras

District/LPA	Duration Hrs	Offences
Bracknell Forest	912	236
Milton Keynes	648	72
Reading	2664	989
Slough	2736	772
West Berkshire	1704	873
RBWM	2760	728
Wokingham	2352	561
Aylesbury Vale	2016	526
Chiltern	0	0
South Bucks	1536	508
Wycombe	2256	890
Cherwell	0	0
Oxford City	3432	614
South Oxfordshire	768	485
Vale of White Horse	0	0
West Oxfordshire	0	0
Total	23784	7254



Community Speed Watch



National Day of Action 11th July

- TVP Highest in country for the number of recorded activity.
- Observing 15,150 drivers.
- 11% in excess of speed limit

Oxfordshire - April/May/June 2025

- Over 525 hours of visible engagement

Groups (November)

- 346
- Compliance rate 96.63%
- 801 hours

Demand – Roads Policing



Number of Collisions	Oct 23 to Sep 24	Oct 24 to Sep 25
Fatal Collisions	3	4
Serious Injury Collisions	26	31
Sight Injury Collisions	215	209
Total Collisions with injury	231	250

Road Related Incident Demand	Oct 23 to Sep 24	Oct 24 to Sep 25
Collision Incident Demand	246	278
Highway Disruption Demand	211	215
Other Road Related Demand	1240	997
Total Road Related Incident Demand	2,597	2,590

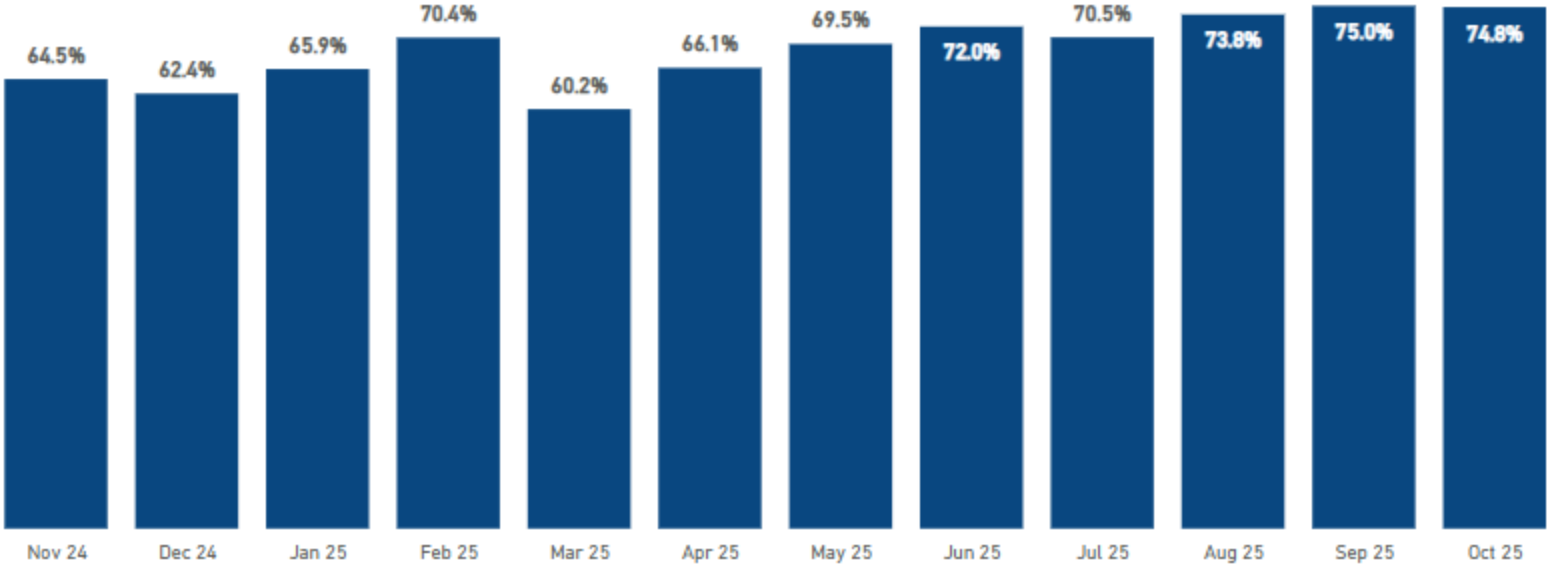
Demand – Attendance (12 months)



Grade	Total Incidents	Total Incidents Attended	Total Attended by RP	% Attended by RP
Grade 1	112062	109358	15614	14.3%
Grade 2	29227	27443	1282	4.7%
Total	141272	136784	16896	12.4%

District / Ward (LCU/Area)	Total Incidents	Total Incidents Attended	Total Attended by RP	% Attended by RP
LCU Oxon	37417	36126	4782	13.2%
LCU Milton Keynes	21731	21084	2458	11.7%
LCU Bucks	27723	26783	3562	13.3%
LCU Berks West	27127	26326	2825	10.7%
LCU Berks East	26723	25957	2996	11.5%

% Force Injury Collisions Attended by Roads Policing



Operation Limit – Drink/drug Drive



Breath Test Data for Thames Valley - 1st to 31st December 2025

Total Number of Positive Tests - Male	95
Total Number of Positive Tests - Female	13
Total number of breath tests administered to under 25's	233
Total number of those under 25's that were positive, refused or failed to provide	17
Total number of arrests /positive where RTC is the reason for test.	46
Total Number of Breath Tests	1459

*Based on download of hand held devices

Thames Valley Police arrested the following during Op Limit 1st December to 31st

Drink-driving arrests: 209

Drug-driving arrests 260

Total - **469**

Op Treacher – Use of unmarked motorcycles on strategic roads

Op Throttle – Motorcycle campaigns – On/off road ASB

Op Tappet – Generally once a month on the strategic roads – Led by Commercial Vehicle Unit.

Op Scallis – Uninsured driver campaign

Op Tamolt – Pro-active unit – Tackling intelligence and improving enforcement

State visits, with Special Escort Group support.

Business as Usual

Schools Education Programmes offered by Oxfordshire Fire and Rescue Service Community Safety

	Early Years/Pre School		Key Stage 1	Key Stage 2			Key Stage 3, 4 & 5	Key Stage 4	Key Stage 5	KS6 (6th Form/college)		
Programme	Footsteps training programme for parents											
		Fire and Road Safety Talk		Pedestrian Safety presentation	Junior Citizen Programme	Fire and Road Safety Presentation	Cycle Training (inc Bikability)	TBC	New Driver Workbook training	GoDrive	Road Safey Drivers eLearning Online with First car academy	Fire Cadets
Staywise website portal	Staywise.co.uk											
Delivered by	Parents / Carers	OFRS/School/Parents Fire Crews Visit - or self deliverable media presentation		School/Parents - Self Deliverable	Safety Centre hosted by OFRS Online Media alternative package	Safety Advisor/self deliverable/online package	OFRS CTO's and contracted Providers	TBC	Online	Teacher Facilitated (Alt Fire crews) online Package	Online	OFRS
Targeted year group	EYFS and Year 1	EYFS	Years 1 & 2	Year 5	Year 6	Years 5 & 6	Year 6 & 7.		11,12 & 13	Years 12 & 13	6th Form	
Purpose of the programme	To enable parents to model safe and good practice as pedestrians in their own communities	To introduce young children to the fire service, Fire fighters and understand key safety messages fore Fire and Road Safety		To give students essentail road safety skills and behaviour skills, knowledge and understanding	To provide education to children and young persons who are residents of the county of Oxfordshire on a wide range of Health and safety issues	To provide a similar learning opportunity for those young people unable to attend JC due either SEND or geographic constraints.	To introduce young people to key road safety skills as cyclist.		DWFS on line media to assist in teaching DRA skills for young drivers, passengers and pedestrians.	To introduce new and potential drivers and passengers to the risk associated with these 'new' skills.	On line elearning development modules for new drivers	

This page is intentionally left blank

Divisions Affected – ALL

**PLACE OVERVIEW AND SCRUTINY COMMITTEE
4 February 2026**

Repairing of Defects and Superuser Report

Report by the Director of Environment and Highways

RECOMMENDATION

1. The Committee is RECOMMENDED to

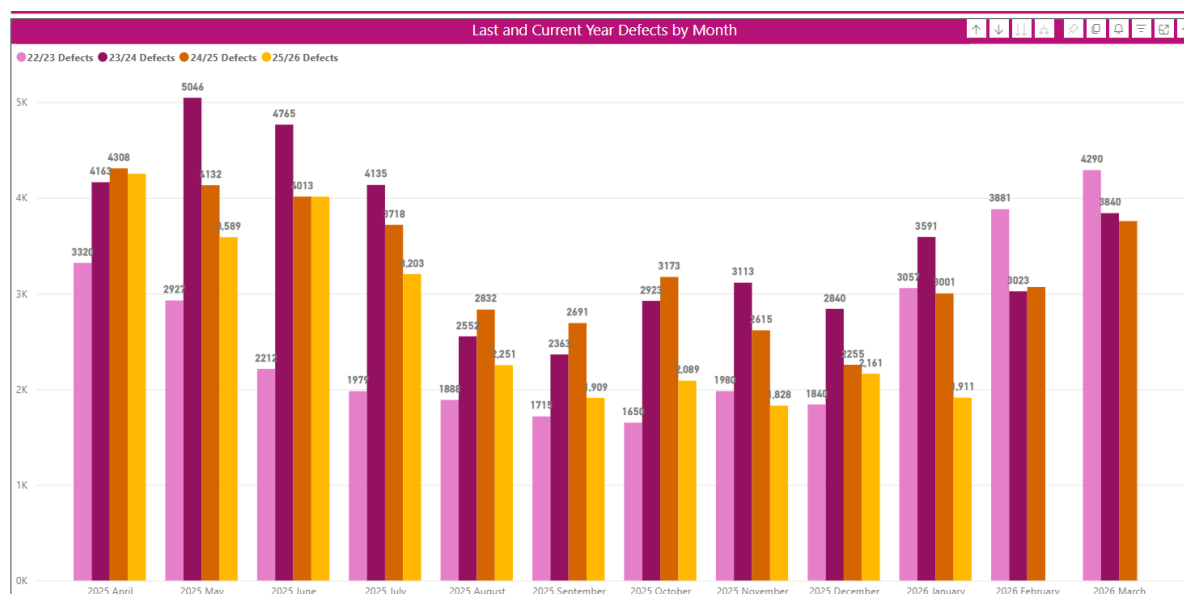
Review the information from the officers' report and use as a basis for further discussion within the Scrutiny session planned for 4 February 2026.

Executive Summary

2. The purpose of this report is to outline the process involved in the repairing of defects in Oxfordshire, outline areas of challenge, benchmarking, and detail the Council's response to quality of repairs. It also explains prioritisation, repair processes, trend identification.

Background

3. Since 1 January 2025, Oxfordshire County Council (the Council) has raised over 41,000 highway defects and actioned, with approximately 25% originating from Fix My Street, (FMS) reports. At least 90% of defects are carriageway potholes instructed by Oxfordshire County Council Inspectors, Superusers, and Customer Service Teams. Where situations arise where a first-time fix is not possible, due to position in the highway or dealing with emergencies, temporary repairs are carried out, which will then be returned to facilitate a permanent repair. Around 2% of all pothole repairs are temporary – which means taking the approach of quickly sweeping out the hole and filling it, rather than cutting back to sound carriageway filling and sealing. The remaining being defects to kerbs, drainage, signs, overhanging trees, street furniture etc.
4. The Council's highway maintenance services are delivered in partnership through M Group, who operate a mixed delivery model comprising both direct labour crews and approved subcontractors. All defect repairs are carried out in accordance with the Council's Highway Safety Inspection Policy and associated standards.
5. The following table shows the current and previous 3 years defect in numbers. Total for complete months repairs from April to December 2025, 25293 repairs were undertaken compared with 29737 for the same period last year.



6. As part of the services continuous improvement programme, a joint Project Improvement Team (PIT) team to was established
7. The PIT initiative focuses on identifying efficiencies and solutions for key issues such as duplicate system information, correct price list allocation, minimising and ideally removing abortive visits, ensuring suitable traffic management and clarity responsibilities, defect coding accuracy, improved insurance claim resolution (red & green), and asset & cost data management.

Project Improvement Team (PIT)

8. The PIT followed a structured approach with a set of clear objectives. The PIT was represented by both County Council and M Group operational, commercial and contractual staff. Three workshops between June and September 2025 had taken place to identify and deliver efficiencies to the current road safety defect process that can be gained from reviewing the new end-to-end process.
 - a. Systems & Process issues: System & process issues resulted in some duplicate defect requests (there are several teams and routes for raising works), the quality of works instruction was found to vary, defects sometimes being prematurely closed on system without being completed, fix-my-street enquiry response not always clear (note wider management of FMS is a separate project outside of PIT)..
 - b. Quality issues: Concerns over adherence to OCCs specification requirement, defect data recording including quality of photos logged, lack of consistency and quality of service for find-and-fix initiative, confidence in the level of works inspection carried out by OCC.
7. Thirty-six specific actions were identified, with twenty-two having been completed (14 still to be completed but are in the final stages), including improvements in defect completion coding, guidance on materials and its lead times, find-and-fix

and adherence to agreed permanent repair benchmarks, insurance claim processes, quality inspections, and handling of large defects.

8. The success factors of the PIT joint leadership from both the County and M Group, maintaining clear scope, involving key stakeholders, fostering collaboration with shared values, data-driven problem understanding, realistic timelines, and the importance of in-person sessions. A closedown workshop was undertaken in December 2025, with a view that a second phase of the review be carried out to focus on the remaining actions which is now underway.
9. Benefits from these operational improvements are now being recognised as most repairs are now being delivered to the new benchmarking for defect repairs and seeing a reduced rate of failure. These continued to be jointly monitored so that the improvements made remain effective.

Repair Delivery and Quality Assurance

10. The Council's highway maintenance services are delivered in partnership with MGroup, who operate a mixed delivery model comprising both direct labour crews and approved subcontractors. All defect repairs are carried out in accordance with the Council's Highway Safety Inspection Policy and associated standards.
11. The specification as set out in the contract coupled with national guidance sets out the benchmark for defect repairs that all work is required to follow.
12. On occasion, it is reasonable and accepted that it may not be possible to achieve a permanent repair, in this situation, temporary repairs may be required to be carried out – this is treated as an exceptional circumstance. These may be where the area around the repair area is in poor condition and to break back to solid material would be impractical, area unsafe, or area is subject to future programmed improvement works. Temporary obstructions are an issue that may trigger a temporary repair, such as parked vehicles or adverse weather conditions. The nature of the road is also a factor, if carrying out a permanent repair means extensive disruption or full TM required, then a temporary fix may be carried out until suitable planning for a permanent repair can be undertaken.
13. M Group plays a critical role in identifying and addressing further defects while on site. We have an initiative called **"find and fix"** whereby crews are empowered to repair additional issues not originally specified in the initial instruction. As these repairs are documented, including with before-and-after photographs and uploaded to our internal systems, we have suitable controls in place for audit and quality assurance.
14. To ensure the quality and consistency of repairs, the Council conducts post-completion inspections on 20% of all works, this is an increase to the 10% that has previously been carried out. These inspections are selected randomly and are designed to assess both the completeness and workmanship of the repair. Where a repair is found to be substandard or incomplete, it is recorded as a non-compliant defect, requiring rectification at no additional cost to the authority. Any ad hoc

reports of non-conformance are also followed through, which are in addition to the 20%.

15. This process offers a structured opportunity for both the council and MGroup to review, challenge, and evaluate the methods and materials used at each location of concern. It also supports continuous improvement by identifying trends in poor practice and ensuring corrective actions are implemented
16. Recurring issues or poor performance can lead to financial adjustments to the overall contract value and may negatively impact the contractor's Key Performance Indicators (KPIs). This performance-linked approach ensures accountability and reinforces the Council's commitment to delivering high-quality, safe, and cost-effective highway maintenance services.
17. In line with our commitment to value for money and long-term asset resilience, Highway Officers have the authority to escalate sections of carriageway for future surface treatment consideration. These referrals are assessed by our Highway Schemes Team for inclusion in planned maintenance programs

Outstanding Repairs

18. As of 18 January 2025, we are behind in the completion of defect repairs, with 875 currently outside of the 28day repair period target for category 2 defects, this is 35% of 2,500 being processed. To confirm all category 1A (2hr) and category 1B (24hr) have and are being completed on. One major factor causing this delay is the below-freezing weather that started in early December, which has led to the formation of new potholes due to freeze/thaw cycles affecting the entire county simultaneously – the consequence and subsequent surface breakdown is not immediate hence the lag.
19. This widespread phenomenon is putting pressure on both our scheduled inspections and ad hoc ones in response to public enquires. Demand for defect repairs does vary across the season and MGroup have faced resource challenges in securing the extra resource this year due to significant national demand being seen. Furthermore, a significant portion of the outstanding defects are larger in nature and requires specialist use of Bobcat and other equipment for repairs.
20. Although we have seen notable improvements in repair quality with this strategy, it has resulted in fewer repairs being completed per day by both Bobcat and pothole teams.
21. To reduce the number of repairs outstanding, the council and M Group are employing more sub-contractors, redirecting the dragon patcher to tackle safety defects full time, and retaining the Bobcat crews for larger defect repairs rather than scheduled maintenance.

Volunteers - Superusers

22. A key and vital support for the service is Superusers an initiative under Oxfordshire together. The Council has expanded its network of trained local volunteers, known

as 'Super Users'. These individuals play a vital role in inspecting, escalating priority issues, such as potholes and drainage concerns, and placing instructions directly with M Group.

23. By leveraging their local knowledge, Super Users help to identify defects that meet intervention criteria and facilitate faster repairs. Additionally, they serve as a conduit between residents and the Council, ensuring that community concerns are effectively communicated and addressed
24. The Super User (SU) role was set up as part of the Oxfordshire Together (OxToG) programme in 2018/19. The scheme provides several volunteer initiatives each described within a one page 'How to Guide'. These guides provide a brief outline of the different activities.
25. The SU function is a well-received initiative, reinforcing the success of scheme working with the communities with over 230 signed up volunteers. They play a pivotal role supporting their local communities across the county. Of this number, over the last year approximately 180 have been active in raising reports (appx 78%)
26. The success is also evident in the number of defect orders that have been actively reported. Since January 25 of last year, 3,167 have been raised by the SUs, helping to identify and resolve issues more quickly.
27. Additionally, they have supported by completing numerous out of scope reports and provide an essential role as the local eyes and ears.
28. Super Users are trained to raise works orders for CAT2 (28 day) defects on:
 - Unclassified and 'B' roads, with pavements and a speed limit of 30mph or less
 - Specifically approved 'A' roads with pavements and a 20mph speed limit.
 - Footways (pavements) and segregated cycleways which run alongside the above roads

The categories include:

- Potholes – up to 5m² (mini 150 x150mm and 40mm deep)
- Paving - up to 5m² (mini 150 x150mm and 20mm deep)
- Kerbing – up to 5m long
- Drains/Gullies – emptying/cleaning

Training consists of 2 main parts:

Part1 - An online presentation (approx.1hr) with question/answer session - outlining the job role/scope, H&S and a live demonstration of the reporting system.

Part2 - An in-person visit (approx. 1-2hrs) in the volunteer's town/parish. This will involve the provision of PPE and reporting of a live defect repair order. In addition there are follow up training sessions and support through a monthly newsletter.

Financial

29. There are no direct financial implications arising from this report.
30. Maintenance funded from the Highway Operations revenue budget; costs vary with weather and growth rates. Typical expenditure to fund road safety defect repair can range between £3.1 to £4.2m each year. Any fluctuations in the spend versus budget allocation is managed from within the service budget.
31. Comments checked by Filipp Skiffins Finance Business Partner,
filipp.skiffins@oxfordshire.gov.uk

Legal

32. The activities described above comply with the highway authority's rights and duties under Highways Act 1980 and associated policies such as The Highway Safety Inspection Policy.
33. The use of Fix My Street and MGroup and other third parties such as the Super Users is lawful under the general power of competence in Section 1 of the Localism Act 2011.
34. Comments checked by: Jennifer Crouch, Principal Solicitor,
jennifer.crouch@oxfordshire.gov.uk

Staff

35. Managed within existing resources.

Equality and Sustainability

36. This was assessed at the time of the Highway Asset Management Plan and specific policies adoption stage. There is no specific impact arising from this report.

Paul Fermer
Director of Environment and Highways

Key Contact Officers
Sean Rooney – Head of Highway Maintenance & Road Safety.
Andrew Vidovic – Team Leader – Inspections
Nigel Clark – Team Leader – Volunteer Coordination

January 2026

Annex: <https://www.oxfordshire.gov.uk/transport-and-travel/transport-policies-and-plans/highway-maintenance>