

## Overview & Scrutiny Recommendation Response Pro forma

*Under section 9FE of the Local Government Act 2000, Overview and Scrutiny Committees must require the Cabinet or local authority to respond to a report or recommendations made thereto by an Overview and Scrutiny Committee. Such a response must be provided within two months from the date on which it is requested<sup>1</sup> 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: Vision Zero Strategy and Action Plan

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

**Date response requested:<sup>2</sup> 23 April 2024**

### Response to report:

Please see the updated responses to the Overview and Scrutiny Committee recommendations for Vision Programme.

### 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 work to establish a partnership	Accepted	<ul style="list-style-type: none"><li>Thames Valley Police (TVP) are involved as key partner with OCC in Vision Zero road safety both strategically and operationally. Operationally, TVP work jointly with Oxfordshire Fire &amp; Rescue Service on road safety across Oxfordshire. They also work together on regular and ongoing road safety campaigns, such a 'Close Passes', 'Be Bright – Be Seen', and the delivery of the national Fatal 4 campaigns: Drink /</li></ul>

<sup>1</sup> Date of the meeting at which report/recommendations were received

<sup>2</sup> Date of the meeting at which report/recommendations were received

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<p>board to monitor progress on Vision Zero with Thames Valley Police being fully involved as a key partner.</p>		<p>Drug driving etc. This is part of the work that the Oxfordshire Fire &amp; Rescue Services deliver as the Vision Zero's Road Safety Education workstream.</p> <ul style="list-style-type: none"> <li>• Strategically there are 2 Vision Zero Partnership Boards that have been established to support the delivery of Vision Zero and monitor its progress, and TVP have member invites to both boards; Detective Chief Inspector (Road Policing) (or his sub) is an invited member at both Boards:             <ul style="list-style-type: none"> <li>○ Vision Zero Steering Group takes place quarterly and is chaired by Director of Highways and Environmental. The membership of the group includes elected members, OCC officers and external partners / stakeholders; representatives from the Oxford Cycling Network (OCN), Cyclox, and Action Vision Zero. TVP Detective Chief Inspector (Road Policing) is an invited member of the Group.</li> <li>○ There is also a Vision Zero Wider Stakeholder Group meeting that takes place twice a year and is again, chaired by Director of Highways and Environmental. The membership of the group includes the wider group of Vision Zero partners / stakeholders who have helped shape the Vision Zero Strategy and Action Plan. The invite lists comprises of elected members, OCC officers and representatives from the wider Vision Stakeholder Group. TVP Detective Chief Inspector (Road Policing) is an invited member of the Group.</li> </ul> </li> <li>• OCC Vision Zero Road Safety Leads are also members of the TVP lead Thames Valley Road Safety Working Group, which meets every six months, and chaired by Thames Valley Police Detective Chief Inspector (Road Policing) The Group meeting is attended by road safety officers and representatives from all the other local authorities in the Thames Valley area. This forum is used as an opportunity for OCC and other local authorities to engage with Thames Valley Police on road safety matters. It provides OCC the opportunity to engage with TVP, share any road safety issues or enforcement concerns, discuss specific locations of concern, and learn about what else is happening regarding TVP road safety enforcement across the Thames Valley area.</li> </ul>
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		<ul style="list-style-type: none"> <li>• OCC also regularly engage with TVP Detective Chief Inspector (Road Policing) via one-to-one meetings with the Director of Environment and Highways providing an overview of Vision Zero progress and road safety issues. This is an opportunity to engage with the Thames Valley Police both strategically and operationally.</li> </ul>
<p>2. That the Council should continue to engage with Thames Valley Police in order to encourage enforcement of speed limits.</p>	<p>Accepted</p>	<ul style="list-style-type: none"> <li>• OCC will continue to engage with TVP to encourage the enforcement of speed limits in several ways. There are the day-to-day operational highway management discussions that take place between OCC, Oxfordshire Fire &amp; Rescue service and TVP and these include the enforcement of speed if required. TVP is also always a statutory consultee on Vision Zero and OCC's highway scheme consultations, including highway schemes where there are speed limit changes.</li> <li>• Commitments have also been made by TVP for partnership working with OCC into the installation of new speed enforcement equipment, including average speed camera systems. Detailed work is in progress for the provision of a combined speed and red-light safety camera system at A40 Oxford Northern Bypass, at its junction with Barton Fields Road. It is expected this will be operational Spring 2025.</li> <li>• Vision Zero has the 20mph programme and the Speed management programmes which both focus on the delivery of specific speed limit schemes. The Speed Management Programme is currently carrying out a review of all Oxfordshire's A &amp; B rural road network, as speed across the rural network is a factor in many rural road collisions. The intention of the review is to systematically analyse Oxfordshire's A &amp; B roads area by area to understand where speed limit reductions will be most beneficial. This is planned to be completed by end of next financial year 2025/26</li> <li>• Currently there also are several Vision Zero schemes being developed as part of the Speed management programme which will involve speed limit discussions with TVP:             <ul style="list-style-type: none"> <li>○ A40 Oxford Northern Bypass / Barton Fields junction Safety Cameras</li> <li>○ A4260 Speed limit review (A4260 between Kidlington and Banbury)</li> </ul> </li> </ul>

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		<ul style="list-style-type: none"> <li>○ A4074 Speed limit review</li> <li>○ A40 Burford to Asthall speed limit review</li> <li>○ A420 Bessels Leigh 50mph extension</li> </ul>
<p>3. That the Council should identify additional powers that would support delivery of responsibilities and Vision Zero ambitions and request of the Secretary of State for Transport that Government considers implementing them.</p>	<p>Partial Accept</p>	<ul style="list-style-type: none"> <li>• There will be an annual review report submitted to Cabinet (April'25) on the Vision Zero Programme, and we will identify additional local authority powers following that as the annual review report will provide the data and evidence on the areas where additional powers would have the most benefit for Vision Zero delivery.</li> <li>• With the recent change of Government, OCC are conscious that there may well be updates or changes to Road Safety Policy or DfT guidance, or the development of a new National Road Safety Strategy by the new Government. Local Authority speed limit enforcement was considered by the previous Government within Moving Traffic offences, but this was dismissed by them. OCC will of course reflect any national road safety policy changes as and when they occur, but having the annual Vision Zero programme review data will provide evidence that will help support when and where local authority additional powers would be most beneficial within Oxfordshire.</li> <li>• Via the Vision Zero programme, there are already discussions on road safety areas where identifying additional powers could be considered, such as Graduated Licences for young drivers. Oxfordshire Fire &amp; Rescue are engaging nationally on the benefits of Graduated licences, but further evidence is needed to support discussions both nationally and at Central Government.</li> </ul>
<p>4. That the Council should engage with other local authorities,</p>	<p>Accepted</p>	<ul style="list-style-type: none"> <li>• OCC road safety leads will continue to engage with other local authorities regarding road safety; both for the development of road safety schemes close to, or near to Oxfordshire's borders, but also to ensure learning about the latest road safety developments and new technology and adherence to best practices. This</li> </ul>

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<p>particularly those with similarly diverse counties, and learn from them as well as to take learning from best practice in other authorities.</p>	<p>engagement has continued during the development of Vision Zero and its ongoing delivery. There is road safety engagement with other local authorities operationally on a day-to-day basis, but as mentioned above, OCC Vision Zero leads also engage formally and strategically with Thames Valley's local authorities through the Thames Valley Road Safety Group led by TVP.</p> <ul style="list-style-type: none"> <li>• OCC's Highway and Vision Zero road safety leads will also continue to engage with other local authorities via membership of ADEPT (Association of Directors, of Environment, Economy, Planning and Transport) who hold a national Traffic and Safety Working Group, and via Road Safety GB, a national road safety organisation which connects local authorities nationally.</li> <li>• OCC have and will continue to communicate with and learn from other local authorities on various aspects of developing and delivering Vision Zero. When OCC was first setting up Vision Zero, Kent Council shared their Vision Zero journey and provided valuable advice and guidance on how they set up their Vision Zero programme and developed their Vision Zero strategy. We have started to actively engage with South-West Vision Zero Partnership regarding their experiences of setting up their Vision Zero partnerships, which include multiple organisations across Devon, Somerset and Cornwall such as Devon &amp; Cornwall Police, Devon &amp; Somerset Fire and Rescue Service, and South-Western Ambulance Service NHS Trust. OCC are learning about the different Vision Zero models, to help shape and support OCC's approach to Vision Zero.</li> <li>• It is important to add that there has also been Vision Zero best practice and road safety learning from our national Vision Zero Stakeholders, such as Action Vision Zero, and the Road Haulage Association for example, who are both members of OCC's Vision Zero stakeholder meetings. Many valuable insights and ways of understanding road safety user issues have come from our Vision Zero stakeholders, and OCC has set up working partnerships with a wide range of Vision Zero external stakeholders</li> </ul>
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<p>5. That the Council should add greater emphasis on the five pillars as integral to the Vision Zero Key Areas.</p>	<p>Accepted</p>	<ul style="list-style-type: none"> <li>• The five pillars which form the Safe System approach give a very clear methodology for delivering Vision Zero. OCC's Vision Zero Strategy and action plan has been set up and aligned to follow the Safe System five pillars. This ensures each of the actions within the strategy is attached to one the five pillars, and in turn, the actions are aligned to the delivery of the safe system approach.</li> <li>• The Vision Zero programme of workstreams which was set up ahead of VZ strategy, will reviewed so that they are re-aligned to each of the actions within the strategy action plan.</li> <li>• Also, Vision Zero's safe system 5 pillars are considered as part of the approach when developing and designing Vision Zero's road safety infrastructure schemes. Please refer to No.7's response for further detail on this.</li> </ul>
<p>6. That the Council should ensure that its Vision Zero ambitions should be led by evidence and not be overly-focused on behaviour.</p>	<p>Accepted</p>	<ul style="list-style-type: none"> <li>• To confirm officers are using data and evidence to shape programme priorities. OCC uses TVP STATS19 road safety incident data as the basis for the road safety analysis which informs the Vision Zero Programme. But STATS19 data is not just used within the Vision Zero Programme, it is also used to inform other OCC's highways and infrastructure schemes. Understanding where and why road safety incidents occur is key in maintaining and improving Oxfordshire's Road network; road safety guides discussions on many levels within Highways, how can roads be improved, and how best it can be maintained.</li> <li>• Within Vision Zero, TVP STATS19 road safety incident data is used to map the road safety sites of concern across Oxfordshire. The data is reviewed to identify road safety incident themes, evidencing why road safety incidents have taken place in one junction or on a particular route. The data is analysed to understand if there have interactions between road users, and why they have occurred. The data also provides confidential information on the causes of incidents, who drove where and</li> </ul>

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		<p>what they were doing. This in turn also informs road safety themes and indicates what type of road safety infrastructure or highway schemes can be implemented to improve on very specific road safety issues.</p> <ul style="list-style-type: none"> <li>• OCC is also developing a new traffic and road safety scheme prioritisation framework which will include consideration of the benefits of the scheme in relation to all the LTCP key objectives, including road safety.</li> <li>• It is important to note that post collision site visits also inform road safety evidence discussions and learning, with road safety intelligence shared between OCC, TVP and the Oxfordshire Fire and Rescue Service as part of day-to-day operational road safety working. Local knowledge is also key, and this is discussed in more detail below.</li> </ul>
<p>7. That the Council should continue to prioritise its infrastructure projects on the basis of data and evidence, taking account of the insights of local members.</p>	<p>Accepted.</p>	<ul style="list-style-type: none"> <li>• As detailed in the response for no.6, road safety incident data and VZ road safety schemes are developed using road safety incident data received from TVP, but local knowledge and the insights of local members is also crucial and is used to triangulate information about sites of road safety concern. Local knowledge is very useful in understanding what has happened with a road safety incident, and why they may have occurred. For instance, fix-my- Street is a key source of road safety concerns raised via the public. Road Safety concerns raised via Fix-my-street are shared with Vision Zero and Highway officers as required. Along with local member input, it is very much considered when analysing sites of road safety concern.</li> <li>• Local member information and insight is a key source of knowledge and understanding about a road safety incident or road safety site of concern. Local members are involved in road safety discussions and site visits and do have also input into a wider range of OCC's highways schemes (Active Travel, Place Making etc) not just Vision Zero road safety schemes. Vision Zero infrastructure schemes</li> </ul>

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		<p>have been reviewed with local members and stakeholders and will continue to be on a case-by-case basis.</p> <ul style="list-style-type: none"> <li>• The insights of local members will continue to be used as a valuable source of road safety information. It will help triangulate road safety data and information on the new road safety scheme prioritisation framework which is being developed as part of Vision Zero. It is important to note that local member insight and knowledge is also an important and valuable part of post scheme implementation reviews and analysis.</li> </ul>
<p>8. That the Council should publish the danger hotspots on its website clearly linked to the underlying evidence.</p>	<p>Partially accept.</p>	<ul style="list-style-type: none"> <li>• We would like to suggest an amendment to the recommendation wording, as Vision Zero is aiming to establish clearer road safety language and understanding. It is proposed the recommendation be re-worded as:             <ul style="list-style-type: none"> <li>○ ‘That the council should publish Oxfordshire’s road safety sites of concern on its website providing information on the road safety incidents’</li> </ul> </li> <li>• Oxfordshire’s road safety data is already publicly available via the website CrashMap (<a href="#">CrashMap - UK Road Safety Map</a>). CrashMap can be accessed via OCC’s website. Crash Map is an online platform where road collisions are published for the members of the public to see. This data provides the locations, incident type, and date of the collision but withholds any confidential information. With roads safety incidents the contributory factors of individual incidents will remain confidential, as in many cases it pertains to medical and personal information that cannot be shared.</li> <li>• The Vision Zero team are also currently developing Vision Zero webpages, which will link through to CrashMap, as well as providing an interactive Vision Zero road safety data dashboard that will allow the analysis of OCC’s road safety data. The webpages will provide information on Vision Zero Road Safety infrastructure schemes and Road Safety education etc. It will link through to OCC Road Casualty</li> </ul>



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		Reports ( <a href="#">Road casualties   Oxfordshire County Council</a> ), and there will be communications shared when the Vision Zero pages are going live.
9. That the Council should publish the numbers of road deaths of children and teenagers, and also by sex, clearly linked to Vision Zero.	Partially Accept	<ul style="list-style-type: none"> <li>• Road safety incident data on the number of road deaths of children, and also by sex is already published in OCC's road casualty reports (<a href="#">Road casualties   Oxfordshire County Council</a>).</li> <li>• 'Child' casualties include those injured who are aged between 0 and 15, whilst 'adult' casualties include those who are aged 16 and above. STATS19 data does not however provide a 'teenage' data field.</li> <li>• Feedback on the layout and contents of the previous Road Safety causality reports has been received, and the 2022 and 2023 road casualty reports are being re-designed to provide a more Vision Zero approach to road safety data analysis. The new reports will provide greater theme analysis and more information on the causes of road safety incidents across Oxfordshire.</li> <li>• In addition, it is also important to note, that sometimes TVP STAT19 data is received, where no age is assigned in the police report. Although this is a not a common occurrence, it does happen.</li> </ul>
10. That the Council should add SUVs and motorcycle categories to its safer vehicles section. It should also delineate the number and proportion of	Partially accept	<ul style="list-style-type: none"> <li>• Currently, the category of the vehicle type recorded involved in a road safety incident is set by the national STATS19 road safety incident data set. The police are only able to use The STATS19 road safety vehicle type data in recording and sharing information about a road safety incident. The STATS19 road safety vehicle type data set is as follows (taken from National STAT19 form):</li> </ul>

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<p>collisions involve SUVs.</p>			<p>Car          Taxi / Private hire car          Van - Goods vehicle 3.5 tonnes mgw and under          Goods vehicle over 3.5 tonnes mgw and under 7.5 tonnes mgw          Goods vehicle 7.5 tonnes mgw &amp; over          Goods vehicle - unknown weight          M/cycle 50cc and under          M/cycle over 50cc and up to 125cc          M/cycle over 125cc and up to 500cc          Motorcycle over 500cc          Motorcycle - cc unknown          Electric Motorcycle          Pedal cycle          Bus or coach (17 or more passenger seats)          Minibus (8-16 passenger seats)          Agricultural vehicle (include diggers etc)          Ridden horse          Mobility scooter          Tram / Light rail</p>
			<ul style="list-style-type: none"> <li>The road safety incident data received from Thames Valley Police does not always indicate the make of the car involved in the incident or whether the vehicle is considered an SUV. As a result, it is not possible to give road safety incident figures on specific car vehicle types such as SUVs.</li> </ul>

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		<ul style="list-style-type: none"> <li>Motorcycle data is recorded via the STAT19 data and is this reflected in OCC's road safety causality reports. Motorcyclists are considered vulnerable road users within OCC's highways and Vision Zero schemes, and focus is given to their road safety incident analysis.</li> </ul>						
<p>11. That the Council should set out, in as much detail as possible, information relating to the budget for this strategy and the costs associated with it, as well as the associated ongoing revenue costs.</p>	<p>Accepted</p>	<p>Following approval of inclusion of a £4m VZ programme as part of the 2023/24 budget setting process, specific schemes and allocation of that funding have been being developed.</p> <p>Governance is in place to provide a level of visibility and individual schemes are promoted and communicated. Work is underway to ensure visibility of the full planned programme and potential future program is transparent and promoted through a dedicated webpage (published end of 2024) and ongoing regular road safety education and communication campaigns.</p> <p>I can confirm that the £4m programme costs have been allocated over a 3-year period:</p> <ul style="list-style-type: none"> <li>22/23 – year 1</li> <li>23/24 – year 2</li> <li>24/25 – year 3</li> </ul> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr style="background-color: #d9e1f2;"> <th style="text-align: left;">Programme</th> <th style="text-align: left;">Scope &amp; Focus</th> <th style="text-align: left;">Allocation</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">Vision Zero Programme Budget</td> <td style="padding: 5px;">VZ Feasibility designs</td> <td style="padding: 5px;">Yr 1 £120k</td> </tr> </tbody> </table>	Programme	Scope & Focus	Allocation	Vision Zero Programme Budget	VZ Feasibility designs	Yr 1 £120k
Programme	Scope & Focus	Allocation						
Vision Zero Programme Budget	VZ Feasibility designs	Yr 1 £120k						

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		<p>Cycle Safety &amp; Connectivity</p> <p>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.</p> <p>Scheme identification will be through a review of our cycle network utilising information such as that within LCWIPs, local knowledge and safety data available.</p>	<p>£800k split forecast over 3 yrs as follows:</p> <p>Yr 1 £65k Yr 2 £400k Yr 3 £335k</p>
		<p>Corridor/Strategic Road Safety Improvements</p> <p>To help address known safety concerns along key strategic corridors within Oxford.</p> <p>Schemes will be identified through road safety data, post collision reviews, and information and work completed in preparation of LTCP corridor strategies.</p>	<p>£500k forecast over 3 yrs as follows:</p> <p>Yr 1 £5k Yr 2 £250k Yr 3 £245k</p>
		<p>Junction incidents (cluster sites)</p> <p>To improve existing junction/s that have a history of incidents that a change in design could help to mitigate.</p> <p>Scheme/s will be identified through road safety data and post collision reviews.</p>	<p>£1,580k forecast over 3 yrs as follows</p> <p>Yr 1 £0k Yr 2 £790k Yr 3 £790k</p>
		<p>Speed Management Programme</p> <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 working with and data from local speedwatch groups.</p>	<p>£400k forecast over 3 yrs as follows</p> <p>Yr £0k Yr 2 £200k Yr 3 £200k</p>

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		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%; padding: 5px;">Safer Routes to School</td> <td style="padding: 5px;"> <p>This is investment in making walking routes to schools safer and more attractive. Links to the schools' 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> </td> <td style="width: 20%; padding: 5px;"> <p>£600k split forecast over 3 yrs as follows Yr 1 £0k Yr 2 £300k Yr 3 £300k</p> </td> </tr> </table> <p>The Vision Zero road safety infrastructure schemes are currently still being developed and are due to be installed in the later part of 2024, and in 2025. The full capital and revenue costs of the Vision Zero programme will also be submitted as part of the Vision Zero Programme annual report due in April 2025.</p>	Safer Routes to School	<p>This is investment in making walking routes to schools safer and more attractive. Links to the schools' 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>	<p>£600k split forecast over 3 yrs as follows Yr 1 £0k Yr 2 £300k Yr 3 £300k</p>
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<p>12. That the Council should ensure that existing road layouts are considered as material planning considerations in its responses to applications for new residential developments.</p>	<p>Accepted</p>	<ul style="list-style-type: none"> <li>• Existing road layout is considered as a material consideration when the OCC is assessing any planning application on its merits. To assist OCC with these assessments both National &amp; Local Policies and Design Guidance are considered:             <ul style="list-style-type: none"> <li>○ Manual for Streets 1 and 2</li> <li>○ Local Travel Connectivity Plan (Part 2)</li> <li>○ Street Design Guide</li> <li>○ Design Manual for Roads and Bridges (DMRB)</li> <li>○ National Planning Policy Framework (NPPF)</li> </ul> </li> <li>• As part of a planning submission, any new proposed road layout is expected to be accompanied with a road safety audit. OCC's Transport Development Management (TDM) team ensure all planning submissions contain a road safety audit. Further information on how the TDM work with developers to ensure road safety is considered is detailed on the TDM webpages: <a href="#">Transport Development Management (TDM)   Oxfordshire County Council</a></li> </ul>			

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		<ul style="list-style-type: none"> <li>• Also, all new residential development road layouts have to be designed to have a speed limit 20mph. The new Vision Zero Checklist, which is due to be piloted, will also act as a way to ensure road safety is considered at the forefront of new developments.</li> </ul>
<p>13. That the Council should undertake a safety audit of past road safety initiatives to learn from what has – or has not – worked previously.</p>	<p>Accepted</p>	<ul style="list-style-type: none"> <li>• There are two new processes that Vision Zero leads are currently being developed that will support the analysis of road safety infrastructure schemes and it anticipated these will be in place by end of 2024:             <ul style="list-style-type: none"> <li>○ The national GG119 Road Safety audit process is carried out as part of the design of road safety and highway schemes, and it is undertaken at key stages in the design, construction and early operation of a highway scheme. The road safety audits must be undertaken by qualified road safety engineers with experience of collision data analysis. At stages 1,2,3 the aim the audit is to identify the relevant road safety matters before implementation, and stage 4, which is carried out post scheme implementation, communicates any road collision data analysis. It is the stage 4 which provides the key evidence, data and learning on what has worked, or not worked with the scheme post implementation. Vision Zero leads are designing a supplemental road safety process where a scheme of any size, can be audited at any stage, and reviewed (stage 4).</li> <li>○ OCC Post Collision Review Group, with input from Oxfordshire Fire and Rescue Services and the Road Safety Foundation. The Post Collision Review Group will analyse fatal road safety incidents and ensure the learning from them is shared within Vision Zero programme and the Fire and Rescue Services. This Review Group will be confidential and based upon the processes used by the NHS within child fatality reviews.</li> </ul> </li> </ul>