



## **PLACE OVERVIEW & SCRUTINY COMMITTEE**

**MINUTES** of the meeting held on Wednesday, 25 June 2025 commencing at 10.00 am and finishing at 12.10 pm.

**Present:**

**Voting Members:**

Councillor Liam Walker - in the Chair  
Councillor Bethia Thomas (Deputy Chair)  
Councillor Thomas Ashby  
Councillor Chris Brant  
Councillor Laura Gordon  
Councillor Emily Kerr  
Councillor Lesley McLean  
Councillor Susanna Pressel  
Councillor Leigh Rawlins

**Other Members in  
Attendance:**

Cllr Andrew Gant, Cabinet Member for Transport  
Cllr Judy Roberts, Cabinet member for Place,  
Environment, and Climate Action

**Officers:**

Matthew Barber, the Police and Crime Commissioner for  
the Thames Valley  
Jason Hogg, Chief Constable of Thames Valley Police  
Benedict Clark, Chief Superintendent Local Command  
Unit Commander for Oxfordshire  
Paul Fermer, Director for Environment and Highways  
Susannah Wintersgill, Director of Public Affairs, Policy and  
Partnerships  
Carole Stow, Engagement Consultation Manager  
Victoria Powell, Communications and Engagement  
Manager (Strategic Programmes)  
Hannah Battye, Head of Place Shaping  
Joanne Fellowes, Place Planning Manager (Central)  
Melissa Goodacre, Sustainable Transport Manager  
Susan Ritchie, Director of Mutual Gain  
Richard Doney, Scrutiny Officer  
Tom Hudson, Scrutiny manger

*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.*

### **24/25 APOLOGIES FOR ABSENCE AND TEMPORARY APPOINTMENTS** (Agenda No. 1)

There were none.

## **25/25 DECLARATION OF INTERESTS**

(Agenda No. 2)

There were none.

## **26/25 MINUTES**

(Agenda No. 3)

The Committee **APPROVED** the minutes of 23 April 2025, and of 20 May 2025, meetings as a true and accurate record.

## **27/25 PETITIONS AND PUBLIC ADDRESSES**

(Agenda No. 4)

Robin Tucker, from the Coalition of Health Streets and Active Travel, raised concerns about road safety in Oxfordshire, highlighting issues noted in the Police and Crime Justice Plan.

Peter Barnett questioned frequent conclusions that no traffic issues were identified at fatal road incidents.

*The following two public speakers spoke before agenda item 6, at the Chair's discretion.*

Robin Tucker, from the Coalition of Health Streets and Active Travel, emphasised the need for effective communication of the Citizens Assembly's vision and recommendations, advocating for public and active transport improvements. He stressed the importance of engaging the wider community in designing a future transport system.

Danny Yee highlighted the need for a positive vision for low traffic Oxford and cooperation between county and city policies, including restricting car use and prioritising active travel.

*All public addresses can be found appended as submitted.*

## **28/25 POLICE AND CRIME JUSTICE PLAN FOR OXFORDSHIRE**

(Agenda No. 5)

As part of its Crime and Disorder Panel responsibilities under the Crime and Disorder (Overview and Scrutiny) Regulations 2009, the Committee invited Matthew Barber, the Police and Crime Commissioner for the Thames Valley to attend, as well as the Chief Constable of Thames Valley Police, Jason Hogg, and Chief Superintendent Benedict Clark, Local Command Unit Commander for Oxfordshire.

Cllr Andrew Gant, Cabinet Member for Transport, and Paul Fermer, Director for Environment and Highways, also attended.

The Commissioner briefly highlighted key issues, including police officer numbers, which had increased significantly, particularly in neighbourhood policing. He

mentioned improvements in 101 performance and the success of the DISC app in tackling shoplifting. The Commissioner noted reductions in rural crime and the establishment of a road safety partnership. He discussed the progress in CCTV partnerships and the financial challenges faced due to the comprehensive spending review.

The Chief Constable reported the highest number of police officers ever, despite financial challenges. He highlighted the restructuring of the force from 12 local command units to five, improving resilience and performance. The Chief Constable noted improvements in crime-solving metrics, reductions in knife crime, and neighbourhood crime. He emphasised the importance of public confidence and the need for a joint plan to address road safety concerns.

The Chief Superintendent reported on the successful performance of his team post-restructure, with high victim satisfaction rates and improved crime-solving metrics. He discussed the focus on retail crime and the flexibility to respond to local issues. The Chief Superintendent highlighted the importance of partnership engagements and the need to improve response times to domestic abuse calls. He addressed the Oxfordshire paradox, where low crime rates did not correlate with public confidence, and the need to improve visibility and communication.

In discussion with the Committee, the following areas were explored:

Fatality rates on strategic roads, such as the A34 and the A40 neither of which are Council responsibilities. The Commissioner and the Chief Constable agreed that better data collection and analysis were needed to understand the causality of road incidents. A working group was being established by the Commissioner to consider this.

Social media reports of items like sausage rolls being locked up to prevent theft. The Commissioner explained the use of the DISC app, which allowed retailers to report theft and share intelligence, leading to increased charges and better prevention.

Collaboration between the police and trading standards in targeting shops, particularly in relation to the new legislation on vapes. The Chief Superintendent noted that TVP were already working in partnership with community safety partnerships and trading standards to address issues such as illegal goods in retail premises.

The allocation of financial resources for road safety and how it fits into the wider strategic planning of the police force. The Commissioner estimated that road safety accounted for approximately 5% to 6% of the overall force budget, explaining that the allocation was based on strategic priorities, public concerns, and professional judgement rather than a fixed percentage. Operation Tutelage, which targeted uninsured drivers, and other innovative approaches to road safety that do not necessarily require additional funding were highlighted and the Committee was told that local neighbourhood teams and were involved in road safety operations, emphasising that traffic offences were often committed by criminals, making traffic enforcement a valuable tool for broader crime prevention.

The Cabinet Member stressed the Council's commitment to road safety, mentioning Vision Zero and the Road Safety Partnership with Thames Valley Police (TVP). He urged for more focus on road safety in the PCC's plan, aiming to eliminate road deaths and serious injuries. He cited Operation SNAP's success in the West Midlands and its potential in Oxfordshire. He underscored the importance of average speed cameras and police support in addressing speeding in 20 mph zones, referring to Wales's significant reduction in road deaths and injuries after implementing 20 mph zones.

Members asked about the number of static speed cameras in Oxfordshire and whether they were moved between locations. The Chief Constable stated there were 20 active digital camera sites, with mobile safety cameras moved several times a day. The Commissioner stated that old cameras could not be calibrated for 20 mph zones and upgrading them would require significant investment.

Regarding the enforcement of 20 mph zones, TVP did enforce them but without additional police presence for the reduced limit. Effective communication was deemed necessary to manage public expectations. For road safety messaging, the Road Safety Partnership agreed on a joint communications cell for consistent messaging across Thames Valley. The Chief Constable highlighted the limitations of current tools for enforcing 20 mph zones.

Members raised concerns about the use of illegally modified e-bikes and e-scooters, which were a frequent source of complaints. The Chief Constable responded that TVP seized 500 e-bikes and e-scooters last year, and they were working with a local college to train officers to spot illegally modified e-bikes. He mentioned an upcoming operation to tackle anti-social behaviour involving e-bikes and e-scooters. Change in legislation and collaboration with local authorities could help to address the issue more effectively.

The Committee asked about the recruitment and retention of officers and staff from ethnic minority backgrounds. The Chief Constable responded that 14% of the population in Thames Valley were from Black, Asian, and Minority Ethnic (BAME) communities, while 7% of the workforce was. 22% of new officer applications this year and last year were from BAME backgrounds.

Members highlighted the need for initiatives focused on working with victims of domestic abuse and asked about efforts to improve work with victims, encourage reporting, and support them through the process.

The Committee was advised that there had been improvements in rape response charges but it was conceded that domestic abuse charge rates were hindered by this backlog and stressed the need for investment to address delays. The Commissioner highlighted the importance of victim services, mentioning efforts to improve police referrals and support availability before reporting. A new service for child victims and witnesses of domestic abuse was also mentioned. The rapid video response initiative, which aims to engage with victims quickly and allow officers to focus on apprehending suspects.

The Committee inquired about how issues are reported and resolved locally, and how residents can participate. The Chief Superintendent explained that issues reported through 101 or local teams enter the crime reporting system and intelligence network. Combining this with partner input from Community Safety Partnerships, analysts prioritise concerns for monthly tasking meetings where resources were allocated. The Chief Superintendent stressed community engagement and encouraged residents to report issues and interact with their local teams.

The Chief Constable and Police and Commissioner agreed to respond to the remainder of the Committee's questions in writing. The questions and answers are appended to these minutes.

## **29/25 CITIZENS ASSEMBLY**

(Agenda No. 6)

*At the Chair's discretion the second two public addresses were taken at this stage.*

The Committee welcomed Cllr Andrew Gant, Cabinet member for Transport Management, and Cllr Judy Roberts, Cabinet member for Place, Environment, and Climate Action, to present the report to the Committee.

The Committee also invited Paul Fermer, Director of Environment and Highways, Susannah Wintersgill, Director of Public Affairs, Policy and Partnerships, Carole Stow, Engagement Consultation Manager, Victoria Powell, Communications and Engagement Manager (Strategic Programmes), as well as Hannah Battye, Head of Place Shaping, Joanne Fellowes, Place Planning Manager (Central), Melissa Goodacre, Sustainable Transport Manager, and Susan Ritchie, Director of Mutual Gain, to answer the Committee's questions.

Members queried how the Council would motivate behaviour change and the Cabinet member for Transport Management stressed promoting a vision to the public and facilitating convenient choices for the county. He highlighted that people already decided on travel based on various factors, so the goal was to provide additional information. The Cabinet member for Place, Environment, and Climate Action suggested focusing on informing and nudging rather than preaching. The Council had been conducting travel campaigns and launched the Better Travel website to encourage active travel options.

Members inquired about metrics for evaluating fare-free park and ride trials and how mobility hubs would integrate with transport and land use plans. The Cabinet Member for Transport Management and the Director of Environment and Highways explained that while the Council was keen on utilising park and ride assets, specific Key Performance Indicators (KPIs) had yet to be defined. They emphasised the need to break down recommendations into work streams and actions to measure success. The Head of Place Shaping noted that a park and ride strategy was being developed and was to align with current initiatives, including integrating mobility hubs with existing plans.

The Committee inquired about the usefulness of the Citizens Assembly for officers and its potential repetition. The Cabinet Member for Place, Environment and Climate

Action found the session insightful, particularly regarding bus fare challenges for children, aligning with long-term transport plans. The Director of Environment and Highways and the Head of Place Shaping both emphasised the Assembly's value in providing diverse perspectives that enhance policy decisions. They planned to continue engaging with the Assembly and have funding for future initiatives.

The Committee inquired about how the Citizens Assembly shaped the communication strategy and influenced participants. The Director of Mutual Gain stated that the Assembly did not use Council promotional material but provided essential travel plans and mobility hub information. Participants valued the balanced, objective approach that included opposing views. The Director of Public Affairs noted that the Assembly was conducted objectively, which kept participants engaged and interested in further involvement.

The Director of Environment and Highways acknowledged the importance of improving communication strategies based on the insights gained from the Citizens Assembly. He emphasised the need to enhance their communication efforts to bring people along and effectively change behaviour through marketing and communication activities.

The Committee enquired about monitoring the implementation of recommendations from the Citizens Assembly. The Director of Environment and Highways noted that further work was needed to fully understand and shape these recommendations, including defining success criteria and measurement methods. The Head of Place Shaping added that the recommendations will be divided into work streams and actions, then integrated into existing or new programs.

The Director of Mutual Gain stated that four recommendations fell short of the 80% threshold but were included in the full report. She noted that some overlap with the recommendations that met the threshold might have caused some to be voted down due to perceived duplication. She suggested that the recommendation on subsidised travel for those over 60s might have been introduced too late, leading participants to assume it was already covered. Additionally, the children's travel subsidy could potentially have reached 80% if considered separately.

## **30/25 COMMITTEE FORWARD WORK PLAN**

(Agenda No. 7)

The Committee **AGREED** to receive Future Bus Regulation, Verge and Vegetation, and City Centre Strategy items at the September meeting.

The Committee provided clarity about what they hoped to be included in the Verge and Vegetation item. The Committee also requested that freight, as well as passenger rail, would be included in the Rail Strategy item.

The Scrutiny Manager updated the Committee on ongoing discussions about the most suitable Committee for Local Government Reorganisation.

The Committee **AGREED** to the additional meeting on Wednesday 27 August 2025, to discuss the congestion charge.

The Director of Environment and Highways suggested that the Committee could consider the Part Night Lighting strategy after the consultation on the same. He also advised that a profitable item for the Committee's work programme would involve collaboration between the Council, TVP and Oxfordshire Fire & Rescue Services on Vision Zero and road safety initiatives.

The Cabinet Member for Place, Environment, and Climate Action updated the Committee that the S.106 Dashboard was going live the next day.

**31/25 COMMITTEE ACTION AND RECOMMENDATION TRACKER**  
(Agenda No. 8)

The Committee **NOTED** the Committee Action and Recommendation Tracker, and the written update on the Vision Zero project.

**32/25 RESPONSES TO SCRUTINY RECOMMENDATIONS**  
(Agenda No. 9)

The Committee **NOTED** the Cabinet response to the Committee's recommendations on the Network Management report.

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Date of signing .....

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## **Address to Place Overview and Scrutiny Committee**

### **Item: Police and Criminal Justice Plan**

**25 June 2025 – Robin Tucker, Co-Chair, CoHSAT**

Members in our groups, who use many modes of transport are highly concerned about levels of danger and lawlessness from motor vehicle drivers. We know they are not alone as road crime is the most reported and most concerning form of crime in the PCC's crime survey.

The danger is almost all from cars – car collisions account for 80% of KSIs in Oxfordshire. We note that while in 2024 KSIs fell across Thames Valley, they rose in Oxfordshire from 232 to 260 ([DfT unadjusted provisional data](#)).

From day-to-day, when cycling we suffer from close passes, when walking we have increasing numbers of people driving on the pavement, not stopping for Zebra crossings. When driving you people ignoring basic rules of the road, creating danger.

We would like to ask about four areas covered in the Road Safety Strategy launched eight months ago. We appreciate that your resources are finite, but we hope to hear of some progress on a strategy that relates to 40 to 50 avoidable deaths per year across TVP:

- Whether TVP has any insight from data or elsewhere into the types or specific roads, vehicles, or drivers causing the rise in an already too high number of serious casualties?
- What are TVP's wider insights into resident perspectives from community engagement?
- What progress has been made to TVPs road crime enforcement capabilities, and what are in the pipeline that offer prospects of real-world reduction in danger, including for people walking and cycling on city streets?
- Specifically, has there been an increase in capacity in the Criminal Justice team to process Operation Snap third party photo and video submissions?
- What are your latest figures for submissions and positive action for Operation Snap? You can't manage what you don't measure, but these results are also powerful for deterrence and demand reduction, as West Midlands Police have found. Do you plan to publish results of [individual cases monthly](#) and [summaries for publicity](#) like they do?

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Fatal collisions in the TVP area are on a downward, but *slowing* trend. However, for Oxfordshire, KSIs shows an uptick in 2024, with an 11% increase compared to 2023.

In that context, I want to juxtapose the Commissioner's Road Safety Strategy with the recent report by PACTS, (The Parliamentary Advisory Council for Transport Safety) on Coronial Inquests and Prevention of Future Death Reports (or PFDs) for Road Fatalities in the UK, headlined "Learning from Tragedy".

The PACTS report highlighted that PFDs have been produced for less than 3% of road deaths since 2013 nationally; for the TVP area this figure is a minuscule 1.7% and 1.1% for Oxfordshire. Is this Vision Zero? Why is this?

At inquest, the law requires that Coroners *must* make reports (PFDs) if anything revealed in evidence at inquest gives rise to concerns, and that in the coroner's opinion, actions should be taken to prevent the occurrence or the continuation of circumstances creating a risk of future deaths.

Each coroner is judicially independent and will apply the law to the evidence presented; in other words, if the evidence at inquest *does not* highlight concerns, then no PFD will be issued.

At inquest, this evidence will be from collision investigators and traffic management officers. Yet, I have seen too often in reports presented at inquest that, quote "No Traffic Management issues were identified .... that may have contributed to this collision." *This is not true*; there is always something that can be done, but ... no evidence, no concerns, no PFD.

The Commissioner's Road Safety Strategy is based on Vision Zero and the Safe System; it prioritises, quote "the prevention of death and mitigating serious injury in road traffic collisions, a problem which (*and I emphasise*) is considered to be largely preventable based on current knowledge."

The link between the strategy and the PACTS report shows that officers, play a critical role in preventing road death and need to *always* present in evidence measures, (*and again I emphasise*) "based on current knowledge", which could be taken to prevent or reduce the risk of future deaths: traffic management measures, Alcolocks, Intelligent Speed Assistance, Graduated Driving Licences, Driver Monitoring Systems, etc..

So, I come back to the question I posed through Cllr. Roz Smith at the Police and Crime Panel back in March; what specific Safe System training do officers receive or will receive, such that *all* road death inquests in the TVP area result in a Prevention of Future Deaths Report, so that we move from 1.7% to close to 100% and that we do, as the PACTS report headlined, **Learn from Tragedy**?

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[Reported road casualties in Great Britain, provisional estimates: 2024 data and tables](#)

TVP: 12 highway PFDs from 688 road deaths – 1.7%

Oxfordshire: 3 from 283 - 1.1%

### **PACTS Report**

[https://www.pacts.org.uk/wp-content/uploads/FINAL-20241127\\_PACTS-CORONERS-REPORT\\_PFD-Reports-For-Road-Deaths-In-The-UK\\_008.pdf](https://www.pacts.org.uk/wp-content/uploads/FINAL-20241127_PACTS-CORONERS-REPORT_PFD-Reports-For-Road-Deaths-In-The-UK_008.pdf)

### **The Law**

Coroners and Justice Act 2009 - Schedule 5.7 - *Action to prevent other deaths*:

<https://www.legislation.gov.uk/ukpga/2009/25/schedule/5/crossheading/action-to-prevent-other-deaths>

### **General Safety Regulation**

<https://www.pacts.org.uk/pacts-expertise-general-safety-regulation/>

<https://www.fleetnews.co.uk/news/new-eu-vehicle-safety-regulation-and-what-it-means-for-uk-drivers>

<https://larac.org.uk/news-blogs-features/vehicle-safety-regulations-and-new-hgv-requirements>

Alcolocks: <https://alcolock.co.uk/alcolock-v3>

Intelligent Speed Assistance: <https://isa-fit.eu/>

Autonomous Emergency Braking: <https://www.rac.co.uk/drive/advice/road-safety/autonomous-emergency-braking-what-you-need-to-know/>

Graduated Driving Licences: <https://www.rac.co.uk/drive/advice/learning-to-drive/graduated-driving-licences/>

Driver Monitoring Systems: <https://www.smarteye.se/solutions/automotive/driver-monitoring-system/>

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The recommendations of the Citizens Assembly are a little scattered, which is unsurprising given the format. But they gave high general support for measures to restrict car traffic and to prioritise buses and active travel. As the officers responses explain, this largely aligns with existing county policies and schemes.

Selling the vision to the public is different to providing information, and the responses to recommendations 3 and 5 don't really address the former. Providing accurate and accessible information about the details of schemes and about transport options is important, but a complement and not a replacement for political leadership. An overarching positive vision for the city and surrounds needs to be presented, showing the broad benefits of a low traffic Oxford. This is something members need to do as much as officers.

We would like to see the county pick up recommendation 11, dedicating more roads for buses, by reconsidering the circulation system of Oxford (and market towns) from the ground up. To my mind, the most obvious candidate is Magdalen Bridge / Longwall St, noting that Magdalen Bridge is already the busiest bus route in the entire UK, and the second busiest cycle route. Barring private cars from here was being considered fifty years ago.

On recommendation 10, building housing within walking distance of major facilities, there are only a few sites left around Oxford which have reasonable walking connectivity and full cycling connectivity (within twenty minutes or so of Carfax). These sites will almost certainly be built on, but they need to be built on at high density, to make best use of their advantageous location and maximise the number of people who can benefit from them. It is also crucial that city/district and county policies are synchronised to minimise car parking provision on such developments.

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## **Address to Place Overview and Scrutiny Committee**

### **Item: Citizens' Assembly**

**25 June 2025 – Robin Tucker, Co-Chair, CoHSAT**

The Citizens' Assembly was a huge contrast to the soundbites and misinformation that too often cloud the transport debate in Oxfordshire.

The 34 participants had the benefit of 45 hours over six weeks to listen consider and most important ... deliberate evidence from over 30 experts and other witnesses, 1350 times as long as my time today.

Let's pull three things from the results:

1. Informed citizens are hugely in favour of public and active transport, and they described the 'virtuous' circle of charging and restricting motor traffic and using the funds and the space to improve bus, cycle and walking routes almost exactly as Luke Marion did last week.
2. They weren't unanimous. Even the most popular recommendation, to improve Park and Rides, got 97% support meaning one of the 34 didn't support it. You'll always have objectors even to best thought-out schemes that work for the most people.
3. Communications. They want you to sell the vision, say why and explain the options. Your response, which describes travel websites and wayfinding only starts to tackle the third of those and is not nearly enough.

Now, you can't put the whole county through a 45-hour programme with Tim Schwanen and 30 experts. But there was a point in the process where this cross-section of the Oxfordshire population grasped that if you keep adding cars to roads, things grind to a halt – so obvious in so many of our towns; but if you turn that round, subtracting cars and creating a multimodal system that is well-funded and works, then things work better for everyone.

What you now need to do is distil that process, take it to the county, and engage people in designing the future system that makes the shift for their towns and areas.

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Questions from the Oxfordshire County Council's Place Overview & Scrutiny Committee (sitting at the Crime and Disorder Committee) to Thames Valley Police and the Office of the Police and Crime Commissioner

1. Please can I have the latest data on recruitment and retention of BAME officers and staff?



**Total New Recruits:**

Peak in 2022/23: 773 recruits.

**Female Recruits:**

Peaked in 2022/23 with 337 females (44% of total that year).

Decreased along with total recruits to 23 in 2025/26.

**Ethnic Minority Recruits:**

Highest in 2022/23: 75 recruits (10% of total).

Dropped to just 4 in 2025/26.

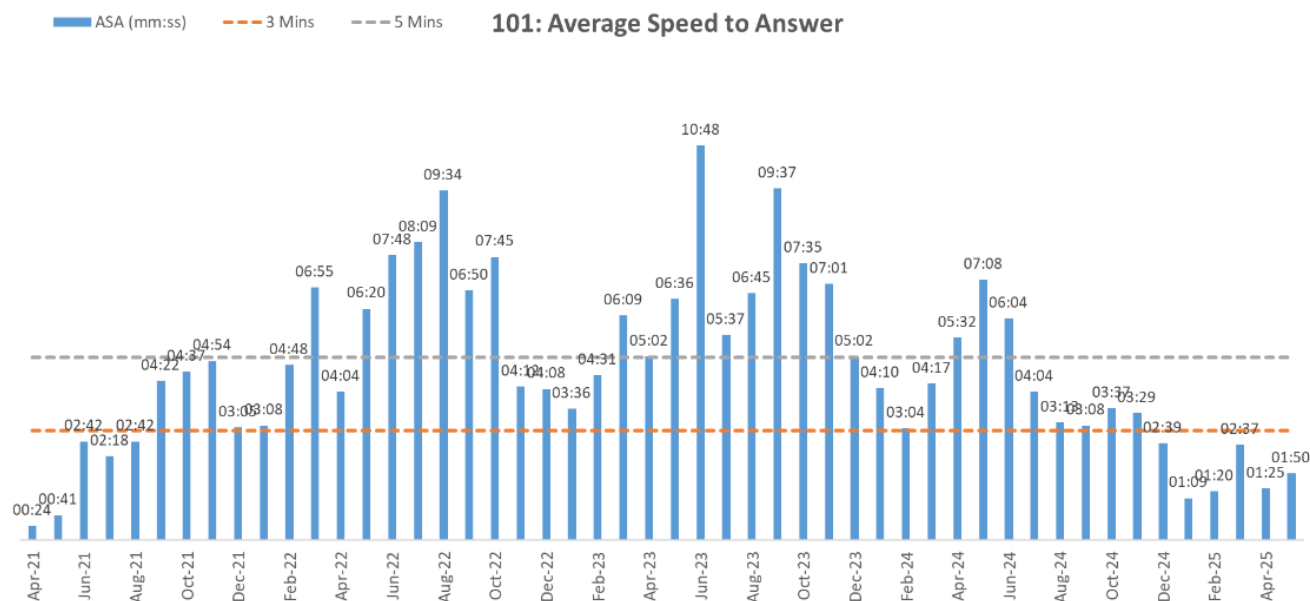
**Police Officer & Police Staff/PCSO % Ethnic Representation:**

Staff Group	31 Mar 25	31 May 25
Police Officer	6.2%	6.2%
Police Staff	6.8%	6.7%
PCSO	6.7%	6.6%

This data includes externally funded departments, secondments and career breaks

2. Please can we see a graph of the time it takes you to answer calls to 101 over the past few years?

Questions from the Oxfordshire County Council's Place Overview & Scrutiny Committee (sitting at the Crime and Disorder Committee) to Thames Valley Police and the Office of the Police and Crime Commissioner



To put this graph into context:

ASA (Average Speed Average) increased steadily through mid-2022, peaking in June 2023 at 10:48 minutes. After that, there was a decline, with notable improvements in 2024 and 2025. As of April 2025, the ASA dropped to 1:50, significantly below the 3-minute and 5-minute thresholds.

Since Dec-23, ASA consistently stayed below the 3-minute target. The last 6 months show a stable, high-performing trend.

3. Please can you tell us what you are doing to reduce the nuisance caused by illegal e-bikes?

This was covered in the presentation. Please let us know if you have any further questions outside of the information held in the presentation.

4. Please can you tell us how you are reducing the number of drivers breaking the speed limit? Can more be done? Speeding traffic is one of the chief causes of complaint to councillors.

Questions from the Oxfordshire County Council's Place Overview & Scrutiny Committee (sitting at the Crime and Disorder Committee) to Thames Valley Police and the Office of the Police and Crime Commissioner

A key focus for us is reducing the number of people killed or seriously injured on our roads, with particular attention given to locations where speed is identified as a contributory factor.

In identifying where intervention is required, we rely on collision data, but we also give due consideration to community concerns—particularly in relation to speeding. Our Traffic Management Officers support this process by analysing available data to assess whether the use of enforcement measures, such as safety cameras, is justified and evidence-based.

To specifically address concerns around speeding, we implement a range of measures:

- Mobile Safety Camera Vans are deployed at various locations, which are regularly reviewed and selected based on assessed risk. Operators will typically cover several locations each day, often prioritising those identified as higher risk.
- Roads Policing Patrol Officers may also be tasked with addressing speeding issues. Their approach includes both mobile patrols and static roadside speed checks using speed detection devices.
- Neighbourhood Policing Teams play an important role in supporting speed reduction efforts at a local level.
- Community Speedwatch continues to be a valuable tool in tackling speeding. The visible presence of volunteers often has a deterrent effect, with follow-up warning letters reinforcing the message.

We would also encourage investment from local partners in physical and visual traffic calming measures—such as flashing speed warning signs or priority traffic features that require vehicles to slow or stop. These measures can be highly effective in changing driver behaviour and enhancing road safety in key areas.

5. How many static speed cameras are currently operating in Oxfordshire?

There currently 20 active digital camera sites which come under the authority area of Oxfordshire County Council.

6. How often are the cameras moved around?

Mobile Camera Safety vans are moved regularly and this is our most agile and responsive tactics in relation to speeding concerns.

Questions from the Oxfordshire County Council's Place Overview & Scrutiny Committee (sitting at the Crime and Disorder Committee) to Thames Valley Police and the Office of the Police and Crime Commissioner

Any camera placement needs to fall in line with Department for Transport Guidance. Existing Sites are reviewed annually, our RPU analyst collates (PIC) Personal, injury, collision data and this is used with risk data to establish priorities 1, 2 or 3.

7. Your local crime survey carried out up until August 2023 showed clearly that dangerous driving was the number one crime perceived AND experienced by TVP residents. Overall, what share of financial resource do traffic offences get? If you don't have percentage shares, could you give an approximate stack ranking of where "traffic" sits in the funding hierarchy versus other areas?

TVP has committed £18.225 million towards Police Officer and Staff pay, reflecting our ongoing investment in operational strength.

In support of regional collaboration, we are contributing £1.729 million to our joint operations unit with Hampshire Constabulary. It's important to note that this figure represents TVP's share alone—Hampshire also invests separately in maintaining and enhancing this shared capability.

This contribution represents 3.9% of our total staffing budget. Shared corporate services, including HR, Finance, Estates, and IT, are funded separately and are not included within this breakdown.

8. When are you likely to repeat this excellent survey?  
(<https://www.thamesvalley-pcc.gov.uk/survey-results/>)

**Answer provided by the PCC Office** – The Local Crime Survey is open all year round [Public consultation - Thames Valley PCC](#) to enable residents to share their views on policing and crime on an ongoing basis. This is in addition to the annual Trust and Confidence survey which is carried out by independent provider MARU and aims to better understand public attitudes and levels of trust and confidence in Thames Valley Police.

9. How do the results of the survey feed into developing your overall strategic focus (not just road traffic)?

**Answer provided by the PCC Office** – The results of the survey, along with other public engagement including direct correspondence, social media engagement and face to face public events help inform the PCC of public opinion, themes from which can be taken forward as necessary in PCC liaison with the Chief Constable.

Questions from the Oxfordshire County Council's Place Overview & Scrutiny Committee (sitting at the Crime and Disorder Committee) to Thames Valley Police and the Office of the Police and Crime Commissioner

10. How do you decide on your road safety strategy? (i.e. Residents views vs national direction vs where deaths and serious injury occur vs offence rates vs comparing what works in other forces - or other!)

Our Road Safety Strategy, developed in late 2024, was designed to align with national priorities while also addressing local concerns raised within our communities.

At the core of both Thames Valley Police Roads Policing strategy and national road safety efforts is a clear and shared objective: to reduce the number of people killed or seriously injured (KSI) on our roads.

To support this, we operate a dedicated tasking process that identifies roads with the highest incidence of KSI collisions. These areas are prioritised for increased enforcement activity. As part of this process, we also consider Community Speedwatch data—specifically, sites with a high volume of recorded speed breaches—and allocate resources accordingly.

Thames Valley Police Roads Policing also maintains active engagement at the national level, enabling the sharing of best practice and the adoption of proven strategies from other police forces. Additionally, we are a member of the Southern Safety Camera Forum (which includes forces from Essex through to Hampshire), providing further opportunity to collaborate, learn, and refine our approach based on shared experience and evidence of what works.

11. What are the key gaps TVP have in road safety enforcement at the moment and what lessons are you learning from other forces, both rural and otherwise? Which forces do you consider to be best in class and most relevant to Oxfordshire's geography and demography?

Evolving technology and changing demands continue to present both opportunities and challenges for road safety enforcement.

For example, the growing introduction of 20 mph zones is not always matched by corresponding developments in enforcement technology, making it more difficult to respond effectively. However, we are actively engaging with other police forces to understand and explore new and emerging IT systems that can help identify—and more importantly, understand—the causes of the most serious harm on our roads, whether in urban or rural settings.

While cities such as Bath, Cambridge, and Exeter may offer some useful comparisons to Oxford, they do not reflect the broader diversity of geography and road types across the entire Thames Valley Police force area. Therefore, we are careful not to draw direct comparisons.

Questions from the Oxfordshire County Council's Place Overview & Scrutiny Committee (sitting at the Crime and Disorder Committee) to Thames Valley Police and the Office of the Police and Crime Commissioner

Nonetheless, we remain committed to learning from others—as other forces do from us—by sharing best practices and identifying opportunities for improvement, ensuring we continually evolve in our approach to road safety.

12. Avon & Somerset Police have a strong focus on road safety with 3rd party reporting and 20mph enforcement. Next to the Met, they issue the most NIPs, and they are a significantly rural force. What could TVP learn from Avon & Somerset on road safety?

Avon and Somerset conduct some work around school 20mph zones. There is some very clear guidance regarding the imposition of 20 mph zones, which should mainly be self-enforcing due to road design or geography. Currently the cameras operated are not approved by the Home Office to detect speed at 20mph.

13. In the last reported data (from an FOI by 20's Plenty in 2022), TVP's enforcement of 20mph is one of the worst forces on record. We know that over two thirds of all 20mph NIPs were generated from fixed cameras, so why do TVP not use more fixed cameras?

Thames Valley Police has one of the highest number of fixed cameras for forces of a similar nature. As above, there is clear guidance regarding 20mph zones. However, the use of camera is a limited option, and as such needs to be considered against the backdrop of other threat to road users. There is ongoing worked between OCC and TVP regarding an Average Speed Camera being installed on the A420, which will be jointly funded. This joint effort could significantly improve compliance with speed limits and reduce accidents.

14. Could you give us the rates of NIPs issued in Oxfordshire in 2022 and those in 2024 - or other more recent data if you have it? Ideally split by type (e.g. 20mph contravention etc).

The below table relates to offences we will process, which a vast majority will require sending of NOIP. In relation to 20mph hour speed limits, we only enforce on officer issued cameras so we can provide that data; however we do not have home office type approval cameras for our static cameras to enforce. We are awaiting for legislation change. Please note that this is force-wide data.

FPSU	2023	2024
Offences processed	203,245	226,864

All Fixed Penalty Support Unit offences would have been sent an initial NOIP.

	2021	2022	2023	2024	2025 Jan to
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Questions from the Oxfordshire County Council's Place Overview & Scrutiny Committee (sitting at the Crime and Disorder Committee) to Thames Valley Police and the Office of the Police and Crime Commissioner

					May
Collisions					
Single on Line home (public reporting)	8816	9483	10,244	10,121	4279
RPU	717	979	751	969	695
Other (front counter & LCU)	693	1023	482	469	269
Collision not split	1272	1030	827	903	559
<b>Total</b>	<b>11,498</b>	<b>12,695</b>	<b>12,304</b>	<b>12,533</b>	<b>5802</b>
Driving Allegations					
Driving Allegations (via SOH) – Journey Cam (Op Snap)	2651	3425	5112	6273	3040

Online reporting via Single Online Home has steadily increased year-over-year up to 2023, then slightly dipped in 2024. "Other" channels (like local counters or LCU) have drastically declined—possibly indicating a shift towards digital reporting. Totals remained fairly stable.

Driving allegations and collisions around 45%-50% receive an NOIP/Section 172, there are various reason for this. All driving allegations are processed immediately when received.

In relation to the 20mph enforcement with Police officer handheld equipment, we have issued 54 tickets in 2023, 156 tickets in 2024 and this year, up until 24<sup>th</sup> June we served 115 tickets.

15. What date was the most recent fixed speed camera installed inside the Oxford ring road? (I believe it was around 1999 but am unable to find firm data on this). Are there plans to install others?

We have posed the question but having someone with a memory of this or audit trail is proving challenging. I will get back you once / if we find this answer.

There are plans for an additional camera on the A420.

16. What are your latest figures for submissions and positive action for Operation Snap? West Midlands Police have been demonstrably successful in using Operation Snap to reduce KSIs. Do you plan to publish results of individual cases monthly and summaries for publicity like they do?

Currently, we do not publish this data, but we are planning to do so in the future. Collecting all this data manually is very resource-intensive.

Questions from the Oxfordshire County Council's Place Overview & Scrutiny Committee (sitting at the Crime and Disorder Committee) to Thames Valley Police and the Office of the Police and Crime Commissioner

17. How are victim satisfaction and outcomes being measured across new services?

**I am still awaiting an answer on this and will forward it on as soon as I have it.**

18. What barriers are preventing higher charge rates for rape and domestic abuse?

Charge rates remain strong, but conviction rates are adversely affected by court delays. The CPS is experiencing significant backlogs due to increased pressures and diminishing funds. This situation complicates efforts to keep victims engaged, as officers face heightened pressure to maintain contact while awaiting trial dates. Last week, we held a meeting with the CPS to discuss the Domestic Abuse Joint Action Plan.

19. How will automatic referrals to Victims First be monitored for effectiveness?

**PCC office has requested an answer from Victims First regarding this and we will provide this separately once received.**

20. What metrics are being used to assess the effectiveness of increased neighbourhood officers?

Each Neighbourhood team operates in alignment with the overarching Force Tactical Engagement Plan, which sets out the strategic 'engagement' priorities for the year ahead.

To monitor and evaluate the impact of our efforts:

- Neighbourhood Activity Tracking:
- Activities undertaken by Neighbourhood Officers and PCSOs—including patrols, engagements, and abstractions—are recorded through the NHP app.
- These inputs are visualised within the NH toolkits, enabling a comprehensive understanding of operational activity across each Local Command Unit (LCU).

Neighbourhood Health Checks:

Formal performance reviews are held regularly through NH Performance Meetings. These meetings assess a range of key areas:

- Victim Contact Contracts (VCC) / Victim Code of Practice (VCOP)
- Case Management Framework (CMF)
- Arrests and investigation quality



Questions from the Oxfordshire County Council's Place Overview & Scrutiny Committee (sitting at the Crime and Disorder Committee) to Thames Valley Police and the Office of the Police and Crime Commissioner

- Problem-solving initiatives
- Prevention campaigns and activities
- Serious and Organised Crime (SOC) disruptions
- Stop and search outcomes
- Repeat offender and victim management
- Progress against the Tactical Engagement Plan
- Engagements with statutory and community partners (e.g. SHCs)
- Local policing priorities
- Intelligence submissions
- Officer and PCSO visibility in patrols and hotspot areas

#### Force-Level Oversight:

A monthly Community Policing Board—chaired by the ACC for Local Policing—provides strategic oversight. This forum scrutinises performance and impact in key thematic areas across the Force.

#### Hotspot Policing:

Hotspot activity is logged through a dedicated app and displayed via a dynamic hotspot dashboard. These insights are integrated into LCU health checks and strategic performance meetings.

### 21. How are communities being engaged in shaping local policing priorities?

Operational guidance and a flow chart have been developed to guide officers through the full community priority-setting process. Community engagement is carried out via surveys, events, forums, and digital platforms, with data recorded through the NHP app and visualised in the Engagement Toolkit. Partnership meetings are held to review input and agree local priorities, which are reflected in Neighbourhood Patrol Plans and Your Area pages. Local initiatives, often with community and agency collaboration, address these issues. For more complex matters, officers lead formal problem-solving with stakeholders. This entire process operates on a three-month cycle, and community involvement is reinforced through participation in local and force-level advisory and scrutiny panels.

### 22. What is the timeline for filling all newly funded PC posts?

This was answered by the CC Jason Hogg in the meeting

Questions from the Oxfordshire County Council's Place Overview & Scrutiny Committee (sitting at the Crime and Disorder Committee) to Thames Valley Police and the Office of the Police and Crime Commissioner

23. How is the DISC app's effectiveness being evaluated?

**Answer provided by the PCC Office** - DISC has been procured by the PCC for retailers across the Thames Valley. [Thames Valley Business Crime Partnership \(DISC\)](#) It's roll out is being managed by the force as part of Op Purchase.

24. What support is available for small businesses experiencing repeat offences?

**Answer provided by the PCC Office** - Victims First offer support to victims of any crime, including individuals impacted by retail crime. Specific literature has been produced for retailer's signposting staff to Victims First.

25. How are prolific offenders being tracked across LCU boundaries?

Every movement (arrest, stop search, intelligence submitted) is tracked via our Niche system and all officers in TVP have access. For cross-border force tracking we rely on the Police National Computer and the Police National Database that plenty of trained officers also have access to. For those that do not there is a 24/7 bureau that can attain that information out of hours.

26. How is the public being educated about new digital contact options?

Currently, callers receive these options through the IVR messaging system when contacting TVP by telephone. The message provides relevant information and prompts them to indicate whether they wish to engage with the digital process by opting in or out.

27. What safeguards are in place to ensure AI tools do not disadvantage vulnerable users?

Answer to 28 below covers 27.

28. How will success be measured for the AI chatbot and speech analytics rollout?

Contact Management is embracing digital innovation to improve accessibility, responsiveness, and support for the public. Key initiatives include:

Questions from the Oxfordshire County Council's Place Overview & Scrutiny Committee (sitting at the Crime and Disorder Committee) to Thames Valley Police and the Office of the Police and Crime Commissioner

- Single Online Home: A central platform where the public can easily report incidents, ensuring a consistent and convenient user experience.
  - Victim's Portal: This platform keeps victims informed and engaged throughout the case lifecycle, offering timely updates and clear communication.
  - Chatbots (Coming Soon): We're introducing intelligent chatbots to replace traditional IVR systems. These bots will:
    - Provide real-time assistance
    - Answer frequently asked questions
    - Signpost users to relevant services and information
  - Offer a far more interactive and responsive experience than recorded menus
- When integrated with voice analytics, these chatbots will be capable of detecting signs of stress or distress in a caller's voice. This allows us to prioritise vulnerable individuals—bringing them to the front of the queue and ensuring they receive the support they need as quickly as possible.

29. What contingency plans are in place if PCC functions are transferred to a regional mayor?

**Answer provided by the PCC Office** - We are keeping a watching brief regarding both Local Government re-organisation and possible devolution whether local (ie, Oxfordshire) or regional (ie, Thames Valley). There remains a number of unknown's in-regard to Local Government reorganisation and devolution in Thames Valley suffice to say, the OPCC will attend the relevant meetings

30. How will the PCC ensure continued accountability during governance transitions?

**Answer provided by the PCC Office** – Please see [English Devolution White Paper](#) - [GOV.UK](#)

31. What role will local authorities play in shaping future policing governance?

**Answer provided by the PCC Office** - Please see [English Devolution White Paper](#) - [GOV.UK](#)

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