

Overview & Scrutiny Recommendation Response Pro forma

		developing a Post Collision Review Board which will include TVP and Oxfordshire Fire and Rescue.
2. That the Council should strengthen communication between officers and members, with clearer reporting routes and updates.	Accepted	The team leading Vision Zero is now invited to the member Locality meetings to provide updates to members on the programme and to take questions. It is planned to improve the visibility of the Vision Zero programme by publishing it, and relevant decision-making information, on the website. In addition, all VZ schemes are shared at an early stage with local Cllrs and relevant stakeholders.
3. That the Council should ensure Vision Zero/road safety data is taken to Locality meetings for more granular analysis.	Accepted	Within the current OCC Casualty report, data is provided on a district council level, and it would be straightforward to provide a further breakdown to the locality level if this was judged helpful.
4. That the Council should update the Vision Zero Action Plan (Annex 1 and Annex A) so that actions marked as complete or overdue are properly recorded.	Accepted	Agreed. The Vision Zero Action Plan has now been reviewed and updated. The Action Plan is a 'live' document with a number of the actions still ongoing. To confirm six monthly reviews will be carried out on it going forward.
5. That the Council should launch a campaign to recruit more Bikeability instructors and, also, investigate the underlying limiting factors.	Accepted	The Bikeability programme is aligned to grant funding we receive, and budget allocated and work is already underway to recruit and train casual instructors to increase capacity of both our team and our providers in the Bikeability space.
6. That the Council should improve the road safety website and marketing, ensuring clearer public information and better visibility of safety campaigns.	Accepted	There is work in progress to improve the Vision Zero and Road Safety webpages, in particular in relation to works programme and safety data, including progress towards ambition. The road safety media campaigns are an annual programme, which are linked into national road safety campaigns and done in

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		partnership with TVP, this will be made more visible by inclusion on the Vision Zero Website.
7. That the Council should encourage primary schools to have local leads for road safety.	Accepted	Work does and will continue to take place advising schools on 'Footsteps' training and wider road safety work. As part of the council's work and engagement with schools on Active Travel we will try to encourage schools to take up the road safety offer and to embed it within their curriculum.
8. That the Council should develop a specific pedestrian safety programme, focussed on areas with high numbers of fatal and serious pedestrian casualties.	Partially Accepted	<p>Road casualty data is regularly reviewed to identify locations of concern particularly in respect of KSI incidents. Although far too many pedestrians are victims of traffic collisions, there are however comparatively few pedestrian KSI incident hotspots.</p> <p>A key objective of the 20mph programme - now very largely complete – is to provide a much safer environment for pedestrians in all the towns and villages which participated in the project.</p>
9. That the Council should work with Thames Valley Police to encourage the increase of enforcement, including use of more speed cameras.	Accepted	Regular operational meetings are, and will continue, to be held with Thames Valley Police's Roads Policing Team and local highway authorities in the TVP area to identify and review enforcement priorities. There is also a senior strategic road safety partnership group chaired by the PCC where enforcement resources and approach is discussed.
10. That the Council should review the use and deployment of Vehicle Activated Signs (VAS) to assess effectiveness and improve the process.	Partially Accepted	The Council has had long experience of the use of VAS and Speed Indication Devices, including before and after speed monitoring and has access to studies on their effectiveness carried out by other bodies; this is used to inform the best deployment of new units, including those installed by Parish and Town councils.

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<p>11. That the Council should advocate nationally for improved HGV safety standards (e.g., type-approval requirements).</p>	<p>Accepted</p>	<p>The Government's Road Safety Strategy includes within: "<i>Theme 2 Taking advantage of technology, data and innovation for safer vehicles and post collision care</i>" recognises the key role of improved safety standards for all vehicles, including HGVs, and will continue to make a case of the importance of this at a national level.</p> <p>We are working with district partners to ensure where possible we influence directly vehicles on Oxfordshire's network through adoption of Construction Logistics and Community Safety (CLOCS) standards. These standards can be applied on a project-by-project basis.</p>
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