

# **Future Oxfordshire Partnership Scrutiny Panel briefing paper**

Author/s: Paul Fermer, Director of Highways and Operations Environment & Place

Telephone number: 07825273984

Email: [paul.fermer@oxfordshire.gov.uk](mailto:paul.fermer@oxfordshire.gov.uk)

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## **Vision Zero Briefing**

### **Summary and purpose of briefing**

1. To give the FOP Scrutiny Panel an overview of Oxfordshire County Councils' Vision Zero programme and to suggest how district councils in Oxfordshire might engage with its development and implementation.

### **How this briefing paper contributes to the Oxfordshire Strategic Vision Outcomes**

2. With its ambition to radically improve road safety and to ensure 'safer, healthier, and more equitable mobility for all', engagement of partners in the successful delivery of Vision Zero would contribute directly towards two of our desired outcomes in particular:
    - Our county's connectivity will be transformed in ways that enhance wellbeing.
    - Our county will be a more equal, fair and inclusive place for everyone.
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## Background

3. The County Council committed itself to Vision Zero and to *“Eliminate all fatalities and severe injuries on Oxfordshire’s roads and streets, to have a safer, healthier, and more equitable mobility for all. Work closely with partners and stakeholders to take a whole system approach, working together on infrastructure, behaviour, technology and legislation to achieve this change”*
4. To support delivery of this commitment, a programme of work was established and associate governance was stood up.
5. There are two public papers available which provide further information on this; [Cabinet \(21 June 2022\)](#) (item 83/22) and [Place Overview & Scrutiny Committee \(26 April 2023\)](#) (item 6/23).

## District Councils and Vision Zero

6. The current main focus is on the development of a Vision Zero Strategy and Action Plan, along with scheme identification and feasibility for the allocated £4m programme (over 3 years). The Strategy and Action Plan is due to go out to consultation at the end of November with adoption at the County Councils February 2024 Cabinet. The draft has been developed in discussion with stakeholders on Vision Zero.
  7. In addition, the county council has been working closely with Oxford City Council on options for and implications of committing to Construction Logistics and Community Safety ([CLOCS](#)) and Fleet Operator Recognition Scheme ([FORS](#)). It would be great if other district councils were able to commit and be part of this work. A key element of achieving the ambition around this is in relation to planning and construction development, along with councils own or commissioned HGV vehicles.
  8. District responsibilities around Planning, Waste and Leisure will in particular impact on the ability of Vision Zero to deliver for Oxfordshire, and as such it is recognised stronger engagement and presence at stakeholder sessions would be of value.
  9. It is also of note that the Thames Valley Police and Crime Commissioner is also developing a Road Safety Strategy for the Thames valley area which we are feeding into.
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