

## Policy & Programmes

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Thank you for inviting responses on the Vision Zero Strategy (link [here](#)), which seeks to put into place measures to prevent all serious and fatal injuries on our roads. South Oxfordshire District Council fully supports the inclusion of a Vision Zero Strategy for Oxfordshire.

The vision aligns with our duty of care to keep our residents safe from harm. We support the range of actions identified to help deliver this vision, including staff training, process amendments (reviewing of planning applications and post implementation audits), improving vehicle safety (particularly for Heavy Goods Vehicles and Passenger Service Vehicles), promotion of safer use of our roads and improving learning from near misses.

Additionally, we welcome prioritisation of highway asset maintenance to support use of active travel such as fixing surface defects and vegetation from cycleways.

We look forward to working with the County Council to progress these actions to help improve road safety in the district.

### Suggested amendments

The following paragraphs contain a number of textual or graphical suggestions to consider amending.

On page 10 there is reference to “School Streets and Local Walking and Cycling Infrastructure improvements” which could be written as “School Streets and Local Cycling and Walking Infrastructure Plan (LCWIP) improvements.”

Image 7 appears to indicate that fatalities ‘plus’ suppressed (there is a typo here of ‘suppreseed’) active travel use once diagnosed and a number of actions undertaken will lead to reduced fatalities. Trusting that reduced active travel resulting in fewer fatalities was not the intended reading, perhaps text could be added to the ‘Expected benefits’ box, for example ‘such as increased active travel’. Additionally, the supporting

text refers to letters (A-G) to aid interpretation, however these letters do not appear on the diagram.

It's unclear if the collision data relating to age on page 35 which states: "highest number of casualties come from the 25-34 age group (220 casualties) and 16-24 age group (202 casualties)" relates to young drivers of motor vehicles or generally collisions which involved younger people, the later of which does not relate so strongly with drivers licencing point being made here.

The road casualty link to Oxfordshire County Council's website does not appear to have been updated since 2022 (with 2021 data). An update to the data shown on the website would be useful. Additionally, the document's review of the collision data states: due to under reporting to the police "the actual number of collisions and injuries on our roads is considerably higher than those analysed", which could be changed to "is likely to be higher".

Image 1 and 2 could be labelled with units of measurement (i.e. number of persons Killed or Seriously Injured - KSI) on their vertical axes to enable the reader to better interpret what the table is showing.

Page 19 considers the Vision Zero whole system approach, the first bullet point could state the need for "segregation of both pedestrians and cyclists from motorised vehicles where possible", noting that bicycles are also vehicles for transport.

Yours faithfully,



South Oxfordshire District Council