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By email

**Oxfordshire County Council
County Hall
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Councillor Andrew Gant
Cabinet Member for Transport
Management

26 January 2024

Dear Matthew

As I'm sure you and your team are aware, Oxfordshire County Council has made a commitment to Vision Zero and is currently progressing with a strategy and associated action plan setting out how we plan to deliver this ambition. To achieve our aspirations, we need to take a whole system approach - a key principle of Vision Zero which I know you appreciated.

Across Oxfordshire we have seen a general trend in the rise of killed and seriously injured incidences, and recently some particular incidences with cyclist deaths and serious injury, along with single and multiple vehicle collisions.

2022, the last full year for which data is available, saw a 25% increase in KSI over the previous year, and in just the first weeks of this year, we have already sadly seen six road deaths reported in Oxfordshire.

Thames Valley Police's action on road safety appears to be behind what we see from other forces and are hearing from other local authorities. I appreciate the size and scale of Thames Valley Police is greater than most, but we need to ensure this doesn't prevent working at a local level and focus on road safety within Oxfordshire.

Other forces promote 'Operation Snap', TVP seem reluctant (although improving) users of 3rd party camera reports – and no data has been available (cf [WMP](#)). 'Close Pass' is more an occasional event than a continuous operation and average speed camera enforcement seems to be more readily implemented by other Police authorities too.

[Your own survey](#) shows that road crime is the most experienced crime and is perceived as the biggest issue. For Oxfordshire, after many years of reducing KSIs, in 2022 they rose above the pre-pandemic years (2017, 2018, 2019).

Other forces are actively using cycle and bus-based patrols to catch mobile phone use and illegal/fake/cloned number plates. It is generally recognised that:

- Stopping drivers for driving and vehicle offences often reveals other more serious offences (e.g. weapons or drugs in the vehicle)
- 3rd party reporting, if well promoted, can improve overall driver behaviour due to the 'eyes could be anywhere' effect. This reduces bad driving, and therefore the demand on the police to respond to collisions and incidents.

Each casualty is terrible, and the number of incidences we are currently experiencing is appalling, but we should use them as a prompt to address road crime and danger reduction – to address the causes of 57 deaths and 934 serious injuries in the TVP area in 2022.

We appreciate that resources are tight, but no action is much more expensive than action. Please take action against this rising wave of dangerous driving before we find even worse casualty impacts in 2024.

The specific requests from ourselves to help us improve road safety and deliver on our Vision Zero, in addition to what you are already doing, are to:

- Work more closely with yourselves both as a collective of local authorities across the Thames valley area, but also individually to help achieve improvements to road safety.
- Recognise the benefit and value of 20mph and in particular the benefit of the action Oxfordshire County Council is taking to increase the coverage of these limits.
- To better embrace the benefits of average speed camera enforcement and work with Oxfordshire County Council to implement average speed cameras on sections of A34, A40, A420 and A4074 in particular.

I look forward to continuing our discussions.

Yours sincerely

Andrew Gant

Councillor Andrew Gant
Wolvercote & Summertown
Cabinet Member for Transport Management

cc. Chief Constable Jason Hogg, Thames Valley Police