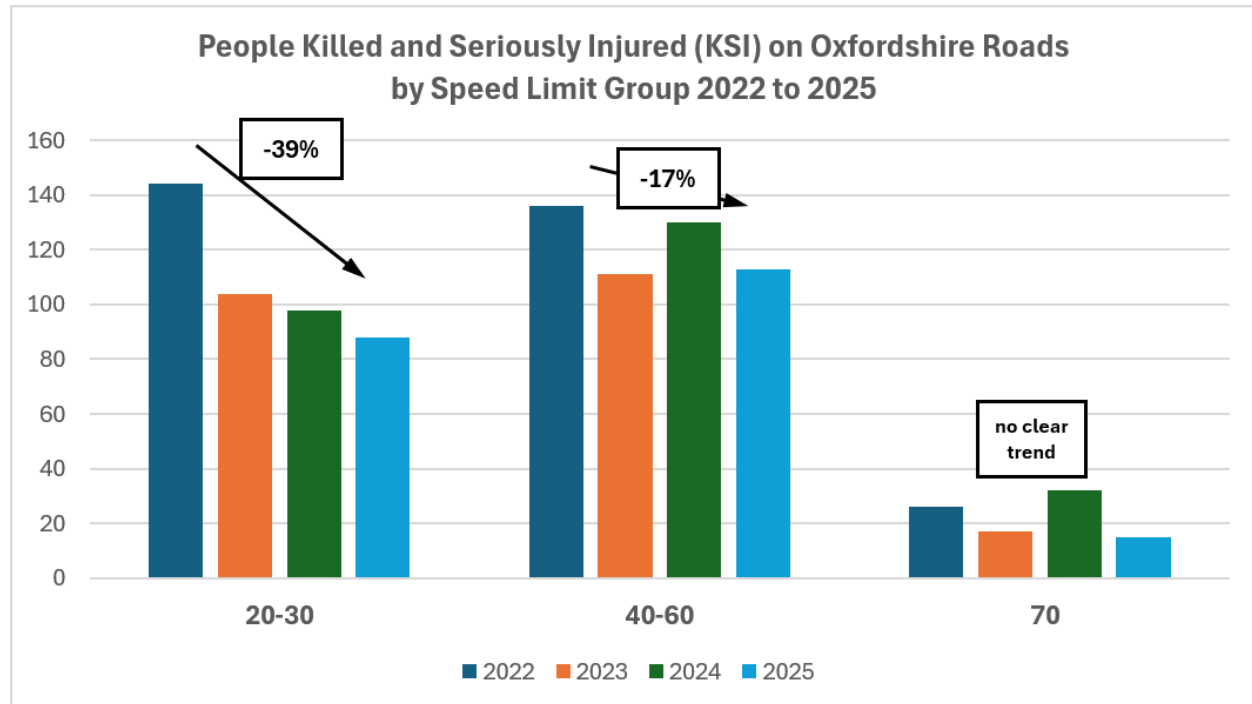


Appendix B-COHSAT report on Oxfordshire Road Casualties 2026-7

Best year on record for Oxfordshire Road Casualties, with benefit of 20mph zones clear, DfT statistics reveal



Road casualty statistics from the Department for Transport reveal that road casualties in Oxfordshire reduced to the lowest levels on record in 2025. The total casualties and serious injuries on Oxfordshire roads were at their lowest levels recorded since the motor car became popular. 19 people were killed, the lowest number except the pandemic year of 2021. 216 were killed or seriously injured, the lowest on record for the key metric of the County Council's Vision Zero programme.

No people cycling, and no bus, van or heavy good vehicle occupants were killed on Oxfordshire roads in 2025. Serious injuries and deaths to car and van occupant were down by 30%. Serious injuries to pedestrians were down, but more were killed¹, and there was a similar pattern for motorcyclists.

¹ Four in market towns: Abingdon, Thame, Wantage, Woodstock and one in the village of Bladon.

People killed or seriously injured (KSIs) in 20 or 30 mph speed limits reduced again, for the third year running. Between 2022 and 2025 KSIs on these roads has fallen 39%, from 144 to 88. There were also reductions on higher speed roads, with 40-60mph road showing a 17% reduction since 2022. But for 40-60 mph and 70 mph roads, 2024 was a high casualty year and we await another year of data before calling a trend. The reductions on 20 and 30mph roads point to the success of Oxfordshire County Council's 20mph speed limit programme in reducing serious casualties, although recent Low Traffic Neighbourhoods are also known to have reduced casualties by about 20 per year².

Each death or injury on the roads is a tragedy, and CoHSAT remains disappointed that 200 serious injuries and 20 deaths a year do not get the thorough incident reviews and responses that a train or aircraft crash would – perpetuating the cycle of suffering in the families affected. But the reducing toll shows that the efforts of campaigners and councils working to make our roads safer have a real benefit to people's lives.

Robin Tucker, Co-Chair of CoHSAT said: **"It's clear that Oxfordshire's 20mph zones are now saving dozens of serious injuries a year.** These figures shows progress which is really measured in the lives that are still with us and the lives that are not disrupted by crashes. In particular it shows that if you adopt a policy with known safety benefits like 20mph or Low Traffic Neighbourhoods and follow it through, it saves people from harm and shows through in the results."

Hannah Kirby, CoHSAT's other Co-Chair added "There is a strange blind spot in society, which academics have identified and called motonormativity, where they ignore the harm done by cars. One day we'll look back in astonishment that our society considered the current level of injury, death and loss of independence due to road danger as acceptable for a single form of mobility."

Ian Loader, Chair of Cyclox, said "Cyclox was very relieved to see that there were no cyclist fatalities in Oxfordshire last year for the first time in around 20 years. There has also been a long-term trend of declining serious injuries among cyclists. But even one death or serious injury is too many and we want the county council to continue to push towards Vision Zero, using levers such as reducing speed limits and improving cycling infrastructure. Increased enforcement of speed limits also plays a part in reducing deaths and serious injuries among all road users."

Sushila Dhall, Chair of Oxford Pedestrians Association, said "We welcome the news that no pedestrians have been killed in Oxford simply for walking, but we are sorry to

² <https://cohsat.org.uk/east-oxford-ltns-cut-casualties-on-boundary-roads/>

hear that being a pedestrian led to the deaths of 5 people in Oxfordshire towns. Lowering motor traffic speeds means people are alive today who would not be if driving speeds were faster. These statistics support our case for wider 20mph limits throughout Oxford as soon as possible.”

Siobhann Mansel-Playdell, Managing Director of Oxfordshire Liveable Streets, said “This is great progress, but not every road user is benefiting equally from it. Car occupants are seeing real gains. Pedestrian deaths are still rising even as pedestrian injuries fall, and that's exactly where 20mph and low traffic neighbourhoods are meant to make the biggest difference. Oxfordshire Liveable Streets is reading this data as proof of direction, not proof of arrival. Edinburgh and London have both recorded reductions in deaths and serious injuries of 20 to 34% where 20mph has been rolled out and adhered to. We want to see Oxfordshire go further and faster on 20mph, backed by proper enforcement, so the people most exposed on our roads, children, older residents, anyone without the protection of a car body, see the same gains as everyone else.”

CoHSAT and its 25 member groups³ continue to campaign for further life and limb saving measures. The main causes of road deaths are well documented: 88% involved a car or van collision, most involve poor driver behaviour, excessive speed, distraction, impairment or a combination of these. Reducing these requires a combination of safer roads, lower speeds, and better driver behaviour – needing action from Oxfordshire County Council, Thames Valley Police and other partners.

Oxfordshire County Council’s Vision Zero programme aims to reduce people Killed and Seriously Injured on Oxfordshire roads by half by 2030. It has made some progress through targeted road and speed limit programmes. Reaching the target still needs a casualty reduction of 12% every year.

Note on the data. These data are sourced from the Department of Transport’s Road Safety Statistics collection⁴, using the interactive Collision Analysis Tool (CAT), which allows download of customer data sets. There is also a mapping tool Mapping Application for Visualising Road Injury Casualties (MAVRIC) which allows visualisation of the location of casualties. The data used is ‘unadjusted’ – which means it is consistent with Thames Valley Police reporting of actual incidents, and not adjusted for the different approaches to recording injury severity that different police forces use (‘adjusted’ is better for cross-region comparison). We will later produce an analysis of ‘What killed or injured whom’.

³ <https://cohsat.org.uk/about-cohsat/>

⁴ <https://www.gov.uk/government/collections/road-safety-statistics>

20 and 30mph road casualties are combined to attempt to assess the impact of the roll-out of 20mph zones in Oxfordshire. However, in addition some roads have been converted from 40mph to 30mph and no adjustment has been made for this, so the benefit is likely to be greater.

Contact:

Robin Tucker
Co-Chair, CoHSAT
robin@cohsat.org.uk
07901 622622

Road Casualties in Oxfordshire by severity, speed limit and year

<i>slight</i>												
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	25vs24
20	196	213	167	140	155	107	125	145	177	238	278	17%
30	590	516	441	425	425	302	320	307	235	199	186	-7%
40	104	128	118	93	90	74	51	57	55	81	45	-44%
50	245	241	204	186	141	131	111	120	123	95	128	35%
60	359	359	293	266	187	153	126	158	154	115	98	-15%
70	287	238	200	132	158	88	69	92	52	78	82	5%
Total	1781	1695	1423	1242	1156	855	802	879	796	806	817	1%
20-30	786	729	608	565	580	409	445	452	412	437	464	6%
40-60	708	728	615	545	418	358	288	335	332	291	271	-7%
70	287	238	200	132	158	88	69	92	52	78	82	5%
<i>serious</i>												
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	25vs24
20	37	35	26	20	25	20	27	42	47	54	46	-15%
30	99	95	83	79	52	63	77	95	52	40	37	-8%
40	38	16	31	13	22	14	7	17	11	22	15	-32%
50	53	55	40	42	38	27	28	36	47	55	37	-33%
60	67	80	58	64	58	53	55	71	39	40	47	18%
70	41	44	21	23	14	13	29	21	14	29	15	-48%
Total	335	325	259	241	209	190	223	282	210	240	197	-18%
20-30	136	130	109	99	77	83	104	137	99	94	83	-12%
40-60	158	151	129	119	118	94	90	124	97	117	99	-15%
70	41	44	21	23	14	13	29	21	14	29	15	-48%
<i>killed</i>												
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	25vs24
20	0	2	0	0	0	0	1	1	0	2	4	100%
30	1	5	3	3	3	9	1	6	5	2	1	-50%
40	1	1	1	1	2	2	2	1	4	2	2	0%
50	6	5	8	8	5	12	7	5	7	5	6	20%
60	9	11	7	13	9	11	5	6	3	6	6	0%
70	9	8	3	6	4	0	2	5	3	3	0	-100%
Total	26	32	22	31	23	34	18	24	22	20	19	-5%
20-30	1	7	3	3	3	9	2	7	5	4	5	25%
40-60	16	17	16	22	16	25	14	12	14	13	14	8%
70	9	8	3	6	4	0	2	5	3	3	0	-100%
<i>Killed or Seriously Injured (KSI)</i>												
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	25vs24
20	37	37	26	20	25	20	28	43	47	56	50	-11%
30	100	100	86	82	55	72	78	101	57	42	38	-10%
40	39	17	32	14	24	16	9	18	15	24	17	-29%
50	59	60	48	50	43	39	35	41	54	60	43	-28%
60	76	91	65	77	67	64	60	77	42	46	53	15%
70	50	52	24	29	18	13	31	26	17	32	15	-53%
Total	361	357	281	272	232	224	241	306	232	260	216	-17%
20-30	137	137	112	102	80	92	106	144	104	98	88	-10%
40-60	174	168	145	141	134	119	104	136	111	130	113	-13%
70	50	52	24	29	18	13	31	26	17	32	15	-53%
<i>All Casualties</i>												
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	25vs24
20	233	250	193	160	180	127	153	188	224	294	328	12%
30	690	616	527	507	480	374	398	408	292	241	224	-7%
40	143	145	150	107	114	90	60	75	70	105	62	-41%
50	304	301	252	236	184	170	146	161	177	155	171	10%
60	435	450	358	343	254	217	186	235	196	161	151	-6%
70	337	290	224	161	176	101	100	118	69	110	97	-12%
Total	2142	2052	1704	1514	1388	1079	1043	1185	1028	1066	1033	-3%
20-30	923	866	720	667	660	501	551	596	516	535	552	3%
40-60	882	896	760	686	552	477	392	471	443	421	384	-9%
70	337	290	224	161	176	101	100	118	69	110	97	-12%

Road Casualties in Oxfordshire by severity, road user type and year												

