

SURREY COUNTY COUNCIL

CABINET



DATE: 23 JULY 2024

REPORT OF CABINET MEMBER: MATT FURNISS, CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND ECONOMIC GROWTH

LEAD OFFICER: KATIE STEWART, EXECUTIVE DIRECTOR- ENVIRONMENT, INFRASTRUCTURE & GROWTH

SUBJECT: A NEW DRAFT VISION ZERO ROAD SAFETY STRATEGY AND 20 MPH SPEED LIMIT POLICY

ORGANISATION STRATEGY PRIORITY AREA: NO ONE LEFT BEHIND / GROWING A SUSTAINABLE ECONOMY SO EVERYONE CAN BENEFIT / TACKLING HEALTH INEQUALITY / ENABLING A GREENER FUTURE / EMPOWERED AND THRIVING COMMUNITIES /

Purpose of the Report:

This report presents an updated version of the Surrey RoadSafe Vision Zero Road Safety Strategy and 20 mph speed limit policy for Cabinet approval. The strategy has been amended following an extensive ten-week public consultation and engagement period, and with reference to updated guidance published by central government as part of their “Plan for Drivers”. This latest version of the strategy has been approved by the Surrey RoadSafe Board and was subject to scrutiny by the Communities Environment and Highways Select Committee on 17 July.

The new Vision Zero Road Safety Strategy and new 20 mph speed limit policy will contribute to **growing a sustainable economy so everyone can benefit** because fewer road collisions will make road journeys more reliable, and this will support the prosperity of Surrey’s businesses. It will also contribute to **tackling health inequality**, as research and evidence demonstrate a link between greater road risk and deprivation. It will also contribute to **enabling a greener future**, because making walking, wheeling, and cycling safer and more pleasant in place of using motor vehicles will reduce carbon emissions and air pollution, including that produced from congested motor vehicle traffic when collisions occur. The new road safety strategy includes road safety training and opportunities for local people to contribute to improving road safety, for example, Community Speed Watch, thus **empowering communities and ensuring no one is left behind**.

Recommendations:

It is recommended that Cabinet:

1. Approve the Vision Zero Road Safety Strategy that has been amended following feedback from public consultation, and with reference to updated guidance from central government as part of their “Plan for Drivers”.
2. Approve the County Council’s more flexible approach to implementing new 20 mph Speed Limits.

Reason for Recommendations:

A new Surrey RoadSafe Partnership Vision Zero Road Safety Strategy, incorporating a new 20mph policy, based on best practice is crucial to reducing road death and injury throughout Surrey.

Executive Summary:

Introduction

1. Road collisions resulting in death or injury have a devastating impact on victims, families, friends, and co-workers. As well as the pain, grief and suffering endured by those directly associated with road collisions, the fear of road danger affects whole communities. The trend in fatal and serious collisions have not reduced in Surrey over recent years, and our previous road safety strategy has expired. Throughout the world and across the UK, governments, local authorities, and police forces are adopting the latest best practice Vision Zero and Safe Systems approach to road safety.
2. A Surrey RoadSafe Partnership Vision Zero Road Safety Strategy has been developed in collaboration with Surrey Police, Surrey’s Police and Crime Commissioner, Surrey Fire and Rescue and National Highways. The strategy adopts the best practice Vision Zero and Safe Systems approach and includes a new target for reducing road casualties who are killed or seriously injured, by 50%, by 2035. The strategy also includes a new policy for a more flexible approach to implementing 20 mph speed limits to help achieve this target.
3. The first draft of the Strategy was presented to the Communities Environment and Highways Select Committee on 4 December 2023, to seek comments prior to presentation to Cabinet on 17 December 2023. Cabinet then granted approval to proceed with a public consultation, which ran for ten-weeks from 11 January to 24 March 2024. The Communities Environment and Highways Select Committee considered this matter again at their meeting on the 17 July. The views and comments of the Committee will be made available to Cabinet.
4. This report presents a revised version of the strategy, updated in consideration of the comments received during the public consultation, whilst also reflecting an update to central government guidance on 20 mph speed limits that was issued in March 2024 as part of the “Plan for Drivers”. The strategy presented here has been endorsed by partners and approved in principle by the Surrey RoadSafe Governance Board.

5. **Annex 1** describes the consultation and engagement activities that were undertaken, and **Annex 2** provides a table showing the headline results from the consultation. **Annex 3** provides a more detailed analysis of the consultation responses, and **Annex 4** contains the revised Vision Zero Road Safety Strategy that has been amended following feedback from the public consultation and was subsequently approved in principle by the Surrey RoadSafe Governance Board. **Annex 5** sets out the process that will be used to engage and consult local people on any proposals for 20 mph schemes. **Annex 6** provides the Equalities Impact Assessment.

Consultation:

6. An extensive public and stakeholder consultation and engagement exercise was undertaken between 11 January and 24 March 2024. A description of activities showing the methods used and the target audience is set out in **Annex 1**. The consultation was non statutory and undertaken to inform the decision by Cabinet.
7. The primary method of obtaining feedback was via a “Commonplace” web portal, with a range of supporting activities including engagement events, social media via Facebook, Instagram, and Twitter, alongside radio interviews on BBC Surrey. The method that generated the biggest response was an article in the County Council’s electronic newsletter to residents “Surrey Matters”. Face to face discussion groups were also held to ensure representation and the voices of young people and those with disabilities were heard.
8. Through Commonplace, there was a total of 3,664 unique confirmed respondents. This compares well against other major consultations, e.g. Ride London (9,013), Rights of Way (4,273), County Council budget (1,135).
9. A table is presented in **Annex 2** that summarises the headline results for each of the consultation questions. The first three questions asked about the overall strategy and target. The subsequent questions asked about each of the five components (previously known as pillars), which are Safe Speed, Safe Road Users and Behaviour, Safe Roads and Streets, Safe Vehicles and Post Collision response. A more detailed analysis report is included within **Annex 3**.
10. Overall, 46% of respondents were happy or very happy, with the Vision Zero Strategy, with 25% respondents unhappy or very unhappy. 54% of respondents were happy or very happy with the target for a 50% reduction in casualties killed or seriously injured by 2035.
11. However, the responses suggested a lack of confidence that the strategy will improve road safety in Surrey, with resident feedback primarily suggesting they considered road condition to have a greater impact on road safety. The County Council’s on-going highway maintenance investment and supporting communications programme will help to address this point.
12. We received mixed views on the proposals for a new approach to 20 mph speed limits. However, despite expressing a negative view, a considerable number of these respondents (135 no.) provided comments that aligned with

our proposals. These included comments referencing that a blanket approach was not supported and that they would only support 20 mph limits in town centres, residential areas or near schools but not on main roads.

13. In fact, the new 20 mph policy unequivocally does not advocate a blanket approach, proposing instead to adopt a localised approach to decision making. In addition, the new policy has a clear focus on the areas where respondents asked us to focus, for example, outside schools. On this basis it is apparent that some respondents were therefore opposing aspects of the policy that are not proposed. However, these responses have demonstrated that future communication about the policy must emphasise very clearly that it is not a blanket approach, and indeed does provide for more local decision making.
14. Further negative comments provided from some respondents were that 20 mph limits do not improve safety (170 respondents) and increase congestion and air pollution (132 respondents). These assertions are not supported by the evidence derived from extensive monitoring and research carried out across the UK. This research shows that 20 mph speed limits are successful in reducing speeds and casualties¹ and do not cause increased congestion or air pollution². It should also be noted that 20 mph speed limits are usually implemented alongside other measures as an integral part of a transport strategy to support to active travel modes to reduce congestion and air pollution, for example, [Surrey's Local Transport Plan 4](#).
15. It should also be highlighted that, should the revised 20 mph speed limit policy be agreed by Cabinet, individual 20 mph speed limit changes will be subject to local engagement and consultation. This recognises the views expressed by residents that we must have the right speed limit on the right road, in response to local concerns. The results of the two-stage informal engagement followed by statutory consultation for each 20 mph scheme will provide a detailed insight of local views that will be presented to the local Divisional Member, with them then taking the decision on whether to proceed or not, or to amend the scheme in light of the feedback. This process is described in **Annex 5**.
16. During the consultation period, central government published an update to their guidance on 20 mph speed limits as part of their "Plan for Drivers". This is reproduced below:

¹ [Lower Urban Speed Limits In Europe What does the Evidence Show? Parliamentary Advisory Council on Transport Safety 2023](#)

² [An evaluation of the estimated impacts on vehicle emissions of a 20mph speed restriction in central London, Transport and Environmental Analysis Group, Centre for Transport Studies, Imperial College London 2013](#)

Excerpt from Department for Transport Circular 01/2013 (updated March 2024)

Traffic authorities should only consider 20mph limits:

- over time
- with consideration of the safety case; and
- with local support on:
 - major streets where there are – or are likely to be – significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic
 - residential streets in cities, towns and villages, particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable

Where new speed limits are introduced, they should be in places where the majority of drivers will comply with them. General compliance needs to be achievable without an excessive reliance on enforcement.

17. Given the above national policy change, it is apparent that Surrey County Council's new policy very much aligns with the new guidance issued by the Department for Transport. Consequently, it is not proposed that the new policy is substantially changed, and instead only minor amendments have been made. These changes include additional emphasis on ensuring local people are consulted on any proposals. There is also additional emphasis on the need for new 20 mph limits to be predominantly self-enforcing without the need for additional enforcement from the police.
18. It is also proposed that once the policy is approved that work is undertaken on a communications plan and supporting webpages to better explain the County Council's approach and policy on 20 mph schemes. This will highlight that we do not support a blanket approach and will explain the benefits of 20 mph schemes being introduced on the right roads.
19. Another amendment to the strategy has been to provide additional information as to which organisation is primarily responsible for the different activities contained within the strategy, for example, it is the County Council who are responsible for road maintenance, not Surrey Police or Surrey RoadSafe. It also helps to clarify that it is the County Council that is responsible for setting speed limits (with the police always being carefully consulted of course). This is described within a new Annex to the strategy.
20. Another change has been to swap the order of the chapters "Working Together" with "Data Insights" as, on reflection, this seems a more logical order. We now also refer to the five *components* of the Safe Systems approach (rather than pillars) as this helps to emphasise that the components work together rather

than in isolation. There are also several minor changes to the text in various parts of the strategy.

Risk Management and Implications:

Reputational Risk and Effectiveness

21. A more flexible approach to implementing 20 mph limits is an important part of the new Vision Zero Strategy. The consultation showed that some respondents are not convinced of the benefits of 20 mph schemes, even though there is comprehensive national and international research evidence showing their effectiveness. If residents do not understand or accept the rationale and benefits of 20 mph speed limits this could result in lack of respect for, and non-compliance with new 20 mph speed limits. This could lead to public dissatisfaction and reduced credibility of the County Council and Surrey Police. Furthermore, if drivers do not adhere to new speed limits, the safety of pedestrians and cyclists may be compromised, increasing the risk of collisions, especially involving vulnerable road users.
22. Therefore, care has been taken in drafting the policy to ensure that speed limits are implemented in way that ensures that they are predominantly self-enforcing using highway engineering measures without the need for additional police enforcement and only after consultation with local people.
23. The experience of other local authorities also highlights that public engagement and communications campaigns are vital to explain the reasoning for implementing 20 mph speed limits to secure resident support for any proposed changes and to manage expectations as to which roads would be suitable for 20 mph schemes.
24. Therefore, it is proposed that once approved, the County Council will develop further communications to better explain Surrey's approach to implementing 20 mph speed limits. This will explain the benefits of 20 mph schemes (on the right roads), to secure acceptance and compliance with new 20 mph speed limits, as well as reducing any misunderstanding or expectation that additional enforcement will be provided. It will also highlight that local people will always be carefully consulted and their views taken into account by the local Divisional Member before proceeding with any new 20 mph limits.

Impact on Journey Times for Buses

25. Experience elsewhere has shown that the impact on overall journey times following the introduction of 20 mph speed limits is minimal, with most of the delay that occurs for motor vehicles in built up areas occurring at junctions rather on the links (sections of road) between junctions. However, it will be particularly important to assess the impacts on bus journey times, and where possible mitigate any adverse impacts with bus priority schemes.

Demand and Funding for 20 mph Schemes

26. The implementation of 20 mph speed limits has proved popular in some other local authority areas, so there is potential for an increased resident demand for

20 mph speed limits in Surrey if the proposed policy is adopted. Within the current Medium Term Financial Strategy (MTFS) provision has been made for central funding of £2.5million for investment in 20 mph schemes spread over five years. Should there be high resident demand for new 20 mph schemes, there will be a need to prioritise scheme delivery. If this does arise, a prioritised list of new 20 mph schemes will be agreed with the Cabinet Member, including the prioritisation methodology, noting that there are other funding sources available for highway improvements set out below.

Financial and Value for Money Implications

27. A new central budget of £2.5million has been included within the MTFS for investment in 20 mph schemes. There is also existing provision in the MTFS for highway safety schemes, which could also include 20 mph schemes. These categories of MTFS funding and other opportunities for external funding for highway safety schemes are listed below:
- Central road safety scheme budget
 - Central road safety outside schools budget
 - Funding from Active Travel England for cycling or walking schemes
 - The countywide Integrated Transport Scheme budget (following prioritisation of County Councillor nominated schemes)
 - County Councillor individual highway allocations
 - Local Street Improvements programme
 - Major Transport Schemes
 - Funding from new or amended property developments as a condition of planning consent
 - Community Infrastructure Levy
28. The provision of road safety education and training, for example, Feetfirst pedestrian training and Bikeability cycle training, is funded through a combination of central government grant, charging of fees to schools (usually passed on to parents) or trainees, and County Council budgets. The volume of training provided, and the associated fees will be adjusted to ensure that appropriate costs are recovered, the training is always delivered within the budget set by the County Council and considering any changes in the level of central government grant.
29. The Department for Transport publish the average value of prevention per reported casualty and per reported road collision for Great Britain every year, for use in cost benefit calculations. The most recent data published in September 2023 is presented in TABLE 1 below. In recent years, within Surrey there have been between 21 to 36 fatal collisions per year. The resulting estimated value of preventing these would be between £49million to £84million.

TABLE 1: Average value of prevention per reported casualty and per reported road collision:

Severity	Cost per casualty 2022 (£)	Cost per collision 2022 (£)
Fatal	2,114,526	2,342,203
Serious	237,614	270,421
Slight	18,318	27,320
Average for all severities	83,752	112,243
Damage only	-	2,522

30. It can be seen from TABLE 1 that reductions in road collisions and casualties can result in large financial savings to society, though it should be noted that these savings do not necessarily accrue to the organisations such as Surrey County Council or Surrey Police undertaking the investment.

Section 151 Officer Commentary:

31. The Council continues to operate in a very challenging financial environment. Local authorities across the country are experiencing significant budgetary pressures. Surrey County Council has made significant progress in recent years to improve the Council’s financial resilience and whilst this has built a stronger financial base from which to deliver our services, the cost of service delivery, increasing demand, financial uncertainty and government policy changes mean we continue to face challenges to our financial position. This requires an increased focus on financial management to protect service delivery, a continuation of the need to deliver financial efficiencies and reduce spending in order to achieve a balanced budget position each year.
32. In addition to these immediate challenges, the medium-term financial outlook beyond 2024/25 remains uncertain. With no clarity on central government funding in the medium term, our working assumption is that financial resources will continue to be constrained, as they have been for the majority of the past decade. This places an onus on the Council to continue to consider issues of financial sustainability as a priority, in order to ensure the stable provision of services in the medium term.
33. The costs associated with the adoption of the Vision Zero road safety strategy and the council’s flexible approach to speed limits are reflected in the Council’s Medium Term Financial Strategy. As such, the Section 151 Officer supports the recommendations.

Legal Implications – Monitoring Officer:

34. In the Local Transport Plan 4 the County committed to developing a new Road Safety Strategy for Surrey, building on the best practice Vision Zero and Safe Systems approach and the Vision Zero strategy will form a sub strategy of the Local Transport Plan 4
35. While there is no legal requirement to have a Vision Zero road safety strategy, there is a legal duty under section 39 of the Road Traffic Act 1988 for local highway authorities to:

- Prepare and carry out a programme of measures designed to promote road safety.
 - Carry out studies into accidents arising out of the use of vehicles.
 - In light of those studies take measures to prevent road accidents (this includes advice and training, construction and improvement of roads); and
 - In constructing new roads, take such measures as appear to the authority to be appropriate to reduce the possibilities of such accidents when the roads come into use.
36. With regards to implementing lower speed limits, highway authorities are empowered by the Road Traffic Regulation Act 1984 to set speed limits on the highway. All speed limits apart from the national limits and those on specified special roads should be made by speed limit order under section 84 of the Road Traffic Regulation Act 1984.
37. Circular 01/2013 was revised in March 2024 and, while it is not binding on traffic authorities, it does provide guidance in relation to the introduction of 20mph limits. This provides that traffic authorities should only introduce such limits in the right places, over time and with appropriate local support.

<p>Equalities and Diversity:</p>

38. A full Equalities Impact Assessment is presented in **Annex 6**. In summary it was noted that improvements in road safety and successful management of vehicle speeds will make it easier for people with mobility impairment to walk, wheel, cycle or ride horses. It will also make using roads safer for more vulnerable groups such as children, older people, and pregnant women. There is also research evidence of a link between people from more deprived areas being at greater risk of road collisions, so a successful road safety strategy will provide a positive benefit to more deprived areas too.
39. Measures are in place to cater for SEND children, children in receipt of free school meals and with specific religious beliefs in the delivery of road safety training in schools so that they are not excluded due to religious festivals or clothing.
40. There could be a possibility that the journey times of buses might be negatively impacted by lower speed limits in urban areas, and this might have a negative impact on older and younger people who have a greater reliance on bus services. Therefore, we will assess any such impacts on a case-by-case basis and mitigate these with bus priority measures where possible.

Other Implications:

41. The potential implications for the following council priorities and policy areas have been considered. Where the impact is potentially significant a summary of the issues is set out in detail below.

Area assessed:	Direct Implications:
Corporate Parenting/Looked After Children	No significant implications
Safeguarding responsibilities for vulnerable children and adults	No significant implications
Environmental sustainability	Road safety improvements and successful management of vehicle speeds can help to reduce carbon emissions and air pollution from internal combustion engines. It can also help to reduce emissions through encouraging more people to walk or cycle instead of using a motor vehicle. Fewer road collisions will also reduce the emissions deriving from road congestion that would otherwise occur following collisions.
Compliance against net-zero emissions target and future climate compatibility/resilience	Successful implementation of Vision Zero would help to reduce vehicle speeds making alternative modes more attractive and encourage more walking and cycling.
Public Health	Road safety improvements and successful management of vehicle speeds will contribute to making active travel (walking, cycling and push scooting) more attractive. A greater take up of these modes is healthier for individuals. Successful management of vehicle speeds can also reduce emissions and improve air quality.

What Happens Next:

42. If approved by Cabinet, the Surrey RoadSafe Partnership Vision Zero Road Safety Strategy will then be ratified by the Surrey RoadSafe Governance Board. The County Council's speed limit policy will be updated to reflect the new approach to 20 mph speed limits. Work will be undertaken on a communications plan and supporting webpages to better explain the 20 mph policy. This will highlight that we do not support a blanket approach and will explain the benefits of 20 mph schemes on the right roads.
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Consulted:

- Public Consultation
- Surrey Police
- Surrey Police and Crime Commissioner
- Surrey Fire and Rescue Service
- National Highways
- Surrey County Council Public Health colleagues
- Officers across the Environment Infrastructure and Growth Directorate, and Public Health colleagues

Annexes:

Annex 1: Consultation and Engagement Activities

Annex 2: Headline Results from the Consultation Questions

Annex 3: Consultation Analysis Report

Annex 4: Amended Draft RoadSafe Vision Zero Road Safety Strategy

Annex 5: Equalities Impact Assessment

Sources/background papers:

Pedestrian safety in areas of deprivation - Report and review of the research, June 2021, RoSPA, Birmingham

<https://www.rospa.com/media/documents/road-safety/factsheets/Pedestrian-safety-in-areas-of-deprivation.pdf>

www.crashmap.co.uk

Road accidents and safety statistics - GOV.UK (www.gov.uk)

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

[Local Transport Plan 4](#)

<https://www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/transport-plan/your-travel/pedestrians>

[Surrey Road Safety Strategy](#)

[Stockholm Declaration - RoadSafetySweden](#)

(<https://www.roadsafetysweden.com/about-the-conference/stockholm-declaration/>)

[Managing speeds on Surrey's roads - Surrey County Council \(surreycc.gov.uk\)](#)

<https://www.surreycc.gov.uk/roads-and-transport/road-safety/safer-vehicle-speeds/managing-speeds-on-surreys-roads>

Road Crash Trauma, Climate Change, Pollution and the Total Costs of Speed: Six graphs that tell the story | GRSF (roadsafetyfacility.org)

<https://www.globalroadsafetyfacility.org/publications/road-crash-trauma-climate-change-pollution-and-total-costs-speed-six-graphs-tell-story>

Cabinet Member for Transport, Infrastructure and Growth Decisions - Monday, 27 June 2022.

<https://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?CId=637&MId=8699&Ver=4>

Annex 1: Consultation and Engagement Activities

Public Engagement	
Type of activity	Summary
Common Place Web Portal	Sent to over 13,000 subscribers
Discussion Groups with minority voices	8 discussion groups held with disability access, youth participation and military youth
Schools Letter	Went to all schools who engage with the Safer Travel Team
Childrens Escape Room and Quiz	Included in the school's bulletin
Service Station Stand	Heald at Cobham Services to present to public who have stopped there

Press and Social Media	
Type of activity	Summary
Press releases issued	Sent to all recipients on the Communication Team's press list
BBC Surrey Radio interview	Interview conducted by officer for BBC Radio Surrey
External agency websites	Articles sent to display on agency websites
Social Media Posts inc Facebook, Twitter, Instagram, and Next Door	Various posts reflecting the commonplace portal and 20 mph specifically. Targeted socials to 16 – 24-year-olds

Direct Marketing	
Type of Activity	Summary
Highways weekly newsletter (via email)	Sent to 6,500 subscribers to highlight Commonplace webportal page
Surrey Matters article	Sent to 200,000 subscribers
Communications Toolkit	Sent to internal and external contacts
Customer service briefing toolkit	To assist contact centre officers to help members of the public
Emails to SALC	Email sent to all District and Borough Councils

Other Media	
Type of Activity	Summary
Posters	Sent to GP Surgeries, Parish Councils, SCC Owned bus stops, Libraries, Council offices, District and Borough Council offices
Members Briefings	Comprehensive session delivered to members prior to the launch of the common place website

Annex 2: Headline Results from the Consultation Questions

Components and Questions	Proportion Positive %	Proportion Neutral %	Proportion Negative %
Overall Strategy			
How do you feel about the Vision Zero Safe Systems Approach?	46	20	25
How do you feel about our Vision Zero target of a 50% reduction in death and seriously injuries on our roads by 2035?	54	18	20
How confident are you that our strategy will improve road safety in Surrey?	23	28	42
<u>Safe Speed</u>			
How do you feel about our ambition for Safe Speeds?	39	12	42
How satisfied are you that the measures we have proposed will ensure that more drivers will stick more closely to the speed limit?	22	23	47
How do you feel about our proposals to review the 60mph speed limit on rural roads?	49	13	35
How do you feel about our proposed new approach to implementing 20mph speed limits?	37	10	50
<u>Safe Road Users & Behaviour</u>			
How do you feel about our ambition for Safe Road Users?	57	16	15
How satisfied are you with the enforcement measures we have proposed to improve the safety of road users?	36	26	30
How satisfied are you with our proposals for media and publicity campaigns to improve road user behaviour?	38	30	20
How satisfied are you with the road safety education and training we have proposed for primary schools?	57	22	11
How satisfied are you with the road safety education and training we have proposed for secondary school, sixth forms and colleges?	54	23	12
<u>Safe Roads & Streets</u>			
How do you feel about our ambition for Safe Roads and Streets?	51	24	19

Components and Questions	Proportion Positive %	Proportion Neutral %	Proportion Negative %
How satisfied are you with our proposals to improve the safety of roads and streets?	38	22	33
<u>Safe Vehicles</u>			
How do you feel about our ambition for Safe Vehicles?	51	25	15
How satisfied are you with our proposals to improve Safe Vehicles?	41	25	26
<u>Post Collision Response</u>			
How do you feel about our ambition for Post Collision Response?	71	33	8
How satisfied are you with our proposals to improve Post Collision Response?	57	23	11

For simplicity, the proportion of respondents who did not provide an answer are not included in the table above.

Annex 3:

VISION ZERO CONSULTATION ANALYSIS REPORT

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Introduction

This report provides an analysis of the detailed feedback received through the Commonplace platform, paper surveys, and any additional email feedback that has been received in response to the consultation undertaken on the draft Vision Zero Road Safety Strategy.

Methods of engagement

The online consultation was hosted on Commonplace between 11 January 2024 and 25 March 2024. Through Commonplace, feedback from residents was gathered on the following six areas as part of the Vision Zero Policy: Vision Zero, Safe speeds, Safe Road users, Safe Roads and Streets, Safe vehicles, and post collision Response.

There was a total of 3664 unique confirmed respondents across all proposals. However, not all respondents commented on all proposals with Vision Zero having 1794, Safe speeds having 3305, Safe Road users having 1063, Safe Roads and Streets having 1085, Safe vehicles having 874 and post collision Response having 800.

A stall was also held at Cobham services, in collaboration with National Highways, to talk to and attract those drivers who may travel through Surrey; from this engagement activity, 251 people were spoken to and directed to respond via the Commonplace site.

Furthermore, a total of five responses were received directly via email. These included responses from both residents and key stakeholders, such as Transport for London, Salfords and Sidlow Parish Council and Worplesdon Parish Council. All responses have been included in the analysis as appropriate.

During the consultation period, five social media polls were hosted through Instagram. Response rates varied for each of the polls, with the poll with the highest responses at 333, and the lowest at 59 responses. These were geo-targeted (locationally targeted) to Surrey, ensuring that respondents had visited Surrey during the consultation window. Two of the polls were targeted at specific groups which were noticeably absent from the Commonplace responses: one focused on 16- to 24-year-olds, and one on parents. Demographic information is not available for these polls.

To further reach specific groups that the Council often struggles to reach through consultation exercises of this nature, a series of eight discussion groups were held with minority voices, with 64 attendees, including representation from young people under 18 and those with disabilities. A summary of these events can be found in the appendix.

There was a comprehensive communications campaign to promote the consultation. Tactics included posters in local venues and a social media campaign using Twitter, Facebook, and NextDoor. Facebook posts reached over 35,000 people and achieved an engagement rate of 6.73%, which is well-above the average 'good' rate of 1.5%. Posts also generated 2,338 click-throughs which is very high. Twitter posts were seen over 30,000 times and generated 107 comments. The consultation was also shared via messaging e-newsletters, school newsletters, and 13,032 Commonplace news

subscribers. There was also coverage on BBC Radio Surrey breakfast. There has also been engagement with all members of the County Council on the proposals. This was undertaken via a Member Development session on 22 January 2024.

Method of analysis

For the closed questions, descriptive statistics have been utilised.

The majority of open-ended responses to the Commonplace, paper surveys, and emails were analysed using a qualitative thematic approach to draw out the key themes. Given the proportion of negative responses to the Safe Speed component, particularly the proposals for the 20mph policy, we have applied more rigorous analysis to the feedback on this element. This involved developing a comprehensive thematic coding frame for the responses to the 20mph policy in order to understand in more detail with a clear scale what respondents concerns are. Unattributed quotes have been used throughout this report to provide context and feedback in respondents' words.

Who we heard from

Across the consultation, we heard from many people including residents, visitors, business owners, and other stakeholders.

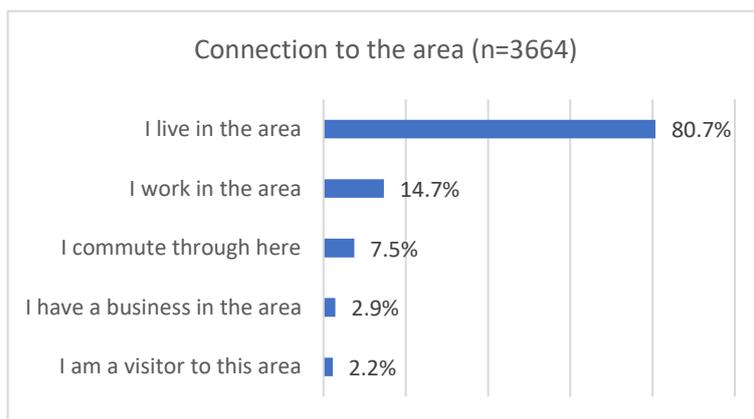
Commonplace demographics

There were 3664 unique respondents during the consultation period. Not all of these respondents answered the questions on all of the proposals, the specific response rate for each proposal is highlighted in the key findings section.

The majority of respondents to the Commonplace

consultation lived in the area (80.7%, count 2958). There were also 21 respondents who stated they study in the area, and 18 who move goods on this route.

The majority of respondents on Commonplace, including paper responses, were over 45 years old (66%). This is slightly above Surrey demographics, where, of the over 14 year old population, 60.87% are aged 45 and above ([Population and household estimates, England and Wales: Census 2021 - Office for National Statistics \(ons.gov.uk\)](#)). However, additional methodologies were utilised to ensure the voices of younger people's thoughts on the proposals were also heard.



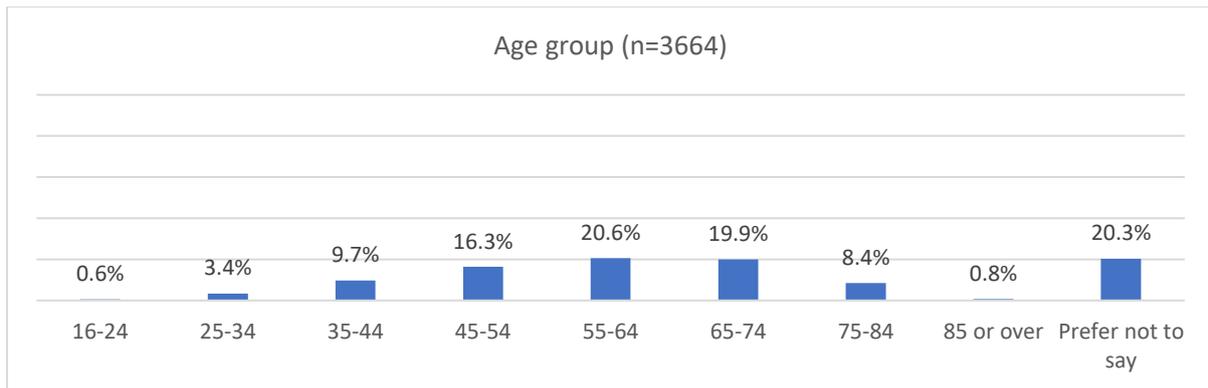


Figure 1: What is your age group?

Of the online respondents, the majority used the car as a driver (70.8%, count 2594). The second most popular method of transport was walking (61.3%, count 2245), of which 141 specified that they did so with a pram or push chair. There were 48 respondents who travel in a commercial vehicle and 24 who use a mobility scooter or wheelchair.

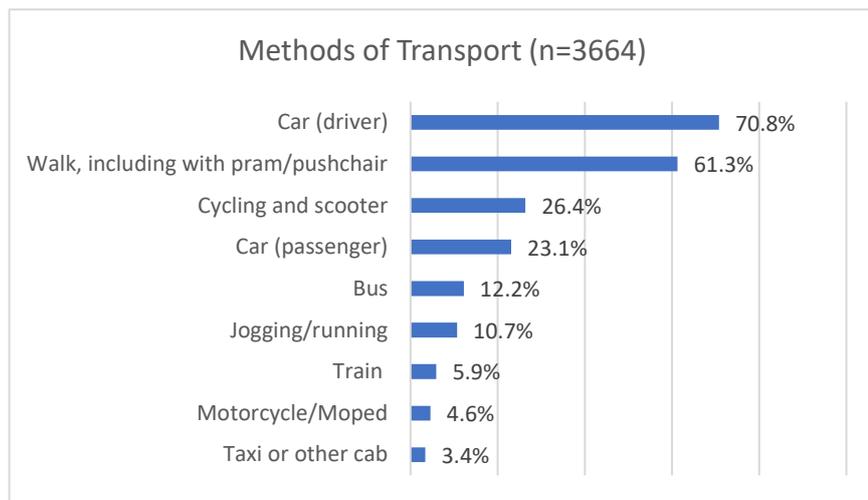


Figure 3: How do you usually travel in and around Surrey?

Findings

Vision Zero Safe Systems approach

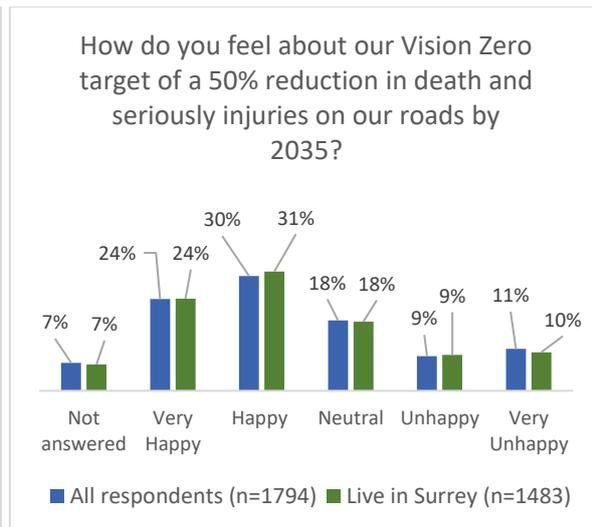
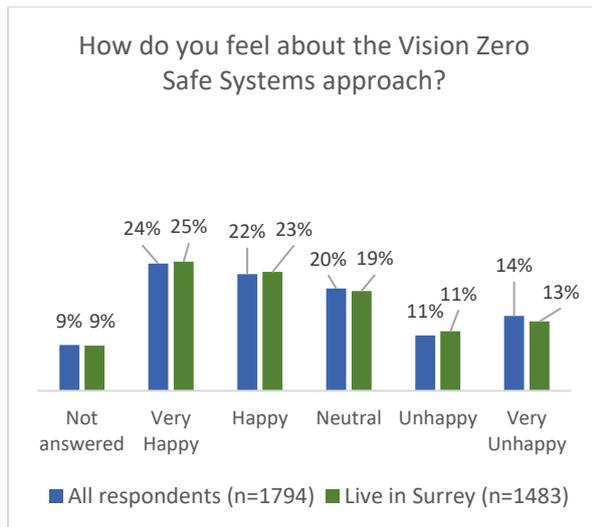
Overall, 46% of respondents were happy or very happy with the safe systems approach outlined. Although this is not above 50% this is due predominantly to the fact that 20% of respondents were neutral to the approach. Furthermore, 54% of respondents were happy or very happy with the proposed target. However, in the open-ended responses, there was some differences of opinion highlighted with some expressing that the goal was not strong enough.

"2035 is too far away. I unfortunately have not much confidence that the behaviour of many road users will improve."

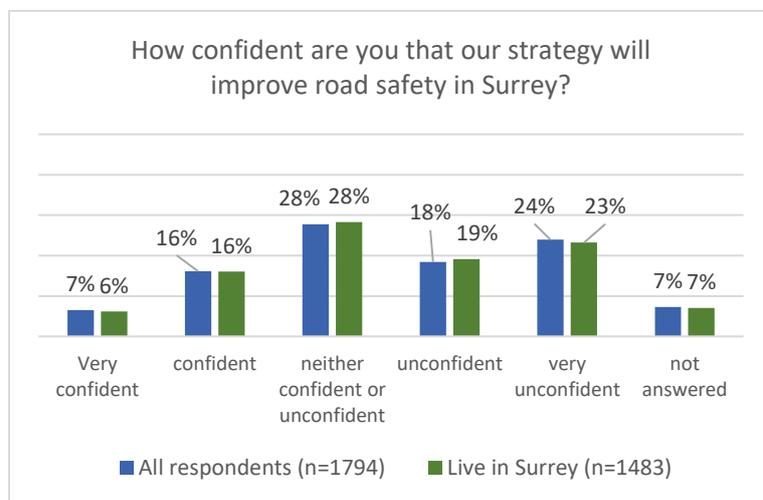
Whereas others thought zero deaths is too extreme of an ambition or expressed scepticism at the achievability of zero deaths on the roads.

"As in covid and climate policies, zero is an impossible goal and totalising in the way it opens the door to extreme interventions that do not balance with the other demands of a good life."

"A Goal or Vision of Zero by 2050 is totally unrealistic unless you take every vehicle off the roads."



Respondents were also less confident that the strategy would improve Surrey's road safety with 42% being unconfident or very unconfident. In the free text responses, the reasons for this were identified as primarily being that respondents felt that it was road maintenance that had a greater impact on road safety and therefore the money would be better spent on fixing potholes and improving roads.



"I would much prefer to see the roads we already have maintained better rather than new interventions."

"At the moment another of my Clubmates is in hospital with broken ribs and a pneumothorax, again as a result of the terrible roads in Surrey."

Some respondents also showed support for particular facets of the policy specifically, education and enforcement.

"More severe penalties need to be imposed on those who regularly drive dangerously, flout road laws and usually are already banned and have no insurance."

"Teach children how to cross the road properly instead of having their heads buried into their phones."

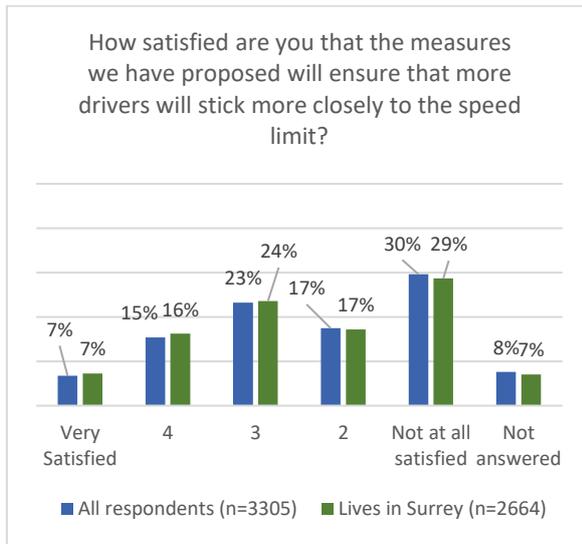
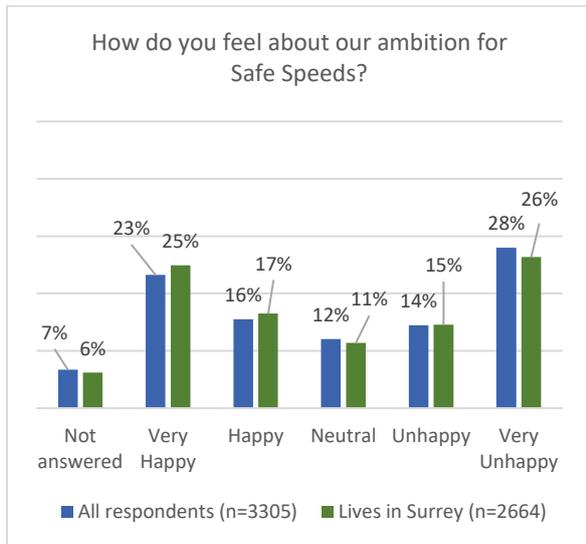
There was also a recognition from some respondents that success would only be found if all of the pillars were enacted.

"The focus of improvement must be across all categories to be truly effective."

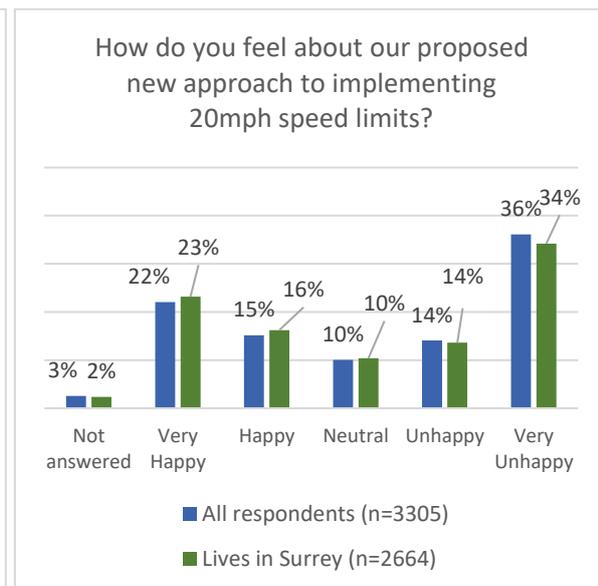
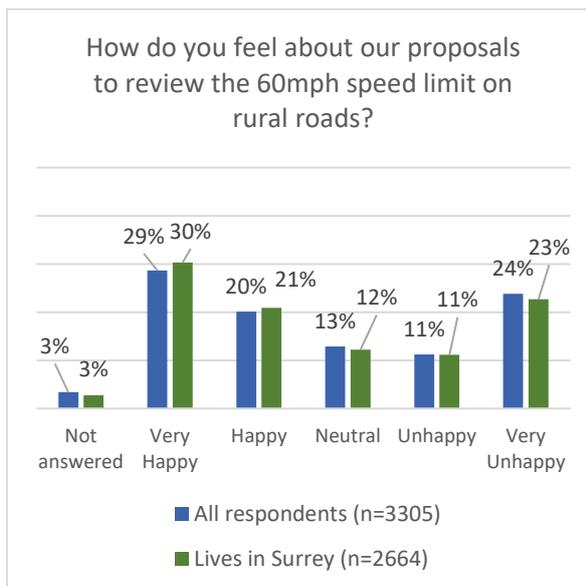
Safe speeds

Overall, 39% of respondents are happy or very happy with the Safe Speeds ambition with 42% of respondents being unhappy or very unhappy. Residents are 3% more likely than non-residents to be

in favour of the ambition. Just under a half of respondents are dissatisfied or very dissatisfied that the proposals will ensure that more drivers will stick more closely to the speed limit.

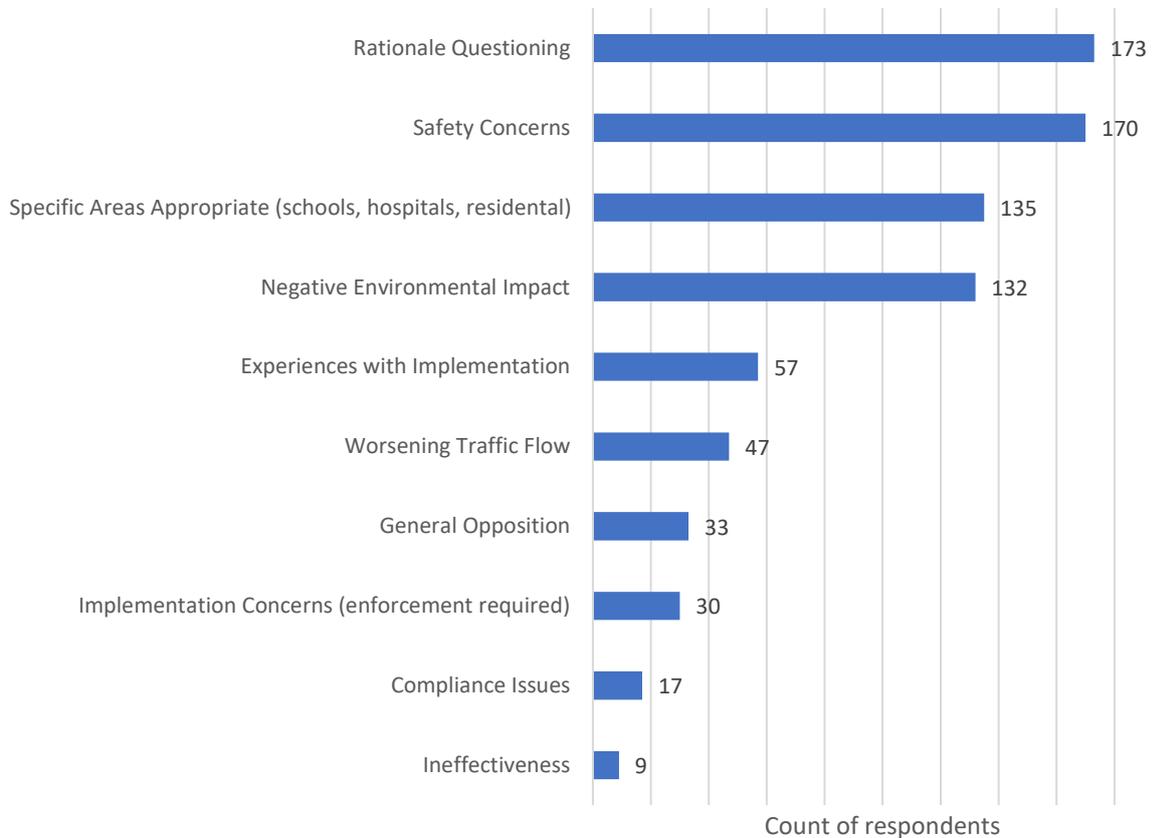


However, 49% are happy or very happy with the proposal to review the 60mph limit on rural roads, suggesting that a majority of respondents' concerns with the speed policy is the 20mph policy. This is shown by 50% of respondents being unhappy or very unhappy with the new approach to implementing 20mph speed limits.



Respondents who were unhappy or very unhappy with the proposal provided a plethora of reasons why they felt this way.

Top 10 unhappy or very unhappy themes



As shown above, 135 respondents were unhappy or very unhappy with the proposed policy and suggested we should adopt a specific approach for 20mph, outside schools, hospitals, residential areas etc. In fact, this is what the policy is proposing.

Some respondents also felt that 20mph speed limit has a negative impact, increasing congestion, increasing pollution, and damaging the cars themselves.

“20 mph speed limits will increase congestion and will be a huge inconvenience to motorists who are the very people who pay for the upkeep of the roads through car tax and duty on fuel.”

“20mph actually increases emissions & wears out vehicles so there will be more waste than overall. Wasted journey time also harms the economy and makes Surrey less competitive.”

“20-mile speed limits are ridiculous! Not only are you producing more emissions, most cars aren’t designed to travel that slowly for long stretches.”

Many respondents questioned the rationale and were adamant that they do not want a blanket 20mph policy as seen in Wales; however, some did provide examples of where they would be happy for 20mphs to be introduced which included outside both schools and hospitals, and on residential roads.

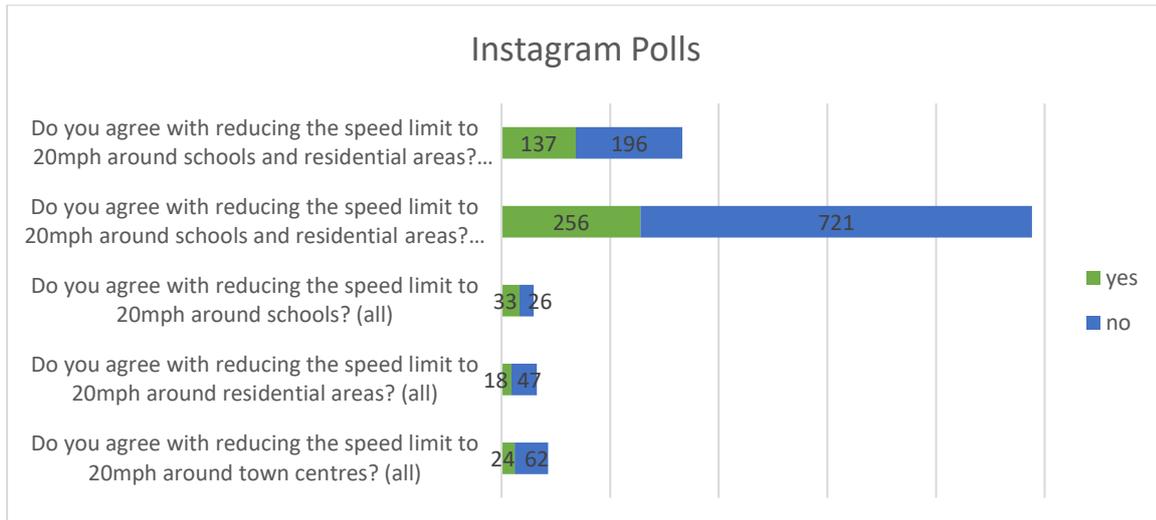
“20mph is fine in a few areas, near schools or hospitals but it is being changed in too many places.”

“A 20 mile an hour speed limit may be appropriate on quiet, narrow residential side roads where pedestrians’ vision of traffic and drivers’ vision of pedestrians crossing the road is often impeded by parked cars. Main thoroughfares should remain at 30mph to support effective traffic flow.”

“20 mph should be used in front of schools and nowhere else. Experiments in 20 mph have already been done across London and if the data is actually examined it is clear that it is not beneficial.”

“20mph speed limit is simply unnecessary in most cases. [...] Outside a school during school hours is fair enough but blanket strangling areas by speed is not the answer.”

However, this was not supported by the social media polls in which there was consistently a majority of respondents who were against 20mph in residential areas, town centre and around schools.



For respondents who were supportive of the 20mph proposal, they expressed their support of 20mph as a safe and appropriate speed limit and expressed appreciation for the non-blanket approach outlined in the proposal highlighting their support both outside schools and in town centres and residential areas.

“Brilliant idea, I have no idea why so many people are against something that simply put will save lives and barely impact journey time.”

“I believe that all built up areas should be 20mph.”

“A non-blanket approach is really good. 20mph makes sense in residential areas, high streets and near schools, but main arteries should be faster.”

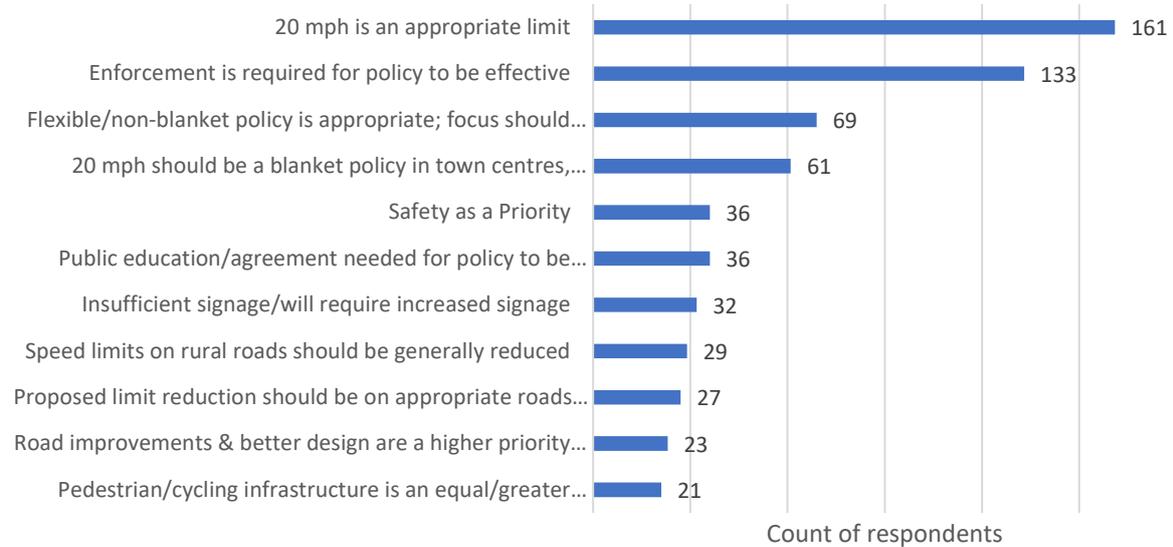
“Avoiding blanket 20mph is good.”

However, some of these respondents also raised a concern around the effectiveness of having no enforcement at the sites.

“Fully support increased 20mph limits. Concerned that effectiveness will be limited without committing to enforcement or engineering.”

“All residential areas should have a 20mph speed limit and this should be enforced by using traffic cameras”.

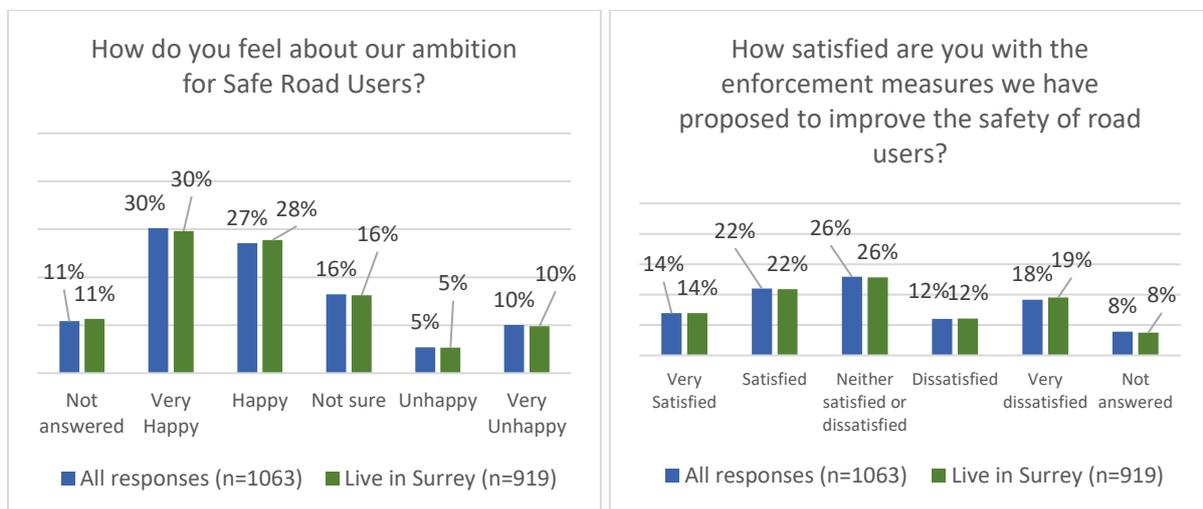
Top 10 Happy or very happy Themes



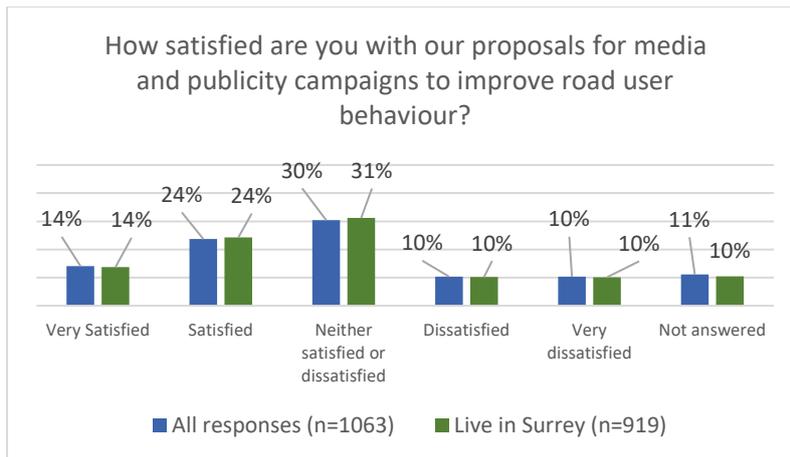
Safe Road users

Overall, 57% of respondents were supportive of the Partnership's Safe Road user ambition, and 48% expressed satisfaction with the impact that the enforcement measures would have on road users. There was some concern raised about the affordability of proposed measures, especially in light of other pressing needs, such as supporting vulnerable people during a cost-of-living crisis.

"How is all this affordable when we're always being told how short of money councils are?"



Around a third of respondents were very satisfied or satisfied with the media and publicity approach, around a second third was neither satisfied or dissatisfied with the approach and the final third was either dissatisfied, very dissatisfied, or decided not to respond to this question.



The Road safe education proposal for both primary and secondary schools was also supported with 57% and 54% of respondents happy or very happy respectively. There was substantial support provided for these proposals in the open text response with education being seen as crucial for producing safer drivers, cyclists, and pedestrians, emphasizing the importance of training young people positively.

"Definitely education is the key to producing safer drivers, cyclists and pedestrians for the future."

In particular, the Bikeability programme was applauded and there was a call for even more advanced cycling training, such as Bikeability 3, especially for pupils living near secondary schools, to navigate challenging junctions safely.

"Heavy traffic surrounds most secondary schools at the time pupils travel, and the junctions are much more challenging than those expected for Bikeability 2."

There was also a desire for more effort to reach existing drivers who engage in unsafe behaviours, such as aggressive driving and running red lights, through better enforcement and education.

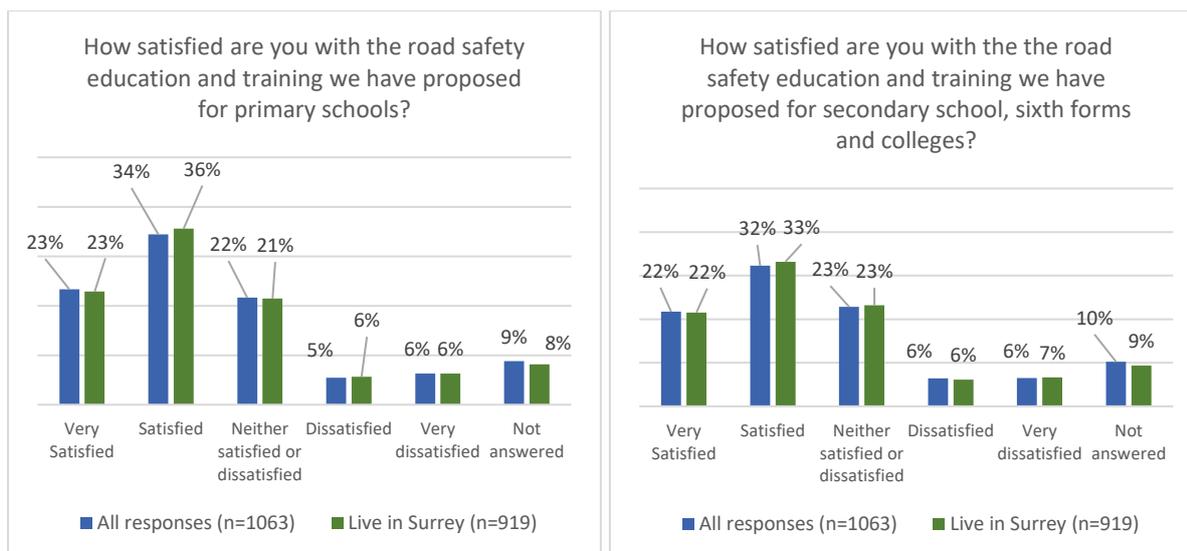
"I would love to see more effort on educating existing drivers to encourage them to drive considerably around other road users."

There is a call for a holistic approach that combines education initiatives with infrastructure improvements to create safer routes for pedestrians and cyclists.

"Need to see as a minimum safe routes & ideally safe infrastructure."

Many respondents also suggested that they preferred an education approach over an enforcement approach when it comes to road safety.

"Education good, enforcement is draconian!"



Safe Roads and Streets

51% of respondents are happy or Very Happy with the Safe Roads and Streets ambition. 38% of respondents were also satisfied or very satisfied that the proposal would improve safety of roads and streets. In the open text responses, support was given to the proposed improvements to cycling and pedestrian infrastructure.

"We really need safer cycling infrastructure to reduce cycling casualties."

"All schools must have proper acceptable walking and cycling infrastructure to enable pupils to travel in safely."

"More crossing points and priority for pedestrians are needed."

Respondents also stressed the importance of local involvement in decision making and ensuring that decisions don't seem to be coming from an out of touch decision body.

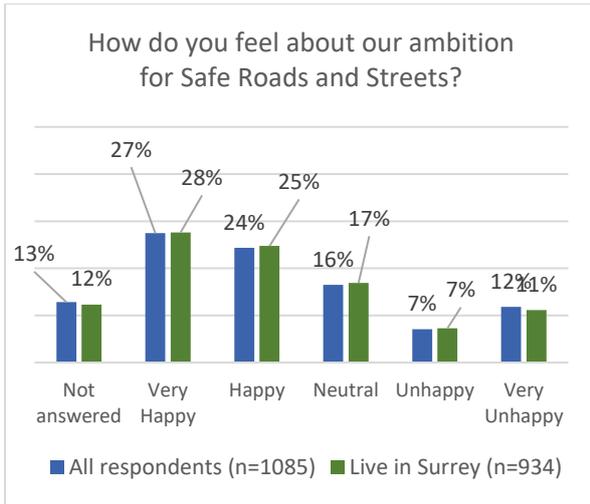
"Working groups must include people with local knowledge e.g. Parish Councillor, so that key issues are identified and prioritised correctly."

"This project cannot be run from an office or car/van. Try cycling around the county to get a measure of what improvements are required."

There was some dissatisfaction highlighted that the condition of the road and pavements was a key factor in the safety of roads and streets and that by improving this, accidents could further be prevented.

"Been asking for 6 months to get bushes reduced so two people can walk down a path, without one being IN THE ROAD - even worse large contingent of partially sighted and blind people use the same path(s) disgraceful".

"Potholes have become worse over the past few years and are a major issue in road safety which you do not want to address properly."



Safe vehicles

51% of respondents are very happy or happy about the Safe vehicles ambition. 41% of respondents are satisfied or very satisfied that the proposal will improve safe vehicles. Even respondents who were supportive of the ambition expressed concern with the effectiveness of implementation.

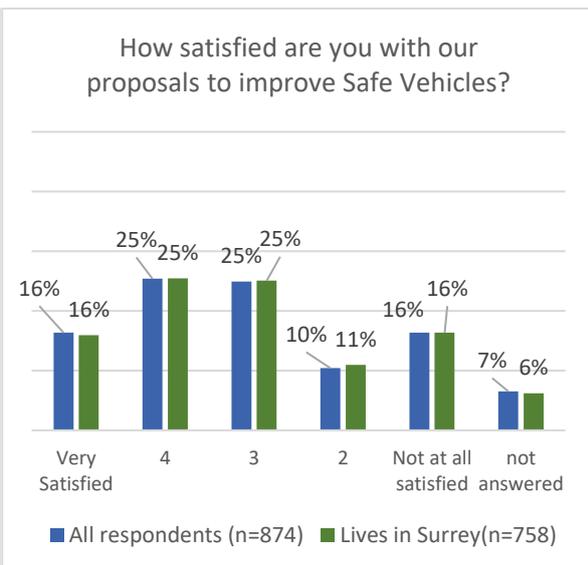
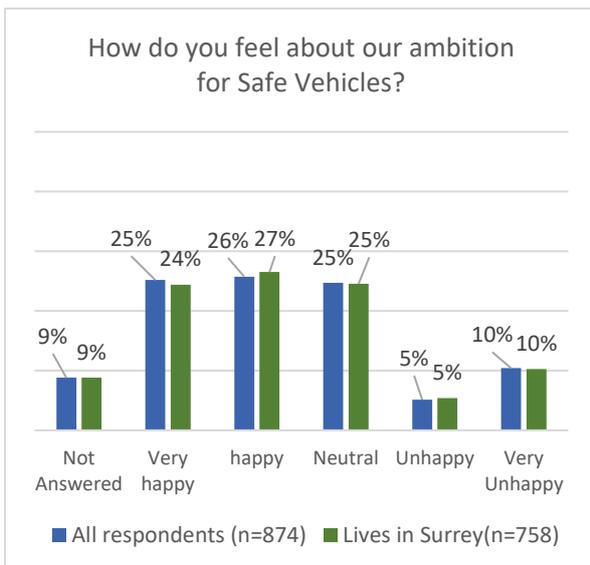
"The proposals are commendable, but the implementation is challenging."

"It'll be interesting to see how this actually happens in practice."

In particular the role of educating current drivers when they either move to Surrey or have a new vehicle related change in their lives, in ensuring that safe vehicle standards are achieved.

"How will you educate people that come from other areas of the UK or from across the seas?"

"There needs to be better education for parents regarding child seats and child safety."



Respondents expressed concern over the involvement of the local authority in this facet of the proposals.

"It is not SCC's responsibility to police the quality of vehicles - that belongs to the DVSA."

Furthermore, others felt that although this responsibility sits with the police this should not be their priority and that the resource required for policing vehicle maintenance would best be spent elsewhere.

"Spend the money on real crime!"

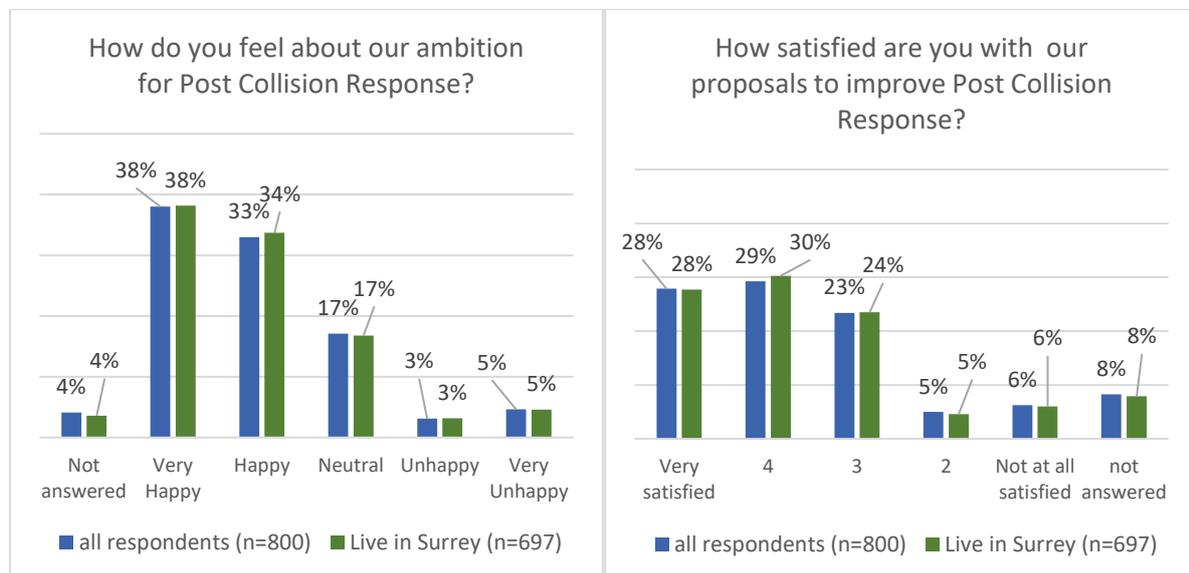
"There is no need for money to be spent on this - the MOT and police do this job already."

Other went so far to question the role that insurers play in vehicle maintenance and suggest that better relationships with third parties could be explored for implementation.

"Surely insurers should have a role to play in this; not paying if a vehicle is involved in an accident where its safety had been compromised."

Post Collision Response

Overall, 71% of respondents are Happy or Very Happy with the ambition for Post collision response. 57% of respondents are very satisfied or satisfied that the proposal will improve post collision response.



There was some concern raised that by focusing on post collision response emergency services will be unable to provide as much support to other areas of work, however, unlike other areas this was seen not as a reason to not do this aspect of the proposal, and in fact respondents recognised that factors outside local control play a role in this issue.

"Where will the extra fire, police and ambulance members come from?"

"All services seem to be stretched to their limit so will this commitment mean something else will suffer?"

"We had a police, ambulance and fire service that dealt with this a few years ago. The government have stripped the services to a skeleton force."

Other respondents also suggested that education and advice could be shared on what to do in an event of a collision to support the response as well.

"Advice to road users on what to do in the event of a collision is a sensible action to take."

The role in of highway maintenance as a preventive measure to reduce collisions and therefore the response needed for collision was also highlighted.

"Maybe money should be spent on rectifying highway defects before there are any accidents."

Finally, respondents also expressed frustration as to the impact that collisions and the emergency response to them have on other road users and that efforts should be made to minimise this.

"The emergency agencies seem to have forgotten that they have a responsibility to all other road users when dealing with an incident."

"The response services need to inconvenience other road users to the minimum possible extent."

SURREY ROADSAFE VISION ZERO ROAD SAFETY STRATEGY 2024 TO 2035

Draft June 2024



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Foreword



Matt Furniss, Cabinet Member for Transport and Infrastructure, Surrey County Council

As the Cabinet Member with responsibility for road safety, I am acutely aware of the impact that road collisions and personal injuries have on individuals, families and local communities. One life lost on our roads is one too many. Our aim is for all deaths and serious injuries from road collisions to be eliminated, something I am sure all our residents would agree with.

Surrey County Council continues to make road safety a top priority, with significant progress and investment already in place right across Surrey. However, with an average of between 20 and 30 fatalities on Surrey's roads in recent years, as well as many hundreds of serious injuries, more needs to be done to reduce death and serious injury on our roads.

I am therefore delighted to endorse this new Surrey RoadSafe Road Safety Strategy that has 'Vision Zero' at its heart. This new strategy aims to eliminate all traffic fatalities and serious injuries, while increasing safe, healthy, equitable mobility for all. We will deliver on this ambition by working collaboratively with the police, the Office of the Police and Crime Commissioner, Surrey Fire and Rescue and National Highways, with our collective work focussed through Surrey RoadSafe.

Road safety, including the speed of traffic, is often raised by residents as a matter of concern. My aim is to ensure that Surrey County Council does all that it can to make the roads, streets, towns and villages of Surrey safer for everyone, be they walking, wheeling, cycling or driving.



Lisa Townsend, Police and Crime Commissioner for Surrey
NEW FORWARD TO BE INSERTED HERE IN DUE COURSE

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1. Introduction

- 1.1. Road collisions resulting in death or injury have a devastating impact on victims, families, friends, and co-workers. As well as the pain, grief and suffering endured by those directly associated with road collisions, the fear of road danger affects whole communities. Busy roads carrying fast moving motor vehicles can deter people from walking, push scooting or cycling for local journeys, travelling to and from school or work, and can make places less pleasant to live and visit. The most vulnerable in society such as children, older people and those with disabilities can be the most adversely affected by the consequences of collisions and the fear of road danger.
- 1.2. Throughout the world and across the UK, governments, local authorities, and police forces are adopting the latest best practice Vision Zero and Safe Systems approach to road safety. Understanding that Surrey has its own unique qualities and concerns, this best practice approach will be adapted to Surrey's needs, and considered alongside the recent update to the Highway Code and Surrey County Council's Local Transport Plan 4. In doing so, we will prioritise the needs of all road type users, specifically those walking, wheeling and cycling. This will improve road safety, support active travel, and will protect the most vulnerable so that no-one is left behind.
- 1.3. The trend in fatal and serious collisions have not reduced in Surrey over recent years, and our previous road safety strategy has expired. Therefore, the Surrey RoadSafe partnership consisting of Surrey County Council (including Surrey Fire and Rescue Service), Surrey Police, the Police and Crime Commissioner for Surrey, and National Highways have collaborated to develop our new strategy presented here. Our vision is for there to be zero fatalities or serious injuries on Surrey's roads by 2050. To work toward this 2050 vision, we have set a new target to reduce fatal and serious road casualties by 50% by 2035 (compared with a combined 2019 and 2022 baseline average). This target will be challenging for us to meet, so to be successful we will need to work together even more effectively, do some things differently, do more of the things we know that work and if necessary, implement new initiatives. It will be vital for this to be underpinned by effective data analysis and research. The Strategy presented here describes how we intend to do this.

2. Links to Key Policies and Corporate Objectives

- 2.1. Resources devoted to the enforcement of road traffic law to improve road safety will contribute to the objectives of the [Police and Crime Plan for Surrey](#) to tackle crime, deny criminals the use of the road and help our communities to feel safe and confident when travelling on our roads.
- 2.2. Improving road safety and enhancing residents' confidence to walk, wheel or cycle (including school journeys) will contribute to the objectives of Surrey

County Council's [Local Transport Plan 4](#) and contribute to [National Highway's Strategic Plan](#) vision of connecting the country safely and reliably by reducing the congestion associated with road collisions. It will also reduce carbon emissions, air and noise pollution, thus supporting the objectives of [Surrey's Climate Change Strategy](#). It will improve the health and wellbeing of people living in Surrey and using Surrey's roads thus supporting the objectives of [Surrey's Health and Wellbeing Strategy](#) for improving community safety.

3. What is Vision Zero?

3.1. The Vision Zero and Safe Systems approach derives from the [Stockholm Declaration](#) which was the culmination of the Third Global Ministerial Conference on Road Safety in 2020. It is now being adopted by governments, local authorities and police throughout the world as the best practice approach to road safety and reducing road casualties. A Safe System approach puts people at its centre, coming from the belief that every road death or serious injury is preventable. It is built upon these main principles:

- Death and serious injury from road collisions is unacceptable;
- Human beings make mistakes that lead to road collisions;
- The human body by nature has a limited ability to sustain collision forces with known tolerance to injury thresholds; and
- It is a shared responsibility between stakeholders (road users, road managers, vehicle manufacturers, etc.) to take appropriate actions to ensure that road collisions do not lead to serious or fatal injuries
- The approach is proactive, not reactive

3.2. A Safe System approach has five multi-disciplinary components that interact and work together to minimise risk, namely:

- Safe speed
- Safe road users and behaviour
- Safe roads and streets
- Safe vehicles
- Post collision response

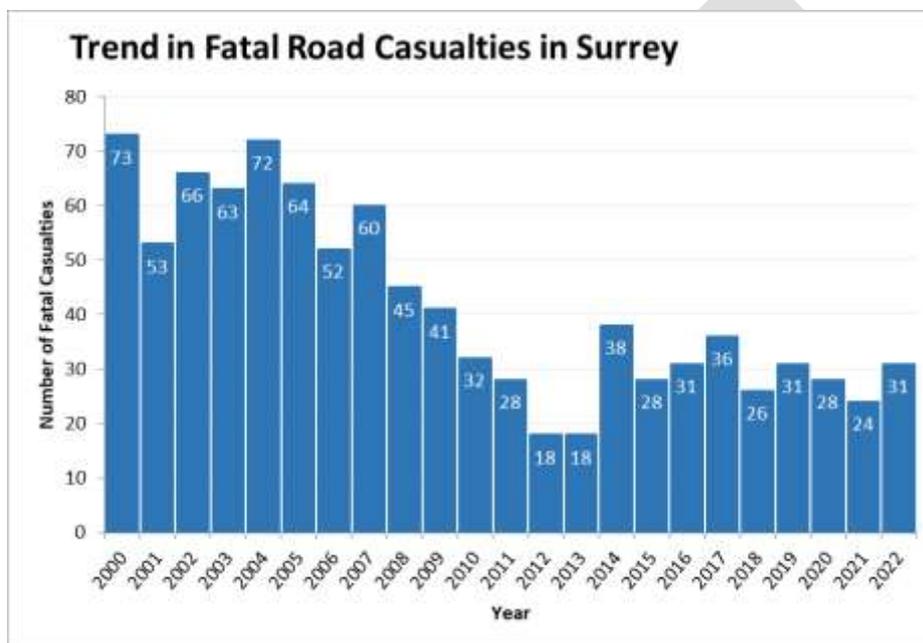
3.3. The Surrey RoadSafe Vision Zero Road Safety Strategy adopts the five components in the Safe System approach. It has been developed collaboratively by the organisations in the partnership who are responsible for improving road safety in Surrey. The work under these components will be underpinned by data, research evidence and evaluation so we know what is working and what we need to do to reduce road casualties.

4. Data Insights and Target Setting

Headline Trends in Road Casualties

- 4.1. It can be seen from Chart 1 below that in recent years since 2015, the annual number of fatal collisions in Surrey has fluctuated between 24 and 36. This is roughly half the annual total that there used to be in the years 2000 to 2007 when the annual number fluctuated between 73 and 52. While this reduction over the longer term is welcome, in recent years the ongoing reduction in fatal casualties has stalled. There is a similar pattern in the data for Great Britain as a whole.

Chart 1



- 4.2. Chart 2 overleaf shows the fatal and serious injuries combined. There has not been a reduction in serious injury casualties over the longer term, and in recent years there have been increases. It is important to note that the reason for some of the increases in recent years is due in large part to the adoption of a new injury-based data reporting system by the police and the roll out of mobile data portals used by police officers to record the details of a collision rather than a desk-based form. This has resulted in several injuries that would have previously been recorded as slight now being recorded as serious. This is confirmed by the data in Chart 3 which shows that there is an ongoing long term downward trend in the total number of casualties, despite the increases in serious injuries in some of the recent years. For example, there was an increase of 70% in the combined total of fatal and serious injuries between 2017 and 2018 when the recording system was altered, while the total number of casualties continued to decrease.

4.3. The trend in road casualties in 2020 and 2021 was also affected by the impact of COVID restrictions resulting in far fewer motor vehicle journeys and changes in the patterns and volume of walking and cycling. The years 2019 and 2022 are therefore more likely to be representative of the typical number of people killed or seriously injured (KSI) annually in Surrey.

Chart 2

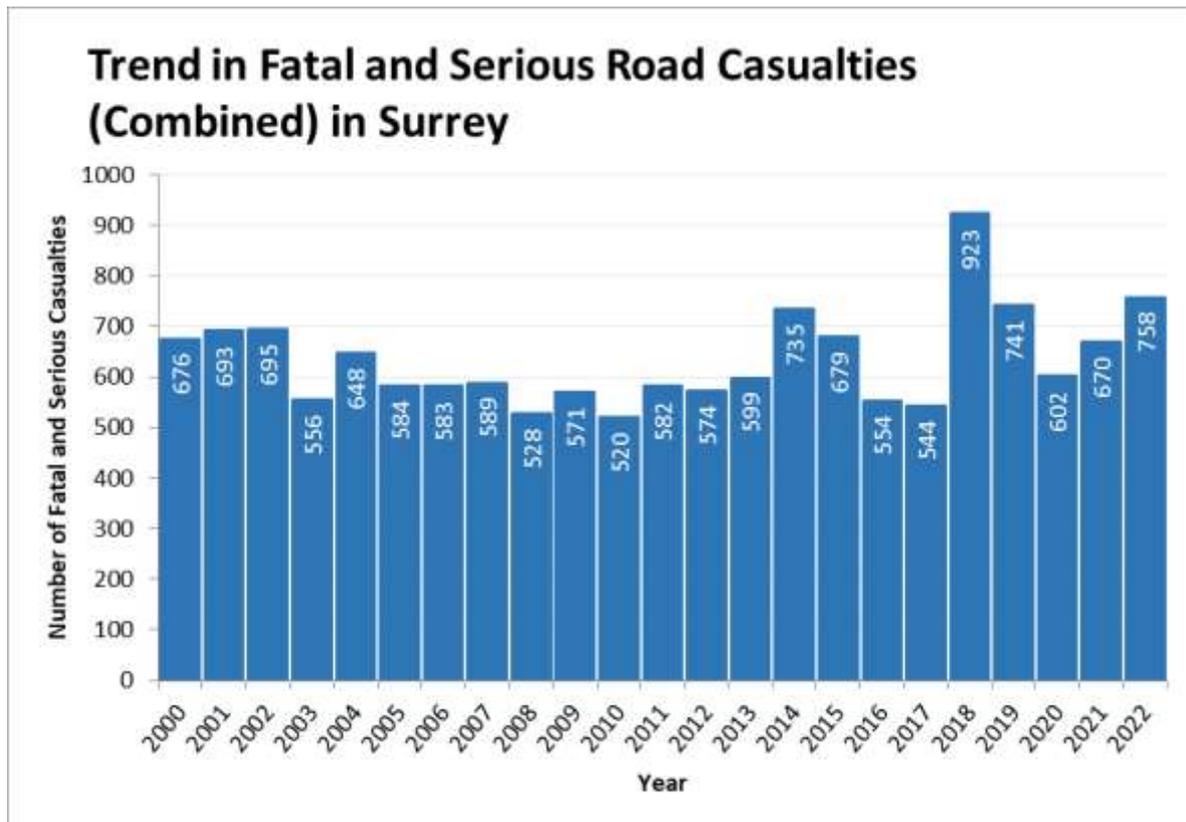
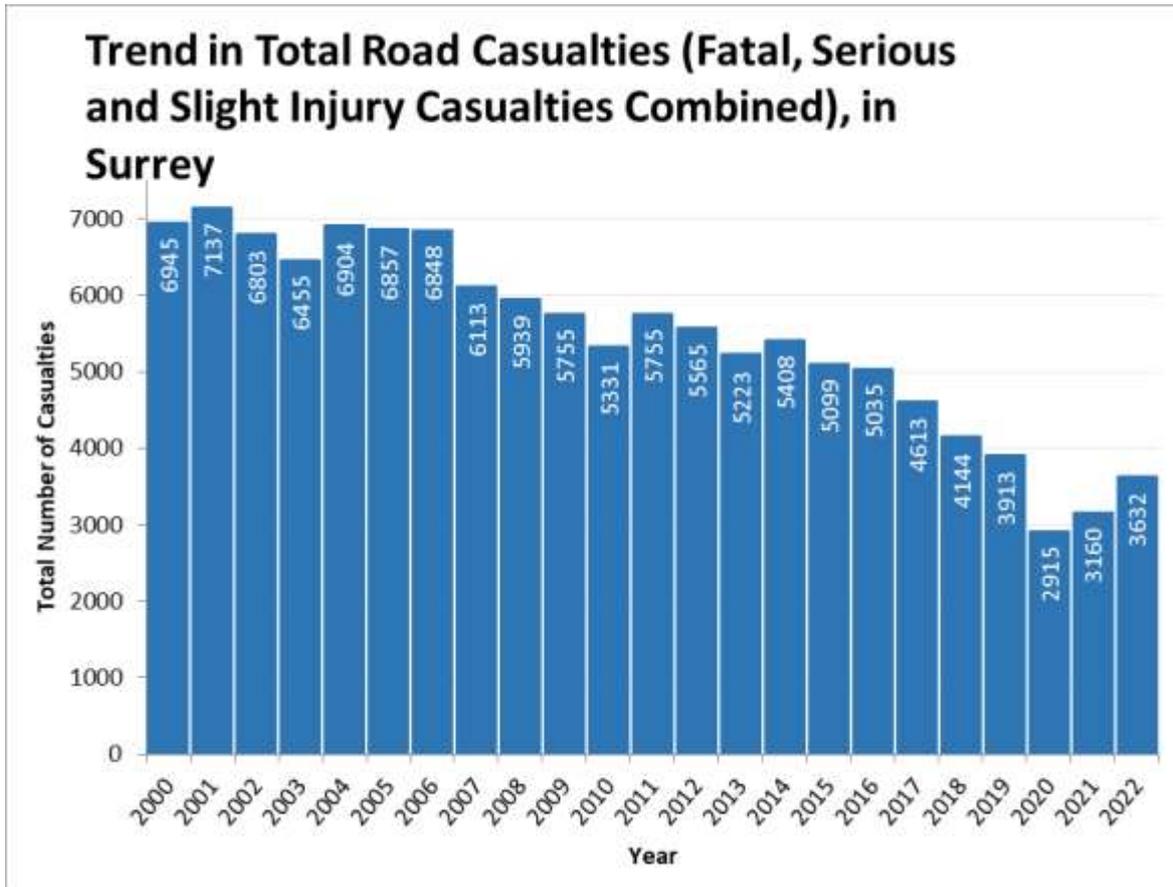


Chart 3



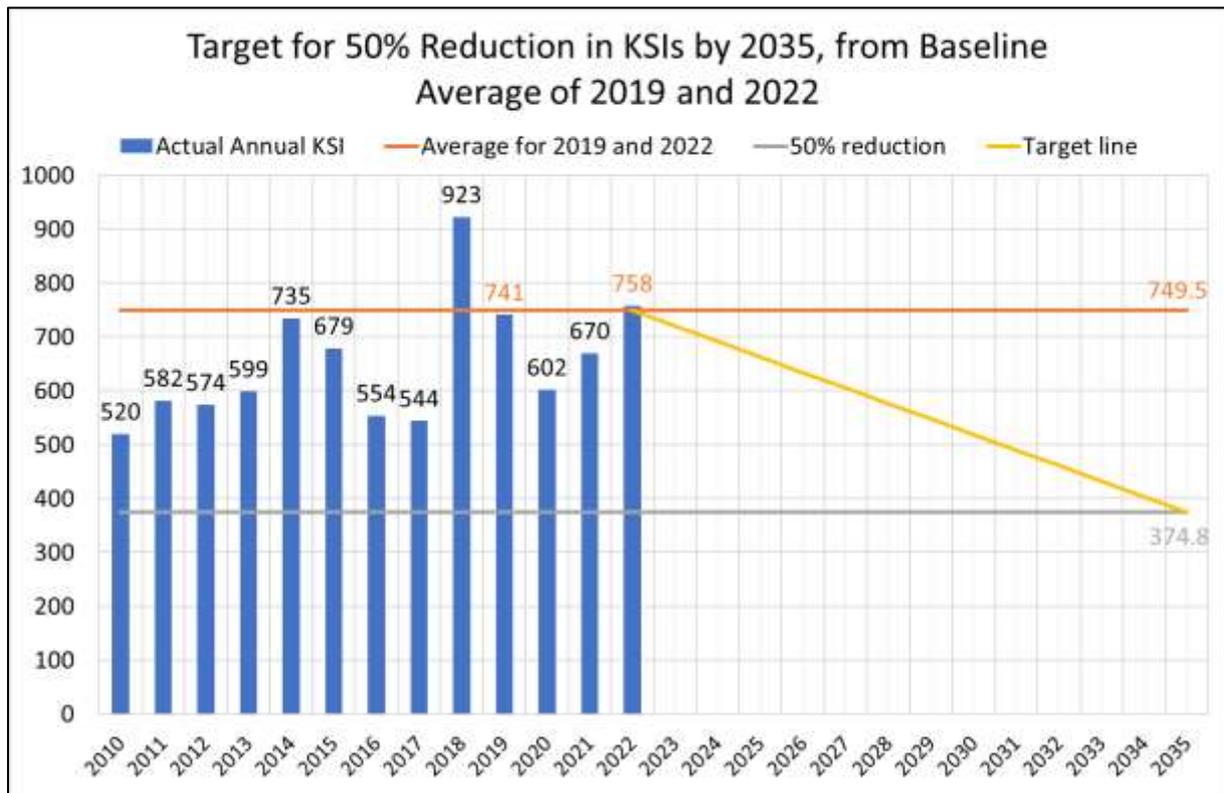
Target Setting

- 4.4. The Stockholm Declaration calls for a 50% reduction in deaths and injuries from 2020 to 2030 as a milestone towards Vision Zero (no deaths or serious injuries) by 2050. Chart 4 shows how we propose to apply a similar target in Surrey using a baseline average for the years 2019 and 2022 for the number of KSI casualties. We have selected these two years for the baseline because they are more likely to represent the typical annual number of KSIs in Surrey as these years were unaffected by COVID (unlike 2020 and 2021) and were less affected by the change in the police reporting system (unlike 2018). We have also set the year 2035 as the target year because by the time this strategy is published in 2024, we will be several years into the current decade already.

The Surrey RoadSafe Target:

A 50% reduction in KSIs by 2035 (compared to a baseline average of 2019 and 2022). This means we are aiming for a reduction from 758 to 375 KSIs by 2035.

Chart 4



Detailed Data Analysis and Monitoring

- 4.5. The five components of the Safe Systems approach and the interventions that Surrey RoadSafe will undertake will need to be underpinned by detailed analysis of road traffic collisions to inform upon the nature and extent of road casualties in Surrey. Our interventions will be evaluated and/or based on national or international best practice, evidence, and research so we know what is working and what we need to do to reduce road casualties.
- 4.6. For example, more detailed analysis has revealed that Surrey has some of the highest numbers of pedestrian and cycling road casualties of any local authority in Great Britain, with most of these resulting from collisions with motor vehicles in urban 30 mph speed limit areas. In 2022, nearly half of all Surrey’s road casualties (49%) were located on 30 mph speed limit roads (most of which are in built up areas). Also, 81% of pedestrian casualties took place on 30 mph speed limit roads with nearly all involving collision with a motor vehicle. Similarly, 69% of cycling casualties took place on 30 mph speed limit roads, with 79% of these resulting from collisions with a motor vehicle. It is also notable that about half of Surrey’s KSI casualties live in postcodes outside of Surrey.

We will develop summary data reports/factsheets that will be updated on a periodic basis covering a range of topics including, but not limited to the following:

- Monitoring progress towards the 2035 target, identify what is working, and what we need to do to meet it
- By severity (e.g. fatal, serious, slight)
- By road user type (e.g. pedestrians, cyclists, motorcyclists, drivers)
- By demographic (e.g. older road users, young drivers, children)
- By Fatal Five (drink and drug driving, speed, mobile phone, seatbelts, careless driving)
- By each of the Safe Systems components
- Comparison with Great Britain and other local authorities

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5. Working Together

- 5.1. The organisations involved in the delivery of road safety interventions within Surrey that have developed this strategy are:
- Surrey County Council
 - Surrey Police
 - Surrey Police and Crime Commissioner
 - Surrey Fire and Rescue Service
 - National Highways (who look after the strategic road network of motorways and trunk roads)
- 5.2. For our organisations to work together effectively we need a clear decision-making process and defined responsibilities. The aim will be for the Surrey RoadSafe to be able to take decisions in an agile and timely manner so that we can take advantage of new opportunities and encourage innovation in response to road safety problems on our road network. Surrey's Police and Crime Commissioner has recently become the national lead for road safety for the Association of Police and Crime Commissioners, and Surrey's Chief Fire Officer has recently become the national lead for road safety for the National Fire Chief's Council, so we have a unique opportunity to generate fresh impetus to delivering road safety improvements in Surrey.
- 5.3. We will renew meetings of a Governance Board with senior decision makers from each organisation to oversee the delivery of this strategy and casualty reduction progress. The Board will be asked to approve a business and investment plan to support effective road safety interventions. The Board will also be responsible for approving a communications plan for behaviour change road safety campaigns and publicity in support of the strategy.
- 5.4. We will renew meetings of a Strategy and Delivery Group consisting of key colleagues in each organisation who are responsible for the day-to-day delivery of road safety interventions, services, and communications. This group will be responsible for developing and delivering the road safety interventions described within this strategy and for reporting progress, data and evaluation to the Governance Board.
- 5.5. We list all the activities being undertaken by the organisations to fulfil this strategy in Annex A showing which organisation is the main lead for each activity and what component of the Safe System it will address.

We will renew Surrey RoadSafe. This will be achieved by:

- Convening a new Surrey RoadSafe Governance Board of senior decision makers
- Convening a new Strategy and Delivery Group of key colleagues responsible for road safety in each organisation
- Agreeing a new Memorandum of Understanding and Terms of Reference for the Governance Board and Strategy and Delivery Group
- Developing a new business and investment plan for approval by the Surrey RoadSafe Governance Board
- Developing a new communications plan for approval by the Surrey RoadSafe Governance Board

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6. Highlights of the Surrey RoadSafe Vision Zero Strategy

6.1. In the following sections we present the ambitions, activities and interventions we will undertake under each of five components of the Safe System. We highlight below some of the main elements of our strategy where we are embarking on new initiatives or where significant new investment has been allocated.

Strategy Highlights

- **A more flexible approach to 20 mph Speed Limits.** We will not follow a blanket approach, and will instead only introduce more 20 mph limits after taking local people's views into account, focussing on town centres, residential areas and schools.
- **Enhanced speed management.** We will investment in more highway engineering, average and spot speed cameras to tackle the worst speeding and casualty routes.
- **Review of rural speed limits.** We will aim to review and replace all 60mph national speed limit roads in Surrey with new lower limits where appropriate, by 2028.
- **Robustly target and enforce "Fatal Five" offences.** We will utilise an innovative and evidence-based approach with a back to basics focus by police officers alongside national operations.
- **3rd party reporting using video submission.** We will promote advice and guidance on how to submit quality footage to aid prosecutions.
- **Road safety education in schools.** This will include [DriveFit](#) pre-driver workshops throughout Surrey's sixth forms and colleges, road safety drama workshops in secondary schools, and Bikeability cycle training, and Feetfirst walking training in primary schools.
- **Road safety outside schools.** We will invest in more highway schemes outside schools to improve road safety and overcome barriers to active travel.
- **Local cycling and walking infrastructure plans.** We will develop LCWIPs to form the basis for bids to Active Travel England for new infrastructure to make walking and cycling safer and easier.
- **Department for Transport Safer Roads Fund.** A £1.8 million grant from the Department for Transport will be invested in measures to reduce the risk of collisions along the 8.4km route of the A25 between Dorking and Reigate.
- **Media campaigns and publicity.** We will renew the Surrey RoadSafe Communications Strategy that will establish our aims and objectives, principles, key messages and themes that will run throughout our work.

7. Safe Speeds

Introduction

- 7.1. There is overwhelming research evidence that reducing vehicle speeds successfully will reduce the likelihood and severity of collisions. Slower motor vehicle speeds will support more walking, wheeling, and cycling too. This will make communities more pleasant places to live and will help sustain local shops and businesses. Concerns over vehicle speeds are frequently mentioned by Surrey's residents.
- 7.2. Our approach to Safer Speeds will focus on the following:
- Setting appropriate speed limits
 - Improving compliance with existing speed limits
- 7.3. Our aim is to set speed limits that are successful in managing vehicle speeds and are appropriate for the main use of the road, considering especially the needs of vulnerable road users. The desire for lower speeds must be balanced against the need for reasonable journey times and the position of each road within the road network hierarchy.
- 7.4. We will renew our focus on improving compliance with existing speed limits through additional investment in speed management measures. These will include highway improvements such as traffic calming as well as average speed cameras, and spot speed cameras. This will be supported by enforcement operations, and media and publicity campaigns to set the expectation and social norm of safe driving within the speed limit, and in accordance with the road conditions.

Our Ambition for Safe Speeds

- Our roads will have appropriate speed limits considering the road network hierarchy and the use of the road by vulnerable road users to support active travel.
- There will be a high level of compliance with existing speed limits.
- Surrey road users will understand the risks and implications of driving too fast and will therefore travel at appropriate speeds to the conditions and within posted speed limits.

Setting Appropriate Speed Limits

- 7.5. **20 mph Speed Limit Policy** To realise our Vision Zero ambition, we will enhance our focus on reducing speeds in town centres, residential areas, and village centres, especially near schools, where the exposure to risk for people walking, push scooting, and cycling is greater. For example in 2022, nearly half of all Surrey's road casualties (49%) were located on 30 mph speed limit roads (most of which are in built up areas). Also, Surrey has among the highest number of pedestrian and cyclist road casualties of any local authority, and it is notable that 81% of these pedestrian casualties took place on 30 mph speed limit roads, with nearly all involving collision with a motor vehicle. Similarly, 69% of cycling casualties took place on 30 mph speed limit roads, with 79% of these resulting from collisions with a motor vehicle.
- 7.6. Most leading international and national organisations that advocate for road safety, public health and tackling climate change also advocate for 20 mph speed limits in urban areas. This was also endorsed in the Stockholm Declaration. Therefore, Surrey County Council has reviewed their approach to implementing 20 mph speed limits and present a new policy in Annex B. The new policy very much aligns with new central government guidance on 20 mph speed limits that was updated as part of the Department for Transport's "Plan for Drivers".
- 7.7. The new policy provides a more flexible approach to implementing 20 mph speed limits. However, it does not advocate a blanket approach and recognises that some main roads outside of towns centres could remain at 30 mph. Lower speed limits will be introduced incrementally and will not be imposed on communities. Instead, the County Council will take extra care to consider the views of local people and police before deciding whether to proceed or not. The policy also requires that additional supporting measures such as traffic calming will be required to ensure that the new 20 mph limit will be self-enforcing without the need for additional police enforcement if the existing speeds are very much higher than 20 mph.
- 7.8. **Rural Speed Limit Review** The national default speed limit on single carriageway rural roads (without street lighting) is 60 mph. This 60 mph default speed limit is inappropriate for most minor rural roads because driving at this speed on such narrow and winding country lanes would be dangerous. Surrey County Council has already embarked on a proactive, strategic review with the aim of replacing all the existing 60 mph national speed limits on rural roads with lower speed limits. The new lower limits are being set at a more appropriate level in keeping with the use and nature of the road and the speed at which most drivers are travelling at. The first of these were implemented in July 2023. Our aim will be for all existing national speed limits roads throughout Surrey to have been reviewed and new lower speed limits implemented where appropriate by the end of 2028.

Improving Compliance with Existing Speed Limits

- 7.9. **Speed Management Plans** We will continue to maintain local speed management plans for each of Surrey's eleven Districts or Boroughs. This means that whenever there are concerns about speeding at any location, we will go and measure the vehicle speeds. The data on vehicle speeds will be reviewed alongside data on road collisions resulting in injury recorded by the police, to ascertain the extent and nature of the speeding and road safety problem at each site. Through Surrey RoadSafe, Surrey County Council and Surrey Police road safety specialists will meet to discuss and agree which sites need the most attention, and what the most appropriate intervention will be. A description of the types of intervention that we will use are described in Annex C.
- 7.10. In June 2022 the Surrey County Council Cabinet Member with responsibility for Road Safety allocated a total of £3million to help tackle excessive vehicle speeds and road safety on Surrey's roads. This money is being invested in traffic calming, junction improvements, average speed cameras and spot speed cameras at the sites with the worst speeding and collisions, identified through the speed management plan process. We will continue to tackle the worst high priority speeding and casualty problem sites by implementing permanent solutions to improve compliance with the speed limit. This list will continue to be reviewed on an ongoing basis as new sites emerge as a high priority.
- 7.11. At the time of writing several schemes have already been implemented or are due to be implemented in the coming months, listed in Appendix D. Our approach will ensure that traffic calming and engineering measures are always considered first, and then speed cameras will only be considered if traffic calming or other engineering solutions are not viable.
- 7.12. **Media and Publicity Behaviour Change Campaigns** Our work on improving compliance with the speed limit at specific locations through engineering or enforcement measures will be supplemented by media and publicity campaign work to maximise their impact. This will seek to highlight the risks and implications of driving too fast, both to the individual and the community.
- 7.13. As well as publishing speed camera enforcement data on the Surrey RoadSafe website (under construction), the Surrey RoadSafe Communications Team will also continue its role of sharing enforcement news/updates from Surrey Police Officers working within the Casualty Reduction and Vanguard Road Safety Teams on various social media platforms. This will highlight the need for safer speeds and reaffirm the message that speeding will not be tolerated.
- 7.14. Public engagement events will also be utilised to encourage behavioural change towards safer speeds and highlight the risks of speeding. We will also continue to support national campaigns focused on speed compliance, and will use data and detailed evaluation to improve our methods in the future.

We will set appropriate speed limits by:

- Surrey County Council adopting a new more flexible approach to 20 mph speed limits.
- Reviewing all 60 mph national speed limits on rural roads in Surrey and replacing them with a lower limit where appropriate by the end of 2028.

We will improve compliance with existing speed limits by:

- Maintaining speed management plans for all of Surrey's eleven Districts or Boroughs to identify and tackle the sites with the worst speeding and casualty problems.
- Targeting the top high priority speeding and casualty problem sites that have been identified through the speed management plan process. The list will be reviewed on an ongoing basis.
- Undertake media and publicity campaign work to highlight the risks and implications of driving too fast.

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8. Safe Road Users

Introduction

- 8.1. To realise our Vision Zero ambition, we will aim to have competent road users who abide by the rules of the recently updated [Highway Code](#). All road users should behave with respect and courtesy towards other road users, with particular attention being paid to vulnerable road users such as people walking, wheeling, cycling or riding horses.
- 8.2. We will seek to achieve this through effective enforcement of road traffic law. This will be undertaken by specialist police teams dedicated to improving road safety, and effective processing of videos of offences submitted by road users using vehicle mounted or body worn cameras. Where appropriate errant motorists will be offered the opportunity to attend a rehabilitation course offered through the National Driver Offender Retraining Scheme as an alternative to the usual fine and penalty points.
- 8.3. Education of young people as they start to become frequent road users as pedestrians, cyclists or motorists will also form an essential part of our approach. Each of our school-based road safety education and training courses are offered to different age groups so that children will have the opportunity for more road safety education and training every few years as they grow older.
- 8.4. We will produce a comprehensive road safety communications plan setting out how we will use media and publicity campaigns to highlight the need for safe driving and to highlight the consequences of not doing so. This will focus on the “Fatal Five” behaviours that research has shown are most frequently associated with road traffic collisions and will dovetail with national road safety enforcement and communications campaigns. Care will be taken to use positively framed messaging rather than shock or fear as the latter has been shown to be ineffective in influencing behaviour.

Our Ambition for Safe Road Users

- Road users will be competent, abide by the rules of the highway code, and will be safe and respectful, especially towards vulnerable road users.

Enforcement

- 8.5. **Police Road Safety Enforcement Operations** Surrey Police will continue to follow the National Police Chiefs' Council operations campaign calendar. For every campaign the Surrey RoadSafe communications team will commission a period of media and publicity prior to, and alongside the enforcement. The campaign themes previously have included vulnerable road users and all "Fatal Five" offences (drink/drug driving, speeding, distracted driving, not wearing a seatbelt, and careless driving).
- 8.6. While all Surrey's Police Officers will contribute to enforcement of road traffic law to improve road safety, there are several teams in Surrey Police who have a dedicated remit to enforce road traffic law, improving road safety and reducing road casualties, described in Annex E. Some examples of the campaigns and activities that will be undertaken in Surrey include:
- **Operation Limit** is one of the longest running campaigns focussing on drink/drug driving, taking place for 5/6 weeks in the winter.
 - **Operation Downsway** focuses on motorcycle safety with police officers targeting specific areas where they see an increase in motorcyclists between April and September. The police officers will educate and enforce specifically focusing on the antisocial use of all motor vehicles.
 - **Operation Close Pass** focuses on vulnerable road users for example cyclists and horse riders. This operation involves plain clothed police officers riding a bicycle working together with nearby police officers who are notified if motorists drive too close to the cyclist or commit other motoring offences.
 - **Operation Tutelage** is a national police-led operation working together with partners to reduce the impact of untaxed, uninsured, untraceable, and unsafe vehicles.
 - **Operation Tramline** is a National Highways owned operation which Surrey Police support, approximately four times a year. Focussed on enforcing road safety by targeting drivers who are not in proper control of their vehicle on the strategic road network. As the "Tramline Truck" cab is much higher than a car, it gives the officers a clearer view down into vehicles and across to other drivers of larger HGVs.
- 8.7. Enforcement campaigns will look to be supported via Surrey RoadSafe social media channels, to amplify the national and local messaging embedded within each campaign. The content related to these campaigns will emphasise the importance of safe and considerate road use and protecting all road users, as well as highlighting the consequences and penalties incurred should unsafe/dangerous practises be used on the road. Where appropriate, social media content will also look to share details of officer/vehicle stops made throughout each campaign, with the aim to promote police activities and increase public confidence in enforcement within local communities.

- 8.8. **3rd Party Reporting** Increasing numbers of road users are using vehicle mounted or body worn cameras. Surrey Police provide a process for road users to submit video footage of examples of alleged driving offences so, if necessary, the evidence can be used to pursue prosecutions. Guidance on what is needed and how to submit quality footage can be found here: [Making a road traffic incident report | Surrey Police](#). We will ensure the promotion of this guidance with further information on Road Traffic Offences being accessible here: [Driving offences | Surrey Police](#).
- 8.9. **National Driver Offender Scheme Courses** Surrey police will continue to offer a range of courses through the National Driver Offender Retraining Scheme. These are offered to motoring offenders if they are eligible instead of the usual fine and penalty points. The number of referrals will depend upon the amount of enforcement, the number of offences detected and how many motorists are eligible and decide to take up the offer of a course. The range and number of courses offered in Surrey are summarised below:

Type of course	Number of completed courses from Surrey referrals in 2023
National Speed Awareness Course	39,229
Safe and Considerate Driving	84
National Motorway Awareness Course	17,182
What's Driving Us?	3,731
National Rider Risk Awareness Course	39

- 8.10. In addition to courses described above that are offered as an alternative to a fixed penalty and points, there are also courses offered as an alternative to non-endorsable offences show below:

Type of course	Number of completed courses from Surrey referrals in 2023
Safe and Considerate Cycling	0
Your Belt Your Life	235

Road Safety Education and Training in Primary Schools

- 8.11. **Feet First: Walking Training** Surrey County Council offer Feet First: Walking Training to all Surrey's Primary Schools. It is aimed at year three children (aged 7-8), providing them with practical road safety skills and preparing them for independent travel. The scheme also promotes the benefits of travelling actively to school for personal health and wellbeing, and how walking helps to improve air quality and tackle climate change as an alternative to car travel for short journeys.
- 8.12. The service was first introduced during the 2021/22 academic year during which over 2,500 pupils were trained, with another 4,760 pupils being trained during

the subsequent 2022/23 academic year. There are typically 13,500 young people in each of the year groups across Surrey's schools. Therefore, we will aim to expand so that this training is provided annually to 75% of the year group (approximately 10,000 children), by 2030, subject to funding.

- 8.13. We aspire to develop a further walking training extension course that will be targeted at year five pupils (aged 9-10) in preparation to moving up to year six when some children are allowed to walk to school without adult supervision and in preparation for the transition to secondary school.
- 8.14. **Cycle Training** Surrey County Council's Cycle Training Team comprises 80 qualified Cycling Instructors supported by a small back office. The service delivers National Standard cycle training across the County funded through a combination of local budget, fees and central government grants. This includes:
- **Programme for schools.** For Bikeability Level One, riders learn to control their cycles in a space away from traffic, such as a playground. Bikeability Level Two takes place on roads with moderate traffic. Learn To Ride helps provide access to Levels One and Two by helping children start from scratch. More recently, the service has introduced Independent Cycling to School courses, aimed at secondary students, and is based on gaining extra skills and route planning. The schools programme reaches around 11,000 children each year.
 - **Community cycle training.** This is a developing area aimed at adults and families, with courses mainly run in the school holidays, with a range of family courses, adult beginner, adult refresher and adult town centre courses.
- 8.15. The Bikeability Trust (who administer government grants to local authorities for cycle training) have set a new national target to reach 80% of the target population for Bikeability Level 2 by 2025. There are typically 13,500 young people in each of the year groups across Surrey's schools, so this new national target would require us to nearly double the current level of provision for this course, which would require recruitment and training of substantial numbers of new cycling instructors. Therefore, we will work with the Bikeability Trust to agree a plan for increasing our reach towards this target as soon as practical.

Education and Training in Secondary School, Sixth Forms and Colleges

- 8.16. **Road Safety Drama Workshops (ages 11 to 16)** In previous years Surrey County Council offered two road safety drama workshops to all secondary schools across Surrey, funded by the previous road safety partnership. The first of these was disseminated to year seven (aged 11-12). This is the first year in secondary school when many students have recently become independent travellers and therefore are more prone to becoming injured while walking due to inexperience and risk taking. Another drama workshop was offered to year 11 students (aged 15-16) and focused on the fact that this is a year where students prepare for college, sixth form or work, and are therefore could be exposed to increased peer pressure and risk due to being the passenger of a new inexperienced driver or are starting to consider becoming a driver themselves.
- 8.17. At the time of writing, we are aware that the Department for Transport is working on a new “Good Practice Guide for Road Safety Education” which we hope will be published soon. Therefore, we will review our workshops to ensure they still represent the latest best practice in accordance with the new guidance due to be published by the Department for Transport before recommissioning this intervention.
- 8.18. **DriveFit (ages 16 to 18)** Young drivers, aged 17 to 24, are more likely to be involved in a road traffic collision than most other age groups. Nationally, young people hold 8% of car driving licences, but account for 20% of those killed or seriously injured on the roads.
- 8.19. Therefore during the academic year 2023/24 Surrey Fire and Rescue Service disseminated the brand new best practice intervention [DriveFit](#) throughout Surrey’s sixth forms and colleges for the first time. This consists of a 40-minute film or series of shorter films delivered in the classroom followed by a 45-minute workshop. The film uses a talk show style interview format where expert guests provide information, demonstrations, and tips about how pre-drivers, learner and newly qualified drivers can best manage the learning-to-drive process as well as the risky driving behaviours associated with speeding, tiredness, mobile phone use and intoxicated driving. Surrey Fire and Rescue Service will aim to disseminate this intervention to as many sixth forms and colleges as possible every year.

BikeSafe

- 8.20. Surrey Police will continue to provide BikeSafe courses. This is a national, police run motorcycle initiative, aimed at working with motorcycle riders in a relaxed environment to raise awareness of the importance and value of progressing onto accredited post-test training. BikeSafe workshops involve an observed ride with a police-graded motorcyclist or approved BikeSafe observer covering rider attitude, systematic methods, collision causation, cornering, positioning, overtaking, observation, braking, hazard perception and use of gears. In 2023, there were ten workshops with 212 attendees for the public and a police staff workshop with 16 attendees. In addition to this, six sessions were held for Army, Navy and Air Force personnel with 52 attendees.

Powered Two-Wheeler Interventions Research

- 8.21. National Highways has commissioned a research project with the aim of improving understanding of motorcycle road safety risk and the interventions in place to address that risk in the Southeast Region. The results of this study were shared in November 2023 and will be used to consider whether there are additional interventions available that could be delivered in Surrey.

Media and Publicity Behaviour Change Campaigns

- 8.22. We will renew the Surrey RoadSafe Communications Strategy for 2024-26. This strategy will underpin every aspect of communications work within Surrey RoadSafe from public engagement events, supporting national Police enforcement operations led by National Police Chiefs Council (NPCC) and National Roads Policing Operations Investigation and Intelligence (NRPOII), national media campaigns (e.g. Brake Road Safety Week, Department for Transport THINK!, RoadPeace) and bespoke data-led campaigns focusing on vulnerable and priority road user groups, as well as other road safety concerns within Surrey. These campaigns will adopt the use of consistent messaging styles, using behavioural change techniques and educational principles to educate and engage with all road users effectively. They will then undergo thorough evaluation, with the aim to review and understand strengths of initiatives and lessons learned for future improvements within Surrey RoadSafe communication and engagement.
- 8.23. Surrey RoadSafe communications work will continue highlighting the risks and implications of committing the “Fatal Five” offences that most frequently cause death and serious injuries on our roads, supporting the work of the Surrey Police Vanguard Road Safety Team and Casualty Reduction Officers:
- **Distracted driving** (driving while using a mobile phone or other device, eating, drinking or other activities that are taking the driver’s attention from the road)

- **Excessive and inappropriate speed** (either exceeding the speed limit, or driving too fast for the conditions)
- **Drink and drug driving** (driving whilst over the prescribed limit of alcohol and drugs)
- **Failing to wear a seatbelt** (as a driver or passenger)
- **Careless and inconsiderate driving** (offences could include, driving whilst tired, driving too close to the vehicle in front, lane hogging, close passes of people cycling or riding horses)

We will improve road user skills and behaviour by:

- Continuing to provide comprehensive enforcement of road traffic laws following the NPCC campaign calendar and operations targeting the “Fatal Five” by a range of police teams, supported by media and publicity.
- Provide additional advice and guidance on how to submit quality video footage to aid prosecutions of third-party reporting of traffic offences.
- Continuing to provide a range of National Driver Offender Rehabilitation courses in place of the usual penalty for a range of road traffic offences.
- Expanding Feet First Walking Training so that the training is provided to 75% of year three children (aged 7-8) annually (10,000 children) by 2030, subject to funding.
- Work with the Bikeability Trust to agree a plan for expanding Bikeability Level 2 courses so that the training is provided to 80% of children before they leave primary school.
- Review our secondary school-based road safety drama workshops in light of soon to be published government guidance.
- Offer DriveFIT pre driver road safety education course across Surrey’s Sixth Forms and Colleges.
- Continue to provide Bikesafe motorcycle training courses.

9. Safe Roads and Streets

Introduction

- 9.1. The Safe Systems approach asserts that it is the responsibility of highway engineers to design roads and streets to be as forgiving as possible to reduce the risk of collision, and to reduce the severity of the consequences when mistakes are made by road users.
- 9.2. In built up areas Surrey County Council will aim to design streets to ensure lower speeds, providing safe crossing points and/or restraining motorised traffic where there are more people walking, wheeling and cycling in town centres, residential areas and near schools. Surrey County Council will seek opportunities to provide segregated cycling infrastructure or to integrate cycling into mixed traffic as safely as possible.
- 9.3. In rural areas Surrey County Council will design roads to manage speeds to levels that will reduce the risk of collisions and the risk of serious injury in the event of collisions. We will aim to separate streams of traffic, delineate bends, and protect roadsides in case vehicles lose control. Junction layouts will be improved to be simple and easy to use with good visibility.
- 9.4. Effective highway maintenance by Surrey County Council will be vital to ensure enduring safety of road users.

Our Ambition for Safe Roads and Streets:

- Our roads and streets will be designed and well maintained so that they are more forgiving of mistakes made by road users as well as supporting active travel.

Road Safety Working Groups

- 9.5. Surrey County Council's Road Safety Engineering Team will host Road Safety Working Group meetings every six months for each of Surrey's 11 Districts and Boroughs. The Surrey RoadSafe collision database will be interrogated to identify locations and routes where there have been greater numbers of personal injury collisions so that these will be tabled for discussion at the meetings. The data will be analysed to highlight any patterns in the collisions that could be tackled by Safe Systems highway improvements or enforcement. The meetings will include Police and County Council road safety and highway specialists so that the results of the collision data analysis will be combined with local knowledge and site visits.
- 9.6. Through this process we will invest an annual budget (currently £200,000) in low-cost highway improvement schemes with the greatest potential to reduce

collisions at the worst collision hotspots throughout the county. Examples include signing to highlight the presence of bends, kerb realignment, traffic calming, anti-skid road surfacing. In the past this has resulted in typically 20 schemes being delivered each year that reduce collisions by 30 percent on average at the treated sites.

- 9.7. We will also consider opportunities to invest in more substantial schemes using the additional £3million to help tackle excessive vehicle speeds and road safety on Surrey's roads that was announced by the County Council Cabinet member in July 2022. These are listed in Annex D. Further schemes might be possible by making them a condition of planning consent for developers, through bids to Surrey's Boroughs and Districts for Community Infrastructure Levy (CIL) funding, or as part of larger major schemes funded by central government.

Road Safety Outside Schools Schemes

- 9.8. Surrey County Council has a "[Road Safety Outside Schools](#)" policy, which sets out a process to investigate concerns over road safety or barriers to walking, wheeling, push scooting or cycling on the roads in the vicinity of schools. At the time of writing, there have been visits to over 160 school sites (there are approximately 500 schools in Surrey in total) resulting in suggestions for highway improvements at over 50 schools. The assessments are ongoing with new schemes being conceived on an ongoing basis.
- 9.9. Additional funding of £1million per year for three years was announced by the County Cabinet Member in July 2022 for investment in these schemes. Further schemes are being implemented using CIL funding and from funding allocated by local members. The schemes include signalised crossings, zebra crossings, traffic calming, footway widening and parking controls. This investment will also be used to implement Surrey's first pilot "School Street" during the academic year 2024/2025.

A25 Dorking to Reigate Department for Transport Safer Roads Fund

- 9.10. The Department for Transport have provided a £1.8 million grant to reduce the risk of collisions resulting in injury (especially fatal or serious injury) along the 8.4km route of the A25 between Dorking and Reigate. The proposals seek to address deficiencies in the safety "star-rating" of the highway infrastructure using the iRAP assessment process provided by the [Road Safety Foundation](#). The scheme consists of the following main elements that will be implemented by the end of the financial year 2024/25:
- Speed management measure including average speed cameras and a new lower 30 mph speed limit in Dorking.
 - Improvements for pedestrians and cyclists within Dorking and Reigate.
 - An improvement to the junction with Brockham Lane.

- Protecting roadsides using raised-rib edge of carriageway line markings, and high containment kerbs.
- Central hatching to separate opposing flows of traffic to reduce the risk of head on collisions.

Road Safety Audit

- 9.11. Surrey County Council's road safety engineering team undertake typically 200 road safety audits of highway schemes of various sizes each year and will continue to provide this service. A road safety audit is a systematic process for checking the road safety implications of highway improvements and new road schemes. The process is vital for ensuring that the risk of road collisions and their severity is minimised whenever a new road scheme is designed, built, and comes into use.

Healthy Streets Design Guide

- 9.12. The [Healthy Streets for Surrey](#) design guide was published in May 2023 for developers to follow. We will use the guide to encourage developers to raise the standard of street design, creating streets which are safe, support active travel, green, beautiful, and resilient.

Highway Improvement Programmes and Maintenance

- 9.13. Surrey County Council have a range of highway improvement and maintenance programmes to meet the objectives of the County Council's Local Transport Plan 4 (to make journeys across the county easier, more predictable, and safer), summarised below:

- 9.14. **Local Cycling and Walking Infrastructure Plans** Local Cycling and Walking Infrastructure Plans (LCWIPs) are ten-year plans for investing in walking and cycling. Surrey County Council is working on developing an LCWIP for all of Surrey's 11 District and Boroughs by the end of 2023. These plans will then form the basis for bidding for investment in infrastructure from Active Travel England. More information can be found here: [Active Travel Fund for roads and pavements - Surrey County Council \(surreycc.gov.uk\)](#)

- 9.15. **Integrated Transport Schemes** In February 2022 Surrey County Council Cabinet established an Integrated Transport Scheme budget of £3million per year to allow County Councillors to nominate highway improvements in their Division in response to local concerns. More information on schemes to be delivered during 2024/25 can be found here: [Countywide ITS Fund Cabinet Member Report - Sept 2023.pdf \(surreycc.gov.uk\)](#)

- 9.16. **Local Street Improvements** Surrey County Council is developing a programme of local street improvements. The aim is to plan, design and create

safer, healthier, and more attractive local environments that encourage more walking, wheeling and riding and increase opportunities to live and work locally. More information can be found here: [How we will be making improvements to streets in your area - Surrey County Council \(surreycc.gov.uk\)](https://www.surreycc.gov.uk/transport/roads/roadworks-and-maintenance)

9.17. **Major Transport Schemes** Surrey County Council is working on several multi-million-pound major transport projects. More information can be found here: [Major transport projects - Surrey County Council \(surreycc.gov.uk\)](https://www.surreycc.gov.uk/transport/roads/roadworks-and-maintenance)

9.18. **Maintenance of Highway infrastructure** Surrey County Council is responsible for maintaining approximately 3,000 miles of roads, with 2 million trees on the highway network, 90,000 street and sign lights, and 1,800 bridges or structures carrying or crossing roads or rights of way. The County Council is also responsible for maintaining drainage, maintaining and cutting verges, hedges and maintaining non-illuminated bollards and signs. Detailed Information on how Surrey County Council undertakes this work can be found on the County Council's website here: [Roadworks and maintenance - Surrey County Council \(surreycc.gov.uk\)](https://www.surreycc.gov.uk/transport/roads/roadworks-and-maintenance)

We will make our roads and streets safer by:

- Hosting Road Safety Working Groups every six months for each of Surrey's Boroughs and Districts to identify and diagnose road safety problems and develop solutions for the worst collision hotspots throughout the County.
- Implementing low-cost highway improvement schemes with the greatest potential for reducing road collisions using an annual budget of £200,000.
- Implement a £3million programme of "Road Safety Outside School" infrastructure schemes to improve road safety and overcome barriers to more walking, wheeling, push scooting and cycling for school journeys.
- Implement the £1.8 million A25 Dorking to Reigate Department for Transport Safer Roads Fund Scheme by the end of the financial year 2024/25.
- Continue to undertake road safety audits of all new highway schemes.
- Promote the use of the new Healthy Streets for Surrey design guide by developers.
- Continue to implement highway improvement and maintenance programmes with the aim of making journeys across the county easier, more predictable, and safer.

10. Safe Vehicles

Introduction

- 10.1. As a result of improvements in design standards and advances in technology a range of secondary safety features have been introduced in vehicles to reduce the risk and severity of collisions. As well as improving the safety of vehicle occupants these advances have also helped to reduce the risk of injury to vulnerable road users that may be impacted by a collision.
- 10.2. It is essential that we ensure that vehicles that use Surrey's Road network meet the correct road safety and environmental standards. We will do this by educating drivers and businesses, so they know how to check and maintain their vehicles, and through enforcement of the correct standards.

Our Ambition for Safe Vehicles:

- Vehicles in Surrey will be well maintained and designed to reduce the harm to road users in the event of a collision.
- People and businesses using vehicles on Surrey's roads will know how to check and maintain their vehicles.
- More vehicles will pass the annual MOT test at first presentation.

Education

- 10.3. Surrey RoadSafe will use media and communications campaigns to educate drivers on the vehicle safety checks that they should be undertaking, and how to do them. For example, we will highlight additional vehicle checks that drivers should undertake during periods of bad weather. This will include public engagement events in collaboration with partner agencies.
- 10.4. We will promote the [Tyre-Safe](#) and [Driving for Better Business](#) initiatives that provide advice on checking and maintaining vehicles and vehicle fleets, and will signpost parents to guides on purchasing and fitting child car seats correctly.

Enforcement

- 10.5. All Surrey Police Officers have the capability and training to carry out safety checks on vehicles being used on the roads including checking tyres, lights and insurance. Such checks can be carried out as part of each officer's normal patrol duty or as part of specific road traffic operations.
- 10.6. Surrey Police's Vanguard Road Safety Team, Roads Policing Unit and Surrey RoadSafe's Casualty Reduction Officers have extra powers to immediately

prohibit any vehicle presenting specific dangerous defects from being driven on a road. The Surrey RoadSafe social media channels will be used to highlight such cases to make road users aware of the enforcement taking place to act as a deterrent.

- 10.7. In addition to this, additional checks on goods vehicles can be facilitated through the Police Commercial Vehicle Unit separately or in conjunction with the DVSA (Driver and Vehicle Standards Agency) at compliance check events at several sites in Surrey. These events will look at roadworthiness, load security, licensing, and driver hours.

We will improve the safety of vehicles by:

- Undertaking media and publicity campaigns to educate drivers on the vehicle safety checks that they should be undertaking, especially during bad weather.
- Undertake public engagement events to educate and show drivers how to undertake vehicle checks.
- Promoting the [Tyre-Safe](#) and [Driving for Better Business](#) initiatives and signposting parents to guides on buying an fitting child car seats correctly.
- Enforcement of correct vehicle maintenance and safety standards by Surrey Police officers, especially the specialist Vanguard Road Safety Team, Roads Policing Unit and Surrey RoadSafe's Casualty Reduction Officers.
- Using the Surrey RoadSafe social media channels to highlight examples of enforcement of vehicles maintenance and safety issues, to educate and act as a deterrent to other motorists.

11. Post Collision Response

Introduction

11.1. Once a collision has occurred, our strategy for improving our post collision response focuses on the following main themes:

- Fast response
- Investigation
- Care for victims

Our Ambition for Post Collision Response:

- There will be a fast and effective multi-agency response to collisions
- Fatal collisions and the most serious collisions are investigated in detail, and any findings acted on
- Collision victims and their families are supported.

Fast Response

11.2. Once a collision has occurred, getting to it quickly is vital to reduce the risk of death and to care for those seriously injured. We will use the methodology published by the National Fire Chiefs Council to identify locations of higher risk by type of road, so that the emergency services can ensure that they have the most appropriate resources in the right places to ensure a swift response.

11.3. We will also promote the use of the eCall crash notification scheme. This works by an eCall equipped car establishing a connection with the emergency services when it has been involved in a collision. The system can also be activated by pushing a button in the vehicle which can be used by the occupants or bystanders, even if it's the eCall system in an unaffected vehicle. This aids in alerting emergency services quickly even when the location is unknown, and drastically cuts response times.

11.4. After arriving at an incident Surrey Fire and Rescue Service will continue to use the latest technology and operational procedures to ensure a swift and safe extrication of a casualty.

11.5. We will undertake media and communications work to provide advice to drivers on what to do to allow emergency vehicles to pass by safely and efficiently. We will also provide advice to road users on what to do in the event of a collision before emergency services arrive.

Investigation

- 11.6. Surrey Police will undertake detailed investigation of fatal and very serious collisions. This will highlight any immediate need to rectify defects in the highway infrastructure that might have contributed to the incident. These will then be rectified urgently by Surrey County Council on local roads, or by National Highways on the strategic road network.
- 11.7. In the longer term more substantial highway safety schemes will be implemented if any fatal or serious collision is part of a pattern of similar incidents at the same location or on the same stretch of road through the Road Safety Working Group process described in section 9.

Care for Victims

- 11.8. Road collisions resulting in death or injury have a devastating impact on victims, families, friends, and co-workers. Surrey Police will supply a specifically trained and dedicated Family Liaison officer to all Fatal Road Traffic Collisions. This will provide support and guidance throughout all stages of an investigation including up to criminal trial and/or coronal inquest. We will provide information to bereaved families to highlight support that is available to them from organisations such as Brake and Road Peace.

We will improve our post collision response by:

- Undertaking risk assessment using the National Fire Chief's Council guidelines to identify locations of higher risk so that emergency services can ensure that they have the most appropriate resources in the right places.
- Promote the use of the eCall crash notification scheme.
- Fire and Rescue Service will continue to use the latest technology and operational procedures to ensure a swift and safe extrication of a casualty.
- Providing advice and information to motorists on how to let emergency vehicles pass by safely and efficiently.
- Providing advice to road users on what to do in the event of a collision before emergency services arrive.
- Surrey Police will investigate fatal and very serious collisions in detail. Any highway defects that might have contributed to any such incident will be rectified urgently.

- Surrey Police will supply a specifically trained and dedicated Family Liaison officer to all Fatal Road Traffic Collisions and will provide information to bereaved families on the support that might be available to them from organisations such as Brake and Road Peace.

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Annex A: Actions, Roles and Responsibilities

Actions	Responsible Organisation						Safe System Component				
	Surrey RoadSafe	Surrey Police	Surrey Police and Crime Commissioner	Surrey County Council	Surrey Fire and Rescue Service	National Highways	Safe Speeds	Safe Road Users	Safe Roads and Streets	Safe Vehicles	Post Collision Response
We will develop summary data reports/factsheets	✓						✓	✓	✓	✓	✓
We will renew Surrey RoadSafe	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Adopting a new more flexible approach to 20 mph speed limits				✓			✓				
Reviewing all 60 mph national speed limits on rural roads in Surrey and replacing them with a lower limit where appropriate by the end of 2028				✓			✓				
Maintaining speed management plans for all of Surrey's eleven Districts and Boroughs.	✓	✓		✓			✓				
Targeting the top high priority speeding and casualty problem sites that have been identified through the speed management plan process. The list will be reviewed on an ongoing basis.	✓	✓		✓			✓	✓			

Actions	Responsible Organisation						Safe System Component				
	Surrey RoadSafe	Surrey Police	Surrey Police and Crime Commissioner	Surrey County Council	Surrey Fire and Rescue Service	National Highways	Safe Speeds	Safe Road Users	Safe Roads and Streets	Safe Vehicles	Post Collision Response
Undertake media and publicity campaign work to highlight the risks and implications of driving too fast.	✓						✓	✓			
Continuing to provide comprehensive enforcement of road traffic laws following the NPCC campaign calendar and operations targeting the “Fatal Five” by a range of police teams, supported by media and publicity.	✓	✓					✓	✓		✓	
Provide additional advice and guidance on how to submit quality video footage to aid prosecutions of third-party reporting of traffic offences.	✓	✓						✓			
Continuing to provide a range of National Driver Offender Rehabilitation courses in place of the usual penalty for a range of road traffic offences.	✓	✓					✓	✓			
Expanding Feet First Walking Training so that the training is provided to 75% of year three children (aged 7-8) annually (10,000 children) by 2030, subject to funding.				✓				✓			

Actions	Responsible Organisation						Safe System Component				
	Surrey RoadSafe	Surrey Police	Surrey Police and Crime Commissioner	Surrey County Council	Surrey Fire and Rescue Service	National Highways	Safe Speeds	Safe Road Users	Safe Roads and Streets	Safe Vehicles	Post Collision Response
Work with the Bikeability Trust to agree a plan for expanding Bikeability Level 2 courses so that the training is provided to 80% of children before they leave primary school.				✓				✓			
Review our secondary school-based road safety drama workshops in light of soon to be published government guidance.				✓				✓			
Offer DriveFIT pre driver road safety education course across Surrey's Sixth Forms and Colleges.					✓			✓			
Continue to provide Bikesafe motorcycle training courses.		✓						✓			
Hosting Road Safety Working Groups every six months for each of Surrey's Boroughs and Districts to identify and diagnose road safety problems and develop solutions for the worst collision hotspots throughout the County.				✓					✓		
Implementing low-cost highway improvement schemes with the greatest potential for reducing road collisions using an annual budget of £200,000.				✓					✓		

Actions	Responsible Organisation						Safe System Component				
	Surrey RoadSafe	Surrey Police	Surrey Police and Crime Commissioner	Surrey County Council	Surrey Fire and Rescue Service	National Highways	Safe Speeds	Safe Road Users	Safe Roads and Streets	Safe Vehicles	Post Collision Response
Implement a £3million programme of “Road Safety Outside School” infrastructure schemes to improve road safety and overcome barriers to more walking, wheeling, push scooting and cycling for school journeys.				✓					✓		
Implement the £1.8 million A25 Dorking to Reigate Department for Transport Safer Roads Fund Scheme by the end of the financial year 2024/25.				✓					✓		
Continue to undertake road safety audits of all new highway schemes.				✓					✓		
Promote the use of the new Healthy Streets for Surrey design guide by developers.				✓					✓		
Continue to implement highway improvement and maintenance programmes with the aim of making journeys across the county easier, more predictable, and safer.				✓					✓		
Undertaking media and publicity campaigns to educate drivers on the vehicle safety checks that they should be undertaking.	✓					✓				✓	

Actions	Responsible Organisation						Safe System Component				
	Surrey RoadSafe	Surrey Police	Surrey Police and Crime Commissioner	Surrey County Council	Surrey Fire and Rescue Service	National Highways	Safe Speeds	Safe Road Users	Safe Roads and Streets	Safe Vehicles	Post Collision Response
Undertake public engagement events to educate and show drivers how to undertake vehicle checks.	✓					✓				✓	
Promoting the Tyre-Safe and Driving for Better Business initiatives and signposting parents to guides on buying an fitting child car seats correctly.	✓									✓	
Enforcement of correct vehicle maintenance and safety standards by Surrey Police officers, especially the specialist Vanguard Road Safety Team, Roads Policing Unit and Surrey RoadSafe's Casualty Reduction Officers.	✓	✓								✓	
Using the Surrey RoadSafe social media channels to highlight examples of enforcement of vehicles maintenance and safety issues, to educate and act as a deterrent to other motorists.	✓									✓	
Promote the use of the eCall crash notification scheme					✓						✓

Actions	Responsible Organisation						Safe System Component				
	Surrey RoadSafe	Surrey Police	Surrey Police and Crime Commissioner	Surrey County Council	Surrey Fire and Rescue Service	National Highways	Safe Speeds	Safe Road Users	Safe Roads and Streets	Safe Vehicles	Post Collision Response
Surrey Police will supply a specifically trained and dedicated Family Liaison officer to all Fatal Road Traffic Collisions and will provide information to bereaved families on the support that might be available to them from organisations such as Brake and Road Peace.		✓									✓

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Annex B: Surrey County Council's New Approach to 20 mph Limits

1. Overarching Principles

1.1. We want to allow greater flexibility to implement 20 mph speed limits. The aim is to have a more flexible policy, (not a blanket approach), that will facilitate the implementation of 20 mph schemes focussing on Surrey's residential areas, town centres, village centres and near schools. This is because lower speeds (especially where there are more people walking, wheeling, and cycling) will provide a range of benefits including:

- Reduced risk and severity of collisions, especially for people walking, wheeling and cycling
- Making places easier and more pleasant to walk, wheel and cycle
- Reduced noise and air pollution

1.2. Our approach has been developed with consideration to the following principles:

- The views of local people should be gathered and presented to the local County Councillor whose approval will be required before proceeding.
- The police will always be consulted and their views considered carefully by Officers and the local County Councillor before deciding to proceed.
- We do not advocate a blanket approach and recognise that some main roads could remain at 30 mph.
- We will only implement 20 mph speed limits that are predominantly self-enforcing and therefore retain credibility with motorists. Therefore, if necessary, where existing speeds are higher, we will use highway engineering and traffic calming to get speeds down.
- There should be no expectation that the police would be required to provide additional enforcement across Surrey's road network over existing levels to make any new 20 mph limits work.
- Any new speed limit will be evaluated to check how successful it has been in reducing speeds, and if necessary further supporting measures will be considered to improve compliance.

1.3. The new policy very much aligns with new central government guidance on 20 mph speed limits contained within [Circular 01/2013](#). This was updated in March 2024 as part of the Department for Transport's "[Plan for Drivers](#)". This update states the following:

Excerpt from Department for Transport Circular 01/2013 (updated March 2024)

Traffic authorities should only consider 20mph limits:

- over time
- with consideration of the safety case; and
- with local support on:
 - major streets where there are – or are likely to be – significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic
 - residential streets in cities, towns and villages, particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable

Where new speed limits are introduced, they should be in places where the majority of drivers will comply with them. General compliance needs to be achievable without an excessive reliance on enforcement.

2. Types of Roads Where 20 mph Could be Implemented

- 2.1. In urban areas (with a system of streetlighting) 20 mph speed limits could be considered for any road, though it is recognised that some primary streets (as defined by the [Healthy Streets for Surrey](#) design guide) could remain as 30 mph, and some cases 40 mph might remain appropriate for some main roads. High Streets, residential areas and the roads near schools are the locations where 20 mph speed limits would be particularly desirable to make it safer, easier, and more pleasant for people walking, wheeling or cycling.
- 2.2. Careful consideration should be given to providing consistency of speed limit over a wider area of similar roads – for example, it would not be cost effective to implement a 20 mph speed limit only on the road immediately outside a school if there are many similar adjoining roads in a residential area that children are travelling on to get to the school. Instead, consideration should be given to implementing the 20 mph speed limit on similar roads across the same residential area. This would depend on speed surveys to inform upon the viability of a wider 20 mph area, and will be decided on a case by case basis.
- 2.3. In rural villages, 20 mph speed limits could be considered for village centres. However, this might not be feasible for some more strategic roads that carry large volumes of traffic, especially heavier good vehicles, if the existing speeds are above 28 mph. This is because traffic calming would ordinarily be required

to get the speeds down successfully, but traffic calming on strategic roads is not always acceptable, especially if there are residential properties nearby that could be affected by the noise and vibration caused by large numbers of larger vehicles traversing traffic calming features. It should not be expected that enforcement could be used instead to get the speeds down.

- 2.4. For some sites it might be helpful to consider a “buffer” of 30 mph limit from a higher speed limit prior to the 20 mph speed limit. A 20 mph speed limit could be considered for rural narrow country lanes where the existing speeds are compliant with the thresholds described below.

3. Existing Speed Thresholds for New 20 mph Speed Limits

- 3.1. New 20 mph speed limits using signs alone will be allowable if the existing mean average speeds are 24 mph or less. This is because the implementation of the new lower limit is very likely to be successful in bringing speeds down to a level close to the new 20 mph limit.
- 3.2. If the existing mean average speeds are between 25 mph and 28 mph, then “light touch” supporting measures will be required to ensure that vehicle speeds are reduced successfully. These could consist of (but not limited to), additional speed limit carriageway roundels, electronic vehicle activated signs and enhanced speed limit gateways. The combination of the new lower limit and the additional supporting measures are very likely to be successful in bringing speeds down to a level close to the new 20 mph limit.
- 3.3. If the existing mean average speeds are greater than 28 mph then physical engineering measures will be required to ensure that vehicle speeds are reduced successfully. These could consist of (but are not limited to), traffic calming in the form of humps, cushions, raised road tables, road narrowing, chicanes and priority give way pinch points. In some cases, a narrowing of the road using segregated cycle tracks could achieve the speed reduction required to support a new lower 20 mph speed limit.

4. Length of Speed Limit

- 4.1. Ordinarily the minimum length over which a speed limit should apply would be 600m. This is to ensure that there are not too many changes in speed limit over a short length of road that would otherwise be confusing to motorists when travelling through at faster speeds. However shorter stretches of 20 mph limit or 30 mph limit (to a minimum of 300m long), will be allowed because these changes in speed limit will be more obvious to motorists when travelling at lower speeds. This will provide greater flexibility to introduce shorter stretches of 20 mph or shorter “buffers” of 30 mph on the approach to new 20 mph limits from higher speed limits.

5. Speed Surveys

- 5.1. Speed surveys will be required to assess the feasibility of implementing a new 20 mph speed limit on a road or a series of roads. Speed surveys might not be necessary on all the roads across a residential area if a smaller number of the faster roads can be selected as being representative of the area (if the threshold is met on the faster road, then it will certainly be met on the other similar slower roads). There might be some cul-de-sacs, narrower roads, and roads where there is extensive parking where the speeds might be obviously slower where additional surveys will not be necessary.

6. Consultation

- 6.1. We believe it is important that local people are fully aware of any proposals to introduce new 20 mph speed limits on the streets where they live. With any new speed limit there is a legal requirement to display notices on-street and in local newspapers to make people aware of the proposals so that they can provide comments. We will go over and above these legal minimum requirements and will use best practice techniques to ensure that local residents can have their say on proposals for 20 mph schemes, with the local County Councillor involved at all stages. As with all speed limit proposals the police will be consulted, and their views recorded and considered carefully before deciding whether to proceed or not. The Council's [Consultation and Engagement for Highway Improvements and Safety Schemes guide](#) describes good practice that will be used to ensure all views on proposed changes receive due consideration.
- 6.2. Further details on the process we will use to consult on individual 20 mph schemes will be developed in due course to be consistent with expectations we are setting across other forms of engagement and will be developed taking into account the views of Partners. Options could include installing large temporary posters on the roads affected, through dissemination of information on the proposals through local social media, via schools if applicable, and through posting of leaflets to the properties fronting the affected roads. Local people will be able to provide comments via an online portal, or through posting their comments back to the County Council. For larger schemes consideration could be given to holding face to face public engagement events if desired by the County Councillor, and police road safety specialists would also be invited to attend.

7. Evaluation

- 7.1. Following the implementation of a new 20 mph speed limit, follow up surveys of speeds will be undertaken to check on the success of the scheme in reducing speeds at least three months after implementation. If the average mean speeds are not reduced to 24 mph or less, then further supporting measures should be

considered to improve compliance with the speed limit. An alternative might be to return the speed limit back to the original level if the compliance is particularly bad, and if there is no desire for additional supporting measures such as traffic calming. There should be no expectation that the police will be able to provide additional enforcement to make a new speed limit work.

8. Exceptions

8.1. On occasion there may be some examples where there may be good reasons to implement a lower 20 mph speed limit that does not quite comply precisely with all the requirements described above. In such cases where Officers or the local County Councillor would like to apply an exception to the above rules, then the proposal can be submitted to the Cabinet Member responsible for road safety to take the final decision. The Cabinet Member will consider the views of Officers, the local County Councillor, and the police alongside the results of public consultation before deciding on the way forward.

9. Funding

9.1. Surrey County Council has a range of budgets and programmes of highway improvements that could be utilised for implementing new 20 mph speed limits:

- Central Road Safety Scheme budget
- Central Road Safety Outside Schools budget
- Funding from Active Travel England for cycling or walking schemes
- Integrated Transport Scheme budget for Local County Councillors to nominate highway improvement schemes in their Division
- County Councillor individual highway allocations
- Local Street Improvements programme
- Major Transport Schemes
- Funding from property developers as a condition of planning consent
- Community Infrastructure Levy

Annex C: Speed Management Measures

Traffic Calming

These are measures designed to slow drivers down by physically restricting vehicles and making it uncomfortable for drivers and passengers if their vehicle is driven too fast.

Vertical traffic calming can consist of speed cushions, humps and raised road tables. Horizontal traffic calming can consist of road narrowing, priority give way pinch points and chicanes.

Traffic calming is very effective at reducing speeds in 30 miles per hour or 20 miles per hour speed limit areas but cannot be used on higher speed limit roads. Vertical traffic calming is not usually considered for more strategic routes with larger volumes of traffic and heavy goods vehicles where the road is close to residential properties because of the possibility of noise and vibration.

Traffic calming in a 30 mph speed limit has to be illuminated so as not to cause a hazard in itself at night-time. Traffic calming in a 20 mph zone does not need to be illuminated,

Permanent Safety Camera Enforcement

Permanent safety cameras are considered at locations where there has been a long-term problem with drivers speeding that has not been possible to solve through other means, and where traffic calming measures are infeasible. There are several types of safety camera:

Average speed cameras are used to encourage compliance with the speed limit over a longer length of road. The cameras are deployed to measure the time at which a vehicle enters and exits a zone to work out the average speed. They are usually deployed at locations where there are few entry and exit points and no stop or give way lines within the zone.

Spot speed cameras are used to encourage compliance with the speed limit over a shorter stretch of road in the immediate vicinity of the camera. These are also used on sections of motorway in Surrey to provide enforcement of the variable speed limit and "red x".

Combined speed and red-light violation cameras are deployed at junctions where both speeding drivers and drivers failing to comply with red traffic signals are a problem.

The policy on the use of speed cameras (agreed by Surrey Police and Surrey County Council) was approved by the County Council [Cabinet in September 2021](#).

Police Enforcement

Safety camera vans are used to deter speeding at sites that require regular enforcement, and where there is room at the side of the road to position the vehicle. Where there isn't room for a camera van, the police are able to provide enforcement using hand-held laser equipment.

Enforcement of speeding is also regularly undertaken via patrol cars, along with enforcement of other driving offences such as driving while under the influence of drink or drugs, careless or inconsiderate driving, dangerous driving, driving while using a mobile phone, and document offences. Enforcement is now also being undertaken via police officers using pedal cycles too.

Vehicle Activated Signs

These are electronic signs that light up to warn drivers of hazards or to remind them of the speed limit if they are approaching too fast.

As of 2023, there are approximately 650 VAS in Surrey including on the approach to almost all our speed cameras. Monitoring shows VAS helps drivers keep to the speed limit and this effect is on-going.

Community Speed Watch This is a scheme managed by Surrey Police to allow volunteers to monitor the speed of passing vehicles using a hand-held speed detection device. The volunteers record the details of speeding vehicles, and then the police will issue a letter to the vehicle owner, advising them of the dangers of speeding, and reminding them of the law. Further action may be undertaken by the police for repeat offenders. Training and equipment are provided by the police who will also undertake an assessment of suitable locations for the volunteers to operate from.

Annex D: Priority Schemes 2023 to 2025

Highway improvements

Schemes implemented in 2023

- B2032 Pebble Hill Road junction with Headley Common Road, Headley, junction improvement implemented in June 2023.
- A247 Clandon Road junction with A3 slip road, West Clandon, junction improvement implemented in February 2023.
- A31 Farnham Bypass speed limit reduction, Wrecclesham, implemented in July 2023.

Schemes implemented during the financial year 2023/24

- A2044 Woodhatch Road, Reigate, traffic calming scheme
- D6362 Mustard Mill Road, Staines, traffic calming scheme

Due for implementation in during financial year 2024/25

- B377 Feltham Road, Ashford, traffic calming scheme
- Middle Street Brockham, traffic calming scheme
- B2032 Outwood Lane, traffic calming scheme
- A217 Brighton Road, Banstead – speed limit reduction (60 mph to 40 mph)
- B311 Red Road and B3015 The Maultway, Lightwater, speed limit reduction (50 mph to 40 mph)
- B2234 New Inn Lane, Park Lane, Merrow Lane, Guildford, speed limit reduction (various)
- A22 Caterham Bypass, speed limit reduction (various)
- B3001 Milford Road, Elstead, raised zebra crossing
- B3001 Milford Road and Thursley Road, Elstead, development of a traffic calming scheme for implementation in future years subject to funding
- Fairmile Lane, Cobham, development of a traffic calming scheme for implementation in future years subject to funding

Safety Camera Schemes

Schemes implemented in 2023 or 2024

- A217 Dover's Green Road, near junction with Dover's West. Spot speed camera implemented in February 2023
- A322 Bracknell Road junction with New Road, combined speed and red-light camera upgrade implemented in March 2024

Due for completion during the first half of the financial year 2024/25

- B374 Brooklands Road, Weybridge. Average speed camera enforcement from Wellington Way to Hanger Hill

- B374 Brooklands Road, Weybridge. Average speed camera enforcement from Wellington Way to Byfleet Road
- A23 Horley Road, Earlswood. Spot speed camera enforcement adjacent to junction with Prince Albert Square
- A25 Shere Road, Newlands Corner. Average speed camera enforcement from Newlands Corner to Sherbourne
- B382 Old Woking Road, Sheerwater. Average speed camera enforcement from Pyrford Common Road to Sheerwater Road roundabout
- A281 Birtley Road, Bramley. Average speed camera enforcement from Park Drive to southern 30 mph boundary
- A308 Staines Road West junction with Chertsey Road, combined speed and red light camera upgrade

Due for implementation during the second half of the financial year 2024/25

- A25 Reigate Road between Dorking and Reigate. Average speed camera enforcement of 40 mph limit (DfT Safer Roads Fund Scheme)
- A24 Horsham Road between Dorking and Beare Green. Average speed camera enforcement.
- A283 Petworth Road, Witley. Average speed camera enforcement from junction of A286 Haslemere Road to Chichester Hall.
- A283 Petworth Road, Chiddingfold. Average speed camera enforcement from near junction with Skinners Lane to near junction with Turners Mead.

Annex E: Police Teams Working on Road Safety

Surrey RoadSafe

Safety Camera Team: Responsible for the enforcement of speed, red light and “red x” offences recorded by static cameras across the county, as well as speed offences recorded by three Mobile Enforcement Officers. The team processes the offences and associated correspondence, prepares court files where necessary and includes specialist enquiry officers to investigate individuals who choose to frustrate or obstruct the process.

Divisional Casualty Reduction Officers: Two police officers per division, provide a dedicated Casualty reduction enforcement and education resource, capable of being tasked to support local neighbourhood command with casualty reduction initiatives and speed management plan sites.

Central Casualty Reduction Officers: Focused on fatal five enforcement at mainly priority speed sites, identified from the speed management plan process. In addition, they also support the NPCC campaigns with targeted enforcement and engagement.

Mobile Enforcement Officers: Three police staff with designated powers operating speed detection equipment within a Mobile Enforcement Van. Strategically positioned at designated sites throughout Surrey which are collaboratively identified by Surrey Police and Surrey County Council from the speed management plan.

Surrey Police

All Surrey’s Police Officers will contribute to enforcement of road traffic law to improve road safety. There are several teams in Surrey Police who have a dedicated remit to enforce road traffic law, improving road safety and reducing road casualties, described below.

Traffic Management Officers: Have delegated authority to be the point of contact between National Highways, Local Authorities and Divisions/Districts regarding Traffic Regulation Orders, Highway works, events, planning and new road schemes. Provide appropriate advice and consultation at speed management plan meetings and road safety working group meetings.

Road Policing Unit (RPU): A collaborated function across both Surrey and Sussex Police areas. Their role has three core responsibilities: responding to emergencies on the road including killed or seriously injured (KSI) collisions, reducing killed or seriously injured collisions through fatal 5 enforcement and tackling criminals using our roads. They provide the force’s primary pursuit resolution capability and working alongside Tactical Firearms they are the forces primary capability to tackle organised crime group level criminality using the roads of Surrey. The Road Policing Unit has recently taken a lead role in introducing frequent proactive operations/ days of action across the force area to target the road traffic offences often linked to wider criminality. This aspect is key is a significant number of killed or seriously injured collisions are caused by criminals either carrying out serious offences or on their way to/from an offence.

The RPU alongside Vanguard also provide the force a capability to tackle Anti-Social behaviour on our roads which in turn leads to killed or seriously injured collision reduction.

Vanguard Road Safety Team: Two sergeants and ten police officers supported by a researcher to target the “Fatal Five” offences which contribute to killed or seriously injured collisions. They do this by delivering additional traffic enforcement, targeting specific collision hotspot locations around the county and by targeting specific individuals where information or intelligence suggests their driving causes a risk of harm to themselves and/or others. In addition, they provide a dedicated provision to assist in addressing vehicular based antisocial crime.

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Annex 5: Process for Engagement and Consultation on 20 mph Schemes

1: Desire for a 20 mph Scheme Established

This could be because of:

- Petition.
- Lobbying by local people or organisations.
- Road Safety Outside Schools assessment.
- Centrally funded road safety, active travel or local street improvements scheme.
- A request through planning permission consultations as a requested condition of planning consent.

2: Feasibility Work Undertaken on Options and Scope, and Need for Supporting Engineering Measures

- Speed surveys will need to be commissioned to establish existing speeds to ascertain the need for “light touch” supporting engineering measures, traffic calming or not.
- For centrally funded schemes, this would be funded centrally. For schemes that the local member would like to consider in response to lobbying from local people, this would usually need to be commissioned using the budget allocated to the local member for highway improvements.

3: Informal Engagement Plan, Materials and Activities

- Officers will consult with the local Divisional Member on the level of informal engagement required for the proposed scheme. In most cases it is expected that there will be a two-stage process consisting of an informal engagement phase followed by a statutory consultation phase. However, for some smaller, straightforward schemes, an informal engagement phase might not be necessary.
- An advantage of undertaking an informal engagement phase is that this would provide community insight that could assist County Councillors to decide on whether to support proceeding with a 20 mph scheme prior to the higher cost required for detailed design and the subsequent statutory consultation process.
- If an informal engagement phase is required then the proposals and options will be presented to local people for their comment and suggestions, usually over a period of four weeks. This would usually include the following, with the level of engagement activities being commensurate with the size of the scheme, and in agreement with the local Divisional Member:
 - a “Commonplace” webportal containing drawings and descriptions of the scheme proposals and questions for people to provide their views. Questions will be included to be able to distinguish between different stakeholder groups and where people live in relation to the proposed scheme.
 - Advertising of the webportal on social media.
 - Advertising of the webportal using posters on lamp columns and bus stops.
 - Advertising of the webportal through leaflet drops.
 - Media releases and news articles.
 - Direct notification of key stakeholder groups.
 - Dissemination of the proposals by the local Divisional Member(s).
 - Face to face engagement events could be considered for larger schemes in agreement with the local Divisional Member.
 - Careful consideration will be given towards methods of engaging with seldom heard people, depending on local circumstances and stakeholders.

4: Results of Informal Engagement Analysed and Presented to the Local Divisional Member

- The results will be analysed to show the views of the respondents, broken down by different stakeholder groups, and where people live in relation to the proposed scheme. The views of the police will be sought also.
- If necessary, Officers will present options for refining and amending the scheme in light of the comments received.
- The local Divisional Member will then decide whether to proceed or not with the next stage of formal statutory consultation on the preferred scheme. If necessary, further engagement work could be undertaken if the scheme needs to be significantly amended. If there is disagreement between Officers and local Divisional Member on whether to proceed or not, or with any suggested amendments to the scheme, then a decision can be referred to the Cabinet member by the Highways Engagement and Commissioning Manager. The scheme can also be referred to the Cabinet member if there is a request to proceed outside the parameters of speed limit policy.
- The results of the informal engagement and the decision will be published on the same webportal so that local people are kept informed.

5: Formal Statutory Consultation

- Following agreement with the local Divisional Member, the scheme proposals will be presented to the public (following the requirements of the Road Traffic Act 1984 & The Local Authorities Traffic Orders (Procedure) (England & Wales) Regulations 1996), to provide them with the opportunity to comment and formally object for a period of at least 21 days. This will usually include:
 - A “SurreySays” webportal containing drawings and a description of the scheme, with the opportunity for local people to provide their comments and formal objections.
 - Legal notices erected on site advertising the statutory consultation.
 - Notices published in the local newspaper advertising the statutory consultation.
 - A leaflet drop to affected residents to advertise the consultation.
- The feedback and objections to the formal statutory consultation will be presented to the local Divisional Member along with Officers comments and recommendations. It will then be up to the local Divisional Member to decide whether to proceed or not. If there is disagreement between Officers and local Divisional Member on whether to proceed or not, or with any suggested amendments to the scheme, then a decision can be referred to the Cabinet member by the Highways Engagement and Commissioning Manager. The scheme can also be referred to the Cabinet member if there is a request to proceed outside the parameters of speed limit policy.
- The results of the formal statutory consultation and the decision will be published on the same webportal so that local people are kept informed.

ANNEX 6: EQUALITIES IMPACT ASSESSMENT

Did you use the EIA Screening Tool?

Yes

1. Explaining the matter being assessed

Is this a:

- A new strategy

Summarise the strategy, policy, service(s), or function(s) being assessed. Describe current status followed by any changes that stakeholders would experience.

Describe the change being assessed in plain English. Give your rationale for writing the EIA. Identify the key stakeholders affected by this change, including residents and staff. Consider what evidence you have gathered on the impact of your proposals.

Fatal and serious collisions have not reduced in Surrey over recent years, and our previous road safety strategy has expired. Therefore, the Surrey RoadSafe Partnership consisting of Surrey County Council (including Surrey Fire and Rescue Service), Surrey Police, the Police and Crime Commissioner for Surrey, and National Highways have collaborated to develop our new strategy. Our vision is for there to be zero fatalities or serious injuries on Surrey's roads by 2050. To work toward this 2050 vision, we have set a new target to reduce fatal and serious road casualties by 50% by 2035 (compared with a combined 2019 and 2022 baseline average). This target will be challenging for us to meet, so to be successful we will need to work together even more effectively, do some things differently, do more of the things we know that work and if necessary, implement new initiatives. It will be vital for this to be underpinned by effective data analysis and research. The Strategy describes how we intend to do this.

Throughout the world and across the UK, governments, local authorities, and police forces are adopting the latest best practice Vision Zero and Safe Systems approach to road safety. This best practice approach, the recent update to the Highway Code, and Surrey County Council's Local Transport Plan 4 all highlight the need to prioritise the needs of people walking, wheeling and cycling. This will improve road safety, support active travel, and will protect the most vulnerable so that no-one is left behind. Therefore, the implementation of this strategy will have an impact on many protected characteristics.

How does your service proposal support the outcomes in [the Community Vision for Surrey 2030](#)?

Improving road safety and enhancing residents' confidence to walk, wheel or cycle (including school journeys) will contribute to the objectives of Surrey County Council's Local Transport Plan 4 and contribute to National Highway's Strategic Plan vision of connecting the country safely and reliably by reducing the congestion associated with road collisions. It will also reduce carbon emissions, air and noise pollution, thus supporting the objectives of Surrey's Climate Change Strategy. It will improve the health and wellbeing of people living in Surrey and using Surrey's roads thus supporting the objectives of Surrey's Health and Wellbeing Strategy for improving community safety.

Specify which of the ten Vision outcomes this work is linked to.

*The new Vision Zero Road Safety Strategy and new 20 mph speed limit policy will contribute to **growing a sustainable economy so everyone can benefit** because fewer road collisions will make road journeys more reliable, and this will support the prosperity of Surrey's businesses. It will also contribute to **tackling health inequality**, as research and evidence demonstrate a link between greater road risk and deprivation. It will also contribute to **enabling a greener future**, because making walking, wheeling, and cycling safer and more pleasant in place of using motor vehicles will reduce carbon emissions and air pollution, including that derived from congested motor vehicle traffic when collisions occur. The new road safety strategy includes road safety training and opportunities for local people to contribute to improving road safety, for example, Community Speed Watch, thus **empowering communities**.*

Our ambitions for people are:

- *Children and young people are safe and feel safe and confident.*
- *Everyone benefits from education, skills and employment opportunities that help them succeed in life.*
- *Everyone lives healthy, active, and fulfilling lives, and makes good choices about their wellbeing.*

Our ambition for Place are:

- *Journeys across the county are easier, more predictable, and safer.*
- *Well-connected communities, with effective infrastructure, that grow sustainably.*

Are there any specific geographies in Surrey where this will make an impact?

- *County-wide*

Assessment team – A key principle for completing impact assessments is that they should not be done in isolation. Consultation with affected groups and stakeholders needs to be built in from the start, to enrich the assessment and develop relevant mitigation.

Detail here who you have involved with completing this EIA. For each include:

- *Name Duncan Knox & Rebecca Harrison*
- *Organisation Surrey County Council*
- *Role on the assessment team Principal authors of the EIA*

2. Service Users / Residents

Who may be affected by this activity?

There are 9 protected characteristics (Equality Act 2010) to consider in your proposal. These are:

1. Age including younger and older people
2. Disability
3. Gender reassignment
4. Pregnancy and maternity
5. Race including ethnic or national origins, colour or nationality
6. Religion or belief including lack of belief
7. Sex
8. Sexual orientation
9. Marriage/civil partnerships

Though not included in the Equality Act 2010, Surrey County Council recognises that there are other vulnerable groups which significantly contribute to inequality across the county and therefore they should also be considered within EIAs. If relevant, you will need to include information on the following vulnerable groups (Please **refer to the EIA guidance** if you are unclear as to what this is).

- Members/Ex members of armed forces and relevant family members (in line with the Armed Forces Act 2021 and [Statutory Guidance on the Armed Forces Covenant Duty](#))
- Adult and young carers*
- Those experiencing digital exclusion*
- Those experiencing domestic abuse*
- Those with education/training (literacy) needs
- Those experiencing homelessness*
- Looked after children/Care leavers*
- Those living in rural/urban areas
- Those experiencing socioeconomic disadvantage*
- Out of work young people)*
- Adults with learning disabilities and/or autism*
- People with drug or alcohol use issues*
- People on probation
- People in prison
- Migrants, refugees, asylum seekers
- Sex workers
- Children with Special educational needs and disabilities*
- Adults with long term health conditions, disabilities (including SMI) and/or sensory impairment(s)*
- Older People in care homes*
- Gypsy, Roma and Traveller communities*
- Other (describe below)

(*as identified in the Surrey COVID Community Impact Assessment and the Surrey Health and Well-being Strategy)

Equality Impact Assessment

Age including younger and older people.

Describe here the considerations and concerns in relation to the programme/policy for the selected group.

Details on the service users/residents that could be affected.

Both younger and older people are positively impacted by the introduction of the Vision Zero Road Safety Strategy.

What information (data) do you have about them?

Personal injury collision data collected by the Police, includes the age and postcode of casualties and location of collisions alongside other data on the circumstances and manoeuvres of the vehicles involved.

How might they be impacted in a positive or negative way? (try to be as specific as possible)

The strategy prioritises vulnerable road users. Busy roads carrying fast moving motor vehicles can deter people from walking, push scooting or cycling for local journeys, travelling to and from school or work, and can make places less pleasant to live and visit. The most vulnerable in society such as children, older people and those with disabilities can be the most adversely affected by the consequences of collisions and the fear of road danger. Therefore both younger and older people are positively impacted by the introduction of the Vision Zero Road Safety Strategy as this will help reduce speeding and road danger. The provision of additional cycle and walking training within schools will improve the confidence and encourage more people to walk, wheel and scoot to school or work.

Describe here suggested mitigations to inform the actions needed to reduce inequalities.

Within the Vision Zero Road Safety Strategy there are many initiatives that are proactively targeted at the younger road users. Road Safety Education is delivered within schools from year 3 through to year 6 (7 – 10-year-olds). Independent road safety audits of new highway schemes are undertaken that consider the safety implications for all road users, including young and older people with different mobility needs.

What other changes is the council planning/already in place that may affect the same groups of residents? Are there any dependencies decision makers need to be aware of?

Surrey County Council's Local Transport Plan 4 highlights the need to prioritise the needs of people walking, wheeling, and cycling. This will improve road safety, support active travel, and will protect the most vulnerable so that no-one is left behind.

Any negative impacts that cannot be mitigated?

A potential negative impact of lower speed limits could be an increase in journey times for buses that older and younger people rely on especially. An increase in journey times is not always the case because much of the delay in urban areas is due to congestion and queuing rather than the speeds between vehicle queues and give way or stop lines. However, we will need to consider this on a case-by-case basis and provide mitigation where necessary.

Equality Impact Assessment

Disability

Describe here the considerations and concerns in relation to the programme/policy for the selected group.

Details on the service users/residents that could be affected.

The Vision Zero Road Safety Strategy positively impacts those who are vulnerable or have a mobility or visual impairment.

What information (data) do you have about them? How might they be impacted in a positive or negative way? (try to be as specific as possible)

None –national and local casualty data does not record disability or mobility impairments.

Describe here suggested mitigations to inform the actions needed to reduce inequalities.

The strategy adopts the “Safe Systems” approach and the recent update to the Highway Code, and Surrey County Council’s Local Transport Plan 4 all highlight the need to prioritise the needs of people walking, wheeling and cycling. This will improve road safety, support active travel, and will protect the most vulnerable so that no-one is left behind.

The Safer Streets pillar within the Vision Zero Road Safety Strategy, details the important role of Road Safety Audit. This process is an independent safety check of all new highway infrastructure and ensures that all new infrastructure takes account of all road users, including those with mobility or disability impairments needs.

The delivery of Feetfirst Pedestrian safety training and Bikeability Cycle Training in schools takes into account any children with additional needs by liaising with the school to ensure that such needs are fully understood and catered for.

What other changes is the council planning/already in place that may affect the same groups of residents? Are there any dependencies decision makers need to be aware of?

Surrey County Council’s Local Transport Plan 4 highlights the need to prioritise the needs of people walking, wheeling, and cycling. This will improve road safety, support active travel, and will protect the most vulnerable so that no-one is left behind.

Any negative impacts that cannot be mitigated?

There are no negative impacts that cannot be mitigated.

Equality Impact Assessment

Pregnancy & Maternity

Describe here the considerations and concerns in relation to the programme/policy for the selected group.

Details on the service users/residents that could be affected.

The strategy places emphasis on those that are vulnerable making active travel safer and more pleasant.

What information (data) do you have about them? How might they be impacted in a positive or negative way? (try to be as specific as possible)

Describe here suggested mitigations to inform the actions needed to reduce inequalities.

The Vision Zero Road Safety Strategy positively impacts those who are vulnerable or have a mobility or visual impairment. The strategy includes The Safe Systems approach and the recent update to the Highway Code, and Surrey County Council's Local Transport Plan 4 all highlight the need to prioritise the needs of people walking, wheeling and cycling. This will improve road safety, support active travel, and will protect the most vulnerable so that no-one is left behind.

The Safer Streets pillar within the Vision Zero Road Safety Strategy, details the important role of Road Safety Audit. This process is an independent safety check of all new highway infrastructure and ensures that all new infrastructure takes account of all road users, including those with mobility impairment needs.

What other changes is the council planning/already in place that may affect the same groups of residents? Are there any dependencies decision makers need to be aware of?

Surrey County Council's Local Transport Plan 4 highlights the need to prioritise the needs of people walking, wheeling, and cycling. This will improve road safety, support active travel, and will protect the most vulnerable.

Any negative impacts that cannot be mitigated?

There are no negative impacts.

Equality Impact Assessment

Race – including ethnic or national origins colour or nationality.

Describe here the considerations and concerns in relation to the programme/policy for the selected group.

Research suggests that people from poorer communities are more likely to be killed or seriously injured on Britain's roads, with those from ethnic minority groups more at risk.

The report finds that deprived ethnic minority (excluding white minority) pedestrians are more than three times more likely to be a casualty on Britain's roads than white non-deprived pedestrians. More detail can be found in the research report carried out by Agilysis [here](#).

Describe here suggested mitigations to inform the actions needed to reduce inequalities.

It is important that when marketing our training and information services to schools that we are aware of the ethnicity within the school. This means we may have to adjust course content to consider cultural or religious festivals. Ensuring that we are sensitive to religious beliefs or cultural clothing when delivering key services such as Bikability or Feet First Walking Training will maximise take up and create a positive learning environment for all children and young people. This includes the marketing of our road safety services to schools prioritises areas of higher deprivation.

What other changes is the council planning/already in place that may affect the same groups of residents? Are there any dependencies decision makers need to be aware of?

Acknowledging that there are 'pockets' of deprivation countywide, Surrey's Health and Well-being Strategy has designated 21 priority place areas as the 'Key Neighbourhoods' for initial focus, many of these areas also dovetail with residents of ethnic minority.

Any negative impacts that cannot be mitigated?

There are no negative impacts.

Religion and Belief

Describe here the considerations and concerns in relation to the programme/policy for the selected group.

Details on the service users/residents that could be affected.

The Vision Zero Strategy places emphasis on Road User behaviour, and the County Council offers training in schools. Both Bikeability Cycle Training and Feet First: Walking Training courses make positive changes to ensure that all children no matter of religion or belief are catered for to ensure that there are no barriers to receiving the training. Both services hold their own equality impact assessment and risk assessments.

Equality Impact Assessment

What information (data) do you have about them? How might they be impacted in a positive or negative way? (try to be as specific as possible)

We do not hold or collect any data relating to religion or peoples beliefs.

Describe here suggested mitigations to inform the actions needed to reduce inequalities.

The initiatives and services mentioned within the Vision Zero Road Safety Strategy have or will have their own equality impact assessments this will allow for religious and cultural beliefs to be taken into account.

What other changes is the council planning/already in place that may affect the same groups of residents? Are there any dependencies decision makers need to be aware of?

It is important that when marketing our services to schools that we are aware of the ethnicity within the school, so that we may adjust course content to consider cultural or religious festivals. Ensure that we are sensitive to religious beliefs or cultural clothing when delivering key services such as Bikability or Feet First Walking Training.

Any negative impacts that cannot be mitigated?

There are no negative impacts.

Socio/Economic

Describe here the considerations and concerns in relation to the programme/policy for the selected group.

Details on the service users/residents that could be affected.

Research suggests that people from poorer communities are more likely to be killed or seriously injured on Britain's roads. The County Council's road safety training services offer a Free School Meal discount to ensure there is no cost barrier to the communities we serve.

What information (data) do you have about them? How might they be impacted in a positive or negative way? (try to be as specific as possible)

The County Council collects and holds data about socio economic factors, we also know anecdotally that three children from a class of thirty are likely to be in receipt of free school meals.

Describe here suggested mitigations to inform the actions needed to reduce inequalities.

Both Bikeability Cycle Training and Feet First Walking Training, offer a discount to those in receipt of free school meals, charging a minimal contribution, noting that in many circumstances

Equality Impact Assessment

the school pay for these children to take part in the training. We actively encourage schools to seek funding from their local County Councillor for this type of training.

What other changes is the council planning/already in place that may affect the same groups of residents? Are there any dependencies decision makers need to be aware of?

Acknowledging that there are pockets of deprivation countywide, Surrey's Health and Well-being Strategy has designated 21 priority place areas as the 'Key Neighbourhoods' for initial focus.

Any negative impacts that cannot be mitigated?

There are no negative impacts.

Children with Special Educational Needs and Disabilities

Describe here the considerations and concerns in relation to the programme/policy for the selected group.

Children with special educational needs and disabilities – The road safety training that is offered to all schools targeted at specific age groups is fully adaptable to suit the individual needs of children and young people. Specific requirements are entered via the booking portal either by the school or the parent/carer themselves.

Details on the service users/residents that could be affected.

We do not hold data relating to educational needs and disabilities.

Describe here suggested mitigations to inform the actions needed to reduce inequalities.

We will continue to review the training offer to schools, ensuring that we take into account best practice and national recommendations to ensure that our training offer is inclusive and can be specifically adapted to meet the needs of children and young people, including those with special education needs and disabilities.

What other changes is the council planning/already in place that may affect the same groups of residents? Are there any dependencies decision makers need to be aware of?

It is important that when marketing our services to schools that we are aware of any SEN and SEND children within the school, so that we may adjust course content to consider additional needs when delivering key services such as Bikability or Feet First Walking Training.

Any negative impacts that cannot be mitigated?

Identify negative impacts that can't be mitigated and explain why, together with evidence.

There are no negative impacts that cannot be mitigated.

3. Staff

Equality Impact Assessment

Many Surrey county council staff are also residents within Surrey. Therefore, the impact on protected characteristic, both positive and negative will be the same as detailed in section two above.

4. Recommendation

Based your assessment, please indicate which course of action you are recommending to decision makers. You should explain your recommendation below.

- **Outcome One: No major change to the policy/service/function required.** This EIA has not identified any potential for discrimination or negative impact, and all opportunities to promote equality have been undertaken
- **Outcome Two: Adjust the policy/service/function** to remove barriers identified by the EIA or better advance equality. Are you satisfied that the proposed adjustments will remove the barriers you identified?
- **Outcome Three: Continue the policy/service/function** despite potential for negative impact or missed opportunities to advance equality identified. You will need to make sure the EIA clearly sets out the justifications for continuing with it. You need to consider whether there are:
 - Sufficient plans to stop or minimise the negative impact
 - Mitigating actions for any remaining negative impacts plans to monitor the actual impact.
- **Outcome Four: Stop and rethink the policy** when the EIA shows actual or potential unlawful discrimination. (For guidance on what is unlawful discrimination, refer to the [Equality and Human Rights Commission's guidance and Codes of Practice on the Equality Act](#) concerning employment, goods and services and equal pay).

Recommended outcome:

- *Outcome One: No major change to the policy/service/function required. This EIA has not identified any potential for discrimination or negative impact, and all opportunities to promote equality have been undertaken.*

Explanation:

Explain the reasons for your recommendation.

Overall the Vision Zero Road Safety Strategy will have positive benefits for younger and older people, people with disability (mobility impairment), those who are pregnant or on maternity leave and people from socio economic deprived areas and ethnic minorities. This is because these groups are known to be especially impacted by poor road safety and busy fast traffic. Therefore, measures to improve road safety and reducing speeding will have a positive impact on these groups.

We have ensured that measures are in place to ensure that the road safety education and training we provide in schools is adapted for any children with additional needs or disabilities, or religious and cultural beliefs and clothing. There is a discount on fees for those in receipt of Free School Meals to ensure those from deprived socio-economic areas can still participate.

We will consider on a case-by-case basis as to whether the journey times of buses will be impacted by lower speed limits in urban areas, and will seek to mitigate these with bus priority measures if necessary.

This Equality Impact Assessment has provided an overarching assessment of the Vision Zero Strategy. Individual activities and services listed within the strategy will have their own more detailed Equality Impact Assessments.

Equality Impact Assessment

5. Action plan and monitoring arrangements

Insert your action plan here, based on the mitigations recommended.

Involve you Assessment Team in monitoring progress against the actions above.

Item	Initiation Date	Action/Item	Person Actioning	Target Completion Date	Update/Notes	Open/ Closed
1	14/11/2023	Ensure that all services/initiatives within the strategy have their own EIA's	Rebecca Harrison	Jan 2024		
2	14/11/2023	Update the EIA document following public consultation	Rebecca Harrison	May 2024		
3						

6a. Version control

Version Number	Purpose/Change	Author	Date
1	Submission with Cabinet Report	Rebecca Harrison	02.07.2024

The above provides historical data about each update made to the Equality Impact Assessment.

Please include the name of the author, date and notes about changes made – so that you can refer to what changes have been made throughout this iterative process.

For further information, please see the EIA Guidance document on version control.

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6b. Approval

Secure approval from the appropriate level of management based on nature of issue and scale of change being assessed.

Approved by	Date approved
Head of Service	Lucy Monie
Executive Director	Katie Stewart
Cabinet Member	Matt Furniss
Directorate Equality Group/ EDI Group (If Applicable) (arrangements will differ depending on your Directorate. Please enquire with your Head of Service or the CSP Team if unsure)	

Publish:

It is recommended that all EIAs are published on Surrey County Council's website.

Please send approved EIAs to: equalityimpactassessments@surreycc.gov.uk

EIA author:

6c. EIA Team

Name	Job Title	Organisation	Team Role
Rebecca Harrison	Safer Travel Team Leader	Surrey County Council	EIA Author

If you would like this information in large print, Braille, on CD or in another language please contact us on:

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