

New Road Safety Strategy for Surrey – Summary of Our Intended Approach

Our new Road Safety Strategy for Surrey will be drafted to follow the best practice Safe Systems approach. 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 two basic facts about people, namely:

- People make mistakes and will make mistakes when on the roads.
- People are vulnerable to being killed or seriously injured if they are involved in a collision.

A Safe System approach recognises these facts and seeks to design them out of the equation. Put simply, it means that all elements of the road system (vehicles, infrastructure, speed limits, road users, and post-collision care) work together as one to minimise the chance of a collision, or, if a collision does take place, to prevent death or serious injury from occurring.

Vision Zero road safety strategies follow the Safe Systems approach, encompassing the underlying principles that:

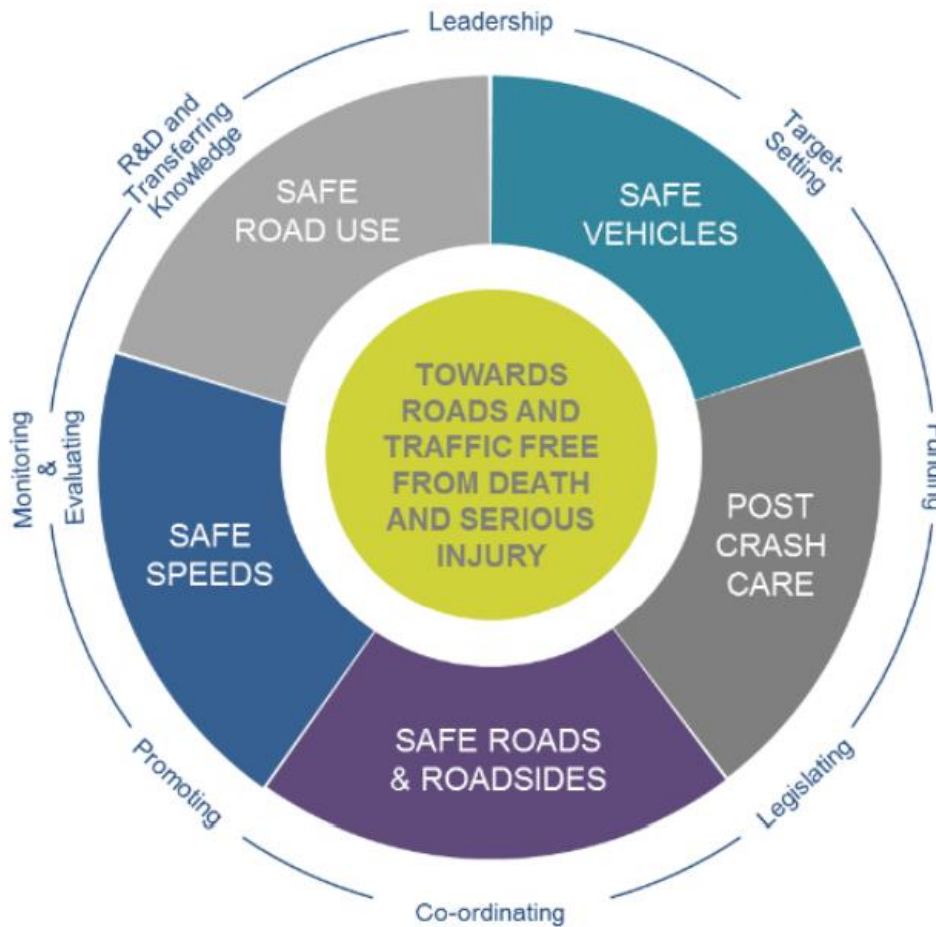
- Human beings make frequent mistakes that lead to road collisions.
- The human body by nature has a limited ability to sustain collision forces with known tolerance to injury thresholds.
- Roads need to be equipped with a ‘forgiving’ infrastructure, taking into account the vulnerability of human beings and the mistakes they make.
- It is a shared responsibility (road users, highway managers, vehicle manufacturers) to act to ensure that road collisions do not lead to serious or fatal injuries.

Vision Zero follows the principle that it is neither inevitable nor acceptable that anyone should be killed or seriously injured when travelling. The aim is to achieve a highway system with no fatalities or serious injuries involving road traffic. The approach began in Sweden in the 1990s and is now being adopted by local authorities across the UK, including London, Kent, Essex, Cambridgeshire and Devon.

A Safe System approach has five pillars that work together to minimise risk, namely:

- i. Safe roads and streets
- ii. Safe speed
- iii. Safe vehicles
- iv. Safe road users and behaviours
- v. Post collision care

This will all be used to frame and develop our new Road Safety Strategy for Surrey.



Our new Road Safety Strategy for Surrey will be drafted in collaboration with key stakeholders of the Surrey 'RoadSafe' Partnership, including Surrey Police, Surrey Fire and Rescue Service and the Office of the Police and Crime Commissioner. It will include the following elements:

1. Introduction and endorsement by the Cabinet Member for Highways and Community Resilience.
2. Aims and objectives of the existing Surrey RoadSafe Partnership.
3. Our current approach to Road Safety and our achievements against our targets
4. Explanation of Vision Zero and the Safe Systems Approach.
5. Current data and performance against existing targets.
6. How the new Road Safety Strategy links to other key policy areas and strategies, including Surrey Transport Plan, Health & Wellbeing Strategy and Climate Change Strategy.
7. The five Key Pillars of the Vision Zero Strategy:
 - i. Safe roads and streets
 - ii. Safe speed
 - iii. Safe vehicles
 - iv. Safe road users and behaviours

v. Post collision care

Each section will include a summary of what activities and interventions are already being delivered by the different partner organisations for each pillar, along with an interim target for 2030. The new strategy will also detail our ambition within each of the five pillar areas to create a delivery plan.

8. Setting overall and interim killed and seriously injured targets for the new Road Safety Strategy based on the Vision Zero Approach.
9. Governance, monitoring and evaluation - to achieve the ambition of Vision Zero in Surrey will take many years. It is therefore important we ensure robust monitoring and evaluation is carried out by the Surrey RoadSafe Partnership and that performance be monitored and scrutinised, with corrective action and interventions taken if and when required.

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