

Vision Zero Road Safety Strategy

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.

Equality Impact Assessment

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*

Equality Impact Assessment

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.

10

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 a reduction in journey times for buses that older and younger people rely on especially. A reduction in journey times is not always the case because much of the delay in urban areas is due to congestion and queuing rather than

Equality Impact Assessment

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.

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

Equality Impact Assessment

catered for to ensure that there are no barriers to receiving the training. Both services hold their own equality impact assessment and risk assessments.

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.

Equality Impact Assessment

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 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

10

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 Bikeability or Feet First Walking Training.

Equality Impact Assessment

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

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

Equality Impact Assessment

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.

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						

Page 150

6a. Version control

Version Number	Purpose/Change	Author	Date
1	Submission with Cabinet Report	Rebecca Harrison	06.11.2023

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.

Equality Impact Assessment

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



Equality Impact Assessment

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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