

CABINET- 19 December 2023**CABINET RESPONSE TO THE REPORT OF THE COMMUNITIES,
ENVIRONMENT & HIGHWAYS SELECT COMMITTEE****Item under consideration: Surrey RoadSafe Vision Zero Road Safety Strategy
2024 to 2035****Recommendations:**

That the Communities Environment and Highways Select Committee:

- I. Notes that Surrey has some of the highest numbers of pedestrian and cycling road casualties of any local authority in Great Britain and welcomes the draft Vision Zero Road Safety Strategy aimed at reducing fatal and serious collisions to zero by 2050. Further Welcomes the collaborative approach that has been taken and that the Strategy has been developed in partnership with Surrey Police (including the Police and Crime Commissioner), Surrey Fire and Rescue and National Highway colleagues.
- II. Supports the new target for reducing collisions by 50% by 2035 (and to zero by 2050) and the new 20mph policy which allows greater flexibility to implement more 20mph speed limits across Surrey where they are supported locally. Further supports the principles underpinning the new approach including that:
 - The focus should be on reducing speeds in town centres, residential areas, village centres and near schools.
 - That any new speed limit must be supported by local people and the local County Councillor.
 - and that requirements or expectations for additional enforcement by Surrey Police should be carefully managed.
- III. Is concerned over the available funding to meet the demand to implement more 20mph speed limits which is likely to be high and asks that further work is done to review and clarify funding arrangements including the funding position for each County Councillor (who will be responsible for making the final decision on whether to proceed with schemes in his/her area under the new policy). This should take account of the Integrated Transport Scheme budget for County Councillors and other available sources. Consideration should be given to

granting more flexibility to Councillors on how they choose to use their Members Highways Allocation.

- IV. Urges further work to clarify the process of local community engagement including how to determine adequate levels of engagement and support to approve a scheme plus the process for agreeing schemes with RoadSafe Partners, and how any conflict will be managed. Expresses concern that the approach set out might in fact prove more onerous than the existing one, making 20mph more rather than less difficult to achieve.
- V. Asks that clarity on this and the funding position above be bought back to the Committee in Spring/Summer 2024 following completion of the public consultation.

Cabinet Response:

Cabinet is grateful to the Chair, Vice Chair and Members of the Communities, Environment and Highways Select Committee for scrutinising the draft new Surrey RoadSafe Partnership Road Safety Strategy and welcomes the recommendations they have submitted. Cabinet is particularly grateful to the Select Committee for their work in receiving evidence from a variety of important stakeholders at a private session, which helped shape their views on the proposed new approach to 20 mph speed limits.

Our draft new road safety strategy, including the 20 mph speed limit policy, has been developed in partnership with other organisations that also have key road safety responsibilities, namely Surrey Police (including The Police and Crime Commissioner for Surrey), the Surrey Fire and Rescue Service, and National Highways. Our draft new strategy is, therefore, very much a partnership strategy, owned equally and endorsed by all the partners who have a shared goal of reducing death and injury on Surrey's roads.

Therefore, Cabinet wholeheartedly accepts and concurs with recommendation (I).

In considering the draft new 20 mph policy, this has been developed with reference to best practice, whilst also taking into account the views of a range of stakeholders. The draft new policy is designed to allow for greater flexibility in the implementation of new 20 mph schemes so that they can be effective in reducing speeds and collisions, with a focus on reducing speeds in town centres, residential areas, village centres and near schools. It also emphasises the need to consult carefully with local people to gauge support for change and, if necessary, to refine schemes prior to implementation. Local Members are proposed to be at the centre of this.

The draft new policy has been developed in consultation with Surrey Police, the aim being to ensure that new 20 mph will be largely self-enforcing without the need for additional enforcement resources. Ongoing collaboration with Surrey Police will be channelled through the Surrey RoadSafe Partnership governance arrangements already in place and summarised in the strategy.

Therefore, Cabinet accepts and concurs with recommendation (II).

Funding for 20 mph schemes could come from a variety of source, including:

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

The public consultation on the draft new road safety strategy running from January to mid-March will help us determine the level of support and likely demand for new 20 mph schemes, and consequently whether the level of funding available requires review.

Consideration is already being given to increasing the funding available to local County Councillors for investment in highways within their Division. In the coming financial year, this may rise from £100,000 to £120,000, of which £40,000 may be available for capital highway improvements that could include new 20 mph schemes.

Cabinet acknowledges the important point raised in recommendation (III) and will be giving careful consideration to the level of funding available for 20 mph schemes in future years, balanced against the clear need to set a balanced budget at Service level and council wide.

Officers are currently undertaking work to develop and enhance our processes for engaging with residents and road users on highway improvement projects, including new 20 mph schemes. The Council is committed to better and earlier engagement with residents and road users, accepting that this will likely mean additional effort and time in developing proposals. However, Cabinet believes that this is important and will

be worthwhile, ensuring that there is support for new 20 mph schemes, which in turn will result in greater acceptance and compliance with new lower limits. This is a better outcome for everyone.

Cabinet does not envisage a need to additionally consult with partners through the Surrey RoadSafe Partnership on highway schemes. Existing arrangements in securing partner comments are effective and fit for purpose.

Therefore, Cabinet would accept in part recommendation (IV).

Public and stakeholder feedback received during the consultation running from January until mid-March will enable the RoadSafe Road Safety Strategy to be reviewed and amended. At that point we will also have greater clarity on the public engagement process for highway improvement schemes, including new 20 mph schemes.

Post consultation and strategy refinement, the final strategy will be subject to approval by the Surrey RoadSafe Partnership Board and then by Cabinet. Prior to that, further scrutiny from the Select Committee on the draft final version of the strategy, inclusive of public engagement process and funding, would be welcome. Cabinet therefore agrees with recommendation (V).

Matthew Furniss

Cabinet Member for Highways, Transport, and Economic Growth

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