

# **Working collaboratively to enable a Greener Future in Surrey**

Carolyn McKenzie, Director for Environment

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Duncan Knox Road Safety & Sustainable School Travel Team Manager



# Surrey's Greener Future

## SALC

**Carolyn McKenzie,  
Director – Environment  
Surrey County Council**

# Surrey's Greener Futures agenda – the scale of the challenge



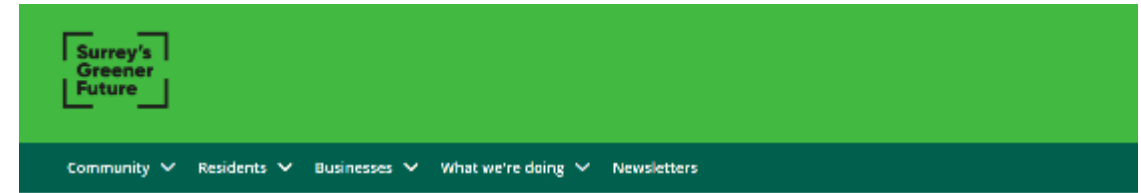
*Over the last few decades, 11% of Surrey's native species have become extinct*



# Making progress and delivering benefits for residents and nature – but still a long way to go...



All of possible trajectories to meet net-zero based on what is considered to be technically possible.



## Surrey's climate change adaptation and resilience strategy

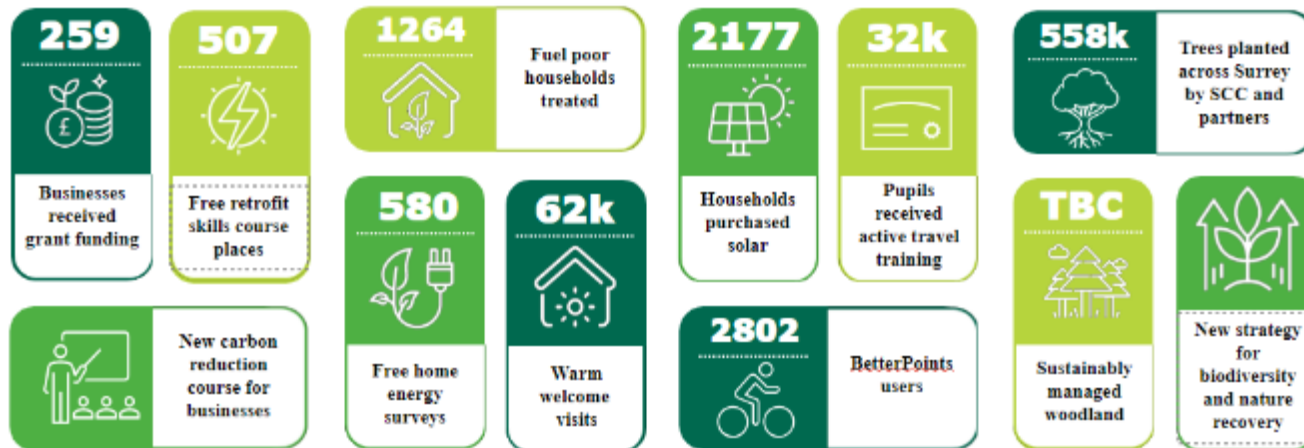
### Contents

1. Foreword
2. Introduction
3. The Strategy
4. Principles



### 2. Introduction

On 6 July 2019, Surrey County Council declared a climate emergency and committed to work with partners



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## Parish, Town Council climate and nature action plans



## Winter warmth member training session 2 Dec 7-8pm



## Together for Surrey engagement hub launching early Dec



# New opportunities for Local Government led delivery



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**Surrey  
Nature  
Recovery**

# Surrey Local Nature Recovery Strategy

The story so far

Adam Brown



# What is a Local Nature Recovery Strategy

- Introduced under the Environment Act 2021
- Surrey is one of 48 LNRS that will be created across England
- Locally led
- To be developed from broad engagement with multiple stakeholders
- Consider the delivery of wider environmental benefits

## Core Principles for development

- **Transparency** – be able to show how partner contributions have been considered, how decisions have been made, and what the basis for them is
- **Inclusivity** – enable everyone with an interest to be involved where possible
- **Clear Communication** – avoid using technical terms that may not be understood by partners and end users



# What is a Local Nature Recovery Strategy

LNRS are a spatial or mapped strategy that will identify locations to create or improve habitat most likely to provide the greatest benefit for nature and the wider environment

Each strategy must:-

- Map the most valuable existing areas for nature
- Agree priorities for nature's recovery
- Map specific proposals for creating or improving habitat for nature and wider environmental goals



# Obligations on mapped land

- An expression of what you **could** do not what you **have** to do

“The main purpose of the strategies is to identify locations to create or improve habitat most likely to provide the greatest benefit for nature and the wider environment. **The strategies do not force the owners and managers of the land identified to make any changes.** Instead, the government is encouraging action through, for example, opportunities for funding and investment.”

- If land managers do not want to be included in the LNRS – we are encouraged to remove it prior to publication
- Land mapped in the LNRS does not automatically grant any additional protections or designations



# Governance

## Steering Group



## Supporting Authorities Group



District and  
Boroughs and  
Natural England  
(plus Surrey Min  
& Waste)

# Delivery

## Surrey Nature Recovery Lead

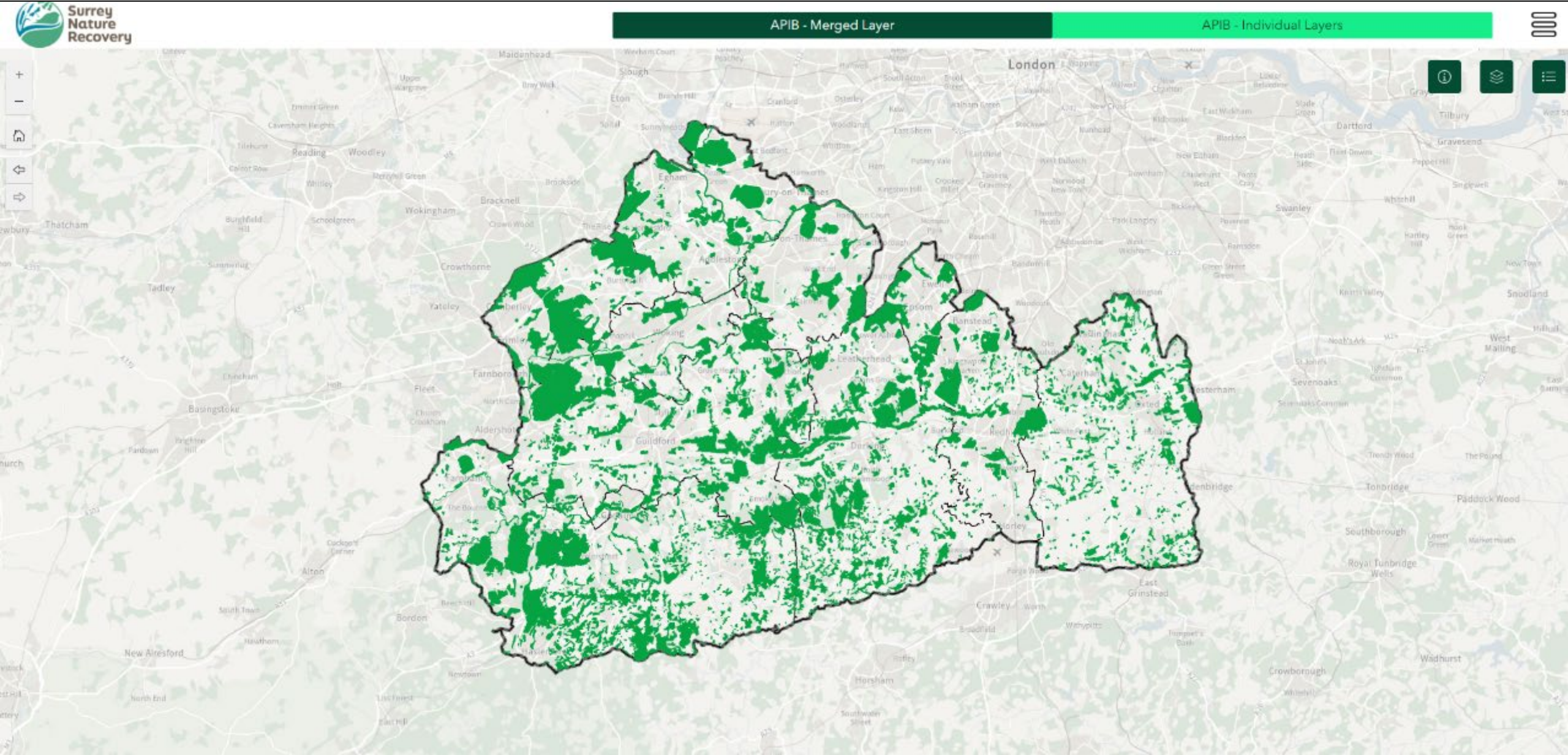
**Stakeholder Engagement  
and Design Group** — Led by  
Surrey Nature Partnership

**Data and Mapping Technical  
Group** — Led by Surrey Nature Recovery  
Lead

**Species Technical Group —**  
Led by Surrey Wildlife Trust

# How are we funded?



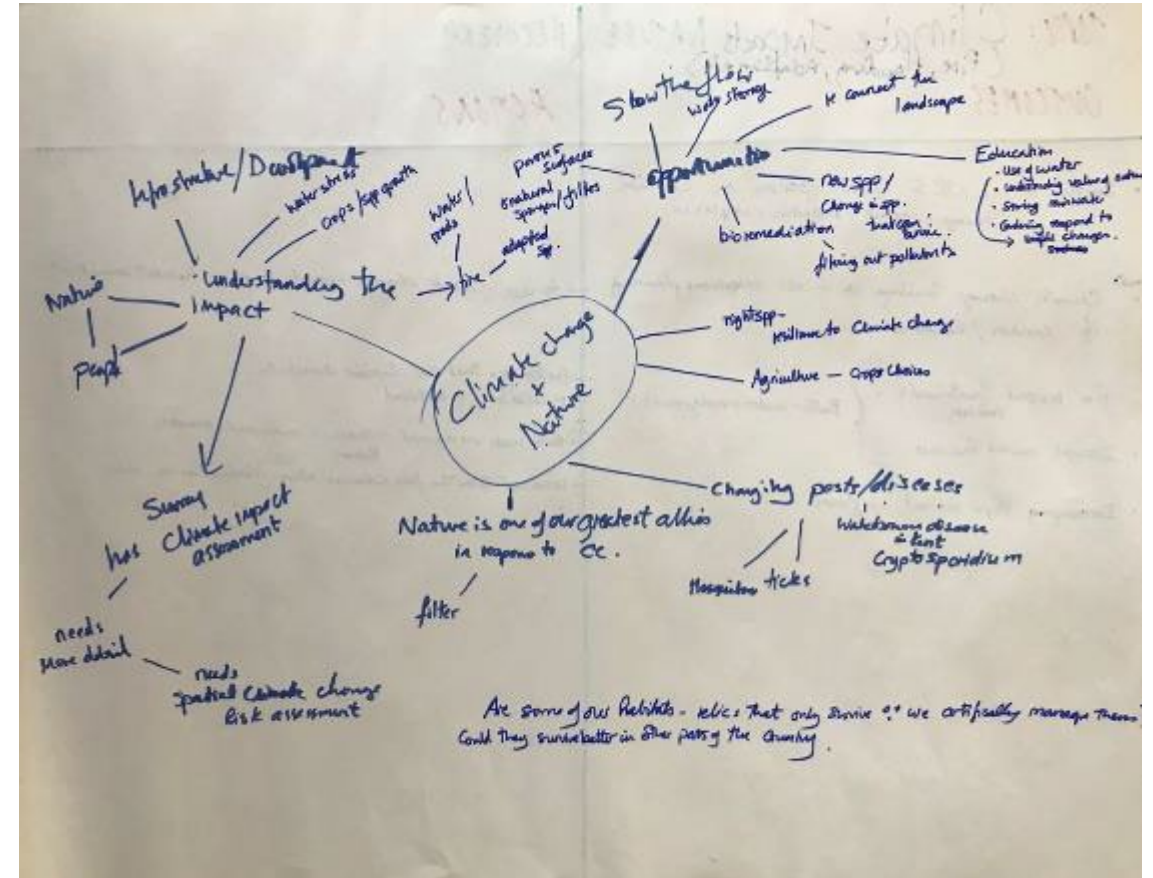


# Work to date – Initial Workshops

- 8 Workshops held May - August
- 140 participants

## Information collected

- What's special about Surrey – 51
- FAQs – 26 for the website
- SWOT – 1500+ issues / ideas
- Spatial mapping – 129 marker points
- Reflections – 36
- Outcomes and actions – 182



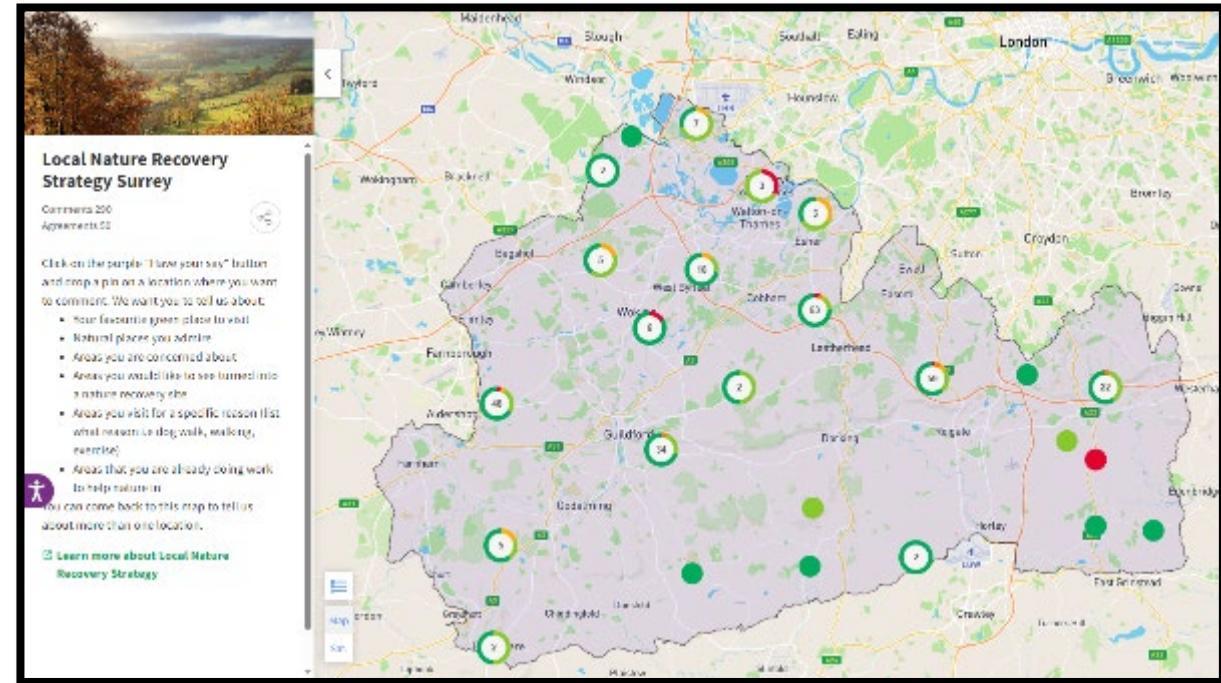
# Work to date

## Online Survey

- 905 survey responses
- 351 map pins
- Now closed
- Analysis underway

## Policy Review

- 60 national and local strategies
- 40 local plan and authority planning policy documents
- >200 nature recovery priorities and measures highlighted (not all LNRS deliverable)



# Draft Priorities List – 31 Priorities

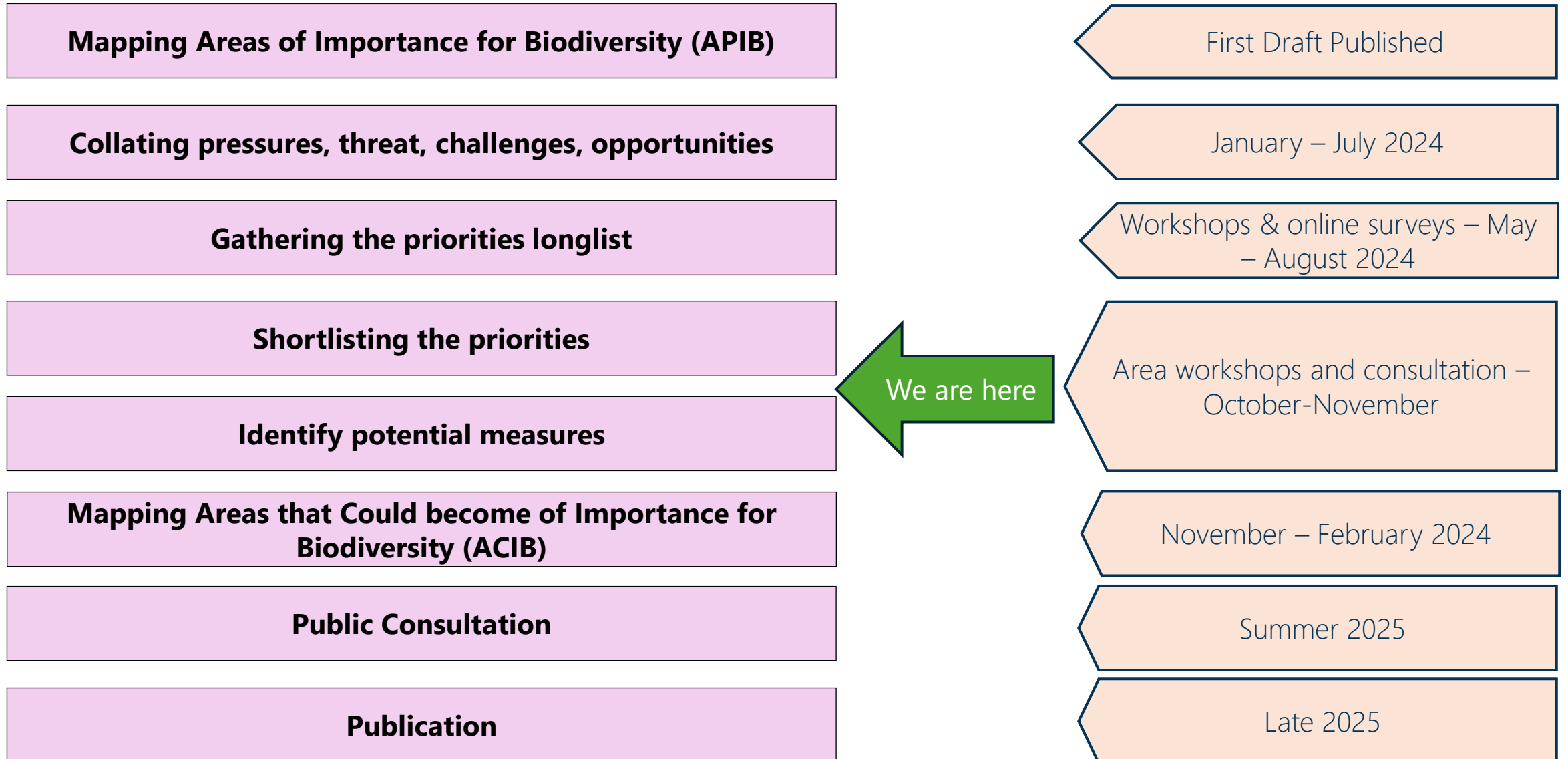
## Wetlands and Rivers

|     |                                                                                                                                                                                                              |
|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| WR1 | Broad riparian buffers across our river systems improve linear connectivity, provide habitat and food sources for key species such as Water Vole and reduce pollutants and sediment from entering our rivers |
| WR2 | Populations of key invasive species causing damage to our wetlands and rivers are reduced or eradicated and managed into the future                                                                          |
| WR3 | Reconnect flood plains and create and restore wetlands to reduce downstream flood risk, recharge aquifers and make water available for abstraction year-round                                                |
| WR4 | Chalk streams, springs and headwaters are recognised, protected and restored                                                                                                                                 |
| WR5 | Obsolete obstacles within our rivers are removed to restore our rivers and removing barriers to fish passage                                                                                                 |
| WR6 | Create and restore ponds across the landscape to provide vital stepping stones for key species                                                                                                               |
| WR7 | Natural function of modified watercourses is restored improving water quality and quantity                                                                                                                   |

# Surrey Nature Day



# Where are we in the LNRS process?



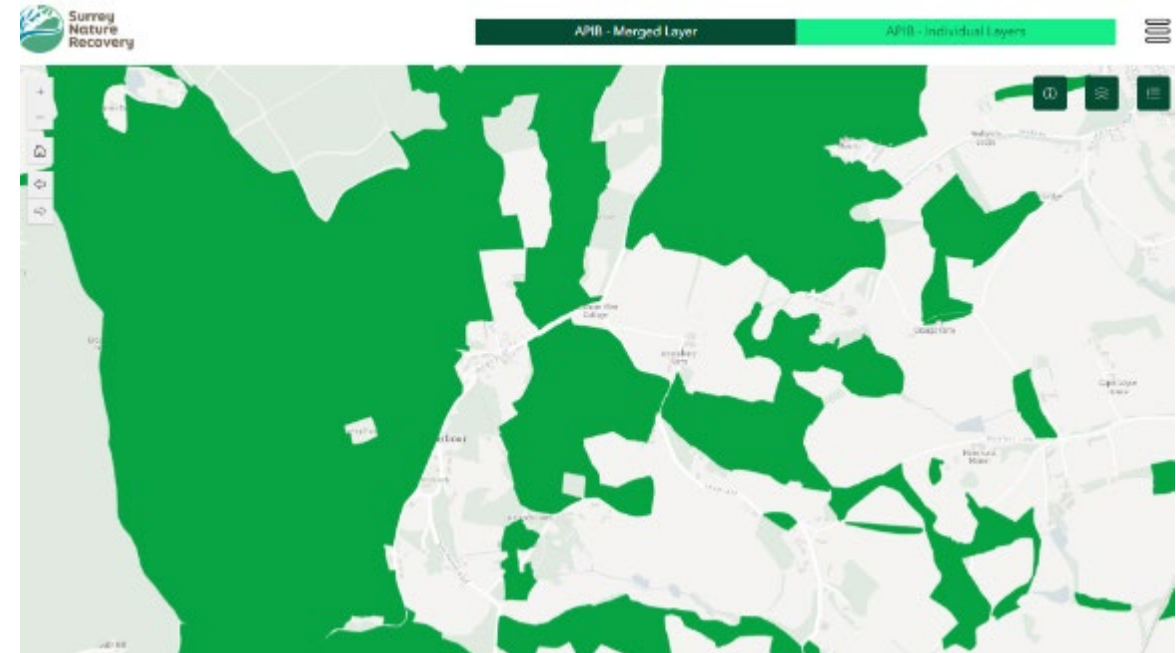
# Next steps – how to get involved

Get in contact – email [nature@surreycc.gov.uk](mailto:nature@surreycc.gov.uk)

Especially if you have or are looking to develop a local biodiversity plan

Visit our website to keep up to date with information  
<https://surreynaturerecovery.commonplace.is/>

Look out for our public consultation in Summer 2025



# Surrey's Vision Zero Road Safety Strategy and Safe Speed

Duncan Knox

Road Safety and Sustainable School Travel  
Team Manager

Surrey County Council



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# Contents

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Surrey's Vision Zero Road Safety Strategy



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Safe Speed Component of the Strategy



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Setting appropriate speed limits



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Surrey's new approach to 20 mph schemes



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Surrey's rural speed limit review



# Vision Zero and Safe Systems

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The Vision Zero and Safe Systems approach was endorsed in the [Stockholm Declaration](#) (from the Third Global Ministerial Conference on Road Safety in 2020). 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 basic facts



- People are vulnerable to being killed or seriously injured if they are involved in a collision
- People make mistakes, and will make mistakes when on the roads
- Vision Zero is a shared responsibility between all key stakeholders



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

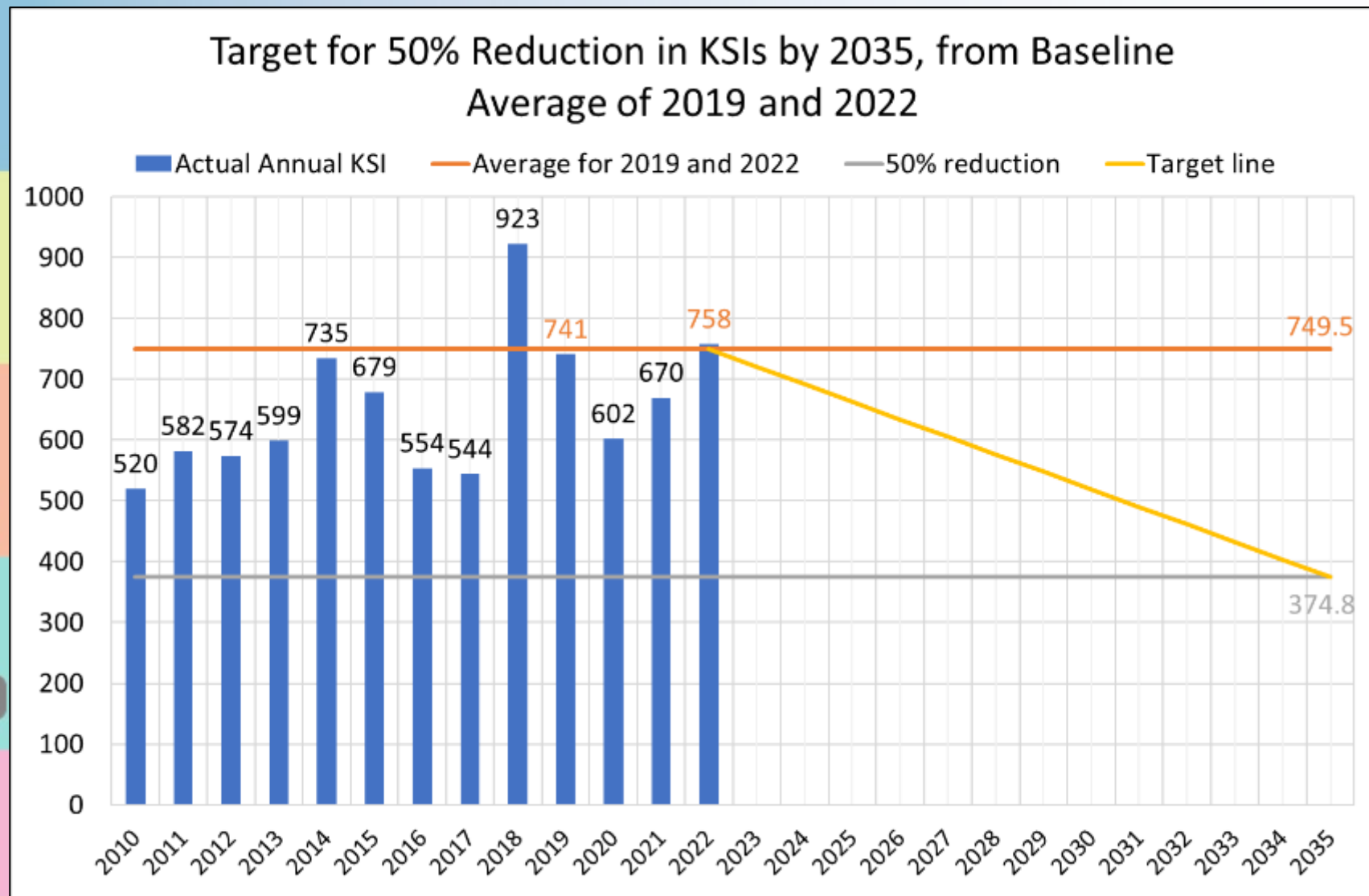
- i. Safe roads and streets
- ii. Safe speed
- iii. Safe vehicles
- iv. Safe road users and behaviours
- v. Post collision care



Surrey County Council, Surrey Fire and Rescue, Surrey Police, Police and Crime Commissioner and National Highways have worked together to create a draft new Vision Zero Road Safety Strategy covering each of these components



# Target Setting



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.

We have set our target to be 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

# Safe Speeds

## Ambition

- Our roads will have appropriate speed limits considering the road network hierarchy and the use of the road by vulnerable road users in support of 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 therefore, travel at appropriate speeds to the conditions and within posted speed limits





# Safe Speeds

## **We will set appropriate speed limits by:**

- Adopting a new 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 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





# New 20 mph policy



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



- Any new 20 mph speed limits should be supported by the divisional Member
- Local people will be consulted carefully: we will seek the support of the local community
- We do not advocate a blanket approach and recognise that some roads could remain at 30 mph
- We will only implement 20 mph speed limits that are predominantly self-enforcing and so we will use additional supporting measures where existing speeds are higher
- 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



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# New 20 mph policy

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

- New 20 mph speed limits using signs alone can be introduced if the existing mean average speeds are 24 mph or less.
- 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
  - enhanced speed limit gateways
- 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.



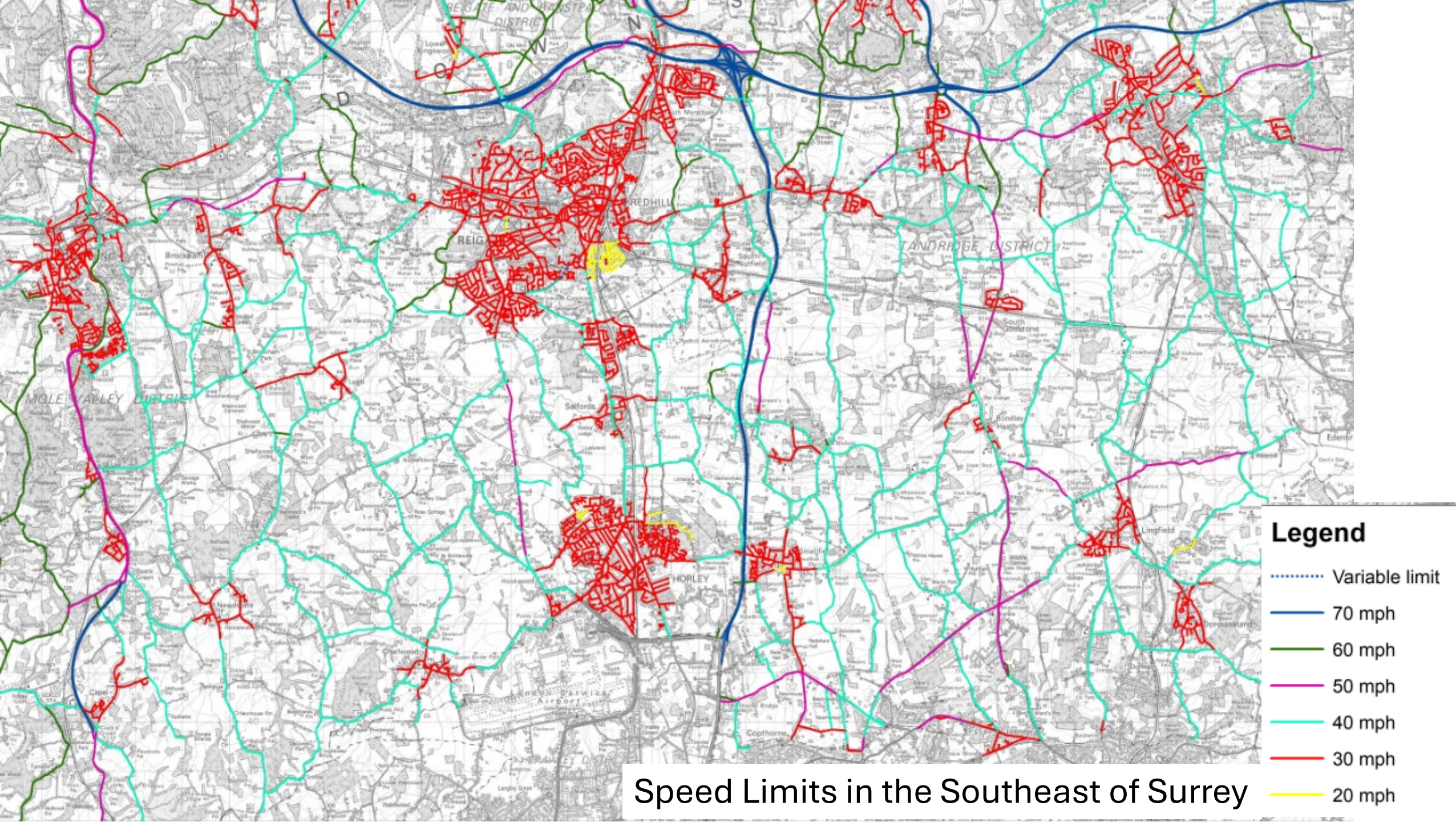


# Rural Speed Limit Review

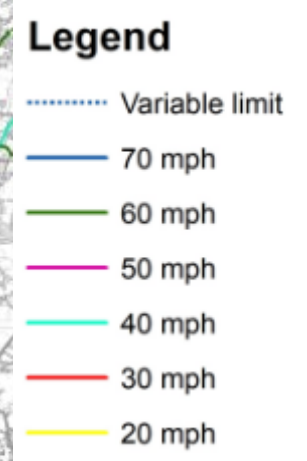
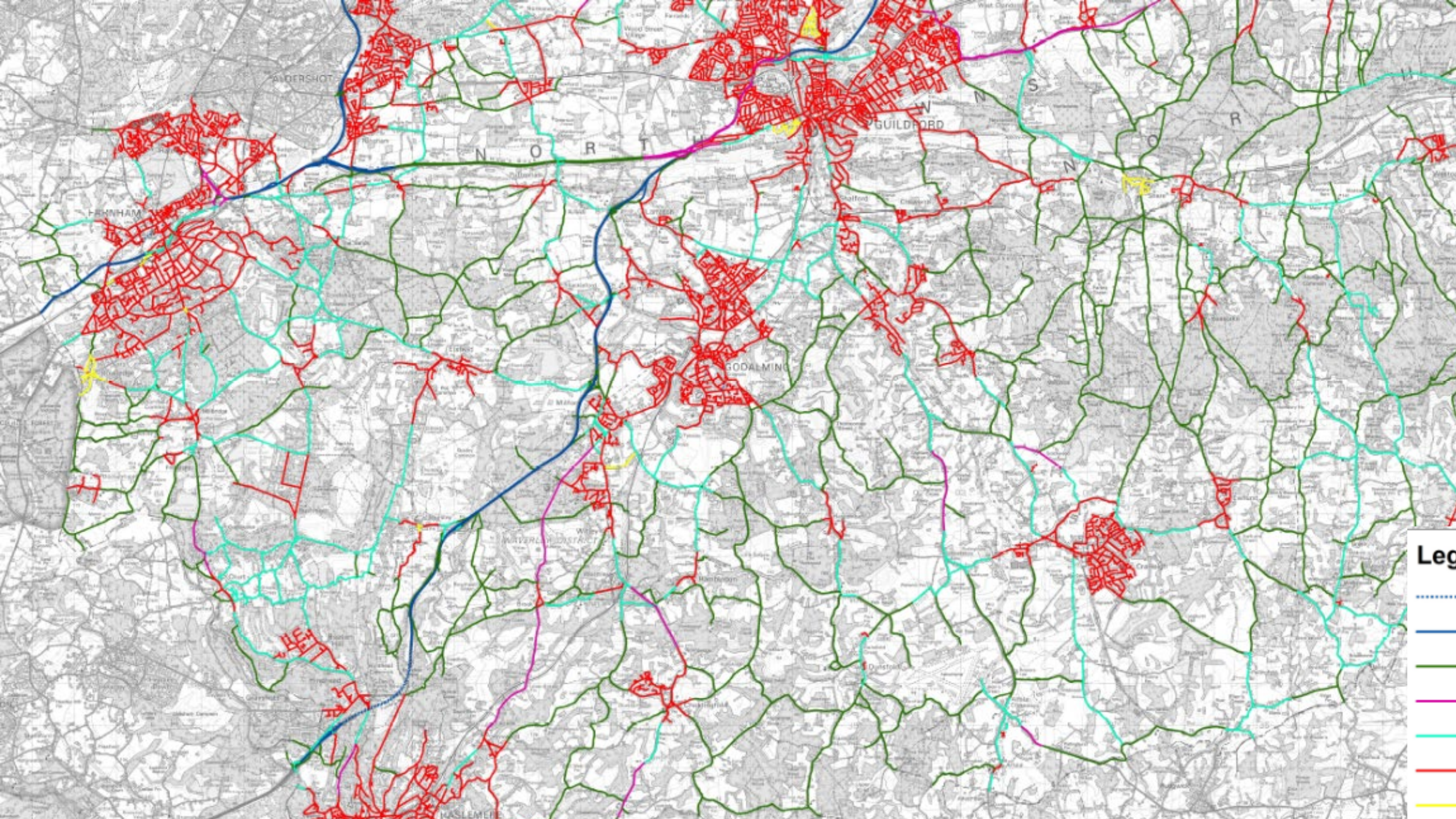
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- The national default speed limit on rural roads appears illogical to local people (and elected members).
- Driving at 60 mph on some of our rural country lanes would be impossible (or extremely reckless!).
- Setting sensible speeds limits will be even more effective as more vehicles are fitted with intelligent speed assistance technology.
- It was noted that over time there have been reductions in speed limit in the southeast of Surrey - there were no national speed limit 60 mph roads left.
- In the south and southwest of Surrey this has happened to a much lesser extent.
- Requests for changes in speed limit on individual roads had not been prioritised as they did not score very highly compared to other highway improvement schemes.
- It is more expensive in the long run to implement the speed limits incrementally and results in an inconsistent network of speed limits across rural areas.



Speed Limits in the Southeast of Surrey



Speed Limits in the Southwest of Surrey



# Rural Speed Limit Review

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## Method

Step 1: Define the study area with convenient boundaries.

Step 2: Choose locations for pneumatic tube surveys. Lots of surveys will be needed (about 120 for the area we selected). Locations depend upon availability of street furniture to attach equipment to. Try to divide network into sections that are similar in nature and then choose locations that are likely to be fastest on the stretch you are interested in.

Step 3: Evaluate speed survey data to consider what speed limit would be possible in relation to the existing speeds. Surrey's policy supports new lower speed limits if they are close to the existing mean average speed. Common sense is required to determine start and end points of new speed limits – we chose junctions or natural thresholds in the look and feel of the roads.

Step 4: Informal consultation with stakeholders to refine proposals.

Step 5: Obtain approvals from decision makers to proceed.

Step 6: Commission detailed design.

Step 7: Formal consultation and advertisement of legal speed limit orders.

Step 8: Consider consultation feedback and then implement scheme and legal orders.





# Rural Speed Limit Review



- It is acknowledged that speed limit reductions on their own are unlikely to reduce speeds by very much in any one location. However, a small difference at lots of locations across a wide area will add up to a big difference overall.



- The new speed limits will require additional signing. Care is being taken to be sensitive to the aesthetics of the Surrey Hills Area of Outstanding Natural Beauty.



- For example, using wooden posts if appropriate, and if possible co-locating repeater signs with other existing signs on existing posts to minimise additional “street clutter”.



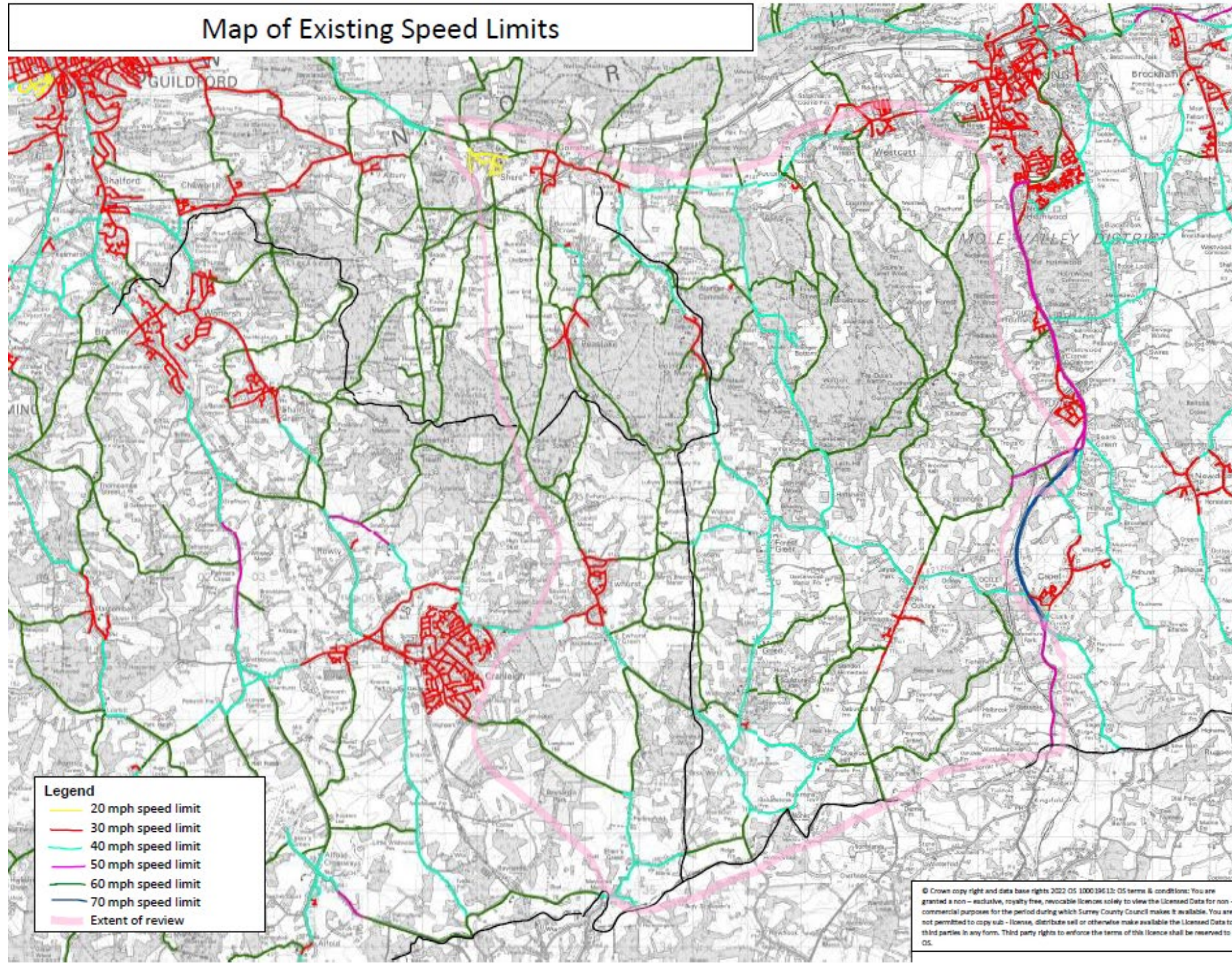
- Latest speed limit signing requirements are less prescriptive.



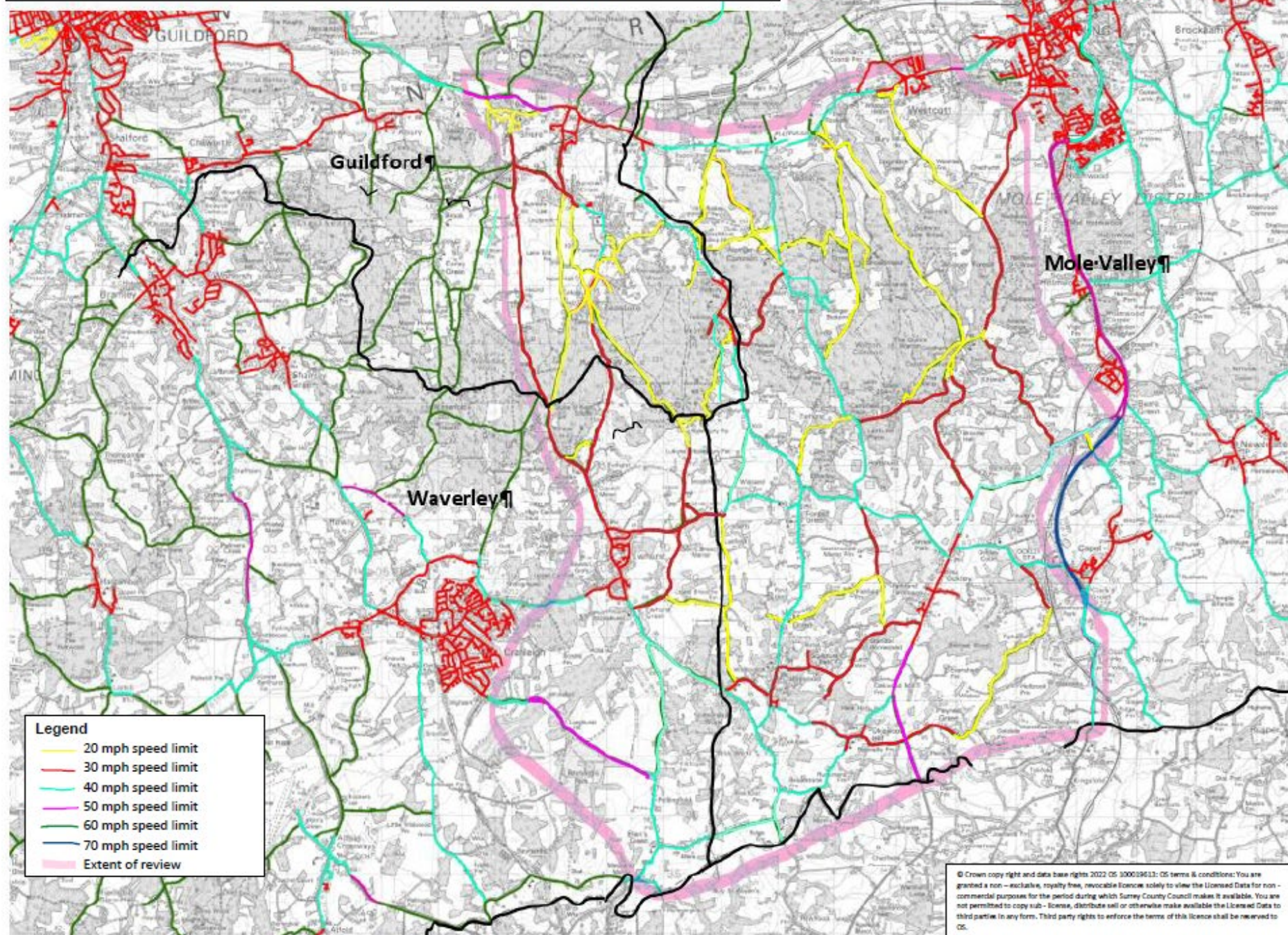
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# Map of Existing Speed Limits



## Map of Proposed New Speed Limits





Abinger Road, Coldharbour, was 60 mph, now reduced to 20 mph



Friday Street, Abinger Common, was 60 mph,  
now reduced to 20 mph



Peaslake Lane, Peaslake, was 30 mph, now reduced to 20 mph



Coldharbour Lane, Coldharbour, was 60 mph,  
now reduced to 30 mph



B2127 Ockley Road, Ewhurst, was 60 mph, now reduced to 30 mph



Somersbury Lane, Ewhurst, was 60 mph, now reduced to 40 mph



# Rural Speed Limit Review

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## Next Steps:

- Proceed with implementing new lower speed limits over the coming weeks.
- Agilysis to complete phase 2 evaluation, funded by the Road Safety Trust.
- Continue roll out of lower rural speed limits across the rest of the south of Surrey in future years, and probably across the rest of the north of Surrey too (though much less to do there).



Any Questions

