Proposed 20mph Scheme in Old Dean, Camberley

Public Engagement Results



Public Engagement Overview

Background & Purpose

Surrey County Council is proposing a 20mph scheme in Old Dean, Camberley. The proposal follows requests from local residents for measures to improve road safety on the Old Dean estate, including a petition submitted to Surrey County Council.

A public engagement exercise was carried out between **12 December 2025 and 19 January 2026**, providing residents, local businesses, and other road users with an opportunity to review the proposed scheme and share their views.

The purpose of the engagement was to gather local insight, understand any concerns, and ensure that all affected stakeholders had the chance to contribute before the scheme progresses further.

This report summarises the feedback received throughout the engagement period and sets out officers' recommendations and responses to the comments raised.

Engagement Methodology

Engagement materials - including plans, supporting information, and speed data - were made available on the project webpage: https://olddean-camberley.commonplace.is/

To ensure wide awareness, all residents and businesses within the area were notified by letter, local schools were contacted by email, and posters with QR codes were placed in the area.

Proposed Scheme Impacts

- **38** Roads included in the proposed 20mph limit area
- **1852** Households / businesses within scope
- **4** School within the area

Engagement Response Level

- **541** Visitors to engagement webpage
- **106** Survey respondents
- **87** Respondents living on impacted roads
- **33** Respondents with children travelling to school on these roads

Recommendation

The engagement findings show mixed views on the proposed 20mph scheme. Supportive comments highlighted the benefits of improving safety for children and other vulnerable road users, creating a consistent estate-wide speed environment and reducing vehicle speeds on residential roads. Concerns primarily related to existing low vehicle speeds, enforceability and whether other issues such as parking and congestion should be prioritised.

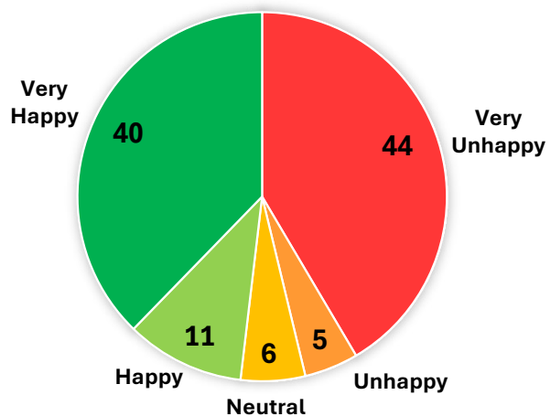
The roads within the proposed area meet Surrey County Council's policy criteria for a sign-only 20mph limit, and no amendments to the scheme are considered necessary. Officers therefore recommend progressing the scheme as proposed.

Sentiment of Respondents

How people feel about the proposed 20mph scheme

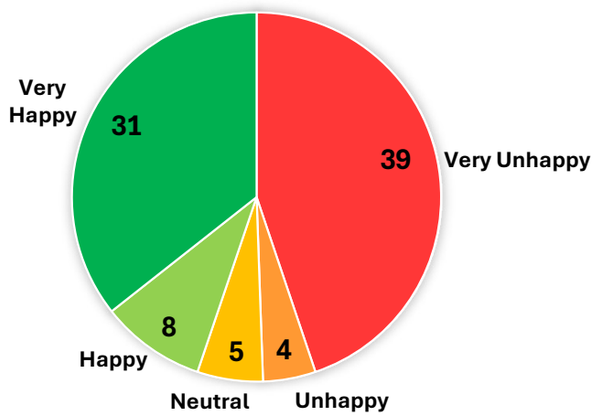
Overall sentiment towards the proposed 20mph scheme was mixed, but marginally more positive than negative. Residents living on the affected roads were slightly more likely to be unhappy than happy with the proposal, while sentiment among families with children travelling to school was considerably more positive.

Overall
(106 respondents)



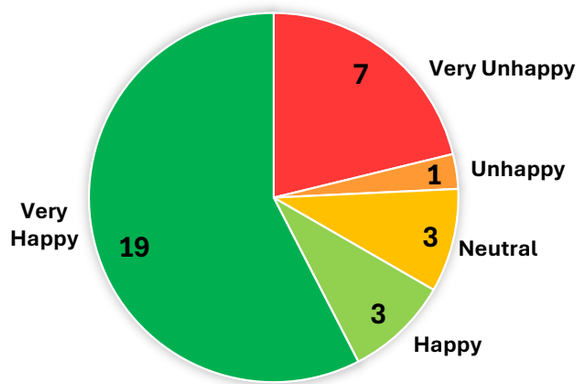
48%	happy or very happy
46%	unhappy or very unhappy
6%	neutral

Residents of impacted roads
(87 respondents)



45%	happy or very happy
49%	unhappy or very unhappy
6%	neutral

Families with children travelling to school
(33 respondents)



67%	happy or very happy
24%	unhappy or very unhappy
9%	neutral

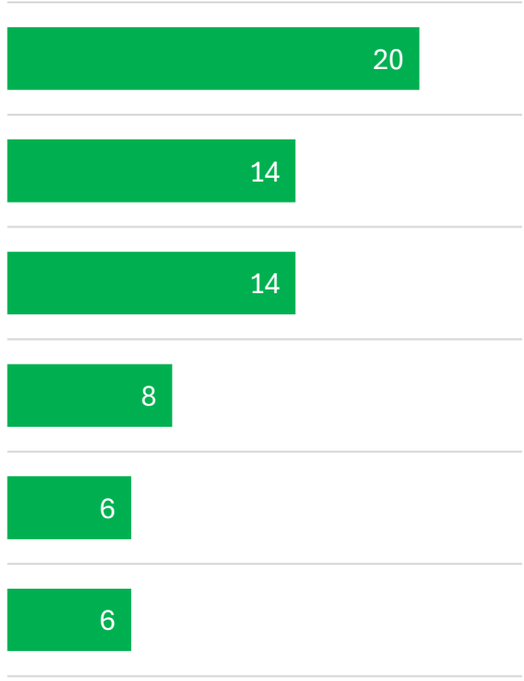
Positive Feedback

What people said they like about the proposed 20mph scheme

Key Positive Themes

- ✓ Support for a consistent, estate-wide 20mph limit
- ✓ Support for improving safety for children and around schools
- ✓ Expectation that 20mph will calm traffic and reduce speeds
- ✓ General support for safer roads and reducing the risk of collisions
- ✓ Support wider rollout (e.g. residential areas, schools, College Ride & Old Dean Rd)
- ✓ Desire for safer walking and cycling routes and an improved environment

Number of mentions



What people told us...

The fact there are four schools on the estate means we should be doing everything we can to keep these children safe.

I believe it's a great idea and will definitely reduce the risk of serious injury.

20mph should 100 percent be introduced in any built-up area.

Speed needs to be reduced on Upper College Ride. Too often cars are speeding at the approach to the roundabout at the southern end of Star Post Road.

Introducing a 20mph speed limit in Old Dean would make streets safer for everyone, especially children walking to and from schools.

Key Insight

Supportive comments show strong support for improving safety for children and other vulnerable road users across the Old Dean estate. Respondents highlighted the benefits of lower vehicle speeds, calmer traffic conditions and safer routes to school, while many welcomed a consistent estate-wide 20mph limit across residential roads.

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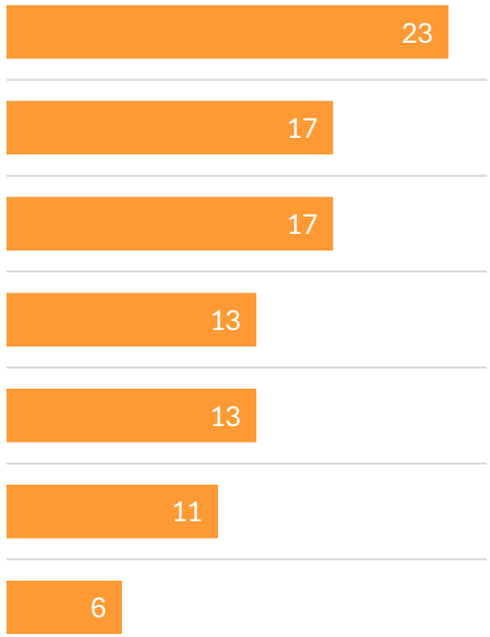
Objections and Concerns

What people said they did not like about the proposed scheme

Key Objection Themes*

- Waste of money – should be spent on higher-priority issues
- Unnecessary as speeds are already low
- Concerns about enforceability (*raised by supporters and objectors*)
- Parking controls and enforcement should be prioritised instead
- Could increase congestion, delays and pollution
- Prefer alternative measures to a 20mph limit
- 20mph should only apply around schools or at school times

Number of mentions



** Please see Concerns and Suggestions page for more details on these comments*

What people told us...

The issue is the improper parking around the estate, large vans and tow trucks being parked on corners and busy areas, on footpaths blocking access for people in wheelchairs and pushchairs.

The speed data shows that traffic is already moving at about or below 20mph ... speeding is simply not a problem on Old Dean.

It will only frustrate drivers. It causes more pollution by going slower and causes people to be late to work and school.

Drivers who ignore a 30mph limit will almost certainly ignore a 20 sign.

Would it not make more sense to put up speed cameras and speed bumps outside all the schools in our local area?

Key Insight

The main concerns relate to whether a 20mph limit is necessary across the Old Dean estate. Many respondents cited existing traffic-calming measures, school-related congestion and speed survey data as evidence that vehicle speeds are already low. Concerns were also raised regarding enforcement, value for money and alternative solutions.

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Concerns & Suggestions (1/3)

Summary of concerns raised and officer responses

Concern	Officer response
This is a waste of money / speeds are already low	• Although average speeds on these roads are already relatively low, introducing a 20mph limit helps to formalise expectations for drivers and supports more consistent slower speeds. The aim is to create a clearer, more predictable environment for everyone travelling through these roads. • Sign-only 20mph schemes are low-cost and cost-effective. They provide safety benefits without requiring major engineering measures that would cost more to implement.
Without enforcement drivers will not comply	• We will only implement 20 mph speed limits that are predominantly self-enforcing and therefore retain credibility with motorists. Speed data shows that traffic calming is not needed on these roads. When a new 20mph limit is introduced, we monitor speeds and repeat surveys once the change has bedded in. We will consider additional physical traffic-calming measures, including options such as speed humps, if the data shows vehicle speeds are higher than we would like. • The evidence is that drivers drop their speed when a 20mph limit is introduced, even without enforcement. In the most recent implementation of 20mph across Wales, mean speeds dropped by 2.5mph and up to 6mph on faster roads. This occurred without any police enforcement in the first six months on 20mph roads.
The 20mph limit should only be introduced on school roads.	• The extent of the proposed 20mph speed limit has been designed to apply consistently across the surrounding residential roads, including those not directly adjacent to the school. This approach avoids frequent changes in speed limits over short distances and provides a clear and consistent message to drivers. Applying different speed limits to similar neighbouring roads could lead to confusion and reduce compliance. • Residential streets across the area form part of the routes that children and families use to walk to and from school and experience pedestrian activity throughout the day, not just in the immediate vicinity of the school. These roads therefore remain appropriate to include within the same speed environment. • Lower speed limits are associated with reduced collision severity and improved safety for vulnerable road users, including children, pedestrians and cyclists. Reduced vehicle speeds can also make it more attractive for people to walk and cycle for short journeys, reducing reliance on the private car.
The 20mph limit should be implemented at school travel times only.	• This area has children, pedestrians and cyclists using the roads throughout the day — not only at school peak times — so a full-time 20mph limit provides consistent expectations for all drivers at all times of the day and night. A permanent limit also avoids confusion about when the restriction applies and is much easier for drivers to follow.

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Concerns & Suggestions (2/3)

Summary of concerns raised and officer responses

Concern	Officer Response

The money for this should be spent on resurfacing roads and pavements or filling potholes instead	• It is recognised that some residents and road users would like to see additional repairs to roads in Surrey.
	• Countywide road maintenance works are funded from a different budget than the funding that has been allocated for delivering the as appropriate for scheme. These works are prioritised using a number of criteria including:
	  • Risk to the public – calculated using data such as number of insurance claims and number of small repairs carried out.
	  • Condition of road – this includes an engineer's assessment.
	  • Road priority – greater priority is given to roads with greatest usage or need. Road class (A,B C and D), speed limits and daily traffic are all factors in this.
	• This prioritisation is to ensure that roads and pavements in greatest need of treatment are addressed in a fair and consistent manner across the county. Further details of how we prioritise road resurfacing works can be found here: https://www.surreycc.gov.uk/roads-and-transport/roadworks-and-maintenance/maintenance

A 20mph limit will only cause more congestion	• 20mph limits on short residential roads have minimal impact on journey times. There is no evidence to show that congestion has increased where the speed limit has been reduced on similar roads in Surrey. Most of the delays that occur for motor vehicles in built up areas are at junctions, rather than the roads between junctions. • The introduction of a 20mph limit may also encourage more people to walk, scoot and cycle in a residential area near to a school. This could mean that fewer people use their cars for short journeys, which would reduce congestion, making routes safer and more pleasant for walking and cycling.
A 20mph limit could lead to driver frustration and more accidents	• Evidence from other areas does not show more collisions after the installation of 20mph schemes. Lower speeds reduce conflict between users.
Lower speeds will increase air pollution	• There is no clear evidence that reductions in speed limits lead to increased vehicle emissions. Smoother driving reduces harsh acceleration, a major contributor to emissions. Reducing the speed limit to 20mph aims to make communities feel safer in a calmer environment. Shifting short journeys from cars to walking, cycling and scooting also improves air pollution.

Concerns & Suggestions (3/3)

Summary of concerns raised and officer responses

Suggestion	Officer Response
We need parking enforcement and new restrictions to stop inconsiderate parking from school-related traffic	• Concerns regarding parking associated with school drop-off and pick-up times have been noted. • Issues relating to vehicles obstructing dropped kerbs or parking on double yellow lines constitute illegal parking and can be reported to the Parking Enforcement team via Surrey County Council FixMyStreet. Reports help to inform enforcement activity and may result in increased patrols where persistent problems are identified. • Requests for new or amended on-street parking restrictions are considered separately through Surrey County Council's borough-wide Parking Review Process, which considers requests across the whole district and prioritises them for inclusion in the next available review. Further details on how parking changes are assessed and prioritised can be found on our website: https://www.surreycc.gov.uk/roads-and-transport/parking/reviews/process
Please extend the 20mph scheme to additional roads including College Ride, Old Dean Road, Kings Ride and Diamond Ridge	• These locations have been noted. However, the current SCC 20mph programme is fully committed, and further 20mph schemes will fall to the new unitary council of West Surrey to prioritise once in place from April 2027.
We need safer crossings and pedestrian facilities near the schools	• Surrey County Council has a dedicated Road Safety Outside Schools (RSOS) process which considers measures to improve safety and encourage more sustainable journeys to and from school. The feedback received through this engagement will help inform any future consideration of improvements in the area, subject to funding, feasibility and local priorities.

Conclusion and Next Steps

Conclusion

The engagement exercise demonstrated mixed views on the proposed 20mph scheme across the Old Dean estate. Supportive comments highlighted the benefits of improving safety for children and other vulnerable road users, reducing vehicle speeds on residential roads and creating a consistent estate-wide speed environment.

Concerns primarily related to whether a 20mph limit is necessary given existing low vehicle speeds, the perceived effectiveness of a sign-only scheme, and the view that alternative measures such as parking enforcement, crossings and other traffic management improvements should be prioritised instead.

The issues raised through the engagement have been carefully considered alongside the speed data and Surrey County Council's 20mph policy. While views were divided, no new evidence was identified that would require amendments to the proposed scheme, and the roads remain suitable for inclusion within a sign-only 20mph limit.

Overall, the findings support progressing the scheme as proposed, without amendments.

Next Steps

A draft Traffic Regulation Order (TRO) will now be prepared and advertised for statutory consultation. This legal process provides a further opportunity for formal representations to be submitted before a decision is made on whether the 20mph scheme is to be implemented.

Suggestions relating to pedestrian crossings, traffic calming and potential future extensions of the 20mph network will be logged for future consideration by the new unitary council of West Surrey following Local Government Reorganisation in April 2027.

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