Proposed 20mph Scheme on Little Green Lane and the residential roads around Meadowcroft Community Primary School, Chertsey

Public Engagement Results



Public Engagement Overview

Background & Purpose

Surrey County Council is proposing a 20mph scheme on Little Green Lane and the residential roads around Meadowcroft Community Primary School, Chertsey.

A public engagement exercise was carried out between **12 December 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 engagement aimed 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://little-green-lane-chertsey.commonplace.is/

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 to raise awareness.

Proposed Scheme Impacts

- **14** Roads included in the proposed 20mph area
- **597** Households / businesses affected
- **1** School within the area

Engagement Response Level

- **252** Visitors to engagement webpage
- **46** Survey respondents
- **32** Respondents live on impacted roads
- **10** Respondents have children travelling to school on these roads

Recommendation

The engagement findings support progressing the scheme as proposed, with no amendments required.

Feedback highlighted a broad range of views, with support centred on improving safety for children and other vulnerable road users, reducing vehicle speeds on residential roads and creating a safer environment around Meadowcroft School. Concerns primarily related to existing traffic conditions, scheme effectiveness and school-related parking and congestion.

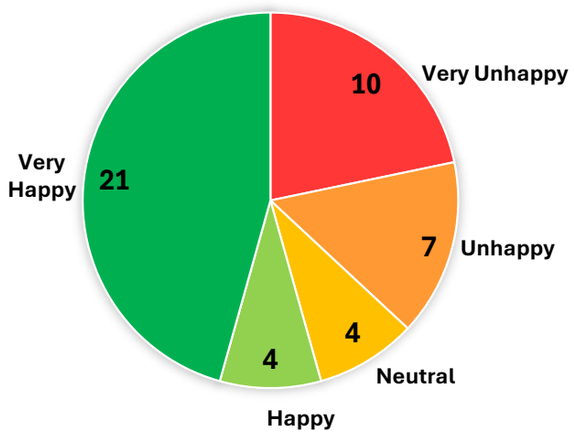
No new issues were identified that require changes to the proposed scheme, and the roads remain appropriate for inclusion within the proposed 20mph scheme.

Sentiment of Respondents

How people feel about the proposed 20mph scheme

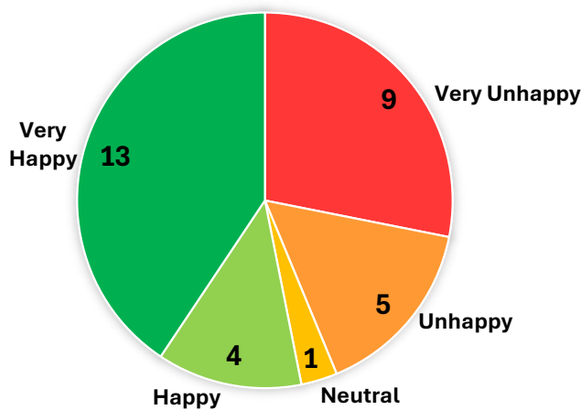
Support for the scheme is consistently high across all respondent groups, with the strongest support from families with children travelling to school.

Overall
(46 respondents)



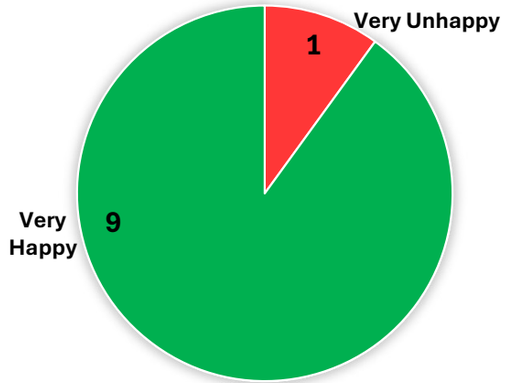
54%	happy or very happy
37%	unhappy or very unhappy
9%	neutral

Residents of impacted roads
(32 respondents)



53%	happy or very happy
44%	unhappy or very unhappy
3%	neutral

Families with children travelling to school
(10 respondents)



90%	happy or very happy
10%	unhappy or very unhappy
0%	neutral

* Percentages may not add up to 100% due to rounding

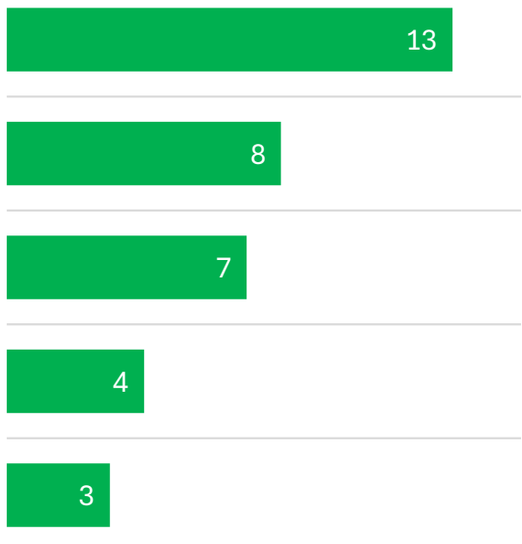
Positive Feedback

What people said they like about the proposed 20mph scheme

Key Positive Themes

- ✓ General support for safer roads and reduced collision severity
- ✓ Support for improving safety for children and around schools
- ✓ Support wider rollout (e.g. all of Bittams Lane, Green Lane, and Guildford Road)
- ✓ Support for a consistent, estate-wide 20mph limit
- ✓ Improved conditions for walking and cycling

Number of mentions



What people told us...

I have been really worried about my son crossing Little Green Lane as he walks to/from the Salesian school. 20mph is a very sensible speed limit for this type of road.

I 1000% back this. People have been using the roads as a cut through and are often driving at well over 40mph.

I like it because the roads are often used as a cut through.

As a pedestrian and cyclist I am delighted about the plan to introduce 20mph speed limit. Trying to cross the road on foot is really a challenge and scary. Anything that slows motorists down is a great idea for us all.

The 20mph limit should be extended to the end of Bittams Lane. The road is too narrow and has too many blind bends for 30mph to be safe.

Key Insight

The positive comments show strong support for improving safety for children and other vulnerable road users, particularly around Meadowcroft School and along Little Green Lane. Respondents also highlighted concerns about speeding and rat-running traffic, with many viewing 20mph as a more appropriate speed for these residential roads. Several respondents supported extending the scheme further, particularly along the full length of Bittams Lane.

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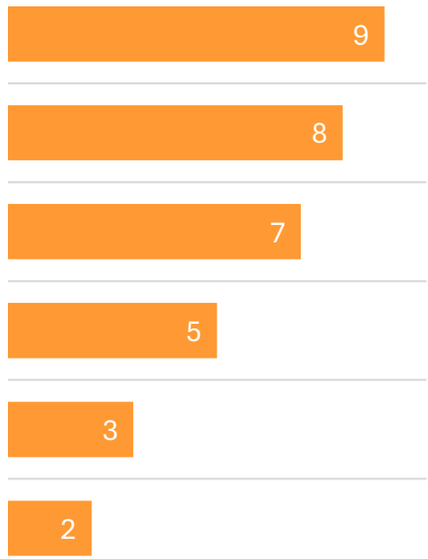
Objections and Concerns

What people said they did not like about the proposed scheme

Key Concerns Raised*

- Parking and school traffic are bigger issues than speed
- Concerns about enforceability (*raised by supporters and objectors*)
- Prefer alternative measures (e.g. safer crossings, road widening, traffic calming)
- Existing speeds are close to 20mph / scheme is unnecessary / waste of money
- Blanket approach – 20mph limit only needed in specific locations (eg school areas)
- 20mph is too slow / will inconvenience drivers / will create congestion

Number of mentions



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

Key Insight

The main concerns relate to whether the scheme is necessary given existing low vehicle speeds, concerns about enforceability, and whether funding could be better spent on addressing school traffic, parking and other highway priorities. Many respondents felt that parking and congestion associated with Meadowcroft School are the primary issues, while others preferred a more targeted approach focused on the immediate school area or supported alternative measures such as traffic calming, crossings and road improvements.

What people told us...

> The biggest issue on Little Green Lane is not the speed that some people drive along it at but the amount of parking on the road, particularly at the Meadowcroft School end.

> You should also include a proper zebra crossing to safely negotiate the section on Bittams Lane between Green Lane and Little Green Lane.

> Not sure how it's going to work if no one is going to enforce it. Think residents will, but these roads are used as short cuts.

> 20mph only necessary at the school itself. I really cannot see why it's necessary in the surrounding roads.

> The road speed never gets above 20mph, especially by the school because of the road layout and traffic. This is a completely unnecessary change.

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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 in this area are already relatively low at peak times, 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.
Without enforcement drivers will not comply / include physical calming measures	• We will only implement 20mph speed limits that are predominantly self-enforcing and therefore retain credibility with motorists. 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 if the data shows vehicle speeds are higher than we would like. • Enforcement of speeding is the responsibility of Surrey Police not Surrey County Council, and decisions about enforcement methods are made by the police. • 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 collision record does not justify a 20mph speed limit.	• The number of collisions is not the only reason Surrey Highways changes the speed limits. Lower speed limits can help to reduce personal injury collisions and will also make using these roads safer and more pleasant. It has been shown that the slower a vehicle is travelling, the lower the likelihood of a serious or fatal injury occurring.
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.

Concerns & Suggestions (2/3)

Summary of concerns raised and officer responses

Concern	Officer response
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.
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 overall 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 existing 30mph limit is considered adequate.	• The proposed 20mph speed limit scheme is intended to address road safety concerns by reducing vehicle speeds and improving conditions for all road users, particularly pedestrians and cyclists. Reduced vehicle speeds can also make it more attractive for people to walk and cycle for short journeys thus reducing reliance on the private car.

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Concerns & Suggestions (3/3)

Summary of concerns raised and officer responses

Suggestion	Officer Response
Extend the scheme further, particularly along the full length of Bittams Lane.	• Requests to extend the scheme beyond the proposed extent have been carefully considered. The current proposal has been developed as a sign-only 20mph scheme on roads considered suitable for lower speed limits without additional traffic-calming measures. Some of the requested roads may require physical traffic-calming measures to support a 20mph limit and would therefore require further assessment, design work and funding before they could be considered for a lower speed limit. The feedback received will help inform future speed management priorities in the area.
Address parking and traffic management issues associated with Meadowcroft School.	• Concerns regarding parking, congestion and traffic associated with Meadowcroft School, including the planned expansion of the school and other planned development in the local area, 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
Provide safer pedestrian crossings and other safety measures.	• Improving safety outside schools is an important priority. Surrey County Council has a dedicated Road Safety Outside Schools (RSOS) process which assesses locations and identifies appropriate measures such as crossings, traffic management and layout changes. • While such measures cannot be delivered as part of this 20mph scheme, the concerns raised have been noted and will be considered through the appropriate processes, subject to funding and feasibility.
Introduce traffic-calming measures such as speed humps	• As part of the Meadowcroft School expansion project, two raised tables and a priority give-way feature are currently programmed for implementation outside the school during Summer 2026. • Requests for additional traffic-calming measures have been noted. The current proposal is a sign-only 20mph scheme and does not include physical traffic-calming features. Measures such as speed humps, build-outs and chicanes would require separate assessment, design work and funding before they could be considered.

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Conclusion and Next Steps

Conclusion

The engagement exercise demonstrated a broad range of views on the proposed 20mph scheme on Little Green Lane and surrounding roads in Chertsey South. Respondents who supported the proposal highlighted benefits including improved safety for children and other vulnerable road users, slower vehicle speeds on residential roads, and safer conditions for walking and cycling. Many respondents also expressed concerns about speeding and rat-running traffic, particularly along Little Green Lane and Bittams Lane.

Concerns focussed primarily on whether the scheme is necessary given existing traffic conditions and low vehicle speeds during busy periods, whether it would be effective without enforcement, and whether funding could be better spent on addressing parking, congestion and traffic management issues associated with Meadowcroft School. A number of respondents also felt that the scheme should either be focused more closely around the school or extended further, particularly along the full length of Bittams Lane.

The issues raised through the engagement have been carefully considered and reviewed against Surrey County Council's 20mph policy and the supporting speed data. No new evidence has been identified that would require amendments to the proposed scheme, and the roads remain suitable for inclusion within the proposed 20mph scheme.

While views were mixed, support was strongest amongst residents whose children travel to school on these roads. The most frequently cited benefits related to safety for children, pedestrians and cyclists, and creating a more appropriate speed environment for residential roads.

Overall, the findings support progressing the 20mph 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 an opportunity for formal representations to be submitted before a decision is made on whether the 20mph scheme should be implemented.

Requests for additional 20mph roads, traffic-calming measures, pedestrian crossings, parking restrictions and other highway improvements raised during the engagement will be recorded for future consideration by the new unitary council of West Surrey following Local Government Reorganisation (LGR) in April 2027.

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