Proposed Pedestrian Safety Improvements
St Bede's School, Carlton Road, Redhill

Public Engagement Results



Public Engagement Overview

Background & Purpose

Surrey County Council is proposing a scheme to improve road safety for pupils and families in Carlton Road outside St Bede's School.

A public engagement exercise was carried out between **6th February 2026 and 6th March 2026** providing residents, parents 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 and supporting information were made available on the project webpage: Community Forum - St Bede's School - Proposed Road Safety Improvements - Commonplace
To ensure wide awareness residents within the area were notified by letter, the school was contacted by email, and information boards were placed in the area.

Engagement Response Level

105	Survey respondents
50	Respondents living on impacted road
27	Respondents living in the local area
10	Respondents with a child at the school

Recommendation

While overall engagement responses were mixed, a number of respondents expressed strong support for the proposed changes to the road layout outside St Bede's School, recognising the clear safety benefits that the scheme would bring.

Concerns with the proposed scheme focused mainly on the need for additional/more formalised crossing points, a potential increase in congestion and parking issues and the need for speed limit reductions.

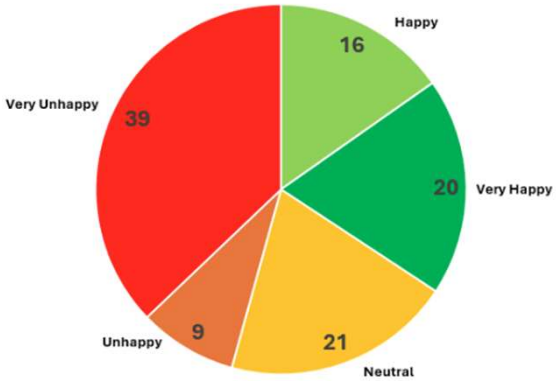
The council believes the proposed changes will meaningfully improve the pedestrian environment outside the school and encourage safer, more sustainable travel.

Sentiment of Respondents

How people feel about the proposed layout change;

Support for the scheme is higher from families with children travelling to the school, but is less popular with residents of the road

Overall
(105 respondents)

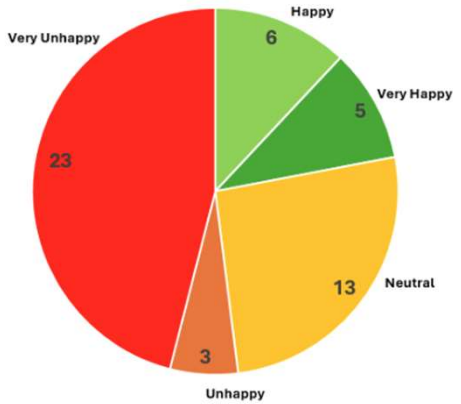


34% happy or very happy

46% unhappy or very unhappy

20% neutral

Residents of impacted roads (50 respondents)

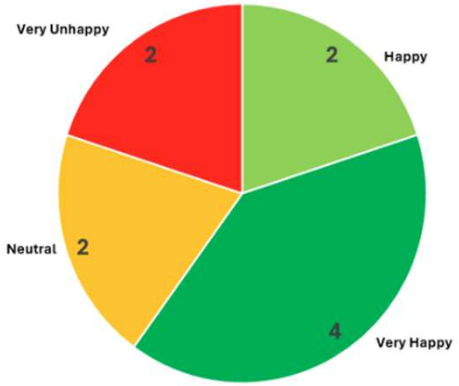


22% happy or very happy

52% unhappy or very unhappy

26% neutral

Families with children travelling to school
(10 respondents)



60% happy or very happy

20% very unhappy

20% neutral

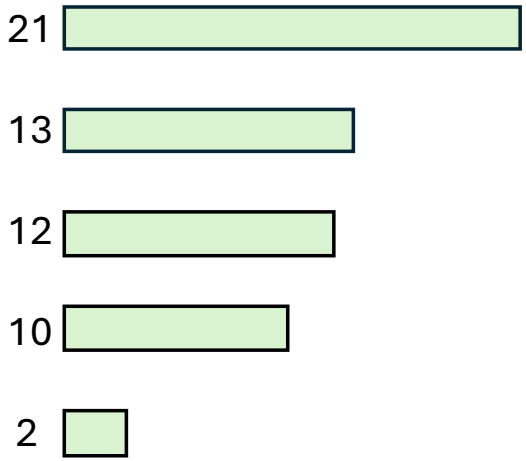
Positive Feedback

What people said they like about the proposed package of road safety improvements

Key Positive Themes

- ✓Safety improvements around the School
- ✓Increasing the pavement width
- ✓Dedicated crossing point
- ✓Removal of layby
- ✓Resurfacing of road

Number of mentions



What people told us...

I am delighted that the council is going to do something about the dangerous lack of safe crossing for St Bede's school children. I agree there needs to be a wider pavement and safe designated crossing points for pedestrians. I agree with removing the lay-by.

This will make it much safer for the children coming out of school as the footpath space at the moment is limited by the cars parked in the layby.

Cars use the lay-by for dangerous 3 point turns outside the school gate and then it is used as parking all day rather than as a drop off location.

Any proposal to reduce cars stopping close to the school entrance and exits is to be welcomed, as it is will reduce the potential for accidents.

Key Insight

The positive comments show clear support for measures that improve safety around schools and provide wider pavements for pedestrians and clear crossing points for children

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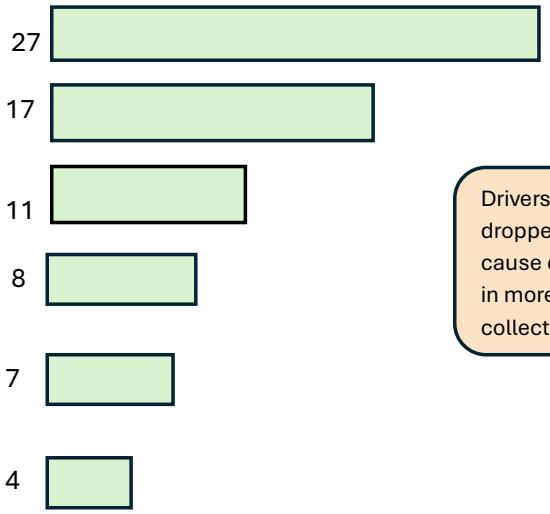
Objections and Concerns

What people said they did not like about the proposed scheme

Key Objection Themes*

- Proposed crossing is unsafe or inadequate
- Increase in congestion as a result of the changes
- Scheme does not address issues of speeding
- Parking will be displaced elsewhere
- These changes are a waste of money and/or will not solve the problems
- Proposed crossing is in the wrong location

Number of mentions



What people told us...

There should be an actual zebra crossing across the road so that pedestrians can safely cross. It's ridiculous not to have a proper crossing directly outside a school.

Drivers collecting students will park over dropped kerbs. Removing the lay by will cause drivers to park in the road resulting in more congestion at drop off and collection time.

Many vehicles travel at more than 30 mph past the school..... I would recommend that a compulsory, or at least an advisory 20mph limit is put in place, in the same way that limits are being created past schools in neighbouring towns.

It's a minor change more should be done. Consider school streets. Secondary school children should be walking or getting buses to school. We should not be doing anything to encourage more driving.

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

Key Insight

The majority of the concerns raised were about the unsuitability of the proposed crossing point, with many respondents also feeling that removing the layby could increase congestion and cause parking problems. Providing extra crossing points and increasing parking enforcement were frequently cited as what is required.

Concerns & Suggestions (1/2)

Summary of concerns raised and officer responses

Concern	Officer response
Removing the layby will create more congestion and result in dangerous drop off behaviours	• Removing the layby is not expected to increase congestion or unsafe driving practices. Currently the layby creates problems by encouraging short-term stopping and double-parking. Removal will reduce these conflicts and prevent the stop-start queuing caused by vehicles entering and exiting the layby. Experience from similar schemes shows that parents adjust their parking habits without causing congestion elsewhere, and overall traffic flow and safety improve.
Taking away the layby will displace parking elsewhere and could result in more parking on bends	• SCC recognises concerns about displaced parking, but evidence shows that removing the layby will not lead to unsafe parking. The current layby creates the main safety issues by encouraging short-stay stopping and double-parking. Experience from similar schemes shows that parents typically park slightly further away rather than relocating to unsafe spots. Overall, removing the layby is expected to reduce high-risk stopping behaviour and improve safety and traffic flow
The crossing point that is proposed will be insufficient for what is needed and a more formal crossing point (zebra/push button) should be installed instead.	• SCC feels that a formal crossing is not justified at this location, pedestrian and traffic volumes do not meet the thresholds and vehicle speeds are already low at school times; the informal crossing provides a clear place to cross, making it a safe and proportionate solution that can be reconsidered in future if things change.
The proposed crossing point is not aligned with the desire line and is too close to the bend	• The location of the proposed informal crossing point has been selected following site assessments, including observations of pedestrian movements, vehicle speeds, visibility, and the physical constraints of the road layout.
Just one crossing point is insufficient for the volume of pedestrians heading in more than one direction.	• A single, well-placed crossing is sufficient for the pedestrian demand, as observations suggest that most pupils cross within the same short section of road. Providing one defined crossing point improves visibility and driver awareness, whereas multiple nearby crossings can create confusion and increase risk.

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Concerns & Suggestions (2/2)

Summary of concerns raised and officer responses

Concern	Officer Response
Why are there no speed reduction plans included within this scheme?	• The scheme does not include speed-reduction measures because the main safety issues relate to stopping behaviour, visibility, and pedestrian movement rather than vehicle speed. The proposed layout changes address these risks directly, but SCC will continue to monitor conditions and consider further speed-management measures in future if they become necessary.
Why are pavements only being widened outside the school and not elsewhere on this road?	• The proposed pavement widening has been targeted specifically at the section of road where pedestrian demand is highest and where safety concerns have been identified. Other parts of the road experience lower pedestrian activity and currently provide sufficient width for the level of use observed.
Parking enforcement in this location is the answer, parents will park legally if they think that they will be fined.	• Parking enforcement alone is not a practical or cost-effective solution, as it would require constant on-site presence to address very short-duration stopping and manoeuvres, and it does not resolve the underlying layout issues that encourage unsafe behaviour. The scheme instead tackles these root causes by redesigning the space to reduce conflict and create a safer, more predictable environment outside the school.
The proposed changes are a waste of money and create new problems without solving the existing ones.	• The scheme addresses the underlying layout issues that currently lead to unsafe stopping and unpredictable pedestrian movements, and the targeted design changes are a proportionate and effective use of funds. Evidence from similar schemes shows that improving the physical environment reduces conflict and improves safety without creating new problems.

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Conclusion and Next Steps

Conclusion

Analysis of the feedback received through the engagement shows that while some respondents welcomed the intention to improve safety outside St Bede's School, the proposal **did not receive overall support** from the respondents. A significant proportion of comments expressed concerns about the crossing point location/type/number being inadequate, potential increase in congestion and parking displacement caused by the layby removal, and concerns that a reduction in speed limit had not been considered. These points have been addressed through the officer responses.

Despite these concerns, the engagement also highlighted clear support for the underlying aims of the scheme, with some respondents recognising that **removal of the layby and the introduction of an informal crossing point would improve safety for children and families** travelling to and from the school.

Some respondents suggested broader measures such as making the crossing point a zebra crossing and reducing the speed limit. These fall outside the scope of the current scheme, but they have been noted and can be considered through the appropriate processes or by the new unitary council of East Surrey following Local Government Reorganisation (LGR) in April 2027.

Next Steps

Thank you to everyone who took time to share their views on the proposed road safety scheme outside St Bede's School, Carlton Road, Redhill. We value your involvement and the feedback provided.

Taking into account both the concerns raised, and the strong safety benefits identified, Surrey County Council considers that the scheme will deliver meaningful improvements to the pedestrian environment outside the school and will support safer, more sustainable travel choices. The scheme has the support o the county councillor.

This scheme will now proceed to the detailed design phase and will be included within a package of road safety schemes which will be recommended for future implementation to the new East Surrey County Council for their further consideration post April 2027.

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