# Proposed 20mph Scheme in Barnsbury and Bonsey Lane, Woking

# Public Engagement Results



# Public Engagement Overview

## Background & Purpose

**Surrey County Council is proposing a 20mph scheme in Barnsbury and Bonsey Lane, Woking.**

A public engagement exercise was carried out between **28 November 2025 and 5 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://barnsbury-and-bonsey-lane-woking.commonplace.is/

To ensure wide awareness, all residents and businesses within the area were notified by letter, local schools were contacted by email, and large information boards were placed in the area.

## Proposed Scheme Impacts

- **13** Roads included in the proposed 20mph limit area
- **572** Households / businesses affected
- **2** Schools within the area

## Engagement Response Level

- **515** Visitors to engagement webpage
- **92** Survey respondents
- **50** Respondents live on impacted roads
- **44** Respondents have children travelling to school on these roads

## Recommendation

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

Most respondents, including residents living on the affected roads, expressed strong support for the 20mph scheme proposals.

Concerns mainly related to perceived effectiveness, the view that speeds were already low, and issues such as parking were more important.

Overall, the feedback did not identify any issues that have not already been considered in the design of the scheme.

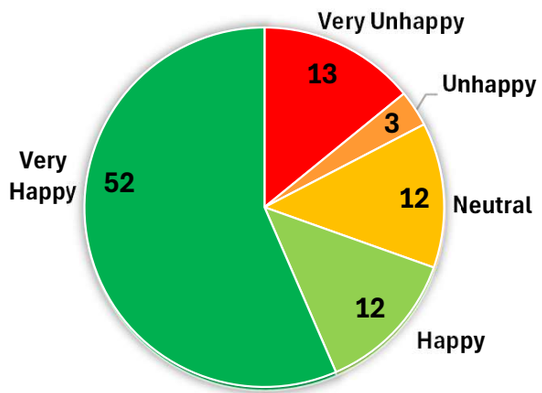
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# Sentiment of Respondents

## How people feel about the proposed 20mph scheme

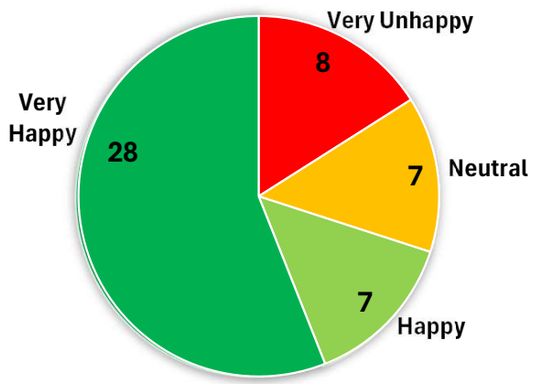
**Support for the scheme is consistently high across all respondent groups, with the strongest support from families with children travelling to school.**

### Overall
(92 respondents)



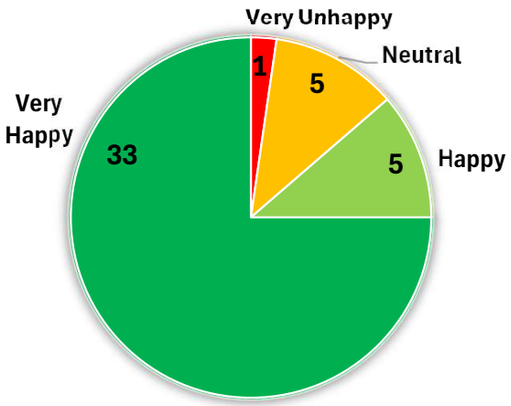

| | |
|---|---|
| 70% | happy or very happy |
| 17% | unhappy or very unhappy |
| 13% | neutral |

### Residents of impacted roads
(50 respondents)




| | |
|---|---|
| 70% | happy or very happy |
| 16% | unhappy or very unhappy |
| 14% | neutral |

### Families with children travelling to school
(44 respondents)




| | |
|---|---|
| 86% | happy or very happy |
| 2% | unhappy or very unhappy |
| 11% | neutral |

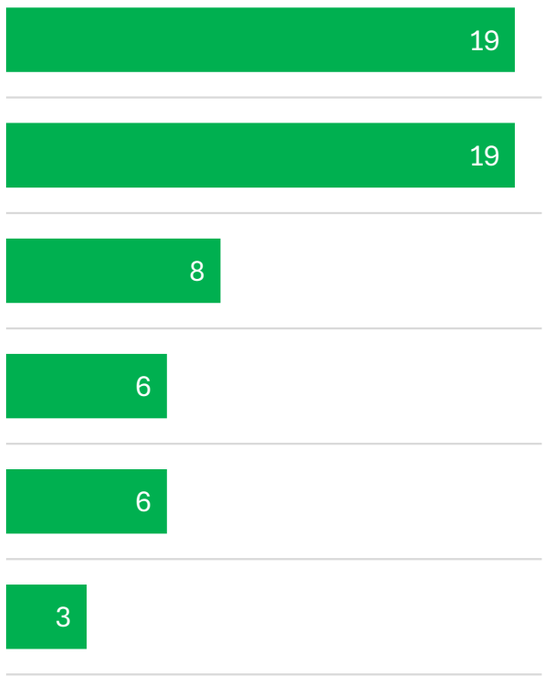
# Positive Feedback

**What people said they like about the proposed 20mph scheme**

## Key Positive Themes

- ✓ Strong 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
- ✓ Interest in extending 20mph to more residential roads across Woking
- ✓ Desire for safer walking and cycling routes
- ✓ Positive views on potential air quality and noise benefits

## Number of mentions




## What people told us...

All residential areas especially by a school should be 20mph to make it safer and cleaner air for everyone and hopefully encourage more people to walk.

20mph is a very sensible speed limit due to the narrow roads, parked cars and young children

This is a fantastic idea that I totally support. It will keep our children safer and improve our environment. It shows a move towards a human first approach to our neighbourhood rather than a vehicle first attitude.

As a resident near the school, the speeding is very dangerous and children are everywhere. 100% need a more secure limit on the roads and enforced! Speedbumps before each bend.

**Key Insight**

The positive comments show clear support for measures that improve safety around schools, calm traffic, and promote active travel. Several respondents also expressed a desire to see 20mph limits extended more widely across Woking.

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# Objections and Concerns

**What people said they did not like about the proposed scheme**

| Key Objection Themes* | Number of mentions |
|---|---|
| Need alternative measures (eg parking controls, one way system, junction improvements) | 20 |
| Won't be effective if there's no enforcement | 19 |
| Waste of money / speeds are already slow enough | 12 |
| Only implement during school travel times or make this a School Street | 6 |
| Physical calming measures are needed | 5 |
| Improve the road conditions instead | 4 |
| Won't be safer – just penalises drivers | 3 |

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

**Key Insight**

Many concerns were about the scheme's effectiveness, with some residents feeling that speeds are already low and the proposed limit would not change driver behaviour without enforcement. Parking and school traffic were frequently cited as more pressing problems.

## What people told us...

> Speed around the schools is not the issue, its poor parking which results in poor visibility. This results in children crossing roads in unsafe locations.

> I think a one-way system around Barnsbury would work in a much better and efficient way especially for the buses

> It should only be enforced during school term times and hours. Additionally, there should be a PCSO or similar in place during 8am and 3pm term times

> If its not policed or physically restricted it's not going to slow the fastest drivers/riders.

# Concerns & Suggestions (1/2)

## 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.<br>• 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 / include physical calming measures | • 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.<br>• 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. |
| Why are you reducing the speed limit when there are no collisions ? | • 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 then the less likelihood there is of a serious or fatal injury occurring. |
| The money for this should be spent on resurfacing or potholes instead | • It is recognised that some residents and road users would like to see additional repairs to roads in Surrey.<br>• 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:<br>  • Risk to the public – calculated using data such as number of insurance claims and number of small repairs carried out.<br>  • Condition of road – this includes an engineer's assessment.<br>  • 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.<br>• 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 |

# Concerns & Suggestions (2/2)

## Summary of concerns raised and officer responses

| Suggestion | Officer Response |
|---|---|
| We need parking restrictions instead to stop inconsiderate parking from school-related traffic | • Changes to on-street parking are managed separately through Surrey'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<br>• If you are aware of illegal or inconsiderate parking taking place, please send an email with the details to: SurreyParkingEnforcement@nslservices.co.uk |
| A School Street would be more beneficial | • A School Street* can be introduced separately from a speed-limit change. The first step in establishing whether a School Street is feasible is for parents and/or the school to apply for a Road Safety Outside Schools (RSOS) assessment. Details on how to request an RSOS assessment, along with information about the criteria used, can be found on our website: https://www.surreycc.gov.uk/roads-and-transport/road-safety/outside-schools<br>** A School Street is a timed restriction that limits motor traffic on the road outside a school during drop-off and pick-up times, helping to create a safer and calmer environment for students walking or cycling. School Streets and 20mph limits often work well together, as both measures help to create safer and more welcoming routes for children and families travelling to school.* |
| Extend the 20mph across residential areas in Woking, including walking routes to school | • 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. |
| Introduce a one-way system in Barnsbury | • A one-way system can be considered independently from a speed-limit change. Implementing the 20mph limit first will help regulate vehicle speeds, whereas a one-way arrangement within a 30mph area can sometimes encourage faster, free-flowing traffic. A one-way system falls outside the scope of this scheme but has been noted for consideration in any future wider traffic review. |

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# Conclusion and Next Steps

## Conclusion

The engagement exercise has shown **clear overall support** for introducing a 20mph speed limit in Barnsbury, and the Bonsey Lane area of Woking, with the strongest support coming from families with children travelling to school. Respondents highlighted the benefits of slower / calmer traffic, safer walking and cycling routes, and clearer expectations for drivers in an area with high school-related activity.

Concerns raised during the engagement mainly related to perceived effectiveness, the belief that traffic speeds are already low, and wider issues such as parking pressures or school-run congestion. These points have been addressed through the officer responses. No new issues were raised that require amendments to the proposed scheme, and the roads continue to meet Surrey County Council's policy criteria for a sign-only 20mph limit.

Some respondents suggested broader measures such as extending 20mph limits across Woking, tackling parking issues, junction improvements, introducing a one-way system, or reducing speeds on Egley Road. 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 West Surrey following Local Government Reorganisation (LGR) in April 2027.

**Overall, the findings support progressing the 20mph scheme as proposed, without amendments.**

## Next Steps

This scheme has the support of both the county councillor and Surrey Police.

Wider suggestions raised through the engagement — including requests for additional safety measures or for 20mph limits in other parts of Woking — will be logged for future consideration by the new unitary council of West Surrey following Local Government Reorganisation (LGR) in April 2027.

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.

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