Proposed 20mph Scheme in Fairlands, Worplesdon

Public Engagement Results



Public Engagement Overview

Background & Purpose

Surrey County Council is proposing a 20mph scheme in Fairlands, Worplesdon.

A public engagement exercise was carried out between **21 November and 22 December 2025**, 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://fairlands-worplesdon.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

16 Roads included in the proposed 20mph limit area

598 Households / businesses within scope

1 School within the area

Engagement Response Level

587 Visitors to engagement webpage

110 Survey respondents

89 Respondents living on impacted roads

18 Respondents with children travelling to school on these roads

Engagement Summary

The Engagement findings show a mix of views, including concerns that existing speeds are already low, that parking and school-run issues are more significant priorities, and that a lower limit may be difficult to enforce. Supportive respondents highlighted potential safety benefits for children and for all road users within the Fairlands community.

Officers advised proceeding with the scheme, as it aligns with Surrey County Council's policy and Vision Zero Road Safety Strategy aims, and because no technical reasons were identified that would prevent the scheme from progressing.

County Councillor Decision

The County Councillor for the division has reviewed the engagement findings and decided not to support progressing the scheme, taking into account both resident feedback and his view that existing speeds remain appropriate for a 30mph limit. **As a result, the 20mph proposal will not progress to the statutory Traffic Regulation Order (TRO) stage.**

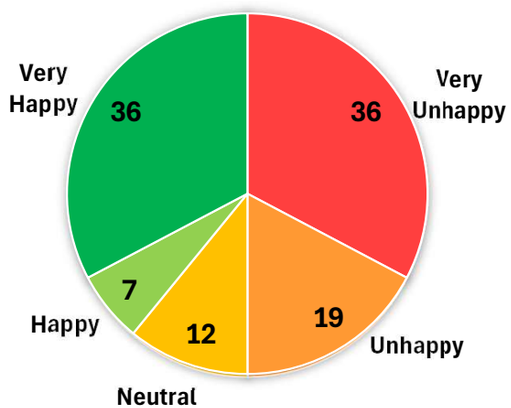
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Sentiment of Respondents

How people feel about the proposed 20mph scheme

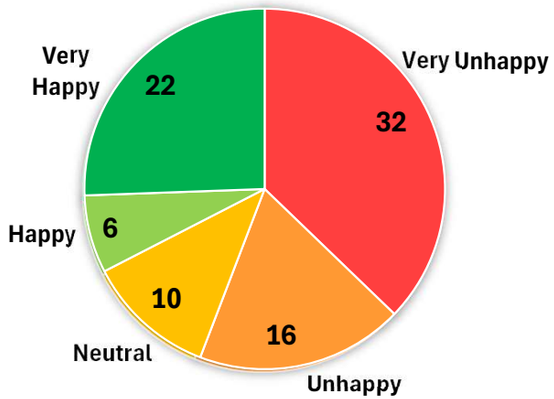
Sentiment varied across respondent groups: support was highest among families with children travelling to school, while residents of the affected roads were more likely to express negative views.

Overall
(110 respondents)



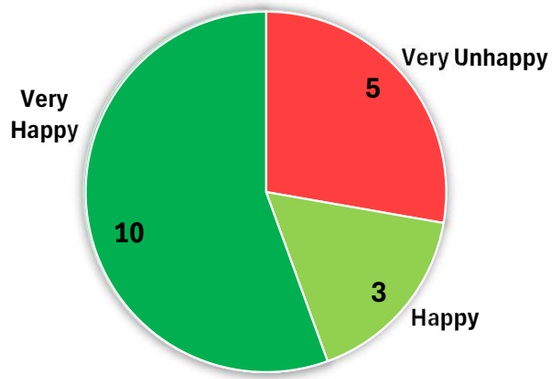
39%	happy or very happy
50%	unhappy or very unhappy
11%	neutral

Residents of impacted roads
(89 respondents)



33%	happy or very happy
56%	unhappy or very unhappy
11%	neutral

Families with children travelling to school
(18 respondents)



72%	happy or very happy
28%	unhappy or very unhappy
0%	neutral

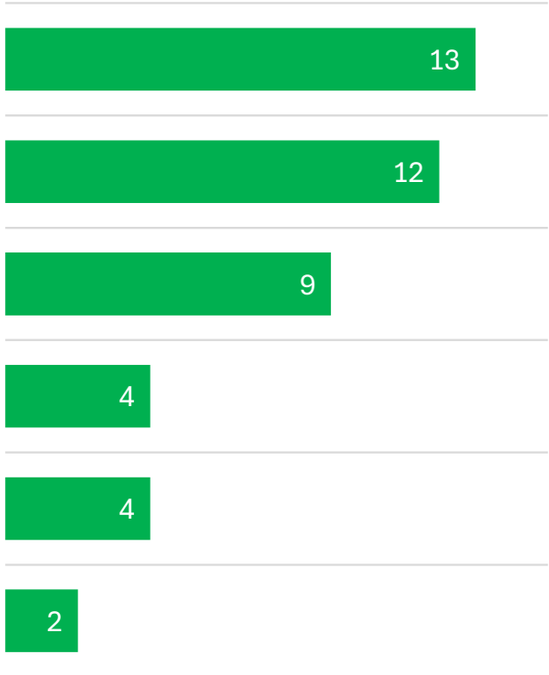
Positive Feedback

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
- ✓ Desire for safer walking and cycling routes
- ✓ General support for safer roads and reducing the risk of collisions
- ✓ Positive views on potential air quality benefits

Number of mentions



What people told us...

Fairlands Road certainly requires a reduced speed limit - drivers pass the parked cars at speeds not commensurate with the nature of the road.

There's lots of children on the estate and they need to be safe when they're out and about playing!

For a residential estate with a large school on site 20mph is a no brainer.

As a quiet residential area, the 20mph limit will be more pleasant. It will also be safer for residents and cyclists generally on the estate.

With lots of double-parked cars and parking that makes crossing roads difficult, a lower speed limit would be safer for pedestrians. I've seen children almost hit on a weekly basis by cars driving far too fast for the volume of traffic.

Key Insight

Supportive comments emphasise protecting children near the school and slowing drivers on narrow/parked streets; residents who back the scheme often favour a clear, estate-wide 20mph so expectations are unambiguous.

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Objections and Concerns

What people said they did not like about the proposed scheme

Key Objection Themes*	Number of mentions
Waste of money – spend on other priorities	36
Unnecessary as speeds are already low	26
Concerns about enforceability (raised by supporters and objectors)	24
Parking problems (shops/school) are more important	22
Improving the estate exit (right turn issue) is more important	12
Opposition to extra signage / street clutter	8
No need for change – no history of collisions	7

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

Key Insight

Most concerns were about the scheme's effectiveness, with several residents feeling that speeds are already low. Parking issues, school traffic and right-turn issues at the estate entrance were frequently cited as more pressing problems.

What people told us...

> As a resident I can assure you there is no speeding issue. Most drivers are cautious and considerate in the estate. This is a complete waste of time, effort and money.

> Enforcement of the yellow lines by the shops, particularly on the corner of Fairlands Avenue and Brooke Forest, would be of greater benefit.

> Nice idea but speeding isn't the main problem in this area. Parking is a far bigger problem with people parking on corners, blocking visibility, across drives, on double yellow lines. No one enforces so how will speeding be any different?

> Any such speed restriction would be ignored. It would be more useful to change the exit from Fairlands onto the A323 so that it would be impossible to turn right as many drivers ignore this restriction.

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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.
Will there be more signs?	• Fairlands already has a number of 30mph speed limit signs, and these will mainly be replaced with 20mph signs in the same locations. A small number may need to be repositioned, or a replacement post used, where visibility or spacing requirements mean existing posts are not suitable. We will only add posts where necessary and will keep sign-clutter to a minimum.
Why are you reducing the speed limit when there are no collisions ?	• In the past five years there have been two collisions in the Fairlands estate that resulted in serious injuries. • However, 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.
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.

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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 or 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

Data validity questioned – surveys not carried out during school term time	• We conducted six speed surveys on roads in this area, which all comply with our policy to reduce the speed limit to 20mph using signs alone and without the requirement of traffic calming features. Here is the link to our speed limit policy: https://www.surreycc.gov.uk/roads-and-transport/road-safety/safer-vehicle-speeds/setting-local-speed-limits-policy#mph • The speed surveys were in situ for 7 full days and captured speeds 24 hours a day. The average speeds are calculated using all of the data collected. • Holiday traffic conditions can increase average speeds marginally compared with term time because school-run congestion is removed. This means the survey provides a conservative view of typical free-flow speeds, and the results remain valid for assessing long-term driver behaviour.
A 20mph limit could lead to driver frustration and more accidents	• Evidence from other areas does not show more collisions after 20mph schemes. Lower speeds reduce conflict between users.

Concerns & Suggestions (3/3)

Summary of concerns raised and officer responses

Suggestion	Officer Response
We need parking restrictions instead to prevent inconsiderate parking at the shops and around school drop-off and pick-up times.	• 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 • If you are aware of illegal or inconsiderate parking taking place, please send an email with the details to: SurreyParkingEnforcement@nslservices.co.uk
The illegal right-turn at the estate exit needs proper enforcement or prevention.	• This issue sits outside the scope of a speed-limit change, but it has been noted and will be passed to the appropriate Surrey Highways teams for review. Options such as improved signs, road markings or physical measures would need to be assessed separately. Enforcement of moving-traffic offences can only be carried out by Surrey Police, but we will continue to work with them to highlight the concerns raised through this engagement.
Can you implement the 20mph speed limit at school travel times only?	• Timed speed limits require additional signing, flashing units or electronic time-based equipment, which is significantly more expensive and more visually intrusive than a standard sign-only 20mph scheme. • Fairlands also 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. A permanent limit also avoids confusion about when the restriction applies and is much easier for drivers to follow.
Introduce a one-way system around Envis Way	• A one-way system can be considered independently from a speed-limit change. However, one-way arrangements often encourage faster, free-flowing traffic, meaning they are generally only appropriate where lower vehicle speeds are already established. It is recommended to implement a 20mph limit first to help regulate speeds and create suitable conditions before any future consideration of a one-way system. 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

Engagement on the Fairlands 20mph proposal produced a broad mix of views, with 50% of respondents expressing negative opinions (of the 110 responses, there were 55 negative, 43 positive and 12 neutral). The strongest objections focused on the belief that speeds are already low, parking behaviour and school-run congestion are more pressing issues, and that a 20mph limit may not be effectively enforced. Some supporters also raised enforcement concerns but still felt the scheme would help improve safety for children and create calmer conditions on narrow, parked-up residential streets.

The roads within the proposal area meet Surrey County Council's policy criteria for a sign-only 20mph limit, and the engagement did not identify any new technical issues requiring amendments to the design. Many of the concerns raised relate to matters outside the scope of a speed-limit change - such as parking enforcement or the illegal right-turn at the estate exit - which will be passed to the appropriate SCC teams for future consideration.

Officers advised proceeding with the scheme, as it aligns with Surrey County Council's policy and Vision Zero Road Safety Strategy aims, and because no technical reasons were identified that would prevent the scheme from progressing.

County Councillor Decision

The County Councillor for the division has reviewed the engagement findings and decided not to support progressing the scheme, taking into account both resident feedback and his view that existing speeds remain appropriate for a 30mph limit. As a result, the 20mph proposal will not progress to the statutory Traffic Regulation Order (TRO) stage.

Next Steps

Wider suggestions raised through the engagement will be logged for future consideration by the new unitary council of West Surrey following Local Government Reorganisation in April 2027.

The proposed 20mph scheme will not progress to the statutory Traffic Regulation Order (TRO) stage.

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