Proposed 20mph Scheme on residential roads around Bell Farm Primary School, Hersham

Public Engagement Results



Public Engagement Overview

Background & Purpose

Surrey County Council is proposing a 20mph scheme on residential roads around Bell Farm Primary School.

A public engagement exercise was carried out between **5 December and 12 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://bell-farm-hersham.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

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

Engagement Response Level

- **509** Visitors to engagement webpage
- **77** Survey respondents
- **43** 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.

Feedback highlighted a range of views, with strong support centred on improving safety for children travelling to and from Bell Farm Primary School, reducing vehicle speeds and creating a safer environment for pedestrians and cyclists. Concerns primarily related to school-related parking and congestion, compliance with the proposed 20mph limit, and requests for additional measures to improve safety.

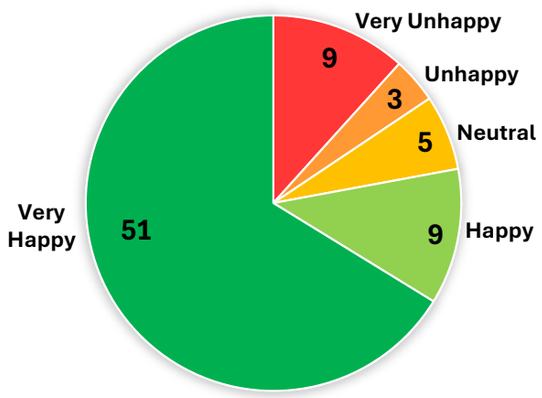
No new issues were identified that require changes to the proposed scheme, and the roads remain appropriate for inclusion within the proposed 20mph scheme.

Sentiment of Respondents

How people feel about the proposed 20mph scheme

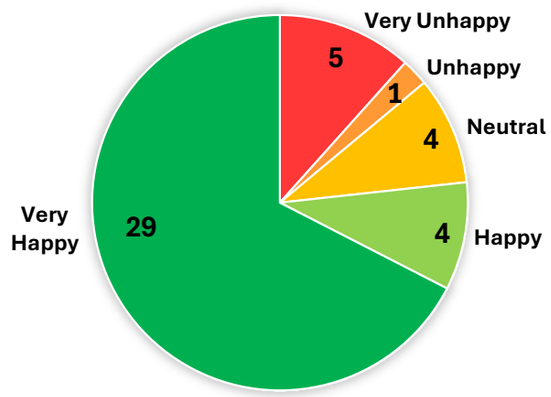
Support for the scheme is consistently high across all respondent groups, with the strongest support from families with children travelling to school.

Overall
(77 respondents)



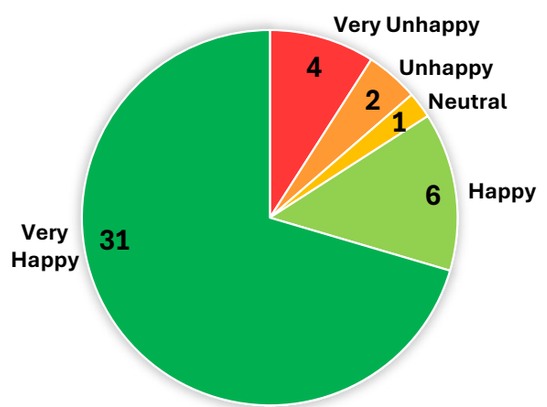
78%	happy or very happy
16%	unhappy or very unhappy
6%	neutral

Residents of impacted roads
(43 respondents)



77%	happy or very happy
14%	unhappy or very unhappy
9%	neutral

Families with children travelling to school
(44 respondents)



84%	happy or very happy
14%	unhappy or very unhappy
2%	neutral

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

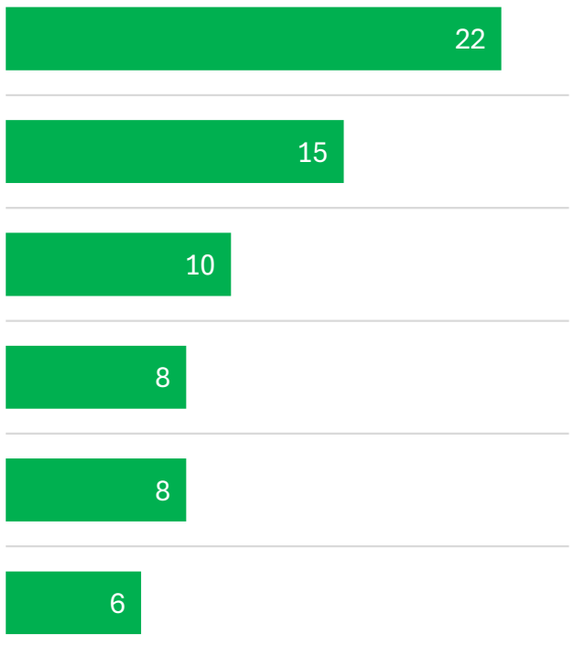
Positive Feedback

What people said they like about the proposed 20mph scheme

Key Positive Themes

- ✓ Support for improving safety for children and around schools
- ✓ Support for reducing speeds and tackling speeding
- ✓ Creating a safer environment for pedestrians and cyclists
- ✓ Support for improving road safety and reducing collision severity
- ✓ Support for extending 20mph limits to nearby roads and schools
- ✓ Support for a consistent, wider residential 20mph area around the school

Number of mentions



Key Insight

Supportive feedback focused primarily on improving safety for children travelling to and from Bell Farm Primary School. Respondents frequently cited concerns about speeding vehicles, particularly on Hersham Road and surrounding residential roads, and felt the proposed 20mph limit would help create a safer environment for pupils, pedestrians and cyclists. Many respondents also highlighted the benefits of lower speeds on residential roads where visibility is restricted by parked vehicles.

What people told us...

> Creating a safer environment for children travelling to and from Bell Farm Primary School and encouraging more families to walk.

> Will significantly reduce speeds around this area and make it safer for pedestrians.

> A 20mph zone is appropriate for any roads adjoining a school setting

> I like the idea of slower speeds as these roads are so narrow when cars are parked and it is busy. Visibility is poor, and vans and some cars sometimes go inappropriately fast.

> It is simple common sense to reduce speeds outside of schools. Then when people are used to that restriction, it can gradually be expanded to cover more residential roads.

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Objections and Concerns

What people said they did not like about the proposed scheme

Key Concerns Raised*	Number of mentions
Proposal does not address school parking and congestion issues	17
Concerns about enforceability and compliance	11
Concerns that key school travel routes have been excluded (particularly Molesey Road)	8
Requests for additional measures such as safer crossings, parking controls, or traffic calming	8
Existing speeds already low / scheme has little benefit	7
Waste of money / other priorities should be funded instead	6
20mph is too slow / will inconvenience drivers / will create congestion	5

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

Key Insight

Concerns focused primarily on school-related parking and congestion, an issue raised by both supporters and objectors. Many respondents felt posed a greater safety issue than vehicle speeds. Respondents also questioned whether drivers would comply with a signed-only 20mph limit and suggested that additional measures may be needed to improve safety around Bell Farm Primary School.

What people told us...

"The speed limit is not really the issue. The main problem is the parking and congestion at school drop-off and pick-up times."

"Molesey Road should be included as many children use it to travel to and from the school."

"A crossing or parking restrictions would do more to improve safety than signs alone."

"Without enforcement, I cannot see how reducing the speed limit will make much difference."

"A 20mph limit is unnecessary and will only slow traffic further without providing any real benefit."

"This money could be better spent tackling the more pressing issues around the school."

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Concerns & Suggestions (1/3)

Summary of concerns raised and officer responses

Concern	Officer response
The main issue is school-related parking and congestion, not vehicle speeds.	• The purpose of the proposed scheme is to reduce vehicle speeds and improve road safety through the creation of a lower speed environment. • Issues relating to school parking, obstruction and congestion fall outside the scope of the 20mph programme and are considered through separate parking and highway processes.
Without enforcement drivers will not comply / include physical calming measures.	• We only introduce 20mph speed limits where they are expected to be largely self-enforcing. Speed data shows that average vehicle speeds on these roads are already at, or close to, the proposed 20mph speed limit. Therefore, the speed limit can be reduced using signs alone. • When a new 20mph speed limit is introduced, follow-up speed surveys are carried out once the scheme has had time to settle. If these surveys show that speeds are higher than appropriate, additional measures may be considered. • Enforcement of speeding is the responsibility of Surrey Police not Surrey County Council, and decisions about enforcement methods are made by the police. It is not anticipated that routine police enforcement will be required for the scheme to operate effectively.
This is a waste of money / speeds are already low / the scheme will have little benefit.	• While average speeds on these roads are already relatively low, the proposed 20mph limit helps formalise existing driver behaviour and supports a more consistent speed environment across the wider residential area surrounding Bell Farm Primary School. It provides a clear indication of the speed considered appropriate for residential roads with schools, pedestrians, cyclists and other vulnerable road users. • Lower speeds can reduce collision severity and improve conditions for pedestrians and cyclists. • Lower vehicle speeds provide drivers with more time to react to unexpected hazards and can reduce the severity of collisions should they occur. • The proposed 20mph limit forms part of a wider programme to reduce road danger and improve safety, particularly in residential areas and around schools. As a sign-only scheme, the proposal is a proportionate and cost-effective measure intended to support road safety for all users.

Concerns & Suggestions (2/3)

Summary of concerns raised and officer responses

Concern	Officer response
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.

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 this 20mph 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

Concerns & Suggestions (3/3)

Summary of suggestions raised and officer responses

Suggestion	Officer Response
Improve parking controls and enforcement to address school-related parking issues.	• 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 targeted 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
Extend the scheme to include Molesey Road, Hersham Road and other nearby roads.	• The requested roads have been noted. • The current proposal focuses on roads directly surrounding Bell Farm Primary School. • While the current proposal is limited to these roads, requests to include additional roads have been recorded and may inform future reviews of the wider area, subject to further assessment and available funding.
Improve pedestrian crossing facilities and pedestrian priority at key locations.	• Requests for new pedestrian crossings, pedestrian-priority arrangements and other crossing improvements fall outside the scope of this sign-only 20mph scheme and would require separate assessment, funding and prioritisation. • The concerns raised have been noted and may be considered through future highway safety and accessibility programmes, subject to funding and feasibility.
Introduce traffic calming measures such as speed humps to reduce traffic speeds	• The proposal is for the speed limit to be reduced using signs alone, as average vehicle speeds on these roads are already at, or close to, the proposed 20mph limit. • Follow-up speed surveys will be carried out once the scheme has had time to settle. If these surveys show that speeds are higher than appropriate, additional measures may 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 around Bell Farm Primary School.

Respondents who supported the proposal highlighted benefits including improved safety for children travelling to and from school, lower vehicle speeds, safer conditions for walking and cycling, and the creation of a more consistent speed environment on residential roads surrounding the school.

Concerns focused primarily on school-related parking and congestion, with many respondents feeling these issues posed a greater safety concern than vehicle speeds. Respondents also questioned whether drivers would comply with a signed-only 20mph limit and suggested additional measures such as parking controls, pedestrian crossings and traffic calming improvements.

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.

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 and other highway measures raised during the engagement will be recorded for future consideration by the new unitary council of East Surrey following Local Government Reorganisation (LGR) in April 2027.

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