Proposed 20mph Scheme on St Mary's Road and the residential roads around Oatlands School, Weybridge

Public Engagement Results



Public Engagement Overview

Background & Purpose

Surrey County Council is proposing a 20mph scheme on residential roads around Oatlands School, Weybridge.

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://st-marys-road-weybridge.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

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

Engagement Response Level

- **864** Visitors to engagement webpage
- **133** Survey respondents
- **68** Respondents live on impacted roads
- **56** 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 Oatlands School, reducing vehicle speeds and creating a safer environment for pedestrians and cyclists. Concerns primarily related to school-related parking and congestion, the effectiveness of a signed-only 20mph limit, and perceptions that the scheme would provide limited benefits compared with other potential interventions.

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

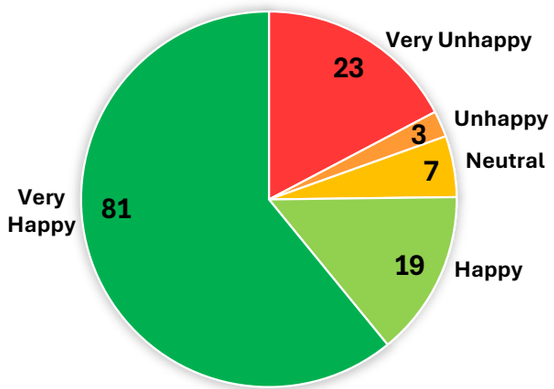
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Sentiment of Respondents

How people feel about the proposed 20mph scheme

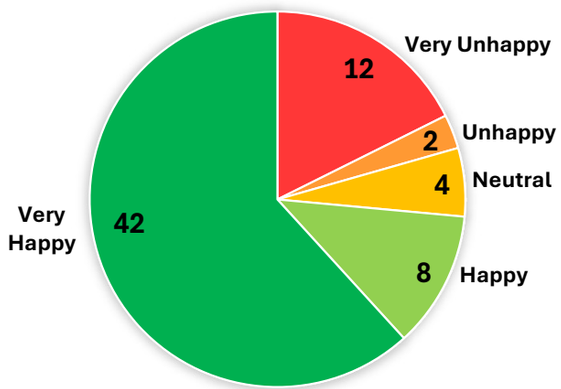
Support for the scheme is consistently high across all respondent groups, with the strongest support from families with children travelling to school.

Overall
(133 respondents)



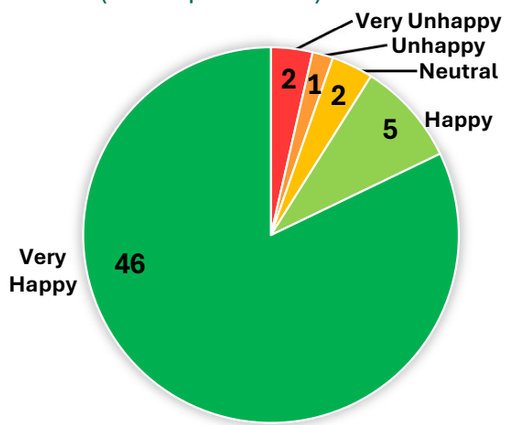
75%	happy or very happy
20%	unhappy or very unhappy
5%	neutral

Residents of impacted roads
(68 respondents)



74%	happy or very happy
21%	unhappy or very unhappy
6%	neutral

Families with children travelling to school
(56 respondents)



91%	happy or very happy
5%	unhappy or very unhappy
4%	neutral

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

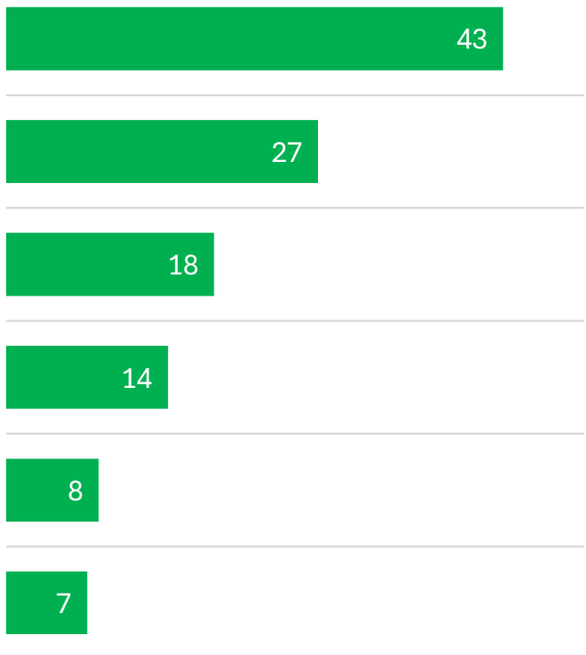
Positive Feedback

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
- ✓ Support for improving road safety and reducing collision severity
- ✓ Creating a safer environment for pedestrians and cyclists
- ✓ 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 Oatlands School. Respondents frequently cited concerns about speeding vehicles, particularly on St Mary's Road, and felt the proposed 20mph limit would help create a safer environment for pupils, pedestrians and cyclists. Many respondents also highlighted the challenges created by parked vehicles, restricted visibility and traffic associated with school drop-off and pick-up periods.

What people told us...

> A 20mph speed limit is long overdue on St Mary's Road... there is no safe place to cross.

> People drive far too fast along St Mary's Road and it can be dangerous, particularly at school times.

> Greater safety for school children and other vulnerable pedestrians.

> It is an excellent suggestion. I've seen several near misses with both children, adults and dogs down St Mary's Road.

> All roads around schools should be 20mph. Children don't stop needing protection once they leave the school gates.

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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	20
Waste of money / other priorities should be funded instead	17
Concerns about enforceability and compliance	11
Existing speeds already low / scheme has little benefit	11
Concerns that key school travel routes have been excluded from the scheme	8
20mph is too slow / will inconvenience drivers / will create congestion	7

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

Key Insight

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 the effectiveness of a sign-only 20mph limit, while others felt that existing traffic conditions already keep speeds low. Many suggested that alternative measures would provide greater safety benefits.

What people told us...

> The danger to children doesn't come from speed on this road, it is the astonishingly dangerous parking by parents at pick up and drop off.

> Cars are parked along both sides of St Mary's Road restricting the traffic flow to below 20mph.

> Without enforcement, drivers will continue to ignore the speed limit.

> The scheme should include Oatlands Avenue as many children use it to get to school.

> A pedestrian crossing would improve safety far more than changing the speed limit.

> I cannot see what problem this proposal is trying to solve.

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Concerns & Suggestions (1/4)

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 with the proposed 20mph limit.	• 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 Oatlands 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 (2/4)

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

Concern that there is insufficient evidence of a collision problem to justify the proposed 20mph speed limit.	• The proposed 20mph speed limit has been assessed in accordance with Surrey County Council's "Setting Local Speed Limits" policy, taking into account a range of factors including the road environment, existing vehicle speeds, collision history, and the presence of pedestrians, cyclists and other vulnerable road users. • While collision history forms part of this assessment, it is not the sole factor considered when determining whether a reduced speed limit is appropriate. • Lower vehicle speeds provide drivers with more time to react to unexpected hazards and can reduce the severity of injuries when collisions do occur, helping to create a safer environment for all road users. It is well established that the slower a vehicle is travelling, the lower the risk of a serious or fatal injury in the event of a collision.

Concerns & Suggestions (3/4)

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 / night. A permanent limit also avoids confusion about when the restriction applies and is much easier for drivers to follow.
A 20mph limit could lead to driver frustration and more accidents.	• Evidence from other areas does not show more collisions after 20mph schemes have been implemented. Lower speeds reduce conflict between all road users.
Drivers may become distracted by focusing more on their speedometer.	• 20mph speed limits have been introduced on a number of roads across Surrey. We are not aware of any evidence that drivers have become distracted as a result of reducing speed limits to 20mph. Drivers are expected to be aware of the speed at which they are travelling and to comply with the relevant speed limit. Checking vehicle speed is a normal part of driving and applies regardless of the speed limit in force. • Lower speed environments can also provide drivers with more time to react to hazards and vulnerable road users.
The problem is joy riders speeding in cars and motorbikes.	• Vehicle nuisance can be reported to Surrey Police online or calling 101. Further details can be found on their website: https://www.surrey.police.uk/advice/advice-and-information/asb/asb/antisocial-behaviour/vehicle-nuisance-involving-cars-bikes-and-mopeds/

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Concerns & Suggestions (4/4)

Summary of suggestions raised and officer responses

Suggestion	Officer Response
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.
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 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
Extend the scheme to include Oatlands Avenue and other nearby roads.	• The requested roads have been noted. • The current proposal focuses on roads directly surrounding Oatlands 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.
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.
Improve management of school-run traffic and encourage sustainable travel	• Suggestions relating to school-run traffic, parking and sustainable travel have been noted. Surrey County Council has a dedicated Road Safety Outside Schools (RSOS) process which considers measures to improve safety and encourage more sustainable journeys to and from school. The feedback received through this engagement will help inform any future consideration of improvements in the area, subject to funding, feasibility and local priorities.

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Conclusion and Next Steps

Conclusion

The engagement exercise demonstrated a broad range of views on the proposed 20mph scheme around Oatlands 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 the effectiveness of a signed-only 20mph limit, while others felt that existing traffic conditions already keep speeds low. Many suggested alternative measures, such as parking controls, pedestrian crossings and traffic calming improvements, would provide greater safety benefits.

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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