Proposed raised traffic calming features in Fairmile Lane, Cobham

Public Engagement Results



Public Engagement Overview

Background & Purpose

Surrey County Council is proposing a traffic calming scheme within Fairmile Lane, Cobham to the north of Miles Lane.
A public engagement exercise was carried out between **29 June and 29 July 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: Have Your Say Today - Have your say - Fairmile Lane, Cobham - Road Safety Scheme
To ensure wide awareness, all residents and businesses within the area were notified by letter and large information boards were placed in the area.

Proposed Scheme Impacts

- **14** Roads within or adjoining the proposed traffic calmed road
- **343** Households / businesses affected
- **2** Schools within the area

Engagement Response Level

- **850** Visitors to engagement webpage
- **141** Survey respondents
- **112** Respondents living on Fairmile Lane or on roads directly adjacent to Fairmile Lane

Recommendation

The engagement findings support progressing the scheme as currently proposed, with no amendments necessary.

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

Concerns mainly related to perceived effectiveness and alternative methods to reduce vehicle speeds.

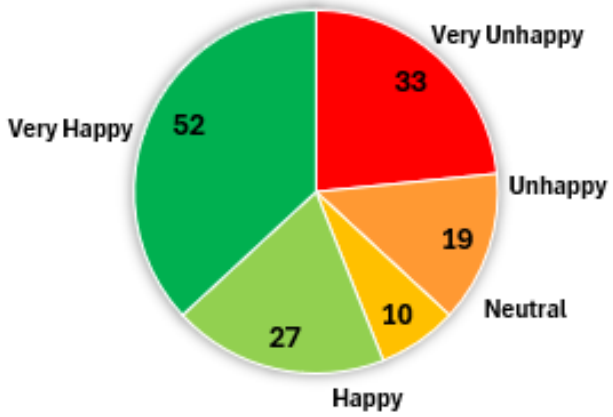
Overall, the feedback did not identify any issues that have not already been considered in the design of the scheme.

Sentiment of Respondents

How people feed about the proposed traffic calming scheme

Support for the scheme is consistently high across all respondent groups.

Overall
(141 respondents)

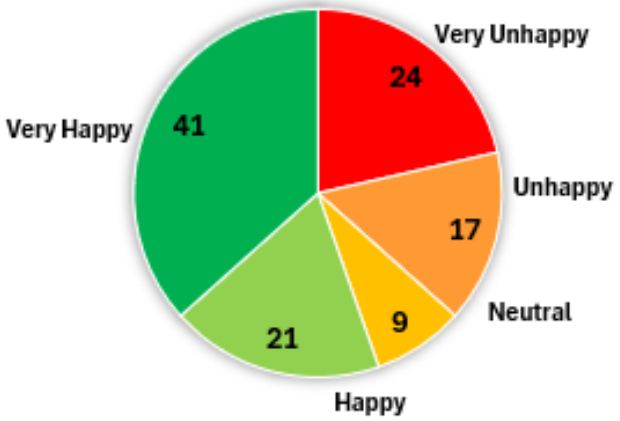


56% happy or very happy

37% unhappy or very unhappy

7% neutral

Residents of impacted roads
(112 respondents)



55% happy or very happy

37% unhappy or very unhappy

8% neutral

Positive Feedback

What people said they like about the proposed traffic calming scheme

Key Positive Themes	Number of mentions
✓ Excessive speeds in Fairmile Lane	36
✓ Improved pedestrian safety	28
✓ Support for physical traffic calming as an effective solution	27
✓ Safer crossing points, especially Green Lane & Fairacres	15
✓ Reducing collisions and near misses at junctions	12

What people told us...

Finally, a scheme to discourage the way too many speeding vehicles on this stretch of Fairmile Lane. The 30mph limit is utterly ignored! None. Hurry up and implement it please.

Delighted. Speeding is a horrific issue on this road... it needs this scheme so much to enforce safe driving

I walk along this section of Fairmile Lane and find it extremely worrying the excessive speeds that way too many drivers choose to travel at on what is meant to be a quiet residential road... No. Please can you start works ASAP.

Any proposal to impose speed limits on Fairmile will be so welcome. Our kids walk to school and cars fly past, doesn't feel safe.

Key Insight

The positive comments show clear support for measures that improve road safety

Objections and Concerns

What people said they did not like about the proposed scheme

Key Objection Themes*	Number of mentions
Insufficient evidence / scheme not justified / raised tables unlikely to be effective	18
Concerns about congestion, noise, emissions, vehicle damage, health or residential impacts	16
Preference for speed cameras, vehicle-activated signs or police enforcement instead of raised tables	14
Better use of funding elsewhere, including potholes, maintenance, parking or other highway priorities	14
Scheme should focus on a different location or issue, especially the Miles Lane / Leigh Hill Road junction	12

What people told us...

The speed bumps are permanent, 24/7 and affect all drivers including the majority who adhere to the speed limit. An alternative should be considered that does not penalise the significant majority

I think it would be just as effective at reducing speeding and much cheaper, maybe even self-funding, if the council simply installed a speed camera.

There is no scientific evidence to prove that the small number of collisions in Fairmile Lane is caused by speeding traffic

"All that needs to be done is paint a roundabout on it so that the cars take turns driving on all three roads. It will slow down the cars on Fairmile Lane and will stop collisions.

Key Insight

Most concerns were about the scheme's effectiveness and the scheme would not change driver behaviour without enforcement.

Concerns & Suggestions

Summary of concerns raised and officer responses

Concern	Officer response
This is a waste of money	This scheme is being funded by Community Infrastructure Levy (CIL) funding allocated to Surrey County Council's Road Safety Engineering Team by Elmbridge Borough Council. CIL (Community Infrastructure Levy) funding is a tariff local authorities in England and Wales can charge on new development projects (such as new homes or large retail spaces). The funds are raised from developers to help cover the costs of building or upgrading essential infrastructure needed to support growth, like schools, transport links, and open spaces
Without enforcement drivers will not comply	• The proposals will become more self-enforcing than the current situation, with the measures designed to reduce high-end speeding by drivers, with the aim to provide speeds appropriate for this length of road which also caters for many school related pedestrian journeys. The speed limit on Fairmile Lane is not changing, therefore there is no expectation on Police to conduct more enforcement. Reduced and more consistent speeds reduce the risk of conflict between users. 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 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

Lower speeds at tables will increase air pollution	• There is no clear evidence that reductions in vehicle speeds to traverse raised features increase vehicle emissions. Smoother driving at a more consistent speed reduces harsh acceleration and braking, a major contributor to emissions.

Conclusion and Next Steps

Conclusion

The engagement exercise has shown **clear overall support** for introducing traffic calming within Fairmile Lane to the north of Miles Lane & Leigh Hill Road. Respondents highlighted the benefits of slower / calmer traffic, safer walking and cycling routes, and clearer expectations for drivers in an area with school-related activity.

Concerns raised during the engagement mainly related to perceived effectiveness and costs of the scheme, alongside alternative measures, such as enforcement. These points have been addressed through the officer responses. No new issues were raised that require amendments to the proposed scheme.

It is noted that the scheme requires detailed design to progress to the next stage. Such design works should now take place but delivery and construction of the works are likely to be progressed by the new unitary council of East Surrey following Local Government Reorganisation (LGR) in April 2027.

Overall, the findings support progressing the traffic calming scheme as proposed, without amendments.

Next Steps

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

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 traffic calming scheme is to be implemented.

SURREY
COUNTY COUNCIL