

Proposed 20mph Scheme on Lonesome Lane and surrounding residential roads, Reigate

Public Engagement Results



Public Engagement Overview

Background & Purpose

Surrey County Council is proposing a 20mph scheme on Lonesome Lane and the roads around Dovers Green Primary School, Reigate. We also propose to extend the 30mph limit on Lonesome Lane to the south by approximately 200 metres to create a 400 metre stretch of 30mph limit before the 20mph area, which will provide a buffer zone to help drivers slow down gradually.

A public engagement exercise was carried out between **5 December 2025 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://lonesome-lane-reigate.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

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

Engagement Response Level

- 393** Visitors to engagement webpage
- 50** Survey respondents
- 30** Respondents live on impacted roads
- 13** 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 support centred on improving safety for children travelling to and from Dovers Green School, reducing vehicle speeds and creating a calmer residential environment.

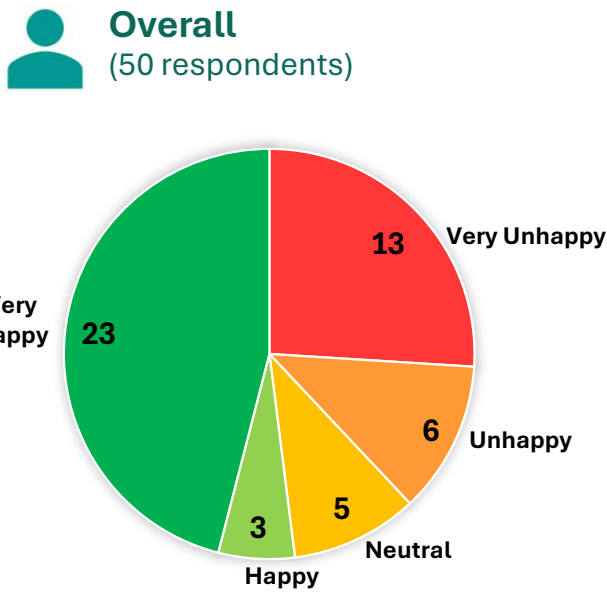
Concerns primarily related to school-related parking and traffic, perceived effectiveness, and existing low vehicle speeds.

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

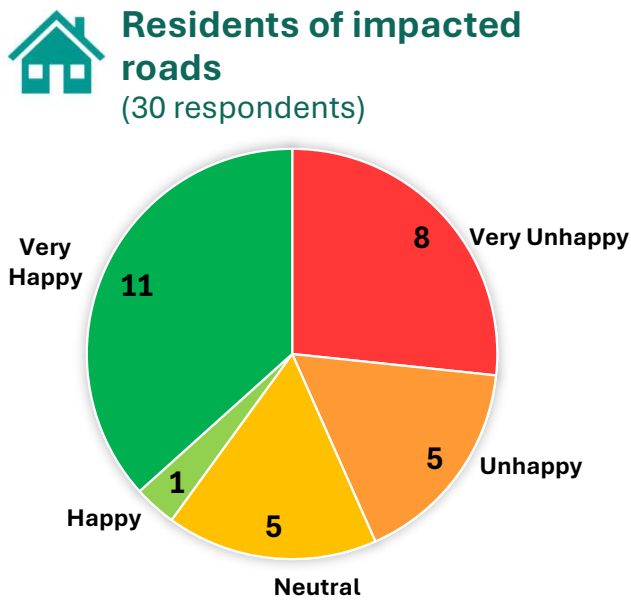
Sentiment of Respondents

How people feel about the proposed 20mph scheme

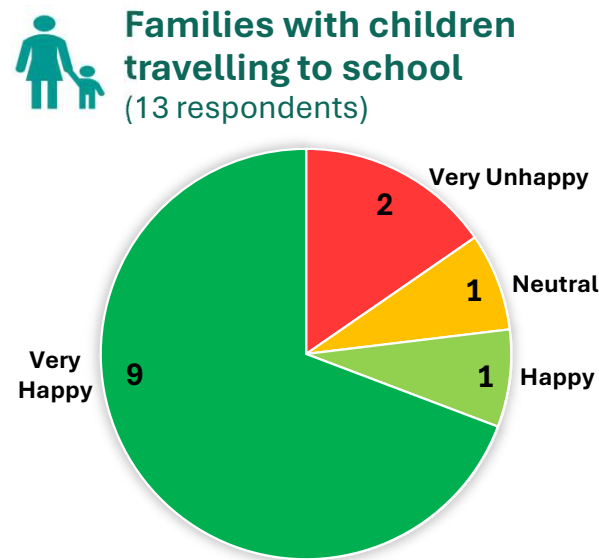
Overall opinion on the proposed scheme was positive. While residents living on the affected roads expressed mixed views, support was strongest amongst families with children travelling to school in the area.



52%	happy or very happy
38%	unhappy or very unhappy
10%	neutral



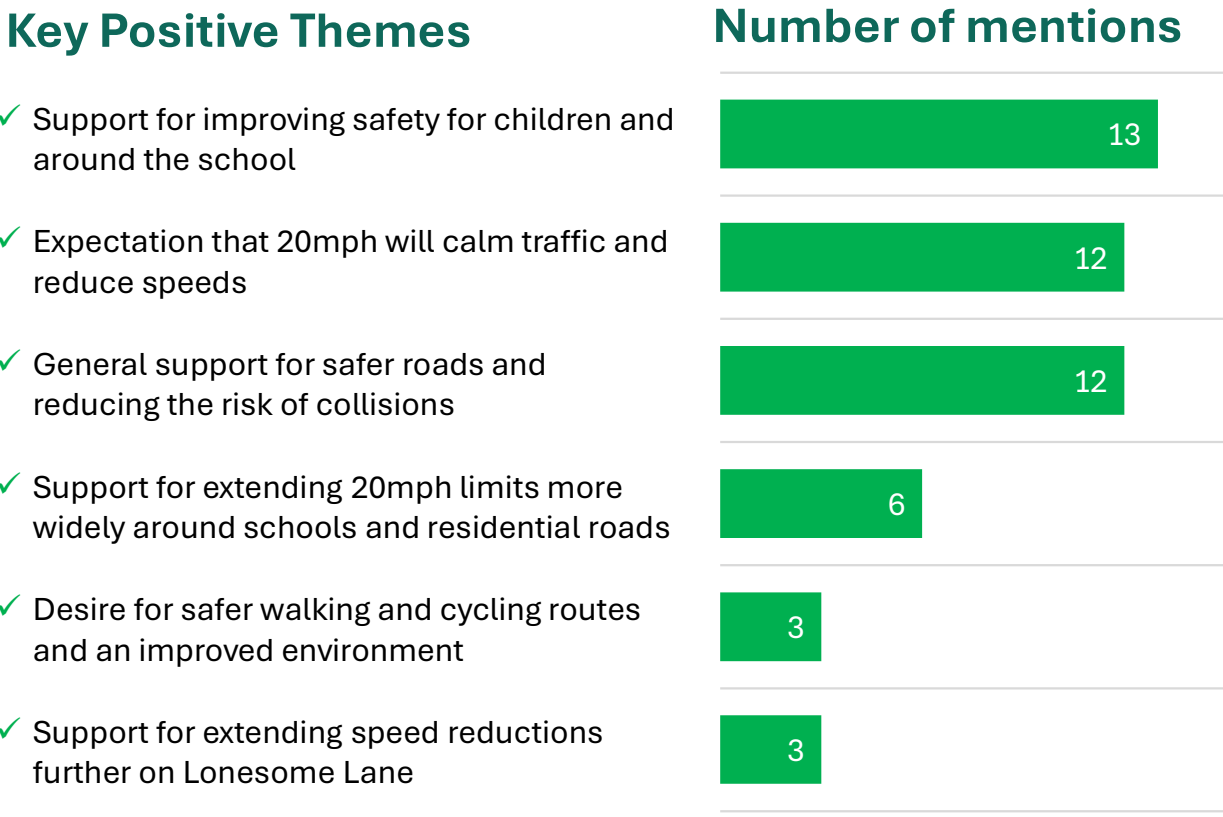
40%	happy or very happy
43%	unhappy or very unhappy
17%	neutral



77%	happy or very happy
15%	unhappy or very unhappy
8%	neutral

Positive Feedback

What people said they like about the proposed 20mph scheme



Key Insight

Supportive comments focused on improving safety for children travelling to and from Dovers Green School and creating a calmer residential environment. Respondents frequently highlighted the benefits of lower vehicle speeds, safer walking and cycling conditions, and reduced risk to pedestrians and other vulnerable road users.

What people told us...

A lower speed limit would make the area significantly safer and give parents the confidence to choose active travel rather than relying on cars.

This will make walking to school with my 4 year old and 3 year old a safer trip.

This will make it safer for everyone, quieter and more relaxing for the residents

Drivers use this area as a cut-through and as such they are speeding through these roads. A slower limit will make the area much safer.

In my opinion, all residential roads should have a 20 mph limit, this is long overdue for this area. I whole heartedly support it.

Objections and Concerns

What people said they did not like about the proposed scheme

Key Concerns Raised*	Number of mentions
➤ Waste of money / little benefit as speeds are already low	12
➤ Concerns about enforceability and compliance (raised by supporters and objectors)	8
➤ 30mph is an appropriate speed limit / 20mph is too slow	8
➤ Parking controls and enforcement around Dovers Green Primary School should be prioritised	6
➤ 20mph should only apply around the school or at school times	5
➤ Could increase driver frustration and distraction	4

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

Key Insight

The main concerns relate to whether a 20mph limit is necessary across the wider area. Many respondents felt existing vehicle speeds were already low and questioned whether the benefits would justify the cost. Concerns were also raised regarding enforcement, parking issues around Dovers Green School, and whether lower speed limits should be focused on school areas rather than applied across the wider residential area.

What people told us...

At school drop off and collection time, the problem is not speed, it is inconsiderate parking by parents.

A more targeted approach such as temporary 20mph limits during peak hours, school streets, or focused congestion reduction measures would seem more appropriate and cost-effective.

Waste of money if not policed. Never see any police cars or enforcement out around these roads.

This is a completely unnecessary change to the speed limits with no benefits to the community.

Drivers will be watching their speedometers more than observing what is happening around them, reducing their hazard recognition.

Concerns & Suggestions (1/4)

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 relatively 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 20mph 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 collision record does not justify a 20mph speed limit	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 (2/4)

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 and night. A permanent limit also avoids confusion about when the restriction applies and is much easier for drivers to follow.
The 20mph limit should only be introduced on school roads.	• The extent of the proposed 20mph speed limit has been designed to apply consistently across the surrounding residential roads, including those not directly adjacent to the school. This approach avoids frequent changes in speed limits over short distances and provides a clear and consistent message to drivers. Applying different speed limits to similar neighbouring roads could lead to confusion and reduce overall compliance. • Residential streets across the area form part of the routes that children and families use to walk to and from school and experience pedestrian activity throughout the day, not just in the immediate vicinity of the school. These roads therefore remain appropriate to include within the same speed environment. • Lower speed limits are associated with reduced collision severity and improved safety for vulnerable road users, including children, pedestrians and cyclists. Reduced vehicle speeds can also make it more attractive for people to walk and cycle for short journeys, reducing reliance on the private car.
The existing 30mph limit is considered adequate.	• The proposed 20mph speed limit scheme is intended to address road safety concerns by reducing vehicle speeds and improving conditions for all road users, particularly pedestrians and cyclists. Reduced vehicle speeds can also make it more attractive for people to walk and cycle for short journeys thus reducing reliance on the private car.
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.

Concerns & Suggestions (3/4)

Summary of concerns raised and officer responses

Concern	Officer response
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.	- There is no evidence that 20mph speed limits cause drivers to become distracted by checking their speedometers. Drivers are expected to be aware of their speed regardless of the speed limit. 20mph limits have been introduced on a number of roads across Surrey, and no issues relating to increased driver distraction have been identified. - Lower speed environments can also provide drivers with more time to react to hazards and vulnerable road users.

Concerns & Suggestions (4/4)

Summary of concerns raised and officer responses

Suggestion	Officer Response
We need parking enforcement and new restrictions to stop inconsiderate parking from school-related traffic	- Concerns regarding parking associated with school drop-off and pick-up times have been noted. - 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 30mph limit further on Lonesome Lane	- Requests to extend the proposed 30mph limit further south on Lonesome Lane have been noted. The extent of the proposed 30mph limit has been determined using Surrey County Council's speed limit assessment criteria and supporting speed survey data. - Existing vehicle speeds on the remainder of Lonesome Lane are higher than would normally be suitable for a signed-only 30mph limit. Under Surrey County Council policy, additional measures such as traffic calming would be required to support a further reduction in the speed limit and encourage compliance. - Any future proposal to further reduce the speed limit on Lonesome Lane would need to be considered and prioritised by the new East Surrey unitary authority following Local Government Reorganisation in April 2027. - Residents may also wish to raise requests for future speed limit reductions through their local County Councillor.

Conclusion and Next Steps

Conclusion

The engagement exercise demonstrated a broad range of views on the proposed 20mph scheme and associated speed limit changes on Lonesome Lane, Reigate. Respondents who supported the proposal highlighted benefits including improved safety for children travelling to and from Dovers Green School, lower vehicle speeds, and safer conditions for walking and cycling.

Concerns focussed primarily on whether a 20mph limit is necessary given existing vehicle speeds, whether the scheme would be effective without enforcement, and whether parking issues around Dovers Green School should be prioritised. Some respondents also suggested that the proposed speed limit changes should extend further along Lonesome Lane.

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 is to be implemented.