Proposed Road Safety Improvements, Cleves Primary School, Oatlands Avenue, Weybridge

Public Engagement Results



Public Engagement Overview

Background & Purpose

Surrey County Council is proposing to modify the road layout on Oatlands Avenue outside Cleves Primary School. The proposal includes removing the existing layby to create a wider pavement, the relocation of the zebra crossing onto a raised table with supporting traffic calming measures.

A public engagement exercise was carried out between 30th January 2026 and 27th February 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: https://cleves-primary.commonplace.is

To ensure wide awareness, all residents and businesses within the area were notified by letter, local schools were contacted by email, and information boards were placed in the area.

Engagement Response Level

969	Visitors to engagement webpage
119	Survey respondents
29	Respondents living on impacted roads
50	Respondents with children attending Cleves School

Recommendation

Feedback shows support for measures that improve safety for children and reduce congestion, including the wider raised zebra crossing, wider pavements and speed-reduction measures.

Concerns focused mainly on parking pressures within the area of the school as well as objections to removing the layby and the location of the new proposed zebra crossing.

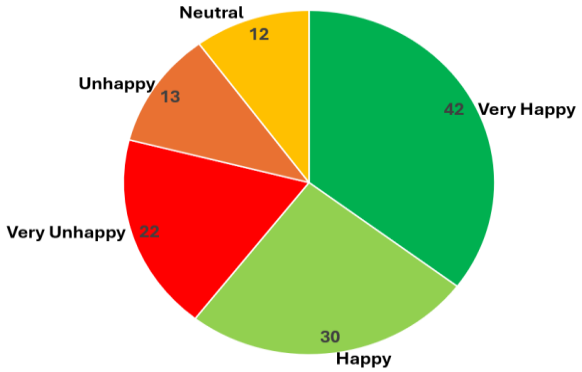
The council believes the proposed changes will meaningfully improve the safety of children and families outside the school and encourage more children and families to walk, cycle or scoot to school.

Sentiment of Respondents

How people feel about the proposed pedestrian safety improvements

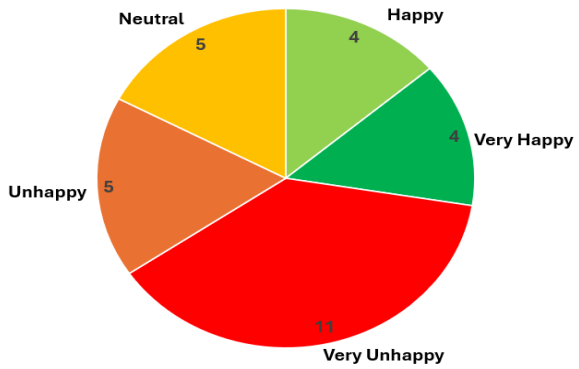
There is strong overall support for the scheme and from families with children traveling to the school but is less popular with local residents.

Overall
(119 respondents)



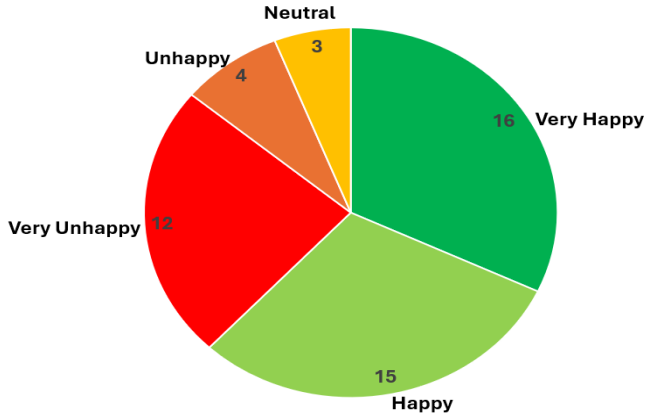
61%	happy or very happy
29%	unhappy or very unhappy
10%	neutral

Residents of impacted roads
(29 respondents)



28%	happy or very happy
55%	unhappy or very unhappy
17%	Neutral

Families with children travelling to school
(50 respondents)



62%	happy or very happy
32%	unhappy or very unhappy
6%	neutral

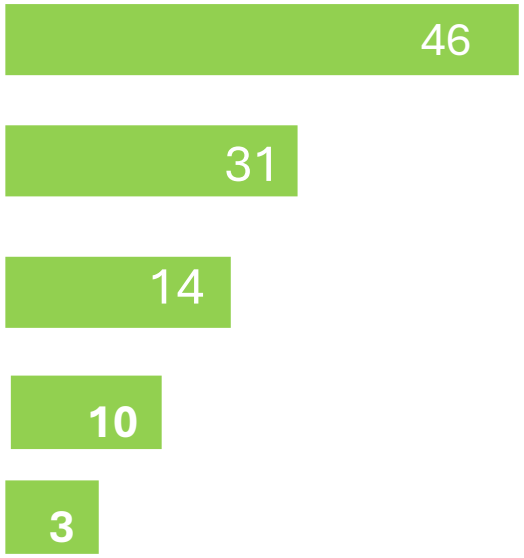
Positive Feedback

What people said they like about the proposed pedestrian safety improvements

Key Positive Themes

- ✓ Strong support for the removal of the layby
- ✓ Support for measures to reduce the speed of vehicles
- ✓ General approval for widening the pavement
- ✓ Wide support for a raised table zebra crossing
- ✓ Some agree moving the zebra crossing fits the desire line

Number of mentions



What people told us...

> The removal of the layby will stop the double parking which is very dangerous and causes congestion, right outside the school gate.

> Moving the zebra onto a raised table will improve safety of children walking and cycling to school, and slow traffic down.

> Agree with removal of layby and widening the pavement, as much needed.

> It makes sense to move the zebra crossing to align with the school entrance and where most children and families cross Oatlands Avenue.

Key Insight

The positive comments show clear support for removing the layby and widening the pavement. Respondents also welcome the traffic calming measures to slow vehicle speeds.

Objections and Concerns

What people said they did not like about the proposed pedestrian safety improvements

Key Objection Themes*	Number of mentions
Feel the proposal is not solving the main issue of poor and illegal parking behaviour by the parents	60
Will increase congestion	30
Do not agree with traffic calming measures	30
The proposed changes are not needed	15
The new location for the zebra crossing is dangerous	10

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

What people told us...

We have enough trouble parking on our street. It is like a car park at pick-up and drop-off times. Cars park on corners, double yellow lines, across driveways.

Closure of the layby will increase congestion on Conifers and push the problem elsewhere on Oatlands Avenue.

None of these measures will address the root of the problem: the volume of traffic at school drop-off and pick-up times; It would be better to explore alternatives such as a pick-up and drop-off to the other side of the school.

The new location will encourage pedestrians to use the same route as cars to enter and exit the church car park which will be more dangerous.

Key Insight

Many respondents believe the proposals do not fix the chaotic unsafe and illegal parking behaviours, seeing this as the core problem. There are concerns that the removal of the layby will reduce usable stopping space and increase congestion. There is also a view that traffic calming measures are unnecessary or ineffective.

Concerns & Suggestions (1/2)

Summary of concerns raised and officer responses

Concern	Officer response
The removal of the layby and parking will only cause more inconsiderate parking and dangerous parking	• •We recognise that poor and illegal parking occurs along Oatlands Avenue and nearby side roads, not just outside the school gate. While removing the layby may shift some parking elsewhere, the change is intended to address the acute poor driving, parking and manoeuvring issues, in the immediate vicinity of the school gate where most of the pedestrian activity takes place. • Reducing parked idling cars outside a school entrance is also important for child safety and air quality.
Removal of the lay-by will increase congestion	• The removal of the layby may also encourage more families to walk, scoot and cycle to school, as the immediate area outside the school will be safer and more pleasant. This could mean that fewer people use their cars for short journeys, which would reduce congestion. • Removing congestion directly near the zebra crossing will improve visibility for motorists and pedestrians using the crossing. Clearing this space helps ensure safer, calmer access for families and improve overall road safety at peak times.
The new location for the zebra is dangerous	• The proposed new zebra crossing location has been subject to an Independent Road Safety Audit and no concerns were raised. • The new proposed location is where parents are currently choosing to cross the road, despite the double parking and increased risk of conflict of children stepping out from between parked cars in the layby. The removal of the layby will remove the dangerous double parking and increase the visibility for both motorists using the car park/road and children and families using the crossing.
Moving the Zebra Crossing is a waste of money	• A refurbishment option was considered to retain the zebra crossing in its current location, including widening the crossing, adding LED lighting, and installing a raised table. However, the cost of these improvements was comparable to relocating the crossing to the proposed new site which aligns with the desire line currently used by children and families crossing Oatlands Avenue.

Concerns & Suggestions (2/2)

Summary of concerns raised and officer responses

Concern	Officer response
Where am I supposed to park to drop-off and pick-up my children	• The scheme is designed to reduce unsafe stopping and poor parking behaviour directly outside the school gate where children and families are crossing the road. We believe there is sufficient space in the surrounding area for parents to park and walk a few extra minutes to the school. • We hope to encourage families that can walk to the school, to not use their car and walk, cycle or scoot.
Increase the pick-up mad drop-off chaos.	• The changes are designed to reduce chaotic parking directly outside the school. Removing the layby prevents vehicles pulling in unpredictably and double parking, helping to create a safer and more orderly space at busier times.
No mention of a 20mph Speed Limit	• Introducing a 20mph speed limit falls outside the scope of this current proposal, but your request has been noted and maybe considered as part of a subsequent phase by the new unitary council of East Surrey following Local Government Reorganisation (LGR) in April 2027.
The school should use their car park a drop-off and pick-up system	• A drop-off/pick-up system on school grounds is not recommended because it increases vehicle movements directly where children walk, creating higher conflict risk. They also encourage more car use, worsening congestion around the school and do not support walking, scooting and cycling as a sustainable choice to travel to school.
Safety measures are needed on Oatlands Chase too	• We recognise the requests for measures to improve safety and congestion on Oatlands Chase. These have been noted and maybe considered as part of a subsequent phase by the new unitary council of East Surrey following Local Government Reorganisation (LGR) in April 2027.

SURREY COUNTY COUNCIL

Conclusion and Next Steps

Conclusion

Feedback on the proposed road-safety scheme **shows a clear appetite for measures that improve safety for children and ease congestion around Cleves School.** Many respondents welcomed introduction of a **raised zebra crossing, wider pavements, and measures to reduce vehicle speeds,** recognising these as meaningful steps towards creating a safer and more accessible school environment.

A significant number of respondents value the reasons behind removing the lay-by and agree that the current conditions are unsafe for children and families.

Concerns centre primarily on the persistent parking-related problems, with some respondents believing that the proposals do not adequately address unsafe, obstructive and illegal parking behaviours. Additionally, several respondents raised objections to the removal of the layby and the relocation of the zebra crossing. These points have been addressed through the officer responses.

Respondents put forward a range of constructive suggestions. These included: implementing stronger enforcement of parking restrictions, considering a 20mph speed limit and adding additional crossings- especially on Oatlands Chase. Many emphasised the need to address traffic and safety holistically across the surrounding network rather than only outside the school.

These fall outside the scope of the current scheme, but they have been noted and can be considered as part of a subsequent phase by the new unitary council of East Surrey following Local Government Reorganisation (LGR) in April 2027.

Next Steps

Taking into account **both the overall and widespread support and the strong safety benefits identified**, the Council considers that the scheme will deliver meaningful improvements to road safety outside the school, the scheme has the support of both the county councillor and Surrey Police, and for these reasons **the decision has been taken to proceed with the next step:**

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 pedestrian safety improvements will be implemented.