# Proposed 40mph Scheme in A320 Chertsey Road, Woking, A320 Guildford Road, Chertsey (Part 30mph) and C144 Monument Road, Woking

## Public Engagement Results



# Public Engagement Overview

## Background & Purpose

**Surrey County Council is proposing a 40mph scheme in Chertsey Road, Woking, Monument Road, Woking and Guildford Road, Chertsey. A 30mph speed limit is proposed in Guildford Road, Ottershaw.**

A public engagement exercise was carried out between **15 November and 22 December 2025**, 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://a320-chertsey-road-and-guildford-road.commonplace.is/

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

## Proposed Scheme Impacts

- **4** Sections of road included in the proposals
- **192** Households / businesses on affected roads
- **1** Nursery school and church near the affected roads

## Engagement Response Level

- **1205** Visitors to engagement webpage
- **276** Survey respondents
- **52** Respondents living on impacted roads
- **45** Respondents living on impacted roads support proposals

## Recommendation

**The engagement findings show that support is mainly from locals of those directly affected by the proposals.**

Most respondents who live on the affected roads, expressed support for the scheme proposals.

Concerns mainly related to perceived congestion, long journey times, increased pollution, displacement of vehicles to local roads, increase in overtaking and potholes.

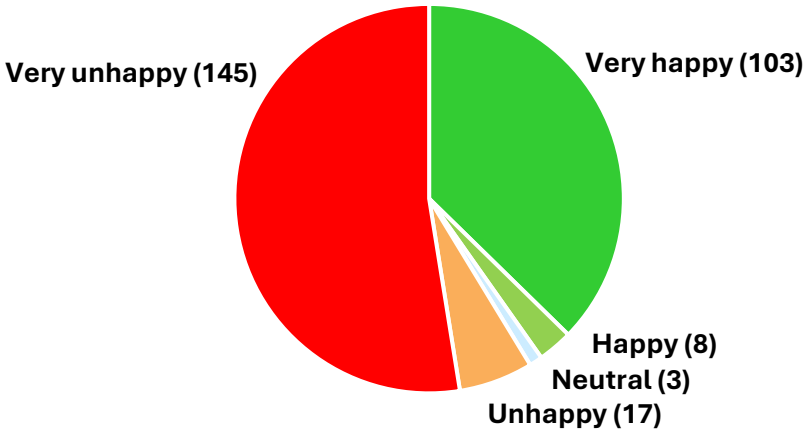
Other concerns related to bad drivers, excessive speeding, and suggestion that this is a money-making scheme by increased speed enforcement of the lower speed limits.

# Sentiment of Respondents

## How people feed about the proposed 40mph and 30mph scheme

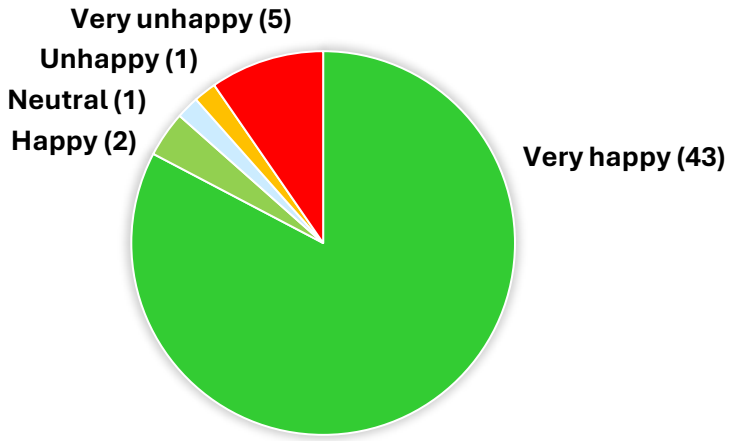
**Support for the scheme is higher for those who live in the affected roads and those with only a direct access to affected roads.**

### Overall
(276 respondents)




| | |
|---|---|
| 40% | happy or very happy |
| 59% | unhappy or very unhappy |
| 1% | neutral |

### Residents of impacted roads
(52 respondents)




| | |
|---|---|
| 86% | happy or very happy |
| 11% | unhappy or very unhappy |
| 2% | neutral |

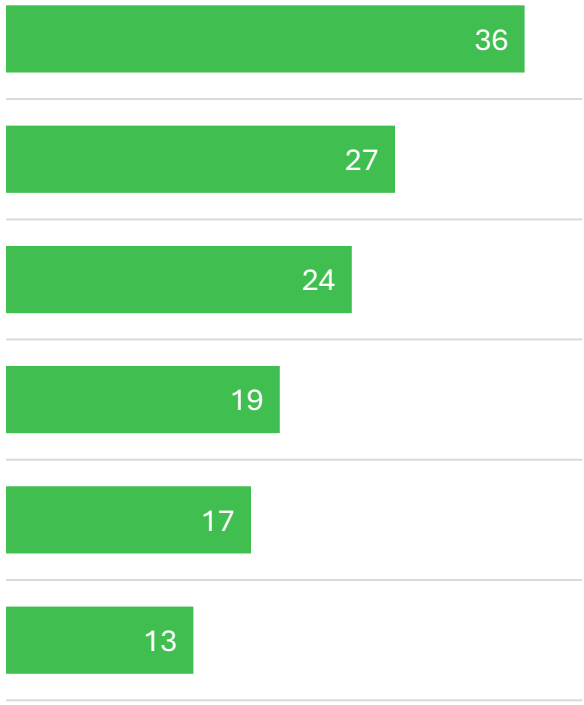
# Positive Feedback

**What people said they like about the proposed 40 and 30mph scheme**

## Key Positive Themes

- ✓ Strong support for reducing the speed limits
- ✓ Lower speed limit will make it safer to cross the roads
- ✓ Expectation that lower speed limits with make it easier to exit side roads
- ✓ Expectation that lower vehicle speeds will reduce noise and vibration
- ✓ Anticipation that there will be a reduction in people being injured
- ✓ Welcome reduction in speed limit to 30mph in the largely residential area

## Number of mentions




## What people told us...

I think the speed limit should be reduced, it's like a racetrack especially motor bikes drive at a ridiculous speed.

I live in the area and traffic definitely needs to slow down.

I walk daily along these roads and frequently can't cross the roads due to excessive vehicle speeds.

My children cycle to school and cross the road daily. Lower the speed limit to 40 would greatly improve their safety and also make it safer to exit the car park whilst driving.

## Key Insight

The positive comments show that there is a clear support for lower speed limits, especially the 30mph speed limit in Ottershaw. There is also clear support for the lower 40mph speed limit from people who live in the affected roads or only have a direct access to the affected roads.

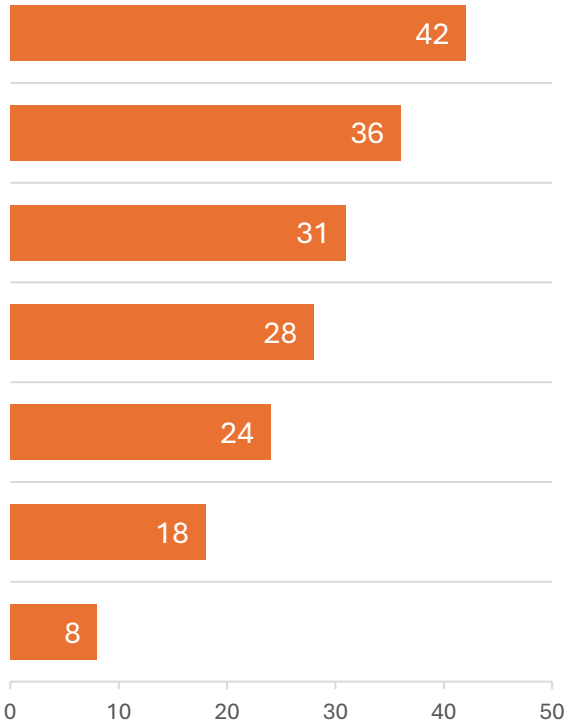
# Objections and Concerns

**What people said they did not like about the proposed scheme**

## Key Objection Themes*

- Unnecessary / not needed
- Reducing speed limits will cause congestion or make the current situation worse
- Waste of time / waste of money
- Road is fine as it is / current speed limits are appropriate
- Fixing potholes would be a better spend of precious funds
- People who currently speed will continue to do so
- Drivers will divert to smaller / less appropriate local roads

## Number of mentions




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

## Key Insight

Most concerns were about the scheme's effectiveness, where many believed the existing speed limits are appropriate and spending precious funds would be a waste of time and money. Some believe that the money would be better spent repairing potholes or vehicles would divert to smaller, less appropriate roads.

## What people told us...

> I wholly appreciate the intention to try and reduce risk of injury through reducing the speed limit, so in the rare occasion of an incident on these roads, drivers have a small amount of more time to react.

> Reducing the speed limit will cost unnecessary money that would be better spent repairing potholes.

> This speed limit change is unnecessary. These roads are wide, generally straight and the few house along them are well set back allowing easy access.

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# Concerns & Suggestions (1 of 3)

## Summary of concerns raised and officer responses

| Concern | Officer response |
|---|---|
| Longer journey times, increased congestion, increased traffic and increased pollution | • It may be true that comparing a vehicle travelling at 50mph compared to one at 40mph in totally free flow conditions, the journey time may increase, but only by a few seconds and only affect a small number of vehicles.<br>• We don't anticipate any increased levels of traffic, so there will be no additional traffic congestion.<br>• If vehicles are driving slower, there is no evidence to suggest that pollution levels will increase. Pollution from petrol and diesel vehicles is affected by drivers choosing appropriate drive gear and not the speed limit.<br>• As more drivers move to electric or hybrid vehicles, pollution levels will decrease. |
| The proposals are a waste of money and time. They will make no difference and are unnecessary. | • A lower speed limit will give drivers more time and allow them to react to a situation, e.g. brake to avoid an incident / hold up / traffic queue ahead.<br>• More information can be found via the following link Setting-local-speed-limits-policy.<br>• The Police have been consulted and support the proposals. |
| Drivers will be frustrated by lower speed limits and will divert to local roads. | • There is no evidence to suggest that drivers will divert to lesser roads (with a slower speed limit). This may increase journey times. |

# Concerns & Suggestions (2 of 3)

## Summary of concerns raised and officer responses

| Concern | Officer Response |
|---|---|
| There will be an increase in dangerous driving including increased overtaking and road rage. | • There is no evidence to suggest that drivers will be more frustrated leading to increased dangerous driving, overtaking or road rage. |
| 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.<br>• 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:<br>  • Risk to the public – calculated using data such as number of insurance claims and number of small repairs carried out.<br>  • Condition of road – this includes an engineer's assessment.<br>  • 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.<br>• 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 |
| Objectors claimed that bad driving, excessive speeding, lack of awareness, pulling out of side roads is the major contributory factor for many of the accidents/collisions and that a speed limit reduction will make no difference. | • A lower speed limit will give drivers more time and allow them to react to a situation, e.g. brake to avoid an incident / hold up / traffic queue ahead or vehicles entering / exiting side roads. |

# Concerns & Suggestions (3 of 3)

## Summary of concerns raised and officer responses

| Suggestion | Officer Response |
|---|---|
| This is just an excuse to lower the speed limit and increase enforcement which is an extra tax on the motorist by stealth. | • Surrey County Council and Surrey Police policy is not to introduce speed enforcement at lengths of road where the speed limit has recently been lowered. |

# Conclusion and Next Steps

## Conclusion

The engagement exercise has shown **clear local support** for reducing the speed limits from 50mph to 40mph on the A320 Chertsey Road, Woking, A320 Guildford Road, Chertsey and C144 Monument Road, Woking. There is also **clear local support** for reducing the speed limit from 40mph to 30mph on the A320 Guildford Road, Ottershaw.

Although there are some local objectors, most of the objectors are from further afield.

Concerns raised during the engagement mainly related to perceived increased congestion, increased traffic, longer journey times, increased pollution, drivers diverting to local roads, increased aggressive driving and dangerous overtaking. Additionally, many objectors suggested that council funds should be prioritised on repairing potholes instead.

These points have been addressed through the officer responses.

No new issues were raised that require amendments to the proposed scheme, and the roads continue to meet Surrey County Council's policy criteria for 40mph limit and a 30mph speed limit in Ottershaw. Installation of vehicle-activated signs will be erected in Ottershaw to support the 30mph speed limit.

**Overall, the findings support progressing the 40mph and 30mph speed limit reduction scheme as proposed, without amendments.**

## Next Steps

This scheme has the support of both the county councillors 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 40mph and 30mph scheme is to be implemented.

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