Proposed 20mph Scheme on residential roads around Bellfields and Stoughton, Guildford

Public Engagement Results



Public Engagement Overview

Background & Purpose

Surrey County Council is proposing a 20mph scheme on residential roads around Bellfields and Stoughton.
The proposal will extend the existing 20mph zone within Bellfields and introduce a new 20mph zone in parts of neighbouring Stoughton and Worplesdon, including Grange Road, Cumberland Avenue, Johnston Walk and adjoining residential roads.

A public engagement exercise was carried out between **28 January and 26 February 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://bellfields-stoughton.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

- **51** Roads included in the proposed 20mph area
- **3134** Households / businesses affected
- **4** Schools within the area

Engagement Response Level

- **1836** Visitors to engagement webpage
- **470** Survey respondents
- **190** Respondents live on impacted roads
- **106** 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, pedestrians and cyclists, and creating a more consistent speed environment on residential roads. Concerns primarily related to existing vehicle speeds, scheme effectiveness and the extent of the proposed area.

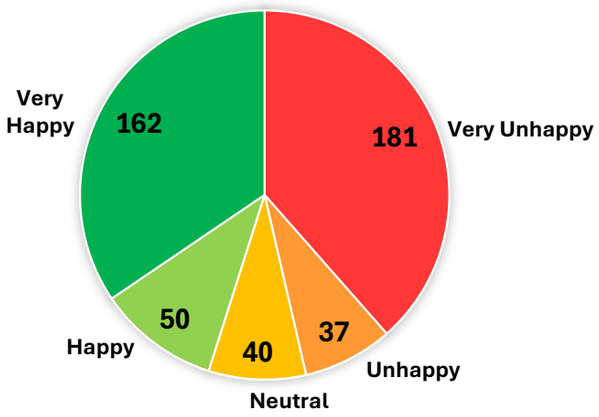
No new issues were identified that require changes to the proposed scheme, and the roads remain appropriate for inclusion within the proposed 20mph scheme.

Sentiment of Respondents

How people feel about the proposed 20mph scheme

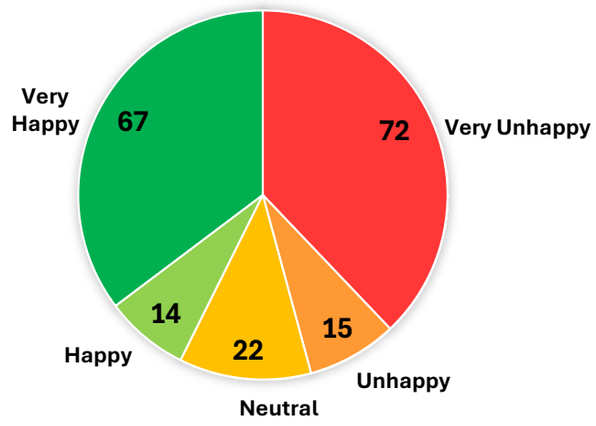
Overall sentiment was closely balanced. Support was strongest among families with children travelling to school. Respondent comments provide additional context to these results and highlight the reasons behind both support for and concerns about the proposed scheme. These themes are summarised in the following sections.

Overall
(470 respondents)



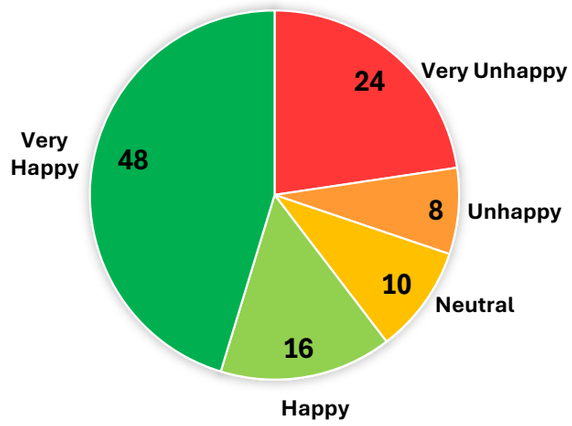
- **45%** happy or very happy
- **46%** unhappy or very unhappy
- **9%** neutral

Residents of impacted roads
(190 respondents)



- **43%** happy or very happy
- **46%** unhappy or very unhappy
- **12%** neutral

Families with children travelling to school
(106 respondents)



- **60%** happy or very happy
- **30%** unhappy or very unhappy
- **9%** neutral

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

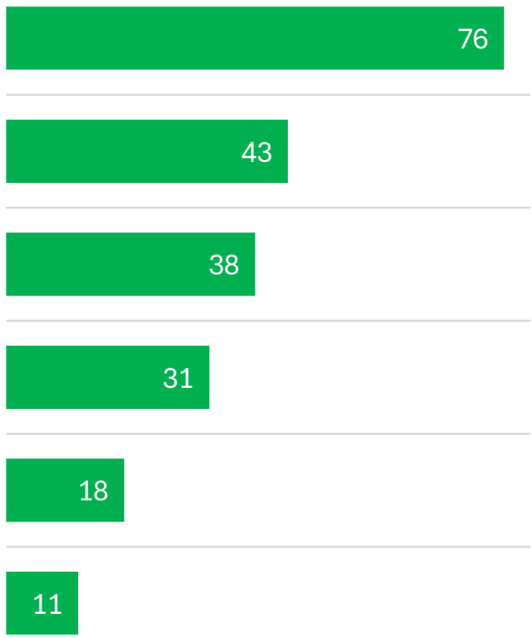
Positive Feedback

What people said they like about the proposed 20mph scheme

Key Positive Themes

- ✓ Support for improving safety for children and around schools
- ✓ Support for 20mph limits on residential roads
- ✓ Support for a consistent, estate-wide 20mph limit
- ✓ Improved conditions for walking and cycling
- ✓ General support for safer roads and reduced collision severity
- ✓ Creates a more pleasant residential environment / reduces pollution

Number of mentions



What people told us...

This is long overdue and definitely needed by Northmead School and Christ's College - it gets really busy especially around school drop off and pick up times. It's so dangerous - something really needs to be done about it.

I like that cars will be going slower, so hopefully will be less impatient when behind me on my bike!

Fully support lower speed limits on minor residential roads.

For the area covered, it is a simple to understand blanket 20mph limit, which will (hopefully) reduce the chances of people getting confused about what limit applies.

A 20mph limit will make the area safer for cyclists, pedestrians (especially elderly residents crossing the road), children, pets and residents wanting to exit their driveways while driving.

Key Insight

The positive comments show strong support for improving safety around schools and introducing lower speeds on residential roads. Respondents also highlighted benefits for walking and cycling, a more consistent area-wide approach, and the potential to create a safer and more pleasant residential environment.

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Objections and Concerns

What people said they did not like about the proposed scheme

Key Concerns Raised*	Number of mentions
Existing speeds are close to 20mph / scheme is unnecessary / waste of money	79
Scheme area is too limited and excludes key roads (*raised by supporters and objectors*)	66
Concerns about enforceability (*raised by supporters and objectors*)	55
20mph is too slow / will inconvenience drivers / will create congestion	53
Resurfacing / filling potholes are bigger priority	36
Blanket approach – 20mph limit only needed in specific locations (eg school areas)	24
Parking issues are a bigger concern than speed	20

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

Key Insight

The main concerns relate to existing low vehicle speeds, the perceived effectiveness of the scheme, and whether funding could be better spent on other highway priorities. Many respondents also felt that key roads had been excluded from the proposed scheme area, particularly around local schools, while others preferred a more targeted approach to 20mph limits.

What people told us...

> This is not necessary as the average speeds are already low and new speed limits will not be enforced by police. It's a complete waste of time and money.

> Stoughton Road between Grange Road and Worplesdon Road is a residential area with a school - the fact that this area hasn't been included is ridiculous.

> You'd be better off spending the money fixing the potholes or providing off-street parking to make the roads less congested.

> 30mph is slow enough and safe enough. 20mph will frustrate drivers, increasing stress levels.

> This seems to be a very wide area for the scheme. I would prefer it to be targeted within immediate areas of schools rather than as a blanket approach.

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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 in this area are already quite low because of the existing traffic calming, 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.
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. 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 if the data shows vehicle speeds are higher than we would like. • Enforcement of speeding is the responsibility of Surrey Police not Surrey County Council, and decisions about enforcement methods are made by the police. • The evidence is that drivers drop their speed when a 20mph limit is introduced, even without enforcement. In the most recent implementation of 20mph across Wales, mean speeds dropped by 2.5mph and up to 6mph on faster roads. This occurred without any police enforcement in the first six months on 20mph roads.
Why are you reducing the speed limit when there are no collisions ?	• The number of collisions is not the only reason Surrey Highways changes the speed limits. Lower speed limits can help to reduce personal injury collisions and will also make using these roads safer and more pleasant. It has been shown that the slower a vehicle is travelling, the lower the likelihood of a serious or fatal injury occurring.

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
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 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. • Timed speed limits require additional signing, flashing units or electronic time-based equipment, which is significantly more expensive and more visually intrusive than a standard sign-only 20mph scheme.
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.

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Concerns & Suggestions (3/4)

Summary of concerns raised and officer responses

Concern	Officer response
The scheme is intended to generate income from speeding penalties.	• This scheme is intended to improve road safety and drivers who adhere to the speed limit will not be fined. • The proceeds of speeding fines are paid to HM Treasury and are not retained by Surrey County Council or Surrey Police. Where drivers qualify and choose to attend a Speed Awareness Course, the fee paid contributes to the cost of delivering the course and associated administrative and operational activities. In Surrey, these activities are delivered through the Surrey RoadSafe partnership, whose primary aim is to reduce the number and severity of fatal and serious injury collisions on the county's road network.
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.
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/

Concerns & Suggestions (4/4)

Summary of concerns raised and officer responses

Suggestion	Officer Response
Extend the 20mph across all school and residential roads in the area, including Stoughton Road, Manor Road, Rydeshill Road and their adjoining roads.	• The requested locations have been noted. However, the current Surrey County Council 20mph programme is fully committed. Any further 20mph schemes in the area would need to be considered and prioritised by the new unitary council of West Surrey following Local Government Reorganisation in April 2027. Residents can also contact their local County Councillor and/or MP if they would like an area nominated for a future 20mph speed limit reduction.
We need parking restrictions instead to stop inconsiderate parking from school-related traffic	• 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
Improve safety outside schools through measures such as pedestrian crossings and park-and-stride schemes	• Improving safety outside schools is recognised as an important priority. Surrey County Council has a dedicated Road Safety Outside Schools (RSOS) process, which assesses site-specific conditions and identifies appropriate measures such as crossings, traffic management or layout changes. Parents and/or the school can apply for an assessment via our website: https://www.surreycc.gov.uk/roads-and-transport/road-safety/outside-schools • While measures such as pedestrian crossings or park-and-stride schemes cannot be delivered as part of this 20mph scheme, the concerns raised have been noted and will be considered through the appropriate processes, including RSOS assessments and wider highway safety prioritisation, subject to funding and feasibility.

Conclusion and Next Steps

Conclusion

The engagement exercise demonstrated a broad range of views on the proposed 20mph scheme in Bellfields and Stoughton. Respondents who supported the proposal highlighted benefits including improved safety for children and other vulnerable road users, safer conditions for walking and cycling, and the creation of a more consistent speed environment across residential roads.

Concerns focussed primarily on existing low vehicle speeds, the perceived effectiveness of the scheme, and whether funding could be directed towards other highway priorities. A significant number of respondents also felt that additional roads should be included within the proposed 20mph area, particularly around local schools and neighbouring residential roads.

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.

While overall sentiment was closely balanced, the most frequently cited benefits related to safety for children, pedestrians and cyclists, and creating a more appropriate speed environment for residential roads.

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 West Surrey following Local Government Reorganisation (LGR) in April 2027.

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