Proposed 20mph Scheme in Beechwood Avenue and surrounding residential roads, Sunbury

Public Engagement Results



Public Engagement Overview

Background & Purpose

Surrey County Council is proposing a 20mph scheme in Beechwood Avenue and surrounding roads, Sunbury.

A public engagement exercise was carried out between **21 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://beechwood-avenue-sunbury.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

8	Roads included in the proposed 20mph limit area
690	Households / businesses affected
1	School within the area

Engagement Response Level

324	Visitors to engagement webpage
25	Survey respondents
21	Respondents live on impacted roads
5	Respondents have children travelling to school on these roads

Recommendation

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

Most respondents, including residents living on the affected roads, expressed strong support for the 20mph scheme proposals.

Concerns mainly focused on whether money would be better spent on road maintenance, that parking issues are a higher priority, and that a lower limit would only be effective with enforcement.

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

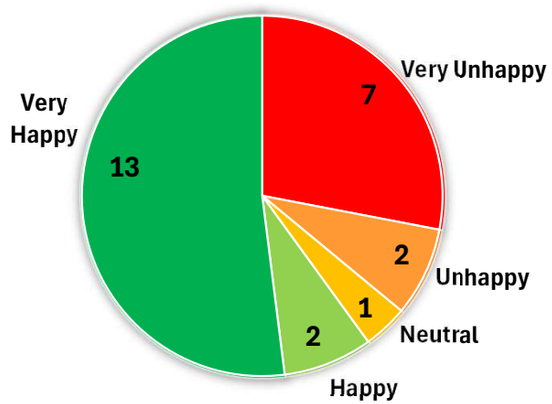
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Sentiment of Respondents

How people feel about the proposed 20mph scheme

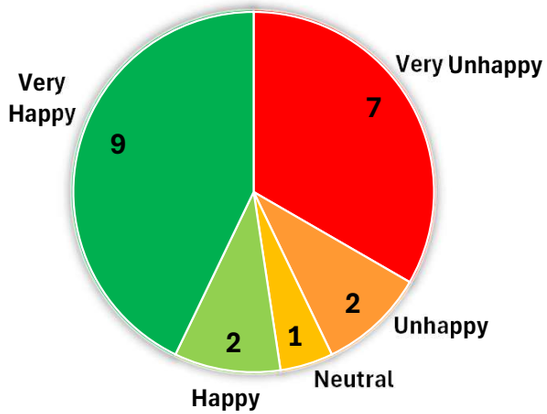
The feedback received shows a broadly positive view of the proposed 20mph limit across the respondent groups, including residents of the affected roads and regular drivers.

Overall
(25 respondents)



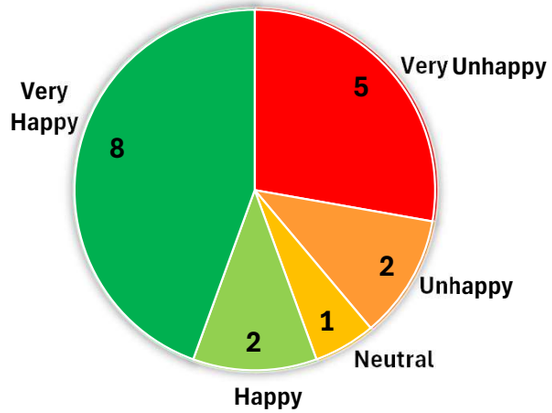
60%	happy or very happy
36%	unhappy or very unhappy
4%	neutral

Residents of impacted roads
(21 respondents)



52%	happy or very happy
43%	unhappy or very unhappy
5%	neutral

Respondents who normally drive on these roads
(18 respondents)



55.5%	happy or very happy
39%	unhappy or very unhappy
5.5%	neutral

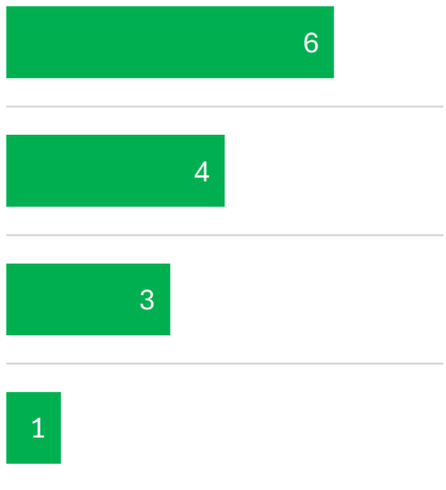
Positive Feedback

What people said they like about the proposed 20mph scheme

Key Positive Themes

- ✓ Support for improving safety for children and around schools
- ✓ Expectation that 20mph will calm traffic and reduce speeds
- ✓ Desire for safer walking and cycling routes
- ✓ General support for safer roads and reducing the risk of collisions

Number of mentions



What people told us...

We want to encourage pupils walking to school - this keeps them safe as pedestrians or as they learn to cycle to school. Slower traffic supports their independence.

Much safer for all residents especially children.

Some drivers drive at high speed down Beechwood Avenue and it is very dangerous, the 20 mph is a great way of reducing accidents and deaths

Definitely needed as there is a school on the estate and the parking in particular at the junction of Keywood Drive/Beechwood Ave and also Keywood Drive/Ashridge Way is horrendous.

Key Insight

The positive comments show clear support for measures that improve safety around schools, calm traffic, and promote active travel.

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Objections and Concerns

What people said they did not like about the proposed scheme

Key Objection Themes*	Number of mentions
Waste of money	8
Improve the road conditions instead	6
Need parking restrictions instead	5
No need - speeds are already slow enough	4
Physical calming measures are needed	3
Won't be effective if there's no enforcement	3
One way system is needed	3

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

Key Insight

Many concerns were about the scheme's effectiveness, with some residents feeling that speeds are already low and the proposed limit would not change driver behaviour without enforcement. Parking and school traffic were frequently cited as more pressing problems.

What people told us...

> Pointless and wasting of money - better to spend the money on dealing with potholes and delaying with drivers parking illegally outside the school

> The traffic flow is not good on beechwood at the best of times particularly on school runs

> If there is no strict enforcement it will be a waste of time and money. There are a number of electric bikes that race up and down Ashridge Way regularly and probably exceed 20 mph. I cannot see these individuals complying!

> The school would have safer drops offs and pick up with a one-way route via Briony Way. The top of Beechwood Ave needs a clearway of no parking from 8-10am & 2-4pm

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Concerns & Suggestions (1/2)

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 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	• We will only implement 20 mph 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 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.

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

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 users.

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Concerns & Suggestions (2/2)

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.

Suggestion	Officer Response
We need parking restrictions instead to stop inconsiderate parking from businesses, hospital visitors, school-related parking	• Changes to on-street parking are managed separately through Surrey'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 • If you are aware of illegal or inconsiderate parking taking place, please send an email with the details to: SurreyParkingEnforcement@nslservices.co.uk
Introduce a one-way system via Briony Way	• A one-way system can be considered independently from a speed-limit change. Implementing the 20mph limit first will help regulate vehicle speeds, whereas a one-way arrangement within a 30mph area can sometimes encourage faster, free-flowing traffic. A one-way system falls outside the scope of this scheme but has been noted for consideration in any future wider traffic review.

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Conclusion and Next Steps

Conclusion

The engagement exercise has shown **clear overall support** for introducing a 20mph speed limit in Beechwood Avenue and surrounding roads in Sunbury. Respondents highlighted the benefits of slower / calmer traffic, safer walking and cycling routes, and clearer expectations for drivers in an area with high school-related activity.

Concerns raised during the engagement mainly related to perceived effectiveness, the belief that traffic speeds are already low, and wider issues such as parking pressures or school-run congestion. 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 a sign-only 20mph limit.

Some respondents suggested broader measures such as introducing a one-way system tackling parking issues. These fall outside the scope of the current scheme, but they have been noted and can be considered through the appropriate processes or by the new unitary council of West Surrey following Local Government Reorganisation (LGR) in April 2027.

Overall, the findings support progressing the 20mph scheme as proposed, without amendments.

Next Steps

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

Wider suggestions raised through the engagement — such as introducing measures to reduce congestion during school hours — will be logged for future consideration by the new unitary council of West Surrey following Local Government Reorganisation (LGR) in April 2027.

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 20mph scheme is to be implemented.

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