Proposed 20mph Scheme in Beacon Hill, Hindhead

Public Engagement Results



Public Engagement Overview

Background & Purpose

Surrey County Council is proposing a 20mph scheme in Beacon Hill, Hindhead.

A public engagement exercise was carried out between **19 January and 15 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://beacon-hill-hindhead.commonplace.is/

To ensure wide awareness, all residents and businesses within the area were notified by letter, the local school was contacted by email, and posters with QR codes were placed in the area.

Proposed Scheme Impacts

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

Engagement Response Level

- **926** Visitors to engagement webpage
- **172** Survey respondents
- **119** Respondents live on impacted roads
- **28** 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 scheme.

A number of respondents also raised wider requests relating to lower speeds on Churt Road (A287) and Tilford Road, as well as safer pedestrian crossing facilities. While these are recognised as desirable, they fall outside the scope of the current sign-only 20 mph scheme and have been noted for future consideration.

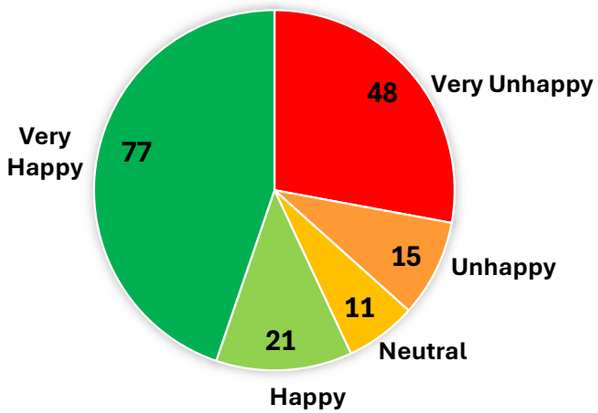
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Sentiment of Respondents

How people feel about the proposed 20mph scheme

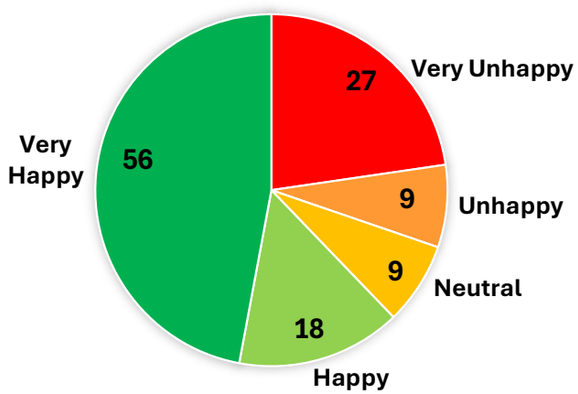
Support for the scheme is consistently high across all respondent groups, with the strongest support from families with children travelling to school.

Overall
(172 respondents)



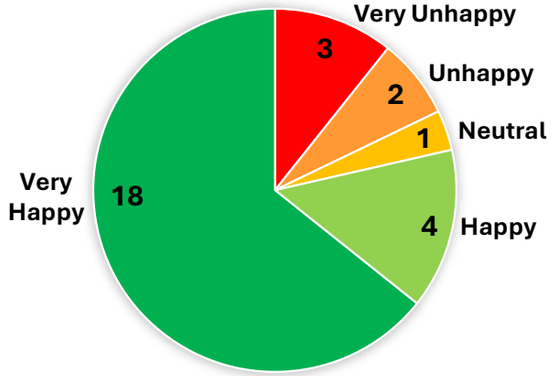
57%	happy or very happy
37%	unhappy or very unhappy
6%	neutral

Residents of impacted roads
(119 respondents)



62%	happy or very happy
30%	unhappy or very unhappy
8%	neutral

Families with children travelling to school
(28 respondents)



79%	happy or very happy
18%	unhappy or very unhappy
4%	neutral

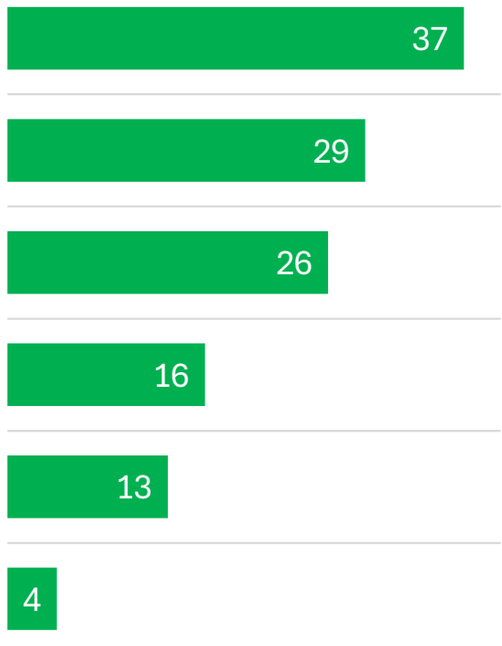
Positive Feedback

What people said they like about the proposed 20mph scheme

Key Positive Themes

- ✓ Strong support for improving safety for children and around schools
- ✓ Expectation that 20mph will calm traffic, reduce speeds and create safer roads
- ✓ Support for wider area consistency
- ✓ Interest in extending 20mph scheme further, including Tilford Road
- ✓ Encourages walking, cycling and active travel
- ✓ Positive views on potential air quality and noise benefits

Number of mentions



Key Insight

The positive comments show clear support for measures that improve safety around schools, shops and residential areas. Several respondents also expressed a desire to see 20mph limits extended to include Tilford Road.

What people told us...

> Given the small size of our village and the high number of children and pets, having to slow down for maybe a minute maximum is a small price to pay to keep everyone safe.

> It makes sense that pretty much the whole village will be covered by the 20mph limit. Safer crossing around shops, school and park.

> I like the prospect of reducing speed, enhancing safety and cutting down on pollution in Beacon Hill and Wood Road

> Calming traffic in what is an already busy semi-rural district is a no-brainer, especially with a vulnerable residency on Churt Road and care-homes and a school in the area.

> Reduction in speed on busy roads throughout the village. Consistent message by having all roads at the same speed. Helping drivers to comply.

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Objections and Concerns

What people said they did not like about the proposed scheme

Key Concerns Raised*	Number of mentions
Wider concerns about vehicle speeds and pedestrian crossing safety on Churt Road (A287)	35
Waste of money / speeds are already slow enough	27
Won't be effective if there's no enforcement	17
Preference for a more limited scheme around the school and/or school travel times	16
Physical calming measures are needed	13
Preference for parking enforcement and new parking restrictions	11
Improve the road conditions instead	10

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

Key Insight

Many concerns focused on Churt Road (A287), with calls for slower speeds and safer crossings. Some residents felt speeds are already low and a 20mph limit would be ineffective without enforcement. Parking and poor road conditions were frequently cited as higher priorities.

What people told us...

A waste of money ... speeds are not excessive, especially by the school and shops, nor is there any evidence of a history of accidents.

It's unnecessary and completely pointless without enforcement. What a waste of money.

Excessive area included. Suggest money better spent on fixing many large potholes.

Why is the A287 not included? There is not a safe place to cross the road and is dangerous due to the speed of the traffic. This road should be a maximum 30mph with traffic calming.

The speed is fine as it is. Why change the speed when the big issue is parking?

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Concerns & Suggestions (1/3)

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 / 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 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 then the less likelihood there is 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 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

Concerns & Suggestions (2/3)

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 users.
Lower speeds will increase air pollution	• There is no clear evidence that reductions in speed limits lead to increased vehicle emissions. Smoother driving reduces harsh acceleration, a major contributor to emissions. Reducing the speed limit to 20mph aims to make communities feel safer in a calmer environment. Shifting short journeys from cars to walking, cycling and scooting also improves air pollution.
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.

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Concerns & Suggestions (3/3)

Summary of concerns raised and officer responses

Suggestion	Officer Response
We need parking restrictions and enforcement to stop inconsiderate parking	• 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
Can you implement the 20mph speed limit 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. 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.
Extend the 20mph to include Tilford Road	• This location has been reviewed. Current traffic speeds on Tilford Road are higher than would be appropriate for a sign-only 20 mph limit. Introducing a 20mph speed limit on this road would therefore require additional physical traffic-calming measures to ensure compliance, along with further design work and funding. As a result, Tilford Road cannot be included within the current sign-only 20 mph scheme. • The concerns raised have been noted and may be considered as part of future prioritisation, subject to funding availability and wider network considerations.
Lower the speed limit on Churt Road (A287) to 30mph and install a controlled pedestrian crossing.	• Churt Road (A287) is a strategic through-route and forms part of the wider highway network. Any reduction in speed limit or introduction of a controlled pedestrian crossing would require detailed feasibility work, traffic assessment, and consideration of impacts on the wider network. Changes of this nature would also require significant funding and, in the case of pedestrian crossings, the provision of appropriate infrastructure to current design standards. These measures therefore fall outside the scope of the current sign-only 20 mph scheme, which is focused on residential roads within Beacon Hill. • The concerns raised regarding speeds and pedestrian crossing provision on Churt Road have been noted and will be considered through future highway safety prioritisation processes, subject to funding and scheme development.

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Conclusion and Next Steps

Conclusion

The engagement exercise has shown **clear overall support** for introducing a 20mph speed limit in Beacon Hill, Hindhead, with the strongest support coming from families with children travelling to school. Respondents highlighted the benefits of slower and calmer traffic, safer walking and cycling routes, and clearer expectations for drivers in an area with high levels of pedestrian activity.

Concerns raised during the engagement mainly related to the perceived effectiveness of the scheme, with some residents feeling that traffic speeds are already low and questioning whether a 20mph limit would change driver behaviour without enforcement. Parking pressures and the condition of the road network were also frequently cited as higher priorities.

The engagement also identified requests for additional measures beyond the scope of the current proposal, including reducing speeds on Churt Road (A287) and Tilford Road, and providing safer pedestrian crossing facilities. While these are recognised as desirable, they would require physical traffic-calming measures, additional design work and significant funding, and therefore cannot be delivered as part of the current sign-only 20 mph scheme.

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

Next Steps

Wider suggestions raised through the engagement — including requests for additional safety measures or further speed limit reductions — 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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