Proposed 20mph Scheme in Goodwyns, Dorking

Public Engagement Results



Public Engagement Overview

Background & Purpose

Surrey County Council is proposing a 20mph scheme in Goodwyns, Dorking.

A public engagement exercise was carried out between **28 November 2025 and 5 January 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://goodwyns-dorking.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

- **14** Roads included in the proposed 20mph limit area
- **737** Households / businesses within scope
- **1** School within the area

Engagement Response Level

- **564** Visitors to engagement webpage
- **114** Survey respondents
- **41** Respondents living on impacted roads
- **5** Respondents with children travelling to school on these roads

Recommendation

The engagement findings show a mix of views on the proposed 20mph scheme, with concerns raised that speeds are already low, enforcement may be difficult, and wider issues such as parking and school-run congestion are not addressed by this proposed scheme.

Supportive comments highlighted potential safety benefits, particularly for children, and the value of calmer conditions on narrow, parked-up residential roads.

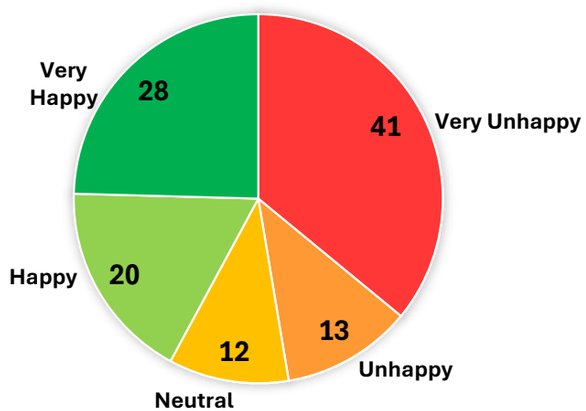
The roads within the proposal area meet Surrey County Council's policy criteria for a sign-only 20mph limit, and no changes to the design are considered necessary. Officers therefore recommend progressing the scheme as proposed.

Sentiment of Respondents

How people feel about the proposed 20mph scheme

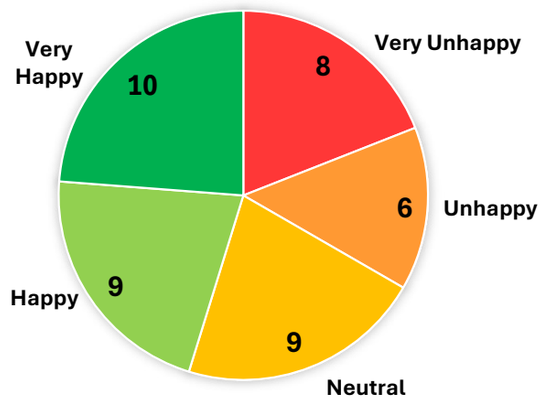
While overall sentiment was mixed, only around a third of local residents expressed negative views. Many responses came from outside the Dorking area — including West Byfleet, Godalming, Horley and Epsom — which affects the overall sentiment profile.

Overall
(114 respondents)



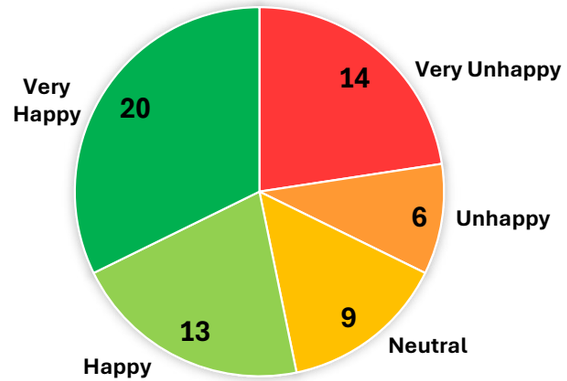
42%	happy or very happy
47%	unhappy or very unhappy
11%	neutral

Residents of impacted roads
(42 respondents)



45%	happy or very happy
33%	unhappy or very unhappy
22%	neutral

Residents of Dorking South & Holmwoods
(62 respondents)



53%	happy or very happy
32%	unhappy or very unhappy
15%	neutral

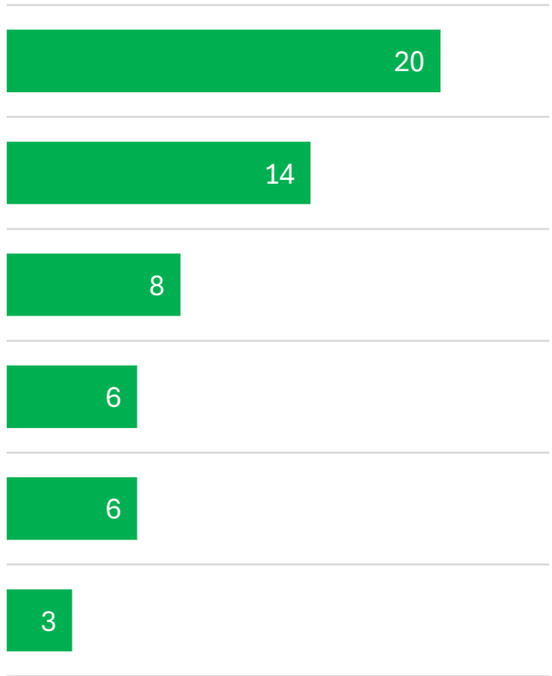
Positive Feedback

What people said they like about the proposed 20mph scheme

Key Positive Themes

- ✓ Support for a consistent, estate-wide 20mph limit
- ✓ Support for improving safety for children and around schools
- ✓ General support for safer roads and reducing the risk of collisions
- ✓ Expectation that 20mph will calm traffic and reduce speeds
- ✓ Support wider rollout (e.g. all residential areas, schools, Flint Hill & Horsham Rd)
- ✓ Desire for safer walking and cycling routes and an improved environment

Number of mentions



What people told us...

Many children in the area walk, cycle, or travel to school on scooters. Reducing the speed limit would significantly improve safety for these children as well as for drivers navigating the parked vehicles.

All roads are included in the area, making it easy to understand

Excellent idea to keep the community safe.

The amount of traffic speeding through Tollgate Road and Claygate Road is considerable, especially at peak times. This is a residential street with many older residents as well as young families who need to be kept safe.

I heartily support the restriction of speed at Goodwyns and would welcome its extension to the Horsham Road and the provision of speed cameras.

Key Insight

Supportive comments emphasise protecting children near the school and slowing drivers on narrow/parked streets; residents who back the scheme often favour a clear, estate-wide 20mph so expectations are unambiguous.

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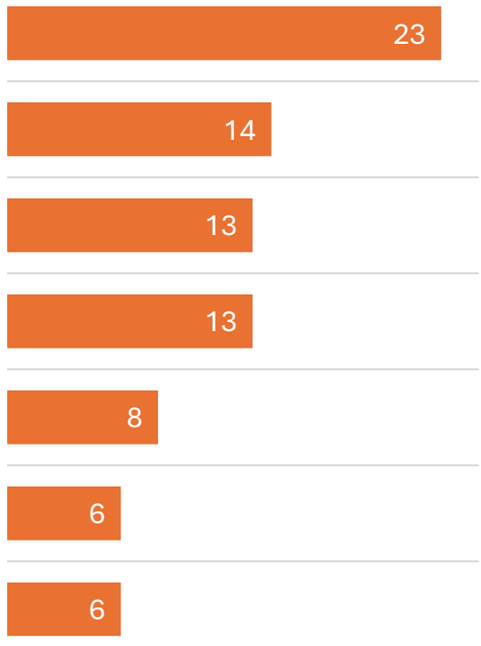
Objections and Concerns

What people said they did not like about the proposed scheme

Key Objection Themes*

- Waste of money – should be spent on higher-priority issues
- Concerns about enforceability (*raised by supporters and objectors*)
- Parking problems (shops/school) are a bigger issue than speed
- Will inconvenience drivers and create congestion / pollution
- Unnecessary as speeds are already low
- Improving roads and pavements should take priority
- Won’t improve safety or reduce congestion

Number of mentions



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

Key Insight

Most concerns related to the perceived effectiveness of the scheme. Respondents often felt that speeds are already low and that a 20mph limit would not provide any benefits. Parking issues, particularly near the estate entrance and school, were cited as a greater concern than speed.

What people told us...

Parking in Goodwyns is the real issue, not speed. With cars parked on corners, opposite T-junctions, and across driveways, residents are forced to crawl at 5mph anyway.

Please put the money you plan to spend on this into repairing pavements and things that actually benefit actual people. The state of the pavements in some areas is so appalling it's actually safer for me to walk on the road.

This will create more delays for those of us simply wishing to go about our business.

We don't need any 20mph speed limits in Dorking, or anywhere else really, thank you.

Some of the motorists will still ignore the 20mph speed limit - same as they currently ignore the 30mph limit - I see no point in reducing the speed limit without traffic calming elements.

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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	• 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.
Will there be more signs?	• There will be some additional signs resulting from the scheme. But we will only add posts where necessary and will keep sign-clutter to a minimum. We will try to install any signs on existing posts. We will also ensure that if posts are installed, they are positioned so as not to hinder pedestrians or other road users.
The problem is joy riders speeding in cars and motorbikes	• We appreciate anti-social driving can have a negative impact on communities. While the speed limit reduction may not eliminate anti-social driving on its own, it's an important first step in reducing the overall impact of unsafe driving behaviours. • 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/
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.

Concerns & Suggestions (2/3)

Summary of concerns raised and officer responses

Concern	Officer Response

The money for this should be spent on resurfacing roads and pavements or filling 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 the installation of 20mph schemes. 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.

Concerns & Suggestions (3/3)

Summary of concerns raised and officer responses

Suggestion	Officer Response
We need parking restrictions instead to prevent inconsiderate parking at the shops and around school drop-off and pick-up times.	• 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
Can you implement the 20mph speed limit at school travel times only?	• 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. • Fairlands also 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.
Please extend the 20mph across Dorking, including Horsham Road, Flint Hill and Rough Rew	• These locations have been noted. However, the current SCC 20mph programme is fully committed, and further 20mph schemes will fall to the new unitary council of East Surrey to prioritise once in place from April 2027.

Conclusion and Next Steps

Conclusion

Engagement on the 20mph proposal produced a broad mix of views. Many residents supported the potential safety benefits, particularly around St John's School and on the narrow, heavily-parked residential roads, where visibility is reduced.

Some respondents questioned the need for a lower limit, noting that existing conditions already keep speeds relatively low. Others felt that parking behaviour and school-run congestion are more significant day-to-day issues than vehicle speed, and some doubted whether a 20mph limit would be effectively enforced. A number of supporters also raised enforcement concerns but still felt the scheme would help improve safety and create calmer conditions for people walking and driving within the estate, including children travelling to and from school.

The roads within the proposal area meet Surrey County Council's policy criteria for a sign-only 20mph limit, and no technical issues were identified through the engagement that would require changes to the design. Several concerns raised fall outside the scope of a speed-limit change — such as parking enforcement and congestion near the estate entrance — however, these concerns will be shared with the relevant teams for consideration.

On balance, the engagement has not presented any issues that alter the technical or policy case for implementation, and officers therefore recommend progressing the 20mph scheme as proposed, without amendments.

Next Steps

Wider suggestions raised through the engagement will be logged for future consideration by the new unitary council of East Surrey following Local Government Reorganisation 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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