Proposed 20mph Scheme on Farleigh Road and surrounding roads, Woodham and New Haw

Public Engagement Results



Public Engagement Overview

Background & Purpose

Surrey County Council is proposing a 20mph scheme on Farleigh Road and the residential roads around Fullbrook School, Woodham and New Haw.

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 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://farleigh-road-woodham-new-haw.commonplace.is/

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

Proposed Scheme Impacts

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

Engagement Response Level

504	Visitors to engagement webpage
75	Survey respondents
45	Respondents live on impacted roads
9	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 focused on improving safety around Fullbrook School and creating a safer environment for people walking, cycling and travelling within the residential area. Concerns primarily related to parking, congestion and school-related traffic, with some respondents also questioning the need for the scheme and the effectiveness of a sign-only 20mph limit.

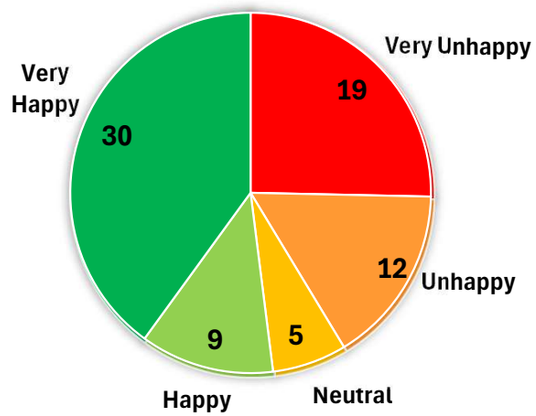
No new issues were identified that require changes to the proposal, and the roads remain appropriate for inclusion within the proposed 20mph scheme.

Sentiment of Respondents

How people feel about the proposed 20mph scheme

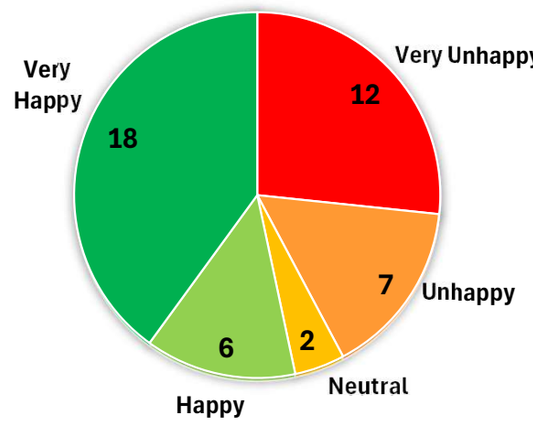
The feedback received shows a broadly positive view of the proposed 20mph limit across the respondent groups, including residents of the affected roads and regular drivers.

Overall
(75 respondents)



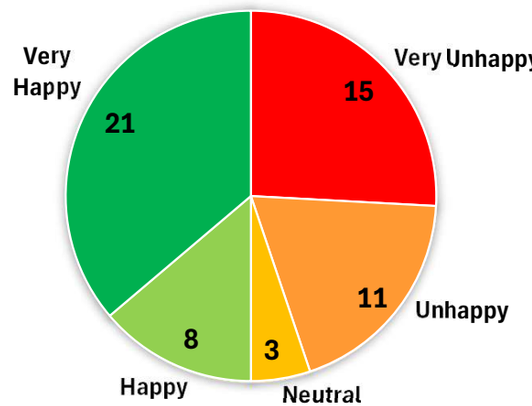
52%	happy or very happy
41%	unhappy or very unhappy
7%	neutral

Residents of impacted roads
(45 respondents)



53%	happy or very happy
42%	unhappy or very unhappy
5%	neutral

Respondents who normally drive on these roads
(58 respondents)



50%	happy or very happy
45%	unhappy or very unhappy
5%	neutral

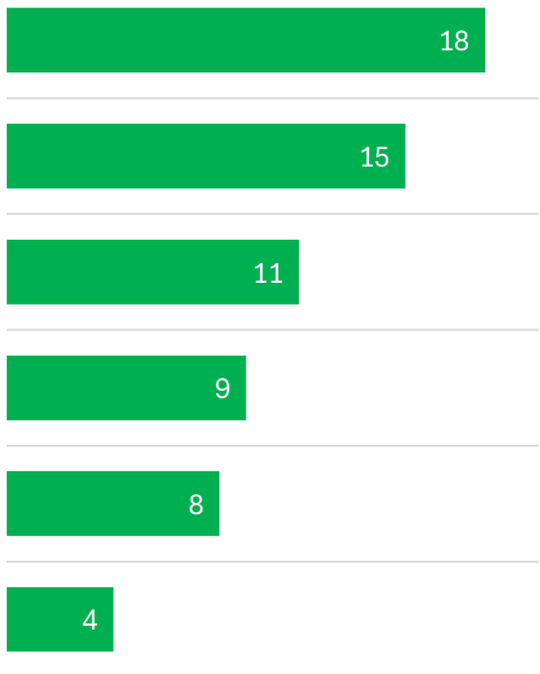
Positive Feedback

What people said they like about the proposed 20mph scheme

Key Positive Themes

- ✓ Strong support for improving safety for children travelling to and from school
- ✓ General support for safer roads and reducing the risk of collisions
- ✓ Support for reducing vehicle speeds and creating calmer streets
- ✓ Support for safer conditions for walking, cycling, and wheeling
- ✓ Positive views on potential air quality benefits and more pleasant streets
- ✓ Support for wider use of 20mph limits in residential areas and near schools

Number of mentions



Key Insight

Supportive feedback focused on improving safety around Fullbrook School and on residential roads used by children, pedestrians and cyclists. Respondents frequently raised concerns about speeding and cut-through traffic, particularly on Faris Lane, Orchard Avenue and Selsdon Road, with many describing the proposal as a long-overdue measure to make local streets safer and more pleasant for local journeys.

What people told us...

Many children in the area walk, cycle, or travel to school. Reducing the speed limit would significantly improve safety.

Totally welcomed in this residential area. Orchard Avenue is regularly used as a race track.

Reducing speeds can only improve safety.

This is long overdue on Faris Lane, which is a mixed use pedestrian, bicycle and traffic route.

This is a sensible proposal for a residential area with significant pedestrian activity.

A 20mph limit would make the area feel safer and encourage more walking and cycling.

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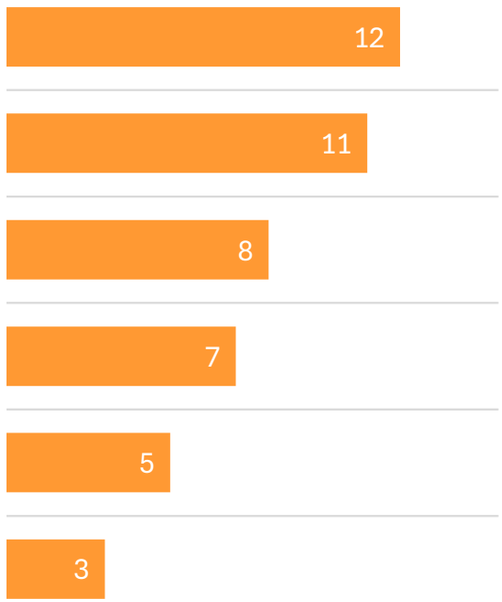
Objections and Concerns

What people said they did not like about the proposed scheme

Key Objection Themes*

- Existing speeds already low / scheme considered unnecessary
- Parking, congestion and school traffic are bigger issues than speed
- Concerns about effectiveness without enforcement
- Preference for alternative or additional measures
- Concerns about cost, value for money or prioritisation of funding
- Concerns about increased journey times or congestion

Number of mentions



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

What people told us...

You cannot make the area safer when people have to walk in roads because of parking on pavements.

The issue is not the speed limit, it is the parking around the school.

Traffic rarely moves at 20mph due to parked cars and congestion.

I don't believe there is a speeding problem on these roads and therefore do not see the need for this proposal.

A School Street would have a greater impact on safety than reducing the speed limit.

Without enforcement, people who currently speed will continue to do so.

Key Insight

Many respondents felt that parking, congestion and school-related traffic, rather than vehicle speeds, were the primary issues affecting safety. Others questioned whether the scheme was necessary given existing traffic speeds, while concerns were also raised about the effectiveness of a sign-only 20mph limit without enforcement.

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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. • Enforcement of speeding is the responsibility of Surrey Police not Surrey County Council, and decisions about enforcement methods are made by the police. • Evidence from elsewhere shows that average vehicle speeds reduce following the introduction of a 20mph limit, even without targeted enforcement.
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 delays in built-up areas occur at junctions rather than on the roads between them. • 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.
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.
A 20mph limit could lead to driver frustration and more accidents.	• Evidence from other areas does not show more collisions after 20mph schemes. Lower speeds reduce conflict between users. • Lower vehicle speeds provide drivers with more time to react to unexpected hazards and can reduce the severity of collisions should they occur.

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Concerns & Suggestions (2/3)

Summary of concerns raised and officer responses

Concern	Officer Response
Why are you reducing the speed limit when most roads have few or no recorded collisions?	• The number of collisions is not the only reason Surrey Highways changes the speed limits. The presence of schools, pedestrian activity, vehicle speeds, road layout and the overall character of an area are also important considerations. • Within the proposed scheme area there were two recorded injury collisions between 2021 and 2025. One involved a pedestrian and the other involved a cyclist. • 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. • Collision data is published by the Department for Transport and is available through the Department for Transport's MAVRIC collision analysis tool.

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

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 and 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.

Concerns & Suggestions (3/3)

Summary of concerns raised and officer responses

Suggestion	Officer Response
Improve parking controls and enforcement to address school-related parking issues.	• 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 • 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.
Improved school traffic management, including School Streets, park-and-stride schemes and one-way arrangements to manage pick-up/drop-off activity.	• We note the suggestions for school travel management initiatives. • 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 • Measures such as School Streets, park-and-stride schemes, one-way arrangements and other school travel initiatives fall outside the scope of the current 20mph proposal and would require separate assessment, engagement, funding and prioritisation. Even where additional school travel measures are introduced, a 20mph speed limit can still provide complementary safety benefits by helping to support lower vehicle speeds across the wider residential area.
Additional traffic calming measures, including speed humps, chicanes and Home Zone-style treatments.	• We note the requests for additional traffic calming measures. Speed surveys indicate that the roads are suitable for a sign-only 20mph limit and additional traffic calming is not currently proposed. Following implementation, vehicle speeds will continue to be monitored and further measures may be considered in future if supported by evidence.

Conclusion and Next Steps

Conclusion

The engagement exercise demonstrated a broad range of views on the proposed 20mph scheme, with a majority of respondents expressing support. Supportive feedback focused on improving safety around Fullbrook School, reducing vehicle speeds and creating a safer environment for children, pedestrians and cyclists using local roads.

Concerns raised during the engagement primarily related to parking, congestion and school-related traffic, with many respondents feeling these issues posed a greater safety concern than vehicle speeds. Respondents also questioned whether the scheme was necessary given existing traffic speeds and whether a sign-only 20mph limit would be effective without enforcement.

Some respondents also suggested additional measures, including parking controls and enforcement, school travel initiatives and traffic calming measures. These suggestions fall outside the scope of the current scheme but have been recorded for future consideration through the appropriate highway and road safety programmes.

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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