Proposed 40mph Scheme in A307 Portsmouth Road, Esher/Cobham

Public Engagement Results



Public Engagement Overview

Background & Purpose

Surrey County Council is proposing a 40mph scheme in A307 Portsmouth Road, Esher to Cobham.

A public engagement exercise was carried out between **13 February and 16 March 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://portsmouthroad-esher-cobham.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

- **1** Roads included in the proposed 40mph limit
- **27** Households on affected road.
- **2** Housing estates (140 properties) in / near affected road
- **1** Nursing home within the affected road. School nearby

Engagement Response Level

- **934** Visitors to engagement webpage
- **206** Survey respondents
- **3** Respondents living on affected roads
- **8** Respondents living on nearby roads

Recommendation

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

Most respondents, including residents living on the affected roads, expressed strong support for the 40mph scheme proposals.

Concerns mainly related to perceived effectiveness, the view that that the existing speed limit is appropriate. Additionally, some referred to the school being in an existing 40mph speed limit.

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

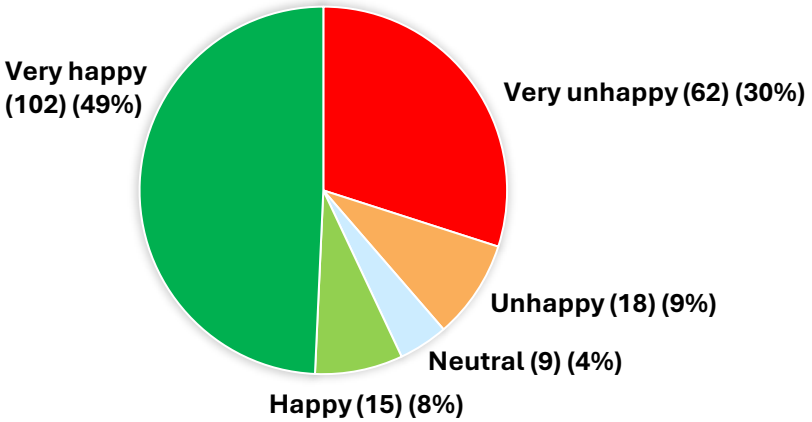
Sentiment of Respondents

How people feed about the proposed 40mph scheme

Support for the scheme is higher for those who live in the affected roads and those with only a direct access to affected roads.

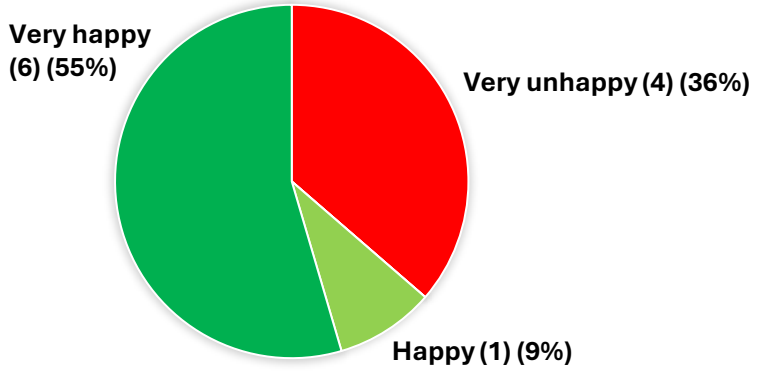
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Overall
(206 respondents)



57%	happy or very happy
39%	unhappy or very unhappy
4%	neutral

Residents of impacted roads and those living nearby with a direct access to Portsmouth Road
(11 respondents)



64%	happy or very happy
36%	unhappy or very unhappy
0%	neutral

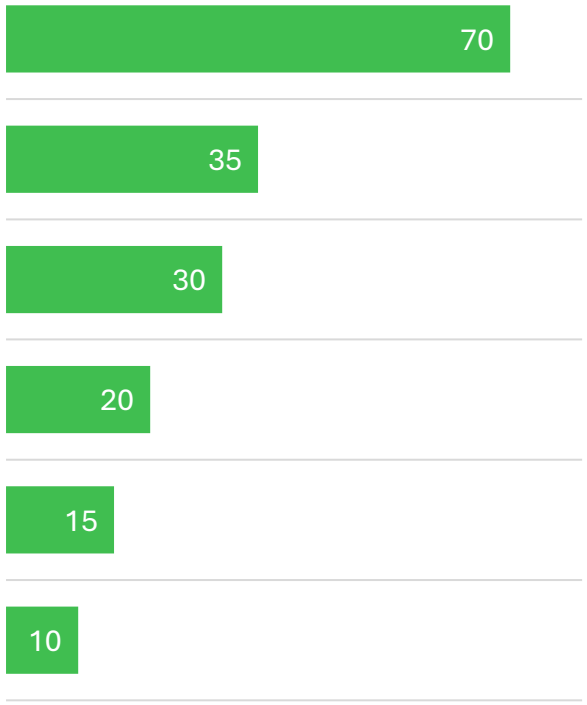
Positive Feedback

What people said they like about the proposed 40mph scheme

Key Positive Themes

- ✓ Strong support for lowering the speed limit – high speed is dangerous
- ✓ Lower speed limit will be safer for cyclists and pedestrians
- ✓ It will be safer to exit and enter side roads
- ✓ Desire for consistent speed limit from Cobham to Esher
- ✓ Request for lower (30mph) speed limit in the section outside the school
- ✓ It will encourage more walking and cycling to the large school

Number of mentions



Key Insight

The positive comments show clear support for reducing the speed limit. It will improve road safety, may encourage more walking and cycling to and from school, make it safer and easier to exit and enter side roads. There is also support for extending the existing 30mph speed limit outside the school access road.

What people told us...

> Sensible decision in view of the entrances/exits of schools and Claremont National Trust just around a blind downhill bend.

> Reduction is speed is welcome. As a driver I usually drive at 40mph or less as feel it is not safe to drive at 50mph due to many cyclists.

> I regularly cycle along this stretch of road, and the reduced speed limit will help make this feel safer.

> Claremont School has around 1200 pupils between the ages of 2-18 years. It is highly probably more families/pupils who access the school from Portsmouth Road would walk or cycle if it were made safer with slower traffic.

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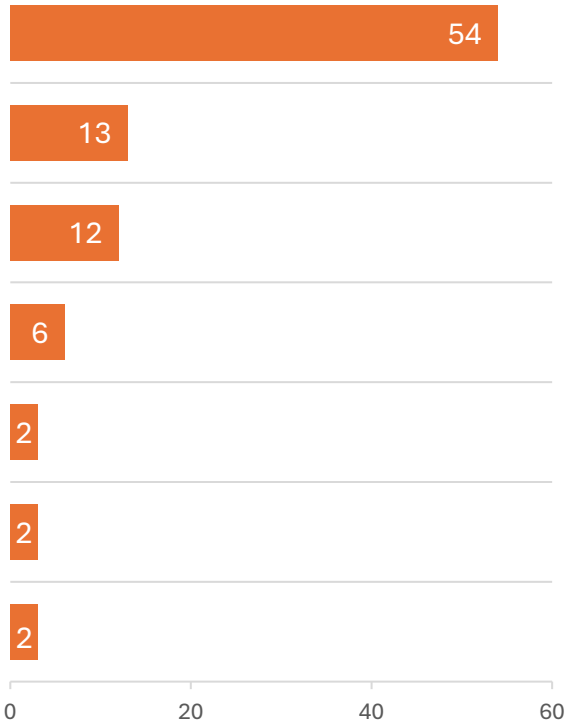
Objections and Concerns

What people said they did not like about the proposed scheme

Key Objection Themes

- Waste of money / unnecessary / pointless / generally disagree with proposals
- The proposals will lead to longer journey times and increased congestion
- Money should be spent on repairing potholes
- The lower speed limit will lead to increased driver frustration and dangerous overtaking
- Bad driving and excessive speeding is responsible for most of the problems
- Once the speed limit is reduced, speed enforcement will increase, which is another tax on the motorist
- Lack of awareness, impatience and pulling out of sides is a major problem

Number of mentions



What people told us...

Stop trying to reduce the speed everywhere, this road is absolutely fine at 50mph. The road is not designed for 40 mph it will just cause more traffic.

If there is spare money available at the council for this how about spending it on fixing all the potholes everywhere.

Driving on the section is already blighted by regular experiences of very slow-moving vehicles who travel at around 30mph in a 50mph zone.

This entirely unnecessary and a waste of money. The speeds and roads are fine as they are.

Key Insight

Most concerns were about the scheme's effectiveness, with some objectors saying that the existing speed limit is appropriate and that drivers will continue to drive a speed they feel comfortable with. Some would prefer that the funds allocated for this scheme are spent on repairing potholes.

Concerns & Suggestions (1 of 2)

Summary of concerns raised and officer responses

Concern	Officer response
This is a waste of money / unnecessary / pointless / Generally disagree with the proposals	• A lower speed limit will give drivers more time and allow them to react to a situation, e.g. brake to avoid an incident / hold up / traffic queue ahead. • More information can be found via the following link Setting-local-speed-limits-policy • Surrey Police have been consulted and have not objected to the proposal.
This will lead to longer journey times and increased congestion and increased pollution	• It may be true that comparing a vehicle travelling at 50mph compared to one at 40mph in totally free flow conditions, the journey time may increase, but only by a few seconds and only affect a small number of vehicles. • We don't anticipate any increased levels of traffic, so there will be no additional traffic congestion. • If vehicles are driving slower, there is no evidence to suggest that pollution levels will increase. Pollution from petrol and diesel vehicles is affected by drivers choosing appropriate drive gear and not the speed limit. As more drivers move to electric or hybrid vehicles, pollution levels will decrease.

Money should be prioritised for repairing 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 of 2)

Summary of concerns raised and officer responses

Concern	Officer Response
Drivers will be frustrated, leading to increased overtaking, dangerous driving road rage	• There is no evidence to suggest that there will be increased overtaking manoeuvres or an increase in dangerous driving
Once the speed limit has been reduced, there will be increased speed enforcement. This is a money-making scheme	• Surrey County Council and Surrey Police policy is not to introduce speed enforcement at lengths of road where the speed limit has recently been lowered.
The proposals will not deal with the bad driving and excessive speeding	• A lower speed limit will give drivers more time and allow them to react to a situation, e.g. brake to avoid an incident / hold up / traffic queue ahead.

Conclusion and Next Steps

Conclusion

The engagement exercise has shown **clear local support** for introducing a 40mph speed limit on A307 Portsmouth Road, between Claremont Avenue, Esher and the A3 bridge, Cobham.

Many of those that expressed support of the proposals suggested that high speed can be dangerous and the lower speed limit is welcome. Some suggested that the lower speed limit will lead to more pupils and staff attending local schools may consider walking and cycling to school.

Concerns raised during the engagement related to perceived extended journey times, increased congestion, driver frustration, dangerous overtaking and road rage. Some objectors said they would prefer the funds to be used to repair potholes. Some claimed that speed enforcement will increase after the speed limit has been reduced. All of these issues have been answered in the Officer Comments.

Some supporters suggested that the existing 30mph speed limit could be extended to cover the section near Claremont Fan Court School access road. This has been noted and can be considered through the appropriate processes or by the new unitary council of East Surrey following Local Government Reorganisation (LGR) in April 2027.

Overall, the findings support progressing the 40mph scheme as proposed, without amendments.

Next Steps

This scheme has the support of Surrey Police.

The suggestion to extend the existing 30mph speed limit to cover the Claremont Fan Court School access road 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 40mph scheme is to be implemented.

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