Proposed 20mph Scheme on the roads around Salfords Primary School, Redhill

Public Engagement Results



Public Engagement Overview

Background & Purpose

Surrey County Council is proposing a 20mph scheme on Copsleigh Avenue and the roads around Salfords Primary School, Redhill.

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 engagement aimed 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://salfords-primary-surrounding-roads.commonplace.is/

Residents and businesses within the area were notified by letter, local schools were contacted by email, and posters with QR codes were placed in the area to raise awareness.

Proposed Scheme Impacts

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

Engagement Response Level

- **411** Visitors to engagement webpage
- **59** Survey respondents
- **38** Respondents live on impacted roads
- **13** 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 centred on improving safety for children and other vulnerable road users, reducing vehicle speeds and creating a safer environment around Salfords Primary School.

Concerns primarily related to school-related parking and traffic, perceived effectiveness and existing low vehicle speeds.

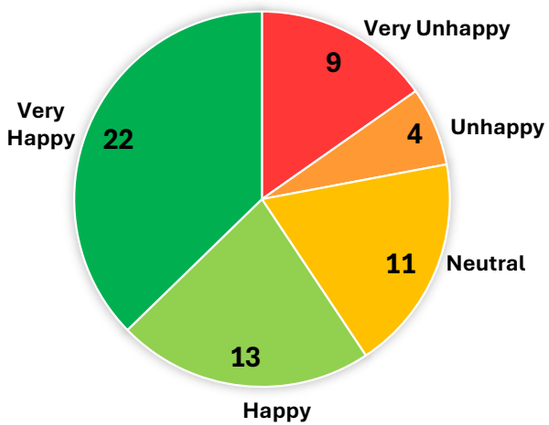
No new issues were identified that require changes to the proposed scheme, and the roads remain appropriate for inclusion within the proposed 20mph scheme.

Sentiment of Respondents

How people feel about the proposed 20mph scheme

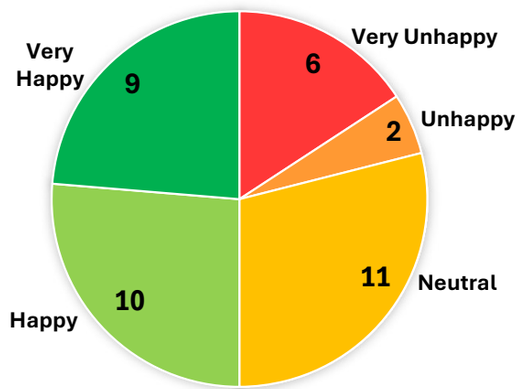
Overall opinion on the proposed scheme was positive. Support was strongest amongst families with children travelling to school, with a majority of respondents in each group supporting the proposal.

Overall
(59 respondents)



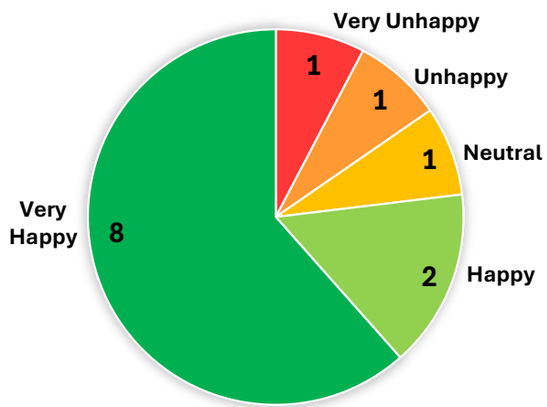
59%	happy or very happy
22%	unhappy or very unhappy
19%	neutral

Residents of impacted roads
(38 respondents)



50%	happy or very happy
21%	unhappy or very unhappy
29%	neutral

Families with children travelling to school
(13 respondents)



77%	happy or very happy
15%	unhappy or very unhappy
8%	neutral

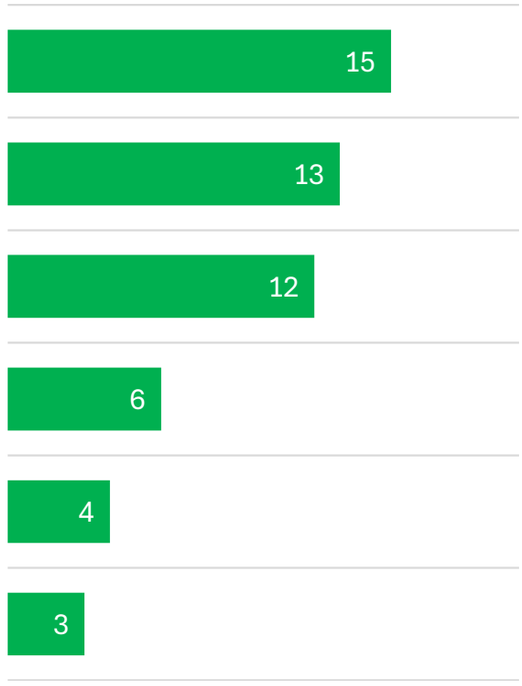
Positive Feedback

What people said they like about the proposed 20mph scheme

Key Positive Themes

- ✓ Support for improving safety for children and around the school
- ✓ General support for safer roads and reducing the risk of collisions
- ✓ Expectation that 20mph will calm traffic and reduce speeds
- ✓ Support for extending 20mph limits more widely around schools
- ✓ Support for a consistent 20mph environment across residential roads
- ✓ Desire for safer walking and cycling routes and an improved environment

Number of mentions



Key Insight

The positive comments show strong support for improving safety for school children and other vulnerable road users. Respondents also highlighted the benefits of lower vehicle speeds on residential roads, calmer traffic conditions, and the potential to encourage walking and cycling. Several respondents felt that 20mph limits should be applied more widely around schools and on residential roads.

What people told us...

> Reducing the speed limit to 20mph in areas around schools is a 'no brainer'. It can only reduce the risk to children, who are some of the most vulnerable members of our communities.

> I do feel that people generally drive faster than they should and so I am in favour of reducing the speed limit to 20mph.

> I think a 20mph limit around all schools should be mandatory.

> I think it would be good to get traffic slowing down. People drive very fast round some of the corners and when there are parked cars it gives people more thinking time.

> I strongly support the proposal and hope that more children and their parents will feel it is safe to walk and cycle to school.

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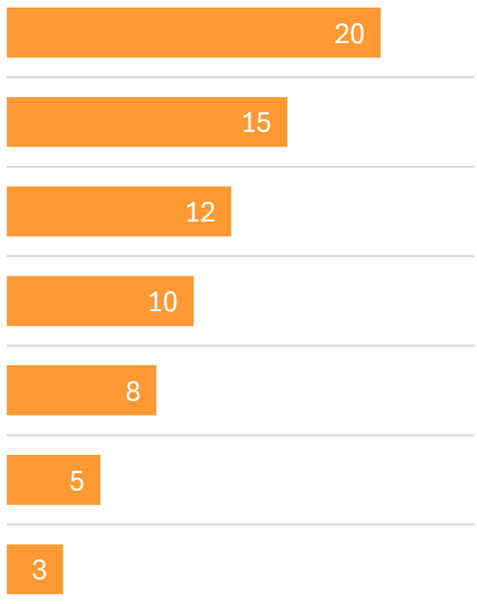
Objections and Concerns

What people said they did not like about the proposed scheme

Key Concerns Raised*

- Parking and school traffic are bigger concerns than speed
- Concerns about enforceability (*raised by supporters and objectors*)
- Speeds are already low / scheme is unnecessary
- Prefer alternative measures (e.g. parking enforcement, traffic calming, one-way system)
- Waste of money / funding should be spent elsewhere
- 20mph should only apply around the school or at school times
- No collision history to justify the scheme

Number of mentions



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

Key Insight

The main concerns relate to whether the scheme will address the area's primary issues, with many respondents identifying school-related parking, congestion and inconsiderate driver behaviour as greater concerns than vehicle speed. Concerns were also raised regarding enforceability, whether existing speeds are already low, and whether alternative measures such as parking controls, traffic calming, safer crossings or a one-way system would provide greater benefits.

What people told us...

Speed has never been an issue on Copsleigh Avenue. It's the parking at school time that is a bigger safety issue.

I don't think a lot of people will pay any attention to speed limit signs and there should be traffic calming measures in place to ensure they slow down.

Please fix the roads, enforce existing parking restrictions, stop pavement parking, create a safe crossing area.

It's a complete waste of time and money. A 20mph zone will not change or improve anything.

What has Hillford Place and Brookfield Close got to do with the school? Don't agree these roads should be 20mph.

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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 / 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 collision record does not justify a lower speed limit	• The number of collisions is not the only reason Surrey Highways changes 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 20mph limit should only be introduced on school roads.	• The extent of the proposed 20mph speed limit has been designed to apply consistently across the surrounding residential roads, including those not directly adjacent to the school. This approach avoids frequent changes in speed limits over short distances and provides a clear and consistent message to drivers. Applying different speed limits to similar neighbouring roads could lead to confusion and reduce compliance. • Residential streets across the area form part of the routes that children and families use to walk to and from school and experience pedestrian activity throughout the day, not just in the immediate vicinity of the school. These roads therefore remain appropriate to include within the same speed environment.
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.

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Concerns & Suggestions (2/2)

Summary of concerns raised and officer responses

Suggestion	Officer Response
We need parking enforcement and new restrictions to stop inconsiderate parking from school-related traffic	• Concerns regarding parking associated with school drop-off and pick-up times have been noted. • 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
Improve management of school-run traffic and encourage sustainable travel	• Suggestions relating to school-run traffic, parking and sustainable travel have been noted. Surrey County Council has a dedicated Road Safety Outside Schools (RSOS) process which considers measures to improve safety and encourage more sustainable journeys to and from school. The feedback received through this engagement will help inform any future consideration of improvements in the area, subject to funding, feasibility and local priorities.

Conclusion and Next Steps

Conclusion

The engagement exercise demonstrated a broad range of views on the proposed 20mph scheme on the roads around Salfords Primary School, Redhill. Respondents who supported the proposal highlighted benefits including improved safety for children and other vulnerable road users, lower vehicle speeds, and safer conditions for walking and cycling.

Concerns focussed primarily on school-related parking and traffic, whether the scheme would be effective without enforcement, and the view that existing vehicle speeds are already low. A number of respondents also suggested that alternative measures, such as improved parking enforcement, traffic management and sustainable travel initiatives, should be considered.

The issues raised through the engagement have been carefully considered and reviewed against Surrey County Council's 20mph policy and the supporting speed data. No new evidence has been identified that would require amendments to the proposed scheme, and the roads remain suitable for inclusion within the proposed 20mph scheme.

While views were mixed, support outweighed opposition across all respondent groups and was strongest amongst families with children travelling to school on these roads.

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 is to be implemented.

Suggestions relating to parking, traffic management, school travel and other highway improvements raised during the engagement will be retained for future consideration through the appropriate Surrey County Council processes and by the new unitary council of East Surrey following Local Government Reorganisation (LGR) in April 2027.

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