



**SURREY**  
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# Proposed 20mph Scheme on the residential roads around Shawfield Primary, Ash

## Public Engagement Results



# Public Engagement Overview

## Background & Purpose

**Surrey County Council is proposing a 20mph scheme on the roads around Shawfield Primary School, Ash.**

A public engagement exercise was carried out between **14 November and 15 December 2025**, 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://shawfield-ash.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

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

## Engagement Response Level

- 817** Visitors to engagement webpage
- 132** Survey respondents
- 70** Respondents living on impacted roads
- 29** Respondents with children travelling to school on these roads

## Recommendation

The engagement findings show a mix of views on the proposed 20mph scheme. Concerns were raised that speeds are already low, enforcement may be difficult, and wider issues, such as parking, are not being addressed.

Supportive comments highlighted potential safety benefits, particularly for children, and the value of calmer conditions on narrow, parked-up residential roads. Several respondents also requested that the proposed 20mph area be expanded, including Star Lane, as this road is used as a 'rat-run'.

As a result, it is recommended that the scheme be progressed and amended to include Star Lane. Additional suggestions for further extensions will be considered as part of any future 20mph proposals.




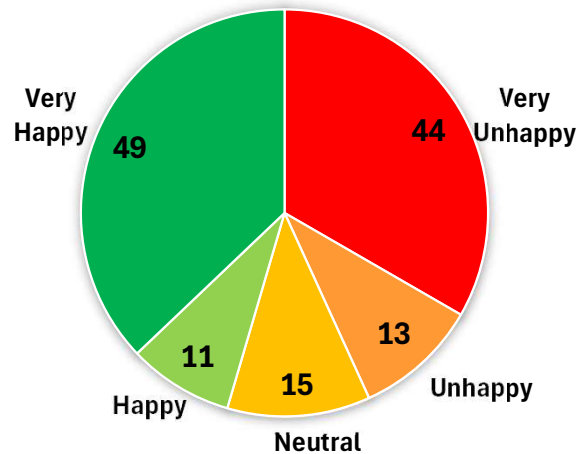
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# Sentiment of Respondents

How people feel about the proposed 20mph scheme

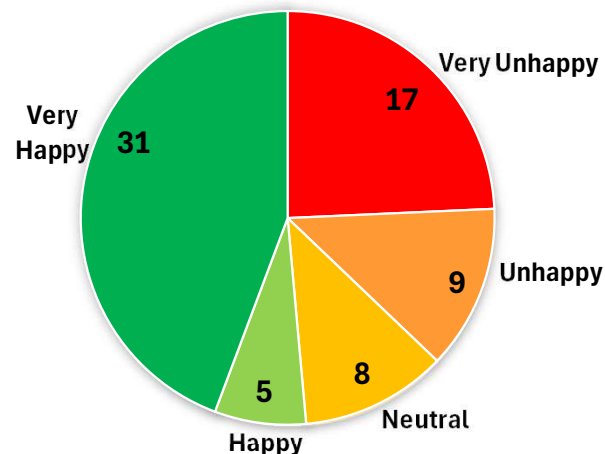
Across all groups, more respondents supported the scheme than opposed it. Support was markedly higher among residents on the impacted roads, and families with children travelling to school expressed the strongest support overall.

 **Overall**  
(132 respondents)



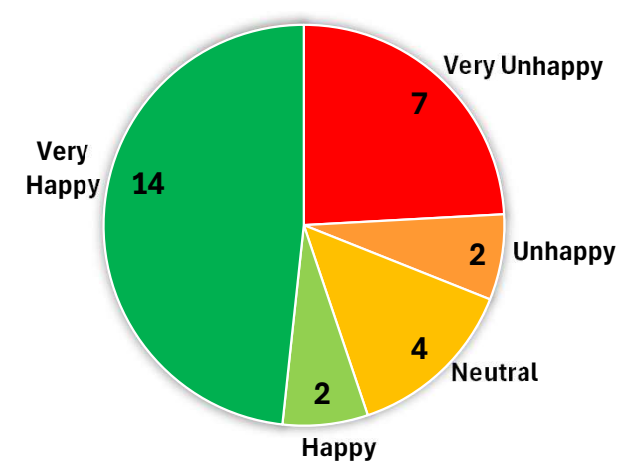
**46%** happy or very happy  
**43%** unhappy or very unhappy  
**11%** neutral

 **Residents of impacted roads**  
(70 respondents)



**51.5%** happy or very happy  
**37%** unhappy or very unhappy  
**11.5%** neutral

 **Families with children travelling to school**  
(29 respondents)



**55%** happy or very happy  
**31%** unhappy or very unhappy  
**14%** neutral

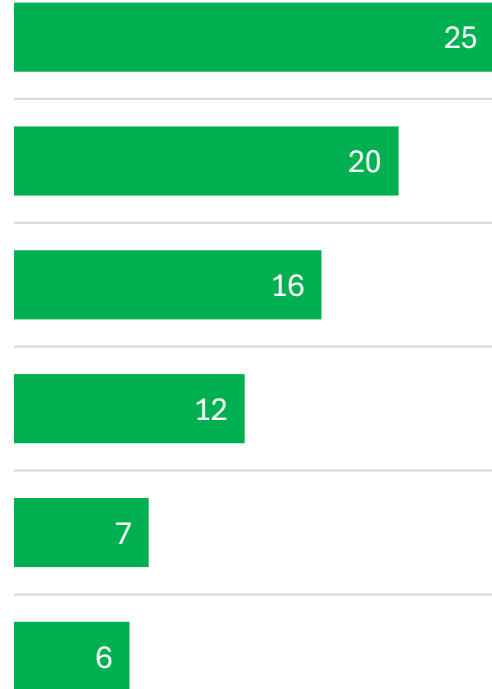
# Positive Feedback

What people said they like about the proposed 20mph scheme

## Key Positive Themes

- ✓ Expectation that 20mph will calm traffic and reduce speeds
- ✓ Strong support for improving safety for children and around schools
- ✓ Interest in extending 20mph to more roads across Ash
- ✓ Support for a consistent, estate-wide 20mph limit
- ✓ General support for safer roads and reducing the risk of collisions
- ✓ Desire for safer walking and cycling routes

## Number of mentions



## Key Insight

The positive comments show clear support for measures that improve safety around schools, calm traffic, and promote active travel. Several respondents also expressed a desire to see 20mph limits extended more widely across Ash.

## What people told us...

As a parent of a child at the school, I feel a reduction in the speed limit is a positive thing, particularly as children get older and will walk independently.

I think this will improve the safety of this neighbourhood - there is no reason cars should be travelling at 30mph in such a built-up area.

The number of parked cars, children playing in green spaces and cyclists mean this is a great and much needed initiative for the local people.

Shawfield Primary School strongly supports measures that improve road safety outside the school and within the wider community. Any strategy that encourages safer driving and promotes more children and families accessing the site in a sustainable way is highly welcomed.



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# Objections and Concerns

What people said they did not like about the proposed scheme

## Key Objection Themes\*

Key Objection Themes*	Number of mentions
➤ Concerns about enforceability ( <i>raised by supporters and objectors</i> )	31
➤ Waste of money – should be spent on higher priority issues	29
➤ Unnecessary as speeds are already low	24
➤ Parking problems (shops/school) are a bigger issue than speed	11
➤ Physical calming measures are needed	8
➤ Will inconvenience drivers and create congestion / pollution	7
➤ Should only be introduced during school travel times	5

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

## Key Insight

Most concerns were about the scheme's effectiveness, with some residents feeling that speeds are already low and the proposed limit would not change driver behaviour without enforcement. Parking and school traffic were frequently cited as more pressing problems.

## What people told us...

Yet another complete waste of time and money. It's very difficult to go above 20mph in this area because of the volume of parked cars.

More consideration should be given to prevent cars being parked at the junction in Grange Farm Road and on double yellow lines in Winchester Road.

It would have zero material benefit. Most people go much slower than 30. The danger is only posed by people who actually speed round this area much faster than 30 now and you don't enforce the law on them already.

Another pointless scheme to spend money on something that is not required. Why not use it for something more beneficial. Fixing the roads, ensuring hedges are not overgrown so pedestrians and cars can travel safely.

# Concerns & Suggestions (1/3)

## Summary of concerns raised and officer responses

Concern	Officer response
This is a waste of money / speeds are already low	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> </ul>
Without enforcement drivers will not comply	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> </ul>
A 20mph limit will only cause more congestion	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> </ul>
Lower speeds will increase air pollution	<ul style="list-style-type: none"> <li>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.</li> </ul>
A 20mph limit could lead to driver frustration and more accidents	<ul style="list-style-type: none"> <li>Evidence from other areas does not show more collisions after 20mph schemes. Lower speeds reduce conflict between users.</li> </ul>

# Concerns & Suggestions (2/3)

## Summary of concerns raised and officer responses

Concern	Officer Response
Why are you reducing the speed limit when there are no collisions?	<ul style="list-style-type: none"><li>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.</li></ul>
The money for this should be spent on resurfacing or potholes instead	<ul style="list-style-type: none"><li>It is recognised that some residents and road users would like to see additional repairs to roads in Surrey.</li><li>Countywide road maintenance works are funded from a different budget than the funding that has been allocated for delivering this scheme. These works are prioritised using a number of criteria including:<ul style="list-style-type: none"><li>Risk to the public – calculated using data such as number of insurance claims and number of small repairs carried out.</li><li>Condition of road – this includes an engineer’s assessment.</li><li>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.</li></ul></li><li>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: <a href="https://www.surreycc.gov.uk/roads-and-transport/roadworks-and-maintenance/maintenance">https://www.surreycc.gov.uk/roads-and-transport/roadworks-and-maintenance/maintenance</a></li></ul>
The problem is joy riders speeding in cars and motorbikes	<ul style="list-style-type: none"><li>Vehicle nuisance can be reported to Surrey Police online or calling 101. Further details can be found on their website: <a href="https://www.surrey.police.uk/advice/advice-and-information/asb/asb/antisocial-behaviour/vehicle-nuisance-involving-cars-bikes-and-mopeds/">https://www.surrey.police.uk/advice/advice-and-information/asb/asb/antisocial-behaviour/vehicle-nuisance-involving-cars-bikes-and-mopeds/</a></li></ul>

# Concerns & Suggestions (3/3)

## Summary of concerns raised and officer responses

Suggestion	Officer Response
We need parking restrictions and enforcement to stop inconsiderate parking	<ul style="list-style-type: none"><li>• 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 <a href="#">Surrey County Council FixMyStreet</a>. Reports help to inform enforcement activity and may result in increased patrols where persistent problems are identified.</li><li>• 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: <a href="https://www.surreycc.gov.uk/roads-and-transport/parking/reviews/process">https://www.surreycc.gov.uk/roads-and-transport/parking/reviews/process</a></li></ul>
Can you implement the 20mph speed limit at school travel times only?	<ul style="list-style-type: none"><li>• 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.</li><li>• This area 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.</li></ul>
Extend the 20mph around schools and residential roads across Ash, including Star Lane, Ash Street, College Road and Shawfield Road.	<ul style="list-style-type: none"><li>• Following assessment, it is proposed that Star Lane be included within the current scheme, as it is in close proximity to the existing proposal area, has recorded speeds consistent with a sign-only 20mph limit, does not require additional traffic-calming measures, and received the greatest number of requests for inclusion during the engagement.</li><li>• Requests to extend the 20mph limit to other roads, including Ash Street, College Road and Shawfield Road, have been noted. Any further 20mph schemes or extensions beyond Star Lane would be subject to future prioritisation by the new West Surrey unitary authority once in place from April 2027.</li></ul>

# Conclusion and Next Steps

## Conclusion

Engagement on the proposed 20mph scheme produced a broad mix of views. Many residents supported the potential safety benefits, particularly around Shawfield Primary School and on narrow, heavily-parked residential roads, highlighting the value of calmer driving conditions and improved safety for people walking and driving within the estate, including children travelling to and from school.

Some respondents questioned the need for a lower speed limit, citing existing conditions that already keep speeds relatively low. Others felt that parking behaviour and difficult crossing points are more significant day-to-day issues, and concerns were raised about enforceability. While some supporters also shared these concerns, they nonetheless felt the scheme would help create a safer and calmer residential environment. Several respondents requested that the proposed 20mph area be expanded, including Star Lane.

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 that would require changes to the scheme design. Some concerns raised — such as parking enforcement and safer crossings — fall outside the scope of a speed-limit change but will be shared with the relevant teams for consideration.

On balance, the engagement has not identified any issues that alter the technical or policy case for implementation. Taking account of requests to expand the area, officers recommend that the scheme be progressed and amended to include Star Lane.

## Next Steps

Wider suggestions raised through the engagement — including requests for additional safety measures or for 20mph limits in other parts of Ash — 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 final decision is made on whether the 20mph scheme is to be implemented.



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