

Statutory Consultation Results:

B2032 Pebble Hill Road & Station Road, Betchworth

Background, Purpose & Decision:

- A Statutory Consultation on a proposed speed reduction scheme in B2032 Pebble Hill Road and Station Road was held between 11 December 2025 – 23 January 2026.
- SCC Officers and Betchworth Parish Council also held a public engagement at Betchworth village hall on 16 December 2025. Proposals were shared with residents, which enabled them an opportunity to share views in person.
- The aim of the Statutory Consultation was to ensure that residents had the opportunity to review the proposed speed limit reduction measures to improve road safety along this stretch of B2032 Pebble Hill Road and Station Road between north of the Rights of Way Route 476 and north of the A25 Reigate Road roundabout. Respondents were encouraged to share their thoughts, concerns and suggestions on all aspects of the scheme.
- This document summarises the results and feedback received, along with Officers' recommendations and responses to the Statutory Consultation.
- **It has been decided by Cllr Helyn Clack that the proposed speed limit reduction scheme in B2032 Pebble Hill Road and Station Road will proceed. It is our intention that the speed limit reduction scheme will be implemented during the 2026/27 financial year.**

Statutory Consultation Overview: Key Findings

Response Rate: The Statutory Consultation held on the B2032 Pebble Hill Road and Station Road, Betchworth received 270 responses.

Methodology: Surrey County Council presented design plans and locations of the proposed scheme on our consultation's web portal. The Statutory Consultation was open between 11 December 2025 to 23 January 2026 to allow everyone to have their say on the proposals. SCC officers and Betchworth Parish Council also held a public engagement at Betchworth village hall on 16 December 2025. Proposals were shared with residents, which enabled them an opportunity to share views in person. Officers have carefully considered the comments and concerns raised by those that responded. Please see the Concerns Raised pages for common questions, concerns raised and Officer responses.

Key findings:

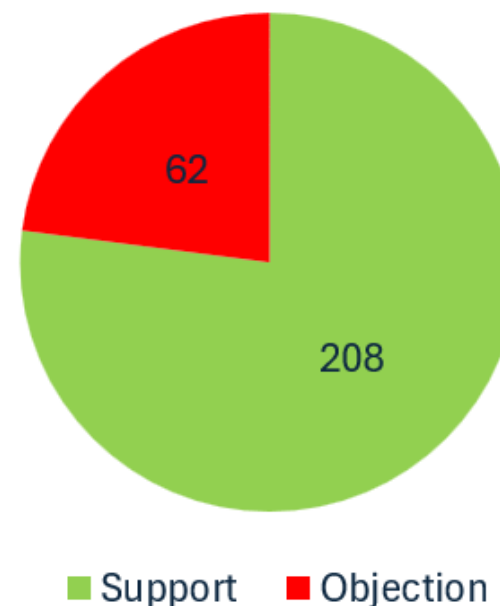
Question: Do you support or object to the proposed speed limit reduction scheme on B2032 Pebble Hill Road and Station Road, Betchworth?

Of the 270 respondents;

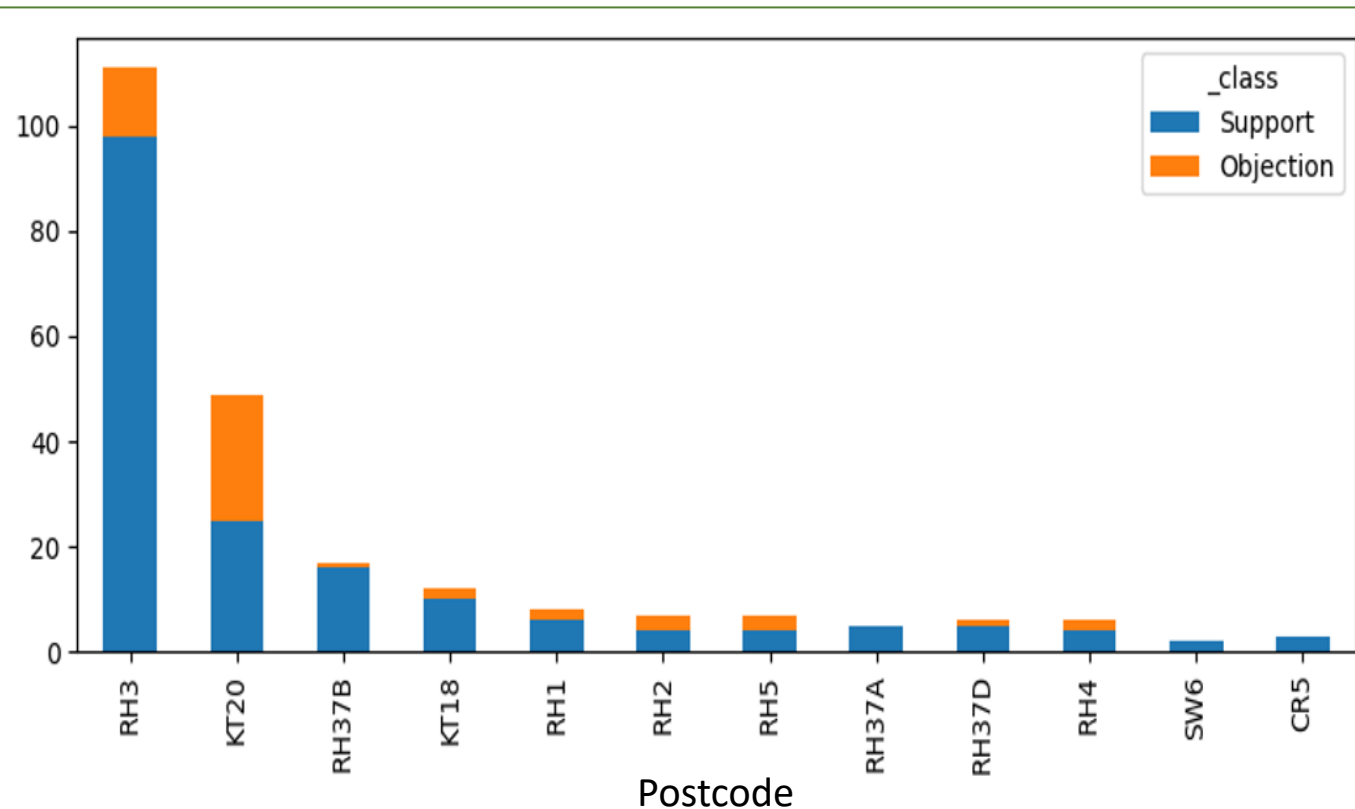
- **208 people (77%)** supported the scheme.
- **62 people (23%)** objected to the scheme.

It is important to note that the Statutory Consultation was not a referendum. 77% of respondents support the proposals, mainly because they believe reducing the speed limit will make the roads safer for residents and all road users. 23% of respondents are against the proposals, believing a speed limit reduction is unnecessary and speeding drivers is the issue, not the posted speed limit itself.

Do you support or object to the proposed speed limit reduction scheme on B2032 Pebble Hill Road and Station Road, Betchworth? (270 responses)



Statutory Consultation Overview: Key Findings – Postcodes

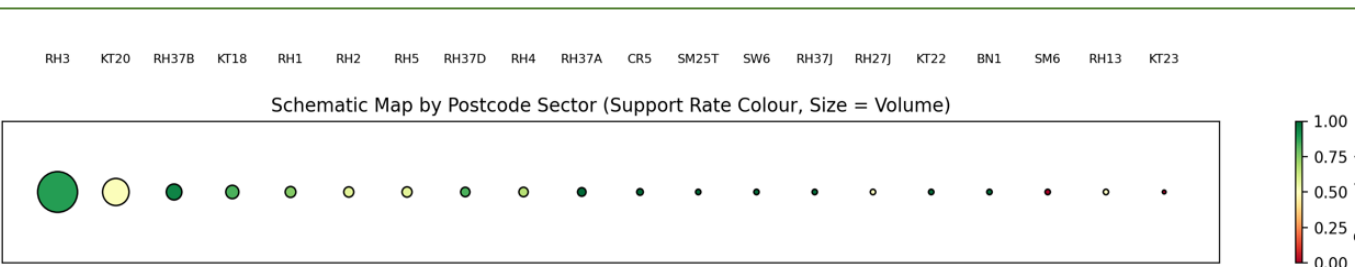


Key findings:

A significant proportion of supportive responses originated from residents living in closest proximity to the proposal, particularly within the RH3 postcode sector, which includes Pebble Hill Road, Station Road and its immediately adjoining areas. This sector generated the highest number of submissions overall, reflecting a strong level of engagement from those most directly affected by current conditions on the road. The largest area of objections came from the Tadworth area. Please see further slides for more information on this.

Analysis indicates that respondents from this locality expressed consistent concerns about day-to-day safety, visibility constraints, and the challenges associated with accessing or exiting properties along the route. The high proportion of supportive comments from this nearby area suggests that many residents who interact with the road on a regular basis see the proposed changes as addressing issues they experience frequently.

While views were received from a wide range of locations, the concentration of support within the immediate vicinity provides useful context for understanding how the proposal aligns with the lived experience of local road users.



Statutory Consultation Overview: Reasons for Support

- General road safety concerns — the most frequently cited reason — referenced 80 times.
Supporters consistently described the road as unsafe under the existing 40mph speed limit.
- Problems with bends, narrow carriageways, and limited visibility — referenced 74 times.
Many noted that the physical layout of Pebble Hill Road makes 40mph feel unsuitable, particularly near the double bends.
- Collisions and regular near misses that are not recorded by Surrey Police or Surrey County Council — referenced 62 times.
Residents described seeing or experiencing collisions over many years, particularly on or near the double bends.
- Risk to vulnerable road users — referenced 40 times.
This included concerns for pedestrians, schoolchildren, cyclists, and hikers using the North Downs Way crossing.
- Need for better enforcement and signage — referenced 34 times.
Many residents felt a lower speed limit should be accompanied by clearer signs or speed cameras.
- Difficult and unsafe driveways / hidden accesses — referenced 29 times.
Residents highlighted the danger of exiting driveways with fast-moving traffic approaching around the bends.
- Location specific hazard points (railway station, level crossing, lack of pedestrian crossings) — referenced 24 times.
These areas were viewed as particularly unsafe under a 40mph speed limit.
- Longstanding community concern / speed limit change overdue — referenced 20 times.
Many described the proposal as something residents had been requesting for years.
- Residential character and local amenity — referenced 19 times.
Supporters stressed that the area is residential, with homes directly fronting the road.

Statutory Consultation Overview: Reasons for Objection

- Vehicles need momentum to climb Pebble Hill — referenced 33 times.
Drivers of older vehicles and / or HGV's and tractors said they require more speed on the steep gradient travelling up Pebble Hill.
- Alternative measures preferred (signage, markings, hedge-cutting, mirrors) — referenced 19 times.
Respondents argued that visibility or junction improvements would be more effective than reducing the speed limit.
- 30mph would cause delay or congestion — referenced 17 times.
Concerns about slower journeys, traffic build-up, and unnecessary delays if the speed limit was reduced.
- Road layout / junction is the real safety issue (e.g., Headley Common Road junction) — referenced 17 times.
Objectors felt the proposal focuses on the wrong location and that the recent junction improvement works needs more attention.
- Perceived unnecessary / disproportionate change — referenced 10 times.
Comments describing the proposal as unnecessary or part of wider excessive speed limit reductions nearby.
- Prefer enforcement or average-speed cameras instead — referenced 10 times.
Respondents requested average speed cameras instead of lowering the speed limit.
- Dangerous overtaking risk — referenced 7 times.
Belief that lower speeds would prompt risky overtakes on narrow sections or around the double bends.
- Cyclists exceed 30mph downhill — referenced 5 times.
Concerns that cyclists travel fast down Pebble Hill Road, making a 30mph speed limit impractical.
- Speeding drivers are the issue, not the existing 40mph limit and lowering the speed limit will not reduce collisions — referenced 4 times.
Belief that collisions are caused by excessive speeding rather than the current speed limit being inappropriate.

Statutory Consultation Overview: Concerns Raised (1)

Concern	Officer response
Vehicles need momentum to climb Pebble Hill. Drivers of older vehicles and / or HGV's and tractors said they require more speed on the steep gradient travelling up the hill. Referenced 33 times.	• We understand there was details published on social media which included a picture of the top of Pebble Hill, hinting that this junction was within the scope of the proposed speed limit reduction. To clarify, we are <u>not</u> proposing to reduce the speed limit at the top and bottom approaches to and on the steep gradient on Pebble Hil. • The proposed 30mph speed reduction on Pebble Hill Road is proposed to begin southwards of the Rights of Way 476 North Downs Way directly to the north of the property 'Pebbledown' and to the north or the A25 Reigate Road. <u>Pebble Hill Road, including the top and bottom approaches and on the steep gradient will remain at 40mph</u> to ensure all expected vehicles can still climb the hill appropriately.
Alternative measures preferred (signage, markings, hedge-cutting, mirrors). Respondents argued that visibility or junction improvements would be more effective than reducing the speed limit. Referenced 19 times.	• As part of the scheme, we are proposing to enhance all existing road signs on Pebble Hill Road and Station Road to better highlight the road hazards. • We are proposing to remove sections of foliage where it is restricting footway widths and / or masking warning signs along the route. • We will also be introducing village gateways at the northern / southern speed limit changes to highlight the change in environment and to let drivers know they are entering a section of road where pedestrians, cyclists and ramblers are likely to be present. This is intended to create a safer environment for everyone and particularly for vulnerable road users. • We are proposing to install a Vehicle Activating Sign (VAS) on Pebble Hill Road on the straight section to the south of the bends, to remind drivers of the speed limit. This will likely read "30 SLOW DOWN". • Surrey County Council do not install convex visibility mirrors on the highway anymore as they can sometimes be misleading for drivers to give them an indication that it is safe to enter a road when it may not be. We will not be removing any existing convex visibility mirrors that are already in situ on Pebble Hill Road and Station Road.

Statutory Consultation Overview: Concerns Raised (2)

Concern	Officer response
30mph would cause delay or congestion. Concerns about slower journeys, traffic build-up, and unnecessary delays if the speed limit was reduced. Referenced 17 times.	• We understand that road users have concerns that reduced speed limits may increase journey times and cause congestion and delays. It is estimated that reducing the speed limit on Pebble Hill Road and Station road over a 1.4km distance would increase journey times on average by approximately 26 seconds. We do not envisage the proposed speed limit reduction to cause an increase in the build-up of traffic or to cause congestion. • Drivers on Pebble Hill Road and Station Road are required to stop and queue approximately 14 to 16 per day to allow trains to stop at Betchworth Railway Station. This is the main source of congestion and delays along this route, and we do not believe reducing the speed limit from 40mph to 30mph will add any real significant changes or an increase in journey times, particularly compared to the road safety benefits of speed limit reductions in targeted areas.
Road layout / junction at Headley Common Road at the top of Pebble Hill is the real road safety issue. Objectors felt the proposal focuses on the wrong location and that the recent junction improvement works needs more attention. Referenced 17 times.	• While we recognise that some respondents raised concerns about the Headley Common Road junction at the top of Pebble Hill, however, this location is not included within the current proposals. The scheme under consultation relates solely to the speed limit reduction on Pebble Hill Road (to the south of the steep hill near the North Downs Way Route 476) and Station Road, which funding has been ringfenced for. • Road Safety Improvements to the junction layout at the top of Pebble Hill have been completed in recent years due to the high number of historic collisions. Since the introduction of the junction realignment works, there has been a reduction in recorded collisions. We will continue to monitor collisions at this location, as we do with all sites that have or previously had collision problems.

Statutory Consultation Overview: Concerns Raised (3)

Concern	Officer response
Perceived unnecessary / disproportionate change. Comments describing the proposal as unnecessary or part of wider excessive speed limit reductions nearby. Referenced 10 times.	• While a small number of respondents felt that the proposal was unnecessary or reflective of wider speed limit changes in the area, this view was not supported by the broader evidence base nor by most of the respondents. • The proposed speed limit reduction on Pebble Hill Road and Station Road has been selected in response to historic and ongoing road safety issues known by SCC and raised by Cllr Helyn Clack and residents of these roads. The concerns that have been highlighted include; • A long history of recorded collisions, 'damage only' collisions or near-misses, particularly on the bends and near private properties. • Poor visibility, narrow carriageway width, and hidden driveways, all of which reduce drivers' forward visibility and reaction times. • High levels of concern from residents living directly along Pebble Hill Road, reflected in the very high proportion of supportive comments from the RH3 postcode sector, the area most affected by current conditions. • Regular use by pedestrians, cyclists, schoolchildren, and North Downs Way walkers, making vehicle speeds a critical factor in reducing risk. • The proposals are therefore not part of any wider programme, nor is it arbitrary. It is a targeted intervention responding to the specific geometry near the bends, usage patterns and collision risks. It is proportionate to road safety evidence, as sections of road with similar physical constraints elsewhere in the county already operate successfully at 30mph.

Statutory Consultation Overview: Concerns Raised (4)

Concern	Officer response
Prefer enforcement or average-speed cameras instead. Respondents requested average speed cameras instead of lowering the speed limit. Referenced 10 times.	• When investigating sites to improve road safety, we would always prioritise engineering measures such as traffic calming to reduce vehicle speeds over enforcement. Enforcement cameras require ongoing police resources to process offences and Surrey Police will not support the use of cameras if road safety interventions can be installed in the first instance. It is preferred that we implement engineering measures to manage speed and improve road safety first, and to use enforcement cameras as a last resort. • We are aware that Average Speed Cameras have been introduced on sections of the A25 and A24 in recent years. These installations were supported by Surrey Police, as the choice of road safety measures on a major A-road is more limited due to its strategic function and higher traffic volumes. Enforcement cameras were therefore considered the most appropriate intervention for those roads.
Dangerous overtaking risk. Respondents believe that lower speeds would prompt risky overtakes on narrow sections or around the double bends. Referenced 7 times.	• We do not believe that reducing the speed limit to 30mph will prompt drivers to overtake other vehicles as whilst not impossible, it is not supported by the physical characteristics of Pebble Hill Road and Station Road. The route is extremely narrow, includes tight double bends, has limited forward visibility, and in several places is difficult to pass side-by-side, let alone to attempt an overtake manoeuvre. • Because of these constraints, overtaking is already extremely difficult regardless of whether the posted limit is 30mph or 40mph. Drivers are physically prevented from carrying out such manoeuvres by the road geometry, not the speed limit. A lower limit therefore does not introduce a brand-new overtaking risk. • In addition, consultation responses show numerous accounts of vehicles crossing the centre line on bends, meeting HGVs or buses with inadequate clearance, and drivers reacting too late when approaching stationary or slow-moving traffic near the level crossing or hidden driveways. • A 30mph speed limit reduces these existing risks by lowering approach speeds, increasing reaction time, and providing greater stopping distance in locations where overtaking is already difficult to do. The lower limit is therefore a mitigation, not a cause, of unsafe manoeuvres on such a constrained section of road.

Statutory Consultation Overview: Concerns Raised (5)

Concern	Officer response
Cyclists exceed 30mph downhill. Concerns that cyclists travel fast down Pebble Hill Road, making a 30mph speed limit impractical. Referenced 5 times.	• Some respondents expressed concern that cyclists can exceed 30mph on the downhill descent of Pebble Hill Road, suggesting that this would make a reduced 30mph speed limit impractical. However, this comment relates specifically to the steep downhill section of Pebble Hill, which is not part of the proposed speed limit change. Please see Concerns Raised (1), item 1. • The proposed speed limit reduction will apply only to the southern section of Pebble Hill Road and Station Road, where the road layout includes narrow widths, concealed driveways, bends, and limited visibility, and where cyclists do not typically reach downhill speeds exceeding 30mph. • The northern section of Pebble Hill Road, where cyclists may achieve higher speeds on the steep descent, remains outside the scope of the works and is not proposed for a reduction from 40 mph to 30 mph. • The purpose of the 30mph speed limit reduction is to manage vehicle speeds where forward visibility is constrained, there is a high concentration of residential driveways, pedestrians and cyclists regularly cross the road, and collisions (including 'damage only' or near-miss) reports are highest.
Speeding drivers are the issue, not the existing 40mph limit. Belief that collisions are caused by excessive speeding rather than the current speed limit being inappropriate. Referenced 4 times.	• We appreciate that some respondents believe that collisions are caused solely by drivers exceeding 40mph. The consultation evidence and resident feedback shows that the problem is not just inappropriate vehicle speeds, it is that the roads physical constraints means that the existing 40mph speed limit is inappropriate. • The RH3 postcode sector (which includes Pebble Hill Road) showed very strong support—129 supportive responses vs 15 objections—indicating that people who travel this road most frequently disagree with the claim that speeding alone is the problem. They experience the safety issues at legal speeds every day. • Residents repeatedly described seeing or experiencing regular collisions, shunts and near misses, especially on bends and at property accesses. These events are often linked to visibility and geometry, not just at inappropriate speeds. <i>Please see following page for further Officer Response to this point.</i>

Statutory Consultation Overview: Concerns Raised (6)

Concern	Officer response
Speeding drivers are the issue, not the existing 40mph limit and a speed reduction will not reduce collisions. Belief that collisions are caused by excessive speeding rather than the current speed limit being inappropriate. Referenced 4 times.	• Hidden driveways and limited visibility create conflict at normal speeds. • The road is too narrow and winding for 40mph with the current levels of vehicles per day, even when drivers are compliant. • Several supporters reported dangerous situations exiting driveways because sightlines are extremely poor and approaching vehicles appear suddenly at or above 40mph. This risk exists even if all drivers obey the limit, because the stopping distance and reaction time at 40mph are too short for the geometry of this road. • A long history of collisions (including 'damage only's' and near misses) occurring at all speeds, not just excessive ones. • Residents repeatedly described seeing or experiencing regular collisions, shunts and near misses, especially on bends and at property accesses. These events are often linked to visibility and geometry, not just at inappropriate speeds. • Vulnerable road users (walkers, cyclists, schoolchildren) face disproportionate risk at 40mph. • Where pedestrians cross—particularly near the North Downs Way—drivers travelling at 40mph have significantly less time to respond to people stepping into the road from footpaths or verges. This remains hazardous even without speeding. • Support for lowering the limit came overwhelmingly from those who use the road daily. • Numerous respondents described meeting oncoming vehicles around the tight bends, with cars crossing the centre line or mounting verges due to the insufficient road width. These incidents were reported irrespective of whether drivers were exceeding 40mph. • Slower speeds increase drivers' ability to stay within their lane, reduce the likelihood of crossing the centre line, and improves reaction time to hidden driveways, bends and other road users. This directly mitigates risk regardless of whether some drivers exceed the existing 40mph speed limit.