Maybury (WO10) – Local Street Improvements Zone

Informal Engagement (Stage 2) Report – April 2025



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Executive Summary

This report describes the second stage of engagement (informal engagement) for the Maybury Local Street Improvement (LSI) project. The report provides an analysis of comments submitted against the feasibility designs and the potential solutions which have been suggested to further enhance designs. The report also gauges local support on the continued development of the Maybury LSI.

The LSI programme and Maybury LSI scheme aims to plan, design and create safer, healthier and more attractive local environments that encourage walking, wheeling and riding. LSI schemes also aim to create more attractive local environments and welcoming neighbourhoods that people want to spend time in, and residents take pride in. The Maybury LSI is one of the pilot schemes as part of the wider LSI programme in Surrey. The LSI programme is committed to a community focused approach towards design development, with three opportunities for stakeholders to influence the design process and be involved in shaping the final designs, which will include local street interventions to encourage more walking, wheeling and riding.

The public engagement period was carried out between 11 November and 15 December 2024. Throughout the project timeline, we were able to build awareness with key stakeholders' groups via four engagement sessions, including two in-person drop-in sessions.

A total of 975 tracked visitors to the Commonplace website, in addition to 9 visitors attending the in-person drops-in events were recorded during the engagement. A total of 257 public responses were collected through Commonplace survey (with 12 reactions and agreements to those comments) and a further 2 individual responses via email.

The drop-in sessions had a poor turnout, but the online survey had a good response rate. Our data shows resident letters, social media and via word of mouth were the three most effective promotion methods in the informal engagement period.

Responses to the engagement survey have provided the project team with an overall understanding of what design elements the public support within the scheme and amendments they would like to see to the design proposals. Within the report, further details on what residents would like to see in the designs are given. Overall respondents felt positive to the area-wide proposals (49%), with 11% neutral and 40% negative. From analysis of the comments, it suggests most people's concerns are around the reduction of parking on Maybury Road as well as wanting to ensure enforcement of any speed limit, rather than being completely against design proposals. These two key comments will be reviewed at the next stage. Moreover, 56% were in support of the 20mph speed reduction measures with a further 10% in support but only on certain roads.

For Maybury Road 58% felt negative, 34% positive and 11% neutral. As stated above this was largely influenced by the reduction of parking bays on Maybury Road which is to be reviewed at the next stage. For the Monument Road, Albert Drive and Arnold Road area 47% felt positive with 39% negative (15% neutral). Comment suggestions were focused on enforcing speed limits, parking enforcement and reduction of pavement parking and improved road surfacing. For Walton Road, 50% felt positive and 27% negative (24% neutral). Parking changes and enforcement were top of respondent's suggestions for changes to the proposals including reducing vehicles parking on corners, more permit checking, stopping illegal parking near shops and additional parking requested. Overall, there was support for implementing measures on Walton Road. For the Board School Road, Courtenay Road and Boundary Road area 57% felt positive and 11% negative (32% neutral). Again, an overall support for implementing designs proposals was identified.

There is expected to be a need for prioritisation within the Maybury LSI zone when defining the scope of the scheme at the next stage, considering locations which will provide stronger benefits and value for money, ensuring the proposals are aligned with the overall LSI programme aims and objectives.

The Maybury LSI informal engagement (Stage 2) has been a collaborative process, building local relationships, and working closely across Surrey County Council directorates. We were able to talk to a wide range of stakeholders to gain feedback on existing design proposals and understand the areas for altering the designs at the next stage. Overall, there has been support for interventions and the project team will ensure suggestions are carried forward to the next stage to ensure support for the scheme continues.

Alongside the feedback and findings from the informal engagement, the project team will be using topographic and utility data to update design proposals, taking them through to preliminary design. A further stage of formal engagement (Stage 3), including Public Consultation, will be held giving the public the opportunity to feedback on the preliminary designs. This ensures a collaborative and community led design approach.

1. Introduction

1.1 Purpose of the Report

The report will provide an overview of the engagement planning process, its implementation and engagement findings, with the aim of informing design decisions and refinement of engagement methodologies for future Local Street Improvements (LSI) zones.

1.2 Maybury Local Street Improvements (LSI) Scheme

LSI schemes are a key part of Surrey's Local Transport Plan 4 (LTP4), important in helping to deliver the de-carbonisation and 'Planning for Place' policy areas, through active travel, personal mobility and infrastructure improvements.

The programme aims to create safer, healthier, and more attractive streets which includes appropriate vehicle speed limits and improved facilities for walking, wheeling, and cycling. This in turn looks to reduce emissions, air quality and noise pollution and create more attractive local environments for residents to live, work and take pride in.

As part of the first tranche of LSI schemes, a zone has been identified in Maybury (Figure 1). The Maybury LSI is one of the pilot schemes being progressed across the county. The pilot scheme selection takes into consideration ease in deliverability, locations where the LTP4 expected outcomes can be the most profound, funding and proximity to trip attractor sites. The pilot schemes were ratified by the Cabinet Member for Transport.

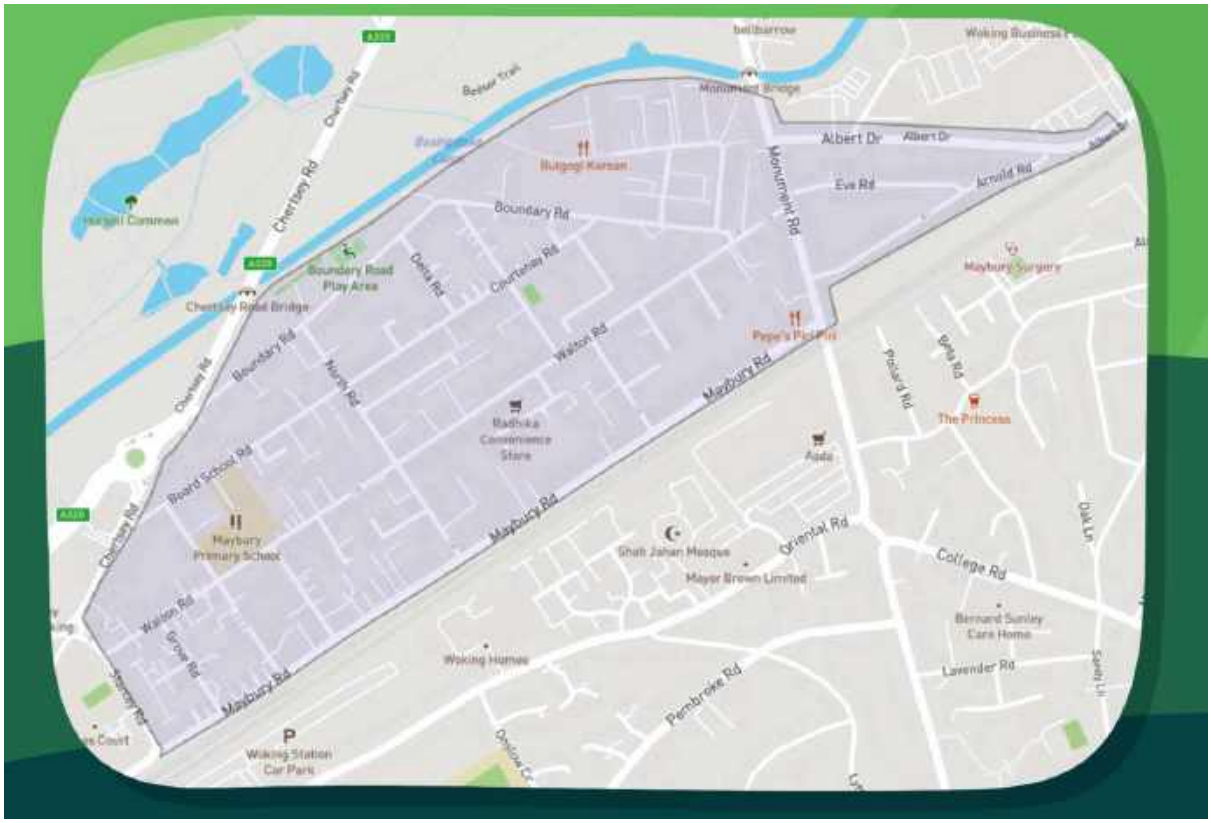


Figure 1 Maybury Local Street Improvements (LSI) Zone Boundary

A first round of 'early engagement' was undertaken for the Maybury LSI between 26 February and 29 March 2024. The early engagement was important to gather views on local transport issues in the area and to gather suggestions for potential improvements. The findings of the engagement have been used to inform the development of our initial design proposals (feasibility design proposals).

This report focuses on the findings of the informal engagement (Stage 2) where stakeholders were invited to comment on initial design proposals (designs can be seen in Appendix C). The engagement findings will be taken forward and designs will be updated where feasible. The public will then have another opportunity to feedback.

2. Engagement Methodology

2.1 The Three Stages of Engagement

The LSI programme is committed to a community focused approach towards design development, with three opportunities for stakeholders to influence the design process and be involved in shaping the final designs that will include local street interventions to encourage more walking, wheeling and riding. The three stages of engagement are:

1. **Early engagement:** building awareness and collecting information from local stakeholders, understanding local transport issues and areas of improvement that can feed in towards the development of feasibility design.
2. **Informal engagement:** keeping stakeholders updated while collecting design-focused feedback, leading to internal design review and preliminary design.
3. **Formal public consultation:** at this stage all stakeholders should be fully informed of the preliminary design. A detailed construction ready design will be developed taking account of the feedback, cost and priorities. This will conclude the stakeholder influence on the design process and lead to an approved design for construction purposes. The final design will be used for upcoming construction funding bids.

Figure 2 outlines the following engagement plan and how it is incorporated into the Maybury LSI design process:



Figure 2 Maybury LSI project timeline published in exhibition display boards for the engagement events

2.2 Informal Engagement Methodology

Draft design proposals have been developed for the Maybury LSI area, in line with the objectives of the overall LSI programme. These were influenced by feedback received during the first stage of

engagement held in February to March 2024. The designs were divided into different areas to group proposals by key locations, to allow for easier viewing on the Commonplace site. The draft proposals were designed by designers at WSP.



Figure 3 Example of draft proposal for Maybury Road

Figure 3 above is an example of one of the draft proposals shown on the Commonplace site and for viewing at the two engagement events that were held.

A stakeholder engagement plan was developed for the Maybury LSI scheme identifying local stakeholders, including schools, businesses, emergency services, resident associations, other local organisations and interest groups, as well as local residents and the wider public more generally. It allows for efficient stakeholder management and documentation of progress to keep track of engagement activity, whilst also recording stakeholders' levels of support to facilitate the process.

Table 1 lists out the number of stakeholder groups engaged with for the Maybury LSI, totalling 151.

Stakeholder Groups Identified	Count
Borough District Officers	2
Cabinet Members	1
Elected Members	3
Internal SCC Team	23
Emergency Services	3
Organisations	5
Schools	1
Businesses	100
General Public Groups	4
Local Interest Groups	9
Total	**151**

Table 1 Identified stakeholder groups for Maybury

Prior to launching and carrying out informal engagement with the public, a series of meetings and briefings were held to engage with the following:

- SCC officers across the Highways Directorate;
- SCC Cabinet Member for Highways, Transport and Economic Growth;

- SCC divisional Member for Maybury;
- Officers at Woking Borough Council (WBC); and
- WBC ward Members (email only) that cover the Maybury LSI zone.

Following the engagement activities with those listed above, the project team commenced activities to reach out to and engage with the public and all external stakeholders.

On 11 November 2024, the Maybury LSI public early engagement was launched including an online presence via the Commonplace webpage. Commonplace was used to collect views from people who live, work, travel through, study and spend time in Maybury, Woking. The website divided the LSI zone into areas with the design proposals, area-wide measures, information about trees, planting and sustainable drainage, the scheme's timeline and information about the public engagement events and a survey on each page relating to the design proposals which enabled residents to submit their views and suggestions for the relevant location.

The survey and engagement were active for 5 weeks from 11 November until 15 December 2024, receiving 257 responses (including unconfirmed comments on commonplace), with a further 12 reactions to those comments. A further 2 responses were received via email from individuals.

Two in-person exhibition events were held as part of this process. The events were held at The Maybury Centre on Wednesday 20 November 14:00-18:00 and Saturday 23 November 10:00-13:00. Unfortunately, due to a power cut at the venue on Wednesday 20 November, the event had to be cut short and finish at around 16:00 due to levels of darkness which would not have been safe to operate an engagement event, nor would it have been safe for the team to take down equipment. A poster was put up at the front of the entrance informing people of this and that we would return on the Saturday 23 November. The venue is located centrally in the zone and community centre for the area with numerous events held there. Display boards were on show for attendees to view and consider (Figure 4) and at least two SCC members of staff were on hand at each of the exhibition events to discuss the scheme objectives and gather feedback from attendees. Paper copies of the zone boundary and designs were also on show, and staff members were available to help attendees fill out the Commonplace survey.



Figure 4 Display boards on show at in-person events

To advertise the engagement, letters were sent to 1,717 addresses covering all residents and businesses in the proposed zone (Appendix B shows a copy of the letter distributed). Posters were displayed at various points in the area (Figure 5 and Figure 6) and flyers (Figure 7) handed out. Notifications of the engagement were also sent via email to various interest groups and businesses, with offers of a separate meeting to several organisations.



Figure 5 Posters on display across the Maybury LSI zone



Figure 6 Poster displayed across the Maybury LSI zone to advertise the early engagement



Figure 7 Double sided flyers handed out to advertise the early engagement

To further raise awareness of the engagement, it was also promoted on social media and newsletter pages through local community groups and council forums. Residents who live in the area were targeted via Facebook and X (formerly known as Twitter) advertising which directed them to the Commonplace page.

2.3. Engagement Milestones

- **September 2023: Briefing with SCC Cabinet Member for Highways, Transport and Economic Growth.** Maybury LSI, along with other pilot zones gained approval for design development and early public engagement.

- **January - February 2024: Collaborate with SCC Community Liaison Officer (CLO) for Woking**. Gaining insight into best strategies of engagement in Maybury, establishing connection to local key stakeholders and support on deciding engagement venue at the Maybury Centre.

- **January 2024: Initial work with SCC Communications Team and Commonplace - online citizen engagement platform.** The start of planning, designing and distribution of engagement materials: leaflets, posters, residents' letter, social media engagement and a dedicated commonplace website.

- **January 2024: Early engagement with Woking Divisional County Councillor.** Meeting was hosted by the Maybury LSI team to introduce Maybury LSI and provisional programme. Meeting notes and presentations were shared with all invited members for review and open invitation to future meetings.

- **January 2024: Early engagement with Woking Borough Council (WBC).** Planning Policy and Strategy officer were introduced to the Maybury LSI and provisional programme for advice and coordination.

- **February 2024: Early engagement with District Councillors (Canalside Ward)**. Meeting was hosted by the Maybury LSI team to introduce Maybury LSI and provisional programme. Meeting notes and presentations were shared with all invited members for review and open invitation to future meetings.

- **26 February 2024: Start of public early engagement period.** Residents' letters were distributed to 1,717 households within the Maybury LSI proposed zone boundary, while emails were sent to schools, businesses, organisations, emergency services and residents associations in the area. Along with the launch of Commonplace site and social media promotion, posters were put up in the neighbourhood, Woking Library and Woking Borough Council offices.

- **14 and 16 March 2024 - Early engagement event days.** 19 residents and visitors visited our drop-in booth at the Maybury Centre and spoke to our representatives to learn of the project. The Maybury LSI exhibition boards were put up on display in the Maybury Centre.

- **29 March 2024: The end of public early engagement period.** Emails were sent to key stakeholders in advance of the deadline.

- **October 2024: Engagement with Councillors and Woking Borough Council.** Meetings were hosted by the Maybury LSI team updating the Woking Divisional County Councillor and Woking

Borough Council Officers on the feasibility design proposals. The Canalside Ward councillors were updated via email and a meeting was offered.

- **11 November 2024: Start of informal engagement (Stage 2) period:** Residents' letters were distributed to 1,717 households within the Maybury LSI proposed zone boundary, while emails were sent to schools, businesses, organisations, emergency services and residents associations in the area. Along with the launch of the Commonplace site and social media promotion, posters were put up in the neighbourhood (Figure 5).

- **20 and 23 November 2024: Informal engagement event days.** Residents were invited to our drop-in sessions at the Maybury Centre to speak to the project team. Exhibition boards were on display (Figure 4).

- **15 December 2024: The end of informal engagement period.** Emails were sent to newsletter subscribers in advance of the deadlines.

3. Engagement Findings

3.1. Who Responded to the Engagement?

Our Commonplace website tracked a total of 975 unique visitors to the page during the consultation period and recorded 257 individual responses to the feasibility designs. Figure 8 shows the breakdown of those responses by road or area-wide measures. Maybury Road had the highest number of responses with 77, with the area-wide measure receiving 67. There were a further 12 'reactions' to these responses recorded.

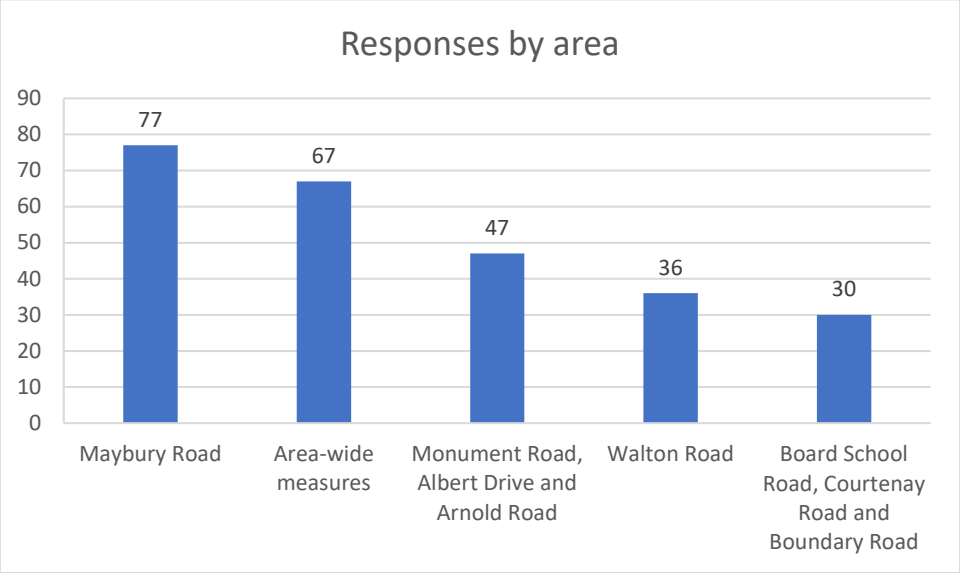


Figure 8 Maybury LSI Commonplace responses by road/area-wide measures

The survey (questions shown in Appendix A) collects demographic details of respondents to ensure a representative sample has been reached. There are also questions specific to the feasibility designs which provides quantitative and qualitative data for further analysis, shown in this report.

The quantification of engagement can also consider the events attendance and collective responses from organisations and groups, shown in Table 2.

Engagement responses metric	Total
Commonplace survey responses	257
Commonplace website visitors	975
Events attendance	9 people
Emails or other	2
Elected members	Engaged with before the launch of consultation (1 County Councillor by meeting and 3 Borough Councillors by email)

Table 2 Engagement counts through various metrics



Figure 9 Photo taken from Maybury LSI informal engagement event (23/11/24) at the Maybury Centre

Age of Respondents

To understand the degree to which the survey respondents are representative of the wider population, key characteristics of respondents are considered and compared with Woking Borough's Census data 2021.

Concerning the age of respondents, 42 respondents did not disclose their age information, while 42 respondents did provide this information (including 1 who selected prefer not to say). For those that did respond, their age groups are shown in Figure 10.

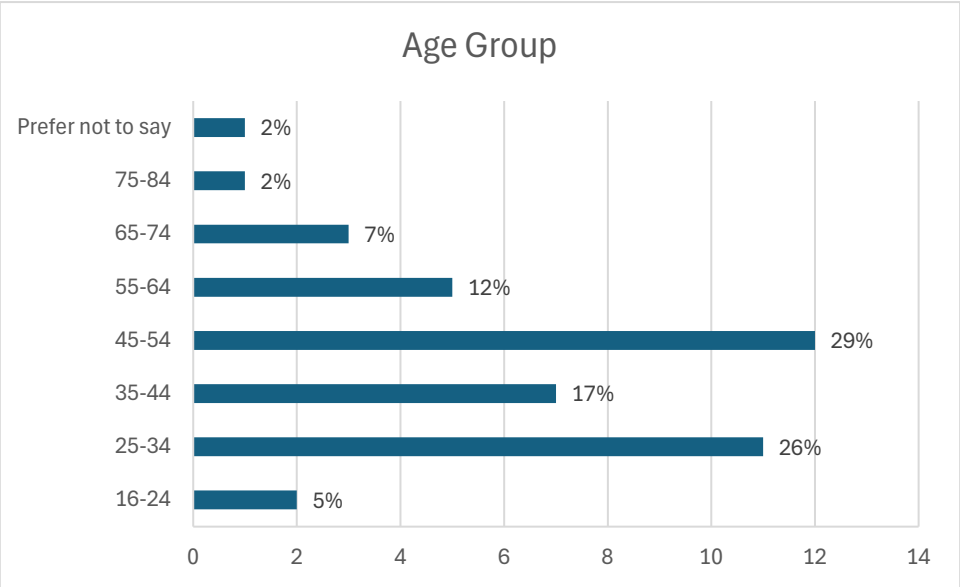


Figure 10 Age of respondents from Maybury LSI Commonplace Survey.

Of those that disclosed this information the most common age categories were 25-34 (26%) and 45-54 (29%), shown in Figure 10. Considered against 2021 census data for the borough of Woking there is some overrepresentation in the 45-54 age group. According to the latest Census data, the average age in Woking Borough is 40 years, whereas in Maybury/Sheerwater, it is 33 years. Of respondents that disclosed their age group, few responses were received by those who said they were under the age of 25 or over the age of 75 (5% and 2% respectively). This shows continued difficulties in engaging with these age groups, showing the need to explore the methods which we use to engage with both younger and older individuals at the next stage.

Gender

Regarding gender, of the 84 individual people who provided comments to the survey, 36 gave a response to their gender. Consequently, based on those that responded to the question, there were a fairly equal number of responses from those identifying as male (45%) and female (47%), and 7% preferring not to say (Figure 11). Census 2021 data shows that in Woking there is an even split between males (50%) and females (50%). This is something that is reflected in the survey data. Other gender options were available but not selected.

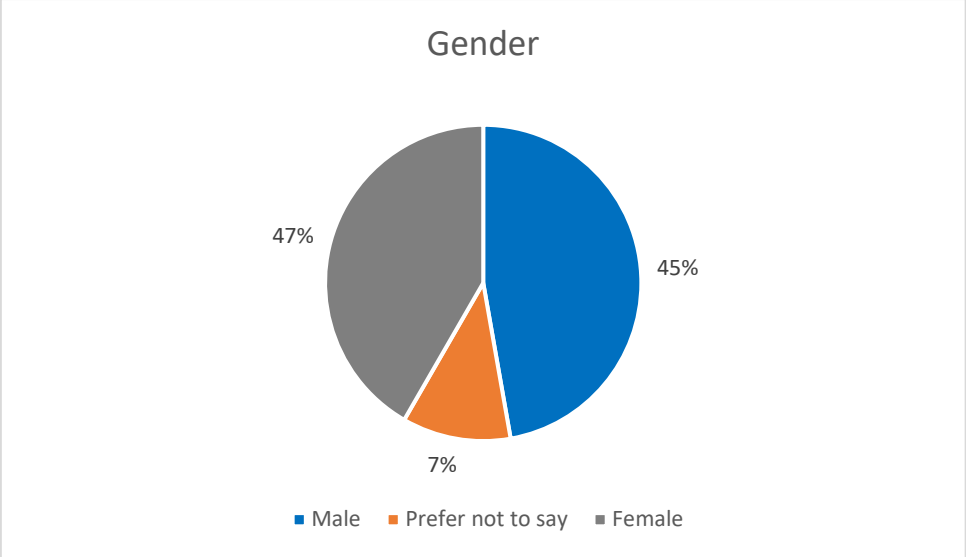


Figure 11 Gender of respondents from Maybury LSI Commonplace Survey

Employment

The employment status of respondents, as shown in Figure 12, shows the majority are 'working full-time', accounting for 61% of respondents that answered this question. 'Working part-time' and 'self-employed' account for 10% whilst just 2% were 'unemployed' and 7% 'retired'. 2021 census data shows 66.6% of people in Woking are economically active. This means people that are economically active are over-represented in this survey, with 81% of respondents either 'working full-time', 'working part-time' or 'self-employed'. Census data also shows 19.4% of people in Woking are retired. This group is therefore underrepresented in this survey, with only 7% of respondents to this question being retired.

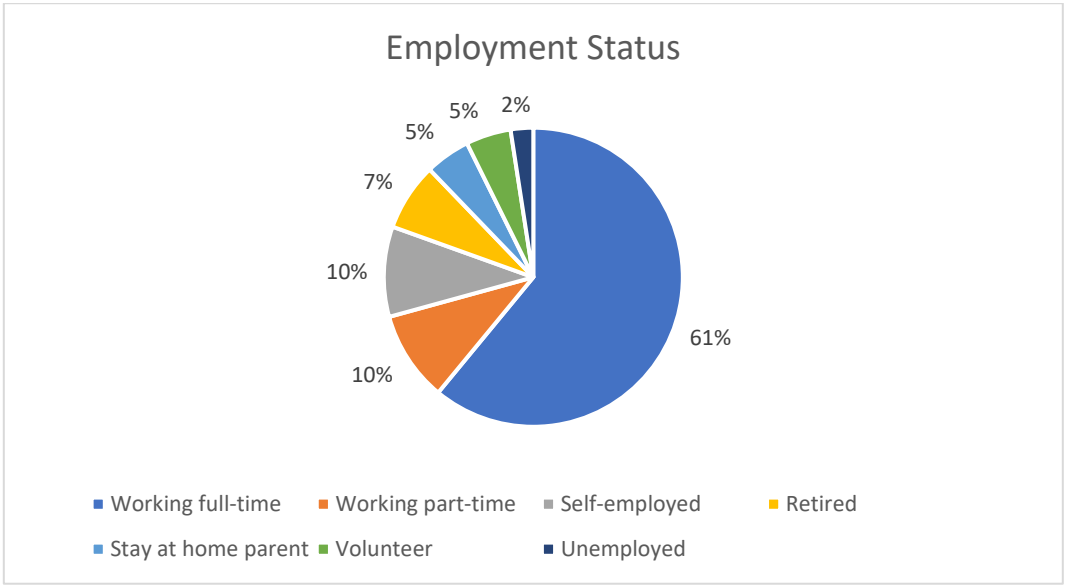


Figure 12 Respondents employment status

Disability or Long-Term Health Issues

Figure 13 shows that the majority of people who answered the questions related to disability and health issues do not have any form disability or long-term health issue (72% of respondents). 3 respondents (8%) chose not to say, whilst 3 people (8%) declared some form of long-standing illness or health condition and 6% learning difficulty/disability.

The 2021 census shows 14% of people living in Woking to have a disability or long-term health condition, showing that this group of people have been well represented in this survey.

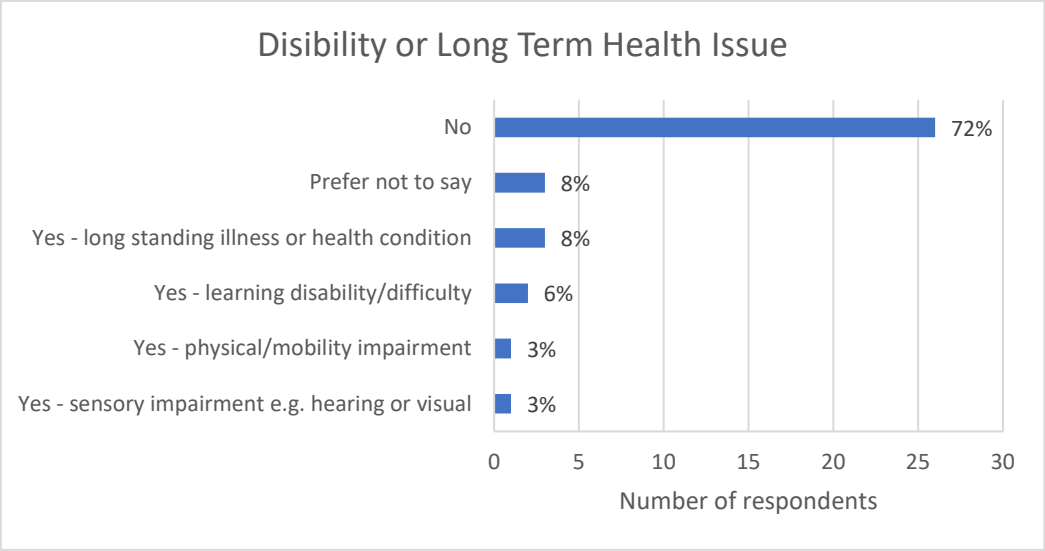


Figure 13 Respondents disability or long-term health issue

Ethnicity

Figure 14 shows of the people who answered the question on ethnicity, the majority, 52% (17 people) of respondents were 'White– English /Welsh/Scottish/ Northern Irish/ British' ethnic group. This is followed by 21% (7 people) of respondents identifying themselves as being of 'Asian/Asian British – Pakistani' ethnicity and 4 respondents identifying as 'White – Other' ethnicity (12%).

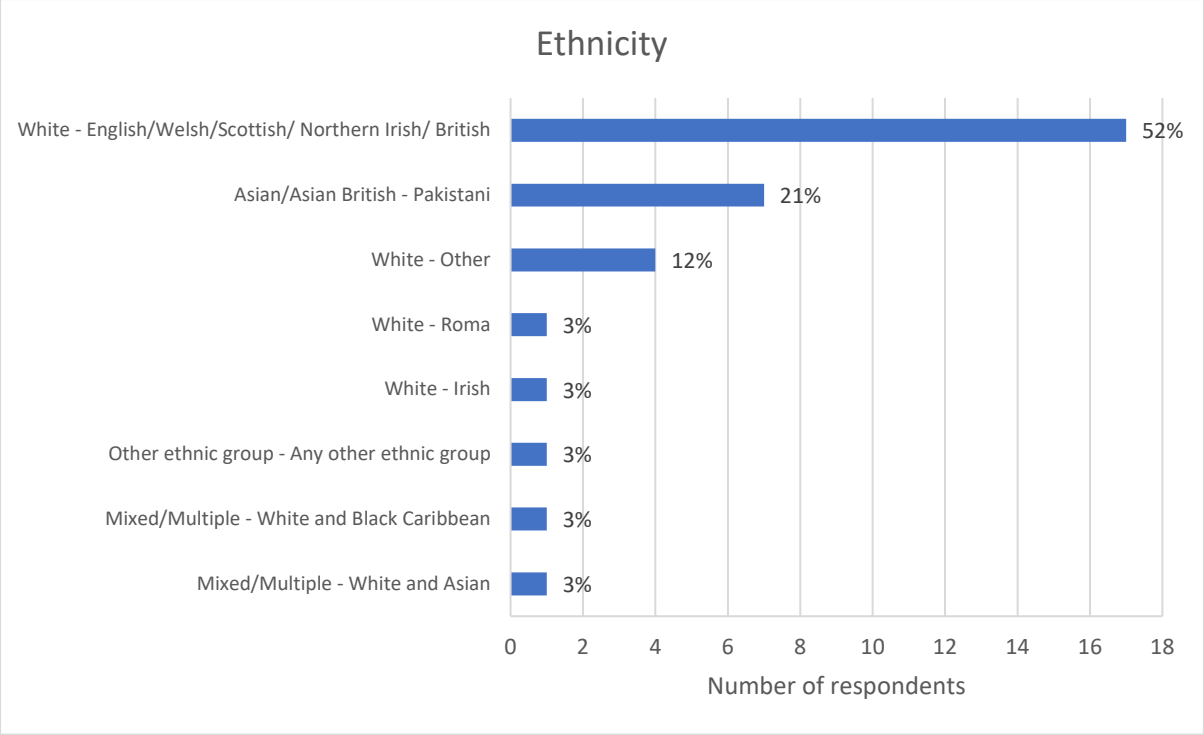


Figure 14 Respondents ethnicity

41% of Sheerwater/Maybury identified themselves as White in the 2021 census whilst 50% of residents in the area identified themselves as being Asian/Asian British.

Connection to Maybury

Figure 15 indicates that the survey mainly reached those that would be impacted by this scheme, with the majority of respondents living in the area (65%). Those working in the area were also well represented in this survey, with 21% of respondents being connected to the area in this way. However, only 2 (4%) of respondents have a business in the area and there was only 1 visitor who responded.

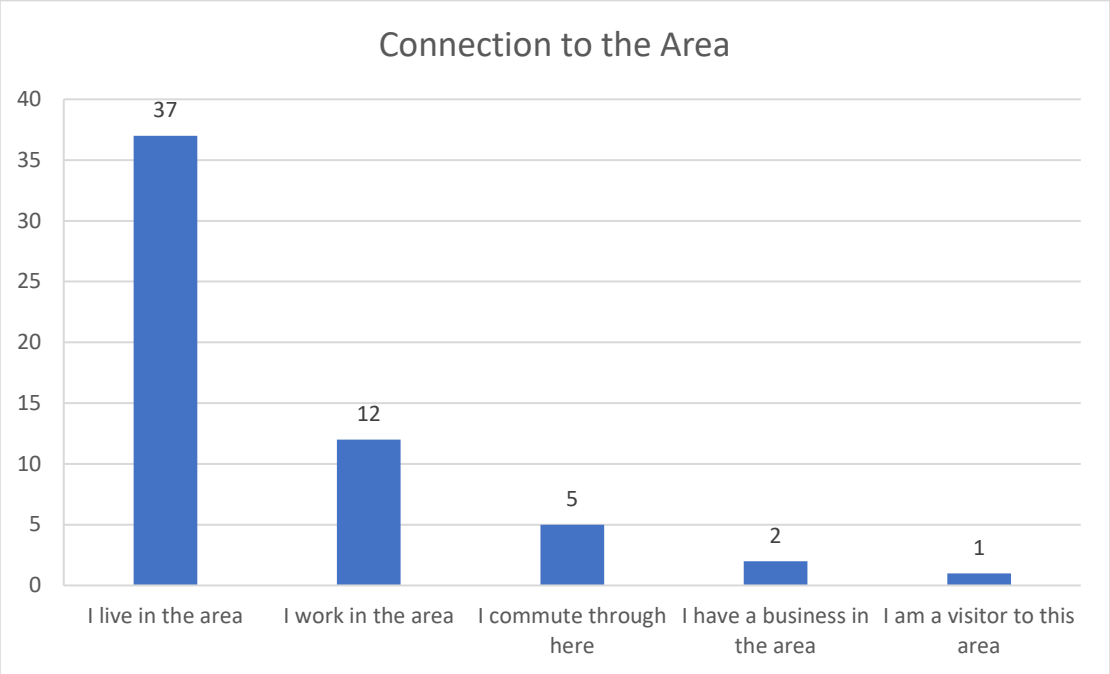


Figure 15 Respondents' connection from the Maybury LSI Commonplace Survey

Although there are a number of local businesses in the zone, our records only capture one response from a business owner. At the next stage it would be beneficial to get a better response rate from business as we start to finalise designs. Another noteworthy observation is the sparse feedback from students, likely influenced by the residential nature of the area and the types of schools present.

3.2 Travel Mode in Maybury

The responses in Figure 16 show that both car (driver and passenger) and walking (including with pram) are the most popular mode of transport in Maybury with 39 (46%) and 27 (32%) respondents respectively. Respondents were able to select multiple choices in this survey question of which there were 84 responses to the question "How do you usually travel in or around the area?".

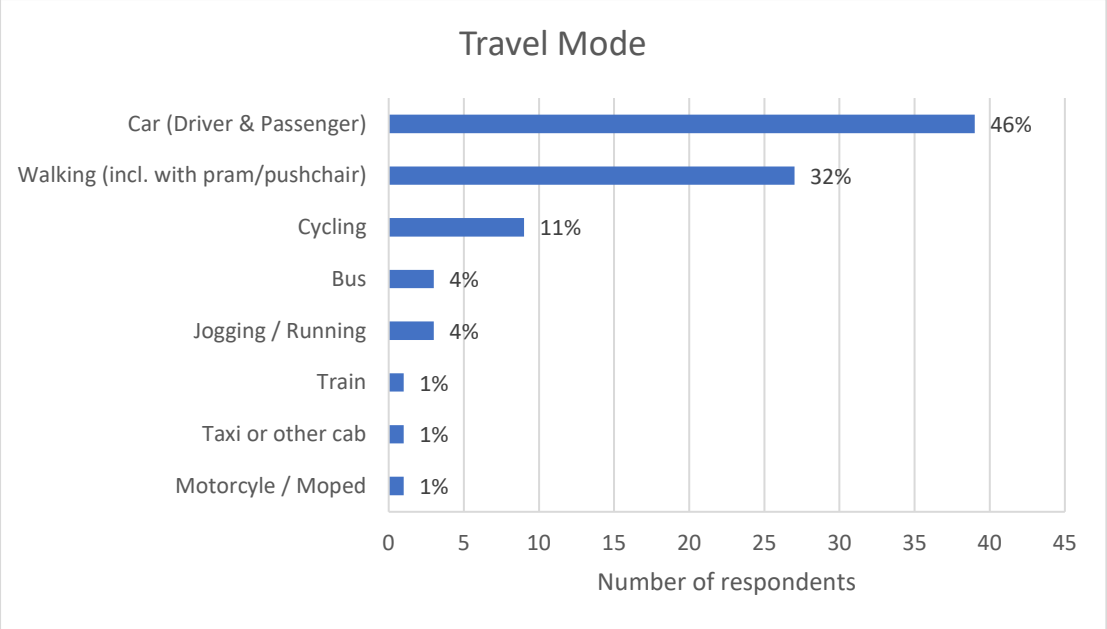


Figure 16 Response to "How do you usually travel in or around the area?" from the Maybury LSI Commonplace Survey

3.3 Feedback on Proposals

The online survey was divided into five sections, which were:

- Area Wide Measures
- Maybury Road
- Monument Road, Albert Drive and Arnold Road
- Walton Road
- Board School Road, Courtenay Road and Boundary Road

Respondents were asked specific questions in relation to each of these and the findings are presented in the sections below.

Area Wide Measures

Respondents were asked "How do you feel about the area-wide proposals for Maybury?". The area wide proposals largely included the 20mph scheme, as well as planters and wayfinding across the zone.

Figure 17 below shows that 49% of respondents feel positive or mostly positive about the area wide measures, whilst 40% chose negative or mostly negative. 11% chose neutral on their feelings towards the proposals.

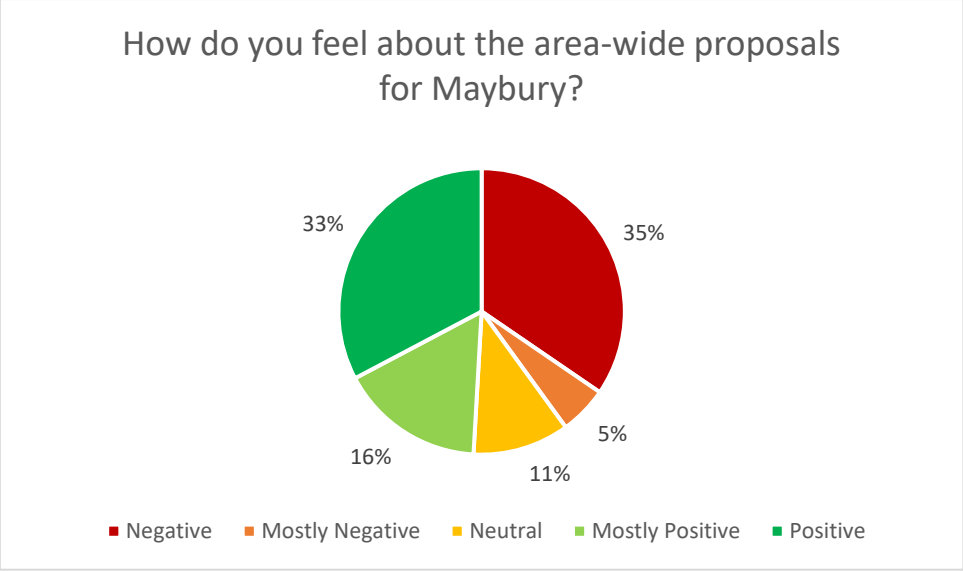


Figure 17 Respondents feelings towards area wide measure in Maybury

The survey then asked respondents specifically about the proposals to reduce the speed limit to 20mph across the Maybury LSI zone. Figure 18 shows that the majority of respondents were in favour of the 20mph implementation with 56% selecting yes and a further 10% selecting yes but only on certain roads. 35% selected they were not in favour.

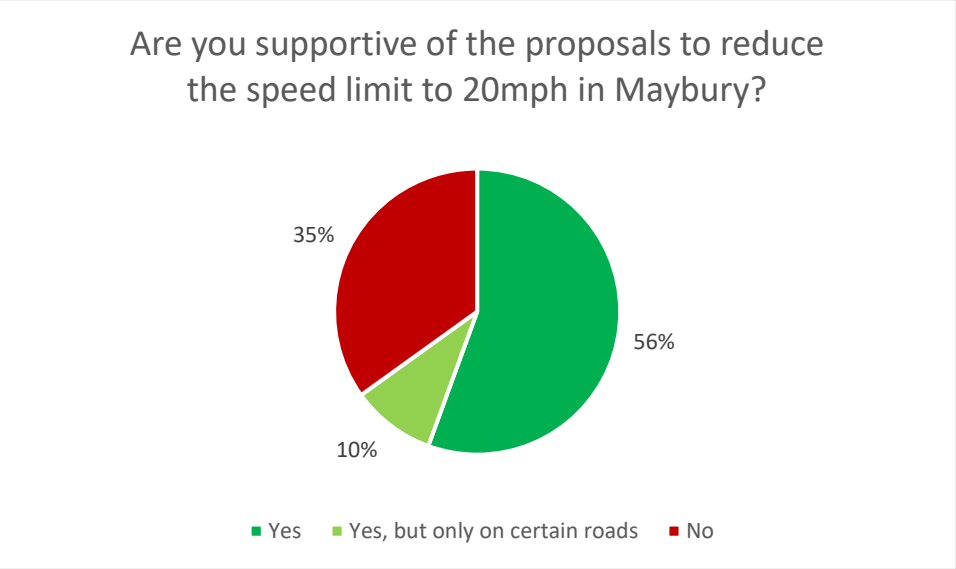


Figure 18 Responses to 'Are you supportive of the proposals to reduce the speed limit to 20mph in Maybury?'

For respondents who answered “Yes, but only on certain roads”, they were given the opportunity to comment the roads they would like to see as 20mph. Three respondents suggested Walton Road, two Maybury Road and one Board School Road. Several comments in this box also suggested focussing on enforcement of speed limits, including suggestion of speed cameras, speed bumps and traffic wardens.

Respondents were also asked about wayfinding. There seemed to be some confusion around what wayfinding is and therefore at the next stage further information and examples will be shown. A couple of comments were provided for places to signpost to which included directing to the cycle path alongside Little Riding / Oriental Road (outside of zone). Additionally, there were suggestions to

signpost cyclists on to the road, including markings on the road to avoid having cyclists on the footway. In terms of locations for signs, no specifics were given but suggestions of more wayfinding generally were recorded.

Respondents were asked if they have any other feedback for area-wide proposals in Maybury. Specific comments have been recorded separately to feed into the updated designs. Table 3 shows the categories of comments below.

Feedback Category	Count
Reduce Speed Limits / Cameras / Enforcement	10
Parking Changes / Enforcement	7
Other	6
Road Safety / Road Infrastructure / Traffic Flow	5
Pedestrian Improvements (Lighting etc)	3
Cycling Improvements	2
Traffic Calming	2

Table 3 Feedback categories for area-wide proposals

The feedback suggested people want to see more enforcement associated with speed limits. This includes speed cameras, mobile speed camera units but also traffic calming measures such as speed bumps. The second most commented category was parking changes and enforcement. There are still a number of comments associated with pavement parking which is clearly an issue within this Maybury LSI zone. There are specific locations that have been recorded and appropriate measures will be implemented where possible. Parking enforcement is an issue which will be covered separately to the LSI and comments have been passed on to the relevant teams.

The 'other' category contained comments that are related to locations outside of the current LSI which will be noted for future LSI zones. There were also comments related to closing certain roads and making them one way which are seen as harder measures which the LSI objectives are not currently working towards. A small number of comments were general complaints rather that specific to LSI proposals.

Maybury Road

Maybury Road is one of the key roads through this LSI zone connecting towards Woking station and town centre. Figure 19 shows respondents' feelings towards the Maybury Road proposals. 58% felt 'negative' or 'mostly negative', whilst 34% felt 'positive' or 'mostly positive', with 7% neutral.

Although more than half of those who answered the question did not support proposals, the comments are all largely focussed around one main issue of parking near the pharmacy and shops by the junction with Monument Road. This will be investigated in detail and where feasible new proposals that can ensure people can easily access the shops will be presented at the next stage of engagement. We want to ensure everyone has access to the pharmacy especially those who have mobility issues.

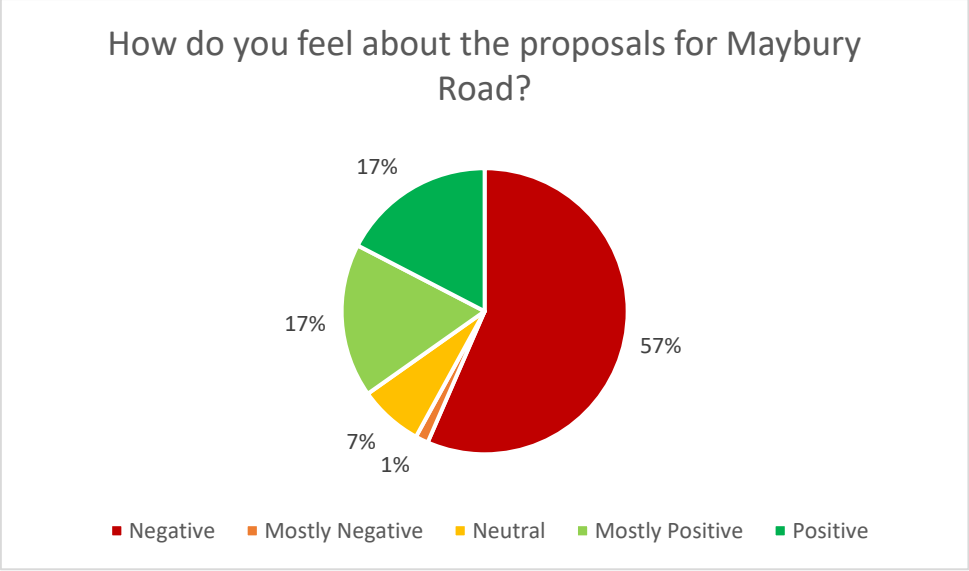


Figure 19 Respondents feelings towards Maybury Road proposals

The respondents were asked 'Do you have any feedback on these proposals?' which have been categorised between supportive and not supportive in Table 4.

Support Category	**Count**
Supportive	3
Supportive with suggestions	8
Not supportive nor unsupportive	1
Not supportive nor unsupportive with suggestions	7
Not Supportive	17
Not supportive with suggestions	13

Table 4 Support category for Maybury comments

For those that were not supportive, a high volume of these commented on the parking around the pharmacy and shops area near the Monument Road end of Maybury Road. This is further illustrated by Figure 20 which shows parking changes / enforcement is a key comment that has been made, again most of these comments relating to parking by the shops/Pharmacy near Monument Road. Other suggestions are explained in Table 5.

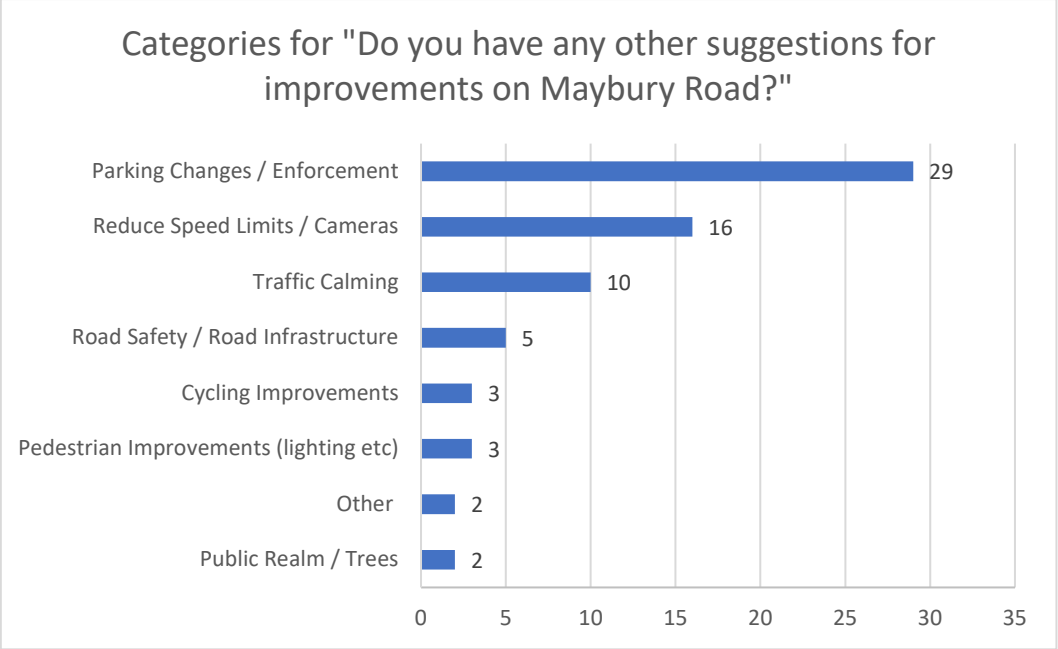


Figure 20 Categories for "Do you have any other suggestions for improvements on Maybury Road?"

Category	Count	Suggestions
Parking Changes / Enforcement	29	• Additional parking bays • Accessible/disabled parking bays • Ensure bollards actually stop pavement parking and unable to be removed • Keep parking bays by the shops • Delivery bays for shops
Reduce Speed Limits / Cameras	16	• Install speed cameras • Average speed limit cameras • Ensure vehicle activated signage used
Traffic Calming	10	• Speed bumps • Introduce more traffic calming measures
Road Safety / Road Infrastructure	5	• Use narrowing measures at all junctions • Prevent cars parking to close to junctions to improve visibility
Cycling Improvements	3	• Ensure cycle lane is not obstructed by vehicles • Fix potholes in cycle lane
Pedestrian Improvements (lighting)	3	• Recue pavement parking
Other	2	• Litter
Public Realm / Trees	2	• Remove street clutter • More greenery

Table 5 Categorisation of suggestions for other improvements on Maybury Road

Monument Road, Albert Drive and Arnold Road

Monument Road, Albert Drive and Arnold Road are located at the eastern end of the LSI zone. 47% of respondents feel 'positive' or 'mostly positive' about proposals for this area, whilst 39% feel 'negative' or 'mostly negative', with 15% felt 'neutral'.

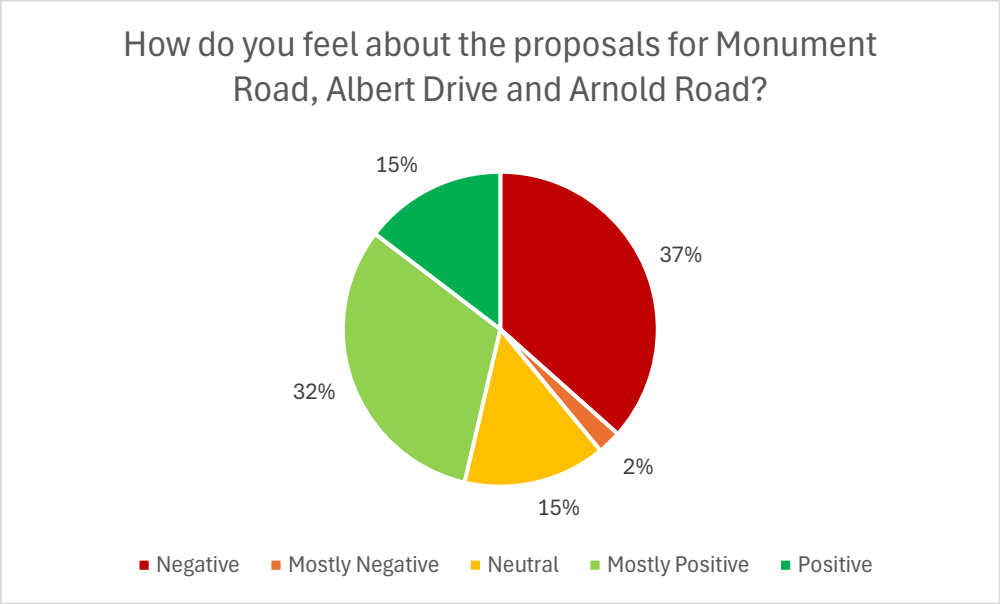


Figure 21 Respondents feelings towards Monument Road, Albert Drive and Arnold Road proposals

Table 6 shows the suggestions compared to various improvement categories that are to be reviewed at the next stage of design. The key suggestions were focused around reducing speed and how this is enforced as well as parking enforcement.

Category	Count	Suggestions
Reduce Speed Limits / Cameras	7	• Reduce Speed to 20mph • Speed Cameras • Traffic Calming • Community Speed Watch
Parking Changes / Enforcement	5	• More signs on parking permits • Better parking enforcement • Bollards in selected locations to reduce pavement parking
Road Safety / Road Infrastructure	5	• Improve road markings and signals • Road resurfacing
Public Realm / Trees	4	• Green barriers (trees) along Albert Drive and other locations • Community Rain Gardens • Green walkways • Shade trees
Other	3	• Routing of Heathrow Airport buses • Address fly tipping and drug deals
Traffic Calming	3	• Speed bumps • Chicanes
Cycling Improvements	1	• On road cycle markings

Pedestrian Improvements (lighting)	1	• Tactile paving upgrades • Additional pedestrian crossings

Table 6 Categorisation of suggestions for other improvements in Monument Road, Albert Drive and Arnold Road

Walton Road

Walton Road is the key road for vehicles and cyclists to travel from west to east away from the town centre. Figure 22 shows 50% feel 'positive' or 'mostly positive about the proposals with 24% 'neutral'. 27% feel 'negative' or 'mostly negative'.

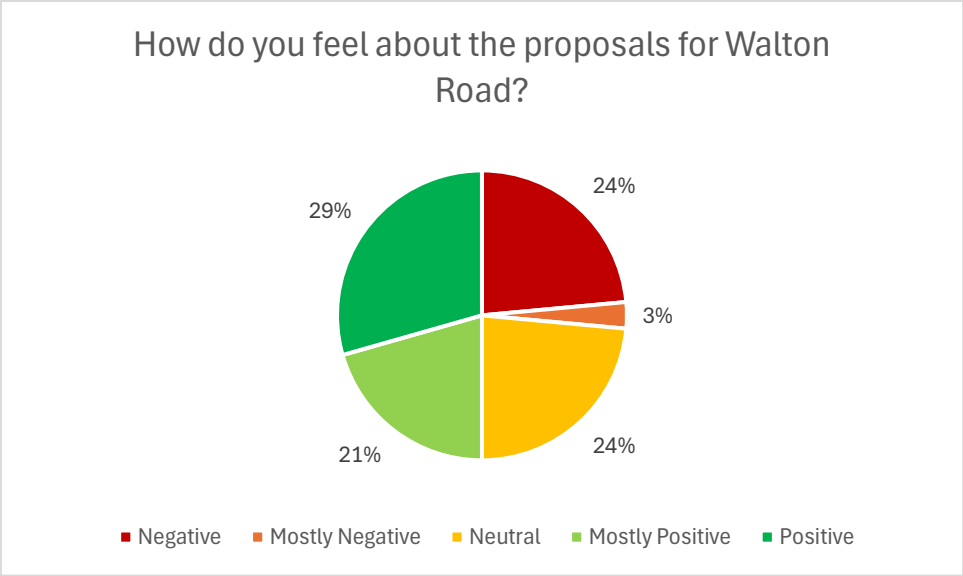


Figure 22 Respondents feelings towards Walton Road proposals

Table 7 shows the suggestions for changes to the current designs, divided into categories. Parking changes and enforcement were top of the agenda on suggestions, followed by pedestrian improvements and road safety.

Category	Count	Suggestions
Parking Changes / Enforcement	5	• More parking required • Illegal parking near shops and on pavements • Reduce vehicles parking on corners • More permit checking / enforcement
Pedestrian Improvements (lighting)	3	• Widen pavements where possible • Reduce need for buggies and wheelchairs to go in the road
Other	3	• Litter
Road Safety / Road Infrastructure	2	• Improve road surface
Cycling Improvements	1	• Bike parking outside school of space allows
Reduce Speed Limits / Cameras	1	• Slow down speeding cars

Table 7 Categorisation of suggestions for other improvements in Walton Road

Board School Road, Courtenay Road and Boundary Road

Board School Road, Courtenay Road and Boundary Road are key residential roads within the Maybury LSI zone. Figure 23 shows 57% of respondents felt 'positive' or 'mostly positive' on the proposals with only 11% feeling 'negative'. There were a high proportion of people with a neutral feeling (32%) for this area of proposals.

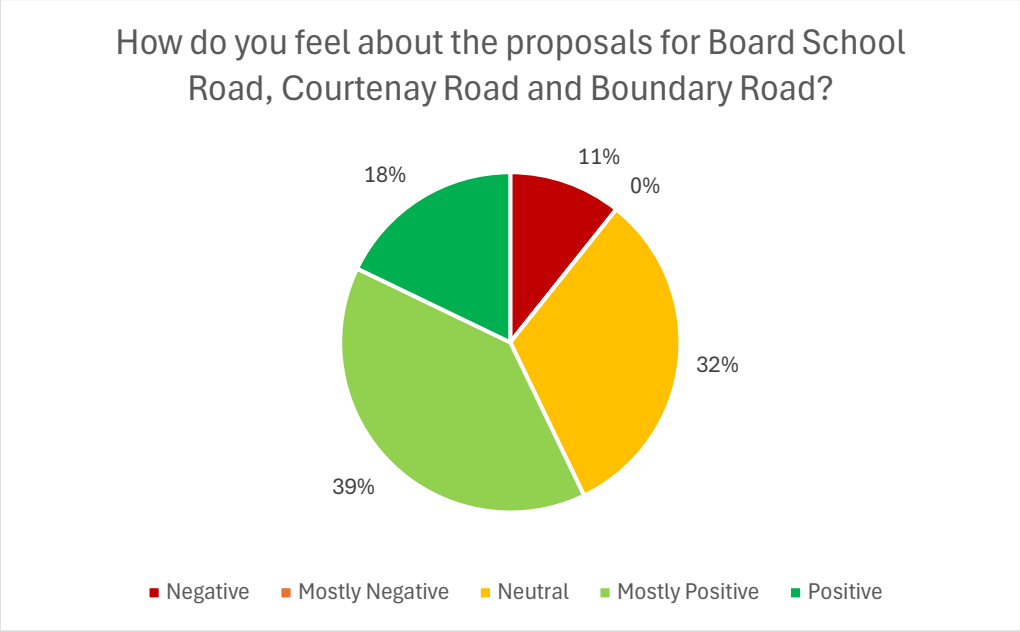


Figure 23 Respondents feelings towards Board School Road, Courtenay Road and Boundary Road

Table 8 shows the suggestions against various improvement categories that are to be reviewed at the next stage of design. The key suggestions were focused around parking enforcement and reducing speed and how this is enforced.

Category	Count	Suggestions
Parking Changes / Enforcement	5	• Better parking enforcement • Ensure all business follow parking rules • Do not remove parking bays
Reduce Speed Limits / Cameras	4	• Speed camera
Pedestrian Improvements (lighting)	3	• Improve lighting along Boundary Road / park area at night • Better signage
Road Safety / Road Infrastructure	3	• Improve visibility of particular junctions • Implement one-way on Board School Road • Double yellow lines near corner of junctions/roads
Other	3	• Litter • Fly tipping

Table 8 Categorisation of suggestions for other improvements on Board School Road, Courtenay Road and Boundary Road

3.4 Email Responses to Proposals

The project team received two emails from members of the public regarding the Maybury LSI proposals.

The first email referenced pavement parking being a major issue within the Maybury LSI zone. Specific examples of Walton Road and Courtenay Road were given, including experiencing seeing people with pushchairs and people in wheelchairs having to go in the road to pass parked cars on the pavement. There were also mentions of danger from speeding scooters and aggressive cyclists. The email ended requesting that pavements are given back to pedestrians.

The second email received noted of a location outside of the current Maybury LSI zone. It was referencing the junction of Maybury Hill and Oriental Road. This member of the public witnessed an accident. A number of points were mentioned including narrow pavements, speeding vehicles through the junction, crossing points are difficult to navigate for pedestrians, Heathrow coaches routing through this area and pavement parking. Details of the incident have been passed on to the relevant teams. As this location is outside of this current Maybury LSI zone, these issues will be noted for the LSI zone which incorporates this area. The LSI covering the area noted is not currently being worked on but further details will hopefully be available in due course.

4. Lessons Learnt and Recommendations

4.1 Communications and Promotions

Along with residents' letter distribution, posters (Figure 5) were put up across the LSI zone during the engagement period. Additionally, Maybury LSI had paid social media ads to ensure a wider audience were reached and aware of the informal engagement.

Our Commonplace page tracked visitors which included 303 referral traffic and 297 email traffic and 259 direct traffic, out of the total 975 visits by unique visitors. The paid social media brought in 68 visitors and there were 48 people through 'organic' traffic (where a respondent lands on the commonplace page through unpaid search results).

Of the survey respondents 36% found out about the engagement by letter, 36% via social media, 18% via word of mouth, 6% via the Surrey County Council website and only 3% via posters, shown in Figure 24.

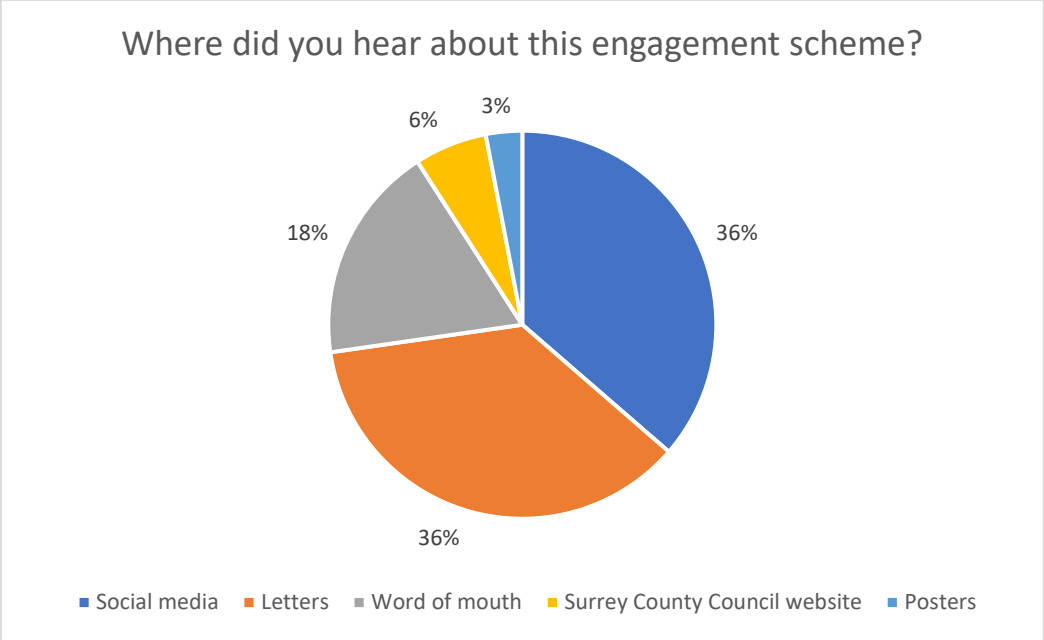


Figure 24 How respondents heard about the survey

Based on the above for the next round of engagement it is critical the letter distribution is conducted to inform residents and businesses as well as running social media ads.

An important lesson learnt is the lead time on production and distribution of promotion materials should not be underestimated, and working closely with SCC Communication Team to coordinate engagement launch is critical.

4.2 Representativeness of Engagement

The next stage of engagement for Maybury LSI could consider more targeted engagement activities with the aim to reach stakeholders that are less likely to respond to the online survey. It was difficult to reach the younger population and those who study in the area, although this could be linked to the demographic and the fact there is only a primary school within the zone.

4.3 Events Planning

Thoughtful consideration on events location and dates are critical to the success of an event. Some key points of consideration when event planning for the next stage are the accessibility and connectivity of the venue, as well as ensuring the timing of the events will capture the largest audience, such as coinciding with other local events. More advertising through local shops and newspapers should be implemented.

4.4 Survey Design

Accessibility

Commonplace has a built-in accessibility tool by UserWay allowing users to set various adjustments to the displayed content. While considering accessibility, we have also presented alternative methods to provide responses through emails or in person drop-in sessions. Going forward, more consideration should be placed on the design of web content and survey to facilitate the use of screen reader allowing users to access the interactive map.

In the next round of engagement, the survey prompt can be improved by setting a clearer analysis model to generate useful data for public consultation.

5. Conclusion and Next Steps

5.1 Conclusion

The public engagement period was carried out between 11 November and 15 December 2024. Throughout the project timeline, we were able to build awareness with key stakeholders' groups via four engagement sessions, including two in-person drop-in sessions.

A total of 975 tracked visitors to the Commonplace website, in addition to 9 visitors attending the in-person drop-in events were recorded during the engagement. A total of 257 public responses were collected through the Commonplace survey (with 12 reactions and agreements to these comments) and a further 2 individual responses via email.

The drop-in sessions had a poor turnout, but the online survey had a good response rate. Our data shows resident letters, social media and via word of mouth were the three most effective promotion methods in the early engagement period.

Responses to the engagement survey have provided the project team with an overall understanding of what the public support within the scheme and amendments they would like to see to the design proposals. Overall respondents felt positive to the area-wide proposals (49%), with 11% neutral and 40% negative. From analysis of the comments, it suggests most people's concerns are around the reduction of parking on Maybury Road as well as wanting to ensure enforcement of any speed limit. These two key comments will be reviewed at the next stage. Moreover 56% were in support of the 20mph speed reduction measures with a further 10% in support but only on certain roads.

For Maybury Road 58% felt negative with 34% positive. As stated above this was largely influenced by the reduction of parking bays on Maybury Road which is to be reviewed at the next stage. For the Monument Road, Albert Drive and Arnold Road area, 47% felt positive with 39% negative. Comment suggestions were focused on enforcing speed limits, parking enforcement and reduction of pavement parking and improved road surfacing. For Walton Road, 50% felt positive and 27% negative. Parking changes and enforcement were top of respondent's suggestions for changes to the proposals including reducing vehicles parking on corners, more permit checking, stopping illegal parking near shops and also additional parking. For the Board School Road, Courtenay Road and Boundary Road area, 57% felt positive and only 11% negative (with 32% neutral).

There is expected to be a need for prioritisation within the Maybury LSI zone when defining the scope of the scheme at the next stage, considering locations which will provide stronger benefits and value for money, ensuring the proposals are aligned with the overall LSI programme aims and objectives.

The Maybury LSI informal engagement (Stage 2) has been a collaborative process, building local relationships, and working closely across Surrey County Council directorates. We were able to talk to a wide range of stakeholders to gain feedback on existing design proposals and understand any areas for altering the designs at the next stage.

Alongside the feedback and findings from the informal engagement, the project team will be using topographic and utility data to update design proposals, taking them through to preliminary design. A further stage of formal engagement (Stage 3), including Public Consultation, will be held giving the public the opportunity to feedback on the preliminary designs. This ensures a collaborative and community led design approach.

5.2 Next steps

The project will now continue to the next stage of design where proposals are reviewed, amended and developed further to include more detailed information. All feedback received during the engagement period will be used to help inform this exercise including comments of support, concerns raised and other suggestions. This is part of a community focused approach towards the projects development to ensure that the final project is one which works for Maybury residents and businesses.

Any changes that are made to the proposals are expected to remain in line with the project objectives: creating safer, healthier and more attractive streets, with improved facilities for walking, wheeling and cycling. Alongside the feedback received from this engagement exercise, the project team will follow national guidance and standards to develop a high-quality design.

It is anticipated there will be a need for prioritisation when determining the elements of the project to be taken forward for delivery, considering locations which will provide the strongest benefits, value for money and alignment with the project aims and objectives.

It is important to note that at this stage of the project, there is no guarantee of delivery. Whilst funding is in place to develop the project, only once the third stage of engagement (public consultation) has been undertaken and any subsequent design changes made will the project be in a position to secure funding for construction.

Appendices

Appendix A: Commonplace Survey Questions

Part A: Information about respondents

What is your home postcode?

What is your work postcode?

What is your connection to the area?

I live in the area, I work in the area, I study in the area, I commute through here, I have a business in the area, I move goods on this route, I am a visitor to this area

What is your age group?

13-15, 16-24, 25-34, 35-44, 45-54, 55-64, 65-74, 75-84, 85 and over, Prefer not to say

What is your employment status?

Working full-time, Working part-time, Zero-hour contract, Self-employed, Apprenticeship/training, Student, Retired, Unemployed, Stay at home parent, Carer, Volunteer, Other

How do you usually travel in or around the area?

Walking, Walking with pram/pushchair, Jogging/running, Cycling, Mobility scooter/wheelchair, Motorcycle/Moped, Bus, Taxi or other cab, Car (passenger), Car (driver), Commercial vehicle, Scooter, Other

Where did you hear about this engagement scheme?

Email, Letters, Posters, Social Media, SCC website, Word of mouth

How would you describe your gender?

Do you consider yourself to be trans? (Trans is an umbrella term to describe people whose gender identity is not the same as the sex they were assigned at birth)

No, Prefer not to say, Yes

Do you consider yourself as having a disability or long term health condition?

Yes - mental health condition, Yes - sensory impairment e.g. hearing or visual, Yes - physical/mobility impairment, Yes - learning disability/difficulty, Yes - long standing illness or health condition, refer not to say, No

What is your ethnicity?

Asian/Asian British – Chinese, Black/African/Caribbean/Black British – Caribbean, Black/African/Caribbean/Black British – Other, Mixed/Multiple - White and Black African, Other ethnic group – Arab, White - Gypsy or Irish Traveller, Asian/Asian British – Bangladeshi, Asian/Asian British – Indian, Asian/Asian British – Other, Black/African/Caribbean/Black British – African, Mixed/Multiple - White and Asian, Mixed/Multiple - White and Black Caribbean, Other ethnic group - Any other ethnic group, Prefer not to say, White – Irish, White – Roma, Mixed/Multiple – Other, White – Other, Asian/Asian British – Pakistani, White - English/Welsh/Scottish/ Northern Irish/ British

If your ethnicity is not on the list, please specify:

Comment box

Part B: Survey questions

Area Wide Measures:

How do you feel about the area-wide proposals for Maybury?

Dislike to Love it (smiley faces)



Are you supportive of the proposals to reduce the speed limit to 20mph in Maybury?

Yes, Yes, but only certain road, No and I don't know/no opinion

If your answer was 'Yes, but only on certain roads', please tell us which roads you would like to see become 20mph.

Comment box

Do you have any suggestions for places in Maybury that should be signposted to for pedestrians and cyclists?

Comment box

Is there anywhere in Maybury that you would like to see wayfinding information introduced?

Comment box

Do you have any other feedback on the area-wide proposals for Maybury?

Comment box

Maybury Road

How do you feel about the proposals for Maybury Road?

Dislike to Love it (smiley faces)



Do you have any feedback on these proposals?

Comment box

Do you have any other suggestions for improvements on Maybury Road?

Comment box

Monument Road, Albert Drive and Arnold Road

How do you feel about the proposals for Monument Road, Albert Drive and Arnold Road?

Dislike to Love it (smiley faces)



What other suggestions do you have for each of these roads? Please specify which road you are referring to

Comment box

Do you have any other suggestions for improvements? Please specify which road you are referring to

Comment box

<u>Walton Road</u>

How do you feel about the proposals for Walton Road?

Dislike to Love it (smiley faces)



Do you have any feedback on these proposals?

Comment box

Do you have any other suggestions for improvements on Walton Road?

Comment box

<u>Board School Road, Courtenay Road, Boundary Road</u>

How do you feel about the proposals for Board School Road, Courtenay Road and Boundary Road?

Dislike to Love it (smiley faces)



Do you have any feedback on these proposals? Please specify which road you are referring to

Comment box

Do you have any other suggestions for improvements on Board School Road, Courtenay Road or Boundary Road? Please specify which road you are referring to

Comment box

Appendix B: Residents Letter

Tel: 0300 200 1003
Email: localstreetimprovements@surreycc.gov.uk

SURREY
COUNTY COUNCIL

Transport Policy Team
Quadrant Court
35 Guildford Road
Woking
GU22 7QQ

Your ref: Maybury Local Street Improvements

November 2024

Dear Resident/Occupier,

Subject: Maybury Local Street Improvements

Following a first round of engagement last year, proposals have been developed by Surrey County Council to make streets in Maybury safer, healthier and more attractive with improved facilities for walking, wheeling and cycling.

Have your say

We want to hear from people who live, work, study, travel through and spend time in the Maybury area.

Your views are important to us, and your input would be greatly appreciated to help shape the plans in Maybury.

To find out more about the proposals and to complete a survey to tell us what you think, please visit https://mayburylsi.commonplace.is/ or scan the QR code.

The engagement period closes on 15 December 2024.

Opportunities to share your views in-person

The Project Team will be hosting two engagement sessions to answer any questions and gather views on the current proposals.

The details of the engagement sessions are:

- Wednesday 20th November from 2pm until 6pm in the Maybury Centre
- Saturday 23rd November from 10am until 1pm in the Maybury Centre

If you would like to contact us:

- Phone: 0300 200 1003
- Textphone via Relay UK: 18001 0300 200 1003
- Text SMS: 07860 053 465
- Email: localstreetimprovements@surreycc.gov.uk
- Post: FAO Transport Policy, Quadrant Court, Woking, GU22 7QQ

Yours faithfully,

Transport Policy Team, Surrey County Council

Appendix C: Maybury LSI Feasibility Design Proposals (Stage 2)

DO NOT SCALE

REV	DATE	BY	DESCRIPTION	CHK	APP
P01	01/11/2024	BKM	FIRST ISSUE	CJ.H	JPH

DRAWING STATUS:
S2 - FOR INFORMATION

WSP House, 70 Chancery Lane, London, WC2A 1AF, UK
T+ 44 (0) 207 314 5000, F+ 44 (0) 207 314 5111
wsp.com

CLIENT:
SURREY COUNTY COUNCIL

SITE/PROJECT:
SURREY COUNTY COUNCIL
LOCAL STREET IMPROVEMENTS

TITLE:
GENERAL ARRANGEMENT
PLAN OVERVIEW

SCALE @ A1:	CHECKED:	APPROVED:	
1:200	CLM	JAH	
PROJECT NO:	DESIGNED:	DRAWN:	DATE:
701122901	BKM	BKM	November 24

DRAWING No: 701122901-WSP-XX-WO10-DR-LP-0100-00
REV: P01

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

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DO NOT SCALE

STANLEY ROAD

EXISTING ROAD MARKINGS TO BE REMARKED

PROPOSED TACTILE PAVING TO IMPROVE ACCESS FOR VISUALLY IMPAIRED PEDESTRIANS

GROVE ROAD

1X PARKING BAY TO BE ADDED TO EXISTING PARKING BAYS

EXTENT OF SURREY LOCAL STREET IMPROVEMENTS

30 Zone ENDS

MAYBURY ROAD

3.1m

1.6m

RENEW 1.5m ADVISORY CYCLE LANE TO MEET NEW STANDARDS

FOR CONTINUATION SEE BELOW

PROPOSED DOUBLE YELLOW LINE RESTRICTIONS TO IMPROVE JUNCTION VISIBILITY

2X PARKING BAYS TO BE REMOVED TO ACCOMMODATE ADEQUATE TRAFFIC AND CYCLE LANES

PORTUGAL ROAD



EXAMPLE PHOTO

PROPOSED LOCATION FOR VEHICLE ACTIVATED SIGN TO ENCOURAGE DRIVERS TO SLOW DOWN

PROPOSED DOUBLE YELLOW LINE RESTRICTIONS TO IMPROVE JUNCTION VISIBILITY

8X PARKING BAYS TO BE REMOVED TO ACCOMMODAT ADEQUATE TRAFFIC AND CY(LANES

MALBOROUGH ROAD

FOR CONTINUATION SEE ABOVE

2.4m

1.5m

20

20mph ROAD MARKINGS TO ENCOURAGE DRIVERS TO SLOW DOWN

RENEW 1.5m ADVISORY CYCLE LANE TO MEET NEW STANDARDS



EXAMPLE PHOTO

FOR CONTINUATION REFER TO DRG. 701122901-WSP-XX-WO10-DR-LP-0100-02

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

KEY

- PROPOSED FOOTWAY BUILDOUT
- EXISTING FOOTWAY TO BE RESURFACED
- PROPOSED ASPHALT RESURFACING
- PROPOSED TREE AND PIT
- EXISTING TREE
- PROPOSED CARRIAGEWAY RAMP TO RAISED TABLE
- PROPOSED LOW LEVEL PLANTERS
- PROPOSED PRIMROSE YELLOW LINE MARKING
- PROPOSED WHITE LINE MARKING
- PROPOSED KERB
- PROPOSED FLUSH KERB WITH DROPPERS
- PROPOSED CONCRETE TACTILE PAVERS IN BUFF
- PROPOSED CORDUROY PAVING IN BUFF
- SHELTER — PROPOSED BUS SHELTER
- B — PROPOSED CANNON BOLLARD
- SP — PROPOSED SIGN AND POST
- LC — PROPOSED LAMP COLUMN
- TS — PROPOSED TRAFFIC SIGNAL POLE
- PROPOSED LOW LEVEL CYCLE SIGNALS AND DEMAND UNIT
- PROPOSED CYCLE STAND
- BS — PROPOSED BUS STOP FLAG
- LC — EXISTING LAMP COLUMN
- SP — EXISTING SIGN AND POST
- B — EXISTING CANNON BOLLARD
- 20 — PROPOSED 20MPH ROUNDEL
- PROPOSED CYCLE ROAD MARKINGS

REV	DATE	BY	DESCRIPTION	CHK	APP
P01	01/11/2024	BKM	FIRST ISSUE	CJA	JAH

DRAWING STATUS: S2 - FOR INFORMATION

WSP House, 70 Chancery Lane, London, WC2A 1AF, UK
T+ 44 (0) 207 314 5000, F+ 44 (0) 207 314 5111
wsp.com

CLIENT: SURREY COUNTY COUNCIL

SITE/PROJECT: SURREY COUNTY COUNCIL LOCAL STREET IMPROVEMENTS

TITLE: GENERAL ARRANGEMENT SHEET 01 OF 19

SCALE @ A1:	CHECKED:		APPROVED:
1:200	CLM		JAH
PROJECT NO: 701122901	DESIGNED: BKM	DRAWN: BKM	DATE: November 24

DRAWING No: 701122901-WSP-XX-WO10-DR-LP-0100-01 REV: P01

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DO NOT SCALE

7 X PARKING BAYS TO BE REMOVED ALONG BUS STOP AREA

PROPOSED DROPPED KERB AND TACTILE PAVING TO PROVIDE ACCESS TO BUS STOP WAITING AREA



EXAMPLE PHOTO

PROPOSED TACTILE PAVING TO IMPROVE ACCESS FOR VISUALLY IMPAIRED PEDESTRIANS

FOOTWAY BUILDOUT AT BUS STOP TO IMPROVE WAITING AREA FOR PEDESTRIANS

MALBOROUGH ROAD

PALACE COURT

MAYBURY ROAD

BUS STOP

SHELTER

LOOK LEFT

LOOK RIGHT

20

12.6m

1.5m

PROPOSED DOUBLE YELLOW LINE RESTRICTIONS TO IMPROVE JUNCTION VISIBILITY

BUS SHELTER TO BE UPGRADED TO INCLUDE REAL TIME DIGITAL TIMETABLE AND GREEN ROOF

PROPOSED LAMP COLUMN TO IMPROVE SECURITY AND SAFETY AT BUS STOP AND IMPROVE VISIBILITY AT PEDESTRIAN CROSSING

RENEW 1.5m ADVISORY CYCLE LANE TO MEET NEW STANDARDS

REGULAR MAINTENANCE OF VEGETATION REQUIRED BY NATIONAL RAIL TO IMPROVE WAITING ENVIRONMENT FOR BUS PASSENGERS

FOR CONTINUATION REFER TO DRG. 701122901-WSP-XX-WO10-DR-LP-0100-01

FOR CONTINUATION SEE BELOW

1x PARKING BAY REMOVED TO ACCOMMODATE FOOTWAY BUILDOUT

NORTH ROAD

PROPOSED TACTILE PAVING TO IMPROVE ACCESS FOR VISUALLY IMPAIRED PEDESTRIANS

FOOTWAY BUILDOUT TO ACCOMMODATE TACTILE PAVING AND IMPROVE VISIBILITY

EXISTING PARKING BAY TO BE RELOCATED FURTHER AWAY FROM THE JUNCTION TO IMPROVE VISIBILITY

20

MAYBURY ROAD

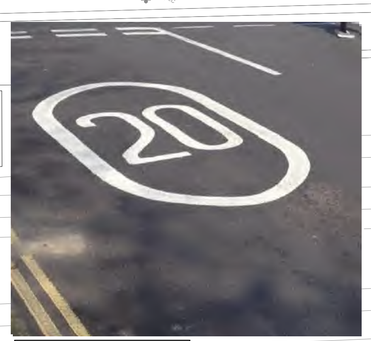
2.5m

1.5m

FOR CONTINUATION SEE ABOVE

FOR CONTINUATION REFER TO DRG. 701122901-WSP-XX-WO10-DR-LP-0100-03

20mph ROAD MARKINGS TO ENCOURAGE DRIVERS TO SLOW DOWN



EXAMPLE PHOTO

KEY

- PROPOSED FOOTWAY BUILDOUT
- EXISTING FOOTWAY TO BE RESURFACED
- PROPOSED ASPHALT RESURFACING
- PROPOSED TREE AND PIT
- EXISTING TREE
- PROPOSED CARRIAGEWAY RAMP TO RAISED TABLE
- PROPOSED LOW LEVEL PLANTERS
- PROPOSED PRIMROSE YELLOW LINE MARKING
- PROPOSED WHITE LINE MARKING
- PROPOSED KERB
- PROPOSED FLUSH KERB WITH DROPPERS
- PROPOSED CONCRETE TACTILE PAVERS IN BUFF
- PROPOSED CORDUROY PAVING IN BUFF
- SHELTER — PROPOSED BUS SHELTER
- B — PROPOSED CANNON BOLLARD
- SP — PROPOSED SIGN AND POST
- LC — PROPOSED LAMP COLUMN
- TS — PROPOSED TRAFFIC SIGNAL POLE
- PROPOSED LOW LEVEL CYCLE SIGNALS AND DEMAND UNIT
- PROPOSED CYCLE STAND
- BS — PROPOSED BUS STOP FLAG
- LC — EXISTING LAMP COLUMN
- SP — EXISTING SIGN AND POST
- B — EXISTING CANNON BOLLARD
- 20 — PROPOSED 20MPH ROUNDEL
- PROPOSED CYCLE ROAD MARKINGS



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P01	01/11/2024	BKM	FIRST ISSUE	CLM	JAH

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TITLE: GENERAL ARRANGEMENT SHEET 02 OF 19

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PROJECT NO:	DESIGNED:	DRAWN:	DATE:
701122901	BKM	BKM	November 24

DRAWING No: 701122901-WSP-XX-WO10-DR-LP-0100-02 REV: P01

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DO NOT SCALE

EXAMPLE PHOTO



20mph ROAD MARKINGS
TO ENCOURAGE DRIVERS
TO SLOW DOWN

RENEW 1.5m ADVISORY CYCLE
LANE TO MEET NEW STANDARDS

MAYBURY ROAD

2.9m

1.5m

FOR CONTINUATION REFER TO DRG. 701122901-WSP-XX-WO10-DR-LP-0100-03

FOR CONTINUATION REFER TO DRG. 701122901-WSP-XX-WO10-DR-LP-0100-04

Maybury Mews

20 to 24

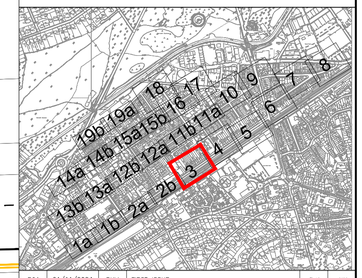
105

109

113

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SURREY COUNTY COUNCIL
LOCAL STREET IMPROVEMENTS

TITLE:
GENERAL ARRANGEMENT
SHEET 03 OF 19

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1:200	CLM		JAH
PROJECT NO: 701122901	DESIGNED: BKM	DRAWN: BKM	DATE: November 24

DRAWING No: 701122901-WSP-XX-WO10-DR-LP-0100-03 REV: P01

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DO NOT SCALE

1 x PARKING BAY REMOVED TO CREATE PASSING PLACE FOR CONTRAFLOW CYCLISTS

PROPOSED CONTRAFLOW ARRANGEMENT ON KINGS ROAD

EXAMPLE PHOTO



EXISTING KERB TO BE NARROWED TO CREATE ADEQUATE CONTRAFLOW LANE

KINGS ROAD

Except cycles

1.6m

MAYBURY ROAD

2.9m

1.5m

2.7m

1.5m

RENEW 1.5m ADVISORY CYCLE LANE TO MEET NEW STANDARDS

20

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FOR CONTINUATION REFER TO DRG. 701122901-WSP-XX-WO10-DR-LP-0100-05

S Gantry

Clock Tower

El Sub Sta

Mews

ESS

1 to 35

125 126 128 134

KEY

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TITLE: GENERAL ARRANGEMENT SHEET 04 OF 19

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DO NOT SCALE

EXISTING PHONE BOX AND STREET CLUTTER TO BE REMOVED

2 X PARKING BAYS TO BE REMOVED TO ACCOMMODATE ADEQUATE VISIBILITY FROM PEDESTRIAN CROSSING



EXAMPLE PHOTO

PROPOSED DROPPED KERB AND TACTILE PAVING TO PROVIDE ACCESS TO BUS STOP WAITING AREA

MAYBURY ROAD

2.9m

3.1m

1.5m

1.6m

RENEW 1.5m ADVISORY CYCLE LANE TO MEET NEW STANDARDS

FOOTWAY BUILDOUT AT BUS STOP TO IMPROVE WAITING AREA FOR PEDESTRIANS

REGULAR MAINTENANCE OF VEGETATION REQUIRED BY NATIONAL RAIL TO IMPROVE WAITING ENVIRONMENT FOR BUS PASSENGERS

BUS SHELTER TO BE UPGRADED WITH REAL TIME DIGITAL BUS TIMETABLE AND GREEN ROOF

PROPOSED LAMP COLUMN TO IMPROVE SECURITY AND SAFETY AT BUS STOP AND IMPROVE VISIBILITY AT PEDESTRIAN CROSSING

BUS STOP

SHELTER

LOOK LEFT

LOOK RIGHT

FOR CONTINUATION REFER TO DRG. 701122901-WSP-XX-WO10-DR-LP-0100-04

FOR CONTINUATION REFER TO DRG. 701122901-WSP-XX-WO10-DR-LP-0100-06

KEY

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- EXISTING FOOTWAY TO BE RESURFACED
- PROPOSED ASPHALT RESURFACING
- PROPOSED TREE AND PIT
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DO NOT SCALE

EXISTING SIGNAL CONTROLLED CROSSING TO BE RETAINED

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EXAMPLE PHOTO



PROPOSED CYCLE SYMBOL ROAD MARKING TO HIGHLIGHT EXISTING CYCLE ROUTE

PROPOSED TACTILE PAVING TO IMPROVE ACCESS FOR VISUALLY IMPAIRED PEDESTRIANS

30 Zone ENDS

SP

4.0m

ARNOLD ROAD

PROPOSED CORDUROY TACTILE PAVING TO HIGHLIGHT SHARED FOOTWAY TO VISUALLY IMPAIRED PEDESTRIANS

20 ZONE

PROPOSED LOCATION FOR PEDESTRIAN AND CYCLIST WAY FINDING SIGNS

EXISTING GUARD RAIL TO BE REMOVED AND REPLACED WITH BOLLARDS



EXAMPLE PHOTO

MAYBURY ROAD

MONUMENT ROAD

FOR CONTINUATION REFER TO DRG. 701122901-WSP-XX-WO10-DR-LP-0100-05

FOR CONTINUATION REFER TO DRG. 701122901-WSP-XX-WO10-DR-LP-0100-07

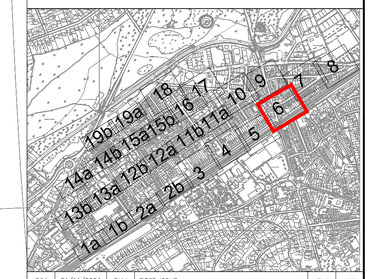
LOW LEVEL PLANTERS OR RAIN GARDEN TO IMPROVE BUS STOP WAITING AREA



EXAMPLE PHOTO

KEY

- PROPOSED FOOTWAY BUILDOUT
- EXISTING FOOTWAY TO BE RESURFACED
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- 20 — PROPOSED 20MPH ROUNDEL
- PROPOSED CYCLE ROAD MARKINGS



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TITLE: GENERAL ARRANGEMENT SHEET 06 OF 19

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DO NOT SCALE

PROPOSED CYCLE SYMBOL ROAD MARKINGS TO HIGHLIGHT EXISTING CYCLE ROUTE

LOW LEVEL PLANTERS OR RAIN GARDEN TO IMPROVE BUS STOP WAITING AREA



EXAMPLE PHOTO



EXAMPLE PHOTO

PROPOSED CONTINUOUS FOOTWAY WITH CORDUROY PAVING

PROPOSED DOUBLE YELLOW LINE RESTRICTIONS TO IMPROVE JUNCTION VISIBILITY

EVE ROAD

ARNOLD ROAD

FOR CONTINUATION REFER TO DRG. 701122901-WSP-XX-W010-DR-LP-0100-09

FOR CONTINUATION REFER TO DRG. 701122901-WSP-XX-W010-DR-LP-0100-06

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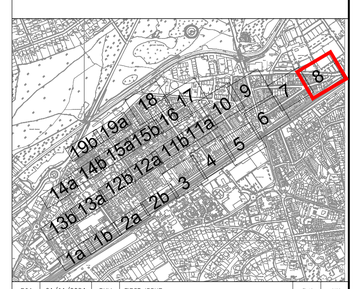
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DO NOT SCALE

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TITLE: CONSULTATION DRAWING SHEET 08 OF 19

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EXTENT OF SURREY LOCAL STREET IMPROVEMENTS

ALBERT DRIVE

ARNOLD ROAD

FOR CONTINUATION REFER TO DRG. 701122901-WSP-XX-WO10-DR-LP-0100-07

30 Zone ENDS

20 ZONE

SP

20mph ROAD MARKINGS TO ENCOURAGE DRIVERS TO SLOW DOWN



EXAMPLE PHOTO

PROPOSED LOCATION FOR PEDESTRIAN AND CYCLIST WAY FINDING SIGNS

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EXTENT OF SURREY LOCAL STREET IMPROVEMENTS

PROPOSED DEMAND BASED CYCLE SIGNALS TO BE CONFIGURED INTO THE EXISTING SIGNALISED JUNCTION

OPPORTUNITY FOR PUBLIC REALM IMPROVEMENTS THAT MAY INCLUDE PLANTERS AND RAIN GARDEN



EXAMPLE PHOTO

PROPOSED LOW LEVEL CYCLE SIGNAL AND DEMAND UNIT

PROPOSED CYCLE SYMBOL ROAD MARKINGS TO HIGHLIGHT EXISTING CYCLE ROUTE

EXISTING SIGNALISED CROSSINGS TO BE RETAINED

WALTON ROAD

MONUMENT ROAD

EVE ROAD

Pumping Station

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FOR CONTINUATION REFER TO DRG. 701122901-WSP-XX-W010-DR-LP-0100-07

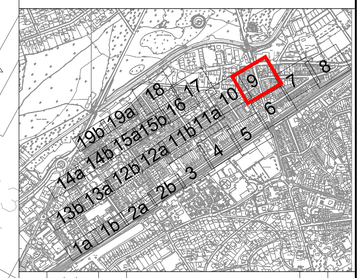
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One way

Zone ENDS

KEY

- PROPOSED FOOTWAY BUILDOUT
- EXISTING FOOTWAY TO BE RESURFACED
- PROPOSED ASPHALT RESURFACING
- PROPOSED TREE AND PIT
- EXISTING TREE
- PROPOSED CARRIAGEWAY RAMP TO RAISED TABLE
- PROPOSED LOW LEVEL PLANTERS
- PROPOSED PRIMROSE YELLOW LINE MARKING
- PROPOSED WHITE LINE MARKING
- PROPOSED KERB
- PROPOSED FLUSH KERB WITH DROPPERS
- PROPOSED CONCRETE TACTILE PAVERS IN BUFF
- PROPOSED CORDUROY PAVING IN BUFF
- SHELTER — PROPOSED BUS SHELTER
- B — PROPOSED CANNON BOLLARD
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- LC — PROPOSED LAMP COLUMN
- TS — PROPOSED TRAFFIC SIGNAL POLE
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- BS — PROPOSED BUS STOP FLAG
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- SP — EXISTING SIGN AND POST
- B — EXISTING CANNON BOLLARD
- 20 — PROPOSED 20MPH ROUNDEL
- PROPOSED CYCLE ROAD MARKINGS



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TITLE: GENERAL ARRANGEMENT SHEET 09 OF 19

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PROJECT NO: 701122901	DESIGNED: BKM	DRAWN: BKM	DATE: November 24

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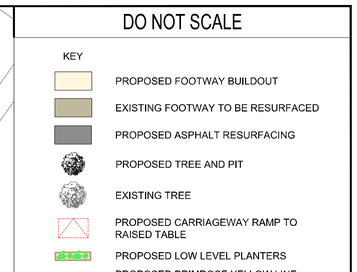
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TITLE: GENERAL ARRANGEMENT SHEET 10 OF 19

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PROJECT NO:	DESIGNED:	DRAWN:	DATE:
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FOR CONTINUATION REFER TO DRG. 701122901-WSP-XX-WO10-DR-LP-0100-11

FOR CONTINUATION REFER TO DRG. 701122901-WSP-XX-WO10-DR-LP-0100-09

BOUNDARY WAY

BOUNDARY ROAD

WALTON ROAD

WALTON TERRACE

KERRY TERRACE

Boundary Business Centre

PROPOSED TACTILE PAVING TO IMPROVE ACCESS FOR VISUALLY IMPAIRED PEDESTRIANS

PROPOSED TACTILE PAVING TO IMPROVE ACCESS FOR VISUALLY IMPAIRED PEDESTRIANS

PROPOSED TACTILE PAVING TO IMPROVE ACCESS FOR VISUALLY IMPAIRED PEDESTRIANS

PROPOSED DOUBLE YELLOW LINE RESTRICTIONS TO IMPROVE JUNCTION VISIBILITY

PROPOSED DOUBLE YELLOW LINE RESTRICTIONS TO IMPROVE JUNCTION VISIBILITY

20mph ROAD MARKINGS TO ENCOURAGE DRIVERS TO SLOW DOWN

PROPOSED CYCLE SYMBOL ROAD MARKINGS TO HIGHLIGHT EXISTING CYCLE ROUTE



EXAMPLE PHOTO



EXAMPLE PHOTO

One way

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

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- PROPOSED CYCLE ROAD MARKINGS

WALTON ROAD

KINGS ROAD

KILRUSH TERRACE

OMEGA ROAD

EASTBROOK CLOSE

FOR CONTINUATION SEE BELOW

FOR CONTINUATION REFER TO DRG. 701122901-WSP-XX-WO10-DR-LP-0100-10

FOR CONTINUATION REFER TO DRG. 701122901-WSP-XX-WO10-DR-LP-0100-12

FOR CONTINUATION SEE ABOVE

PROPOSED CYCLE SYMBOL ROAD MARKINGS TO HIGHLIGHT EXISTING CYCLE ROUTE



EXAMPLE PHOTO

SIGN RELOCATED TO THE BACK OF FOOTWAY

EXISTING GULLY TO BE RELOCATED

1x PARKING BAY TO BE REMOVED

One way

EXISTING RAISED TABLE REALIGNED WITH NEW TACTILE PAVING ALONG PEDESTRIAN DESIRE LINE

PROPOSED TACTILE PAVING TO IMPROVE ACCESS FOR VISUALLY IMPAIRED PEDESTRIANS



EXAMPLE PHOTO



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TITLE: GENERAL ARRANGEMENT SHEET 11 OF 19

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EXISTING RAISED TABLE REALIGNED WITH NEW TACTILE PAVING ALONG PEDESTRIAN DESIRE LINE



EXAMPLE PHOTO

PROPOSED CYCLE SYMBOL ROAD MARKINGS TO HIGHLIGHT EXISTING CYCLE ROUTE

NORTH ROAD

WALTON ROAD

EXISTING GULLY TO BE RELOCATED

FOR CONTINUATION SEE BELOW

FOR CONTINUATION REFER TO DRG. 701122901-WSP-XX-W010-DR-LP-0100-11

PROPOSED CYCLE SYMBOL ROAD MARKINGS TO HIGHLIGHT EXISTING CYCLE ROUTE

WALTON ROAD

BUS STOP

FOR CONTINUATION SEE ABOVE

FOR CONTINUATION REFER TO DRG. 701122901-WSP-XX-W010-DR-LP-0100-13

20

LANCASTER CLOSE

20mph ROAD MARKINGS TO ENCOURAGE DRIVERS TO SLOW DOWN



EXAMPLE PHOTO

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DO NOT SCALE

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- PROPOSED CYCLE ROAD MARKINGS



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TITLE: GENERAL ARRANGEMENT SHEET 12 OF 19

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PORTUGAL ROAD

PROPOSED RAISED TABLE TO ENCOURAGE DRIVERS TO SLOW DOWN ON APPROACH TO THE JUNCTION

EXISTING GUARD RAILS TO BE RELOCATED TO ACCOMMODATE ZEBRA CROSSING

EXISTING RAISED TABLE TO BE REFRESHED

Maybury Primary School

WALTON ROAD

PROPOSED ZEBRA CROSSING ON RAISED TABLE TO IMPROVE STUDENT SAFETY ALONG SCHOOL ENTRANCE

EXAMPLE PHOTO



MALBOROUGH ROAD

FOR CONTINUATION SEE BELOW

FOR CONTINUATION REFER TO DRG. 701122901-WSP-XX-WO10-DR-LP-0100-12

PROPOSED LOCATION FOR PEDESTRIAN AND CYCLIST WAY FINDING SIGNS

EXTENT OF SURREY LOCAL STREET IMPROVEMENTS

STANLEY ROAD

WALTON ROAD

GROVE ROAD

EXAMPLE PHOTO



PROPOSED CYCLE SYMBOL ROAD MARKINGS TO INDICATE EXISTING CYCLE ROUTE

FOR CONTINUATION SEE ABOVE

Hannah

1 to 6

1 to 4

1 to 10 Vrandar Court

Gloster Court

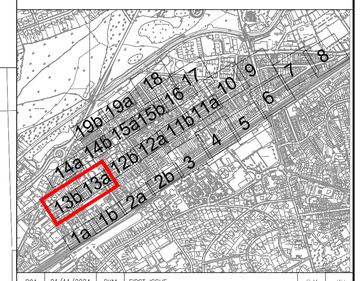
William Booth Place

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- PROPOSED 20MPH ROUNDEL
- PROPOSED CYCLE ROAD MARKINGS



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CHERTSEY ROAD

EXTENT OF SURREY LOCAL STREET IMPROVEMENTS

20 ZONE

30 Zone ENDS

BOARD SCHOOL ROAD

PORTUGAL ROAD

PROPOSED TACTILE PAVING TO IMPROVE ACCESS FOR VISUALLY IMPAIRED PEDESTRIANS



EXAMPLE PHOTO

FOR CONTINUATION SEE BELOW

FOR CONTINUATION REFER TO DRG. 701122901-WSP-XX-WO10-DR-LP-0100-13

FOR CONTINUATION SEE ABOVE

FOR CONTINUATION REFER TO DRG. 701122901-WSP-XX-WO10-DR-LP-0100-15

20mph ROAD MARKINGS TO ENCOURAGE DRIVERS TO SLOW DOWN



EXAMPLE PHOTO



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DO NOT SCALE

BOARD SCHOOL ROAD

NORTH ROAD

NORTH ROAD

FOR CONTINUATION REFER TO DRG. 701122901-WSP-XX-WO10-DR-LP-0100-14

FOR CONTINUATION SEE BELOW

20mph ROAD MARKINGS TO ENCOURAGE DRIVERS TO SLOW DOWN



EXAMPLE PHOTO

RECENTLY IMPLEMENTED RAISED TABLE TO BE RETAINED



EXISTING RAISED TABLE

MOLLOY COURT

COURTENAY ROAD

FOR CONTINUATION REFER TO DRG. 701122901-WSP-XX-WO10-DR-LP-0100-18

DOUBLE YELLOW LINE AND LOSS OF 1 CAR PARK SPACE TO IMPROVE VISIBILITY AT JUNCTION FOR VEHICLES AND PEDESTRIANS

DELTA ROAD

FOR CONTINUATION SEE ABOVE

FOR CONTINUATION REFER TO DRG. 701122901-WSP-XX-WO10-DR-LP-0100-16

PROPOSED TACTILE PAVING TO IMPROVE ACCESS FOR VISUALLY IMPAIRED PEDESTRIANS

20mph ROAD MARKINGS TO ENCOURAGE DRIVERS TO SLOW DOWN



EXAMPLE PHOTO

PROPOSED TACTILE PAVING TO IMPROVE ACCESS FOR VISUALLY IMPAIRED PEDESTRIANS

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- PROPOSED KERB
- PROPOSED FLUSH KERB WITH DROPPERS
- PROPOSED CONCRETE TACTILE PAVERS IN BUFF
- PROPOSED CORDUROY PAVING IN BUFF
- SHELTER — PROPOSED BUS SHELTER
- B — PROPOSED CANNON BOLLARD
- SP — PROPOSED SIGN AND POST
- LC — PROPOSED LAMP COLUMN
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- PROPOSED CYCLE STAND
- BS — PROPOSED BUS STOP FLAG
- LC — EXISTING LAMP COLUMN
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- B — EXISTING CANNON BOLLARD
- 20 — PROPOSED 20MPH ROUNDEL
- PROPOSED CYCLE ROAD MARKINGS

EXISTING RAISED TABLE



RECENTLY IMPLEMENTED RAISED TABLE TO BE RETAINED

FOR CONTINUATION REFER TO DRG. 701122901-WSP-XX-WO10-DR-LP-0100-17

FOR CONTINUATION REFER TO DRG. 701122901-WSP-XX-WO10-DR-LP-0100-18

FOR CONTINUATION REFER TO DRG. 701122901-WSP-XX-WO10-DR-LP-0100-15

BOUNDARY ROAD

OMEGA ROAD

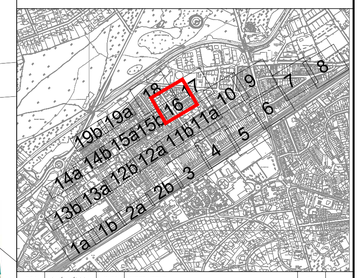
COURTENAY ROAD

COURTENAY ROAD

COURTENAY ROAD

Sports Court

Walton Court



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SITE/PROJECT: SURREY COUNTY COUNCIL LOCAL STREET IMPROVEMENTS

TITLE: GENERAL ARRANGEMENT SHEET 16 OF 19

SCALE @ A1:	CHECKED:		APPROVED:
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DO NOT SCALE

KEY

- PROPOSED FOOTWAY BUILDOUT
- EXISTING FOOTWAY TO BE RESURFACED
- PROPOSED ASPHALT RESURFACING
- PROPOSED TREE AND PIT
- EXISTING TREE
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SURREY COUNTY COUNCIL
LOCAL STREET IMPROVEMENTS

TITLE:
GENERAL ARRANGEMENT
SHEET 17 OF 19

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BOUNDARY ROAD

COURTENAY ROAD

WALTON COURT

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FOR CONTINUATION REFER TO DRG. 701122901-WSP-XX-WO10-DR-LP-0100-10

EXAMPLE PHOTO



OPPORTUNITY FOR PUBLIC REALM IMPROVEMENTS THAT MAY INCLUDE PLANTERS AND RAIN GARDEN

EXAMPLE PHOTO



PROPOSED TACTILE PAVING TO IMPROVE ACCESS FOR VISUALLY IMPAIRED PEDESTRIANS

20mph ROAD MARKINGS TO ENCOURAGE DRIVERS TO SLOW DOWN



EXAMPLE PHOTO

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK.

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EXAMPLE PHOTO

PROPOSED VEHICLE ACTIVATED SIGN TO ENCOURAGE DRIVERS TO SLOW DOWN

DOUBLE YELLOW LINES TO PREVENT VEHICLES PARKING ALONG A BLIND BEND

EXAMPLE PHOTO



PROPOSED TACTILE PAVING TO IMPROVE ACCESS FOR VISUALLY IMPAIRED PEDESTRIANS

BOUNDARY ROAD

SLOW

DELTA ROAD

OMEGA ROAD

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701122901	BKM	BKM	November 24

DRAWING No: 701122901-WSP-XX-WO10-DR-LP-0100-18 REV: P01

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DO NOT SCALE



EXAMPLE PHOTO

TACTILE PAVING AND DROPPED KERB RELOCATED AWAY FROM PROPERTY ACCESS WITH FOOTWAY BUILDOUT TO IMPROVE ACCESS TO PARK / CANAL AREA

BOUNDARY ROAD

1x PARKING BAY TO BE REMOVED

OPPORTUNITY FOR PUBLIC REALM IMPROVEMENTS THAT MAY INCLUDE PLANTERS AND RAIN GARDEN



EXAMPLE PHOTO

SLOW

FOR CONTINUATION SEE BELOW

NORTH ROAD

FOR CONTINUATION REFER TO DRG. 701122901-WSP-XX-XX-DR-LP-0100-18



EXAMPLE PHOTO

20mph ROAD MARKINGS TO ENCOURAGE DRIVERS TO SLOW DOWN

CHERTSEY ROAD

EXTENT OF SURREY LOCAL STREET IMPROVEMENTS

BOUNDARY ROAD

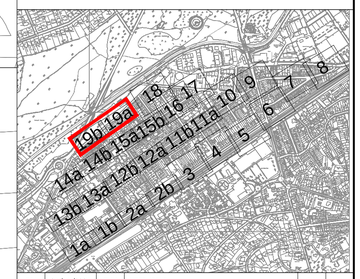
SLOW

FOR CONTINUATION SEE ABOVE

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