Farncombe (WAV1 & 2) - Local Street Improvements



Informal Engagement Report (Stage 2)

July 2026

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Executive Summary

This report describes the engagement process and provides the analysis of responses received during the Informal Engagement (Stage 2) for the Farncombe Local Street Improvements (LSI) project.

This project aims to plan, design and deliver safer, healthier, and more attractive local streets that encourage more walking, wheeling, and cycling. LSI projects also aim to create more attractive local environments and more welcoming neighbourhoods where people want to spend time and in which residents take pride. The Farncombe LSI is part of the first tranche of a wider LSI programme being progressed by Surrey County Council (SCC). The LSI programme is committed to a community focused approach towards design development, with three opportunities for stakeholders to influence the project development process and help shape the final designs.

This Informal Engagement, which took place between 2nd February and 15th March 2026, presented the feasibility design proposals to the local community, informed by feedback from the Early Engagement period during 26th August and 6th October 2024. The purpose of the Engagement Stage 2 was to understand the levels of support for initial proposals and gather feedback on required changes for review in preparation for preliminary designs. A total of 458 individuals responded to the latest round of engagement, providing 1,088 responses with 60 reactions to these, a total of 1,148 contributions via our online survey. A further 19 people provided feedback via the LSI email inbox, totalling 21 emails and over 220 people attended the in-person drop-in sessions.

These responses have provided a useful range of views on the feasibility designs, all of which will be considered by the project team as it looks to refine and review current designs in preparation for the development of preliminary designs.

Following the end of the Informal Engagement, it is understood that there is support for the proposed measures, although some aspects received mixed feedback. Specific proposals that have been well received include measures associated with pedestrian crossing and safety improvements, refreshed road markings and dropped kerbs and tactile paving. However, it is recognised that there are some areas of the project where the level of agreement is less definitive, including extent of 20mph speed limit, traffic calming and any impact on parking.

The SCC project team will consider the feedback received and update the proposals where feasible as the project progresses to preliminary design (Stage 3 – Further Engagement).

There is expected to be a need for prioritisation within the Farncombe 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. This prioritisation will consider various factors including delivery costs, the level of community support and scale of anticipated benefits.

The Farncombe LSI Informal Engagement (Stage 2) has been a collaborative process, building local relationships, and working closely across SCC directorates. We were able to talk to a wide range of stakeholders to gain feedback on existing design proposals.

Alongside the feedback and findings from the Informal Engagement, the project team will be using topographic and utility data to update design proposals, as well as conducting traffic surveys to monitor speeds and traffic flows on specific roads, taking them through to preliminary design. The next stage of the project, Further Engagement (Stage 3), 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

Local Street Improvements (LSIs) aim to make streets in neighbourhood communities safer, healthier, and more attractive with appropriate vehicle speed limits and improved facilities for walking, wheeling, and cycling. LSIs are expected to help deliver on the objectives of Surrey's Local Transport Plan by encouraging more local journeys to be made by active travel modes instead of by car, thereby increasing physical activity and reducing carbon emissions and other associated negative vehicle impacts.

This project is part of the wider LSI programme being progressed by Surrey County Council (SCC) across the county. As part of the first batch (pilot schemes) of LSI projects from the programme, an area was identified in Farncombe and Binscombe (Figure 1).

An initial engagement (Early Engagement – Stage 1) with the community took place between 26 August 2024 and 6 October 2024 to gather views on local transport issues and opportunities in the area. Following this round of Early Engagement and review of the feedback, draft design proposals (feasibility designs) were created. The second stage of engagement (Informal Engagement – Stage 2) has now been undertaken, which took place in between 2 February 2026 and 15 March 2026.



Figure 1 Map of Farncombe LSI boundary

The Farncombe LSI zone boundary is shown in Figure 1. The section along Summers Road (from the junction of Bourne Road to New Pond Road) represents a section of the Guildford to Godalming Greenway, which is separate to the LSI project. At the time of writing the latest update is: In 2025 we engaged with local residents and stakeholders on draft design proposals for Summers Road. Designs are being updated and statutory consultation will be carried out in 2026, ahead of finalising the designs and scope for construction. Other related schemes are the Waverley LCWIP (Local Cycling and Walking Infrastructure Plans). The Farncombe LSI aims to deliver the Farncombe Core Walking Zone (CWZ). The cycling infrastructure remains the responsibility of the LCWIP team and programme. The railway footpath between Farncombe Street and Marshall Road is being investigated separately. Requests related to this footpath have been to investigate the feasibility of widening this path.

2. Engagement Methodology

2.1. LSIs: 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 cycling. The three stages of engagement are:

1. **Stage 1 – Early Engagement (Engagement Stage 1):** building awareness and collecting views and information from the community of local transport issues and opportunities within the area.
2. **Stage 2 – Informal Engagement (Engagement Stage 2):** seeking views on initial feasibility design proposals to enable their review and refinement *(current stage)*.
3. **Stage 3 – Further Engagement (Engagement Stage 3):** updated designs (preliminary designs) are shared with the community for a final substantive round of feedback *(next stage)*. Following this stage the scheme will go forward to detailed design and construction, subject to funding being obtained.

2.2. Engagement Stage 2 Methodology

Feasibility design proposals were developed for the Farncombe and Binscombe area in line with the objectives of the LSI programme and influenced by feedback received during Engagement Stage 1 held in Summer and Autumn 2024. See Appendix C for feasibility designs.

The designs focused on area-wide proposals for Farncombe along with three other areas, which were:

- Binscombe
- Farncombe Centre
- Farncombe South West

The engagement plan was developed in consideration of providing an inclusive environment for all local interested individuals. The communication methods used are detailed below.

2.3. Commonplace

The scheme's Commonplace website (https://farncombelsi.commonplace.is/) provided the main platform where people could be informed about the updated proposals and provide feedback on feasibility designs.

The Commonplace website included a map of the Farncombe LSI zone, drawings of the feasibility design proposals, background information about the LSI programme in Surrey, further context on other relevant schemes taking place in Farncombe (e.g. Waverley Local Cycling and Walking Infrastructure Plan, Railway Footpath between Farncombe Street and Marshall Street, Guildford to Godalming Greenway), information about the types of interventions being considered to improve local streets through the programme, the project's timeline and a survey which enabled people to comment on the design proposals over a 6 week period. The survey questions are listed in Appendix A.

Other forms of response, such as letter and email, were available for those who preferred alternative methods or were unable to use the Commonplace platform. A SCC officer was also taking detailed responses from members of the public at the drop-in sessions.

2.4. Drop-in Sessions

Two drop-in sessions were held during the second stage of engagement. The sessions were informal and were intended to promote the engagement and raise awareness of initial proposals in the area.

The first event was held on Saturday 14 February from 10am to 1pm, in the Church of St John the Evangelist in Farncombe, which had been signposted from the front of the Church. The events were promoted via the Commonplace site, through emails, social media, and posters that had been placed around Farncombe. The project team spoke to over 100 members of the public. The second event was held on Thursday 19 February from 3pm to 7pm in the same location. The project team spoke to over 120 members of the public.

Both events had high attendance due to being situated in the centre of Farncombe which helped contribute to high levels of local engagement.

2.5. Communication Channels

Several activities were undertaken to raise awareness of the engagement period and the opportunity to get involved, these are outlined below.

- **Letters** were sent to 4,991 homes and businesses addressed within the project area. These were sent week commencing 2nd February. A copy of the letter can be seen in Appendix B.
- **Posters** were printed on waterproof paper and securely attached to lampposts throughout the LSI zone and were put up on 02/02/2026 (Figure 2). These posters directed people to the Commonplace survey and raised awareness of the scheme. Posters were taken down on 16/03/2026, following the end of the engagement period.

- **Emails** were sent to organisations including local schools and businesses to inform them of the engagement period and direct them to the Commonplace survey.
- The **Commonplace** news posts were sent via email to subscribers. The initial launch was sent to those who lived within a one-mile radius of the LSI zone. This was to ensure that respondents were local to the proposals.
- **Social Media Ads and Posts** were shared on Facebook and Instagram during selected weeks within the engagement period (Figure 3). Whilst it had been intended to advertise during the first and last week of the engagement period, a technical fault discovered on 02/03/2026 meant that advertisements were sent in the last two weeks of engagement (02/03/2026-15/03/2026). The ads reached 8,694 accounts, making 44,562 impressions (number of times it was seen) and generated 410 clicks.
- **In-Person Drop-In Sessions:** detailed above in section 2.4.



Figure 2 Posters up in the Farncombe LSI zone

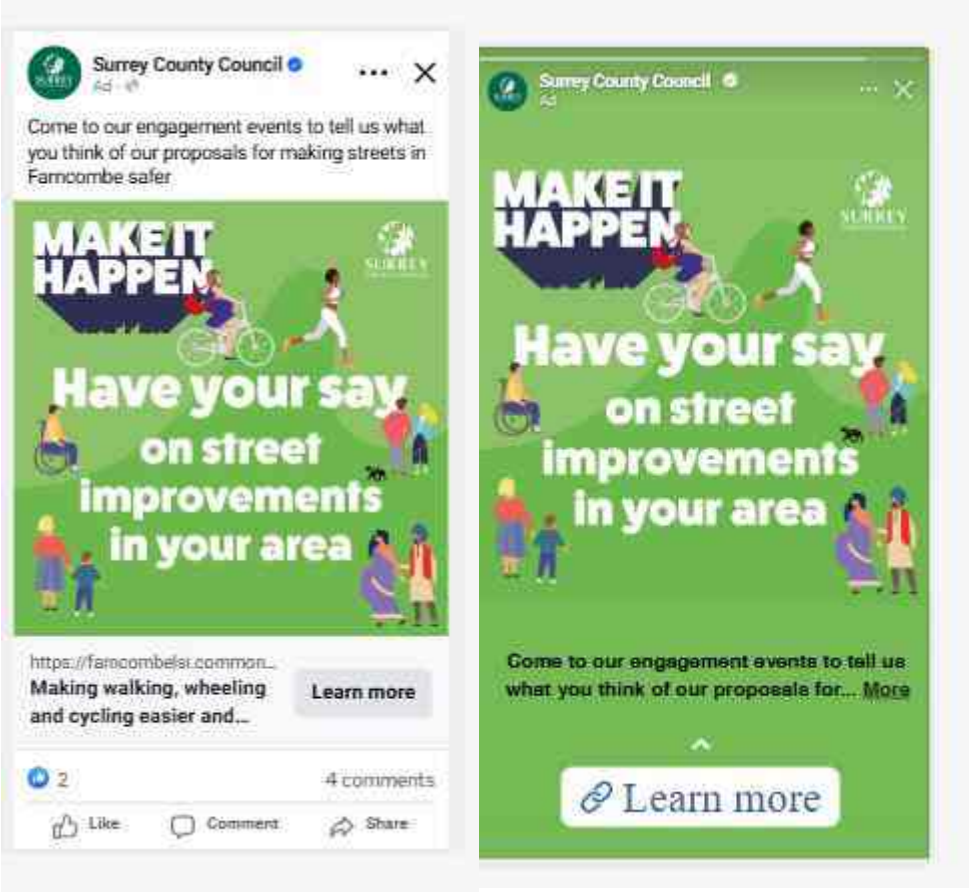


Figure 3 Example social media ads

3. Who Responded?

There were a total of 1,148 contributions for the engagement with 1,088 comments and 60 agreements to the survey on Commonplace. A further 19 people provided feedback via the LSI email inbox, totalling 21 emails and over 220 people attended the in-person drop-in sessions.

The commonplace site had a total of 4,465 visitors during the engagement period. Of these visitors, 1,523 were direct traffic, 1,360 referral traffic, 861 email traffic, 448 paid social and 273 organic traffic.

Traffic peaked on the following dates during engagement:

- 3rd February: 257 visitors, the day after launch.
- 7th February: 286 visitors, the first Saturday of the engagement period when letters should have arrived.
- 11th February: 209 visitors, project news post was sent out reminding people of the first drop-in sessions,
- 18th February: 240 visitors, the day before the second drop-in session when a project news post was sent out
- 20th February: 273 visitors, the day after the second drop-in session
- 6th March: 199 visitors, last chance reminder project news sent out
- 15th March: 130 visitors, last day of engagement

3.1. Where did respondents hear about the engagement scheme?

Figure 4 illustrates how respondents heard about the engagement period for this scheme. Letters were by far the most common source, cited by 41.8% (138 respondents), followed by social media at 31.8% (105 respondents). A smaller but equal share of respondents heard through email and word of mouth (both 7.9%, 26 respondents), with posters close behind at 7.0% (23 respondents). Only a very small proportion found out via Surrey County Council's website (2.4%, 8 respondents) or other isolated sources such as local schools, Google, a residents' group, or a local magazine (each 0.3%, 1 respondent). Overall, the results highlight the strong impact of direct mail and social media in reaching the community.

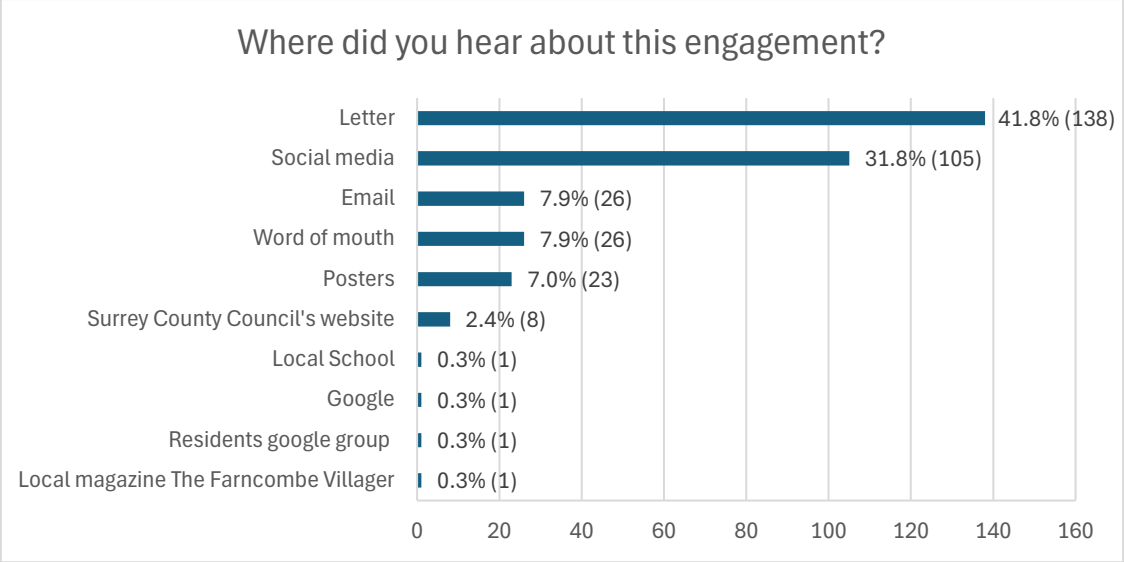


Figure 4 Where did you hear about this engagement scheme?

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

3.2. Age

The age profile of respondents is shown in Figure 5 and is weighted towards middle-aged groups. The largest proportion of participants were aged 45–54 (23.6%, 89 respondents), followed closely by those aged 55–64 (22.0%, 83 respondents) and 35–44 (20.7%, 78 respondents). Participation drops among younger adults, with only 8.8% aged 25–34 and almost no respondents aged 16–24 (0.3%, 1 respondent). Older age groups also show smaller representation, including 15.6% aged 65–74, 6.4% aged 75–84, and 0.5% aged 85 or over. A small share (2.1%, 8 respondents) preferred not to disclose their age.

According to the latest Census data, the average (median) age in Waverley Borough is 44 years[1]. This is relatively representative of the responses to the survey where the age bracket with the most responses is 45-54.

[1] https://www.ons.gov.uk/visualisations/censusareachanges/E07000216/

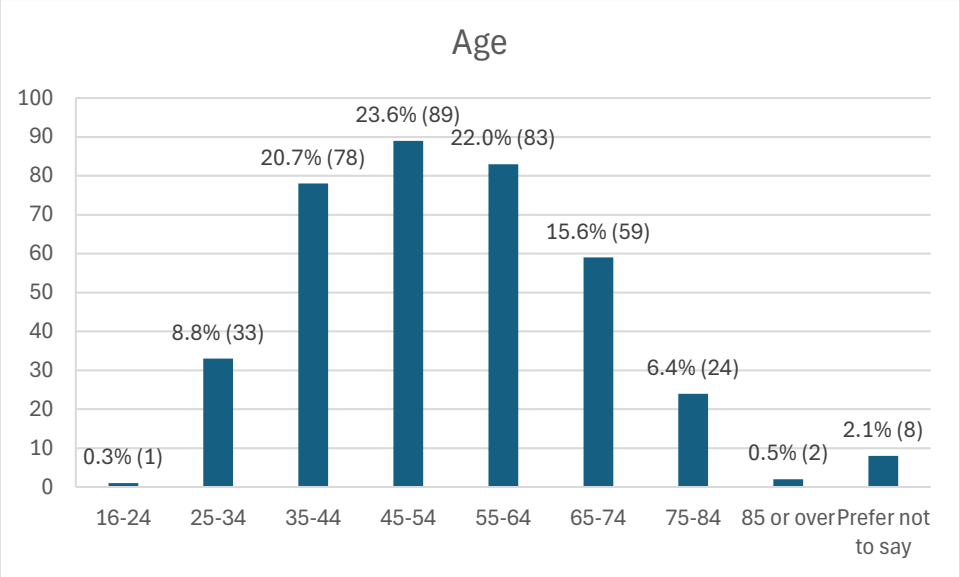


Figure 5 Responses to "What is your age group?"

3.3. Gender

The gender profile of respondents is shown in Figure 6. The gender profile of respondents shows an almost even split between female and male participants, with 47.2% (167 respondents) identifying as female and 46.3% (164 respondents) as male. A small proportion of respondents chose not to disclose their gender (5.4%, 19 respondents), while 1.1% (4 respondents) selected “Other.”

Based on the Census 2021 data for Waverley, women make up 51.5% of the population, men account for roughly 48.5%.[2] Compared to the survey results both values are lower than the census but can be attributed to there being additional choices, overall, this is a representative sample for gender.

[2] https://www.ons.gov.uk/census/maps/choropleth/population/sex/sex/female?lad=E07000216

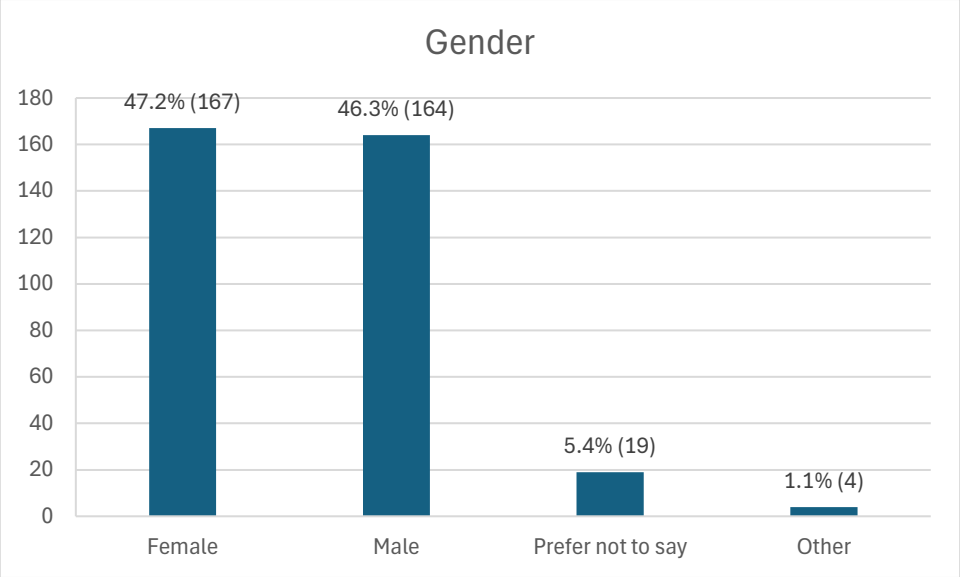


Figure 6 Responses to 'How would you describe your gender?'

3.4. Ethnicity

The ethnicity profile of respondents (Figure 7) is predominantly White – English/Welsh/Scottish/Northern Irish/British, making up 86.6% (277 respondents). A further 5.6% (18 respondents) identified as White – Other, while 4.1% (13 respondents) preferred not to disclose their ethnicity. All other ethnic groups were represented in very small numbers, each accounting for between 0.3% and 1.3% of respondents. Overall, the data shows a largely homogenous ethnic profile with limited representation from minority groups.

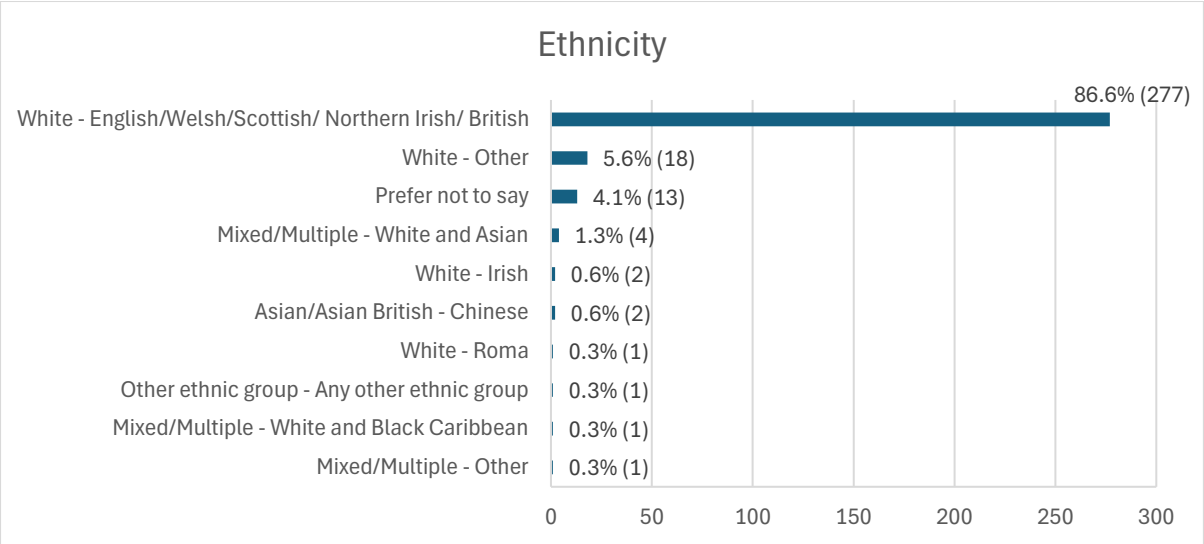


Figure 7 Responses to 'What is your ethnicity?'

The 2021 Census for Waverley shows the population is approximately 93.7% White, 2.8% Asian, 2.2% Mixed, 0.7% Black, 0.6% Other ethnic group[3]. Overall, the sample closely reflects local diversity but does not fully align with Waverley Borough's ethnic composition.

3.5. Employment

The employment profile of respondents is shown in Figure 8. The employment profile of respondents shows that the majority are in work, with 44.3% (176 respondents) employed full-time. Retired individuals make up the next largest group at 21.2% (84 respondents), followed by those working part-time (15.4%, 61 respondents) and the self-employed (10.6%, 42 respondents). Smaller proportions identified as stay-at-home parents (3.0%), volunteers (1.8%), carers (1.8%), unemployed (0.8%), students (0.5%), or on zero-hour contracts (0.5%). Only one respondent (0.3%) reported being in apprenticeship or training. Overall, the profile is dominated by working-age individuals in full-time or part-time employment and those who are retired.

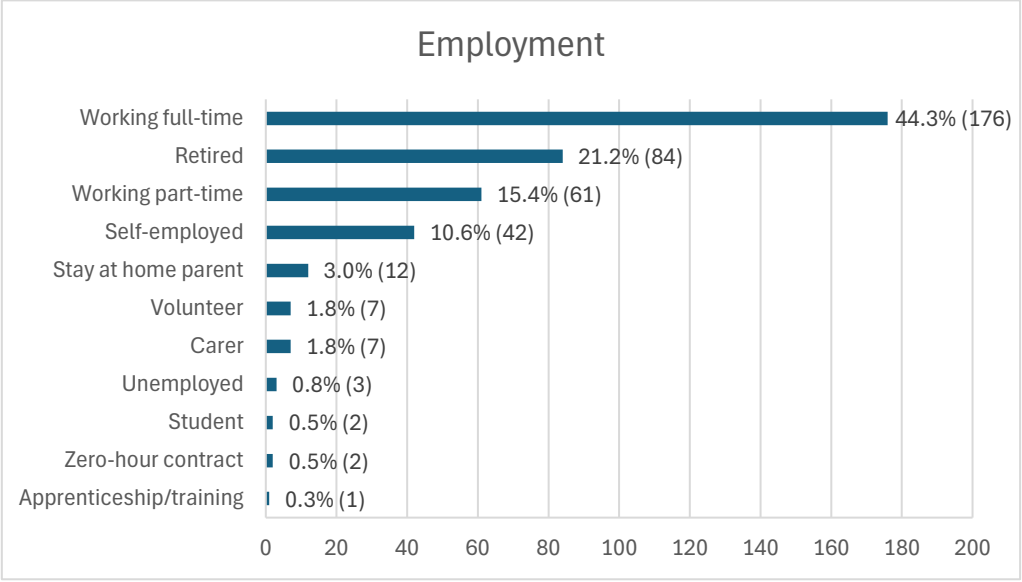


Figure 8 Responses to 'What is your employment status?'

The 2021 census data shows that 60.9% of people in Waverley are economically active[4]. This means people that are economically active are over-represented in this survey, with 70.3% of respondents either 'working full-time', 'working part-time' or 'self-employed'. Census data also shows 24.7% of people in Waverley are retired. This group is therefore slightly underrepresented in this survey, with 21.2% of respondents to this question being retired.

[3] https://www.ons.gov.uk/census/maps/choropleth/identity/ethnic-group/ethnic-group-tb-6a/other-ethnic-group?lad=E07000216

[4] https://www.ons.gov.uk/census/maps/choropleth/work/economic-activity-status/economic-activity-status-3a/economically-active?lad=E07000216

3.6. Disability or Long-Term Health Issues

The disability or long-term health issues profile of respondents is shown in Figure 9. The majority of respondents (75.0%, 270 people) reported not having a disability or long-term health condition. Among those who did, the most common responses included a long-standing illness or health condition (5.0%, 18 respondents), a physical or mobility impairment (4.4%, 16 respondents), or a sensory impairment such as hearing or visual (3.9%, 14 respondents). Smaller proportions reported a mental health condition (2.5%, 9 respondents) or another type of condition (1.4%, 5 respondents). Additionally, 7.8% (28 respondents) preferred not to say. Overall, the data indicates that most participants did not identify as having a disability or long-term health issue, with relatively small representation across specific conditions.

The 2021 census shows 13.8% of people living in Waverley have a disability or long-term health condition[5] and 17.2% of survey respondents with the same, showing a slight over representation in the responses of those with a disability or long-term health issue.

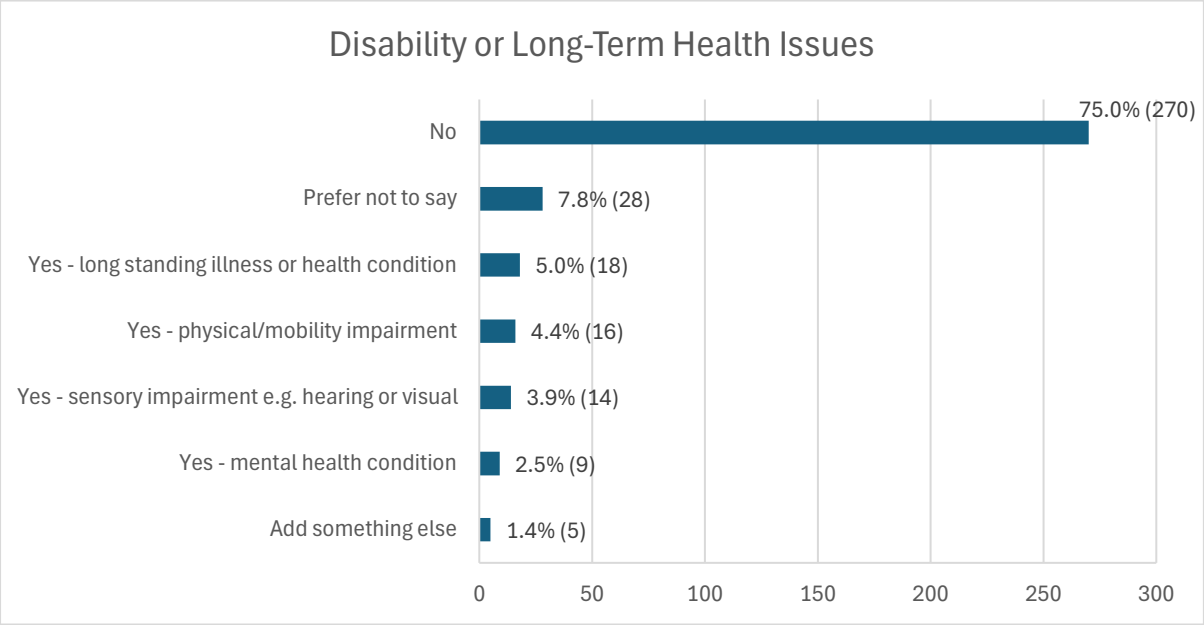


Figure 9 Responses to 'Do you consider yourself as having a disability or long-term health conditions?'

3.7. Connection to Farncombe

Respondents' connections to Farncombe are shown in Figure 10, with respondents able to choose multiple responses for this question. The chart shows that most respondents are residents, with 78.0% (358 respondents) stating that they live in the area. Smaller groups reported other types of connections, including working in the area (12.2%, 56

[5] https://www.ons.gov.uk/census/maps/choropleth/health/disability-age-standardised/disability-4a/disabled-under-the-equality-act-day-to-day-activities-limited-a-little?lad=E07000216

respondents), commuting through it (4.8%, 22 respondents), or owning a business locally (2.4%, 11 respondents). Only a small number identified as visitors (1.7%), goods-movement users (0.4%), or students in the area (0.4%). Overall, the data demonstrates that the vast majority of engagement came from local residents, with limited representation from non-resident users of the area.

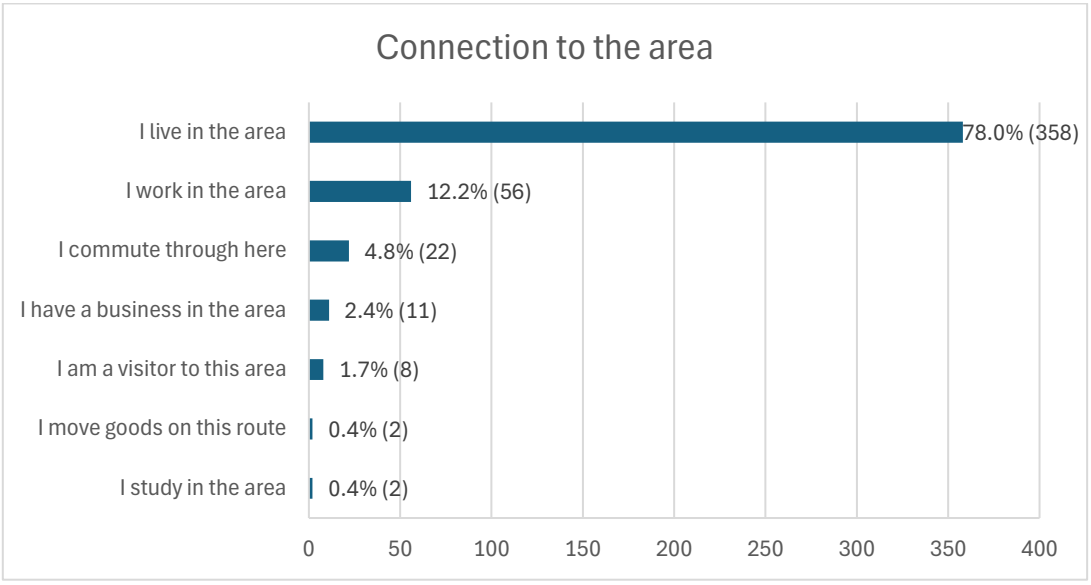


Figure 10 Responses to 'what is your connection to the area?'

3.8. Travel Mode

Respondents' travel modes are shown in Figure 11.

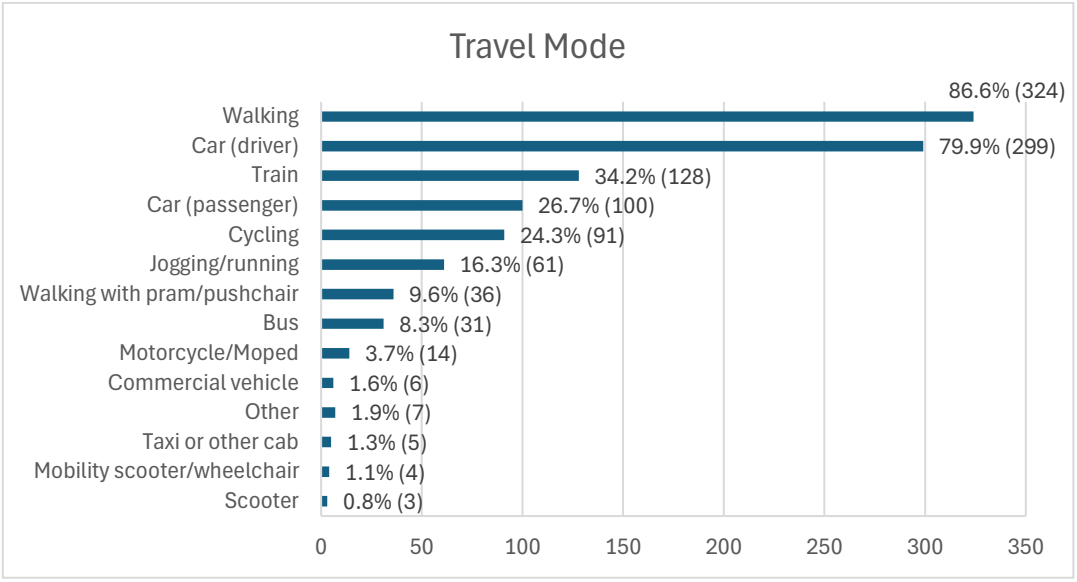


Figure 11 Responses to 'How do you usually travel in or around the area?'

The responses indicate that walking and driving are the dominant travel modes in Farncombe. A large majority of respondents selected walking (86.6%, 324 responses), closely followed by travelling as a car driver (79.9%, 299 responses).

Public and shared transport usage is more moderate. Around a third of respondents use the train (34.2%, 128), while smaller proportions travel as a car passenger (26.7%, 100) or cycle (24.3%, 91).

Other active modes show lower uptake, including jogging or running (16.3%, 61), while walking with a pram or pushchair accounts for 9.6% (36). Bus use is relatively limited at 8.3% (31). All remaining modes, such as motorcycle, taxis, mobility aids, and scooters are used by only a small minority (each below 5%).

Overall, the data suggests a mixed travel pattern, with very high levels of walking, substantial car dependency, and comparatively lower but still meaningful levels of public transport and cycling use.

4. Responses to Proposals

This section of the report summarises the feedback received for the different areas where proposals had been put forward during the second round of engagement, as well as broader area-wide measures. It should be noted that in terms of comments received, this report only provides a short summary of the key themes raised. However, all comments are reviewed by the project team as part of the design update process to ensure the designs are driven by the local community.

Respondents were invited to share their sentiment on proposals for each aspect of the LSI package and whether they felt that design proposals appropriately addressed the concerns expressed during the early engagement period. Respondents were given the opportunity to share their comments on their agreement, disagreement or changes they wished to see made to the proposals.

In some cases, multiple responses were received from the same respondent. For quantitative analysis purposes, duplicate responses in rapid succession from individual respondents were removed from the data. Removing duplicate data helped to show unique responses and avoided presenting an inaccurate representation of the overall level of support for the proposals. Considerations were made for duplicate responses where multiple individuals may be submitting on the same device or on behalf of others, leading to all comments being left within the analysis. Duplicates were therefore reviewed collectively by the Surrey County Council team to decide upon the most appropriate form of action. Furthermore, where an individual respondent provided multiple responses to the same question, this was noted and considered when analysing responses.

4.1. Area-Wide Proposals

Following feedback from the early engagement period, designs for the area wide measures were produced. In total, 395 people responded to the area-wide proposals on Commonplace. The key proposals for informal engagement (feasibility design) are listed below:

- Implementation of 20mph speed limit on residential and main roads.
- Integration of raised tables and narrowing of junctions as traffic calming measures.
- Vehicle activated signs to encourage drivers to slow down.
- Improvements to accessibility through consistent dropped kerbs and tactile paving.
- Implementation of pedestrian wayfinding and improved signposting.

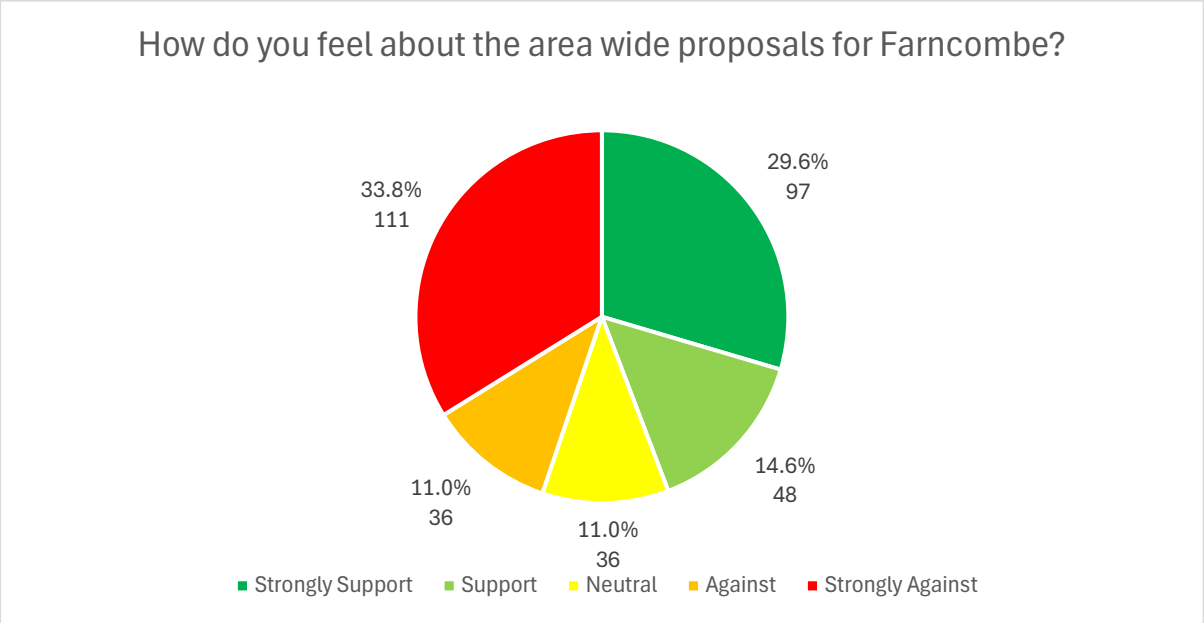


Figure 12 Responses to 'How do you feel about the area wide proposals for Farncombe?'

Figure 12 shows a total of 328 people responding to how they felt about the area wide proposals. 44.2% of respondents (145 people) stated that they "Strongly Support" or "Support" the proposals, whilst 44.8% (147 people) were "Against" or "Strongly Against", leaving the remaining 11% (36 people) who felt "Neutral" about proposals. Respondents were therefore closely divided in terms of support for the proposals, suggesting some parts of the proposals may need to be reconsidered to gain greater local support.

Public feedback on the area-wide proposals was a mixture of critical and supportive, with some concerns being raised that the scheme does not align with local priorities or represent good value for money. One of the most recorded concerns was the need for SCC to address infrastructure issues, particularly looking at road and pavement conditions such as potholes and drainage, which residents have described as safety-critical issues.

Additional feedback to the area-wide proposals tended to revolve around key topics, including:

- **Prioritisation of road and pavement maintenance** (potholes, drainage etc) over the implementation of any new measures.
- **Polarised views on 20mph speed limits** with opposition largely surrounding the use of a blanket approach rather than targeting specific roads. Respondents were particularly supportive of implementing 20mph around schools, residential streets and in known speeding locations.
- **Issues related to parking** including parking on double yellow lines and commuter parking around the station, leading to calls for better enforcement.
- **Concerns over traffic calming proposals** leading to vehicle damage and worsened road conditions.
- **Requests for public access to data** used to inform proposals to demonstrate evidence within decision-making. There was a strong emphasis on the need for evidence-led decision-making, including clear justification of costs, use of accident data, and demonstration of value for money. This was linked to concerns about governance and perceived unnecessary spending on lower-priority initiatives.
- **Pedestrian safety and accessibility improvements** received high levels of support, with respondents wanting better crossings, improved pavements, dropped kerbs and lighting features. Several concerns have been raised from those with accessibility issues and the everyday barriers they face to movement, particularly those with mobility or visual impairments as well as older residents and those with pushchairs.
- **Improvements to public realm** including tree planting received positive support from respondents.

4.1.1. 20 mph Speed Limits

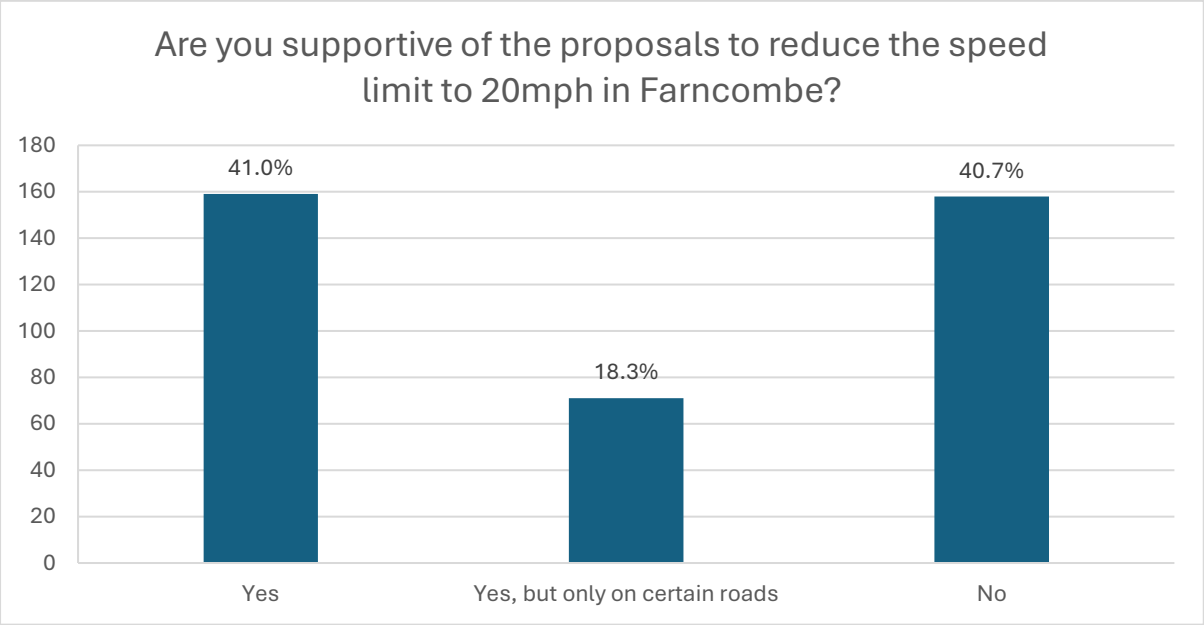


Figure 13 Responses to 'Are you supportive of the proposals to reduce the speed limit to 20mph in Farncombe?'

A total of 388 people responded to whether they were supportive of the new 20mph speed limit proposal, within the area wide measures. Figure 13 shows 41.0% (159 people) being supportive of the speed limit proposals and a further 18.3% (71 people) supportive on certain roads, meaning 59.3% of residents support 20mph in some form. 40.7% (158 people) were not supportive of the new speed limit proposals. Respondents were relatively divided in terms of support for the 20mph speed limits. This suggests that whilst there is strong support for certain roads in Farncombe, some areas may need to be reconsidered to gain greater local support.

Respondents who answered "Yes, but only on certain roads" had the opportunity to specify which roads they would like to see made 20mph. The most frequently mentioned roads included:

- Summers Road due to its proximity to Broadwater school and the leisure centre (SCC would like to note that the section of Summers Road from Bourne Road Junction to New Pond Road is being delivered under the Guildford to Godalming Greenway scheme).
- Farncombe Street due to being the village centre and a main pedestrian route.
- Binscombe Lane (and Binscombe) due to its proximity to the doctor's surgery along with further concerns over its narrowness.
- Green Lane due to its proximity to Loseley Fields Primary School, used by children walking and cycling.
- Hare Lane due to being a residential road used frequently by pedestrians and often experiences speeding issues.

Other commonly mentioned roads included St John's Street, Bourne Road, Station Road, Furze Lane, Chalk Road, Meadrow and Charterhouse Road. Suggested roads tended to revolve around areas already prone to increased speeding offences or serve key services such as schools, shops or residential areas. Overall feedback suggests good support for targeting routes with existing safety concerns and which serve access to key facilities with 20mph limits, over an area-wide application.

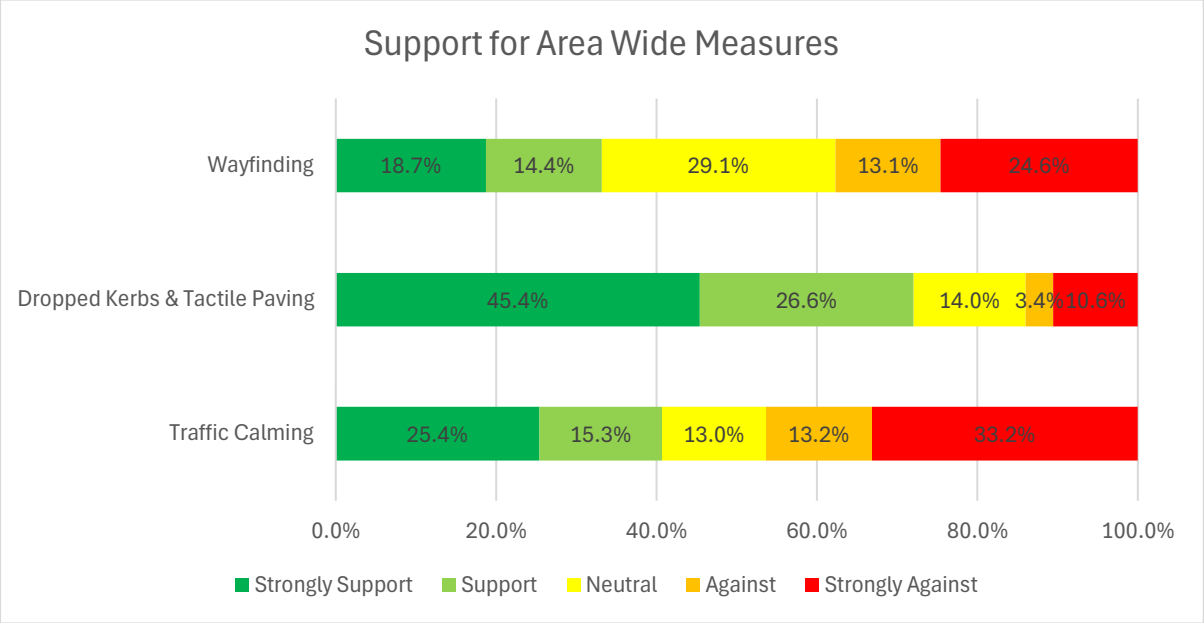


Figure 14 Responses to 'Support for Area Wide Measures' which included "Wayfinding", "Dropped Kerbs & Tactile Paving" and "Traffic Calming".

Figure 14 shows the responses for the key proposals within the area wide measures including "Wayfinding", "Dropped Kerbs & Tactile Paving", and "Traffic Calming". Respondents had the opportunity to further provide comments on each measure.

4.1.2. Wayfinding

A total of 374 people responded to how they felt about the wayfinding proposals for the area wide measures. 33.2% (124 people) stated that they "Strongly Support" or "Support" the proposals, whilst 37.7% (141 people) were "Against" or "Strongly Against", leaving the remaining 29.1% (109 people) who felt "Neutral" about the proposals. This feedback suggests that respondents remain divided on the proposals related to wayfinding measures and should be reconsidered to align with local support.

Additional topics from feedback on the wayfinding proposals included:

- **Perceived lack of need for wayfinding:** Some feedback indicated that a wayfinding scheme is unnecessary given the size and character of Farncombe.
- **Preference for digital navigation tools:** There was a recurring theme from respondents that mobile phones and digital mapping tools have largely replaced

the need for physical wayfinding infrastructure. Respondents noted that both residents and visitors to Farncombe are more likely to rely on real-time digital navigation.

- **Concerns about costing and value for money:** Many respondents questioned the justification for investing in a wayfinding scheme, particularly in the context of local priorities for the area.
- **Impact of signage on streetscape and accessibility:** There were notable concerns about obtrusive signage impacting visibility for pedestrians and reducing pavement space. Respondents highlighted the risk that new signs could obstruct sightlines, reduce available pavement width and negatively affect accessibility, particularly for visually impaired users or those with mobility aids. Concerns were also raised about maintenance issues, including the risk of vandalism, graffiti and long-term upkeep.
- **Support only for limited, targeted wayfinding:** Wayfinding should only focus on targeted key locations such as the station. Respondents suggested that any provision should be discreet.

Overall, feedback on the area-wide wayfinding scheme is largely negative, with most respondents expressing the proposals as unnecessary for the area's size. Where support was expressed, suggestions tended to focus on the use of limited signage that targeted a smaller area of the village centre only.

4.1.3. Dropped Kerbs & Tactile Paving

A total of 379 people responded to how they felt about the dropped kerbs and tactile paving proposals for the area wide measures. 72.0% (273 people) stated that they "Strongly Support" or "Support" the proposals, whilst 14.0% (53 people) were "Against" or "Strongly Against", leaving the remaining 14.0% (53 people) who felt "Neutral" about the proposals. This feedback suggests that the majority of respondents are supportive of the implementation of dropped kerbs and tactile paving.

Additional topics from feedback on the dropped kerbs and tactile paving proposals included:

- Concerns about poor-quality pavements, inadequate lighting, overgrown hedges causing trip hazards and forcing pedestrians onto roads.
- Lack of enforcement over illegal parking which blocks pavements, dropped kerbs and junctions.
- Ensuring that dropped kerbs and pedestrian crossings are delivered comprehensively with other interventions such as pavement widening.

Overall, feedback on dropped kerb and tactile paving proposals is predominantly supportive, provided that the appropriate maintenance is delivered to keep footways accessible.

4.1.4. Traffic Calming

A total of 386 people responded to how they felt about the traffic calming proposals for the area wide measures. 40.7% (157 people) stated that they "Strongly Support" or "Support" the proposals, whilst 46.4% (179 people) were "Against" or "Strongly Against", leaving the remaining 13.0% (50 people) who felt "Neutral" about the proposals. This feedback demonstrates that respondents remain divided on the proposals related to traffic calming measures and should be reconsidered to align with local support.

Additional feedback on the traffic calming proposals included:

- Suggestions that naturally slow speeds already exist due to parked cars, existing road infrastructure and poor surface conditions. Many respondents felt that traffic speeds in Farncombe are self-regulated by existing road conditions, including on-street parking, narrow roads, rail crossings and uneven road surfaces.
- Concerns about raised tables and speed cushions causing damage to vehicles along with providing an uncomfortable experience for road users. Respondents described these features as uncomfortable for drivers and passengers, whilst contributing to noise and vibration which could potentially cause damage to vehicles over time.
- There was clear and consistent support for formal pedestrian crossings near key services and areas of high footfall. Respondents highlighted the need for crossings near key destinations such as schools, shops, community facilities and the railway station. Pedestrian crossings are viewed as a direct and effective way to improve pedestrian safety and accessibility, whilst helping to manage vehicle speeds.
- Suggestions for speed enforcement measures such as speed cameras and vehicle-activated signs and monitoring as more effective measures than physical obstructions.
- Lack of enforcement over commuter parking in residential areas along with other illegal parking on double yellows. Residents have highlighted that commuter parking is a key factor contributing to congestion, reduced visibility at junctions and inconsistent traffic flow.

Overall, feedback on the area-wide traffic calming proposals is predominantly negative with many respondents expressing the proposals as either damaging to road users or unnecessary due to existing naturally slow speeds.

4.2. Binscombe

Following feedback from the first round of engagement, design proposals for Binscombe were produced. In total, 211 people responded to the area's proposals on

Commonplace. The key proposals for the informal engagement (feasibility design) are listed below:

Binscombe

- 20mph road markings to be installed along Binscombe.
- Junction tightening along Binscombe.

The Avenue

- 20mph road markings to be installed along The Avenue to encourage drivers to slow down.
- New on road cycle markings along The Avenue.
- Proposed raised table and resurfacing of carriageway onto New Pond Road junction.

Binscombe Lane

- Proposed 20mph road markings to be installed along Binscombe Lane.
- Proposed crossing along Binscombe Lane.
- Additional Parking spaces proposed along Green Lane.
- Implementation of additional cycle parking stands.
- Additional greening proposed at selected junctions along Binscombe Lane.

Green Lane

- Upgrade of existing crossing to a zebra crossing.
- 20mph road markings to be installed along Green Lane to encourage drivers to slow down.
- Informal crossing improvements between junctions along Green Lane.
- Removal of one parking bay to make room for additional crossings at crossroad connecting Warren Road, Bourne Road and Furze Lane.
- Reinstatement of footway outside the Farncombe Youth Football Club along Green Lane.
- Proposed build out to support additional pedestrian crossing outside the Farncombe Youth Football Club.
- Existing 20mph zone signs to be converted to 20mph speed limits.
- Removal of existing speed cushion to be replaced with narrowed carriageway and crossing improvements along Green Lane.
- Additional cycle parking stands along Green Lane.
- Proposed resurfacing of carriageway at junction with Binscombe.
- Refreshed 'on road' markings along Green Lane.
- Junction tightening along Green Lane.
- Proposal of bollards to avoid vehicle parking on the verge / pavement parking.

- Additional greening and tree planting proposed at selected junctions along Green Lane.
- Refresh of tactile paving and dropped kerbs along Green Lane.

Bourne Road

- Proposed 20mph road markings to be installed along Bourne Road.
- Proposed implementation of bollards and yellow line restrictions at crossroad connecting Warren Road, Green Lane and Furze Lane.
- Refresh of tactile paving and dropped kerbs along Bourne Road.
- Crossing improvements between junctions along Bourne Road.

Furze Lane

- Proposed 20mph road markings to be installed along Furze Lane.
- Refresh of tactile paving and dropped kerbs at Silo Road junction.
- Implementation of double yellow markings at Silo Road and Birch Road junction.

The responses for the Binscombe area are analysed below.

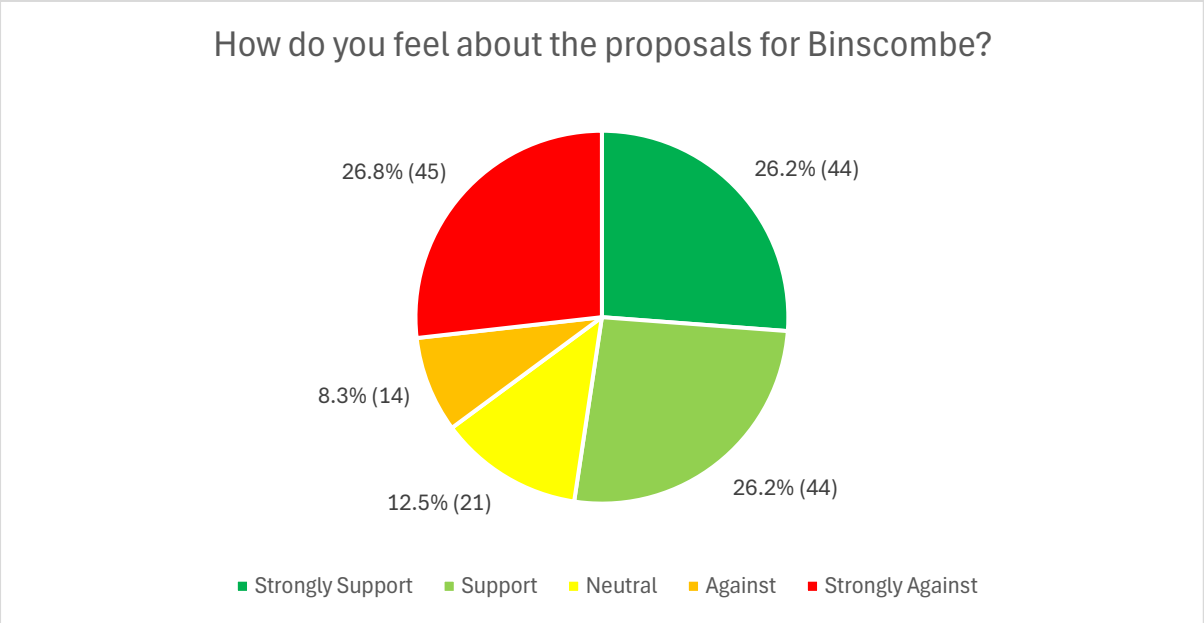


Figure 15 Responses to 'How do you feel about the proposals for Binscombe?'

A total of 168 people provided feedback on their feelings towards the proposals for Binscombe. Figure 15 shows 52.4% of respondents (88 people) stated that they "Strongly Support" or "Support" the proposals, whilst 35.1% (59 people) were "Against" or "Strongly Against", leaving the remaining 12.5% (21 people) who felt "Neutral" about proposals.

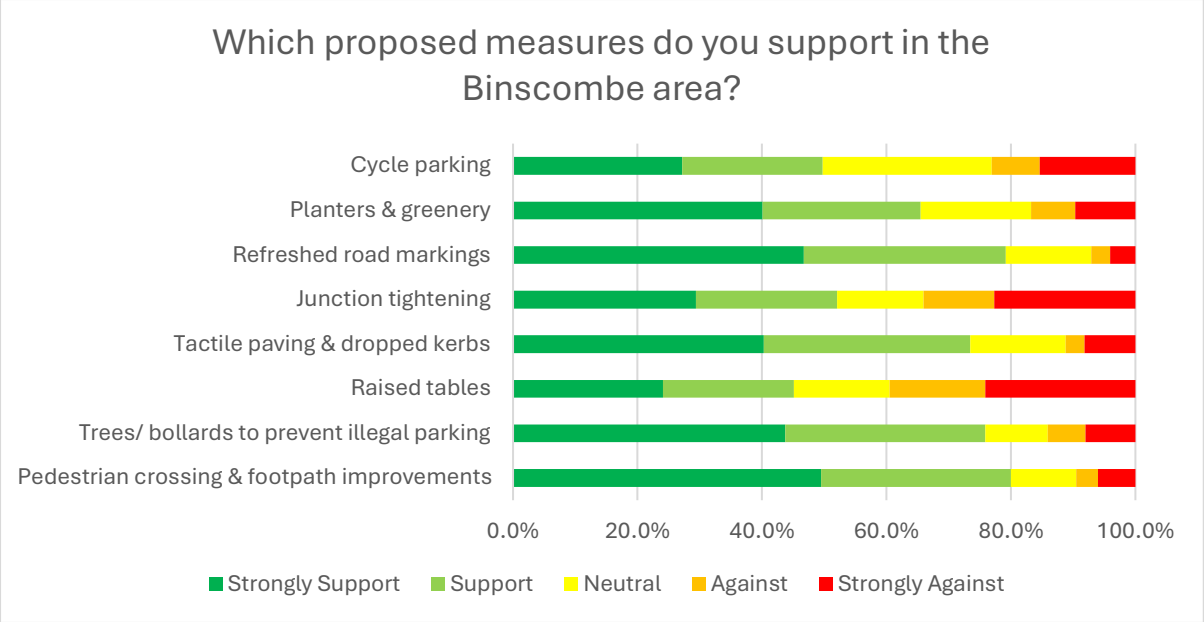


Figure 16 Responses to 'Which proposed measures do you support in the Binscombe area?'

Figure 16 shows the responses for the key proposals within Binscombe including "Cycle parking", "Planters & greenery", "Refreshed road markings", "Junction tightening", "Tactile paving & dropped kerbs", "Raised tables", "Trees/ bollards to prevent illegal parking" and "Pedestrian crossing & footpath improvements". Respondents had the opportunity to further provide comments on each proposal.

Cycle Parking

A total of 195 people responded to how they felt about the proposals for cycle parking in Binscombe. 49.7% (97 people) stated that they "Strongly Support" or "Support" the proposals, whilst 23.1% (45 people) were "Against" or "Strongly Against", leaving the remaining 27.2% (53 people) who felt "Neutral" about the proposals.

Responses to the proposed cycle parking show a mixed but more positive overall, with around half of respondents expressing support and only 23% opposed. This reflects wider consultation feedback on cycling infrastructure, which was viewed as a lower priority compared to core maintenance and safety issues. However, support has come from those recognising the need to encourage local, short distance cycling and improve facilities for school children and commuters. Those who responded negatively had the perception that existing cycle infrastructure is underused, alongside concerns that investment in cycle parking may not represent the best use of funding available with more concerns over addressing current road conditions.

Planters & Greenery

A total of 197 people responded to how they felt about the proposals for planters and greenery in Binscombe. 65.5% (129 people) stated that they "Strongly Support" or

"Support" the proposals, whilst 16.7% (33 people) were "Against" or "Strongly Against", leaving the remaining 17.8 % (35 people) who felt "Neutral" about the proposals.

Proposals for planters and additional greenery received relatively strong support overall, aligning with broader feedback that environmental improvements are welcomed in principle. Respondents recognised the potential benefits of greening in improving visual amenity, supporting air quality and discouraging verge parking. However, consistent with wider comments, some concerns remained about the potential loss of parking space, impacts on visibility at junctions, and the long-term maintenance burden. Support was therefore often conditional on careful placement and sustainable management.

Refreshed Road Markings

A total of 197 people responded to how they felt about the proposals for refreshed road markings in Binscombe. 79.2% (156 people) stated that they "Strongly Support" or "Support" the proposals, whilst 7.1% (14 people) were "Against" or "Strongly Against", leaving the remaining 13.7 % (27 people) who felt "Neutral" about the proposals.

The high level of support for refreshed road markings reflects one of the clearest priorities identified in the consultation and emphasising the need to “fix the basics first”. Respondents consistently highlighted faded or unclear markings as a safety concern, particularly at junctions and crossings. Improvements in this area were widely seen as cost-effective, practical and immediately beneficial, reinforcing the strong emphasis on maintaining existing infrastructure before introducing more complex or disruptive interventions.

Junction Tightening

A total of 194 people responded to how they felt about the proposals for junction tightening in Binscombe. 52.1% (101 people) stated that they "Strongly Support" or "Support" the proposals, whilst 34.0% (66 people) were "Against" or "Strongly Against", leaving the remaining 13.9 % (27 people) who felt "Neutral" about the proposals.

Feedback on junction tightening had a majority in support but a minority of 34% opposed. This reflects broader scepticism about physical interventions that alter road layouts. While some respondents acknowledged potential safety benefits in reducing speeds and improving pedestrian crossing conditions, others raised concerns about reduced visibility, restricted access for larger vehicles such as buses and emergency services, and the risk of creating new congestion or safety issues, particularly in areas already affected by parking pressures.

Tactile Paving & Dropped Kerbs

A total of 196 people responded to how they felt about the proposals for tactile paving & dropped kerbs in Binscombe. 73.5% (144 people) stated that they "Strongly Support" or "Support" the proposals, whilst 11.2% (22 people) were "Against" or "Strongly Against", leaving the remaining 15.3 % (30 people) who felt "Neutral" about the proposals.

These proposals received strong support overall, consistent with wider feedback emphasising the importance of accessibility and inclusive design. Respondents recognised the value of dropped kerbs and improved crossings in supporting people with mobility impairments, parents with pushchairs and older residents. However, as reflected in the qualitative feedback, support was not without concerns, tactile paving in particular attracted some criticism regarding comfort, usability and suitability in certain locations.

Raised Tables

A total of 195 people responded to how they felt about the proposals for raised tables in Binscombe. 45.1% (88 people) stated that they "Strongly Support" or "Support" the proposals, whilst 39.5% (77 people) were "Against" or "Strongly Against", leaving the remaining 15.4 % (30 people) who felt "Neutral" about the proposals.

Views on raised tables were divided, with support and opposition at similar levels. This mirrors broader concerns expressed throughout the consultation about traffic calming measures. While some respondents supported raised tables as a way to reduce vehicle speeds and prioritise pedestrians, others viewed them negatively, citing discomfort, increased noise, potential vehicle damage and ongoing maintenance challenges. As with other physical interventions, this suggests a need for targeted rather than widespread implementation.

Trees / Bollards to Prevent Illegal Parking

A total of 199 people responded to how they felt about the proposals for trees/ bollards in Binscombe. 75.9% (151 people) stated that they "Strongly Support" or "Support" the proposals, whilst 14.0% (28 people) were "Against" or "Strongly Against", leaving the remaining 10.1% (20 people) who felt "Neutral" about the proposals.

Proposals to use trees and bollards to address illegal parking received strong support, reflecting the prominence of parking issues across the area. Respondents widely identified obstructive and inconsiderate parking as a key contributor to safety and accessibility problems, particularly near schools and junctions. Measures that physically prevent parking in inappropriate areas were therefore seen as effective, although some concerns remained about visual clutter, potential obstruction and maintenance requirements.

Pedestrian Crossing & Footpath Improvements

A total of 200 people responded to how they felt about the proposals for pedestrian crossing and footpath improvements in Binscombe. 80.0% (160 people) stated that they "Strongly Support" or "Support" the proposals, whilst 9.5% (19 people) were "Against" or "Strongly Against", leaving the remaining 10.5% (21 people) who felt "Neutral" about the proposals.

This category received the strongest support overall, consistent with the wider emphasis on pedestrian safety and accessibility. Respondents clearly prioritised improvements such as safer crossings, wider and continuous footways, and better links to key destinations including schools, the station and local services. These measures were widely seen as practical, necessary and well aligned with local needs, particularly for vulnerable users. High levels of support also reflect the view that targeted, evidence-based interventions to improve pedestrian safety represent better value for money than broader, less clearly justified schemes.

Respondents then had the opportunity to provide further feedback on the proposals, along with any additional improvements they would like to see in the Binscombe area. Emerging themes are listed below.

- Improvement of road conditions through fixing potholes and the resurfacing of roads and pavements around Binscombe.
- Polarised views on 20mph zones in Binscombe with written feedback being predominantly opposed to the proposal, based on concerns around lack of enforcement of speed restrictions.
- Concerns about illegal parking and lack of enforcement around key services and junctions. There were specific mentions of this occurring near schools, the doctor’s surgery and football clubs.
- Concerns about increased visibility restrictions from junction tightening and the implementation of bollards.
- Support for pedestrian crossings and wide footways that form part of the core routes to schools and key services.
- Some responses called for upgrading links such as FP287.
- Mixed views over cycle infrastructure with opposing views tending to view it as unnecessary.
- Support for greening and planting of trees in order to prevent illegal parking. However, respondents were concerned over the level of maintenance required for such proposals after their implementation.
- Support for the implementation of crossings, dropped kerbs and continuous footways. However, some respondents opposed to the implementation of tactile paving and informal crossings which were perceived as ineffective and uncomfortable for some users.

- Requests for public access to data used to inform proposals to demonstrate evidence within decision-making.
- Requests for improved streetscape maintenance. Measures suggested included, improved street lighting, flood prevention, hedge cutting and clearance along footpaths from vegetation.

Overall, feedback on the Binscombe proposals is varied. Whilst support for the proposals is mostly positive, support from additional feedback from respondents is less clear. Feedback that remained supportive of measures emphasised the need for proposals to be proportionately implemented, according to evidence-led decision making.

4.3. Farncombe Centre

Following feedback from of the early engagement, design proposals for Farncombe Centre were produced. In total, 198 people responded to the area's proposals within this area on the Commonplace. The key proposals for the informal engagement (feasibility design) are listed below:

Farncombe Street

- 20mph road markings to be installed along Farncombe Street to encourage drivers to slow down.
- Proposed Raised junction at Elizabeth Road junction.
- Proposed widening of footway and additional planters at the crossroad connecting Farncombe Street, Farncombe Hill, Binscombe Lane and Elizabeth Road.
- Kerb lines altered at the crossroad connecting Farncombe Street, Farncombe Hill, Binscombe Lane and Elizabeth Road.
- Refresh of tactile paving and dropped kerbs along Farncombe Street.
- Pedestrian crossing improvements at Station Road junction.

Elizabeth Road

- Proposal of designated bus turnouts/road markings on either side of Elizabeth Road.
- Removal of four parking bays to make room for designated bus turnouts along Elizabeth Road.

Station Road

- Crossing improvements between junctions along Station Road.
- Proposed footway to link additional crossing point along Station Road.

St John's Street

- Proposed widening of footway and additional greening at Farncombe Street Junction.
- Removal of existing traffic island to create a more direct and accessible pedestrian crossing experience at Farncombe Street Junction.
- Additional cycle parking stands along St John's Street.
- Proposed pedestrian crossing accommodated by pavement build out along St John's street.
- Removal of selected parking spaces to improve visibility for pedestrians crossing along St John's Street.
- Proposed widening of footway and kerb line alterations at the crossroad connecting St John's Street, Fern Road, Hare Lane and Lower Manor Road.
- Crossing improvements at the crossroad connecting St John's Street, Fern Road, Hare Lane and Lower Manor Road.
- Refresh of tactile paving and dropped kerbs along St John's Street.

Hare Lane

- 20mph road markings to be installed along Hare Lane to encourage drivers to slow down.
- Implementation of new island proposed for crossing located at Meadow Road junction.
- Additional tactile paving and dropped kerbs along Hare Lane.

Summers Road

- Crossing improvements between junctions along Summers Road.
- Refresh of tactile paving and dropped kerbs along Summers Road.

Nursery Road

- Crossing improvements at Summers Road junction.
- Additional trees proposed at Summers Road junction.
- Refresh of tactile paving and dropped kerbs.

The Oval

- Trees and reflective bollards to be installed along The Oval to prevent illegal parking on the green.

Meadrow

- Proposed bollard implementation within pedestrian realm along Meadrow.

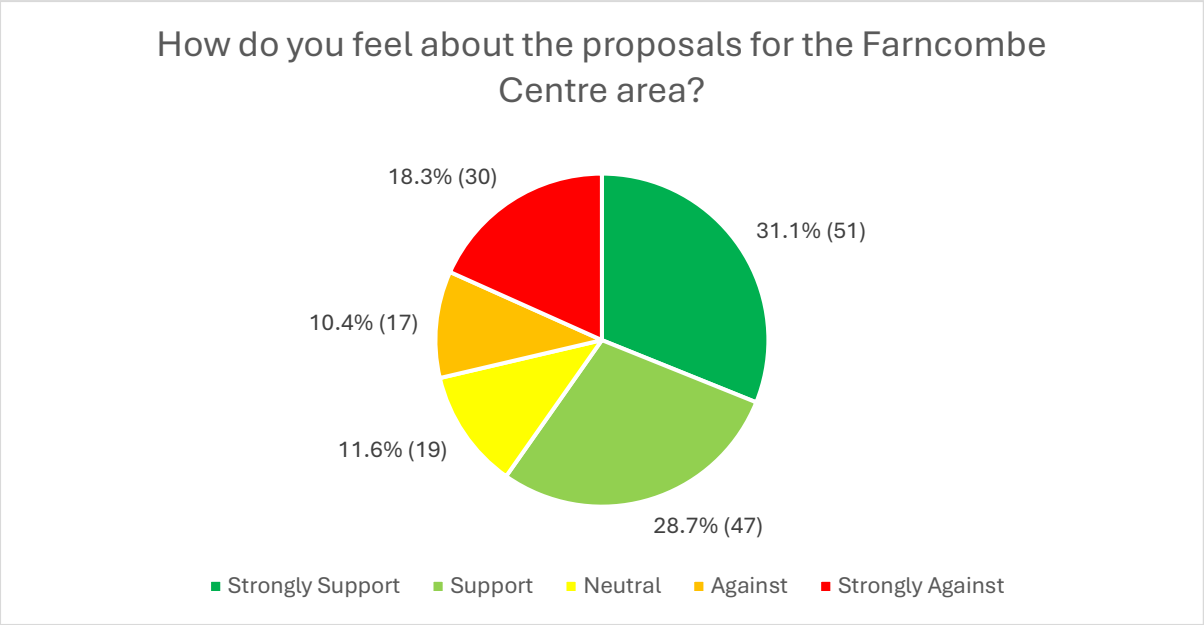


Figure 17 Responses to 'How do you feel about the proposals for the Farncombe Centre area?'

A total of 164 people provided feedback on their feelings towards the proposals for Farncombe Centre. Figure 17 shows 59.8% of respondents (98 people) stated that they "Strongly Support" or "Support" the proposals, whilst 28.7% (47 people) were "Against" or "Strongly Against", leaving the remaining 11.6% (19 people) who felt "Neutral" about proposals. Although the majority of respondents remain supportive, there is still scope for further reconsideration of proposed measures, where support is lacking.

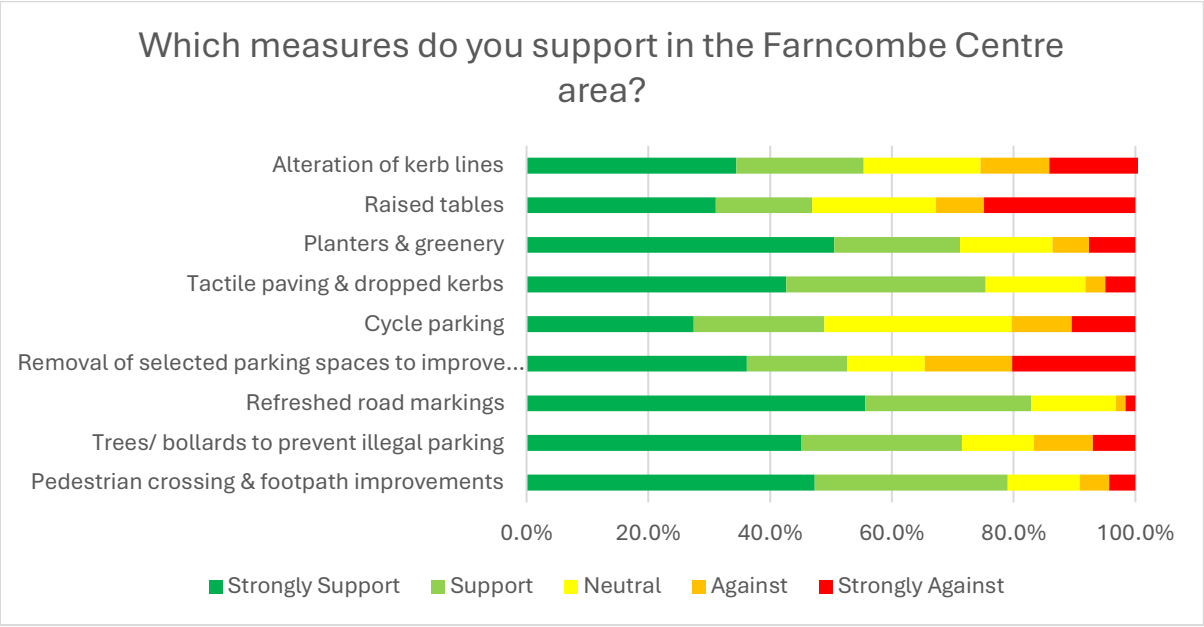


Figure 18 Responses to 'Which measures do you support in the Farncombe Centre area?'.

Figure 18 shows the responses for the key proposals within Farncombe Centre. Respondents had the opportunity to provide comments on each measure which is summarised below.

Alteration of Kerb Lines

A total of 180 people responded to how they felt about the proposals for the alteration of kerb lines in Farncombe Centre. 54.4% (98 people) stated that they "Strongly Support" or "Support" the proposals, whilst 26.7% (48 people) were "Against" or "Strongly Against", leaving the remaining 18.9% (34 people) who felt "Neutral" about the proposals.

Feedback on the alteration of kerb lines shows a modest majority in support, but with a slight proportion of opposition (26.7%) and neutral views (18.9%). This reflects the cautious tone seen across the wider consultation. Support was often linked to perceived benefits for pedestrian safety, improved crossing points and better organisation of street space. However, concerns centred on potential impacts on parking provision and traffic flow, particularly in an area already experiencing high demand from shoppers, residents and commuters. Respondents emphasised that any kerb realignment should be carefully designed and justified by clear evidence of safety benefits, rather than contributing to unnecessary disruption.

Raised Tables

A total of 177 people responded to how they felt about the proposals for raised tables in Farncombe Centre. 46.9% (83 people) stated that they "Strongly Support" or "Support" the proposals, whilst 32.8% (58 people) were "Against" or "Strongly Against", leaving the remaining 20.3% (36 people) who felt "Neutral" about the proposals.

Written responses to raised tables were divided, reflecting broader scepticism towards physical traffic calming measures. While some respondents supported raised tables as a way to slow traffic and prioritise pedestrians, many expressed concerns about their impacts, including noise, discomfort for road users and potential vehicle damage. These concerns are consistent with wider feedback highlighting doubts about the suitability of such measures in Farncombe Centre, particularly given existing congestion, parking constraints and maintenance challenges.

Planters & Greenery

A total of 184 people responded to how they felt about the proposals for planters & greenery in Farncombe Centre. 71.2% (131 people) stated that they "Strongly Support" or "Support" the proposals, whilst 13.6% (25 people) were "Against" or "Strongly Against", leaving the remaining 15.2% (28 people) who felt "Neutral" about the proposals.

Proposals for planters and greenery received strong overall support, aligning with wider feedback that environmental improvements are welcomed. Respondents recognised the value of greening in improving the visual quality of the centre and contributing to a more

attractive and pedestrian-friendly environment. However, this support was often conditional, with concerns raised about maintenance costs, the risk of vandalism or neglect, and the potential for planters to contribute to street clutter or reduce available space. Ensuring long-term upkeep and careful placement were seen as key considerations.

Tactile Paving & Dropped Kerbs

A total of 183 people responded to how they felt about the proposals for tactile paving and dropped kerbs in Farncombe Centre. 75.4% (138 people) stated that they "Strongly Support" or "Support" the proposals, whilst 8.2% (15 people) were "Against" or "Strongly Against", leaving the remaining 16.4% (30 people) who felt "Neutral" about the proposals.

These measures received high levels of support, reflecting a clear priority around accessibility and inclusive design. Respondents widely supported improvements that make it easier for people with mobility impairments, older residents and those with pushchairs to move safely through the centre. However, as reflected in the feedback, there were some concerns about tactile paving, particularly regarding comfort and usability for certain users. This highlights the importance of delivering these improvements with careful attention to design standards and user experience.

Cycle Parking

A total of 182 people responded to how they felt about the proposals for cycle parking in Farncombe Centre. 48.9% (89 people) stated that they "Strongly Support" or "Support" the proposals, whilst 20.3 % (37 people) were "Against" or "Strongly Against", leaving the remaining 30.8% (56 people) who felt "Neutral" about the proposals.

Views on cycle parking were more mixed, with support sitting below a clear majority and a relatively high proportion of neutral responses. This is consistent with wider feedback suggesting that cycling provision is not seen as a core priority by many respondents. Support tended to come from those advocating for more sustainable travel options and better facilities for local trips, while opposition and neutrality were often linked to perceptions of low usage and concerns that other issues, such as road maintenance and parking, should be more of a priority.

Removal of Selected Parking Spaces to Improve Pedestrian Safety/ Bus Priority

A total of 188 people responded to how they felt about the proposals for removal of selected parking spaces in Farncombe Centre. 52.6% (99 people) stated that they "Strongly Support" or "Support" the proposals, whilst 34.6% (65 people) were "Against" or "Strongly Against", leaving the remaining 12.8% (24 people) who felt "Neutral" about the proposals.

Proposals to remove some parking spaces generated a balanced but cautious response, with a slight majority in support but a proportion opposed. This reflects one of the most sensitive issues for the area. While some respondents recognised the need to improve pedestrian safety, visibility and bus movement, many others were concerned that removing parking would exacerbate existing pressures for residents, shoppers and those with limited mobility. This tension highlights the need to carefully balance safety improvements with the practical realities of parking demand.

Refreshed Road Markings

A total of 187 people responded to how they felt about the proposals for refreshed road markings in Farncombe Centre. 82.9% (155 people) stated that they "Strongly Support" or "Support" the proposals, whilst 3.2% (6 people) were "Against" or "Strongly Against", leaving the remaining 13.9% (26 people) who felt "Neutral" about the proposals.

This proposal received overwhelming support. It directly aligns with the dominant theme across the consultation: the need to prioritise maintenance and "fix the basics." Respondents viewed clearer, refreshed markings as a simple, cost-effective way to improve safety, particularly at junctions and crossing points, without introducing major changes to road layout or parking.

Trees / Bollards to Prevent Illegal Parking

A total of 186 people responded to how they felt about the proposals for trees/ bollards in Farncombe Centre. 71.5% (133 people) stated that they "Strongly Support" or "Support" the proposals, whilst 16.7% (31 people) were "Against" or "Strongly Against", leaving the remaining 11.8% (22 people) who felt "Neutral" about the proposals.

The strong support for trees and bollards reflects the widespread concern about illegal and obstructive parking throughout Farncombe Centre. Respondents recognised that these measures can be effective in preventing parking on pavements and at junctions, improving both safety and accessibility. However, consistent with wider feedback, some concerns were raised about visual clutter, potential obstruction and the importance of ongoing maintenance. As with other measures, success is seen as dependent on appropriate placement and enforcement.

Pedestrian Crossing and Footpath Improvements

A total of 186 people responded to how they felt about the proposals for pedestrian crossing and footpath improvements in Farncombe Centre. 79.0% (147 people) stated that they "Strongly Support" or "Support" the proposals, whilst 9.1% (17 people) were "Against" or "Strongly Against", leaving the remaining 11.9% (22 people) who felt "Neutral" about the proposals.

This category received very high levels of support, reinforcing the importance of pedestrian safety as a key priority. Respondents consistently called for safer crossings,

improved footways and better connectivity to key destinations such as the station, shops and schools. This includes opposition to the removal of existing refuge islands, which many see as essential. Overall, these proposals were viewed as practical, targeted improvements that directly address everyday safety concerns and align well with local priorities, provided they are delivered in a way that does not unnecessarily compromise parking or accessibility.

Respondents then had the opportunity to provide further feedback on the proposals, along with any additional improvements they would like to see in Farncombe Centre. Emerging themes are listed below.

- Improvement of road conditions through fixing potholes and the resurfacing of roads and pavements around Farncombe Centre.
- Lack of parking management with commuter parking taking up spaces that could be used by residents leading to suggestions of permit schemes. Respondents were also concerned over the lack of parking enforcements to prevent illegal parking on pavements and grass verges. Feedback also covered the lack of sufficient short-stay parking near shops along St John's Street.
- Objections to the removal of parking spaces along St John's Street and Elizabeth Road.
- Preference for more formalised crossings over informal crossings where usage is high, this was specifically related to near the Co-op, station and schools.
- Concerns about reduced visibility from traffic calming measures and junction tightening, which may lead to increased risk of collision.
- Concerns about the implementation of bollards and trees introducing increased street clutter, requiring additional maintenance costs and risk of vandalism.
- Requests for public access to and visibility of data used to inform proposals to demonstrate evidence for decision-making.
- Mixed views on the necessity of bus bays on Elizabeth Road. Respondents who were supportive requested provision of safer bus stops and improvement to current local services.
- Support for greening and public-realm improvements provided that the necessary maintenance requirements are also carried out. Respondents also expressed a desire for more bins and litter collection services around Farncombe Centre.
- Requests for improved lighting and CCTV operation near station and alleyways to address safety concerns along with reduced risk of anti-social behaviour.
- Concerns over safety of pedestrian crossing routes from the station and need for better congestion management near level crossings.
- Mixed views concerning cycle routes with some respondents supportive of safer off-road cycle routes and improved walking connections. However, opposing feedback expressed concern over cycle infrastructure being unnecessary.

- Requests for more youth facilities and supporting measures to discourage antisocial behaviour in Farncombe Centre.

Overall, there is support for measures the Farncombe LSI scheme would deliver. Whilst there is support for improvements to pedestrian safety and public realm improvements, respondents stressed the importance of maintenance over new infrastructure.

4.4. Farncombe South West

Following feedback from the early engagement, design proposals for Farncombe South West were produced. In total, 128 people responded the area's proposals on Commonplace. The key proposals for the informal engagement (feasibility design) are listed below:

- Refreshed 'on road' markings at crossroad connecting Deanery Road, Chalk Road and Borough Road.
- Proposed bollards implemented at crossroad connecting Deanery Road, Chalk Road and Borough Road.
- Implementation of footpath proposed to connect crossings at Chalk Road and Borough Road.
- Additional safer informal pedestrian crossing and junction tightening proposed at Peperharow Road junction.

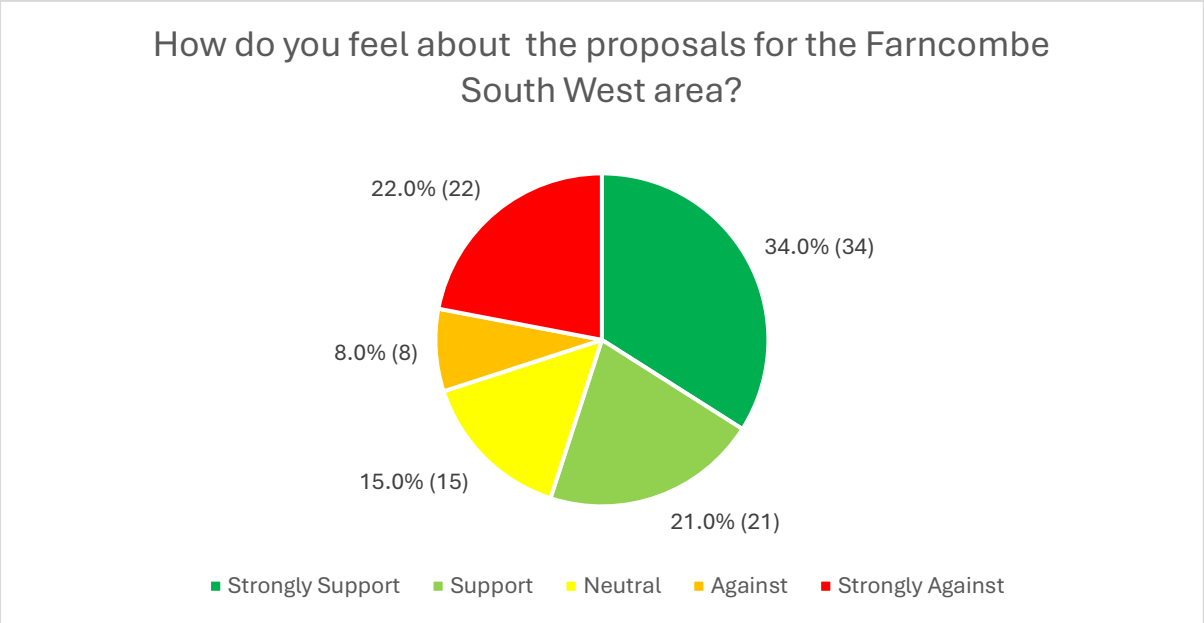


Figure 19 Responses to 'How do you feel about the proposals for the Farncombe South West area?'

A total of 100 people provided feedback on their feelings towards the proposals for Farncombe South West. Figure 19 shows 55.0% of respondents (55 people) stated that they "Strongly Support" or "Support" the proposals, whilst 30.0% (30 people) were "Against" or "Strongly Against", leaving the remaining 15.0% (15 people) who felt "Neutral" about proposals. Although the majority of respondents remain supportive, there is still scope for further reconsideration of proposed measures, where support is lacking.

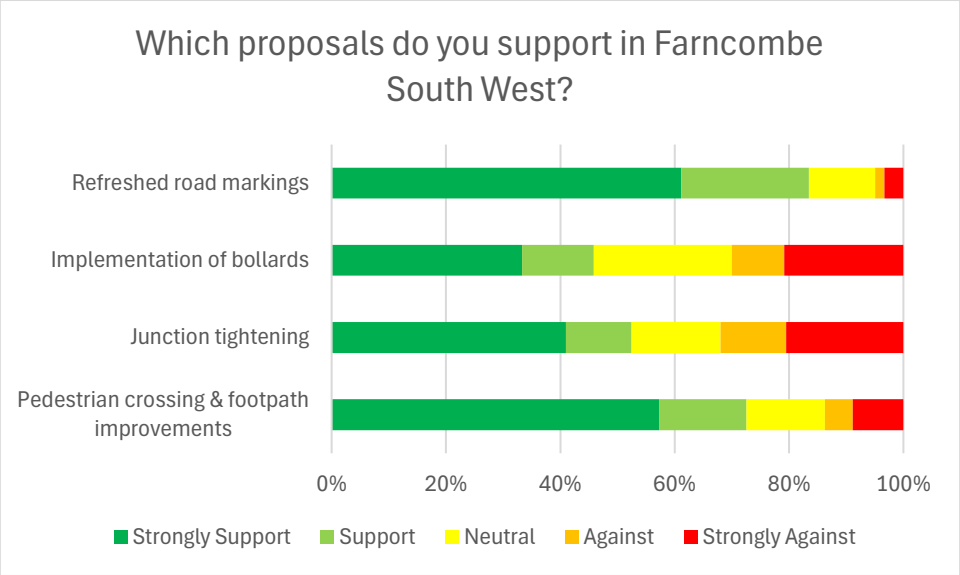


Figure 20 Responses to 'Which measures do you support in the Farncombe South West area?'.

Figure 20 shows the responses for the key proposals within Farncombe South West. Respondents had the opportunity to provide comments on each measure which is summarised below.

Refreshed Road Markings

A total of 121 people responded to how they felt about the proposals for refreshed road markings in Farncombe South West. 83.5% (101 people) stated that they "Strongly Support" or "Support" the proposals, whilst 4.9% (6 people) were "Against" or "Strongly Against", leaving the remaining 11.6% (14 people) who felt "Neutral" about the proposals.

Proposals for refreshed road markings in Farncombe South West received very strong support. This aligns closely with wider feedback across the scheme, where there is a preference for prioritising basic maintenance and practical improvements. Respondents consistently identified faded or unclear markings as a safety issue, particularly at junctions and crossing points, and viewed their renewal as a simple, cost-effective measure that can deliver immediate benefits without significantly altering road layouts or parking arrangements.

Implementation of Bollards

A total of 120 people responded to how they felt about the proposals for the implementation of bollards in Farncombe South West. 45.8% (55 people) stated that they

“Strongly Support” or “Support” the proposals, whilst 30.0% (36 people) were “Against” or “Strongly Against”, leaving the remaining 24.2% (29 people) who felt “Neutral” about the proposals.

Views on the introduction of bollards were more mixed, reflecting broader concerns about street clutter and the effectiveness of physical measures. While just under half of respondents expressed support, recognising the role bollards can play in preventing illegal pavement parking and improving pedestrian safety, a substantial proportion were either opposed or neutral. Concerns centred on visual intrusion, potential obstruction of footways, maintenance burdens and the risk of vandalism. These responses echo wider consultation feedback emphasising that such measures must be carefully located, proportionate and part of a wider strategy that includes enforcement rather than relying solely on physical deterrents.

Junction Tightening

A total of 122 people responded to how they felt about the proposals for junction tightening in Farncombe South West. 52.5% (64 people) stated that they “Strongly Support” or “Support” the proposals, whilst 31.9% (39 people) were “Against” or “Strongly Against”, leaving the remaining 15.6% (19 people) who felt “Neutral” about the proposals.

Feedback on junction tightening proposals shows a majority in support, but with 32% against. Supporters tended to view these measures as a way to manage vehicle speeds and improve pedestrian crossing conditions. However, consistent with wider themes across the scheme, many respondents raised concerns about reduced visibility, the creation of pinch points and potential impacts on larger vehicles, including buses and emergency services. The relatively balanced response indicates that while there is some recognition of potential safety benefits, but there is also significant caution about unintended consequences if schemes are not carefully designed.

Pedestrian Crossing & Footpath Improvements

A total of 124 people responded to how they felt about the proposals for pedestrian crossing and footpath improvements in Farncombe South West. 72.6% (90 people) stated that they “Strongly Support” or “Support” the proposals, whilst 13.7% (17 people) were “Against” or “Strongly Against”, leaving the remaining 13.7% (17 people) who felt “Neutral” about the proposals.

Improvements to pedestrian crossings and footways received strong support particularly along routes towards the station, local shops and other essential services. Improvements such as safer crossings, wider footways and clearer pedestrian routes were seen as practical, high-value interventions. However, as reflected in broader feedback, there is an expectation that these improvements should be delivered alongside effective parking management and maintenance to ensure they remain usable

and are not undermined by existing issues such as illegal parking or poor surface condition.

Respondents then had the opportunity to provide further feedback on the proposals, along with any additional improvements they would like to see in Farncombe South West. Emerging themes are listed below.

- Concerns about informal crossings with preference for increased zebra or other controlled crossings at key junctions, especially near the Charterhouse Arms and Chalk Road/Borough Road junction.
- Support for 20mph on Charterhouse Road, Deanery Road, Chalk Road and Peperharow Road, although some respondents were against speed limit reduction and traffic calming measures.
- Concerns about the implementation of bollards and junction tightening proposals, reducing visibility and restricting larger vehicles.
- Requests for public access to the data used to inform proposals to demonstrate evidence for decision-making.
- Improvement of road conditions through fixing potholes and the resurfacing of Borough Road, Peperharow Road and Frith Hill Road. Further concerns surrounding drainage issues along Borough Road and other locations around Farncombe South West.
- Lack of consideration of cyclist safety and provision in Farncombe South West, with infrastructure not suitable for bikes and increased e-bike use.
- Mixed views concerning footpath proposals with some respondents supportive of improved footpaths. However, other respondents expressed concern over footpaths that may be poorly located and unlikely to be used.
- Concerns about proposals interfering with movement of larger vehicles including buses and emergency vehicles.
- Preference for the use of trees and greening instead of the implementation of bollards, provided that the necessary maintenance requirements are also carried out.

Overall, feedback on proposals within Farncombe South West remains varied but overall in support of the LSI measures. Residents are largely concerned about proposals in relation to junction tightening and bollards, which may restrict traffic flows of larger vehicles. Some residents would prefer to see the use of trees/greening as an alternative to bollard implementation ensuring that the necessary maintenance of such infrastructure is also delivered.

4.5. Out of Scope Issues

When given the opportunity in the survey to provide further comments, there were several recurring general issues that were mentioned across the area including:

- Poor condition of the road and pavements, with respondents highlighting the need for resurfacing.
- Funding would be better used for repair and maintenance work rather than improvements.

It is critical to note that in line with the LTP4, current design funding must be spent on LSI designs and cannot be used for repair or maintenance work.

The project will seek capital funding to deliver infrastructure improvements. However, the issues above are typically reliant on revenue funding streams and therefore are outside the scope of the project. These issues are managed through the council's ongoing maintenance programmes.

Further issues were identified which are outside the scope of the LSI scheme, including:

- **Road maintenance:** Road maintenance is not included within the scope of the LSI, with highway maintenance reliant on revenue funding (from council taxes etc) and funding from the Department for Transport's capital funding. To report a problem, please submit your request through the Surrey County Council website (https://tellus.surreycc.gov.uk/). Further information is available on the Surrey County Council website on the policy for funding roadworks (https://www.surreycc.gov.uk/roads-and-transport/roadworks-and-maintenance/roadworks/department-for-transport-capital-funding).
- **Parking enforcement:** Some respondents stated that they have observed dangerous or illegal parking such as parking on double yellow lines or pavement parking which forces pedestrians into the road and asked why enforcement has not occurred. Enforcement is outside of the scope of the LSI scheme. However, if you are aware of illegal or inconsiderate parking, you can find further information about parking enforcement and fines of the Surrey County Council website (https://www.surreycc.gov.uk/roads-and-transport/parking/parking-and-permits/enforcement-and-fines).
- **Speed enforcement:** Enforcement of speed limits and the issue of speeding tickets or fines is not within the scope of an LSI. Further information is available on the Surrey County Council website on the policy on setting local speed limits (https://www.surreycc.gov.uk/roads-and-transport/road-safety/safer-vehicle-speeds/setting-local-speed-limits-policy) and managing road speeds (https://www.surreycc.gov.uk/roads-and-transport/road-safety/safer-vehicle-speeds/managing-speeds-on-surreys-roads).
- **Parking displacement:** The proposals to remove selected parking spaces are intended to ensure the safety of pedestrians when crossing roads and using bus services (and align to standards). Whilst reducing the availability of on-street parking may displace parking to some extent, preventing parking on corners and near pedestrian crossings is required for road safety purposes. Addressing all

parking issues within the LSI zone and on nearby roads is not within the scope of the LSI schemes.

- **Parking permit schemes:** Some respondents stated that they have observed parking from commuters along residential roads and have suggested the use of permit schemes to mitigate this. Whilst this issue is not within the scope of the LSI scheme, this information will be shared with the relevant teams at Surrey County Council. The use of cones and other physical road infrastructure in parking bays to deter commuter parking is prohibited. If you are aware of inconsiderate parking, you can find further information about parking enforcement and fines on the Surrey County Council website (https://www.surreycc.gov.uk/roads-and-transport/parking/parking-and-permits/enforcement-and-fines). As part of the surveys being commissioned for the next stage, parking surveys are being conducted on selected roads to understand the commuter parking issue further. This will then be passed on to the relevant team depending on the analysis and outcome.
- **More formal crossings around the Station Road:** Surrey County Council is aware of the suggestions surrounding increased formal pedestrian crossings outside the station. At present, current spatial constraints prevent provision and is therefore not feasible to introduce more formal crossings, in addition to the costs associated. An additional informal crossing is currently in the designs.
- **Overgrown vegetation and hedges:** Feedback regarding overgrown hedges was primarily associated with vegetation on private land. As such, Surrey County Council is not responsible for their maintenance but can contact the owner. These issues can be reported via SCC's highway reporting tool, available at: https://tellus.surreycc.gov.uk/. If the overgrown vegetation is on land managed by SCC, then this should also be reported via the reporting tool, and the issue will be assessed.
- **CCTV operation:** Some respondents suggested the requirement for increased CCTV operations. This information will be shared with the relevant teams at Surrey County Council.
- **Improvement to local bus services:** Some respondents suggested improvements to local bus services. This information will be shared with the relevant teams at Surrey County Council.
- **Litter collection:** Some respondents suggested improvements to litter collection services. This information will be shared with the relevant teams at Waverley Borough Council who are currently responsible for this.
- **Youth facilities:** Some respondents requested an increased number of youth facilities. This information will be shared with the relevant teams at Surrey County Council.

4.6. Email Responses

This thematic analysis summarises feedback from email responses. Themes reflect recurring concerns, priorities, and sentiment across the community are detailed below.

Speed Limits and Traffic Calming

- Mixed response to area-wide 20mph limits.
- Some requests for additional roads to be made 20mph – one respondent commented that the whole village should be 20mph, while another asked for Charterhouse Road and Chalk Road to be 20mph.
- Support for targeted speed reduction near schools and high-risk junctions.

Maintenance

- Widespread frustration that road maintenance issues such as potholes, worn pavements, overgrown vegetation, and blocked drains remain unaddressed.
- A couple of respondents requested clearer signage in the area, including repainted road markings.

Parking and Road Space Management

- Limited road space was highlighted as an issue which creates parking pressure and congestion, some requested that patches of green space be converted to additional parking bays.
- A couple of respondents requested vehicle restrictions relating to weight and parking.

Walking, Cycling and Footpaths

- Some welcome improved footways and safer routes, with one respondent requesting that the council reconsiders the refusal to widen the Marshall Road-Farncombe Street footpath.

Smart City, Surveillance and Technology Concerns

- One respondent expressed distrust of Vehicle Activated Signs, wayfinding totems, and perceived ‘smart city’ infrastructure.

Impacts on Car-Dependent Residents

- One resident was concerned that the proposed measures disadvantage those reliant on cars for daily needs.

Summary

Overall, the email responses indicate that residents place high value on addressing core maintenance issues and delivering practical, location-specific safety improvements.

While some support elements of the proposals, such as targeted speed reduction near schools and improved walking routes, many feel that wider changes, including area-wide 20mph limits and new cycling infrastructure, do not reflect the most pressing needs of Farncombe. Concerns frequently centre on potholes, worn footways, parking pressures, and general upkeep, which many residents view as higher priorities than strategic or technology-based measures. Taken together, the responses demonstrate a preference for investment in essential maintenance and focused interventions that address clearly identified safety or access issues.

4.7. In-person Comments

A number of comments were captured during the two engagement events held during the Informal Engagement period.

Road Safety and Traffic Speeds

Concerns around road safety and vehicle speeds were raised consistently across the engagement events. This included speeding on residential roads, particularly on straight sections, and safety issues at key junctions where visibility is restricted. Contributing factors included parked vehicles, narrow carriageways and overgrown vegetation. Views on 20mph limits were mixed, with some in support, particularly in residential areas and around schools, but others felt a blanket approach was unnecessary and preferred a more targeted implementation. There were also concerns about the effectiveness of traffic calming measures such as speed humps.

Parking and Congestion

Parking was one of the most frequently raised issues, particularly in relation to commuter parking. Respondents highlighted that on-street parking reduces road widths, creates congestion and makes it difficult for vehicles, including buses and delivery vehicles, to pass. Parking on pavements and verges was also raised as a key concern, impacting both visibility and pedestrian safety. Suggestions included additional double yellow lines, improved enforcement, and consideration of permit parking schemes. In some locations, participants suggested that it would be more appropriate to retain some of the current parking measures that help to naturally slow traffic.

Pedestrian Accessibility

Feedback highlighted significant concerns around pedestrian accessibility. Common issues included narrow and uneven footways (including Church Walk), lack of dropped kerbs, poor footway alignment, and obstructions such as parked vehicles, bins and overgrown vegetation. These issues were noted as particularly challenging for wheelchair users, mobility scooters and those with visual impairments. There were also requests for additional crossing points and improved crossing facilities, particularly in areas with high pedestrian demand such as near shops, schools and the station.

Maintenance and Highway Condition

Maintenance was a strong and recurring theme across all feedback. Respondents frequently raised concerns about potholes, uneven road surfaces and poor drainage, which in some locations is contributing to flooding. Overgrown vegetation, blocked drains and general upkeep of footways and verges were also highlighted. Many attendees felt that basic maintenance should be prioritised alongside new interventions, with some expressing concern about patchwork repairs and a preference for more comprehensive resurfacing works.

Design of Proposals and Evidence

While there was general support for measures aimed at improving pedestrian safety and the public realm, respondents raised questions about specific elements of the proposals. This included concerns about the removal of existing features, the extent of junction tightening, and the potential overuse of measures such as planters or yellow lines. A common theme was the request for clearer evidence to support the proposals, including access to data on traffic speeds and collisions. There were also questions around how new features, such as greenery and public realm improvements, would be maintained over time.

4.8. Discussion

A total of 458 individuals responded to the Informal Engagement (Stage 2), providing over 1,100 contributions across the online surveys, with 19 emails and over 220 people attending drop-in sessions.

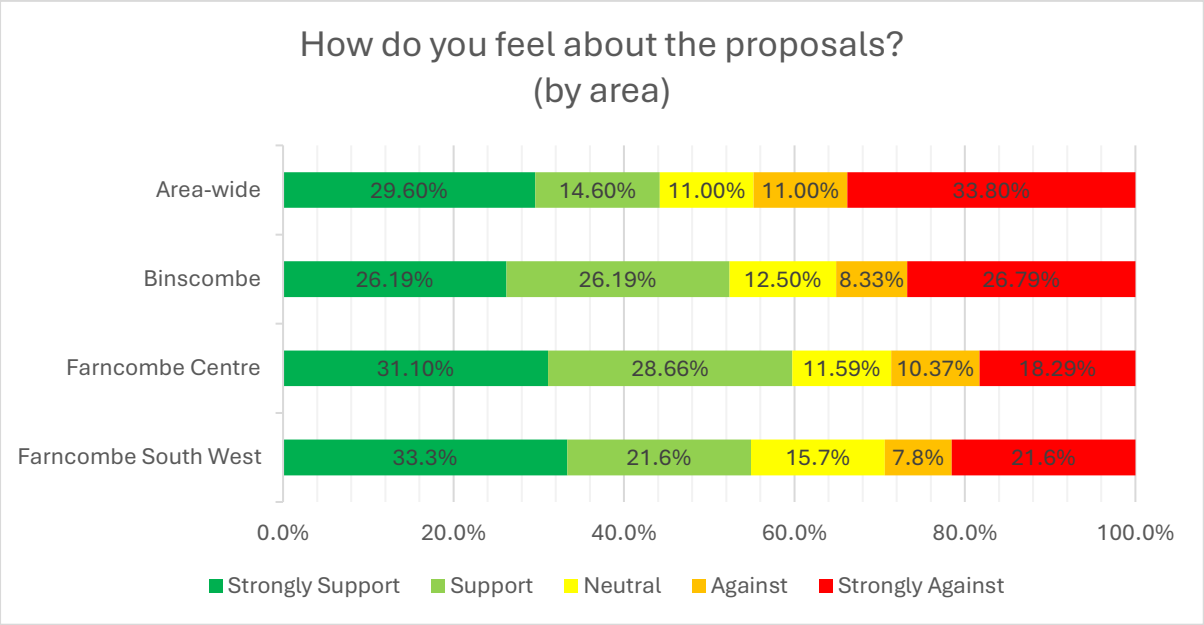


Figure 21 Responses to 'How do you feel about the proposals?' combining all three key areas along with the area-wide sentiments.

It is noted that there were varying levels of support for proposals, with the area-wide proposals receiving the lowest proportion of support (Figure 21). Regarding specific locations, proposals within Farncombe Centre received the highest proportion of support, followed by Farncombe South West and Binscombe.

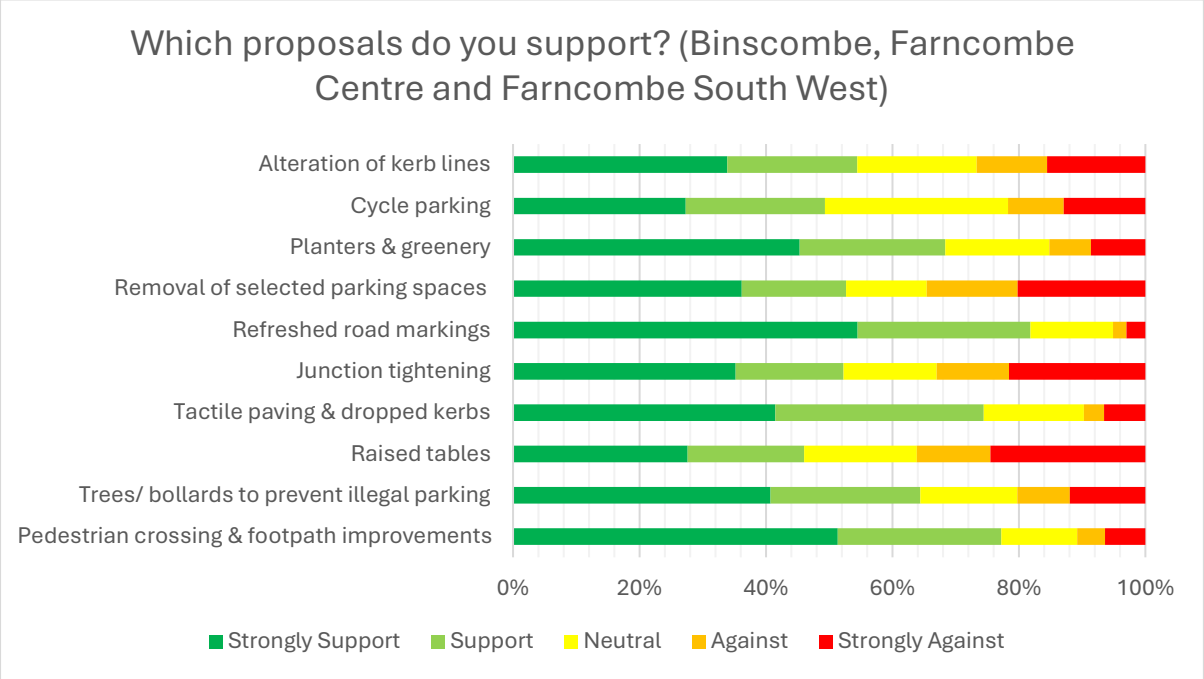


Figure 22 Responses to 'Which proposals do you support?' combining the three key areas of 'Binscombe' 'Farncombe Centre' and 'Farncombe South West'.

Proposals were supported differently across each of the core areas around Farncombe. Figure 22 shows the combined levels of support for each measure across the areas of Binscombe, Farncombe Centre and Farncombe South West. This was used to identify key themes across responses which are summarised below by area.

Area-Wide Proposals

20mph:

Although the most common response was in favour of a 20mph speed limit, it is important to note that a significant proportion of respondents (40.7%) indicated they were opposed. A further 18.3% expressed conditional support, stating that they would favour a 20mph limit only on certain roads.

As the project team progresses the scheme to the preliminary design stage, the extent and location of any proposed 20mph speed limits will be carefully reviewed. The feedback indicates clear support for reduced speeds in specific locations; however, a blanket 20mph speed limit across Farncombe and Binscombe may not represent the most appropriate approach. Traffic surveys have been conducted which will be analysed and used as the evidence base for any change in speed limits.

Wayfinding:

Feedback on wayfinding in Farncombe and Binscombe was mixed. While some respondents expressed support, the predominant view indicated a perceived lack of need for additional wayfinding infrastructure. Concerns were also raised regarding cost and value for money, as well as the potential visual impact of additional signage on the streetscape.

A number of responses did, however, support a more targeted and limited approach to wayfinding. As the scheme progresses to the preliminary design stage, it is anticipated that any wayfinding provision will be proportionate and minimal.

Dropped Kerbs and Tactile Paving (Accessibility Measures):

There was very strong support for the provision of dropped kerbs and tactile paving. As the scheme progresses to the preliminary design stage, these features will continue to form a key component of the proposals. The project team will seek to deliver a consistent and connected network of dropped kerbs and tactile paving, improving accessibility for wheelchair users, people with pushchairs, and those with visual impairments.

A number of respondents also highlighted concerns relating to the condition of existing infrastructure, including poor-quality pavements, inadequate street lighting, and overgrown hedges. These issues were noted as contributing to trip hazards and, in some cases, forcing pedestrians to walk in the carriageway.

It should be noted that general highway maintenance, including widespread pavement repair, does not fall within the scope of the LSI project. However, there may be limited instances of localised resurfacing, particularly where new dropped kerbs and tactile paving are introduced.

Feedback regarding overgrown hedges was primarily associated with vegetation on private land. As such, Surrey County Council is not responsible for their maintenance. These issues can, however, be reported via the Council's highway reporting tool, available at: https://tellus.surreycc.gov.uk/.

Traffic Calming:

Feedback on traffic calming measures was mixed. Responses indicating opposition, either "Against" or "Strongly Against", accounted for 46.4%, while 40.7% of respondents expressed support. Overall, this reflects a limited level of consensus.

Written feedback suggested that existing conditions, including on-street parking and the current quality of the road surface, are already contributing to lower vehicle speeds. A

number of respondents also raised concerns regarding speed cushions and raised tables, citing potential vehicle damage, increased noise, and reduced comfort for road users.

It should be noted that both speed cushions and raised tables are designed in accordance with national standards. When driven over at appropriate speeds, they are not expected to cause damage to vehicles. Speed cushions are specifically designed to allow wider vehicles, such as buses and emergency service vehicles, to straddle them, thereby reducing their impact. Raised tables, by contrast, provide a smoother, full-width profile while ensuring vehicles reduce speed. Additionally, some respondents expressed concern that proposed junction tightening could restrict turning movements for larger vehicles, including HGVs and emergency services. Surrey County Council confirms that vehicle tracking assessments are undertaken to ensure such vehicles can continue to manoeuvre safely.

As the scheme progresses to the preliminary design stage, it is anticipated that raised tables will be retained as part of the proposals. These are strategically located at key junctions and pedestrian crossing points to enhance safety by encouraging lower vehicle speeds. The inclusion of speed cushions will be subject to further review, informed by traffic survey data and recorded vehicle speeds on individual roads.

Binscombe

Overall, feedback on the proposals in Binscombe was broadly supportive. The measures receiving the highest levels of support included refreshed road markings, installation of tactile paving and dropped kerbs, enhancements to pedestrian crossings and footpaths, and the use of trees and bollards to deter illegal parking.

Written feedback from respondents in Binscombe reflected similar themes to those observed across other areas of the scheme. In particular, there was a strong desire for existing highway issues, such as potholes and general road conditions to be addressed. Illegal parking was again identified as a significant concern, with respondents expressing support for the use of greenery and tree planting as a means of discouraging such behaviour.

However, concerns were raised regarding the long-term maintenance of some proposed measures, particularly planting and green infrastructure. It should be noted that all greenery and tree installations will be supported by an appropriate maintenance plan, to be developed during the detailed design stage. In addition, there is recognised potential for partnership working with local community groups who may wish to assist in the maintenance of certain elements. These arrangements will be explored and confirmed during the later stages of the project, subject to the confirmation of delivery and construction funding.

Farncombe Centre

The proposals for Farncombe Centre were generally well received, with nearly 60% of respondents indicating that they either supported or strongly supported the scheme. The measures that attracted the highest levels of support included refreshed road markings, the provision of tactile paving and dropped kerbs, improvements to pedestrian crossings and footways, and the introduction of planters and additional greenery.

The concerns raised were consistent with those identified across the wider scheme, particularly in relation to existing road conditions, including potholes. A number of respondents also highlighted issues relating to parking management and enforcement, noting that commuter parking is reducing the availability of spaces for local residents. In addition, requests were made for improved lighting and enhanced CCTV coverage, particularly in the vicinity of the station and in alleyways, to address safety concerns and reduce anti-social behaviour.

The project team will review the additional design suggestions received and, where feasible, incorporate these into the evolving proposals. As any future funding for detailed design and construction is likely to be limited, it will be necessary to prioritise measures, with a focus on those that have received the greatest level of public support.

Farncombe South West

Proposals for the Farncombe South West area were generally supported by residents, with 55% of respondents indicating that they either supported or strongly supported the scheme. Consistent with other areas of the project, the measures receiving the highest levels of support included the installation of tactile paving and dropped kerbs, refreshed road markings, and improvements to pedestrian routes and footways.

Additional written feedback highlighted a preference for prioritising basic highway maintenance, including resurfacing and repairs to Borough Road, Peperharow Road and Frith Hill Road. Cycling considerations were also raised on multiple occasions, with some respondents expressing concern that the proposals did not sufficiently address cyclist safety, particularly at junctions and on sections of deteriorated road surface. It should be noted that cycling infrastructure is being covered under the LCWIP programme (Local Cycling and Walking Infrastructure Plans).

In relation to pedestrian safety, some respondents noted concerns regarding the visibility of informal crossing points to drivers. As the project progresses to the preliminary design stage, the project team will review these concerns and, where feasible, incorporate measures to enhance visibility, such as reflective bollards, subject to available footway width and other design constraints.

Feedback on the proposed 20mph speed limits was mixed, with some respondents expressing support for extending such limits to Deanery Road, Charterhouse Road and Peperharow Road.

4.9. Next Steps

It is anticipated that the project will now progress to the next stage of design development (Stage 3 – Further Engagement), where the feasibility proposals presented at this stage will be reviewed, refined and developed into preliminary designs. All feedback received during the Informal Engagement (Stage 2) period, including levels of support, concerns raised and suggestions for improvement, will be carefully considered by the project team to help inform this process. This reflects the community-focused approach of the LSI programme, ensuring that local insight continues to shape the development of the scheme.

As proposals are developed further, particular attention will be given to the key themes identified throughout this engagement report. This includes strengthening elements that received strong support, such as pedestrian safety and accessibility improvements, whilst reviewing or adapting proposals where feedback was more mixed, including area-wide measures, traffic calming and the extent of 20mph speed limits. The project team will also consider how best to respond to recurring concerns regarding value for money, prioritisation and the balance between new interventions and existing maintenance issues.

Any changes made to the proposals will continue to align with the overarching objectives of the LSI programme: creating safer, healthier and more attractive streets, with improved facilities for walking, wheeling and cycling. Alongside community feedback, the development of preliminary designs will be informed by relevant national and local guidance, technical standards, and further evidence such as traffic data and site assessments.

Traffic and parking surveys have been commissioned. The results will be analysed and designs updated where appropriate. The outcome of these surveys will be available to the public at the next stage of engagement to show the evidence base for the designs.

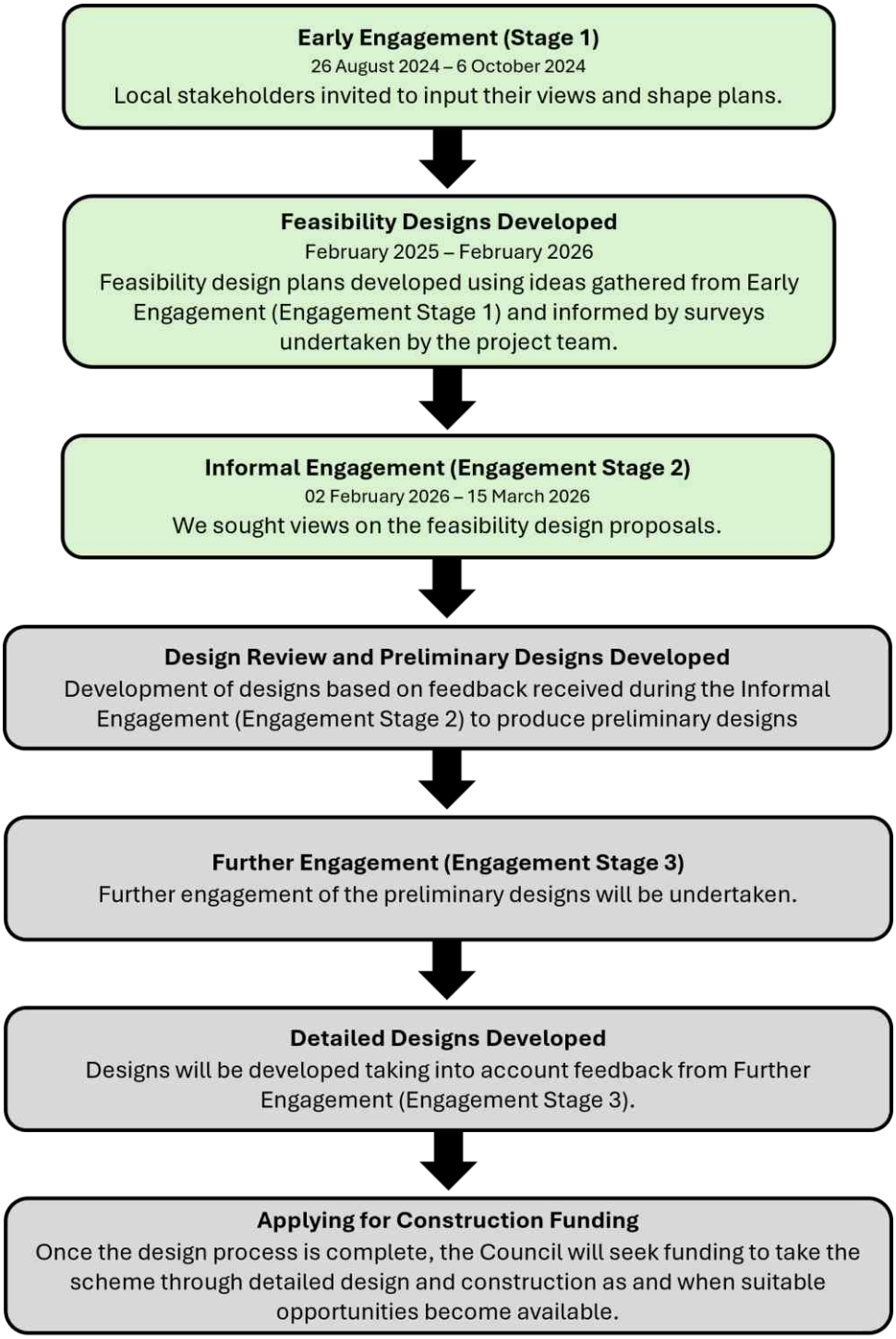
Given the varied levels of support across different measures and locations, it is anticipated that prioritisation will be required when determining which elements are taken forward. This will consider a range of factors including deliverability, cost, value for money, alignment with project objectives, and the scale of anticipated benefits, alongside the strength and consistency of community support.

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 scheme through the design stages, progression to detailed design and construction will be subject to securing the necessary funding for

implementation. The next stage of engagement will provide a further opportunity for the community to review and comment on the preliminary designs before any final decisions are made.

4.10. Project Timeline

The project timeline is shown below.



Appendix

Appendix A: Commonplace Survey Questions

Part A: Survey Questions

Area-Wide Proposals

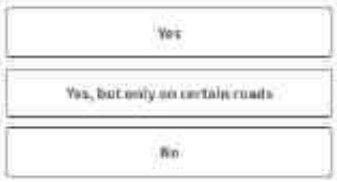
How do you feel about the area wide proposals for Farncombe?

Strongly Support to Strongly Against (smiley faces)



Are you Supportive of the proposals to reduce the speed limit to 20mph in Farncombe?

Yes/ Yes, but only on certain roads/ No choice



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 support implementation of traffic calming measures? (e.g. raised tables)

Strongly Support to Strongly Against (smiley faces)



What other suggestions do you have in relation to traffic calming? (e.g. raised tables, speed cushions)

Comment Box

Do you support improvement to accessibility through dropped kerbs and tactile paving?

Strongly Support to Strongly Against (smiley faces)



Do you have any other suggestions for accessibility improvements?

Comment Box

Do you support a pedestrian wayfinding scheme being implemented in Farncombe (Following the same style as the Guildford Town Centre Scheme)

Strongly Support to Strongly Against (smiley faces)



Do you have any other suggestions for the pedestrian wayfinding scheme? (e.g. locations, destinations)

Comment Box

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

Comment Box

<u>Proposals for Binscombe</u>

How do you feel about the proposals for the Binscombe area?

Strongly Support to Strongly Against (smiley faces)



Which proposed measures do you strongly support in the Binscombe Area?

Matrix Style Question - Strongly Support to Strongly Against for each proposal

	Strongly Support	Support	Neutral	Against	Strongly Against
Pedestrian crossing & footpath improvements	○	○	○	○	○
Trees/ bollards to prevent illegal parking	○	○	○	○	○
Raised tables	○	○	○	○	○
Tactile paving & dropped kerbs	○	○	○	○	○
Junction tightening	○	○	○	○	○
Refreshed road markings	○	○	○	○	○
Planters & greenery	○	○	○	○	○
Cycle parking	○	○	○	○	○

Do you have any other feedback on the proposed schemes for the Binscombe area?

Comment Box

Do you have any other suggestions for improvements in the Binscombe area?

Comment Box

<u>Proposals for Farncombe South West</u>

How do you feel about the proposals for the Farncombe South West area?

Strongly Support to Strongly Against (smiley faces)



Which proposed measures do you strongly support in the Farncombe South West?

Matrix Style Question - Strongly Support to Strongly Against for each proposal

	Strongly Support	Support	Neutral	Against	Strongly Against
Pedestrian crossing & footpath improvements	○	○	○	○	○
Junction tightening	○	○	○	○	○
Implementation of bollards	○	○	○	○	○
Refreshed road markings	○	○	○	○	○

Do you have any other feedback on these proposals for the Farncombe South West area?

Comment Box

Do you have any other suggestions for improvements in the Farncombe South West area?

Comment Box

<u>Proposals for Farncombe Centre</u>

How do you feel about the proposals for the Farncombe Centre area?

Strongly Support to Strongly Against (smiley faces)



Which proposed measures do you strongly support in Farncombe Centre?

Matrix Style Question - Strongly Support to Strongly Against for each proposal

	Strongly Support	Support	Neutral	Against	Strongly Against
Pedestrian crossing & footpath improvements					
Trees/bollards to prevent illegal parking					
Refreshed road markings					
Removal of coloured parking spaces to improve pedestrian safety/bus priority					
Cycle parking					
Tactile paving & dropped kerbs					
Planters & greenery					
Raised tables					
Alteration of kerb lines					

Do you have any other feedback on these proposals for the Farncombe Centre area?

Comment Box

Do you have any other suggestions for improvements in the Farncombe Centre area?

Comment Box

Appendix B: Letter to residents

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

SURREY COUNTY COUNCIL

Transport Policy Team
Victoria Gate
Chobham Road
Woking
GU21 6JD

Your ref: Farncombe Local Street Improvements February 2026

Dear Resident / Occupier,

Subject: Farncombe Local Street Improvements (Stage 2 Informal Engagement)

We are writing to inform you that we are undertaking 'Stage 2 Informal Engagement' on the Farncombe Local Street Improvements (LSI) scheme. The engagement period will run between Monday 2 February and Sunday 15 March 2026.

Following engagement with the community towards the end of 2024, Surrey County Council have developed draft proposals to make streets in Farncombe safer, healthier, and more attractive with improved facilities for walking, wheeling, and cycling. We want to hear from people who live, work, study, travel through and spend time in the Farncombe area.

Farncombe has been identified as an area to be included within the first tranche of Local Street Improvements schemes, and funding has been made available to develop these design proposals. However, a bid for further funding will be necessary for us to be able to take the scheme to detailed design and construction.

Have your say

Your views are important to us, and your input would be greatly appreciated to help influence the plans in Farncombe. As a local resident who may be impacted by this scheme, we would like to hear your views on our draft proposals.

To find out more about the proposals for the Farncombe LSI and have your say, please visit farncombelsi.commonplace.is or scan the QR code.

surreycc.gov.uk

The engagement period will run between Monday 2 February and Sunday 15 March 2026.

Opportunities to have your say in-person

We are hosting two drop-in engagement sessions in Farncombe where officers from Surrey County Council will be on hand to answer your questions and gather your views and feedback. These will be hosted at the following times and locations.

- Saturday 14th February, 10am - 1pm at St John's Church, St John's Street, Farncombe, Godalming, GU7 3EJ
- Thursday 19th February, 3pm - 7pm at St John's Church, St John's Street, Farncombe, Godalming, GU7 3EJ

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, Surrey County Council, Victoria Gate, Woking, GU21 6JD

Yours faithfully,

Transport Policy Team, Surrey County Council

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

Please see the separate Appendix C documents for the designs.