Lower Sunbury Local Street Improvements Project

Engagement Stage 2 Report – February 2025



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1. Executive summary

This report describes the engagement process and provides the analysis of responses received during the second stage of engagement for the Lower Sunbury 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. This project is part of the wider LSI programme being progressed by Surrey County Council (SCC), of which this is one of the first to be advanced through design. 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.

Following the first stage of engagement in Autumn 2023, an initial set of design proposals were developed for the Lower Sunbury area. These designs were influenced by feedback received during the first stage of engagement. This second stage of engagement, which took place between 9 September and 20 October 2024, set out to gather feedback from local stakeholders on these proposals. A total of 626 individuals responded with 602 individuals responding via the Commonplace online survey, 22 responding via email, and 2 responding through letters.

This sample has provided a useful range of views about the different designs proposed and these will be used by the project team during the next stage of design work (‘preliminary design’) which will include reviewing and changing the scope of the proposals and then developing the designs in more detail.

All responses will be considered as proposals are developed further including comments of support, concerns raised and other suggestions raised, which have been summarised in section 5 of this report.

Any resulting changes to the project are expected to remain in line with the project’s objectives: creating safer, healthier and more attractive streets, with improved facilities for walking, wheeling and cycling. Alongside the feedback received from this engagement exercise, the project team will also be following national active travel guidance and standards to develop a project that can potentially attract funding for future construction. There will be a need for prioritisation when ultimately determining which locations and improvements offer greater benefit and value for money.

Following refinement of the design proposals, a third stage of engagement will be carried out with local stakeholders to seek final views and support on the design plans proposed for Lower Sunbury.

2. Introduction

Local Street Improvements (LSI) 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 instead of by car, thereby increasing physical activity and reducing carbon emissions and other associated negative vehicle impacts.



Figure 1. Map image of the Lower Sunbury LSI zone, shown in purple

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 of LSI projects from the programme, a potential area was identified in Lower Sunbury and engagement with the community took place in Autumn 2023 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 have been created and a second stage of engagement took place in September and October 2024 on these proposals.

The second stage of engagement has been undertaken for the Lower Sunbury LSI to collect views from local stakeholders including people who live, work, travel through, study and spend time in the Lower Sunbury area. This engagement was important to gather views on the specific design proposals put forward and feedback will be used to refine the designs prior to the third stage of engagement (public consultation).

3. Engagement methodology

3.1 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**: building awareness and collecting views and information from the community on the transport issues and opportunities within the area.
2. **Stage 2 - Informal engagement**: seeking views on initial 'feasibility' design proposals to enable their review and refinement. *(This is the current stage of the project)*.
3. **Stage 3 - Public consultation**: designs are consulted on formally. Stakeholders should be fully informed of the design proposals and a realistic expectation for the project will have been set.

3.2. Stage 2 engagement methodology

Draft design proposals were developed for the Lower Sunbury area in line with the objectives of the LSI programme and influence by feedback received during the first stage of engagement held in Autumn 2023. The designs were focused on both area-wide measures and proposals for a number of key locations within the Lower Sunbury area that received significant comment in the first round of engagement. These locations were:

- Green Street
- The Avenue
- Thames Street and Lower Hampton Road
- Hawke Park
- Manor Lane

The draft proposals engaged upon were designed by the Surrey County Council Highways Design Team at and can be viewed in Appendix A.

A stakeholder engagement plan was developed for the Lower Sunbury LSI project to identify local interested parties, including schools, businesses, emergency services, other local organisations and interest groups, as well as local residents and the wider public more generally.

Engagement stage 2 was carried out between 9 September 2024 and 20 October 2024. During this period, the Lower Sunbury LSI Commonplace website provided the main platform where people could learn about the proposals and provide their feedback.

The Commonplace website included a map of the Lower Sunbury LSI area, drawings of the design proposals, background information about the LSI programme in Surrey, information about the types of interventions being considered to improve local streets

through the programme, the project's timeline, and a survey which enabled respondents to comment on the design proposals for locations of their choosing throughout the six-week period. Alternative methods of response, such as letter and email, were available for those unable to use the Commonplace platform.

Two in-person exhibition events were held during the engagement period. Both were held at the Sunbury Adult Learning Centre on Tuesday 24 September 2024 and Saturday 5 October 2024. Display boards and design drawings containing information on the project were on show for attendees to view and consider (Figure 2) and project team staff, including the project manager and designer, were present to discuss the proposals, gather feedback from attendees and provide assistance in completing the Commonplace survey.

During the second exhibition event a dedicated 1-hour meeting was held with interested residents to discuss existing issues in the area of the LSI covering the junction of Thames Street and The Avenue. This meeting was arranged to address the significant strength of interest communicated by residents regarding proposals for this area and a general desire to see more done to address the problems faced.

Several activities were undertaken to raise awareness of the engagement period and the opportunity to get involved:

- Letters were sent to all residents and businesses addressed within the project boundary.
- Posters were displayed at various locations within the area.
- Email notifications were sent to organisations including local schools and businesses, and individuals that registered to receive updates through the Commonplace platform following the first stage of engagement.
- A full-page advertisement was placed in the October 2024 issue of the Village Matters community magazine with circulation to residents in the Lower Sunbury and Halliford areas.
- Posts were shared by SCC accounts on social media platforms including X (formerly Twitter) and Facebook at intervals during the engagement period.



Figure 2. Display boards at one of the engagement events.



Figure 3. Flyers used to advertise the engagement exercise

4. Who responded?

602 individuals responded to the survey on Commonplace, with an additional 22 responses received via email and 2 via letter, totalling 626 respondents. The comments received are analysed in the following section of this report. To understand how well the respondents represent the wider population in the area, certain key characteristics of respondents can be considered and compared with 2021 Census data for Spelthorne.

Figure 4 presents the ages of survey respondents. Of those that disclosed this information (26% did not), the most common age categories were 65-74 (17%), 45-54 (15%), and 55-64 (15%). Considered against Census 2021 data for Spelthorne, there was some overrepresentation and underrepresentation of particular groups. The most underrepresented groups were the youngest. Only 1% of respondents were aged 16-24, despite this group making up almost 10% of the borough's population. Similarly, only 3% of respondents were aged 25-34, despite making up 13% of the borough's overall population. The most overrepresented group was those aged 65-74. 17% of survey respondents belonged to this category, despite only 9% of Spelthorne's overall population being in this age group.

To address this discrepancy, future engagement may consider alternative measures to try and reach out to and enable response from a more representative spread of respondents.

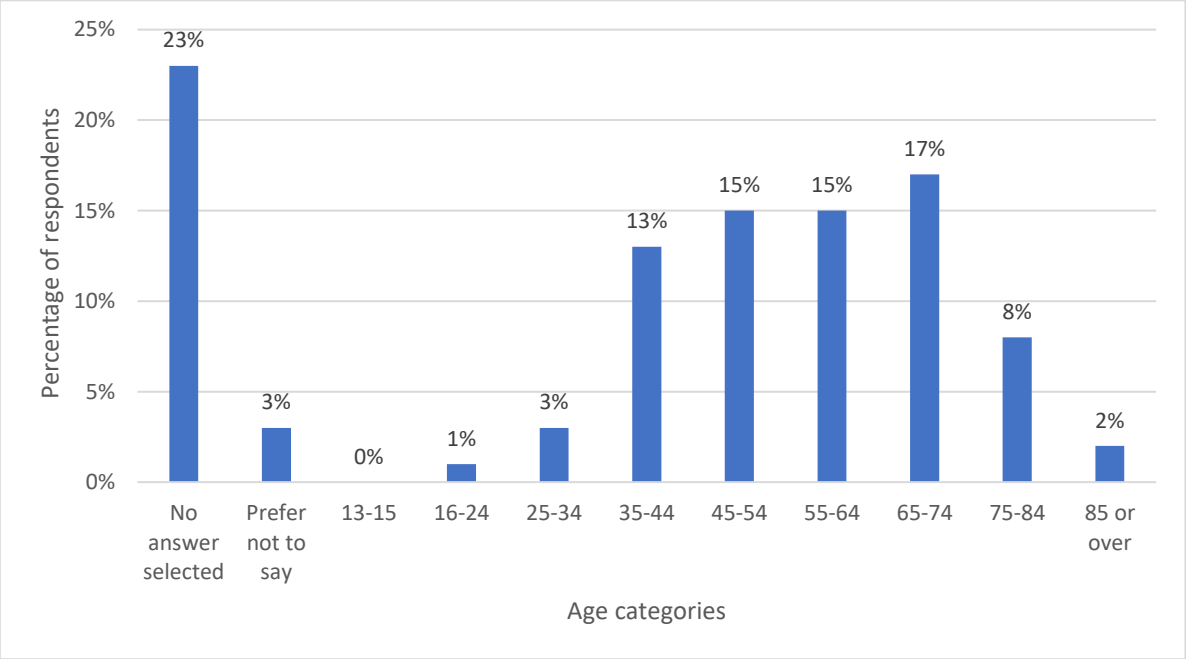


Figure 4. Age of respondents

Figure 5 demonstrates that the survey did well to reach those that would be directly impacted by the project, with the majority of respondents living in Lower Sunbury (55%). There was also representation from people who work in the area (6%). Over a quarter of respondents did not provide an answer to this question and postcode analysis shows a few responses from individuals who do not live near to the area.

However, the majority of respondents who inputted their postcode do live within the project boundary.

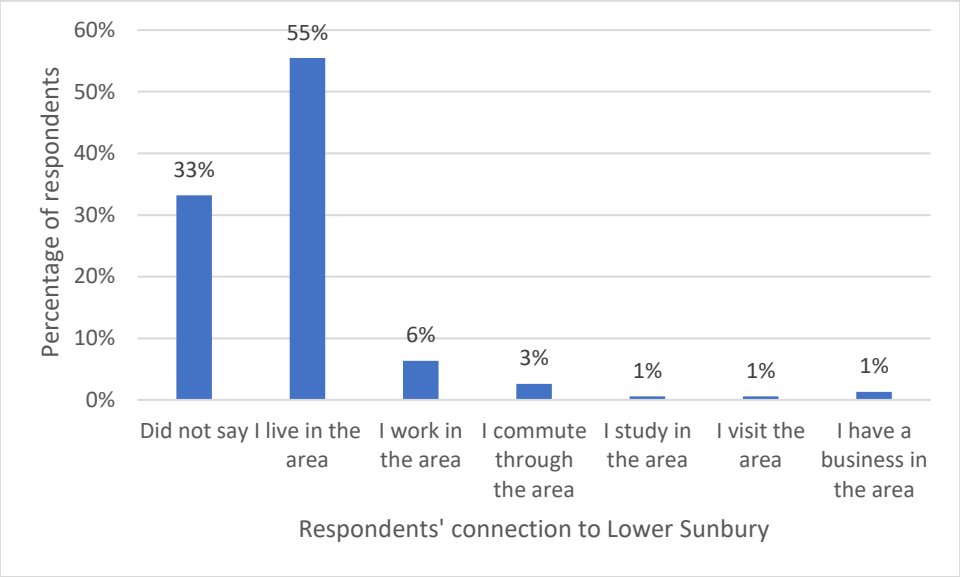


Figure 5. Respondents' connection to Lower Sunbury

The survey also included a question that aimed to understand the modes of transport that respondents used most often to travel within Lower Sunbury. This is shown in Figure 6. Respondents were able to choose multiple answers and there were consequently 849 responses from the 626 individual respondents, as well as 27 respondents who did not answer, indicating that many respondents travel around Lower Sunbury using multiple different transport modes at different times.

The responses show that walking is the most common mode of transport for getting around Lower Sunbury with almost half (48.2%) of respondents reporting walking as one of their modes of transport within the area. An additional 9.6% of respondents reported that they get around the area by jogging or running, 6.5% reported walking with a pram or pushchair and 1.3% reported using a wheelchair or mobility scooter to get around. This represents a large population within Lower Sunbury who regularly use and may be reliant on pedestrian facilities.

Travelling by car or other motorised vehicle was the second most popular form of transport in Lower Sunbury. A quarter of respondents (25.1%) reported that they drive in order to get around Lower Sunbury, with an additional 9.4% reporting to get around the area as car passengers. 1.3% reported using a taxi to get around, 0.6% reported using a moped or motorcycle and 0.5% reported that they travel around Lower Sunbury in a commercial vehicle. A comparison of the survey responses with recent traffic surveys undertaken would suggest that a large number of the vehicles travelling within the area are from outside Lower Sunbury.

Cycling was the third most popular mode of transport with 9.6% of respondents stating that they travel through the area by bicycle with a further 7.7% and 7.3% responding that they use the bus and train respectively.

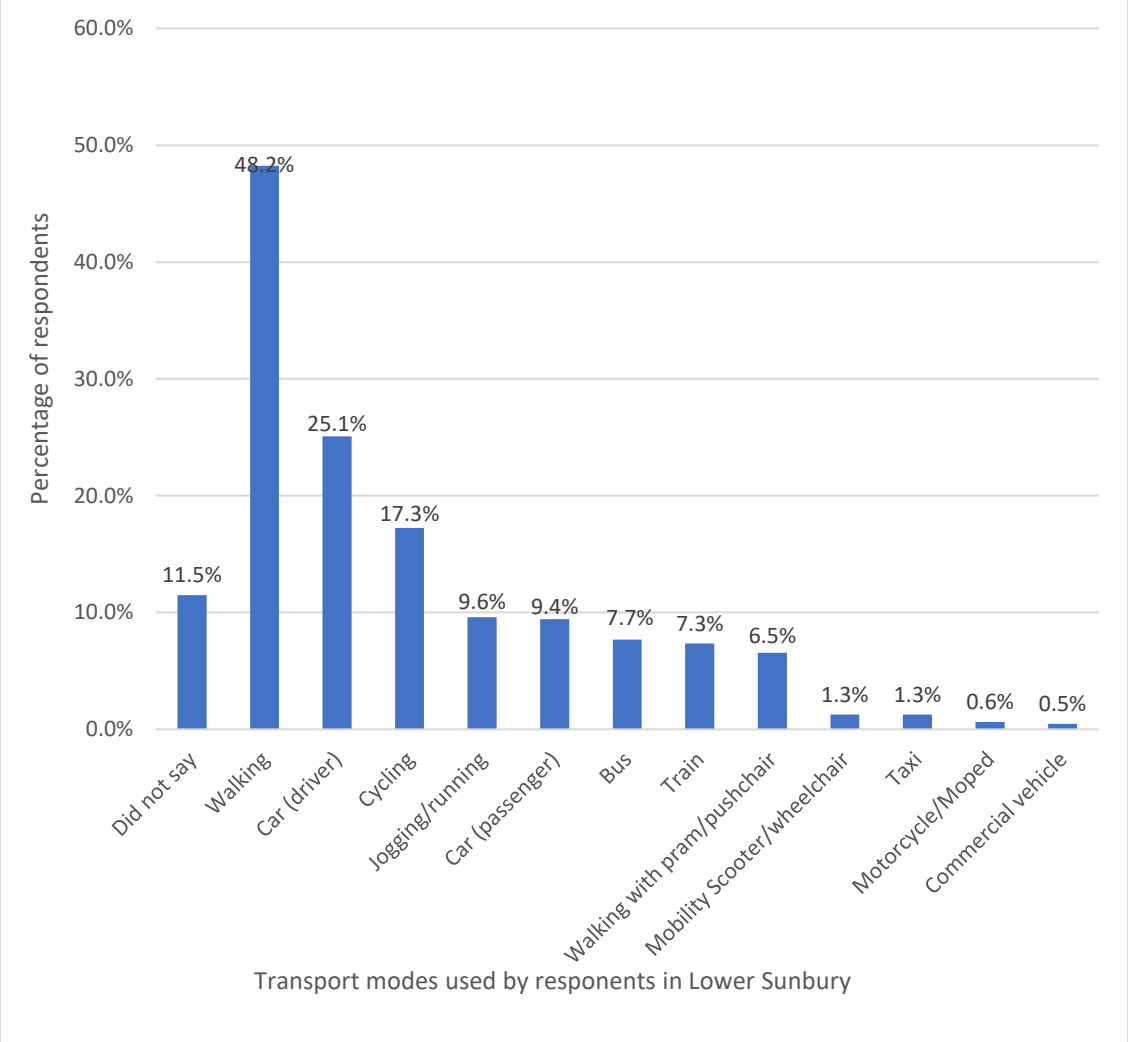


Figure 6. How respondents reported to travel through Lower Sunbury

5. Responses to the proposals

During this stage of engagement stakeholders were invited to share their views on the design proposals developed for the Lower Sunbury LSI. Feedback was gathered via the Commonplace survey as well as by email and letter. This section of the report summarises the feedback received and is split into the different geographical areas of the proposals covered during the public engagement exercise, as well as broader area-wide measures.

All comments received have been analysed and will be considered by the project team as the design proposals are refined. This report provides a summary of some of the key themes that were mentioned within the responses received.

5.1 Area-wide measures

One set of design proposals concerned area-wide measures. These measures are not location specific but are intended to cover large portions of the project area (Figure 1). These proposals received 474 individual responses, over 200 more than any of the other design proposals.

Proposals covering the whole project area included changes to existing speed limits. 20mph speed limits were proposed along most roads within the project area, excluding the section of Lower Hampton Road beyond the junction with Darby Crescent where it was proposed that the existing 30mph be maintained.

Respondents were asked whether they were supportive of the proposals to reduce speed limits to 20mph. 415 respondents answered this question, with an overall preference in favour of the proposals as shown in Figure 7. The most popular response chosen was ‘yes’, with just over half of respondents (51.6%) stating their support for the proposed speed limit changed. Only a quarter of respondents (25.5%) chose ‘no’, whilst 22.2% of respondents stated that they were supportive of the measures but only on certain roads. This indicates an overall level of support for the proposals.

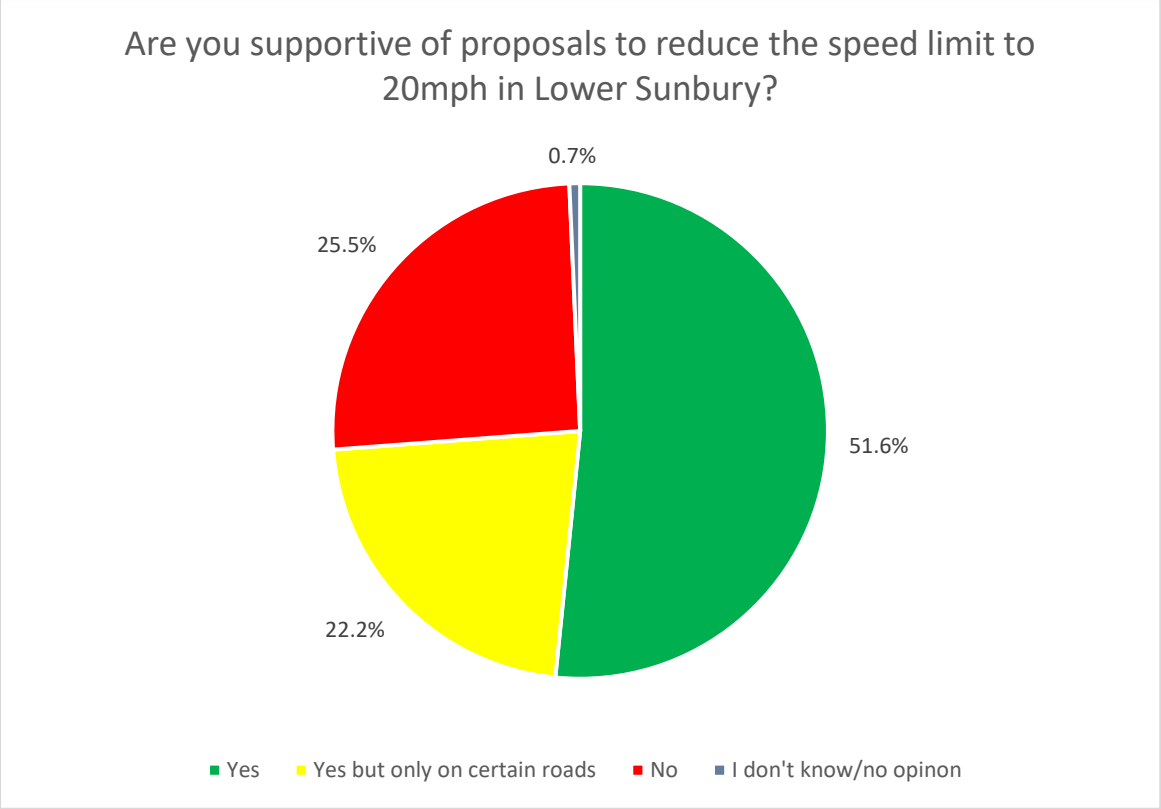


Figure 7. Respondents' support for reducing the speed limit to 20mph in Lower Sunbury

Respondents who selected 'yes, but only on certain roads' were then asked which roads they would like to see become 20mph. The most common answers to this question were 'roads outside of schools', 'main roads' (with responses suggesting Green Street, The Avenue, Manor Lane and Nursery Road), and 'residential roads'.

Respondents were also able to fill in a text box to expand upon their answers. Support for the proposals included comments requesting that 20mph was implemented outside of local schools, outside of the health centre and on various named roads. Other supportive comments asked for the proposed 20mph limit to be extended along Lower Hampton Road to the east, for example to the cricket club, to include Halliford Road within the 20mph proposals, and to reduce the speed limit on the 40mph section of Lower Hampton Road.

Comments disagreeing with the proposals centred around concerns with vehicles exceeding the existing speed limits and a need for better enforcement of speed limits. There were also concerns over excessive speeds of some cyclists with some requests that measures to reduce these be considered.

Proposals also included improving wayfinding and signage in Lower Sunbury. Positive responses gave a number of destinations that they wanted to see better signposted, including schools, parks, Sunbury Village, shopping parades, the River Thames, the river ferry, the leisure centre, bus stops, the railway station, and Sunbury Cross. Other comments disagreed with the need for wayfinding.

5.2 Green Street

Following feedback received during the first stage of engagement, design proposals for Green Street were developed to improve and declutter the footways, improve the bus stops, make the road easier and safer to cross with new and improved crossing points, and discourage speeding to improve road safety. These proposals received 259 individual responses.

Respondents were first asked whether they were supportive of the proposals for Green Street. 206 respondents answered this question, with almost three times as many respondents in favour of the proposals than opposed, as shown in Figure 8. 62.1% of respondents stated that they were either 'positive' or 'very positive' about the proposals, indicating an overall level of support. Less than a quarter (22.8%) of respondents stated that they felt either 'negative' or 'very negative' about the proposals, whilst 15% of respondents said that they were either neutral or didn't know.

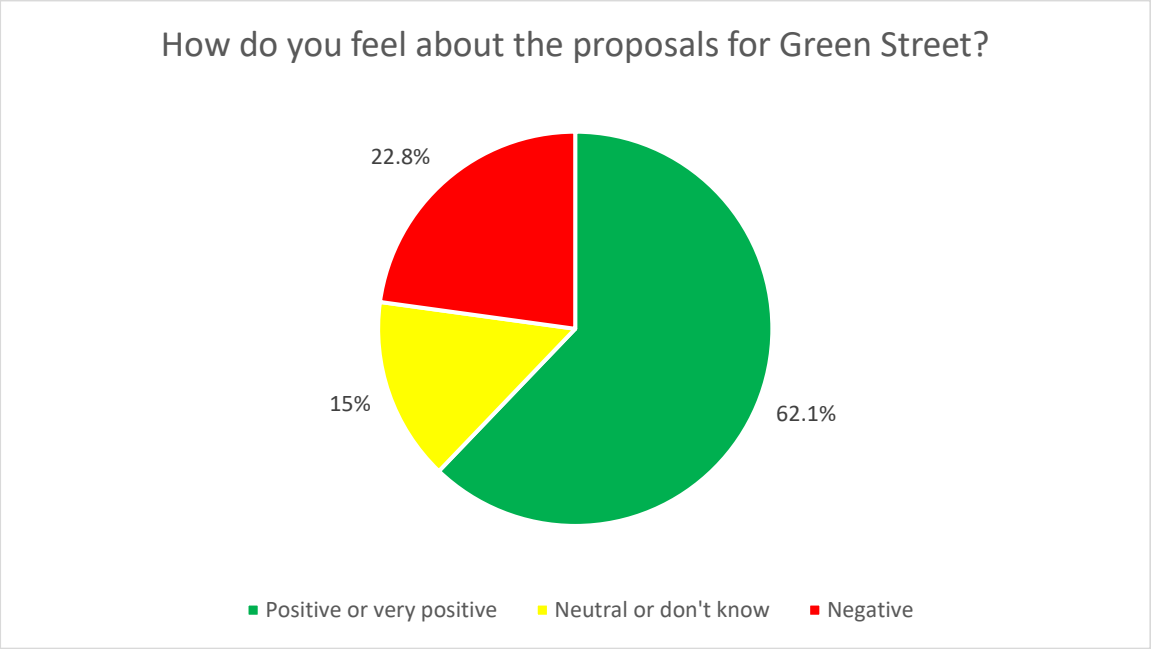


Figure 8. Respondents' sentiment towards proposals for Green Street

Respondents were then able to provide feedback on the proposals and additional suggestions in free text boxes. Responses are summarised below.

Support for the proposals

- General support centred around support for: the proposed 20mph speed limit; priority give way and rain gardens; measures to prevent parking on pavements; improved and additional crossing points; improved bus stops; and widened footways.
- Respondents expressing support for the new and improved crossing points was the most common comment received by those expressing support for the proposals.

- Support for the proposed 20mph speed limit was also common amongst those who supported the proposals, with respondents citing concerns with existing speeds and some respondents requesting that additional traffic calming features or speed cameras be added to the proposals.
- Support for footway improvements cited existing concerns with vehicles mounting the pavement and antisocial driving and parking behaviours.
- Some who were supportive of the proposals also felt that the proposals did not go far enough to address existing issues and suggested alternative solutions such as point closures, timed closures, dedicated cycling facilities, better parking enforcement, increased parking restrictions, better enforcement of speed limits and more frequent and cheaper bus services. Generally, a common theme of these responses was to address excessive traffic flows and antisocial parking.
- Respondents also expressed a desire to improve the public realm in this area with more greenery, trees and seating.

Concerns and other suggestions raised

- The most commonly expressed issues concerned existing maintenance problems on Green Street, particularly the existing road and pavement conditions and issues with surface water and inadequate drainage.
- Concerns were also raised about the potential impacts of the proposals on parking availability and some respondents disagreed with proposed bollards and measures to prevent parking on the footways.
- Some respondents opposed some of the proposed new informal crossing points and raised tables or suggested that their location be modified.
- Some respondents raised concerns over the potential impact of the proposals on traffic flow and congestion, citing existing congestion issues and suggesting that the road be widened, traffic signal timings be modified, or work done with schools to discourage pupils and parents from travelling by car.
- Some respondents raised concerns over existing bus stop arrangements and suggested relocating some bus stops, installing bus stop lay-bys, and improving bus shelters.

5.3 Thames Street and Lower Hampton Road

The proposals made for Thames Street and Lower Hampton Road centred around issues reported by respondents in the first round of engagement (such as speeding, antisocial driving behaviour and poor pedestrian provision) and sought to create a better environment for pedestrians and calm traffic in accordance with the existing 20mph limit. Proposals were also made for the junctions with French Street and with Harfield Road.

254 respondents engaged with the page for Thames Street and Lower Hampton Road and 169 responded to the question asking for their overall feelings towards the proposals (Figure 9). Of these, 46.1% stated they felt either ‘positive’ or ‘very positive’ about the proposals, 32.6% of respondents reported feeling either ‘negative’ or ‘very

negative' about the proposals, and 21.3% of respondents felt 'neutral'. This indicated that whilst those in support of the proposals represented the highest proportion of responses, there is a significant number who were either unsupportive or unsure. The text responses provided detailed feedback and suggestions which revealed some of the specific issues contributing to the almost third of respondents who felt negatively towards the proposals.

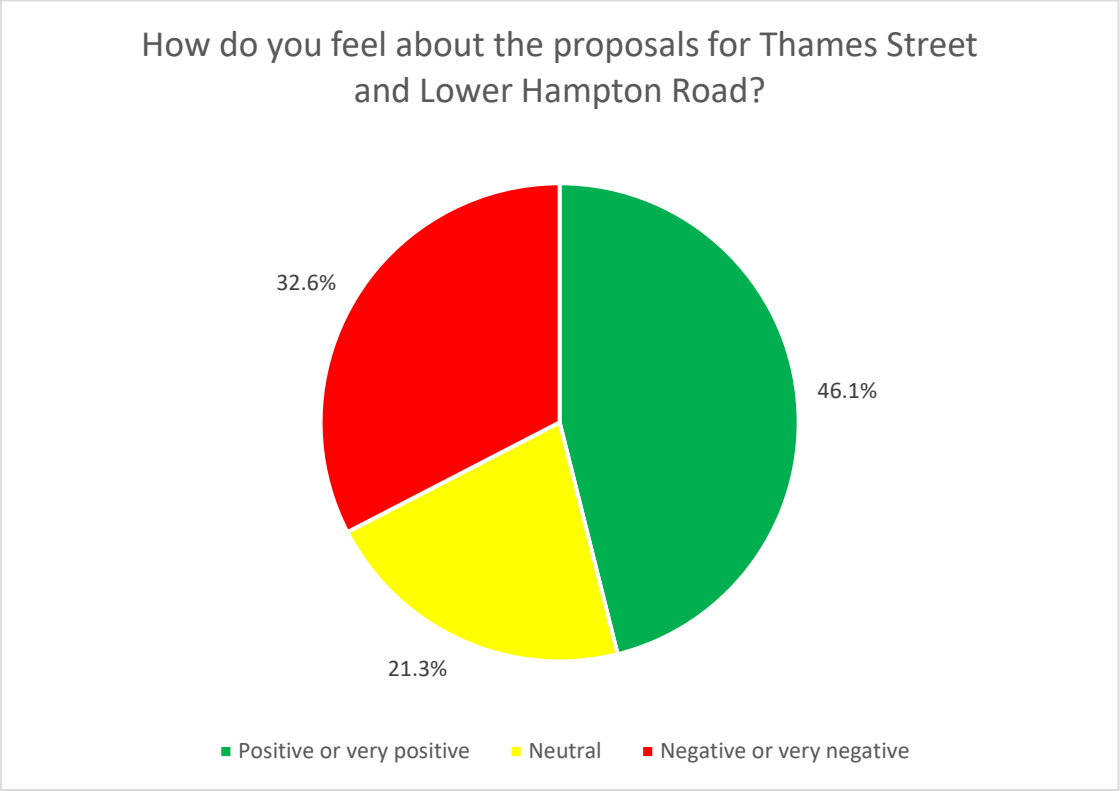


Figure 9. Respondents' sentiment towards proposals for Thames Street and Lower Hampton Road

Support for the proposals

- General support for the proposals centred around support for the 20mph speed limit proposals, traffic calming and new road markings and a recognition that these could help to address existing issues with speeding and antisocial driving. One of the most popular suggestions made by respondents was to extend the proposed 20mph speed limit along Lower Hampton Road to the cricket club or the end of the residential area and to reduce the existing 40mph limit towards the western end of Lower Hampton Road to 30mph.
- There was support for the proposed new uncontrolled pedestrian crossings, new surface treatment at the junction with The Avenue and for pedestrian refuges with a belief that this would improve conditions for pedestrians, but there was concern over the pedestrian refuge near to the junction with Harfield Road. These concerns are detailed below.
- Some supportive comments also stated that they would like to see proposals go further to address existing issues with speeding, antisocial driving behaviours such as mounting kerbs and parking on yellow lines or the pavement, and the narrow

pavements and poor pedestrian facilities on Thames Street. Respondents made suggestions such as installing bollards to prevent pavement parking, widening footways, introducing one-way priority on Thames Street, introducing cycling infrastructure, implementing HGV restrictions and better enforcement of existing parking and HGV restrictions and the existing speed limit.

- Some respondents suggested more radical measures to address issues with traffic volumes and speeds including pedestrianising Thames Street and implementing a one-way system on Thames Street.

Concerns and other suggestions raised

- The most prominent concern related to proposals for the area around the Harfield Road and Lower Hampton Road junction. These concerns were responsible for a large proportion of negative responses to the proposals. Concerns centred around what was felt to be an unacceptable loss of parking provision for residents on the riverside and Sunbury Court Island as a result of the proposed pedestrian refuge and raised table on Lower Hampton Road. In both their written responses and at the events, many residents expressed a strong desire for existing parking arrangements to be retained and the proposal for a pedestrian refuge, querying whether this was needed and reporting that this was not a well-used location by pedestrians seeking to cross the road.
- A large number of these respondents supported the proposed 20mph speed limit and expressed a desire for this to be extended along Lower Hampton Road to include the area around the junction with Harfield Road and west beyond this. A lower speed limit was viewed by many residents as the best way to address issues in this area. Some respondents also asked if formalising the parking spaces with marked bays could be explored.
- Some respondents reported concerns with the speeds of cyclists using Thames Street and Lower Hampton Road, with some requests that measures to reduce the speeds of cyclists be considered.
- Some respondents believed issues with parking and loading on the pavement were not adequately addressed by the proposals.
- Some respondents reported concerns that proposed traffic calming features could increase congestion and air pollution and affect passenger comfort on busses.
- Some respondents reported maintenance and vegetation issues on Thames Street and Lower Hampton Road.

5.4 The Avenue

The proposals made for The Avenue focussed on both the whole of The Avenue and on the highway area around parade of shops at the southern end of The Avenue and the junction with Thames Street. Proposals centred around issues identified by respondents in the first stage of engagement (in Autumn 2023), including issues with traffic volumes, speeds and antisocial driving on The Avenue, and also sought to improve the public realm and pedestrian environment by the parade of shops. Traffic

surveys found that The Avenue sees the second highest average speeds in Lower Sunbury, after Lower Hampton Road, and has a high number of pedestrian and cyclist users. The design proposals sought to help address vehicle speeds whilst creating a better environment for people living on, walking via and visiting shops on The Avenue.

236 individuals responded to the survey questions on the proposals for The Avenue. Of these, 160 responded to the question asking how they felt about the design proposals (Figure 10). Sentiment was evenly split between positive and negative, indicating that there is some work to do to refine these proposals. 41.3% of respondents felt 'positive' or 'mostly positive' about the proposals, whilst 40.7% of respondents reported to feel 'negative' or 'mostly negative'. 18% of respondents felt neutral. Respondents were then able to expand upon this and provide additional suggestions in free text questions. Responses are summarised below.

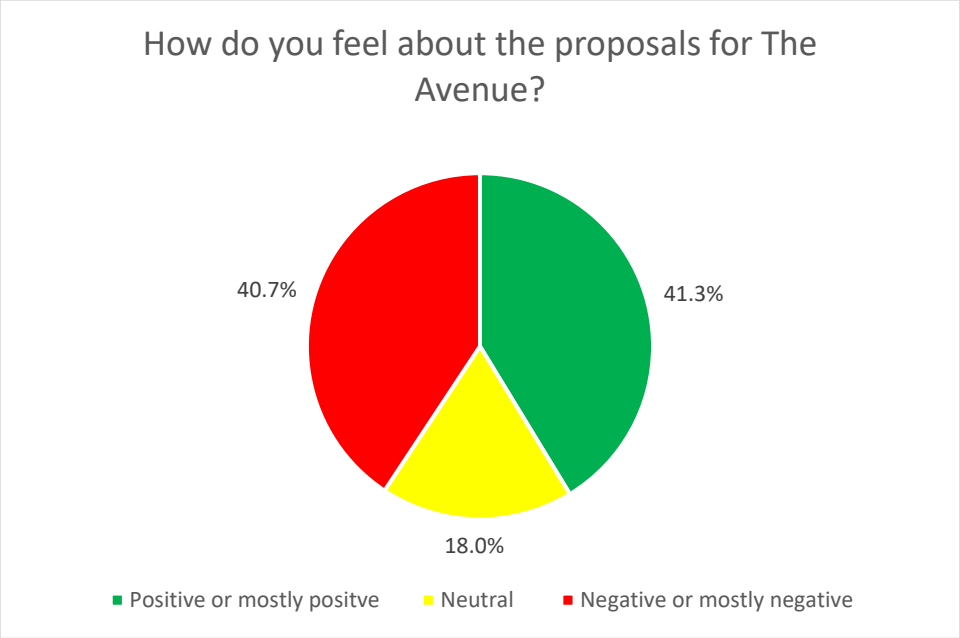


Figure 10. Respondents' sentiment towards proposals for The Avenue

Support for the proposals

- General support centred around support for traffic calming and measures to reduce speed, with the most common response identifying and expressing concern with existing speeding issues and dangerous driving and favouring that these be addressed.
- Support was expressed for the proposal for a 20mph speed limit, in line with the area-wide proposals, although some respondents questioned how these would be enforced.
- Some comments that expressed support also felt that the proposals did not go far enough to address current issues with antisocial parking, speeding and dangerous driving. Some respondents expressed support for greater levels of traffic calming, speed cameras, vehicle activated signage, priority one-way features, HGV

restrictions, more pedestrian crossings and new cycling infrastructure such as protected cycling facilities.

- Respondents also expressed a concern with antisocial parking behaviours, explaining that some drivers parking fully on the pavement to avoid double yellow lines and drivers sometimes deliberately park on yellow lines as well as at junctions. A common suggestion was for better enforcement of existing parking restrictions and some respondents suggested implementing new street furniture to prevent parking on pavements.
- Respondents were largely supportive of bollards at the junction with Thames Street, citing concerns over drivers mounting the pavement when turning.

Concerns and other suggestions raised

- The most prominent concern related to an impact on parking availability and concern over potential loss of parking. Most of these comments related to the loss of parking opposite the parade of shops, with many suggesting these changes offered little or no benefit. Some respondents opposed any changes to parking provision completely, whilst some respondents suggested alternatives such as reviewing the parking charges in Orchard Meadow car park and introducing timed restrictions for the parking spaces on the parade.
- There was also some disagreement with the need for road tables and other forms of traffic calming, with some respondents citing the already existing tables as being adequate or asking for these to be removed.
- Respondents also expressed a concern that the residential nature of The Avenue be retained, and some respondents favoured that no proposals be implemented on The Avenue.
- There were some concerns about the specific locations of interventions from individuals living on The Avenue, particularly about impacts on driveway access.
- Some respondents reported maintenance and drainage problems on The Avenue.

5.5 Hawke Park

The proposals for Hawke Park focussed on potential improvements to the surfacing of the path and improvements to the crossing points on The Avenue and French Street. 160 respondents engaged with the survey questions for Hawke Park. 107 individuals responded to the question asking for their overall opinion on the proposals (Figure 11). This showed an overwhelming support for the proposals with almost three quarters of respondents (73.5%) expressing that they felt either ‘positive’ or ‘very positive’ about the proposals. 16.2% of respondents reported feeling ‘neutral’ and only 10.2% of respondents said that they felt ‘negative’ or ‘very negative’ about proposals.

One of the proposals for Hawke Park centred around resurfacing the path which can currently become wet and muddy in winter. Respondents were asked what type of surfacing they would like to see be used for Hawk Park. The most popular suggestion was to use coloured tarmac or asphalt with many respondents expressing a desire that the surfacing be in keeping with the current, natural feel of the path and park and

stating opposition towards black tarmac. Some respondents requested that the path be left as it is whilst others favoured the use of bound gravel and requested that drainage be improved. There were a few suggestions that the path be segregated with cyclists on one side and pedestrians on the other to reduce the risk of collisions.

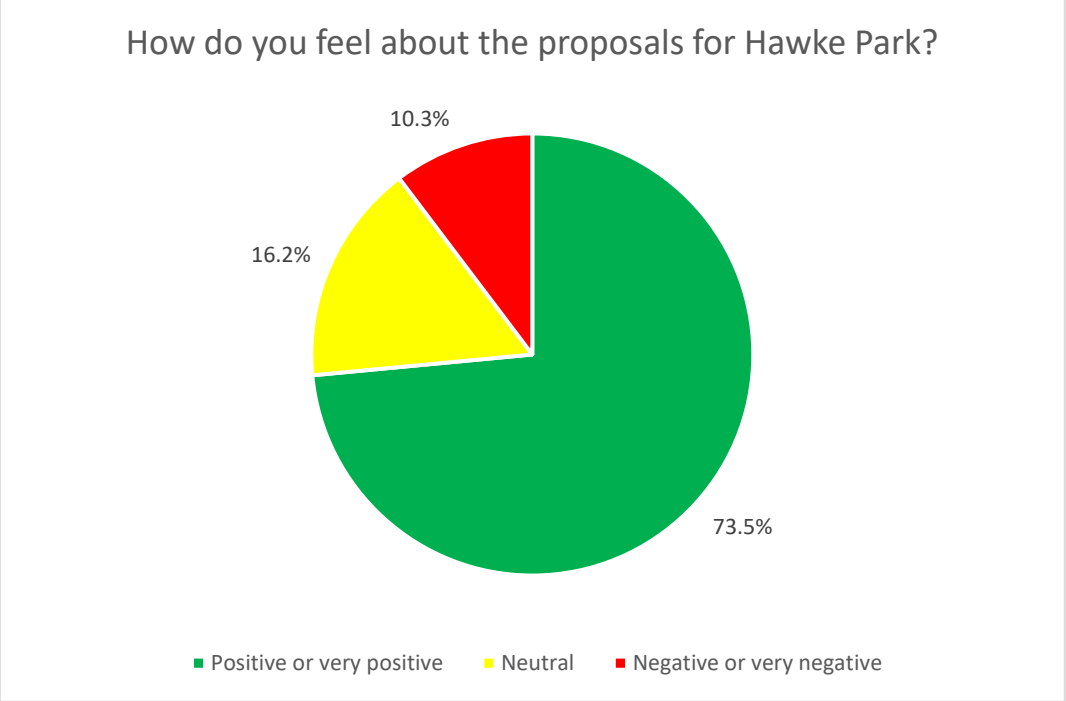


Figure 11. Respondents' sentiment towards proposals for Hake Park

Respondents were then able to provide written feedback and suggestions for the Hawke Park proposals which are summarised below.

Support for the proposals

- The majority of comments expressed general support for the proposals and a desire to see them implemented.
- There was particular support for the proposed changes to the French Street crossing but some suggestions were made for how to improve this even further. This included a suggestion to focus on aligning the crossing with the southern side of Oakington Drive where there is more space for new footway. Some respondents queried whether more formal, signalised crossings could be considered.

Concerns and other suggestions raised

- Whilst many respondents expressed a positive sentiment towards the proposed changes to the crossing on The Avenue, several respondents raised concerns over the proposed removal of the guard railing and the role it plays in preventing young children from running across the road. Some respondents also requested that the crossing be made into a formal zebra crossing to give priority to pedestrians particularly in light of how well used the path is.

- Some respondents expressed concern that about the impact of parking availability from the proposals around the French Street crossing.
- The most popular suggestions made by respondents were to add seating, more litter bins, and new street lighting to enable more use of the path during the winter.
- Some respondents suggested that the path segregate pedestrians and cyclists into separate spaces to avoid conflicts and recognise that the groups often travel at different speeds to each other.
- Some respondents suggested improving the signage leading to Hawke Park to better encourage its use by cyclists.
- Some respondents noted desire lines that are not currently served by paths and consequently get muddy and asked if these could be surfaced.
- Suggestions were also made to improve conditions where Hawke Park crosses Sunna Gardens. At present space is given over to the road and prevents continuous journeys along Hawke Park. Suggestions included a Copenhagen crossing and reducing the amount of space given to the road, reincorporating it into the park.
- Some respondents also suggested adding new greenery and vegetation, such as wildflowers, to the park, whilst other requested existing vegetation be cut back.

5.6 Manor Lane

The proposals for Manor Lane focussed on addressing concerns with high traffic volumes and speeds, particularly near to Chennestone Primary School, identified by respondents in the first engagement stage.

140 individuals engaged with the Manor Lane page on the Commonplace website, with 106 responding to the question asking for their overall opinion on the proposals for Manor Lane (Figure 12). Of these, exactly half (50%) responded that they felt ‘positive’ or ‘very positive’ about the proposals. 32.1% responded that they felt ‘negative’ or ‘very negative’ and 17.9% felt neutral about the proposals. This indicates an overall positive response towards the proposals for Manor Lane, with 20% more people stating that they felt positive rather than negative about the proposals.

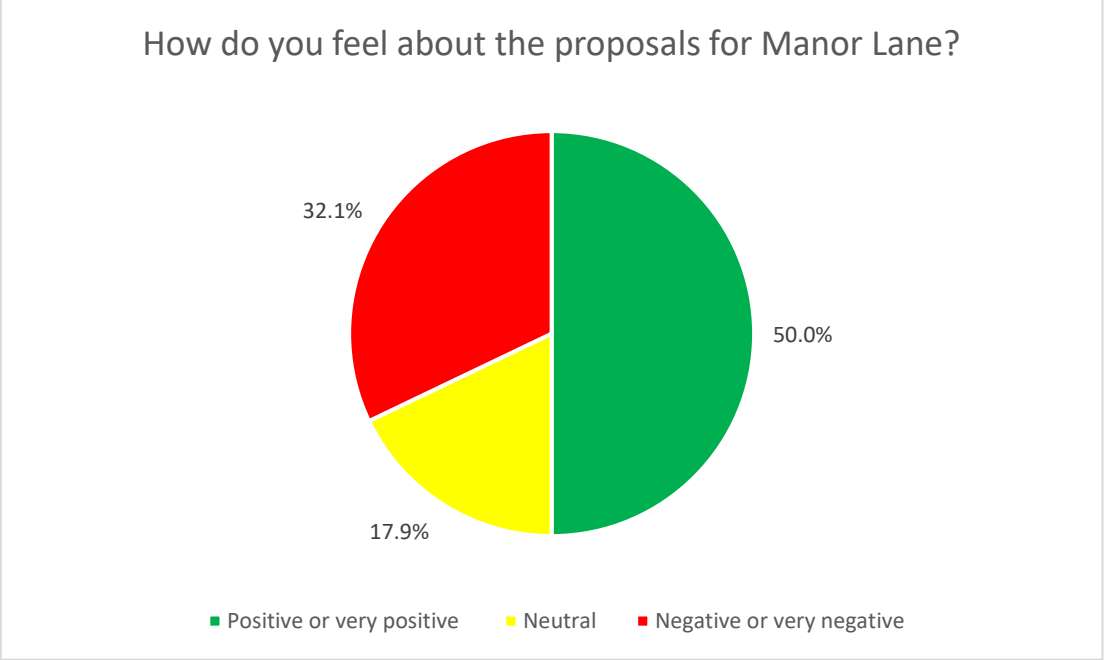


Figure 12. Respondents' sentiment towards the proposals for Manor Lane

Respondents were then able to provide written feedback on the proposals and their own suggestions. This feedback is summarised below.

Support for the proposals

- Measures to enforce lower speeds were highly supported. Respondents often cited concerns with existing speeds and traffic volumes and felt positively towards the potential benefit of reduced speeds on road safety. However, some believed measures such as speed cameras and better enforcement provide a stronger deterrent and should also be considered.
- Respondents were supportive of the proposed uncontrolled crossings.
- Some respondents who were supportive of the proposals also offered additional suggestions including new pedestrian crossing points and a timed closure or 'school street'.
- Respondents were generally supportive of measures to improve the public realm and favoured the introduction of greenery and plants, although there were some concerns about the proposals for rain gardens (see below).

Concerns and other suggestions raised

- One of the most common concerns raised by respondents regarded the proposed road narrowing and rain gardens and their potential impact on parking availability, potential for creating bottlenecks and the potential effect on sight lines. Some respondents favoured repainting and enforcing the existing yellow lines over the proposed road narrowing at the junction with French Street
- There were some concerns about the specific locations of rain gardens, particularly from individuals living on Manor Lane concerned about potential impacts on driveway access.

- There was some concern that the proposals could displace existing parking behaviours onto neighbouring roads.
- Respondents also believed that the proposals did not go far enough to address existing issues with parking, particularly in connection to Chennestone Primary School, such as parking in front of driveways, on yellow lines and across dropped kerbs. Many respondents requested better enforcement of parking restrictions and some requested if a residents-only parking system could be considered. Several respondents recommended that the focus be on encouraging parents and children to walk and cycle to Chennestone to alleviate traffic and parking issues.
- Some respondents reported maintenance and drainage issues on Manor Lane.

6. Conclusions and next steps

A total of 626 individuals responded to the engagement with 602 individuals responding via the Commonplace online survey, 22 responding via email, and 2 responding via letters. This sample has provided a useful range of views about the different design proposals for Lower Sunbury. Following the conclusion of the second stage of engagement, there remains broad support for the LSI project, its objectives, and continued development. However, it is recognised that there are some specific areas of the project where the level of agreement is less distinct and further consideration is required.

As shown in Figure 13, the project will now continue forward to the next stage of design where proposals are reviewed, amended and developed further to include more detailed information. All feedback received during the engagement period will be used to help inform this exercise including comments of support, concerns raised and other suggestions, which have been summarised in section 5 of this report. This is part of a community focused approach towards the project's development to ensure that the final project is one which works for Lower Sunbury residents.



Figure 13: Timeline of project progress and next steps

In recognition of the relatively lower level of support in some areas the council has committed to undertake further dialogue with a stakeholder group of residents and business owners in the vicinity of proposals around the junction of Thames Street and The Avenue prior to public consultation. This is to give the best chance that any updated plans that are presented at public consultation both meet local needs and have the support of the community.

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

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

It is important to note that at this stage of the project, there is no guarantee of delivery. Whilst funding is in place to develop the project, only once the third stage of engagement (public consultation) has been undertaken and any subsequent design changes made will the project be in a position to secure funding for construction. This ensures that local people have another opportunity to shape the development of the Lower Sunbury LSI project before plans are settled upon.