SURREY
COUNTY COUNCIL

Walton-on-Thames Local Street Improvements



Engagement Stage 3 Report – May 2026

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1. Executive Summary

This report describes the engagement process and provides the analysis of responses received during the third stage of engagement for the Walton-on-Thames Local Street Improvements (LSI) project.

This scheme aims to plan, design and deliver safer, healthier and more attractive local streets that encourage more walking, wheeling and cycling. LSI schemes also aim to create more attractive local environments and more welcoming neighbourhoods that people want to spend time in and residents take pride in. The Walton-on-Thames 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 third stage of engagement, which took place between 3rd of November and 14th of December 2025, set out to gather feedback from local stakeholders on the preliminary design proposals. 218 responses were gathered via the Commonplace online surveys used, a further 2 responded via email and several comments made during the drop-in sessions. All feedback is being considered by the project team.

As part of this stage of engagement we also consulted internal colleagues to gather their views on the proposals. We received comments back from our Passenger Transport, Placemaking, Road Safety and design teams. Internal feedback received will help amend designs as appropriate.

These responses have provided a useful range of views about the proposed improvements, all of which will be considered by the project team as it looks to refine the proposals before this design phase of the project concludes and it moves into detailed design and the delivery phase (subject to funding).

Overall, Further Engagement (Stage 3) showed broad support for the Walton-on-Thames LSI scheme, particularly for measures aimed at reducing vehicle speeds, and improving road safety and pedestrian infrastructure.

Any resulting changes to the project will remain in line with the project's objectives. Alongside the feedback received from this engagement exercise, any modifications will consider appropriate design guidance and standards to develop a project that can potentially attract funding for future construction.

The individual locations and measures that form part of the Walton-on-Thames LSI package will be prioritised to determine which improvements are likely to be brought forward first when funding opportunities become available. This prioritisation will consider various factors including delivery costs, the level of community support and scale of anticipated benefits.

2. Introduction

Local Street Improvements (LSI) are important to help deliver on the objectives of Surrey's current Local Transport Plan, particularly the active travel, personal mobility and planning for place policy areas, as well as contributing to reducing carbon emissions and the associated negative impacts. LSI schemes aim to make streets in communities safer, healthier and more attractive, with appropriate vehicle speed limits and improved facilities for walking, wheeling and cycling.



Figure 1. Map of Walton-on-Thames LSI zone

This scheme is part of the wider LSI Programme being progressed by Surrey County Council (SCC) across the county. As part of the first tranche of LSI schemes from the programme, a zone was identified in Walton-on-Thames and the first round of engagement took place in October and November 2023 to gather views on issues in the area. Following this round of early engagement and reviewing the feedback, draft feasibility designs, were created, and a second stage of engagement took place in September to November 2024 on these. Further engagement (third stage) took place in November and December 2025 that presented updated preliminary designs with changes made based on the feedback received on the second stage. The third stage of engagement was completed using the Commonplace platform and gathered feedback from people living, working and travelling through Walton-on-Thames.

3. Engagement Methodology

3.1. LSI and 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 local stakeholders to influence the development of feasibility designs.

2. Stage 2 - Informal engagement**:** seeking views on the feasibility designs leading to a design review and informing the development of preliminary designs.

3. Stage 3 - Further engagement: updated designs (preliminary designs) are shared with the community for a final substantive round of feedback (*current stage).*



Figure 2. Walton-on-Thames LSI project timeline as shown on the display boards used at the third stage engagement events

3.2. Third stage engagement methodology

Updated design proposals have been developed for the Walton-on-Thames area, in line with the objectives of the LSI programme. These were influenced by the feedback received during the second stage of engagement held in Autumn 2024. The designs were divided into three different areas shown in Figure 1 to group proposals by key locations and to allow for easier viewing on the Commonplace site. The updated design proposals were designed by the design team at WSP.

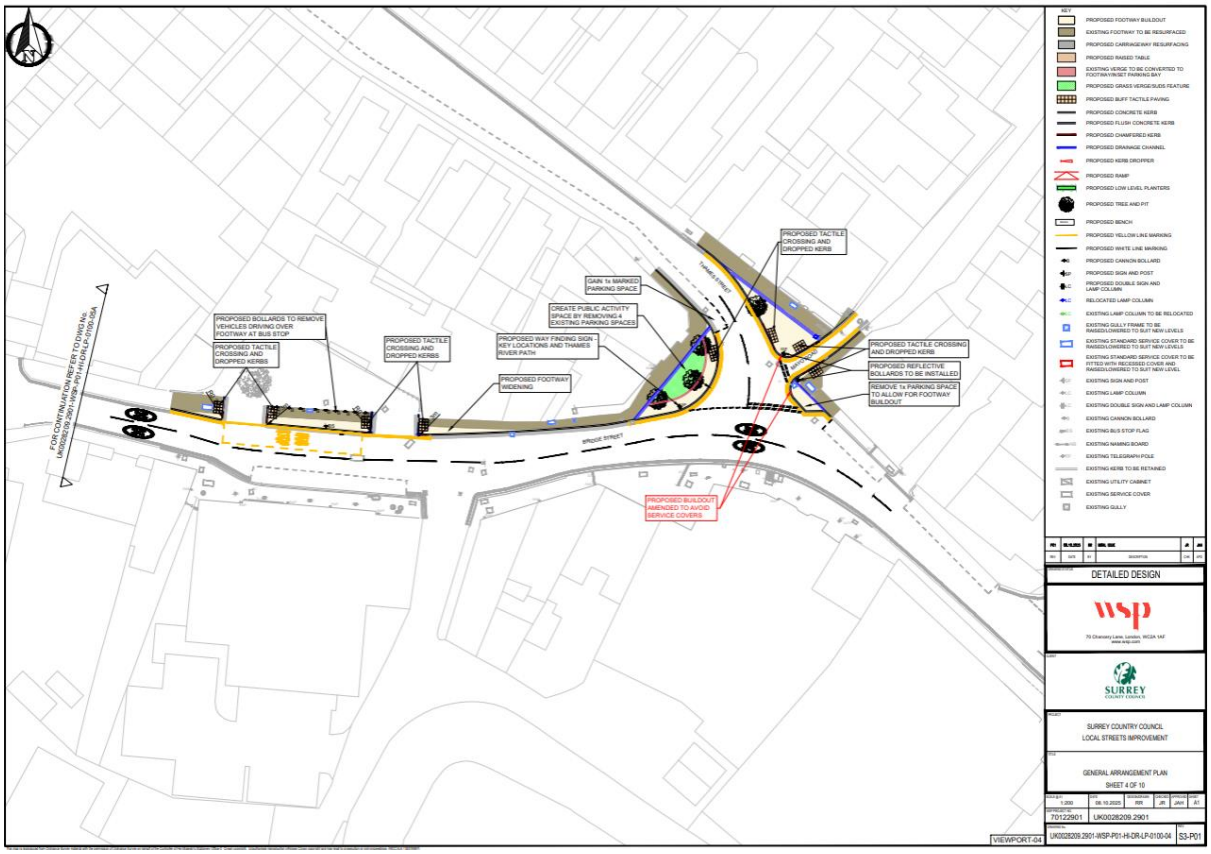


Figure 3. Example of updated design proposal for Bridge Street

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

The stakeholder engagement plan that was developed for the Walton-on-Thames LSI scheme has been continued. This engagement plan identifies local stakeholders which include schools, businesses, emergency services, resident associations, other local organisations and interest groups, as well as local residents and the wider public more generally.

Prior to carrying the third stage of engagement publicly to cover all external stakeholders, scheme updates and feedback received by engaging with:

- SCC officers across the Highways Directorate;
- SCC Cabinet Member for Highways, Transport and Economic Growth;
- SCC Divisional Member for Walton-on-Thames;
- Officers at Elmbridge Borough Council (EBC); and
- EBC Ward Members for the wards within the coverage of the Walton-on-Thames LSI zone.

Following the engagement with those listed above, the project team commenced activities to reach out and engage with the public and all external stakeholders. Engagement stage 3 was carried out between 3 November 2025 and 14 December 2025. A website using the

Commonplace platform was used to collect view from people who live, work, study, travel through and spend time in Walton-on-Thames.

The Commonplace website included a map of the LSI zone divided into areas (see Figure 1) with the updated design proposals, background information about the LSI programme in Surrey, information on the types of interventions being considered to improve local streets through the programme, the scheme's timeline and surveys on each area that allowed respondents to comment on designs and submit their views and suggestions. The survey was active for the 6 weeks of the engagement period.

Two in person exhibition/drop-in events were held as part of the third stage of engagement. Both were held at the Walton Library with the first on Tuesday 25 November 2025 between 3pm and 5.30pm and the second on Saturday 29 November 2025 between 10.30am and 12.30pm. This venue is located close to the zone and easily accessible so was chosen as the most suitable location to carry out the engagement. This was the same location as the previous engagement events held as part of this scheme. Various posters and signage were used to notify and direct people to where the event was being held and more information on the LSI engagement taking place. Display boards and printed design plans were on show for attendees to view and consider (see Figure 3) and three Surrey County Council and one WSP members of staff were present to discuss the scheme objectives, proposals and to help gather feedback from attendees using the Commonplace survey. The Commonplace surveys were used to capture the feedback from events to ensure all engagement responses were recorded on the same platform where possible. Staff members were available to run through and help attendees fill out the Commonplace survey.

To advertise the engagement, letters were sent to all residents and businesses in the zone. Posters shown on Figure 4 were also displayed at various points in the area and flyers handed out. Notification of the engagement was also sent via email to stakeholder identified in the engagement plan, and those that had signed up during previous stages of engagement for updates from Commonplace about the scheme received an email notifying them of this engagement stage going live.

To further raise awareness of the engagement exercise, it was also promoted on various social media platforms Facebook Instagram and Nextdoor the start and end of the engagement period, advertising which directed them to the Commonplace online site.



Figure 4. Double sided flyers handed out to advertise the third stage of engagement

4. Who responded

There were 218 responses to the surveys on Commonplace. An additional 2 responses were received by email. Feedback was also gathered directly from stakeholders who attended the engagement events. All feedback is being considered by the project team.

To understand the level to which the respondents of the survey are representative of the wider population that would be impacted by the scheme, certain key characteristics of respondents can be considered and compared with data from the 2021 Census for the borough of Elmbridge, where the majority of stakeholders live.

4.1 Age

Regarding the age of respondents, of those that disclosed this information the most common age categories were 55-64 (27%), 45-54 (26%) and 35-44 (16%). This is a similar spread to the respondents to the previous stages of engagement. Considered against 2021 Census data for the borough of Elmbridge, there was some overrepresentation in these age groups. Of respondents that disclosed their age group, no responses were received by those who said they were under the age of 25. Figure 5 below shows the percentage share of age group of respondents that answered this question. 95 respondents selected an age range.

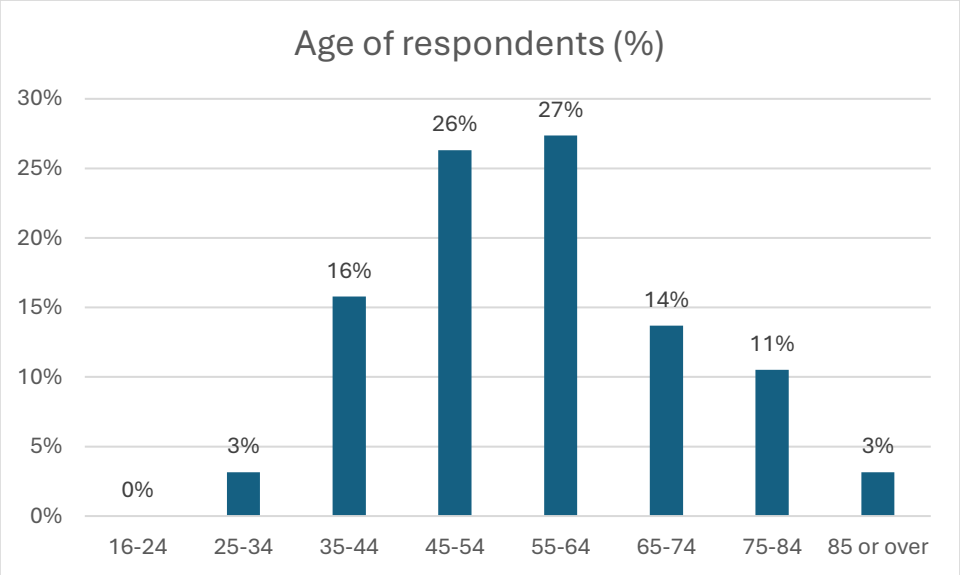


Figure 5. Age of respondents

4.2 Respondents' Employment Status

Figure 6 below shows the employment status of respondents. A total of 205 respondents provided information on their employment status. The results indicate that almost half of respondents are working full-time (47%), while 34% are retired, representing the second largest group. Smaller proportions include those who are self-employed (7%), working part-time (5%), and unemployed (3%). Very few respondents identified as being on a zero-hour contract (1%), a stay-at-home parent (1%), a carer (1%), or a volunteer (1%), and no respondents selected apprenticeship/training or student. Overall, the findings suggest that the majority of respondents are either in full-time employment or retired. A total of 205 respondents provided information on their overall sentiment.

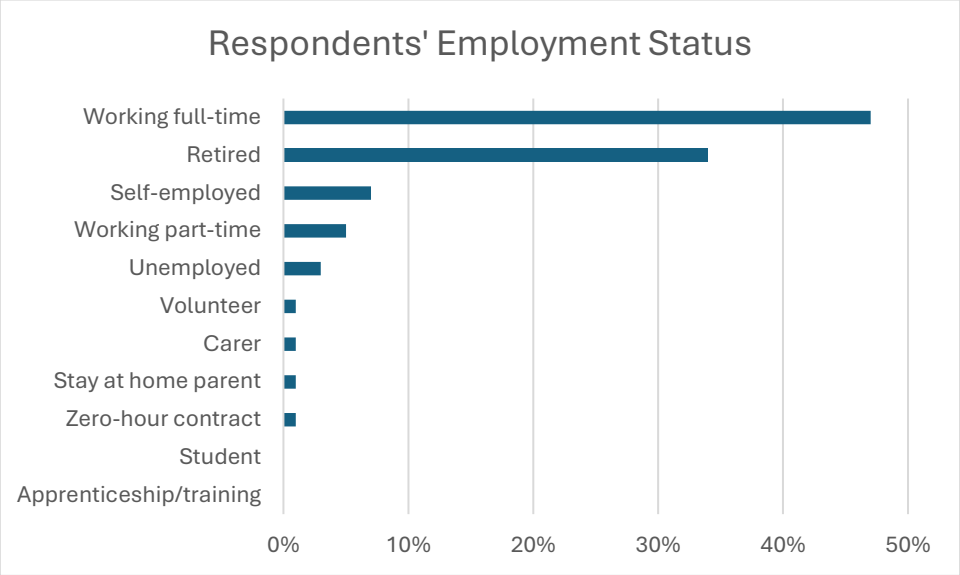


Figure 6. Respondents' Employment Status

4.3 Connection to the area

Figure 7 below shows the respondents' connection to the area. Respondents were able to select multiple answers as connection to the area for a total of 112 selections. The responses suggest that the survey reached those that would be impacted by the scheme, with the majority of respondents living in the area (80%). There was also a good representation of those that work in the area.

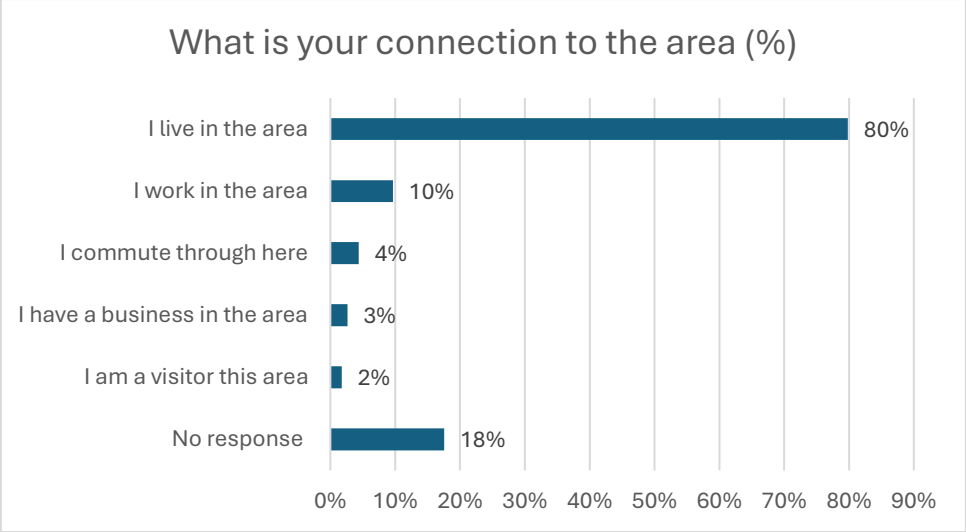


Figure 7.Respondent's connection to the Walton-on-Thames area.

4.4 Mode of Transport

The survey also included a question to understand the mode of transport that respondents mostly rely on (Figure 8) to travel in the area. The responses show that walking is the most popular form of transport followed by the car. Note, respondents were able to select multiple modes of travel, 252 selections of connection to area were made and 23 respondents did not answer the question. Some modes of transport were grouped together (e.g. Car(driver) and Car(Passenger)).

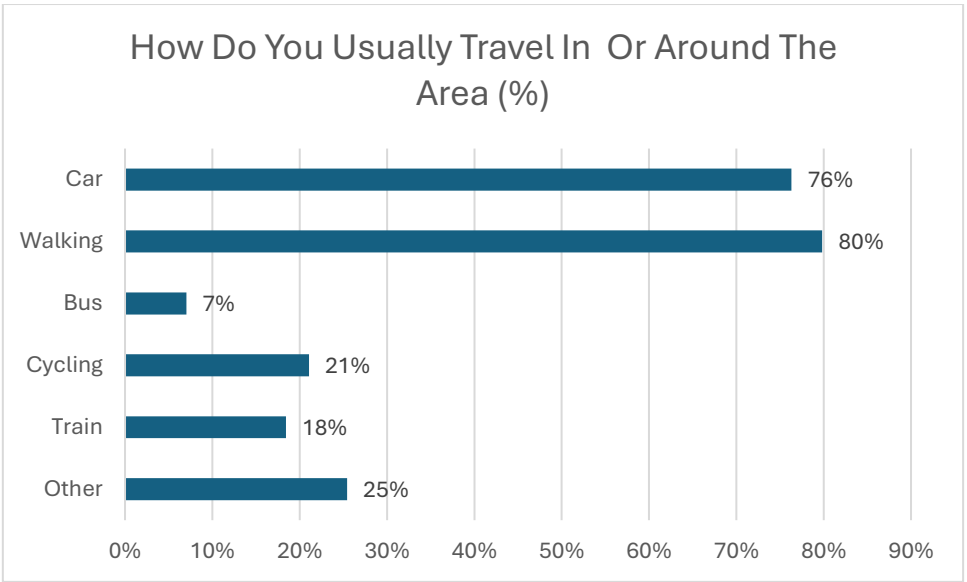


Figure 8.How respondents travel around the area

5. Responses to the proposal

A total of 218 responses were received as part of the consultation, which were analysed. Two comments were sent via email.

This section of the report summarises the feedback received on the proposals put forward during the public engagement exercise. Feedback is presented by area (Area 1, Area 2 and Area 3) reflecting the different corridors where proposals were introduced as well as comments relating to area wide measures. As this is a summary section it highlights the main themes raised rather than capturing every individual comment.

Respondents were asked to indicate their overall sentiment towards the different elements of the Walton LSI proposals and whether they felt the updated designs improved on those presented during Engagement Stage 2. Respondents were also able to provide written comments to explain their views, including areas of support, concern, or suggested changes.

Feedback was gathered via the Commonplace online survey, as well as through emails, in-person engagement events and meetings with stakeholders. While not all comments are quoted in this report.

5.1. Area 1 Bridge Street and surrounding roads

Feedback relating to Area 1 showed a mixed response to the updated proposals. While some respondents expressed support for elements of the scheme, a notable proportion raised concerns, particularly about how the proposals would operate in practice.

Overall, the feedback suggests that although there is some support for change in the area, there remains a level of concern that will need to be carefully considered as the design progresses.

5.1.1 Key Themes Raised

Respondents were able to provide further comments to explain their views. The main themes raised are summarised below.

Key Themes Raised Traffic Movement & Junction Layout

- The potential impact of the proposals on traffic flow, particularly during peak periods.
- Concerns that the proposed layout may be difficult to understand or could increase delays.
- Views that congestion issues in the area may not be fully resolved through the proposed changes.

Parking Impacts

Parking impacts were raised frequently by respondents. Key concerns included:

- The potential loss of on-street parking in the area.
- The effect this could have on residents, visitors, disabled users and local businesses.
- Concerns about parking being displaced onto nearby streets.

A smaller number of respondents supported reductions in parking where this was seen as contributing to improvements to the public realm and a better overall street environment.

Safety considerations

Some respondents recognised potential safety benefits, particularly where changes could improve visibility or help manage vehicle movements more effectively. However, these views were less commonly expressed than concerns around traffic and parking. Figure 9 shows the overall sentiment analysis for Area 1 shows a mixed distribution of views.

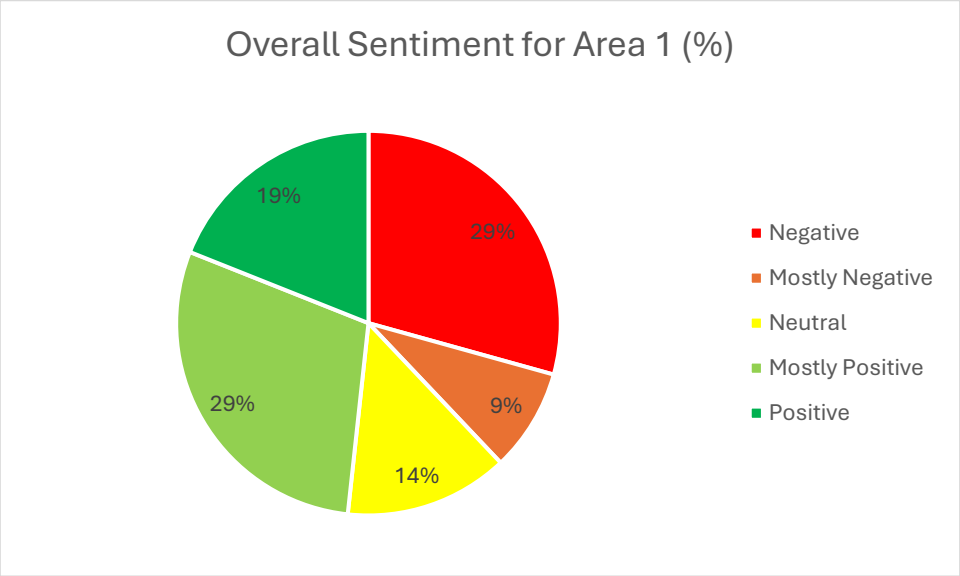


Figure 9. Overall sentiment in Area 1

38% responses expressed a negative position towards the proposals (29% negative and 9% mostly negative). In comparison, 48% responses expressed a positive view (29% mostly positive and 19% positive). 14% responses were neutral, indicating neither support nor objection. A total of 62 respondents provided information on their overall sentiment.

Overall, feedback for Bridge Street and surrounding roads (Area 1) was mixed. While there is some support for elements of the proposals, a significant number of respondents raised concerns relating to traffic movement, junction operation and parking impacts. These

comments will be taken into account by the project team as the scheme moves into the next stage of design development.

5.2 Area 2 Manor Road and surrounding roads

Feedback relating to Area 2 primarily focused on themes around vehicle speeds, rat-running, road safety and pedestrian crossing provision, particularly along Manor Road. Figure 10**Error! Reference source not found.**, the overall sentiment for Area 2 shows a mixed but more polarised response, with negative views slightly outweighing positive views.

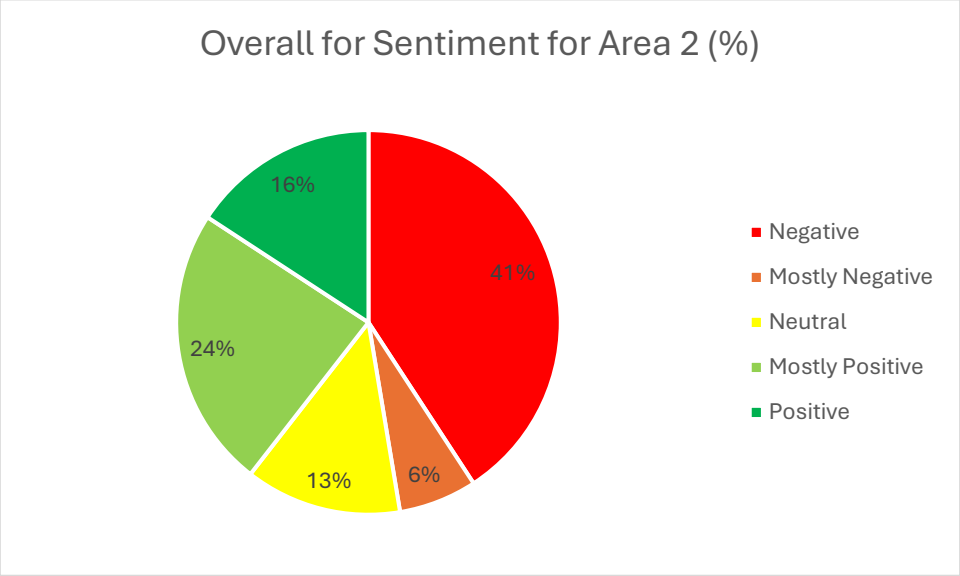


Figure 10. Overall sentiment in Area 2

47% of respondents expressed a negative sentiment, comprising 41% negative and 6% mostly negative responses. 40% of respondents expressed a positive sentiment, including 24% mostly positive and 16% positive responses. 13% of respondents were neutral, indicating neither clear support nor objection. A total of 76 respondents provided information on their overall sentiment.

Overall, while there is clear support in principle for addressing existing issues in the area, the level of negative sentiment highlights ongoing concerns.

5.2.1 Key Themes Raised

Respondents were able to provide further comments to explain their views. The main themes raised are summarised below.

Support for the proposals

- Many respondents expressed support in principle for measures aimed at reducing vehicle speeds along Manor Road and surrounding streets.
- There was support for proposals intended to discourage rat-running and non-local through traffic, particularly where this would help protect the residential character of the area.
- Respondents supported measures that could improve road safety, especially for pedestrians, children, older people and other vulnerable road users.

Vehicle speeds and rat-running

- Many respondents highlighted existing issues with vehicle speeds and through-traffic, particularly along Manor Road.
- Concerns were raised about rat-running, with respondents describing the impact this has on residential amenity and road safety.

Parking and traffic displacement

- A large proportion of respondents raised concerns about the potential loss or reallocation of on-street parking, with many expressing that this would have a direct and adverse impact on residents, visitors and households with limited off-street parking provision.

5.3 Area 3 Felix Road, Franklyn Road and surrounding roads

Feedback for Area 3 focused largely on local accessibility, safety and maintaining the residential character of the area.

Analysis of the consultation responses for Area 3 shows a mixed but cautious response to the proposals. Figure 11 shows the overall sentiment in Area 3.

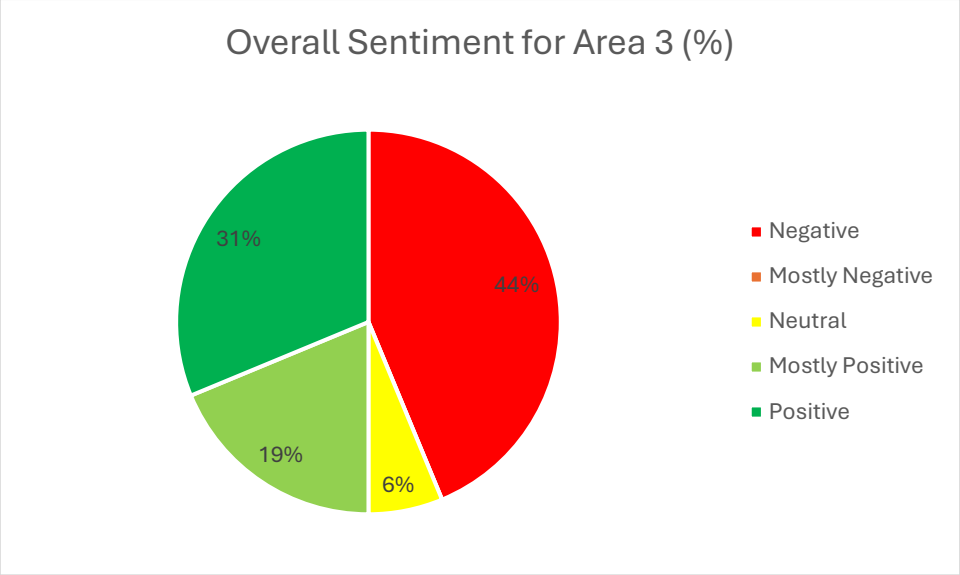


Figure 11. Overall sentiment in Area 3

While a substantial proportion of respondents expressed positive views, a significant number of respondents also raised concerns that will need to be addressed as the scheme progresses. Shown on Figure 11, of the responses received, 50% expressed a positive view of the proposals (19% mostly positive and 30% positive). 44% responses expressed a negative view and 6% of respondents were neutral. A total of 16 respondents provided information on their overall sentiment.

5.3.1 Key themes raised

Respondents were able to provide further comments to explain their views. The main themes raised are summarised below.

Traffic Calming Measures

- Some respondents expressed qualified support for the proposals, particularly measures aimed at calming traffic and reducing vehicle speeds on residential streets.

- Measures intended to support safer walking and cycling were viewed positively, especially for short, local journeys.

- Improvements to road surfaces, including footways, were supported where these would enhance safety, comfort and accessibility for all road users.

Concerns and other suggestions raised

- Some respondents highlighted the potential for increased congestion, longer journey times, and additional pressure on junctions in surrounding areas.

- Several respondents emphasised the need for clearer information on how the proposals would operate in practice, particularly in relation to access, parking and movement.

5.4 Area-wide measures

Area-wide feedback reflected broad support for the overall objectives of the Walton-on-Thames LSI scheme, particularly improvements aimed at road safety, healthier travel choices and creating more pleasant streets.

Many respondents supported measures that encourage walking and cycling, reduce vehicle dominance and improve the public realm. There was recognition of the benefits that such measures could bring in terms of safety, health and environmental quality. As shown on Figure 12 feedback on the proposed 20mph speed limit indicates mixed views among respondents.

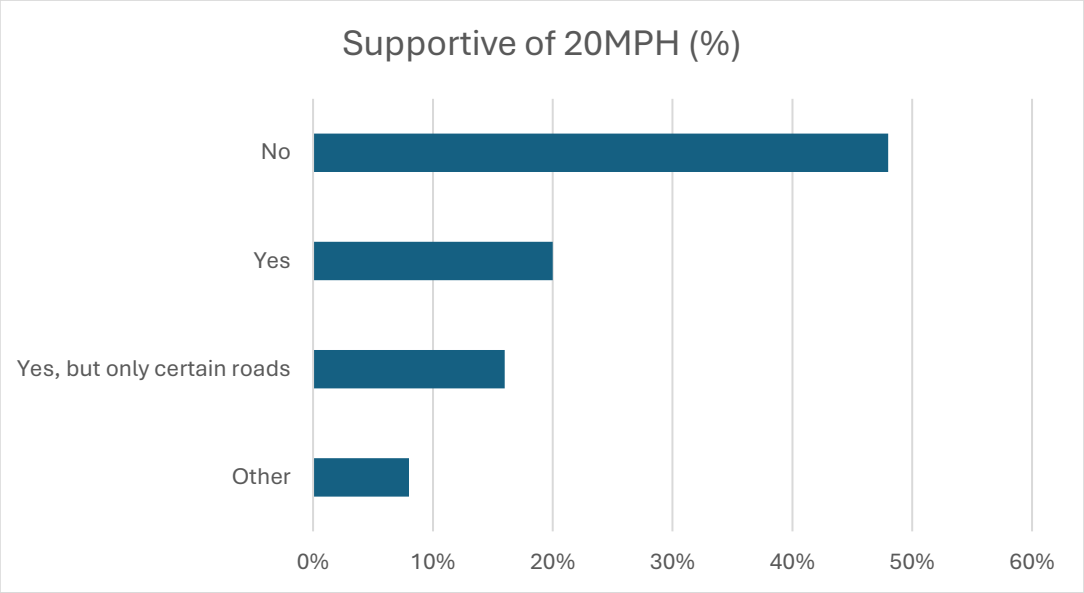


Figure 12. Support of 20MPH

A total of 48% of respondents opposed the introduction of a 20mph limit, representing the largest single response group. In contrast, 20% respondents supported a 20mph limit across roads in the area, while 16% respondents supported a 20mph limit only on certain roads, indicating conditional support. A smaller number of respondents did not express a clear opinion (8%) or selected other responses (8%). A total of 23 respondents indicated their level of support for the 20-mph proposal.

5.4.1 Key themes raised

Respondents were able to provide further comments to explain their views. The main themes raised are summarised below.

Concerns About Enforcement and Practicality

A number of respondents opposed the introduction of 20mph speed limits, arguing that:

- Many roads already operate at or below 20mph due to their layout and traffic conditions
- Several comments highlighted concerns about enforceability, noting that speed limits without active enforcement (e.g. speed cameras) may not be effective.

- The reduction would increase journey times and reduce efficiency.

5.5 Parking

Parking emerged as a significant theme across all areas, as reflected in the consultation analysis.

Many respondents raised concerns about the potential loss of parking spaces, the impact on residents and businesses, and the risk of parking displacement to surrounding streets. Permit arrangements and enforcement were also commonly discussed. Shown on **Error! Reference source not found.** below responses relating to parking options indicate a mixed opinion for retaining existing arrangements.

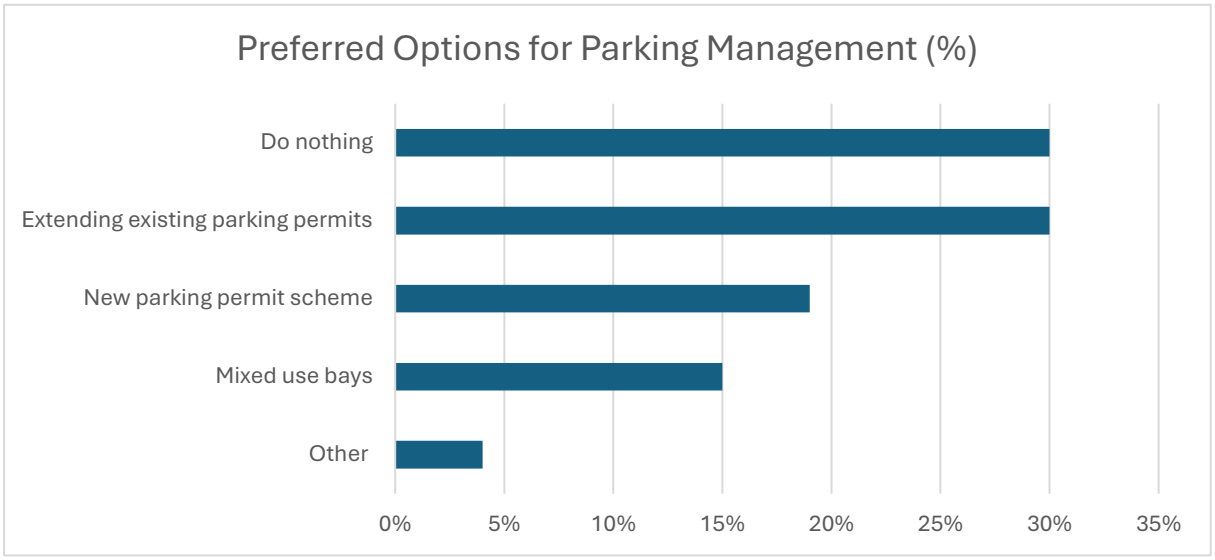


Figure 13. Preferred Options for Parking Management

30% of respondents selected “do nothing”, making this the most frequently supported option, alongside eight respondents who supported extending existing parking permits. A

smaller number of respondents favoured changes to current arrangements, with 19% of respondents supporting the introduction of a new parking permit scheme and 15% of respondents supporting mixed-use bays. Only one respondent selected “other”, while 4% of respondents expressed no clear opinion. A total of 26 respondents indicated their preferred options for parking management.

Overall, the distribution of responses suggests that respondents generally favour maintaining or modestly extending existing parking controls rather than introducing more significant changes.

5.5.1 Key themes raised

Respondents were able to provide further comments to explain their views. The main themes raised are summarised below.

Loss and Reduction of Parking Spaces

Several respondents expressed concern about the potential reduction in parking spaces as a result of the proposed changes.

- Some respondents highlighted that the introduction of additional double yellow lines and other restrictions may reduce the availability of parking for residents and visitors.

- Others noted that the cumulative loss of spaces across different streets, including Bridge Street, could make it more difficult to find parking, particularly during peak periods.

Impact on Local Businesses and Town Centre

Several respondents highlighted the importance of maintaining convenient parking to support local businesses and town centre activity.

- Some respondents felt that a reduction in short-stay or free parking could discourage visitors from stopping in Walton town centre.

- Others suggested that convenient parking provision helps support shops, cafés, and other local services.

Alternative Parking Management Suggestions

Some respondents provided suggestions for alternative or additional parking management measures.

- Suggestions included the introduction of mixed-use parking bays that could serve both residents and short-stay visitors.

- Others suggested that targeted measures in specific locations may be more appropriate than area wide restrictions.

These responses emphasised the importance of balancing resident needs with access for visitors and businesses.

6 Conclusions

218 responses were received through the Stage 3 Commonplace engagement platform, and under 100 attendees took part in the in-person Engagement Stage 3 event. Over 650 responses were received across all three engagement stages. The responses received has provided a useful indication of the levels of support for the different design proposals in Walton-on-Thames and ideas to make them better. Following the conclusion of the third stage of engagement, there remains broad support for the LSI project, its objectives, and continued development.

The engagement exercise has provided a clear understanding of the key themes and issues raised by respondents in relation to the Walton-on-Thames LSI proposals. The thematic analysis highlights the relative prominence of concerns relating to traffic, safety and parking, alongside support for the scheme's wider objectives.

All feedback received will be considered. The project team will review the highlighted themes, refine the proposals where appropriate and ensure that the scheme continues to align with the agreed objectives of creating safer, healthier and more attractive streets.

7 Next steps

As per the project timeline, final design changes will be made before this stage of the project is completed. 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 to ensure that the final proposals work for Walton-on-Thames residents.

Beyond this, the project will seek funding to move forward into a detailed design, delivery and construction phase. There can be no guarantee that any aspects of the project will be built until funding can be secured from an appropriate source(s). Depending on the scale of funding available, it may be necessary to build the project in phases with certain elements given priority. The elements that are prioritised for delivery will be agreed with the local Divisional Member based upon an assessment of community support, active travel benefits, deliverability and affordability.

Local government in Surrey is changing to make the system simpler, more connected, and better able to meet local needs. This is called Devolution and Local Government Reorganisation. From April 2027, the existing county council and 11 district and borough councils will be replaced by two new unitary councils – East Surrey and West Surrey. This scheme will be put forward to the new East Surrey Unitary authority for future prioritisation and delivery.

8 Appendices

Appendix A: Commonplace survey question

Part A: Information about respondents

What is your home postcode?

What is your work postcode?

What is your connection to the area?

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

What is your age group?

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

What is your employment status?

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

How do you usually travel in or around the area?

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

Part B: Survey Questions

Area Wide Measures

How do you feel overall about the area wide proposals?

Negative to Positive (smiley faces)



Are you supportive of the proposals to reduce the speed limit to 20mph in Walton-on-Thames LSI zone?

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

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

Comment box

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

Comment box

Parking

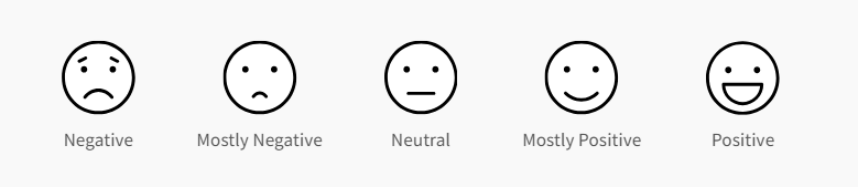
Which measure would you like to see implemented to address parking in the LSI zone?

Extending existing parking permits, Mixed use bays, New parking permit scheme, Do nothing, Other, Please provide any further feedback.

Area 1 (Bridge Street and surrounding roads)

How do you feel overall about the updated proposals for Area 1?

Negative to Positive (smiley faces)



Do you feel that the changes made to proposals for Area 1 are an improvement on the previous ones?

Comment box

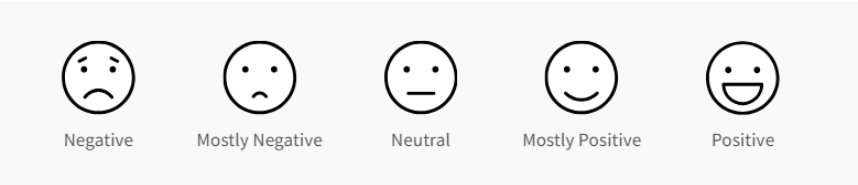
Please use the box below to provide any further feedback you wish to share on Area 1.

Comment box

Area 2 (Manor Road and surrounding roads)

How do you feel overall about the updated proposals for Area 2?

Negative to Positive (smiley faces)



Do you feel that the changes made to proposals for Area 2 are an improvement on the previous ones?

Comment box

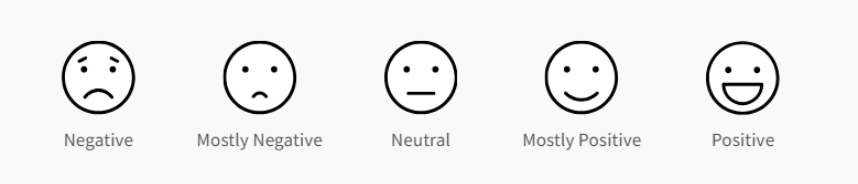
Please use the box below to provide any further feedback you wish to share on Area 2.

Comment box

<u>Area 3 (Felix Road and Franklyn Road)</u>

How do you feel overall about the updated proposals for Area 3?

Negative to Positive (smiley faces)



Do you feel that the changes made to proposals for Area 3 are an improvement on the previous ones?

Comment box

Please use the box below to provide any further feedback you wish to share on Area 3.

Comment box

Appendix B: Residents Letter

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

SURREY
COUNTY COUNCIL

Transport Policy Team
Surrey County Council
Victoria Gate
Chobham Road
Woking
GU21 6JD

Your ref: Walton-on-Thames Local Street Improvements

November 2025

Dear Resident / Occupier,

Subject: Walton-on-Thames Local Street Improvements (Further Engagement)

Following engagement with the community over the past two years, Surrey County Council has developed updated proposals to make streets in Walton-on-Thames safer, healthier, and more attractive with improved facilities for walking, wheeling, and riding.

We most recently gathered feedback on scheme proposals last winter. The scheme proposals have been revised taking into account the feedback we received, and we are now asking for views on the updated proposals.

Have your say

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

Your views are important to us, and your input would be greatly appreciated to help influence the plans in Walton-on-Thames. Your views will be used to inform detailed design, subject to funding.

To find out more about the proposals and to provide feedback, please visit https://waltonlsi.commonplace.is/ or scan the QR code.

surreycc.gov.uk

The engagement period closes on Sunday 14 December 2025.

Opportunities to share your views in-person

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

Both sessions will be held in Walton Library, 54 The Heart (off Hepworth Way), Walton-on-Thames, KT12 1GH, on the following dates:

- Tuesday 25 November 2025 from 3:00pm to 5:30pm
- Saturday 29 November 2025 from 10:30am to 12:30pm

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 Team, Surrey County Council, Victoria Gate, Chobham Road, Woking, GU21 6JD

Yours faithfully,

Transport Policy Team, Surrey County Council

Appendix C: Walton-on-Thames LSI Preliminary Design Proposals (Stage 3)

These can be found attached separately or on the tiles on the commonplace site