



# **Sutton Green Area Speed Reducing measures – Results of Public Consultation**

**Local Committee for Woking  
12 June 2003**

## **KEY ISSUE:**

To receive the results of the public consultation exercise, carried out in April and May 2003, on the proposed speed reducing measures in the Sutton Green area, and to agree to their implementation in the autumn of 2003.

## **SUMMARY:**

People living or working in the Sutton Green area have been consulted on the package of speed reducing measures approved by the Committee in January 2003. 87% of respondents support the proposals.

## CONSULTATIONS:

A total of 292 letters of consultation were sent out. (The area chosen for the consultation area is shown at Annex A). 123 responses were received. 87% of respondents supported the proposals. The emergency services were also consulted and have no objections. The Police suggested some minor amendments, which are described below.

Woking for Pedestrians and the Woking Cycle Users' Group have also been consulted.

## OFFICER RECOMMENDATIONS:

The Committee is asked to agree

- a. that the package of speed reducing measures for the Sutton Green area be approved for detailed design, followed by implementation in the autumn of 2003.

## Introduction and background

1. At its meeting on 22 January 2003, the Committee received a report entitled "Agency Transfer Work – Speed Safety Appraisals". Among other things, the report recommended, subject to public consultation, a package of speed reducing measures for the Sutton Green area. The Committee approved this recommendation, and the consultation exercise was carried out during April and May 2003.

## Analysis and commentary

2. All those living or working in the Sutton Green area were consulted. A copy of the letter, questionnaire and plans which were sent out is attached at Annex B.
3. A total of 292 letters and questionnaires were sent out to the public. 123 questionnaires were returned, representing a response rate of 42%. Of the responses received, a total of 107 were in favour of the proposals, representing 87% of the respondents.
4. Typical comments from respondents in favour were that the proposals would encourage lower speeds and improve safety in the area. Many residents were concerned about accidents and felt that drivers were exceeding the speed limit and intimidating vulnerable road users. (Pedestrians, horse riders and cyclists). They made the point that pedestrians must walk in the road where there is no footway provision. Other residents felt that the proposals would assist them in entering and leaving their driveways. Whitmoor Lane residents generally felt that the proposals would reduce vehicle speeds and deter through traffic.
5. Those respondents who did not favour the proposals felt that they would not reduce the speed and volume of traffic or that they would detract from the rural character of the area. They suggested other measures, including the provision of footways, speed cameras, the provision of street lighting, and more Police enforcement of the speed limit.
6. The Police suggested that the kerb build-outs near the north-western end of Whitmoor Lane should contain illuminated bollards and be constructed with high-sided kerbs. They also suggested a slight modification to the kerb build-out at the south-eastern end of the lane, to better accommodate the new chevron signs and improve sightlines for drivers turning right into Whitmoor Lane. These suggestions can be incorporated into the design brief issued to the Constructor (Ringway), if the Committee agrees that the proposals should be implemented.

## Financial implications

7. The cost of the proposals is estimated to be £30,000, funded from the Local Transport Plan capital programme for 2003/4, as agreed by committee on 19 March 2003.

## Sustainable development implications

8. There are no sustainable development implications.

## Crime & disorder implications

9. The proposed measures will help to reduce the incidence of speeding through the area, which is of concern to the majority of respondents.

## Equalities implications

10. There are no equalities implications.

## Conclusions and reasons for recommendations

11. The proposals have been designed to encourage lower vehicle speeds throughout the Sutton Green area. A large majority of those returning the questionnaires were in favour of the proposed speed reducing measures.

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