



**ENGLEFIELD GREEN VILLAGE NEIGHBOURHOOD PLAN  
PLACEMAKING; A PRELIMINARY STUDY**

**December 2022**

**Final approved Document**

**Jan 2024**

The intention of this document is to present ideas, identify what needs to be done next, and undertake initial feasibility studies.

Relatively small-scale maps have been used to establish roadway widths to assess the viability of the St Judes Road/ Victoria Street/ A30 London Road proposals.

Whilst we are confident that we have demonstrated that these proposals are feasible, there are some critical pinch points along the routes where adjustments to the schemes may be necessary to achieve the same or similar results.

As noted in this report, the next stage must be to engage experienced professionals to progress, develop and add to the ideas contained herein.

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## **1.0 Introduction**

Placemaking is a multi-faceted approach to the planning, design and management of our public spaces. A way to look at it is to compare it to something more familiar, like the concept of homemaking. In the same way that homemaking is the process of turning a house into a home, placemaking is the process of turning a space into a place.

It's about transforming previously un-optimised spaces into attractive destinations. It goes beyond just considering function, facilitating the creation of places that are desirable, relevant, and welcoming.

Placemaking capitalizes on a local community's assets, inspiration, and potential with the intention of creating public spaces that promote people's health, happiness, and wellbeing. Successful Placemaking creates a pride of place for residents, attracts business and improves productivity.

It's a process that involves multiple steps. To create a place out of a space means considering design, location, infrastructure, logistics, service, and, above all, the needs of the people for whom the place is being created. It requires clear objectives, so that as finance becomes available or opportunity arises, steps can be taken on a planned journey.

### **1.1 Why Placemaking in Englefield Green Village?**

Englefield Green Village was once a village in its own right. It had shops that served the community and a centre defined by a local school, a bank, a post office, and a community hall. The traffic was light, and mainly visiting rather than passing through.

Over the years, developments have been undertaken in isolation, shops have closed, the school moved the bank and the post office closed, and the traffic is now mainly passing through to other destinations. The village is now in danger of becoming a suburb.

Through the Forum questionnaire and at our walk-in sessions in Sept 2021, residents have expressed, in various forms, a desire for improvements in our village centre, our green spaces, our traffic and parking management and so on.

From the questionnaire, 73% said that the Village needs a long-term masterplan to ensure it is developed consistently with proper amenities, a proper centre and a well-defined identity.

87% said that the Public green Areas within the village should be developed to provide amenity space for residents or wildlife.

77% said we needed a long-term traffic and parking plan

68% wanted trees and flower beds along St Judes (and other) roads.

62% wanted design codes to ensure consistency in new building styles.

61% would like speed limits reduced and measures to encourage walking and cycling.

Our September 2021 sessions yielded comments such as;

‘Not enough is being done to make the village and its centre visually attractive. Englefield Green is becoming ugly’.

‘Retaining the identity of the village is also extremely important’.

These and many other comments relating to suggested improvements can be found on our questionnaire responses report. Together, they form a strong desire to see Placemaking, as defined in the introduction, implemented in Englefield Green Village

At the same time, there are initiatives by separate groups to promote safe cycling, car sharing schemes, improvements to sports ground facilities and so on.

All of these need to come together in an overall plan. This report identifies the majority of requirements to undertake comprehensive placemaking in Englefield Green and suggests ways in which it can be achieved. It does not profess to be all encompassing, but we hope it points the way to a better future for our residents.

## **1.2 Predicting the Future for Englefield Green**

The response from residents indicates that the theme for Placemaking in Englefield Green should be the strengthening of its Victorian Character by preserving and enhancing its central area.

However, we are not trying to create Disneyland. It is important that we encourage business and tourism to the centre and create a place that is both pleasant and of which we can be proud, but also anticipates the future requirements of the village. These include better infrastructure for forms of transport such as bikes, e bikes, e scooters and the like, increases in the use of public transport and car shares, and a reduction in the use of individual cars for shorter journeys.

Nor are we trying to replicate Egham. Egham provides a centre with modern shops, large, branded supermarkets, swimming and sporting facilities and (shortly) a cinema. These are all relatively easily accessed by Englefield Green Residents.

Our theme, therefore, in Englefield Green is to emphasise the Victorian, which we envisage will encourage both small specialist shops more reliant on the internet for business, and food and coffee outlets attracting both residents, students and tourists (of whom there are at present over ½ million that visit the Area, but virtually none of whom currently visit our village.)

### **1.3 Jurisdiction**

The purpose of a Neighbourhood Plan is to express the wishes of residents in the way that the Neighbourhood Area develops, and residents in our Area have expressed a number of wishes that amount to Placemaking in Englefield Green Village.

The Neighbourhood Plan is supplementary to the Borough Plan, and its Planning Policies must enhance or amplify Borough Policies or add to them where they are lacking.

Whilst some Policies are relevant to Placemaking, the majority of the proposals contained in this report are to do with public infrastructure rather than private development, and as such fall outside their scope.

We have therefore adopted the term ‘aspiration’ to express wishes that cannot be covered by Policies and have included advisories regarding their implementation. This report is an integral part of the Neighbourhood Plan, and whilst the aspirations and advisories contained in it will have no legal standing, they will reflect the wishes of the residents to create a better place.

### **1.4 Funding**

Placemaking in Englefield Green will consist of a number of interrelated schemes carried out in a predetermined sequence and is being proposed as such

(rather than a single project) as it is recognised that funding will be a serious restraint on the pace of work.

It is also recognised that there will be different sources of funds. For example, funds might be available for some cycle track work from the Department for Transport, [Gear change: a bold vision for cycling and walking \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/611222/gear-change-a-bold-vision-for-cycling-and-walking.pdf).

Surrey CC is currently calling for neighbourhood schemes at [Have Your Say Today – Your Fund Surrey - Ideas Map – Commonplace](https://www.surrey.gov.uk/your-say-today).

Surrey CC have a tree planting scheme. [Surrey County Council – Facilitating the planting of 1.2 million new trees by 2030 | Local Government Association](https://www.local.gov.uk/news/surrey-county-council-facilitating-the-planting-of-1.2-million-new-trees-by-2030)

In addition, there is already some CIL funds available for Englefield Green, and there is more in the pipeline.

There will be more government initiatives regarding climate change which will be relevant to elements of the Placemaking process, and some funding must come from the budgets of Runnymede BC and Surrey CC if the overall scheme is to be implemented.

Lastly, local residents could be encouraged to form specific groups to undertake some projects, for example, to ‘green’ and then maintain gardens in the open areas of the Forest Estate or fill and maintain flower beds along some roads.

## **1.5 Implementation**

The important thing will be to have an agreed overall plan and a Steering Group to push it through.

The Steering group should include those parties that have an active interest in specific aspects of the plan, those with a commitment to the overall plan, and if possible, those connected with both the Borough and Surrey CC. It has also been suggested that Englefield Green could create a parish council, and this could become the instigating vehicle.

Placemaking in Englefield Green will consist of a series of projects, some interlinked, and some independent. It needs to be structured that way because funding and action will come from various sources at various times, not necessarily times that are logically convenient.

The main purpose of the Steering Group will be to lobby for funding, and, where action is dependent on Borough or County resources (such as road alterations) to lobby for action with those authorities.

To develop the plan further, we would expect the first action would be to employ professional urban designers to prepare detailed costed proposals, and a flow chart showing where there are any interdependences between projects. In that way we would have a clear way forward and will flag any parts that must be carried out in sequence. (for example, there is no point in installing flower beds in a street, perhaps because funds become available to do so, if the street needs remodelling first)

## **1.6 Summary of Suggested Projects**

In order to create an identifiable centre to the village of Englefield Green;

- Remodelling of St Jude's Road between Bond Street and the A30, and Victoria Street between St Jude's Road and Harvest Road, including traffic management, cycle and pedestrian provision.
- Installation of suitable street furniture in the above roads, including directions to landmarks, car parks shops etc.
- Provision of notice boards advertising the history and landmarks of the Village, placed where visitors are most likely to read them.
- Installation of entry and exit signs defining the central area of the Village.
- Provision of a transport hub with connections to the main shopping centre of Egham and Savill Gardens/ The Great Park and other attractions.
- Adherence to the Design Codes when remodelling shop fronts.

In the wider area (as well as the centre of the village);

- Provision of cycle routes within the village, to RHUL and in the surrounding area towards the Great Park.
- Remodelling the A30 between the Maranello Roundabout and the traffic lights at the top of the hill, to allow for the separation of vehicular, cycling and walking traffic.
- Speed limits throughout the Area
- Parking management particularly in the Centre
- Creation of Green Routes
- Enhancement of Green Spaces, particularly within the Forest Estate
- Remodelling of 'The Hub' on the Forrest Estate
- Children's Play Area in the Forest Estate
- Improvements to the Kings Lane Sports Facilities.
- Managing the woodland that forms part of the Green so it becomes a better asset for the community.



## **2.0 Understanding People Movement and Projected Needs**

### **2.1 Introduction**

As noted in 1.2 above, in considering the various Placemaking projects it is important to note where people currently walk and where we predict they might cycle, e bike or use other small electric vehicles if encouraged to do so, in order that we might future proof any remodelling we propose.

### **2.2 Pedestrian Movement and the prediction of future traffic mix**

Pedestrian movements help inform us in two ways;

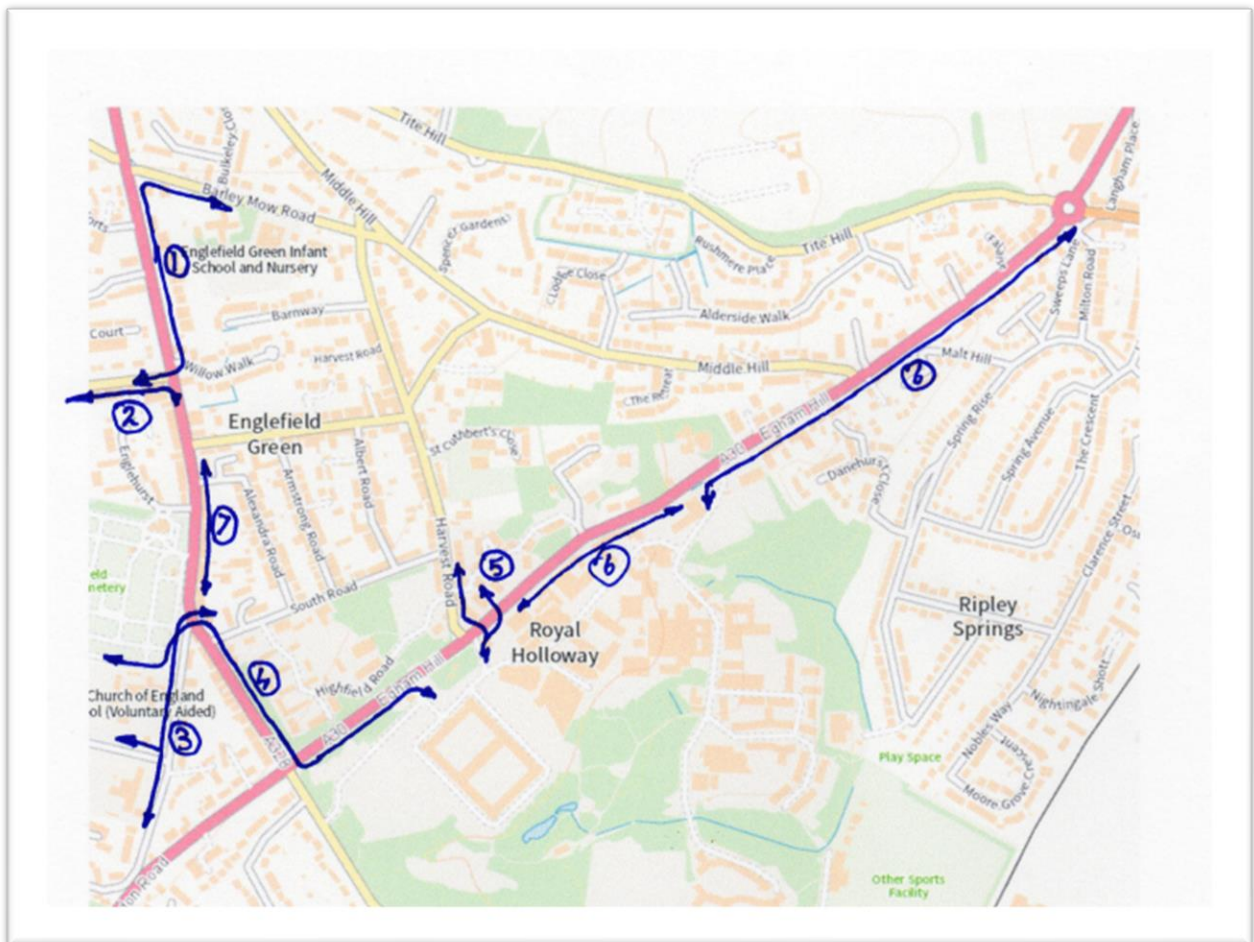
- 1) Where there is most danger from the interaction between pedestrian movement and vehicular movement
- 2) The routes where it is most likely we will see an increase in the use of short distance vehicular transport such as bikes, e bikes, e scooters and small e vehicles (when developed)

Such consideration is vitally important when envisioning our Placemaking projects. They will not be a success unless they incorporate convenient, clean, climate friendly means of access.

Our streets were first designed to accommodate pedestrians and horse and cart, then modified to take an ever-increasing volume of vehicular traffic with little consideration of anything else- which is where we are at now. The result is a road system will require considerable expense to modify to encompass the new forms of transport. Instigating these changes need a strong conviction that the transport mix will change. The current road system discourages alternative means of transport, as it is too dangerous, too difficult and too inconvenient for the average traveller. The modifications are to create demand, rather than react to it, and therefore difficult to justify before their execution. We can, however, point to the experience of TfL in London, which launched a programme of alternative transport solutions, radically altering many roads to suit, and which so far has resulted in a significant year on year increase in cycling journeys ([GLA - Record-breaking growth in London's cycle network continues - Transport for London \(tfl.gov.uk\)](https://www.tfl.gov.uk/news/2018/07/24/gla-record-breaking-growth-in-london-s-cycle-network-continues) )

Our Placemaking projects are designed to anticipate future need rather than to react to demand.

Map of Main Pedestrian Movement within the bounds of our proposed Placemaking Projects



The main movement of pedestrians around Englefield Green is divided into a number of groups as follows: -

- 1) Infant school children and their parents to and from the school in Barley Mow Road.
- 2) Patients visiting the Health Centre Bond Street and Lloyds pharmacy in St Jude's Road.
- 3) Secondary school children and sometimes their parents moving to and from the secondary schools to the bus stops and the shops.

- 4) and 5) Students moving between RHUL and their accommodation in the village.
- 6) Students moving between RHUL and their accommodation in Egham and elsewhere.
- 7) See below.

Each of the above presents a number of dangers that need addressing.

(1) involves parents and young children transiting St Judes Road at school entry and exit times. The pavements along St Judes Road are adequate but not generous road width and speed (currently 30mph) does not provide any emergency manoeuvring for vehicles, and sometimes the children are not well controlled.

(2) is generally of lower risk to pedestrians

(3) presents risks to pedestrians, particularly unaccompanied children at school opening and closing times, crossing St Jude's Road to visit the shops and congregating around the bus stops on either side of the road. This is accompanied by an increase in vehicular movement in the area caused by parents picking up children and trying to enter/exit Bagshot Road.

(4) and (5) Student movement volume along these routes is significant, and not specific to certain times of the day. St Jude's Road between Smiths and the A30 traffic lights is narrow, with high traffic volumes and relatively narrow pavements. The key crossing points of St Jude's (at Smiths) and the A30 have the benefit of pedestrian crossing points.

(6) Student movement along these routes is significant. About 30% of the route has a narrow pavement adjoining a very busy, currently 40mph road with no safety barriers or pedestrian railings. The rest of the route is similarly without barriers or rails, but the overall highway width is greater and there is greater width of pavement and/or verges between pavement and road.

(7) General public movement between shops and to bus stops. Generally protected by parked cars separating pavement from road.

There are other areas within the Village where Pedestrian movement and vehicular movement are in close proximity and possibly pose a danger (e.g. the bend in St Jude's Road opposite the Green). Obviously, improvements can be made in these places, but they are not within the scope of our Placemaking proposals and are therefore not discussed further in this document.

## **2.3 Cycling Infrastructure**

The success of the high-quality cycle and pedestrian configurations proposed in the Village Centre and A30 Placemaking proposals in section 3 below is dependant to some extent upon improvements to the surrounding cycling and pedestrian environment.

The map below is intended to be read in conjunction with our Placemaking proposals, to give a picture of how the cycleways within those proposals would interact with wider cycle movement.

Improvement in cycling infrastructure range from the simple to the complex;

Type 1; Introducing lower speed limits

Type 2; Putting lines and cycle marks on pavements

Type 3; Putting white line cycle lanes on carriageways.

Type 4; Converting paths to cycleways

Type 5; Marking cycle lanes on carriageways with bollards to provide separation from vehicles

Type 6; Providing separated lanes for pedestrians, cycles and vehicles

Type 7; Providing two-way cycle lanes separated from pedestrians and vehicles

Type 8; Providing cycle road crossings at key points

In terms of our Placemaking proposals, we consider it most important to ensure the flow East West across the village, and North South along St Jude's Road and along the A30.

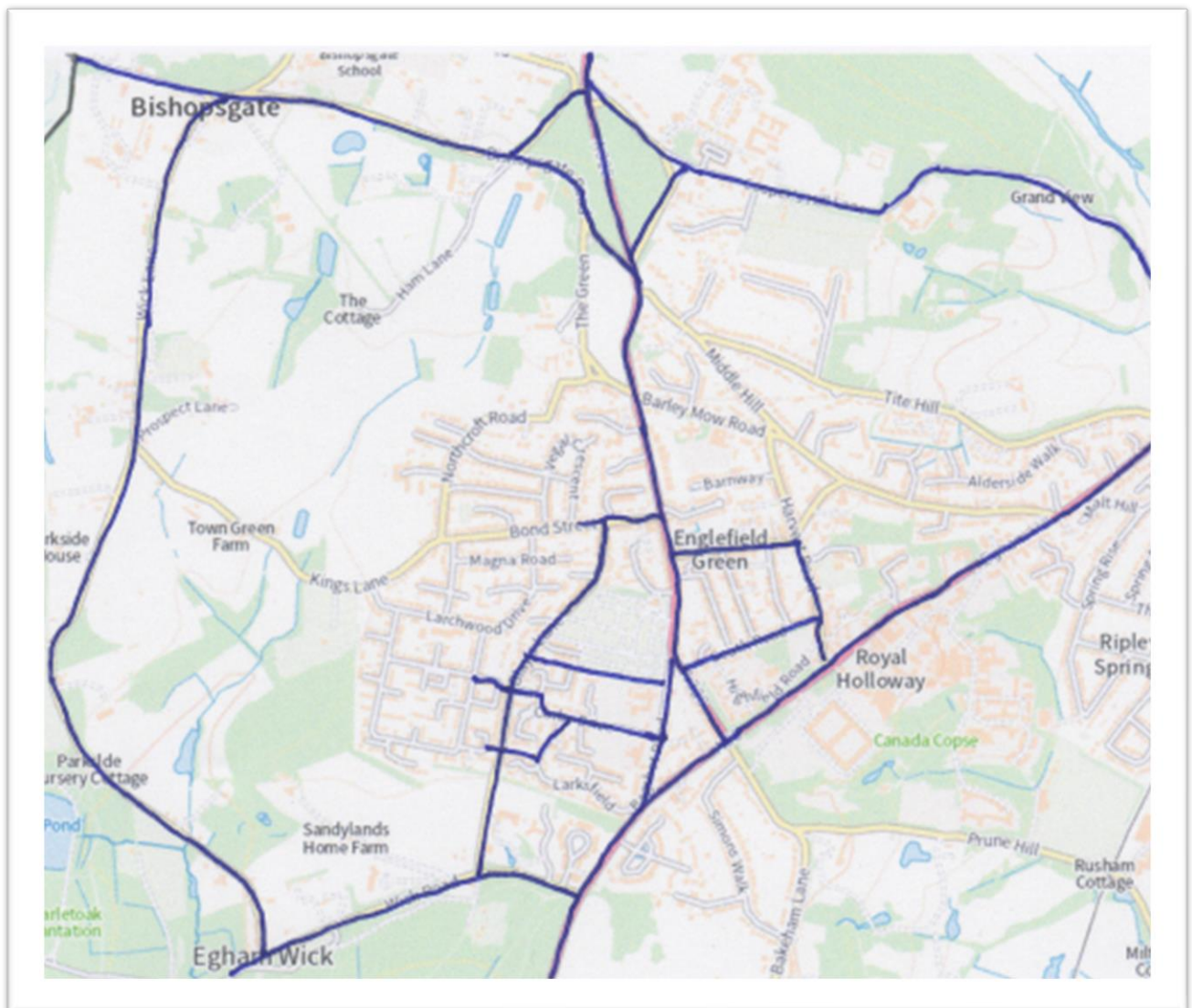
To achieve this, we propose that the village centre section of St Jude's Road and the A30 from Tite Hill to the traffic lights at the top of Egham Hill be Type 7 configuration, and these proposals are shown in more detail in Section 3 below.

In addition, the path that joins the Forest Estate to the Centre (running alongside the Graveyard) should be a Type 4, and routes down Bagshot Road (to join the

A30) along Corby Drive (to join to the Forrest Estate) could be a types 1, 2 or 3 depending on speed limits etc.

The remaining principal routes shown on the map below would all benefit from improvements to the cycling infrastructure. (or, in the majority of cases, would benefit from the introduction of cycling infrastructure) They would only require Types 1,2 or 3 or 8 improvements (or possibly no improvements at all if some of the recommendations such as speed limits, one-way systems and vehicular parking controls as these can sometime justify a lower level of adaption for cycling that would otherwise need to be contemplated, due to improved safety conditions and reduced and / or controlled vehicular flows).

Cycling Infrastructure; Routes that could be improved



## **2.4 Speed Limits**

The following was noted in a report entitled ‘Speed, Emissions and Health’ from Transport for London. The full report, dated 2018, can be seen at [Speed, emissions & health \(tfl.gov.uk\)](https://www.tfl.gov.uk/road-users/speed-emissions-and-health) ;

- The health benefits of slowing traffic as part of the Healthy Streets Approach will dwarf any dis-benefits.
- Most of these benefits will come from supporting a shift to walking and cycling.
- Congestion can increase local air pollution but it is complex. Even where congestion increases local air pollution, the health impacts are likely to be negligible and outweighed by the health benefits of slowed traffic.
- 20mph zones do not appear to worsen air quality and they dramatically reduce road danger. They also support a shift to walking and cycling, generate less traffic noise and reduce community severance.
- In 20mph zones vehicles move more smoothly with fewer accelerations and decelerations. This driving style produces fewer particulate emissions.
- Speed bumps generate small, local increases in emissions, but the health impacts are likely to be negligible. They dramatically reduce road danger and support the Healthy Streets Approach.
- The air quality impacts of protected cycle lanes have not yet been evaluated, but they are not expected to increase air pollution

There is considerable pedestrian movement through the centre of Englefield Green and along the A30 (see section 2.2 for details.)

There is therefore a strong case for reducing the speed limits in the Area to reduce danger and the impact of pollution and noise on non-vehicular road users.

We have proposed two options, shown below.

In both cases we have proposed a 30mph speed limit to cover the majority of the Area. This avoids confusion for drivers, as the entry and exit points from the 30mph zone are simply on the major entry and exit areas to the Area.

Along the A30, between the traffic lights on Egham Hill and the Maranello roundabout, there are already significant pedestrian movements. From the traffic lights to Wick Road, it is anticipated there will be more cycle and e bike

movements when better cycle lanes are installed and the e bike/ scooter market matures, and entry to the 30mph zone at the junction of the A30 and Wick Road provides a single-entry point to the proposed 30mph zone.

Wick Road, Wick Lane, and Bishopsgate are all major traffic routes to Savill Gardens and the Great Park, used by both bikes and vehicles have been recently changed from no limit to 30mph, in line with our proposals.

40mph is proposed along the A30 West from Wick Road to the Ascot turn, with vehicular manoeuvring to park, get petrol or enter either the hotel or the car park near the Virginia Water Lake and the inclusion of bike lanes on this currently fast section being the justification.

40mph is also proposed for Priest Hill, where the hazards include blind dips in the road and horse movements. The 30mph entry point just before Ridgemedede Road acknowledges the danger of this junction and provides a single-entry point to the 30mph zone.

In respect of the 20mph zone, we have proposed two alternatives.

Proposal 1 provides a single 20mph zone throughout the majority of streets in the Village. It has the advantage of being a single area (other than near Bishopsgate School) with limited entry points so motorists should be in no doubt as to what the limits are. It covers the schools and provides greater safety to pedestrians. It should be noted that the student population, of which there are estimated to be 2000 living in the village, generally walk to and from RHUL, so pedestrian movement throughout the village is high. (They are also likely to be the first users of e scooters when they become legal)

Proposal 2 incorporates what we would consider to be the minimum 20mph zone. St Jude's Road from the Church to Bond Street is covered, and extended northwards to cover the Harvest Road Primary school, and southwards down Bagshot Road to cover the schools in that area. The Historic core is covered and so is the first part of Bond Street where there is significant pedestrian movement because of the Health Centre and chemist.

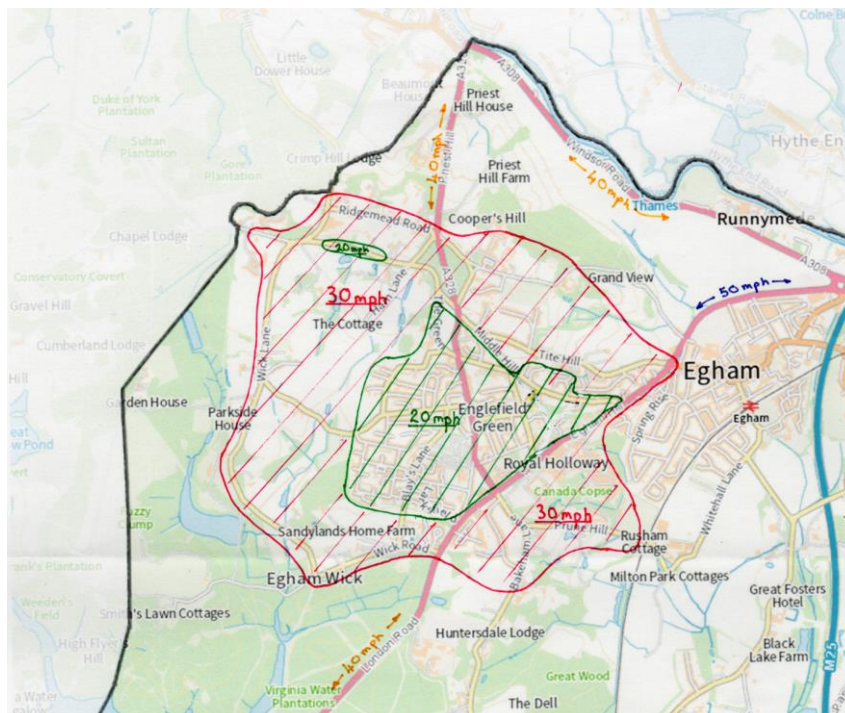
Proposal 2 puts less strain on responsible motorists who might find the restrictions in Estate housing areas in Proposal 1 unnecessary. On the other hand, it provides less restraint on the boy racers that are often a public danger on the estate roads within the village.

Weight Limits: 7.5 ton weight limits should be considered for all entry roads to Englefield Green Village except for Priest Hill to the Village boundary and for

deliveries specifically to places in the Village (this includes reviewing amongst others, Tite Hill, Middle Hill, St Jude's Road, Harvest Road- limitations are already in place on Wick Road, Wick Lane). Busses excepted.

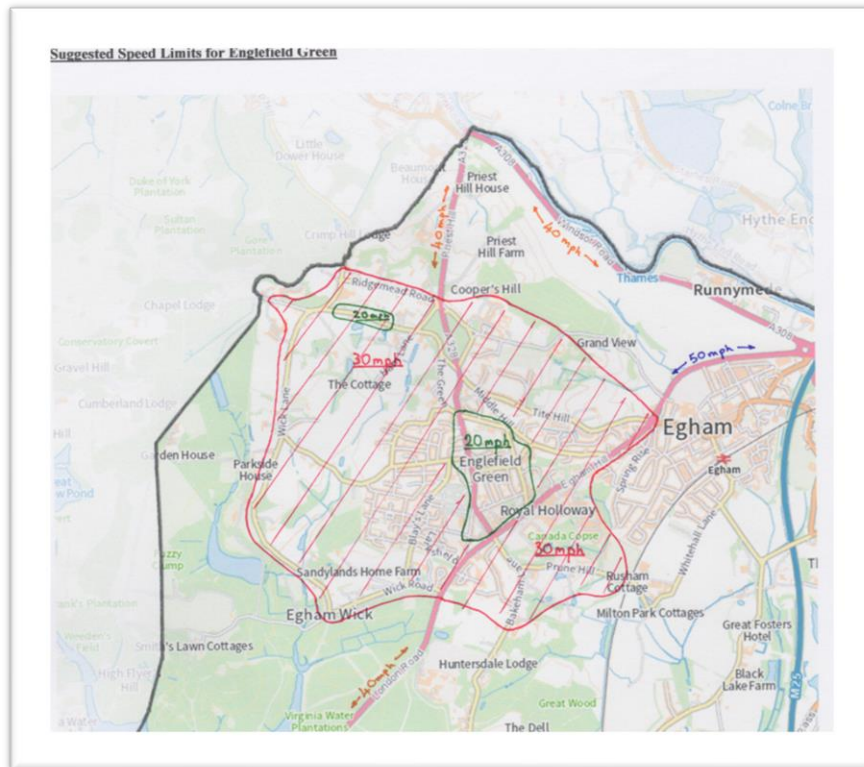
Road restriction points allowing one way priority should be considered for Tite Hill and Middle Hill

### Option 1- maximum 20mph area



### Option 2- Minimum 20mph Area





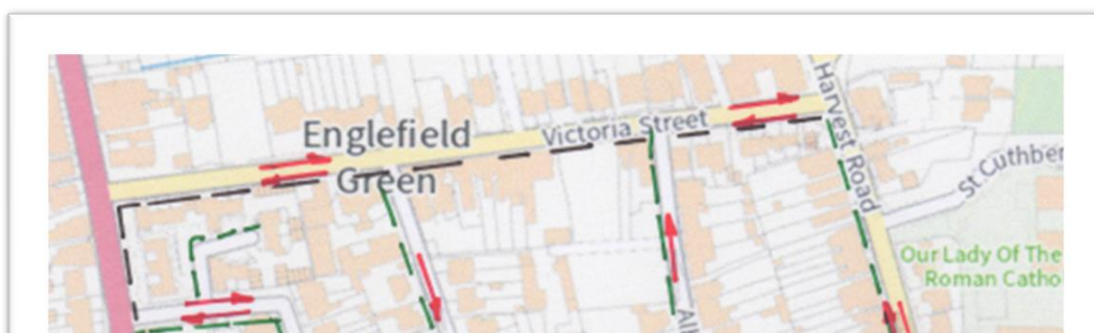
## 2.5 Central Area Parking and Traffic Management

It is acknowledged that any scheme involving one-way systems will create longer journey times for some residents, and that residents parking schemes involve costs to residents.

It is believed that the overall benefits outweigh the negatives. Through traffic will be virtually eliminated, as will parking for non-residents. The overall effect will be a quieter zone to the advantage of everyone who lives there.

The reason for including all roads in the central zone in the scheme is the danger that the problem of over-parking would simply shift to the roads omitted if they were not.

When this scheme is implemented, there will be a shift in the pattern of parking in the surrounding area. It is impossible at this stage to judge how this may affect Harvest Road, Parsonage Road and Middle Hill (below Parsonage Road), but it should be born in mind that similar treatment of these roads would need to be considered at the appropriate time.



**Red arrows** = traffic Direction **Green dashes** = residents parking

**Brown dashes** - 1 or 2 hour parking and residents parking, (or no parking at all where parking is impractical)

### **3.0 Placemaking Proposals**

#### **3.1 Central Area Remodelling**

Remodelling the centre of Englefield Green is fundamental to making Placemaking a success. Along St Jude's Road from Bond Street to the junction with the A30 we are proposing a significant increase in trees and other general planting, dedicated cycling routes, additional kerb side parking and refurbishment of car parks, a bus/ bike terminus, themed street furniture and different road surfacing amongst other things.

In respect of vehicular traffic, we aim to discourage through traffic whilst making it easier to park to visit shops. The vehicular carriageway has been maintained at 6m and that a weight limit for vehicles (7.5 tons) will be introduced except for deliveries and buses. This relatively narrow carriageway, combined with road surface changes, a 20mph speed limit and junction reconfiguration should be sufficient to manage the vehicular movements safely.

In respect of cycling and small e vehicles, we aim to make it safer and easier to access the centre, and to provide a central core route from which it is easy and safe to access the estates to the east and RHUL (see 2.1 above)

With the Bus terminus, we hope to establish interconnectivity between the various modes of transport to make it easier to use the most suitable, efficient, and environmentally friendly form of transport for any proposed journey.

The detailed plans (Central Area Parts 1 to 6) are intended to examine the feasibility of the proposals in relation to the existing physical restraints. They are not intended as a set plan, only as a number of ideas we hope are put in a coherent form, and we emphasise the need for professional urban planners to take these forward to create a working plan.

The key plans below indicate where each part of the detailed plans are located, and the notes and illustrations with each of the detailed plans provide details of what is proposed.

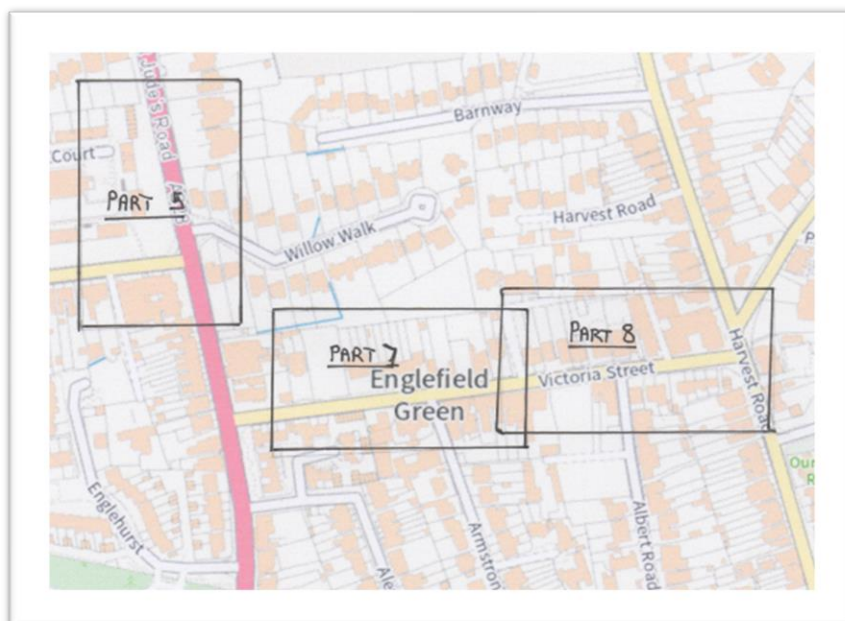
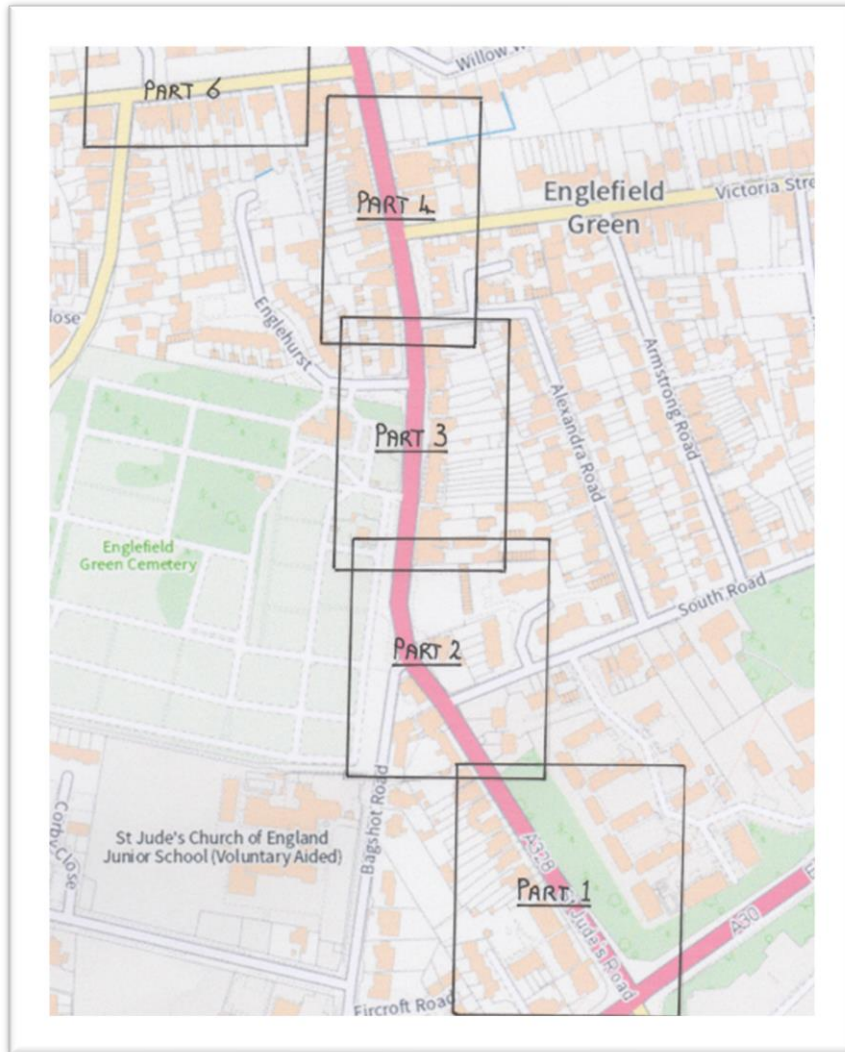
Shown below are typical examples of roadways with separate cycleways, pavements, kerb parking and tree and vegetation margins. None are exactly like our proposals but are intended only to give a general idea as to what is proposed.

In addition, it is important that the central area is made a conservation area, as recommended to RBC some time ago, and that the design codes for the central area and their shop fronts are implemented, so that some consistency can be brought into this area

### **Two way cycling, vegetation margin and footpath, with kerb parking**



### **3.1.1 Central Area- Key Maps**



**3.1.3 Central Area – Part 1**



This section of St Jude's Road is an access route to the central area, and also one of the main routes for pedestrians to move from the West side of Englefield Green to RHUL. It is relatively narrow, and therefore already dangerous to pedestrians.

It is proposed that a thin strip of RHUL land is taken on the North side to accommodate on road single way cycle ways and a wider north side pavement (3, 4 and 5 on the drawing)

Beyond point (2) the ownership of the land is unclear, and there is an electrical substation hard up against the existing pavement. Widening would be difficult, but not impossible, and ideally a continuation of the widening would be included in the scheme if possible.

For now, though, it is therefore proposed that at this point there are signs indicating to users that they are entering the central part of Englefield Green, cycle way road markings are continued on the carriageway and road surfacing and colouring used.

The intended effect will be to appear to narrow the road down whilst announcing to a driver that they are entering a special area.

#### A Typical Village Entry Sign



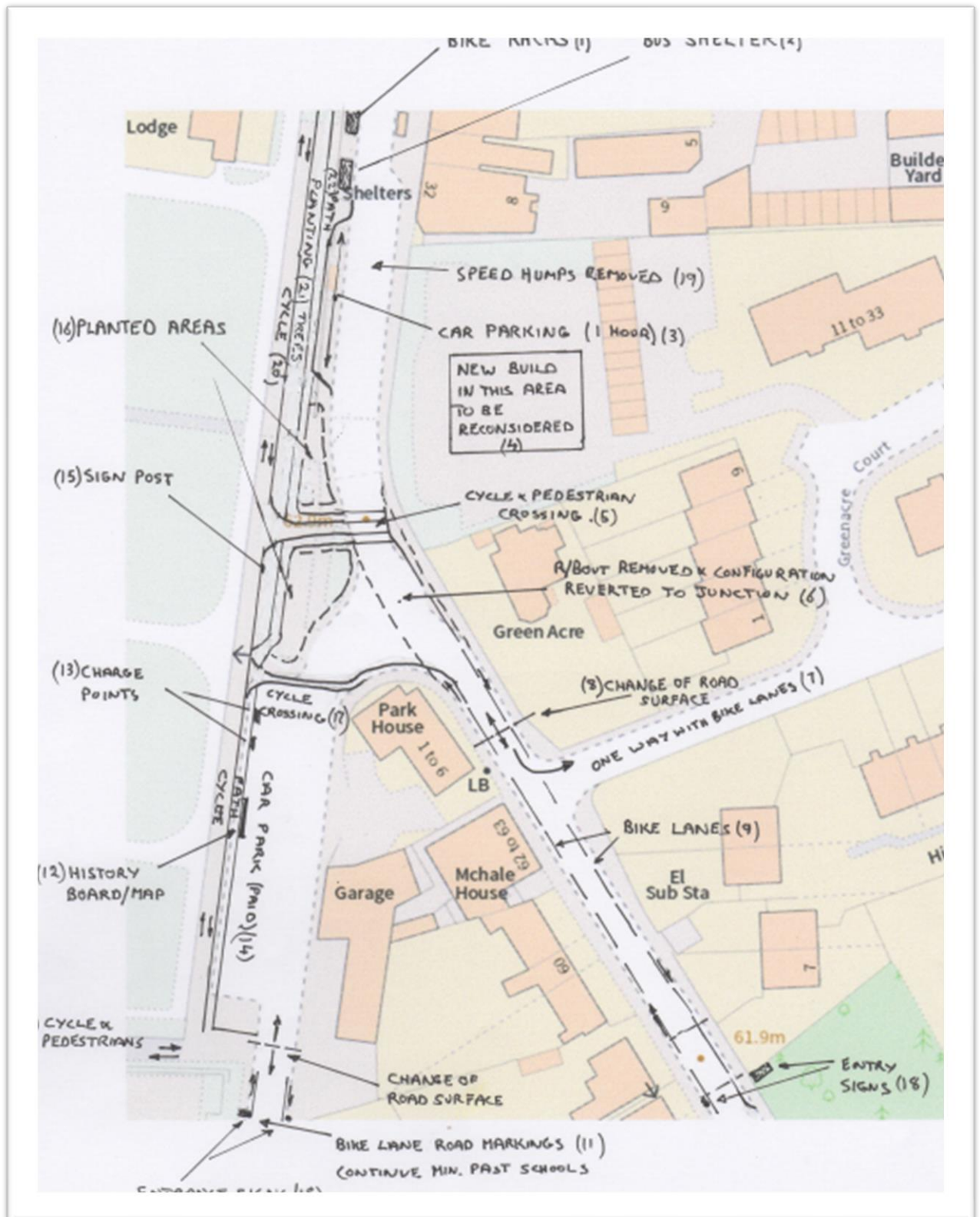
At the junction of the A30 and St Jude's Road alterations to the junction to make it more useable for cyclists and pedestrian is recommended (see (6))

Typical Junction modifications for Cycling





### 3.1.4 Central Area- Part 2



This section of St Jude's is the start of the shopping area, and the proposed configuration or something similar is carried through to the Victoria Street junction (see also Parts 3 and 4).

After the entry signs (18) the bike lanes continue on the road (9). With South Road one way there is room here to put on road bike lanes as an alternative route (South Road/ Harvest Road) to the A30 (7). Removing the mini roundabout simplifies the junction with Bagshot Road (6) and planted areas (16) replace the asphalt area and car park. Car Park (14) is extended slightly with a History Board (12) and charge points (13) A two-way cycle way runs behind the car park and turns West down the passageway alongside the graveyard (Type 4- see 2.1 above) to provide access from Forest Estate. The road surface is changed (8) and speed humps removed. Kerb car parking is provided on the north side of St Jude's Road, compensating for the loss of parking at the St Jude's/ Bagshot Road junction, placing them closer to the shopping area, and also creating uncertainty for passing motorists that will slow them down. The bus shelter is moved slightly North (2) and a bike rack added (1). A sign post indicating directions to key points in the village such as parking, shops, landmarks and the like is strategically placed to be visible to visitors. Because of space limitations the path also acts as access from kerb side parked cars (the alternative, a configuration using a path to the West of the cycleway, would require an additional kerb side access path)

The intention is that the car park (see (14)) is a longer-term car park intended more for visitors than locals, and the History Board and signposts are intended to assist them and encourage them to stay and explore.

The proposed RBC development on the corner (see (4)) should be reconsidered, to re style the frontage to be more in keeping with the Victorian Style of the other buildings in St Jude's Road, and consideration should be given to moving this building back slightly to create a wider pavement and possibly to consider changing some of the ground floor to a shop/ coffee shop/ food outlet, with room outside for al fresco coffee/ dining.

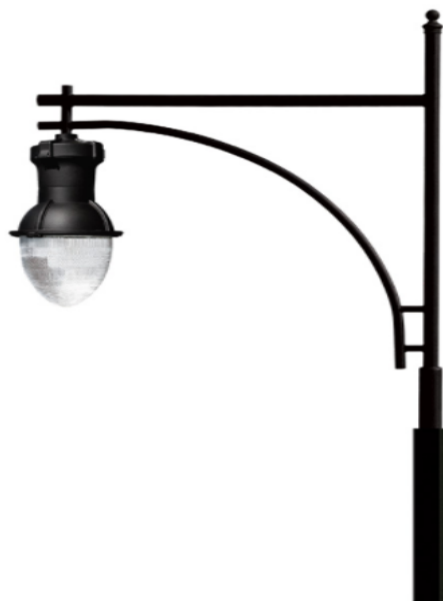
#### Typical Street Furniture and lamp posts

The following examples are deliberately a mix of older fashion and modern street furniture and are intended as illustrations only. There will of course need to be consistency in what is chosen, for which the advice of urban architects is necessary.

Artist Impression of a street configuration with cycleway, footpath and vegetation margin (note; illustration only-not exactly per our proposal)



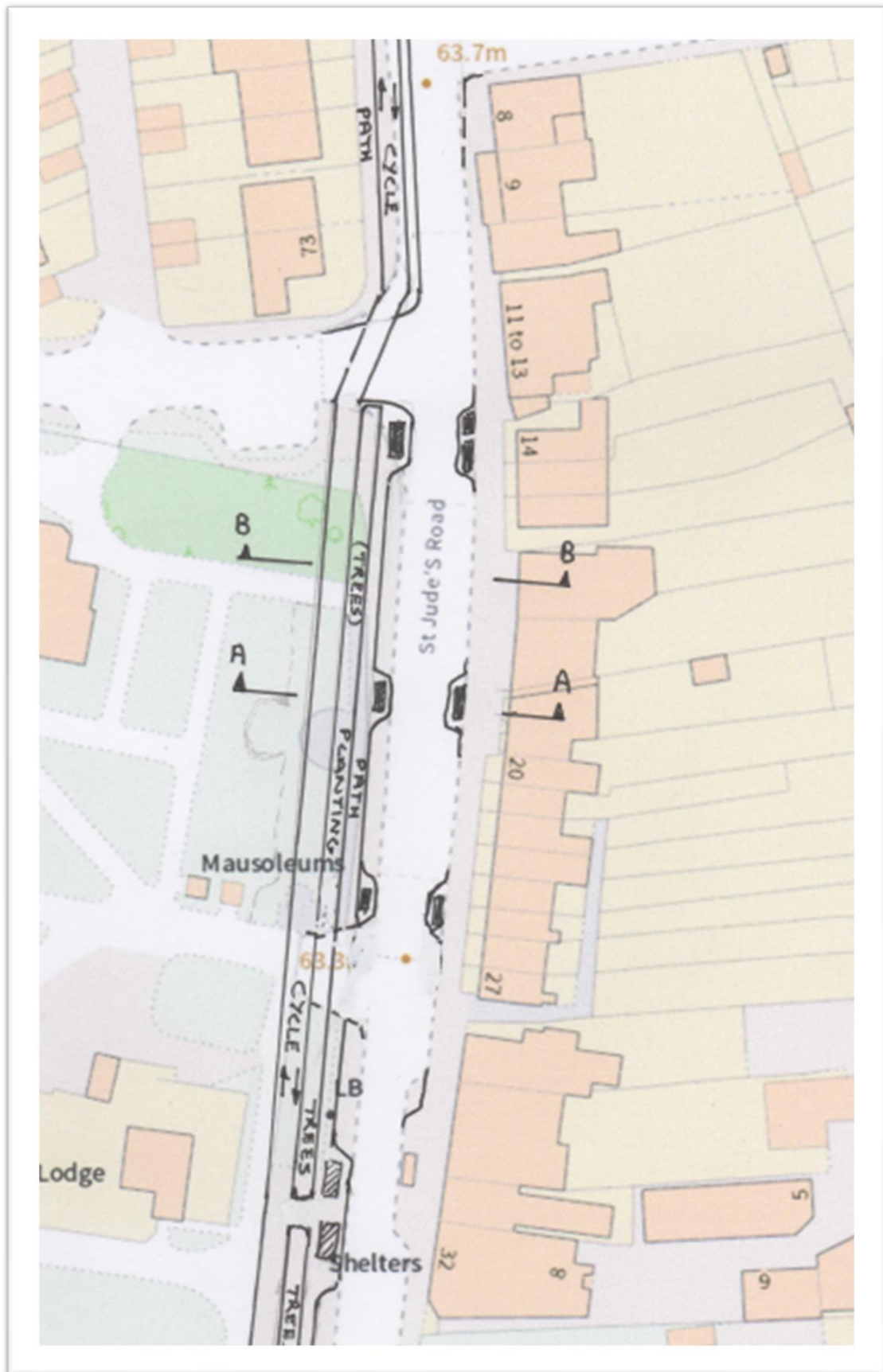
Typical Street Furniture



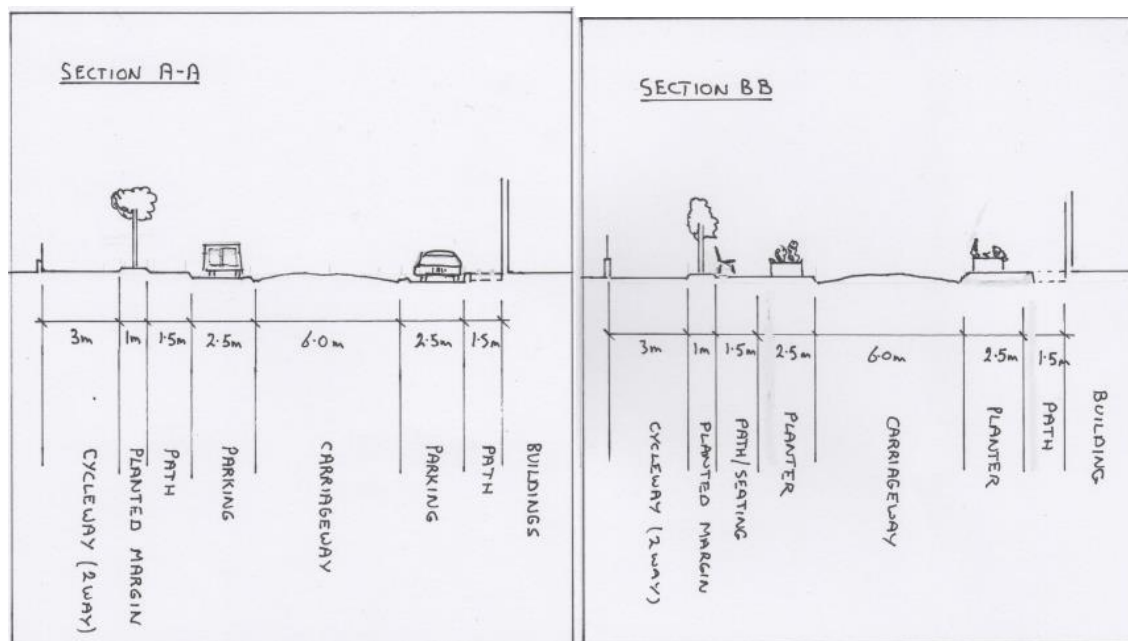
Englefield Green Village Neighbourhood Plan



**3.1.5 Central Area- Part 3**



Proposed Sections A-A and B-B (see plan above)



Part 3 is proposed as a continuation of the configuration proposed in Part 2 (see sections A-A and B-B above). It creates a consistent definable section of the route along the frontage of the majority the shops and restaurants along St Judes Road.

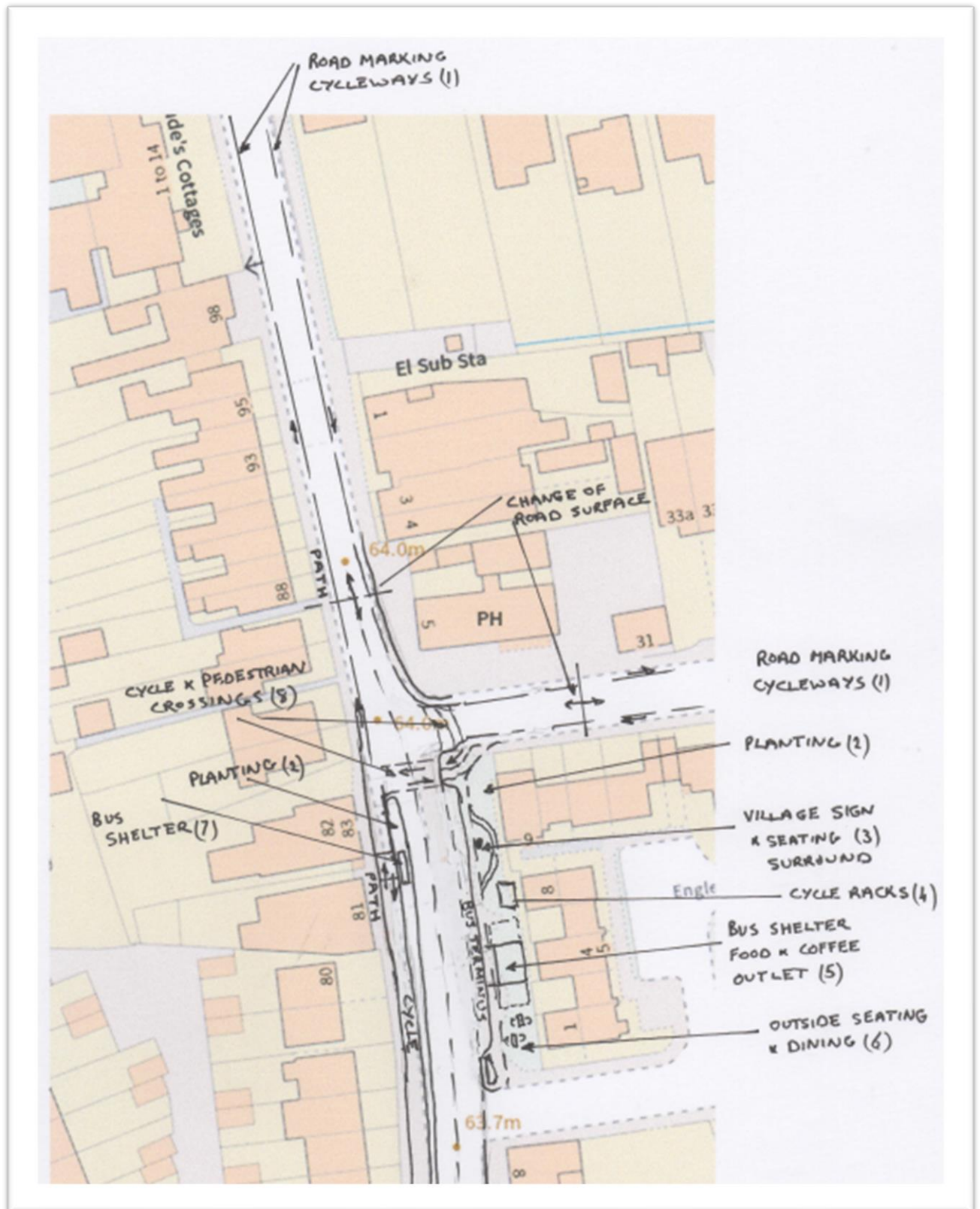
An obstacle to achieving this is the recently installed World War 2 memorial, though it should be possible to incorporate this in the street scene (rather than hidden behind a wall as it is now).

Northward beyond Englehurst, the overall width of the route narrows, and it is necessary to change from a cycleway/ vegetation margin/ path / kerb parking configuration to a path/ cycleway/ hard margin configuration (see illustration below). Because of the houses along this side, the path needs to be on the west side of the cycle track, against the boundary of the front gardens

An example of a two-way cycleway with narrow margin to roadside and path against the building line



### 3.1.6 Central Area- Part 4





In this section of St Jude's Road, it is proposed to create a small 'transport interchange', taking advantage of the approx. 9m wide by 45m long (currently) area between Alexandra Road and Victoria Street.

The road will need to be realigned about 2m East to accommodate the path and cycleway. However, the overall width of the road and margins along this stretch is about 20m. The western side footpath (1.5m), cycleway (3m), margin (1.5m at bus shelter), roadway (6m) and bus bay (2.5m) total 14.5m, leaving a space about 5 to 5.5m wide on the East side to accommodate our proposed installations, which are listed below.

In terms of public transport, the problem is usually the perceived inconvenience compared to using a car, both in terms of journey times and how to get to and from the terminal. And for the operator, the economy of running the service

There could be a minibus service from the 'bus terminus' to Egham Shops/ Station, or the RHUL buses integrated into a service to and from Egham.

There could be a minibus park and ride service at weekends to Savill Gardens. The car parks (Victoria Street, Part 7 note 1 and Part 2 (14)) at say £5 a day including the ride, could be used to induce Great Park visitors to park in Englefield Green, and once here perhaps shop and/or eat. The car parks are modest (total about 55 spaces) but it could be a start to taking advantage of the 500,000 visitors that visit our area each year.

In future years, there could be pick up and go hire vehicles and even self navigating carts/ mini vehicles.

Either way, public and other means of transport will undoubtedly come more to the fore in future years, and therefore a provision for a terminus with attractive surroundings seems essential, as does the further advise of professional urban planners.

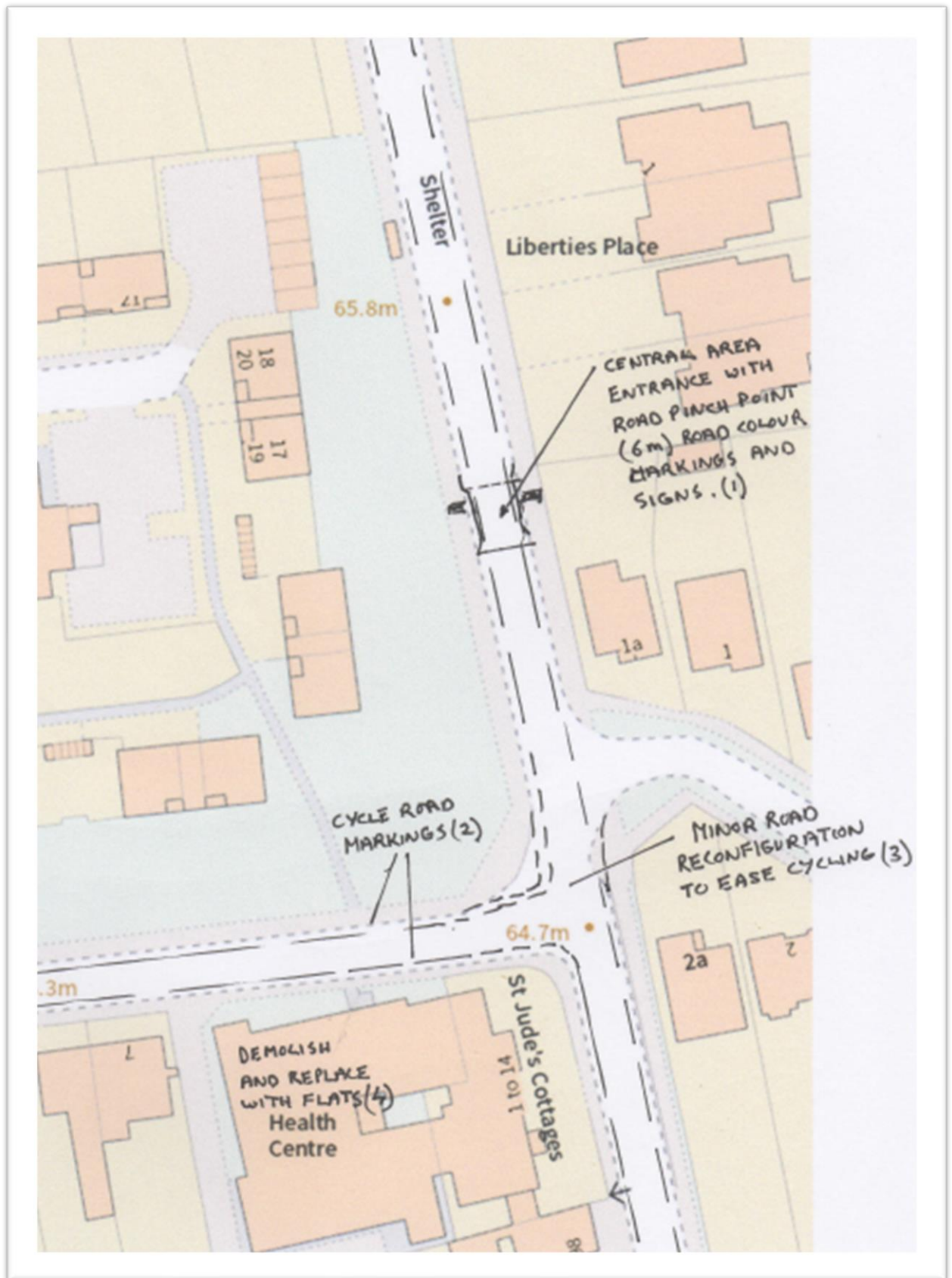
To enhance the area between Victoria Street and Armstrong Road, we propose a coffee shop with sheltered but outside tables (5), a village sign with surrounding seating (3), a cycle rack (4), a planted area (2) and a history Board (not shown).

The two-way St Jude's Road cycle track ends at Victoria Street with a cycle and pedestrian crossing (8), with on road cycle lanes continuing down Victoria Street, and further along St Judes Road (1).

Examples of Coffee Outlets, Seating Areas and Village Signs



### 3.1.7 Central Area- Part 5



It is proposed that the North End of the designated Central Area is placed a short distance past the junction of St Jude's Road and Bond Street. This would be marked by a pinch point in the road width to 6m (currently approx. 7 m), road surface change and entry signs (1). Cycle way would pass behind the pinch points (see example below)

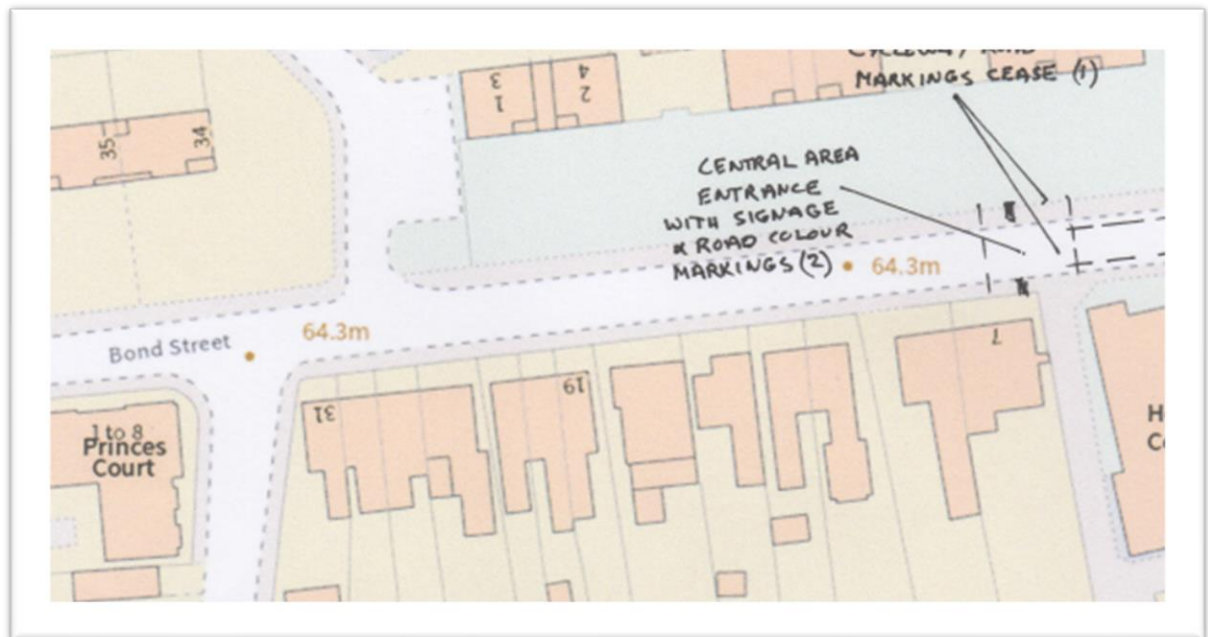
Cycling continues on the road using markings (2.1 Type 3) along both St Jude's and Bond Street, with some modifications at the mini roundabout to ease cycling (3).

It is suggested that the Health Centre is moved to a new location on Victoria Street (see Part 7 (3)) and the existing site is used for flats. A new location on Victoria Street eases parking at the top of Bond Street and increases footfall towards the Victoria Street Shops.

A road pinch point with (in this case ) one cycle lane 'bypass'



### **3.1.8 Central Area- Part 6**



Different road surfacing marks the entry to the central area (2). Signage has been indicated, though this may not be deemed necessary.

In view of the parking along the South side of Bond Street between Blays Lane and St Jude’s Road (which also causes this section to be one lane), it is not practical to continue the cycle lanes beyond the Health Centre. However, there is a wide verge on the north side of Bond Street along this section, and an enhancement would be to widen the road and provide 2-way traffic and bike lanes down to Blays Lane, whereupon the bike lanes or at least bike markings could be continued down Blays Lane to connect to the Estates and to the Great Park.

### 3.1.9 Central Area- Part 7



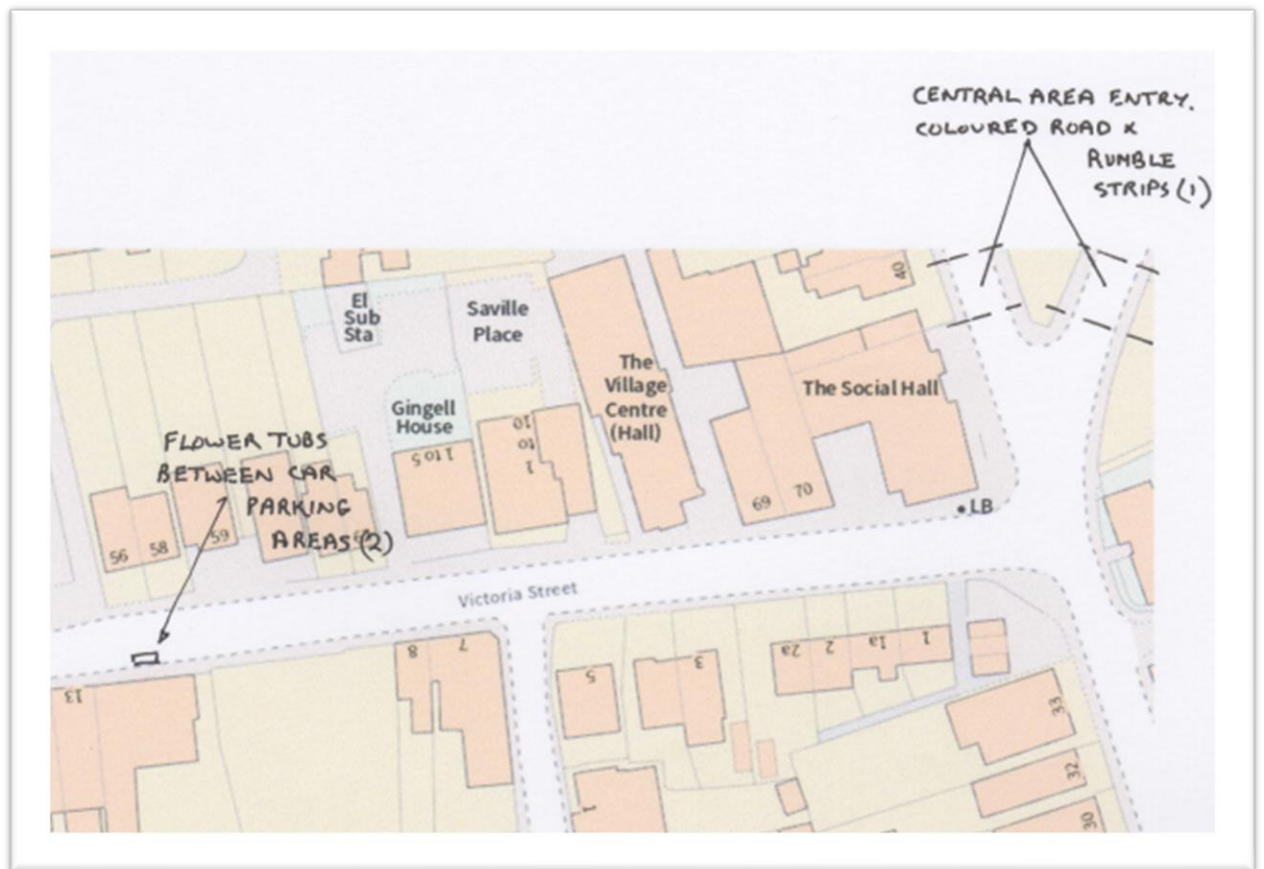
The problem of on street parking versus cycle lanes occurs at the top of Victoria Street (2), but it is felt that Cycling in this road will be relatively safe with a 20mph speed limit and relatively low traffic volumes.

The car park needs tidying up, with the addition of Charge points, a suitably placed signpost, and a History Board (4). As noted in 3.6.1, it is intended to attract ‘park and ride’ visitors to this car park at weekends.

The street scene can be enhanced with Flower tubs (5)

The garage represents a potential development site (3) and should be considered as a potential site for a new Health Centre (with flats above). The increased footfall this will create in Victoria Street may go some way to reviving shopping in Victoria Street.

### 3.1.10 Central Area- Part 8



The flower tubs continue down Victoria Street.

Different road surfacing across Harvest Road and Parsonage Road mark the entry to the Central area (1)

## **3.2 The Forest Estate**

### **3.2.1 Forest Estate- Green Areas**



Placemaking is not all about the centre of the village. Pride in one's neighbourhood contributes as well.

On the Forest Estate there are substantial grass areas and wide verges that could be enhanced by the addition of trees, shrubs and gardens and more user-friendly play areas, some of which are shown on the map above.

Obviously mowing grass is easier maintenance than maintaining cultivated area and cutting round trees, but if you compare the Forest Estate with the now mature greenery on the Corby Drive/ Larksfield Estate, it is possible to see how much difference this makes (see below). Our Ecology Report also highlights the benefits of 'greening' some of these areas.

To ease the burden on the Council and to create a sense of pride in the area, we suggest the formation of a group of resident volunteers (a gardening club) and sufficient funding and assistance to establish agreed enhancements, whilst



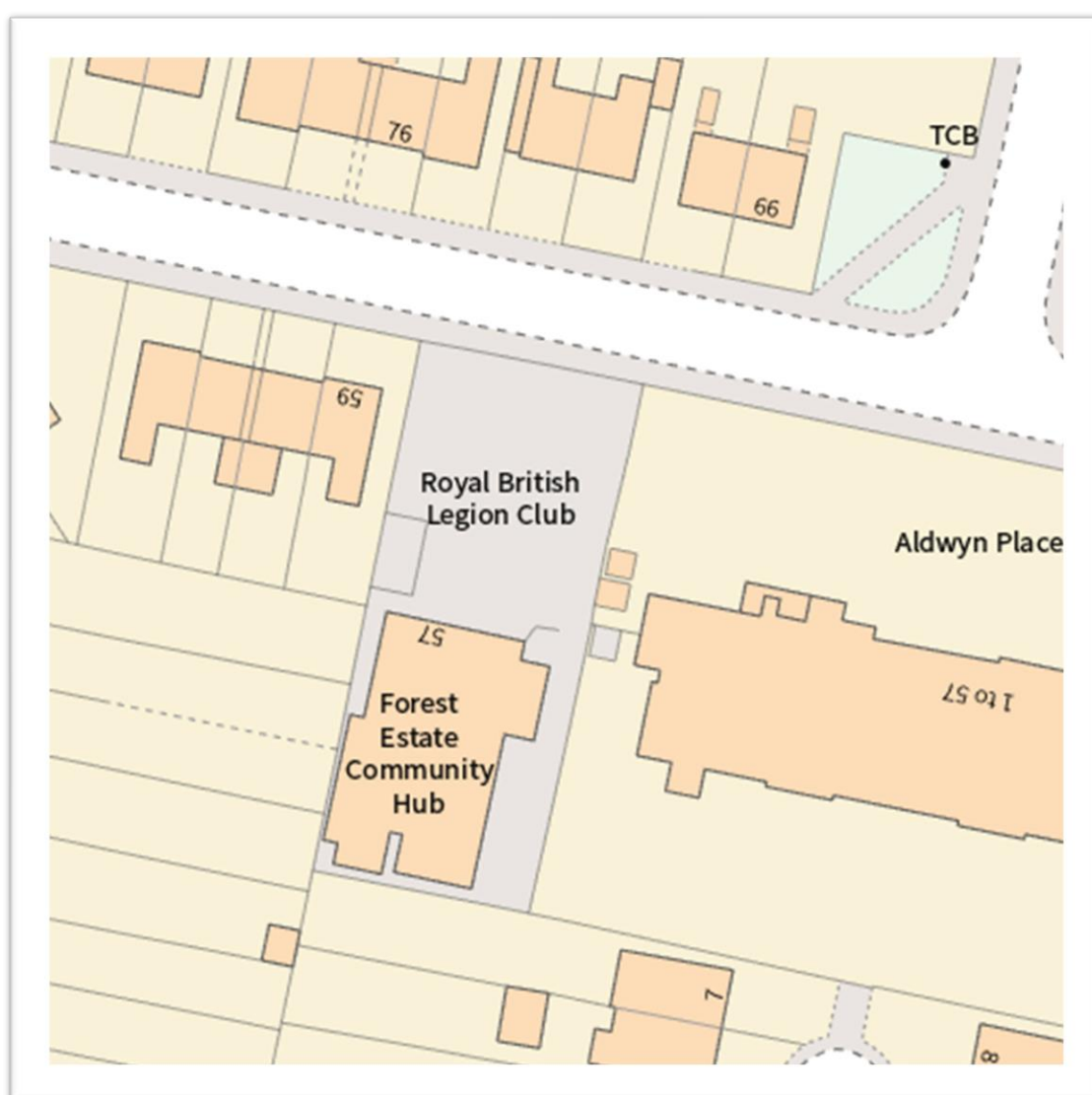
maintenance would be mainly left to the gardening club. (The Hub already has a gardening club, and its expansion could be an option)

### **3.2.2 Forest Estate- Childrens Play Area**

The children's play area tucked away at the back of the Green, is underutilised because it is in the wrong place, and has poor equipment.

A new children's play area should be considered for the Forest Estate.

### **3.2.3 Forest Estate- The Hub, Larchwood Drive**



The Forest Estate Community Hub has, amongst other things, two large halls (one for functions, one with games and a bar), a kitchen and toilets. The building is adequate for the purposes it currently serves, which are Church

Gatherings, Community Sunday lunches, a Gardening Club, Bee Keeping, a Thursday Café and a dance club for younger children, plus hall hire for private functions. It is an old building, and adequate only for the purposes it currently serves or similar.

The Forest Estate residents include teenagers. There is also some antisocial behaviour, and other illegal activity in the area. There is a need for a youth club, maybe a boxing club, or similar activities centre and it is unlikely the present building would adequately accommodate such activities. (It is also noted that the ‘greening’ of the area as suggested in section 3.2 might not be totally successful unless the social issues are tackled in parallel).

We suggest a replacement building is necessary. We also suggest that the local community be asked what functions they would like to see The Hub perform, and these ideas fed into a plan for the future so that the development of the Hub engages with the residents.

### **3.3 Green Routes**

In a number of areas, (some identified in the Neighbourhood Plan Ecology Report), there is the opportunity to make our streets more pleasant and reducing pollution by introducing (some, or more) roadside trees.

Parts of St Judes Road already have some trees, and the remodelling of the centre of the village should involve the installation of more, creating a ‘green route’ from the Green to Bagshot road.

Other opportunities will arise (eg in the remodelling of the A30), and in some cases (eg the top of Bond Street) the Green route can only be relatively short.

### **3.4 The Wooded Areas of The Green**

These woods are currently enjoyed by only a few, but could be a major asset to the village, given that they are close to the village and the open part of the Green.

Expertise is needed to plan and then manage the woodlands as an asset to the village, in particular for the educational benefit of Englefield Greens children. The local schools could be encouraged to use the woods for field trips and similar activities, and walkers encouraged to include through wood routes if the conditions were right.

### **3.5 The Playing Fields and Allotments, Kings Road**



The Kings Lane Sports Field consists of two rugby pitches and a club house. It is used by Egham Hollowegians Rugby Club for training during the summer months (but not for matches). The sports field is open on Saturdays.

Further research is needed to discover why this facility is apparently underutilised, though its location tucked away on the edge of the Urban Area, the lack of extensive facilities and their age may contribute, as well as the fact that Egham Sports Centre and RHUL are both well-equipped and there is a further playing field in Coopers Hill Lane.

The Allotments are well used. Again, more research is needed, but if the demand is there, expansion should be considered.

### **3.6 The A30, London Road**

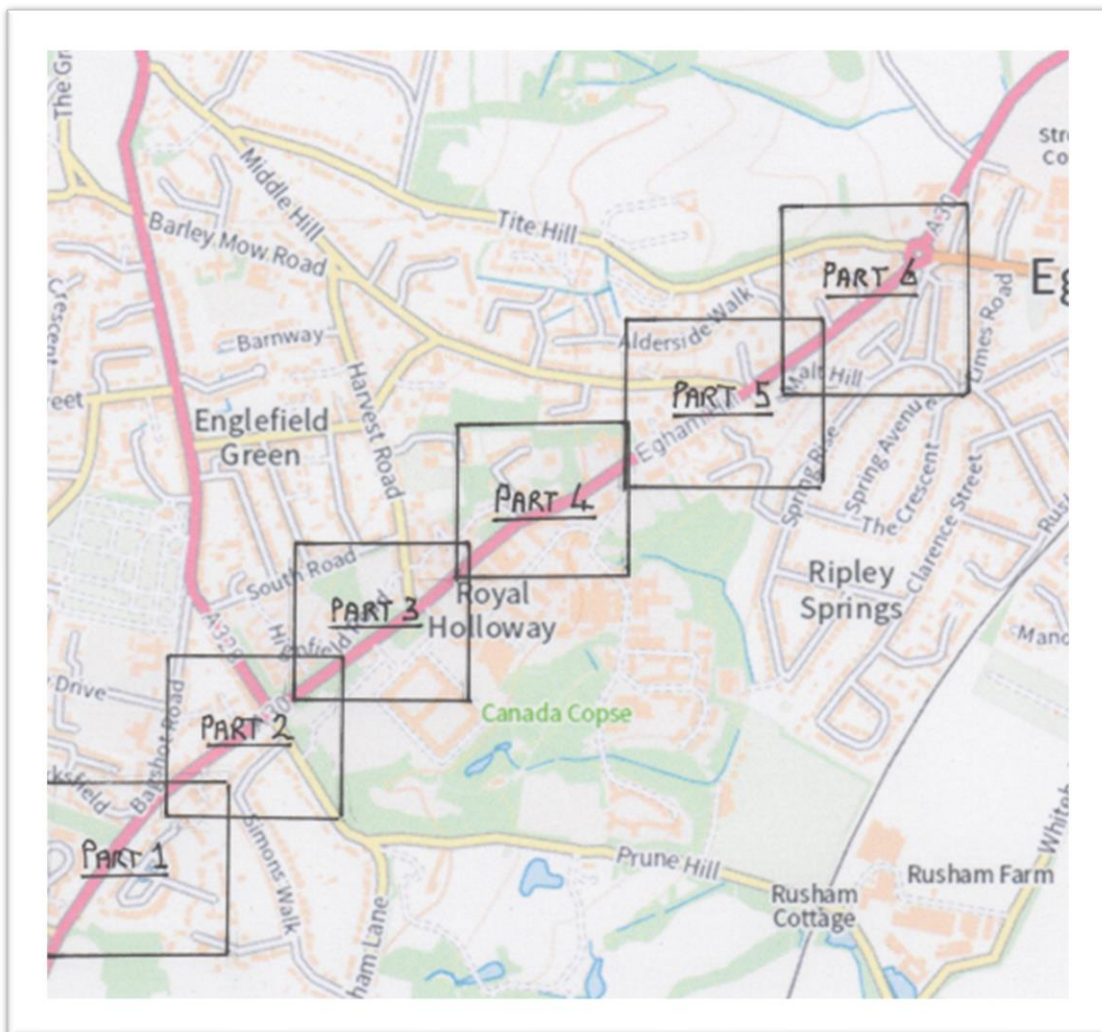
The A30 London Road between the Maranello Roundabout and the traffic Lights at the top of Egham Hill is a heavily trafficked section of road, with unusually heavy and constant foot traffic due mainly to students walking from their accommodation to RHUL and back. In places the pavements are narrow, and there is no protection between road and pavement along its full length. The traffic speed limit is 40mph, which is often exceeded on the downhill carriageway. On the uphill carriageway, vehicle emit significant fumes as the travel against the grade and the noise levels (in both directions) are significant.

Although not directly affecting Placemaking in Englefield Green Village, and besides the obvious need to improve this section of the A30 for pedestrians and cyclists, the need for an integrated network of cycle/ e cycle/ pedestrian routes within the Placemaking Plan and the need for these routes to also to serve RHUL on the other side of the A30 make it obvious that a plan for the A30 are necessary.

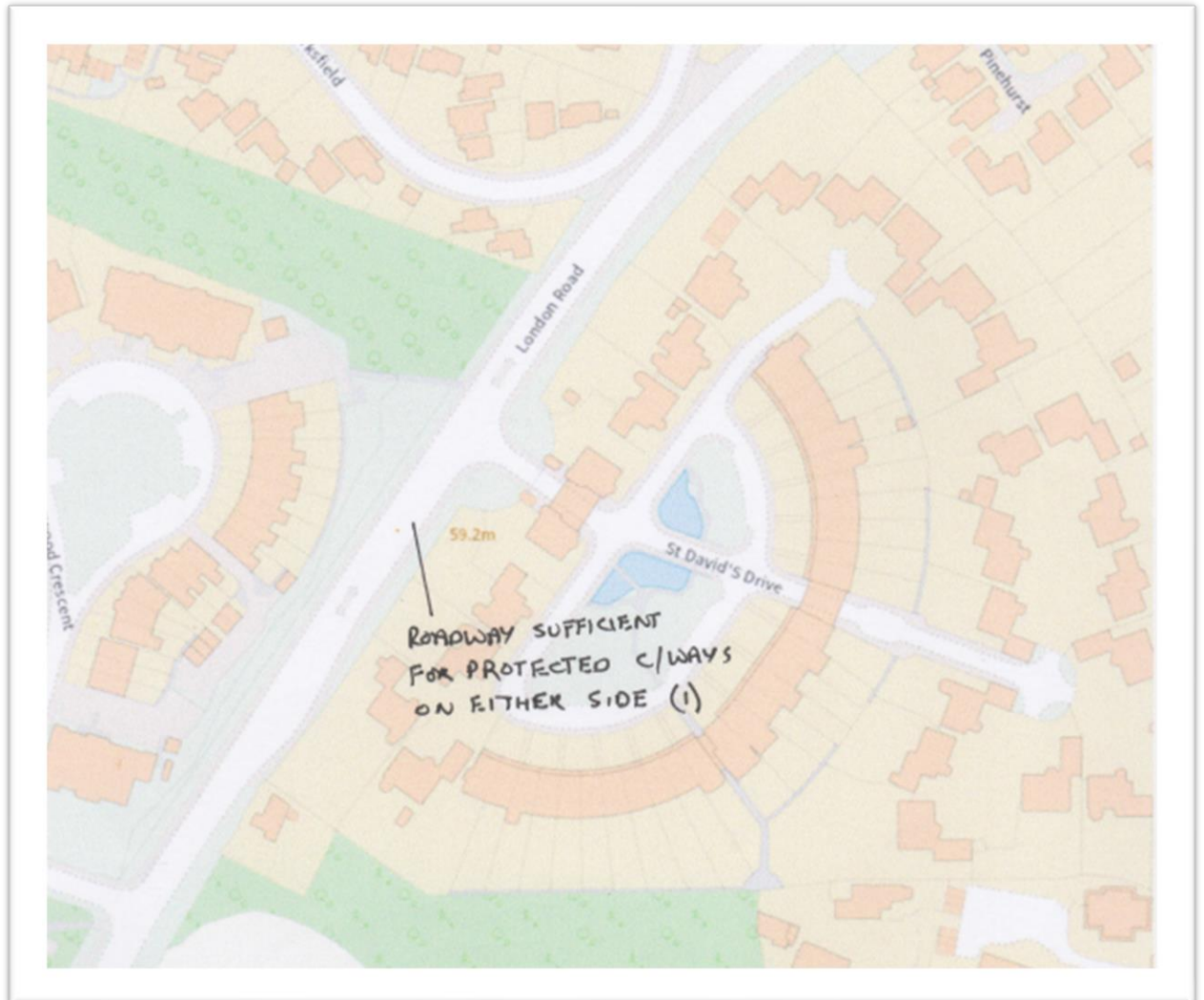
We are proposing a two-way cycle way from top to bottom of Egham Hill, with a reasonable width footpath alongside it, and barrier protection where the road needs to be narrowed to accommodate the new format.

Additionally, we note that minor improvements to the Eastern side of Egham Bypass would create a two-way cycle way along this stretch of road, and minor improvements and barriers between the on road cycle ways from the traffic lights at the top of Egham Hill to Virginia Water lake traffic lights would provide continuity through a significant length of this major route, joining up a number of subsidiary roads accessing the Great Park, Virginia Water village, Egham and Englefield Green.

**3.6.1 A30, London Road- Key Map**



### **3.6.2 A30, London Road,- Part 1**



With some minor alterations near the traffic lights, the road along this section is wide enough to accommodate cycle lanes on the road on either side, and there is some there already. The 30mph limit should start at Wick Road (see speed limit recommendations) and the stretch from here to Virginia Water lake should be reduced to 40mph. This will greatly improve cycle and walking safety.

However, besides making minor alterations to ensure continuous on road cycle tracks, the road is wide enough to accommodate markers separating the cycle way from the vehicular traffic. Some examples are given below (though of course which to use where will need to be reviewed by experts)

Examples of Cycleway separation methods



### 3.6.3 A30, London Road- Part 2



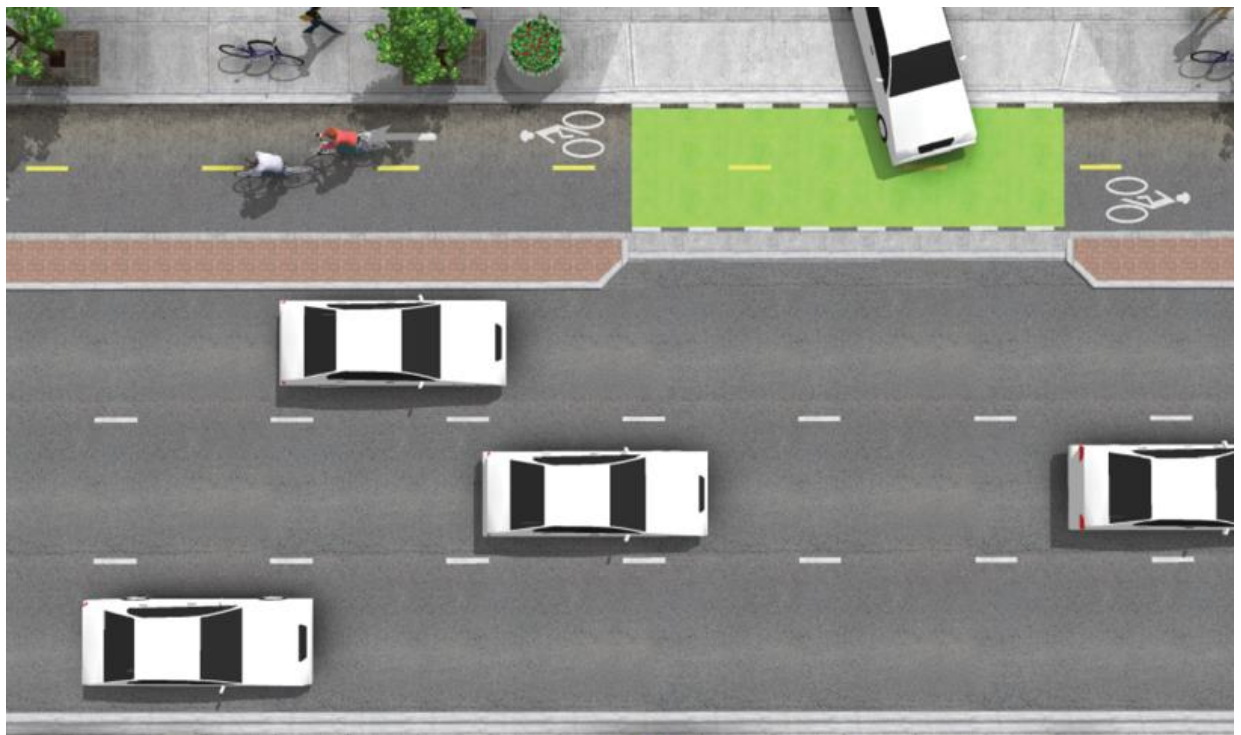
The same recommendations as Part 1 regarding cycle ways (1) apply here, as do the recommendations in Central Area Part 1 in respect of the traffic lights (2)



The two-way cycle track and footway (section A-A) start at the traffic lights and continue with the same or similar configuration all the way to the Maranello roundabout.

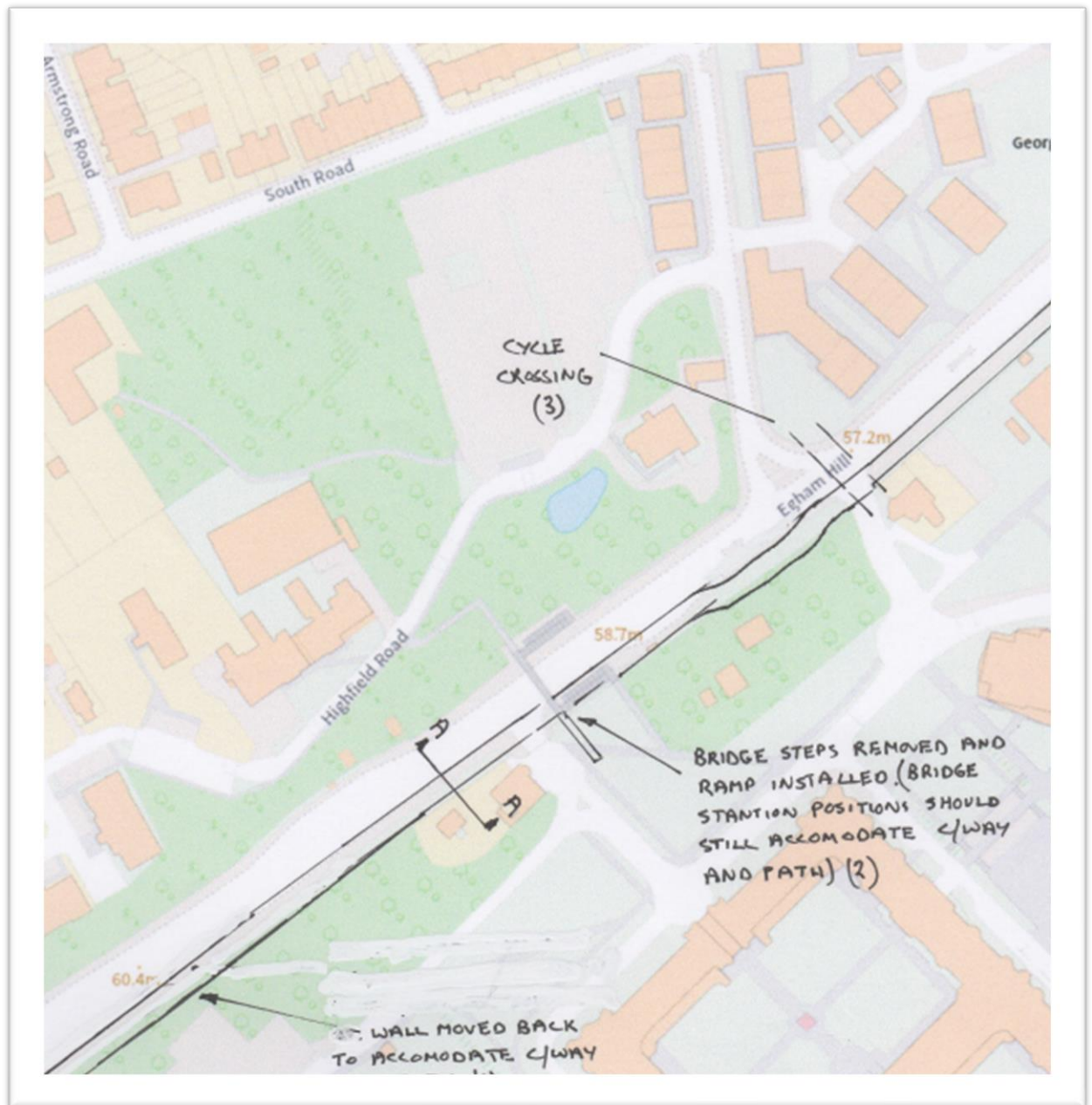
The illustration below indicates the format, though some variation is needed where the roadway narrows (see Parts 4 and 5, where the margin and path need to narrow and a barrier between road and cycle way needs to be considered) and where there are obstacles (see Part 3 and Part 4)

Illustrations of typical two way cycle track, pavement and footpath





### **3.6.4 A30, London Road- Part 3**



The verge along this section gradually narrows from the footbridge to the traffic lights and a section of RHUL wall will need to be moved back to accommodate the cycleway/footpath (1)

The verge width is sufficient from the bridge onwards, but the bridge access steps will need to be removed and a ramp installed into RHUL grounds.

The pedestrian crossing accessing the student accommodation needs to be reconfigured to create a safe crossing for cycles and safe cycle access to Harvest Road.

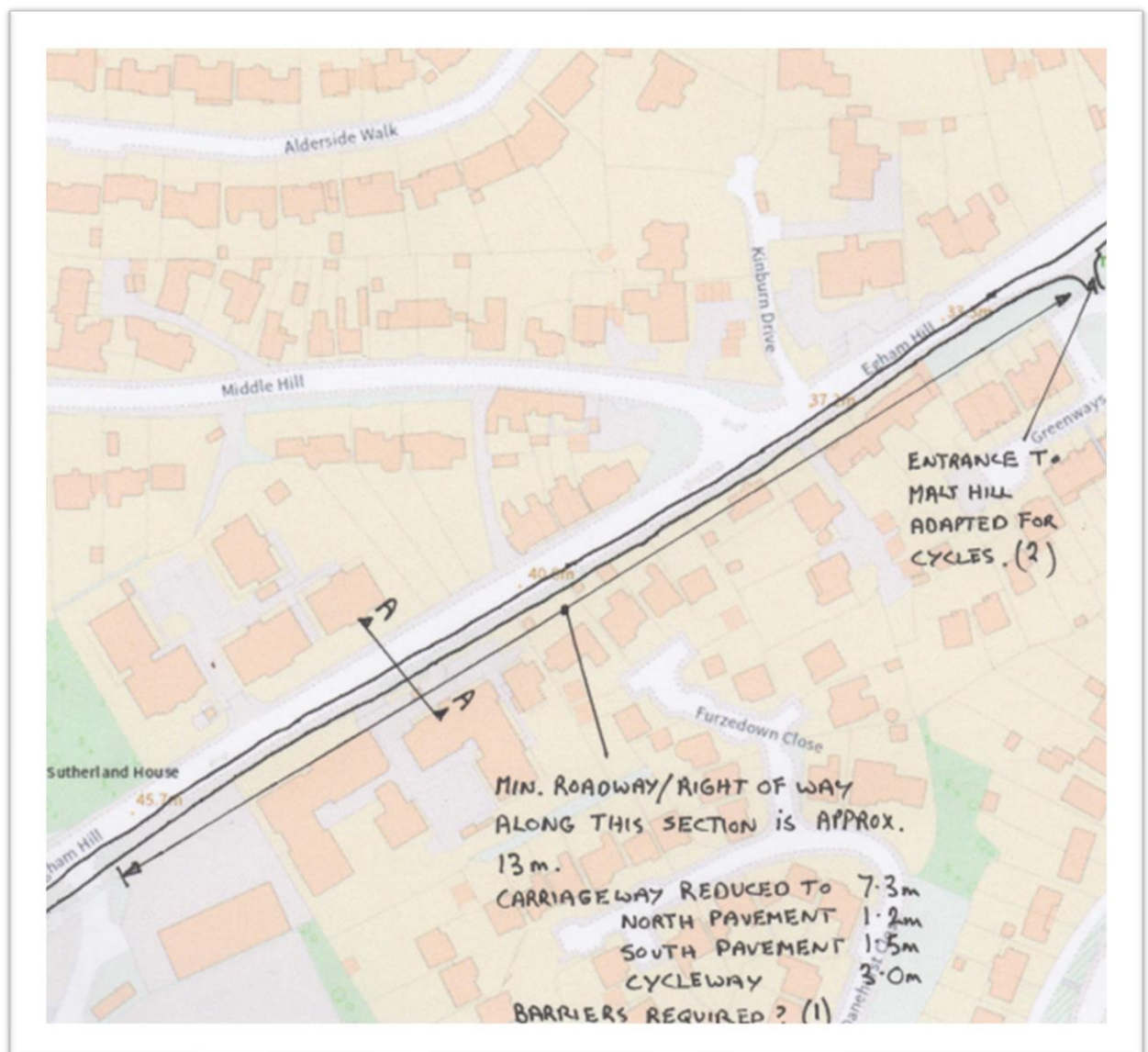
### 3.6.5 A30, London Road- Part 4



There are few obstructions to the new format along the first part of this section, though there is an ancient oak tree opposite Chestnut Drive, and the cycle way and footpath need to go behind this tree. The RHUL wall will have to be moved back to accommodate this.

At Mount Pleasant Cottages the current roadside parking will need to be removed and it is suggested that the reduced parking that could be made available at this point should be residents only (2)

### 3.6.6 A30, London Road- Part 5



This section is the narrowest and requires a reduction in carriageway width to 7.3m. Road colour can be changed, and other visual means used to make vehicles aware, (and a 30mph speed limit throughout the length of Egham Hill is assumed)

At Malt Hill, improvements need to be made to the access so cycles can peel off into the estates of Egham.

### 3.6.7 A30, London Road- Part 6



The last section of Egham Hill is relatively straight forward, though the inclusion of the cycleway will require the East side of the dual c/way to be single track and the entry and exit from the garage will need to be reconfigured. (1)

A cycle and pedestrian crossing will be needed near the roundabout (3) and the roundabout adapted to ensure cycles can cross it. The adaption will vary depending on whether the cycle way is to continue down the bypass as a two way on the East side or one way on either side (2) and (4)).

## **4.0 Conclusion**

The purpose of this report is to kick start the development of Placemaking in Englefield Green.

The proposals in this report are all feasible but some require development and design by experienced professionals, and others simply require the input of dedicated residents. Changes and new ideas will inevitably emerge and are welcome, but we are confident that the basic ideas contained herein will act as a catalyst for long overdue change in the way we regard our village and interact with it and its surroundings.