SURREY
COUNTY COUNCIL

Egham Hythe Local Street Improvements

Early Engagement Report – March 2024



Table of Contents

1. Executive summary 2
2. Introduction 4
3. Engagement methodology 5
   3.1 LSIs: The three stages of engagement 5
   3.2 Early engagement methodology 5
4. Who responded? 8
   4.1 Survey responses 8
   4.2 Responses received outside of the Commonplace survey 10
5. General issues and suggested improvements raised by respondents 11
   5.1 General feelings towards the area 11
   5.2 Most commonly raised issues 11
   5.3 How could we make it better 12
6. Issues raised by area 14
   6.1 Pooley Green shops and Pooley Green Road 14
   6.2 Thorpe Lea Road, Thorpe Road and surrounding junctions 15
   6.3 Wendover Road, Century Road, Mullens Road and Rowan Avenue 15
   6.4 St Paul's Road, Wapshott Road, Bowes Road, Cornwall Way, Goring Road and Meadow Gardens 16
   6.5 Glebe Road, Roundway, Hythe Park Road and Rochester Road 16
   6.6 Residential roads south of Thorpe Lea Road (including Huntingfield Way, Park Avenue, Langton Way, Barons Way and Ayebridges Avenue) 16
   6.7 Roads off B388 Vicarage Road and Thorpe Lea Road 17
7. Outside of the scope of the scheme 18
8. Summary and next steps 20

1. Executive summary

This report describes the engagement process and provides the analysis of responses received during the first stage of engagement (early engagement) for the Egham Hythe Local Street Improvements (LSI) scheme.

This scheme aims to plan, design and deliver safer, healthier and more attractive local streets that encourage more walking, wheeling and riding. 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. This scheme is part of the wider LSI programme being progressed by Surrey County Council, of which this is one of the first to be advanced through design. The LSI programme is committed to a community focused approach towards design development, with three opportunities for stakeholders to influence the design process and be involved in shaping the final designs that will include local street interventions to encourage more walking, wheeling and riding.

This first stage of engagement set out to gather comments from local stakeholders about local transport issues in the area and to gather suggestions for improvements. Early engagement with local stakeholders was carried out between 27 September and 8 November 2023. 264 individuals and organisations responded via the Commonplace online survey used, a further 10 responded via email and 2 organisations submitted comments separately. All responses have been considered.

Responses to the engagement exercise have provided the project team with a list of comments for different locations across the Egham Hythe zone. These are being considered by the project team during the first stage of design work (feasibility design). There is expected to be a need for prioritisation when defining the scope of the scheme, considering locations which will provide stronger benefits and value for money, and ensuring that proposals have alignment with the scheme's aims and objectives.

Many comments received covered similar transport issues including high traffic speeds, inadequate or lack of crossings, poor quality footways, inadequate or lack of cycling infrastructure, and issues associated with parking. Within the report issues and comments that have been commonly raised have also been summarised across different areas across the zone (see section 6).



Figure 1. Poster displayed across the Egham Hythe area to raise awareness and invite local stakeholders to participate in the early engagement exercise.

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 riding.

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 has been identified in the Egham Hythe area, as shown in Figure 2 below. For this zone, Department for Transport Funding has been awarded to develop design proposals.



Figure 2. Map of Egham Hythe LSI zone.

A first round of engagement has been undertaken for the Egham Hythe LSI, using the Commonplace online platform to collect views from local stakeholders, including people who live, work, travel through, study and spend time in the Egham Hythe area. This engagement was important to gather views on local transport issues in the area and to gather suggestions for potential improvements. The findings of this engagement stage will be used to inform the development of our initial design proposals (feasibility design proposals). Further rounds of engagement will also be undertaken as the scheme develops, so there will be further opportunities for local stakeholders to provide their views.

3. Engagement methodology

3.1 LSIs: The three stages of engagement

The LSI programme is committed to a community focused approach towards design development, with three opportunities for stakeholders to influence the design process and be involved in shaping the final designs that will include local street interventions to encourage more walking, wheeling and riding. The three stages of engagement are:

1. Early engagement: building awareness and collecting views and information from local stakeholders to influence the development of feasibility designs.
2. Engagement stage 2: seeking views on the feasibility designs leading to a design review and informing the development of preliminary designs.
3. Formal public consultation: at this stage the preliminary designs are consulted on formally. Stakeholders should be fully informed of the design proposals and a realistic expectation for the project will have been set. Following public consultation, detailed construction ready designs will be refined taking into account of the feedback, costs and priorities.

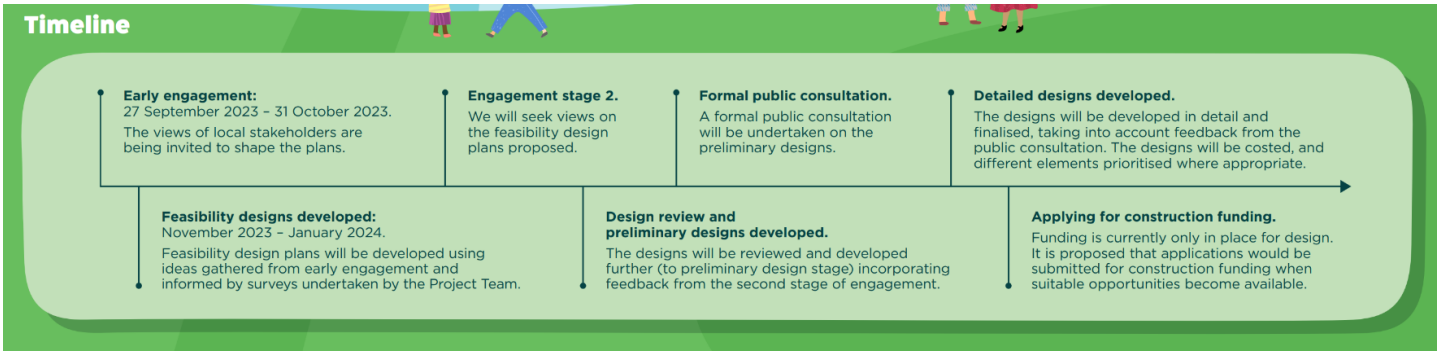


Figure 3. Egham Hythe LSI project timeline as shown on the display boards used at the early engagement events.

3.2 Early engagement methodology

A stakeholder engagement plan has been developed for the Egham Hythe LSI scheme identifying 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 out early engagement publicly to cover all external stakeholders, a series of meetings and briefings were held to engage with:

- SCC officers across the Highways Directorate;
- SCC Cabinet Member for Highways, Transport and Economic Growth;
- SCC divisional Member for Egham;
- Officers at Runnymede Borough Council (RBC); and
- RBC ward Members for the wards that cover the Egham Hythe LSI zone.

Following the engagement activities with those listed above, the project team commenced activities to reach out to and engage with the public and all external stakeholders. Early public engagement was carried out between 27 September 2023 and 8 November 2023. A website utilising the Commonplace platform was used to collect views from people who live, work, study, travel through and spend time in Egham Hythe.

The Commonplace website included a map of the potential zone boundary, background on the LSI programme in Surrey, information on the potential types of interventions being considered to improve local streets through the programme, the scheme's timeline, and a survey which enabled respondents to pin a location on an interactive map and answer survey questions. The survey was active for six weeks until 8 November 2023 and received 264 responses. A further 10 responses were received via email from individuals and organisations and 2 organisations submitted comments separately.

Two in-person exhibition events were held as part of the early engagement. Both were held at The Hythe Centre with the first on Wednesday 18 October between 14.00 and 20.00 and the second on Saturday 21 October between 10.00 and 13.00. This venue is located centrally in the zone and is often the location of other community events, including local Councillor surgeries, so was chosen as the most suitable location to carry out the engagement. Display boards were on show for attendees to view and consider (see Figure 4 below) and five Surrey County Council (SCC) members of staff were present to discuss the scheme objectives and to help gather feedback from attendees using the Commonplace survey. The Commonplace survey was used to capture the feedback from events to ensure all engagement responses were recorded via this same platform as far as practical. Staff members were available to run through and help attendees fill out the Commonplace survey. The County Councillor for Egham also attended both engagement events and discussed the scheme with attendees.



Figure 4. Display boards set up at one of the engagement events prior to attendees arriving.

To advertise the engagement, letters were sent to all residents and businesses in the proposed zone. There were issues with the delivery of letters, with some residents not receiving the letter initially so a second set of letters was delivered, and the engagement period extended to allow time for everyone to have their say. Posters were also displayed at various points in the area and flyers handed out. Notification of the engagement was also sent via email to stakeholders identified in the engagement plan. For several key groups and organisations, the project team offered a meeting to discuss the scheme.

To further raise awareness of the engagement, it was also promoted on social media on various platforms including Twitter and Facebook at several points during the engagement period. Residents who live in the area were targeted via Facebook advertising which directed them to the Commonplace online site.

Following a request for a meeting, on Friday 3 November a zoom meeting was held with members of the Surrey Coalition for Disabled People. Feedback was gathered from members of the group. It was discussed that a site visit would be beneficial, so this is being planned. The site visit will provide more in-depth information about locations and issues that present challenges to or opportunities for residents with certain disabilities. This feedback can then be taken into account during the design work.



Figure 5. Double sided flyers handed out to advertise the early engagement exercise.

4. Who responded?

4.1 Survey responses

There were 264 responses to the survey on Commonplace. An additional 10 responses were received via email and 2 responses from organisations that were submitted separately, and these comments are analysed in the latter sections of the report. To understand the degree to which the respondents are representative of the wider population that would be impacted by the scheme, certain key characteristics of respondents can be considered and compared with Census data 2021 for Runnymede Borough, where the majority of the local stakeholders reside.

Regarding the age of respondents, of those that disclosed this information (47% did not), the most common age categories were 55-64 (28%), 45-54 (25%), and 35-44 (20%). Considered against Census 2021 data for Runnymede, there was some overrepresentation in these age groups. In contrast, of those that disclosed their age, no responses were received from respondents under the age of 24 and only 4% of respondents were over the age of 75. It is therefore likely that these age groups are under-represented amongst the respondents. This emphasises the need for further methodologies to be explored and used in further stages of engagement to try to reach out to and enable those from all age groups to have their say.

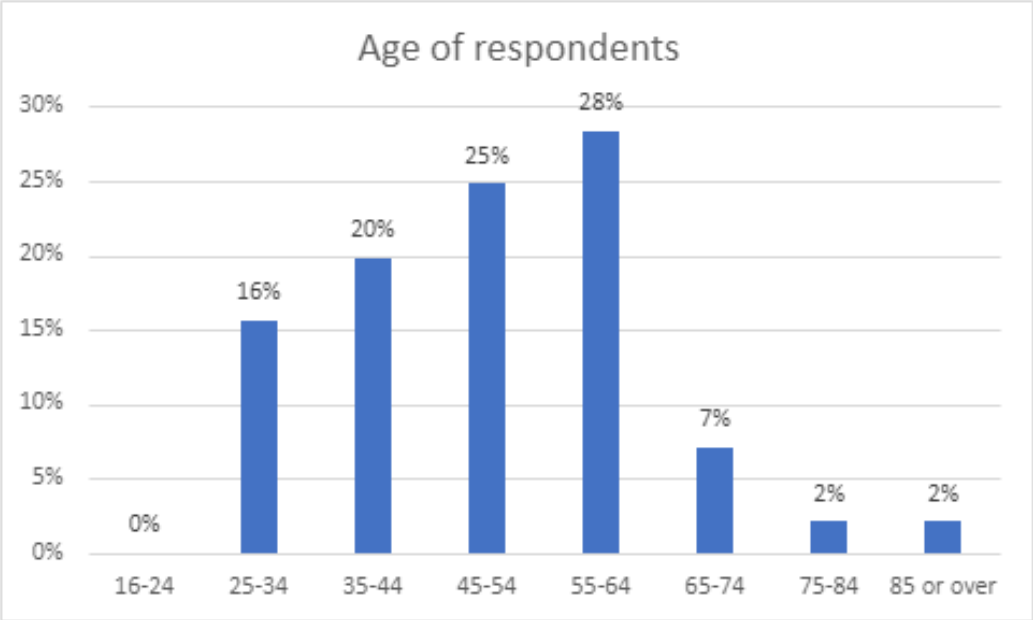


Figure 6. Age of respondents.

Regarding gender, 88% of respondents did not disclose their gender through the survey. Consequently, the sample of respondents that did disclose this is very small, but based on those that did, there was a higher proportion of responses from those identifying as male (65%) compared to female (35%), with 0% identifying as non-binary. Census 2021 data shows that in Runnymede there are slightly more females (52%) than males (48%).

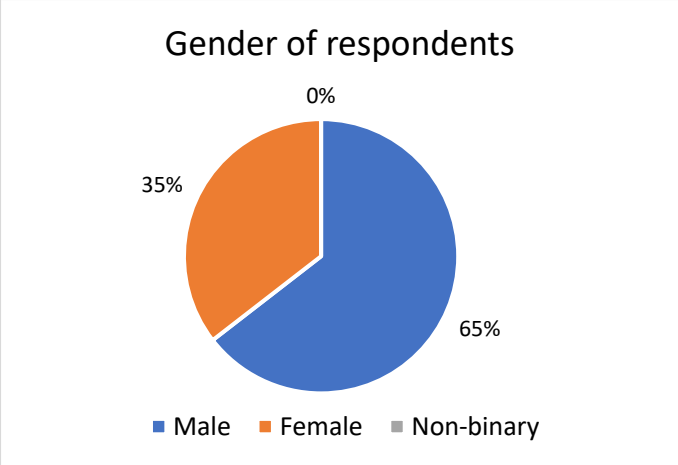


Figure 7. Gender of respondents.

Whilst it must be highlighted that there are some limitations regarding the representativeness of the sample of respondents, most notably with younger and elderly residents likely to be more under-represented, the sample has still provided a useful range of views about the key transport issues in the area. Figure 8 (below) further indicates that the survey reached those that would be impacted by this scheme, with the majority of respondents living in the area (78%). There was also a good representation of those who travel to the area for work or commute through the area.

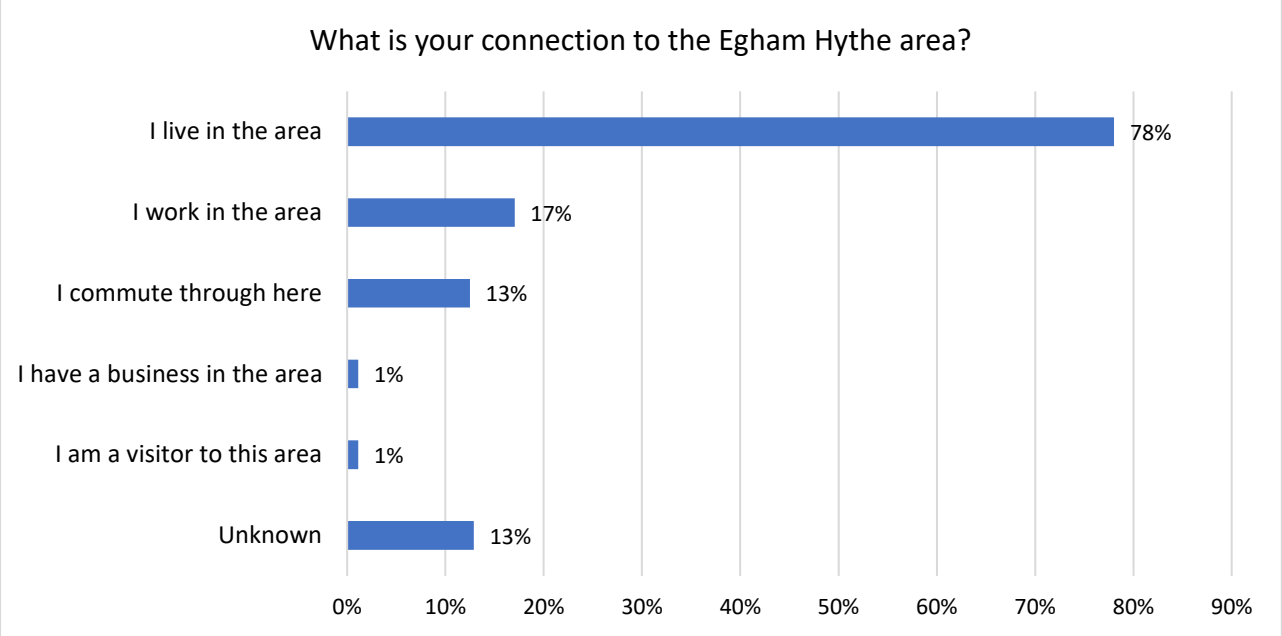


Figure 8. Respondents' connection to the Egham Hythe area.

The survey also included a question to understand the mode of transport that respondents most rely on (see Figure 9) to travel in the area. The responses show that car is the most popular mode of transport followed by walking. This is generally consistent with broader national and county-wide data. It is noted that the amount that selected bus was particularly low. Respondents were able to select multiple modes of travel for this question in the survey. There were 203 responses to the question.

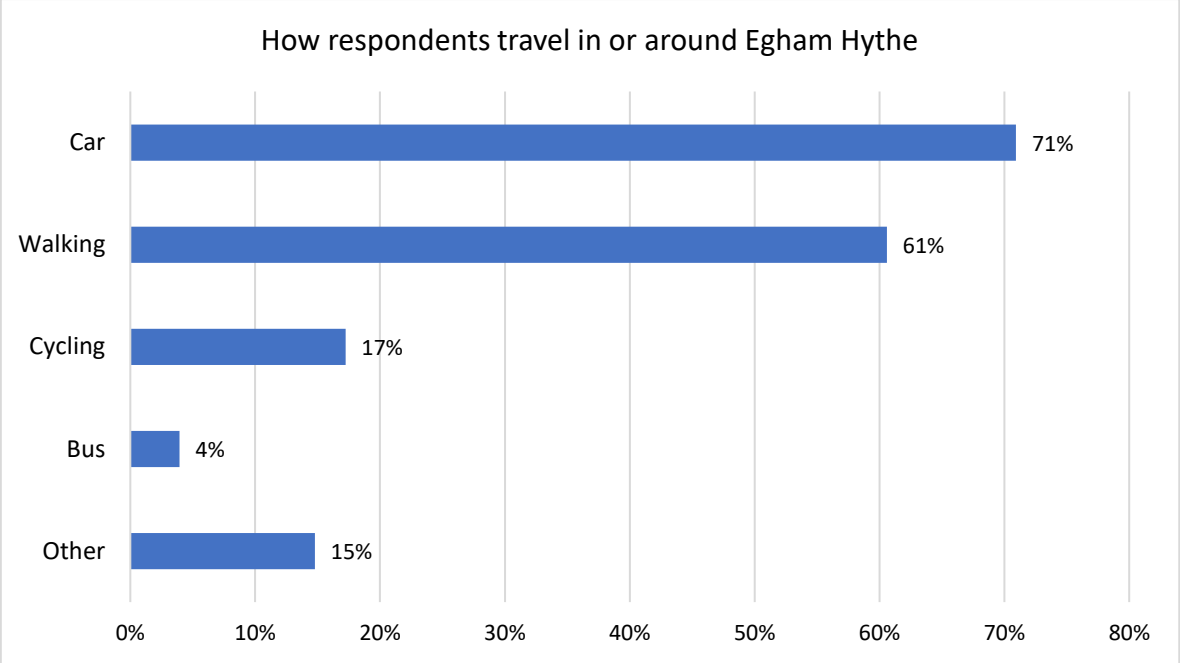


Figure 9. How do you usually travel in or through the area?

4.2 Responses received outside of the Commonplace survey

Two organisations submitted comments outside of the Commonplace survey structure. These came from organisations and groups which represent the views of more than one person, although it is recognised that individuals from these groups and organisations may have also responded individually through the Commonplace survey. The comments submitted by these groups have been analysed in Section 6 alongside all other comments.

The organisations and groups that responded in this way were:

- Egham Fire Service; and
- Surrey Coalition for Disabled People.

5. General issues and suggested improvements raised by respondents

5.1 General feelings towards the area

The survey asked respondents to 'pin' a location on the interactive map where they have identified key local transport issues and/or ideas for improvements to the streets in Egham Hythe. The survey also then asked how respondents currently feel about the location that they chose.

As may be expected given that respondents were requested to identify issues for improvements, there was predominantly a negative sentiment towards the locations chosen across the whole zone. As shown in Figure 10, the most common response to the question was 'negative' (44%), followed by 'mostly negative' (28%) with only 3% stating that they felt 'positive' about their selected location. The results show that respondents were identifying street locations in the Egham Hythe area where there is generally high dissatisfaction, and they feel that there is need for improvements.

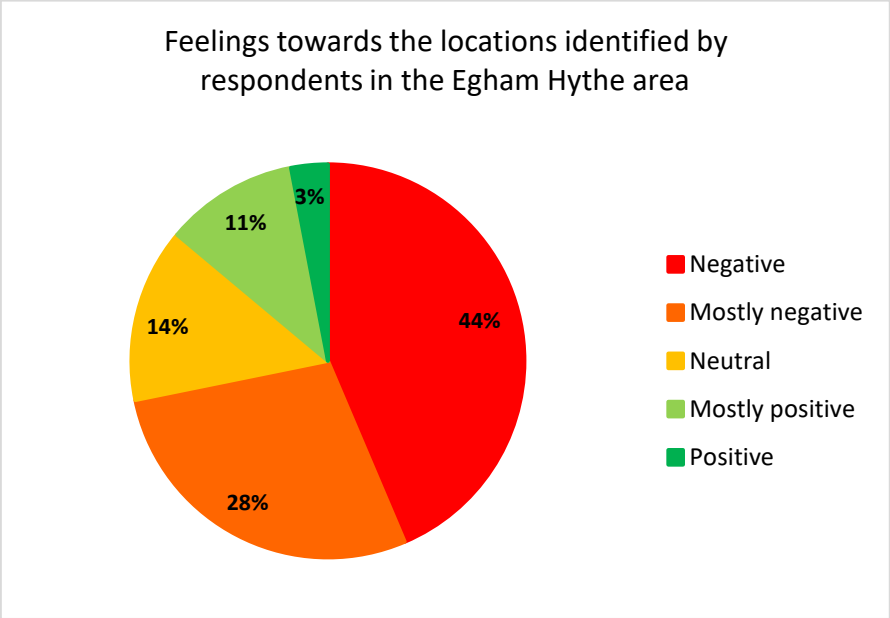


Figure 10. Feelings towards the locations identified by respondents in the Egham Hythe area.

5.2 Most commonly raised issues

After selecting a location, the survey asked respondents to choose what they feel are the most important issues in this location currently. A list of options was provided, although respondents could provide another response if preferred.

By collating the responses to this question, it is possible to gain a general representation of the most common types of issues raised across the whole zone (section 6 covers analysis by specific locations/areas).

The results concluded that 'busy road traffic' was raised the most, accumulating 106 responses. The next most popular were 'high traffic speeds' (88 responses), 'poor quality/obstructed pavement' (57 responses) and 'difficult to cross/lack of safe crossings' (40 responses). Parking issues, which were

covered in conjunction with pavement quality as a provided option, was mentioned a further 67 times by respondents as either an additional issue raised or in comments provided elsewhere in the survey.

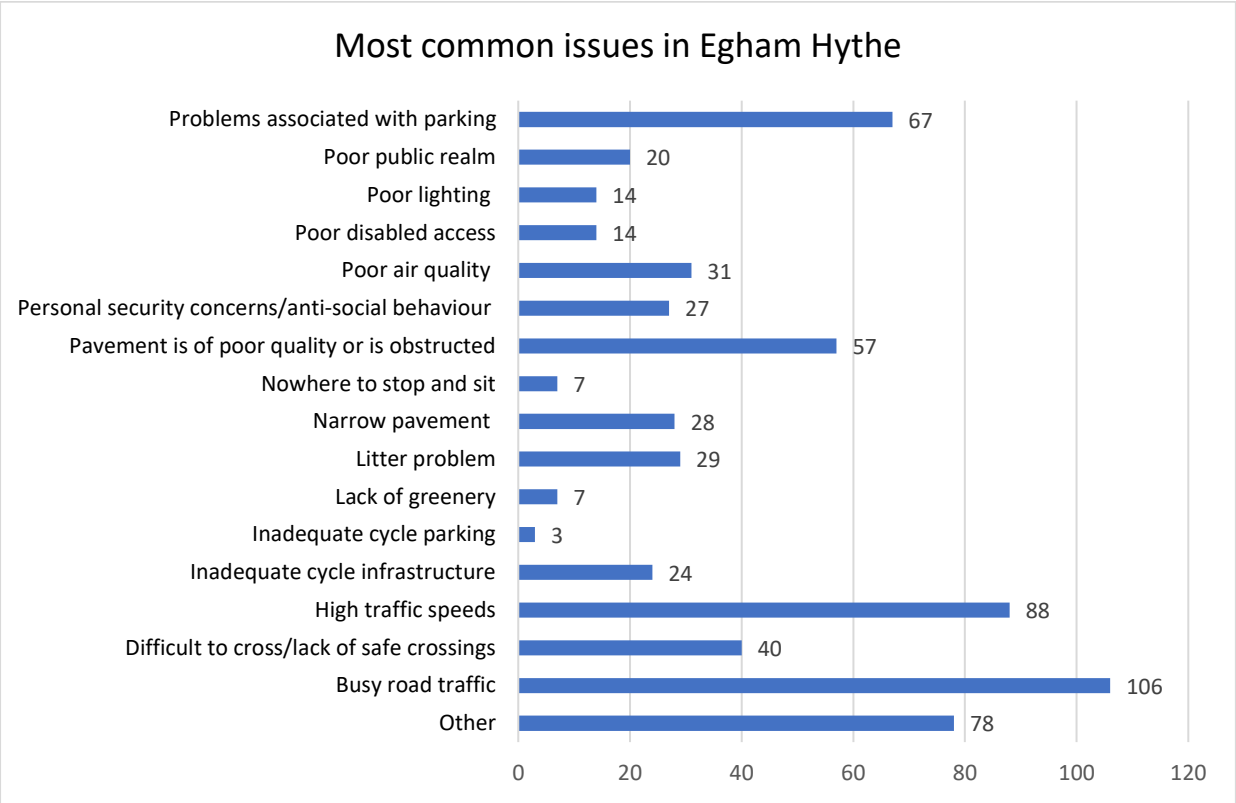


Figure 11. Most commonly raised issues by respondents for the whole Egham Hythe zone.

5.3 How could we make it better

In the Commonplace survey, respondents were asked 'How could we make it better?'. This allowed them to make suggestions regarding how the location could be improved through delivery of the LSI scheme. The responses are summarised by the word cloud in Figure 12, with the larger phrases reflecting the more commonly raised types of improvements suggested. The suggested improvements generally correlate with the issues identified in Section 5.2. Examples include:

- Associated with the problems of high traffic speeds, respondents suggested traffic calming measures such as speed bumps. Changes to the speed limit was also suggested.
- Associated with improving walking, wheeling and cycling experiences, respondents suggested providing more/safer crossings, widening and resurfacing of pavements, stopping pavement parking, providing better cycling infrastructure and improving signage. Addressing high traffic speeds would also have a positive impact.
- Suggestions associated with parking issues included enforcing parking restrictions, for example where there are existing double yellow lines, adding more double yellow lines at junctions, stopping pavement parking and in contrast, also creating more parking spaces.



Figure 12. Word cloud with key themes raised by respondents (the larger the phrase, the more times it was raised).

6. Issues raised by area

Responses to the survey as well as via all other methods (including email) have provided the project team with a list of comments for different locations across the Egham Hythe. These are being considered by the project team during the first stage of design work (feasibility design). There is expected to be a need for prioritisation when defining the scope of the scheme, considering locations which will provide stronger benefits and value for money, and ensuring that proposals have alignment with the scheme's aims and objectives.

Please note that some of the issues raised will be considered out of scope for reasons including the location (some comments were raised outside of the zone) and lack of alignment with the aims and objectives of the LSI scheme. Some examples of issues considered out of scope are provided in section 7.

Below, some of the issues and comments that were commonly raised have been grouped together by area within the zone and summarised. Please note, the summary below does not cover every comment made and being considered by the project team.

6.1 Pooley Green shops and Pooley Green Road

- Issues and suggestions were raised for the Pooley Green shopping parade including:
    - The shopping area generally needs some improvement to make it more pedestrian friendly, including for those using pushchairs.
    - Public realm improvements here would be welcomed to make it a nicer place for the local community. Seating could be provided, lighting improved, and trees planted in the vicinity.
    - Parking dominates this area and there are associated issues including people misusing the bays and blocking the service road and crossing points.
    - Cycle parking needs to be provided in this location.
- Some comments highlighted the difficulty of crossing the road near the roundabout where Pooley Green Road meets Thorpe Lea Road.
- Several comments recognised that there is often parking on the footway along Pooley Green Road including on the roundabout with Holbrook Meadow. This is a hazard to drivers pulling out of side roads due to limited visibility and leaves little or no space for those using pushchairs or wheelchairs to pass on the pavement. Many others raised there is not enough spaces for residents to park.
- Several respondents noted high vehicle speeds along Pooley Green Road and expressed a desire for a reduction in the speed limit.
- There were some suggestions within comments that the road could have some wider improvements including greening, wider footways, and cycle infrastructure as this is a focal point of the area and is a route which many children take.
- Some respondents raised the issue of parking restricting the road width meaning the road is essentially limited to little over one lane in width in places.
- Multiple responses raised concerns about the Pooley Green Road/Vicarage Road junction for drivers and pedestrians.
- The Pooley Green recreation ground car park was suggested as good location for EV chargers.

6.2 Thorpe Lea Road, Thorpe Road and surrounding junctions

- Respondents discussed the high vehicle speeds along Thorpe Lea Road and Thorpe Road generally, as well as specific locations. Speeding was raised as an issue both during the daytime and at night and respondents explained that it negatively impacts on walkability, including making it difficult to cross the road difficult. Suggestions included reducing the speed limit to 20mph and adding traffic calming measures including speed bumps and build outs. In contrast, there were also comments against installing further traffic calming Thorpe Lea Road and Thorpe Road.
- Multiple respondents expressed their concern about the quality of the footway along Thorpe Lea Road and Thorpe Road, noting that the surface is uneven and narrow in places, and that improvements are required for the benefit of all pedestrians including children. Respondents raised that the road is busy with a high proportion of HGVs, negatively impacting on walkability.
- Comments highlighted that following wet weather there are also often large puddles on the footway due to poor drainage, as well as poor drainage on the carriageway. Poor drainage on the carriageway can impact pedestrians trying to cross, as well as through spray from passing vehicles.
- Several respondents suggested that cycle infrastructure would be beneficial along Thorpe Lea Road and Thorpe Road, including across the western extent nearest to Vicarage Road. This would enable more people to cycle along this key road in the area. More cycle parking should also be provided.
- There were multiple comments that discussed parking. These included:
    - Parking on or close to the entrances to the side roads off Thorpe Lea Road and Thorpe Road makes crossing difficult and reduces visibility for drivers.
    - Many vehicles park on double yellow lines, particularly near the fish and chip shop and near the roundabout with Ayebridges Avenue, where footway parking was also raised as an issue.
    - At school pick up and drop off times, cars park illegally and on the pavement creating an unsafe environment for children.
- Suggestions were made for some additional seating at appropriate intervals and destinations for those who would like to take rest as part of their journey.
- Respondents highlighted a need for more or improved crossing points.
- Multiple respondents highlighted that the ‘no right turn’ sign into Hythe Field Avenue is ignored by some motorists, or the signs are not in the most suitable location.
- The bus stops along Thorpe Lea Road and Thorpe Road were noted as needing improvements such as seating, shelters and real-time information.

6.3 Wendover Road, Century Road, Mullens Road and Rowan Avenue

- Comments highlighted that Wendover Road, Century Road and Mullens Road can be used as a cut through by vehicles and consequently can be busy and experience high vehicle speeds. Some residents suggested that a 20mph speed limit would be suitable.
- Several respondents raised concerns about parking. Comments included:
    - Cars park at road junctions making it difficult for both pedestrians to cross and for drivers to pull out due to restricted visibility. Suggestions were made by several respondents to add double yellow lines at junctions.

    - Some respondents commented on parking along Rowan Avenue where high demand for on street parking has resulted in cars parking on the grass verges which damages the verge surfaces.
- Poor accessibility to entering Hythe Park from Wendover Road was raised by residents.

6.4 St Paul's Road, Wapshott Road, Bowes Road, Cornwall Way, Goring Road and Meadow Gardens

Several comments discussed speeding issues on the roads that provide a through route in this area between Thrope Road and Chertsey Lane, particularly St Paul's Road and Bowes Road. This area is subject to a separate traffic scheme to address resident concerns regarding high vehicle speeds and rat running so these issues will be addressed through the scope of that scheme.

Other comments and suggestions included:

- The alleyway (part of Public Footpath 32) at the end of Goring Road could be a well utilised route but currently has problems including poor lighting, anti-social behaviour and littering.
- The public footpath off Cornwall Way could also be improved.

6.5 Glebe Road, Roundway, Hythe Park Road and Rochester Road

- High vehicle speeds were raised by some respondents, particularly those mentioning Glebe Road and Hythe Park Road. It was also raised that the one-way system between Glebe Road and Hythe Park Road can be ignored by drivers.
- Several respondents highlighted the areas within the vicinity of the Glebe Road and Thorpe Road junction as needing improvements to address the poor pedestrian crossing environment, poor public realm and visibility issues for vehicles pulling out.
- Along Roundway, high demand for car parking resulting in parking on the footways and verges was raised as an issue. Respondents, including those using push chairs, reported the issues that this causes with a need to sometimes walk in the road.
- Poor access to the park from Roundway was also raised.
- One particular location identified was Rochester Road opposite The Hythe Centre where a dropped kerb was requested to help people to cross at school times with scooters and pushchairs.

6.6 Residential roads south of Thorpe Lea Road (including Huntingfield Way, Park Avenue, Langton Way, Barons Way and Ayebridges Avenue)

- Several respondents raised concerns about high vehicle speeds along roads in this area including Huntingfield Way and Park Avenue. Multiple respondents suggested a 20mph speed limit in this area with traffic calming measures where appropriate. However, other respondents disagreed and noted that speed bumps (one type of traffic calming measure) would be noisy for residents.
- Parking was a key issue raised across this area. Comments on this topic included:
    - Vehicles park at junctions in this area which reduces visibility, makes it more difficult for pedestrians to cross, and makes it more difficult for vehicles to pull out.
    - Footway parking on Park Avenue prevents pedestrians from keeping to the footway, having to step into the road to get round vehicles.

    - At school drop off and pick up time, there is congestion with parked vehicles particularly on Hythe Field Avenue at the junction with Barons Way.
    - Along Huntingfield Way outside Thorpe Lea School, it was suggested that crossing locations should be improved.
- Ayebridges Avenue was noted as a location with poor footway quality.

6.7 Roads off B388 Vicarage Road and Thorpe Lea Road

- Respondents raised issues with parking on roads close to their respective junctions with the B388. Double yellow lines could restrict this. Comments also highlighted poor pedestrian provision at the side road junctions along the B388.
- Residents commented that footway parking and poor footway conditions were problems on residential roads off B388 Vicarage Road and Thorpe Lea Road.
- Multiple respondents highlighted that the footpath should be improved between Ayebridges Avenue, Wavendene Avenue and B388 Thorpe Lea Road.
- Regarding the residential roads off B388 Vicarage Road, it was suggested that providing a new access route across Mead Lake Ditch would provide a direct route from these roads towards the centre of Egham Hythe.

7. Outside of the scope of the scheme

Some responses were received which raised issues that are generally considered outside of the scope of the scheme, either due to the associated location, the type of issue and/or lack of alignment with the aims and objectives of the LSI scheme. Where appropriate, information provided within the survey responses will be passed on to relevant stakeholders for their consideration which may include other teams at Surrey County Council, or Runnymede Borough Council. Commonly raised issues that are generally considered out of scope of the Egham Hythe LSI scheme are discussed below:

- Many respondents raised concerns about the waiting times at both the Thorpe Road level crossing and the Vicarage Road/Pooley Green level crossing and the associated issues that are created as a consequence.
    - The level crossings are controlled by Network Rail. SCC is engaging separately with Network Rail about concerns related to this. The level crossing locations are outside of the scope of the LSI.

- The need for maintenance activities to improve roads (including addressing potholes), footway surfaces and also cut back of vegetation was a common theme in the responses.
    - Consistent with the aims and objectives set, LSI schemes are primarily seeking to upgrade infrastructure on local streets to make them safer, healthier and more attractive to use by sustainable transport modes including walking and cycling. Consequently, the scheme designs may include the upgrade of infrastructure in locations where it is currently in poor condition. However, LSI schemes are not maintenance schemes to deal with all the maintenance problems such as potholes in the area. These types of activities are subject to SCC's maintenance programme. SCC is committing large investments to address maintenance problems on roads within Surrey over the next five years as part of the maintenance programme. For more information on which roads are in the current programme and to report a pothole that hasn't already been flagged, please visit the following webpage: How we're managing pothole repairs - Surrey County Council (surreycc.gov.uk).

- Parking availability as well as enforcement issues were commonly raised in responses.
    - This LSI scheme will consider parking issues only where there is strong alignment with the aims and objectives of the LSI scheme. Addressing all the parking issues and challenges in the area is not within the scope of this scheme.

- Issues were raised at locations outside of the zone boundary of the scheme. These include (not a full list):
    - A desire for a new pedestrian crossing on the roundabout with Chertsey Lane to access Sainsburys.
    - An issue with the positioning of the road sign at the Staines Bridge roundabout which blocks visibility.
    - The standard of cycle and pedestrian facilities along Vicarage Road was raised by respondents with a desire for segregated cycle infrastructure as well as lower vehicle speeds. Respondents noted that there is a cycle/pedestrian path alongside Vicarage

Road that with some improvements to the width and lighting could be a well utilised facility.

- These locations (and others also raised) are considered out of scope, however, information will be passed on to relevant teams at SCC to be reviewed in line with their existing programme and priorities. Regarding issues raised along Vicarage Road, this corridor has been identified as a priority in the Runnymede Local Cycling and Walking Infrastructure Plan (LCWIP) so will be considered through this work. Feasibility work is now underway to develop designs for this section to improve the environment for walking and cycling. This stage of work will involve public consultation. Please see the webpage for more information: Runnymede Local Cycling and Walking Infrastructure Plan (LCWIP) - Surrey County Council (surreycc.gov.uk)

- Some respondents called for improved bus services to and from Heathrow airport as well as an improved app to track bus arrival times.
  - Bus services are run by external bus operators in the area. Improvements to bus services are outside the scope of the Egham Hythe LSI.

- The scheme will be focusing on improvements to the streets in Egham Hythe, and more specifically areas identified as public highway spaces which fall under the remit of SCC as the highway authority. A number of issues were raised at locations that fall outside of public highway spaces or related to activities that are not within the control of SCC. These include:
  - Issues associated with parks and open spaces in the area that are managed by Runnymede Borough Council.
  - Issues associated with street cleansing and waste/recycling collection (including bins blocking or restricting access on footways), which are functions undertaken by Runnymede Borough Council.
  - The project team will be engaging with Runnymede Borough Council to discuss issues raised and how both authorities can work in partnership to address key issues to deliver better outcomes as the LSI scheme is progressed.

8. Summary and next steps

264 responses were received via the Commonplace survey in relation to this engagement with a further 10 individual responses via email and 2 responses from organisations submitted separately. This sample has provided a useful range of views about the key transport issues in the area to influence the initial design proposals.

Responses to the engagement exercise have provided the project team with a list of comments for different locations across the Egham Hythe zone. These are being considered by the project team during the first stage of design work (feasibility design). There is expected to be a need for prioritisation when defining the scope of the scheme, considering locations which will provide stronger benefits and value for money, and ensuring that proposals have alignment with the scheme's aims and objectives.

Through the development of the stakeholder engagement plan, local stakeholder organisations and groups have been identified. At this stage in the scheme's development the project team has been able to build awareness of the scheme and invite feedback to shape the design work. As shown in the screenshot of the dashboard below, taken from the engagement plan, at this stage no opposition has ben raised by these stakeholders to the principles of the scheme. This will be monitored as the project progresses further.

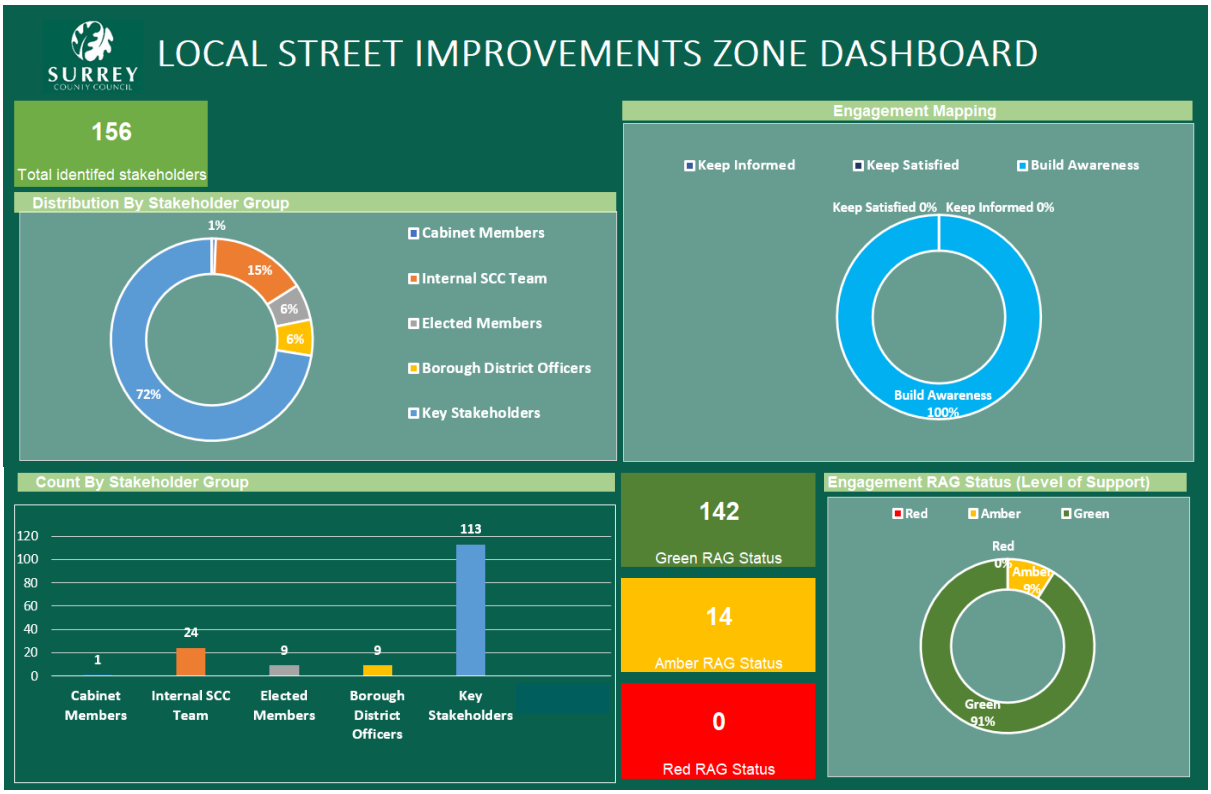


Figure 13. Stakeholder engagement plan dashboard.

Alongside the feedback received from this early engagement exercise, the project team will be using other data collected in the area, including from traffic surveys, to influence the initial feasibility design proposals. Following the development of these designs, a second stage of engagement with local stakeholders will be undertaken to seek views on the design plans proposed. This will lead into a further stage of design work to develop the designs further and then a public consultation. These steps will ensure that there are further opportunities for local stakeholders to have their say during the development of the Egham Hythe LSI scheme.