Egham Hythe Local Street Improvements

Engagement Stage 2 Report – January 2025



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1. Executive Summary

This report describes the engagement process and provides the analysis of responses received during the second stage of engagement for the 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 cycling. LSI schemes also aim to create more attractive local environments and more welcoming neighbourhoods that people want to spend time in and residents take pride in. This scheme is part of the wider LSI programme being progressed by Surrey County Council (SCC), of which this is one of the first to be advanced through design. The LSI programme is committed to a community focused approach towards design development, with three opportunities for stakeholders to influence the design process and be involved in shaping the final designs that will include local street interventions to encourage more walking, wheeling and cycling.

Following the comments received during the first stage of engagement, feasibility designs have been developed for the Egham Hythe area. These designs were influenced by feedback received during the first stage of engagement. This second stage of engagement, which took place between 8 July and 18 August 2024, set out to gather feedback from local stakeholders on the feasibility design proposals. 159 individuals and organisations responded via the Commonplace online survey used, a further 13 responded via email, 2 were received by letter and 3 businesses responded via a posted survey. All feedback is being considered by the project team.

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

Overall, feedback to this second stage of engagement indicates that there remains support for the LSI scheme, its objectives, and continued development. However, in taking the scheme forwards, all types of responses will be considered including comments of support, concerns raised and other suggestions raised, which have been summarised in **section 5** of this report. This is part of developing a community focused approach towards the scheme's development.

The scope of the scheme will need to remain in line with the scheme's objectives: creating safer, healthier and more attractive streets, with improved facilities for walking, wheeling and cycling. Alongside the feedback received from this engagement exercise, the project team will also be following national active travel design guidance and standards to develop a scheme that

can potentially attract funding for future construction. There is also 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.

Following the development of preliminary designs, a public consultation will be carried out with local stakeholders to seek further views and support on the design plans proposed. The public consultation stage will ensure that local stakeholders have a further opportunity to have their say during the development of the Egham Hythe LSI scheme.



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

2. Introduction

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



Figure 2. Map of Egham Hythe LSI zone.

This scheme is part of the wider LSI Programme being progressed by Surrey County Council (SCC) across the county. As part of the first tranche of LSI schemes from the programme, a zone was identified in Egham Hythe and engagement took place in October 2023 to gather views on issues in the area. Following this round of early engagement and reviewing the feedback, draft

design proposals have been created and a second stage of engagement took place in July and August 2024 on these.

The second stage of engagement has been undertaken for the Egham Hythe LSI, using the same Commonplace platform as the first round, 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 the design proposals put forward by SCC and feedback will be used to further refine and make changes to the designs prior to the final round of engagement (public consultation) where there will be another opportunity for stakeholders to provide their views on the scheme.

3. Engagement Methodology

3.1 LSIs and the three stages of engagement

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

1. 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. This is the current stage of the project.
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.

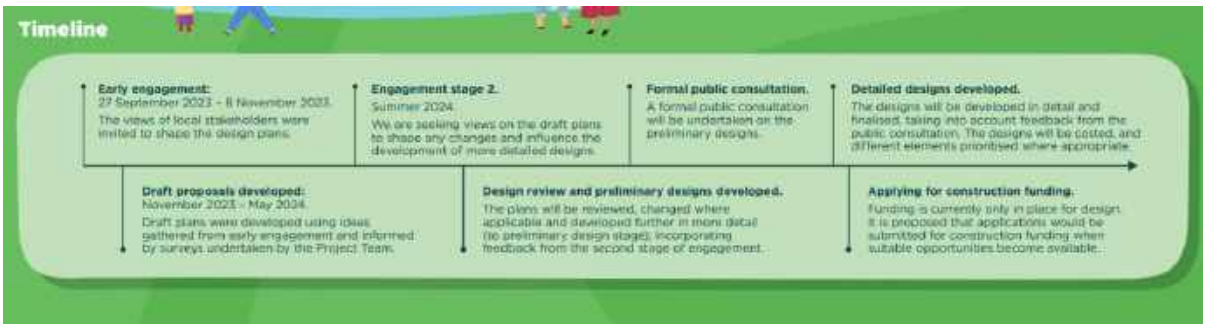


Figure 3. Egham Hythe LSI project timeline as shown on the display boards used at the second engagement events.

3.2 Second stage engagement methodology

Draft design proposals have been developed for the Egham Hythe area, in line with the objectives of the LSI programme. These were influenced by feedback received during the first stage of engagement held in October 2023. The designs were divided into different areas shown in Figure 2 to group proposals by key locations and to allow for easier viewing on the Commonplace site. The draft proposals were designed by the Highways Design Team at Surrey County Council.

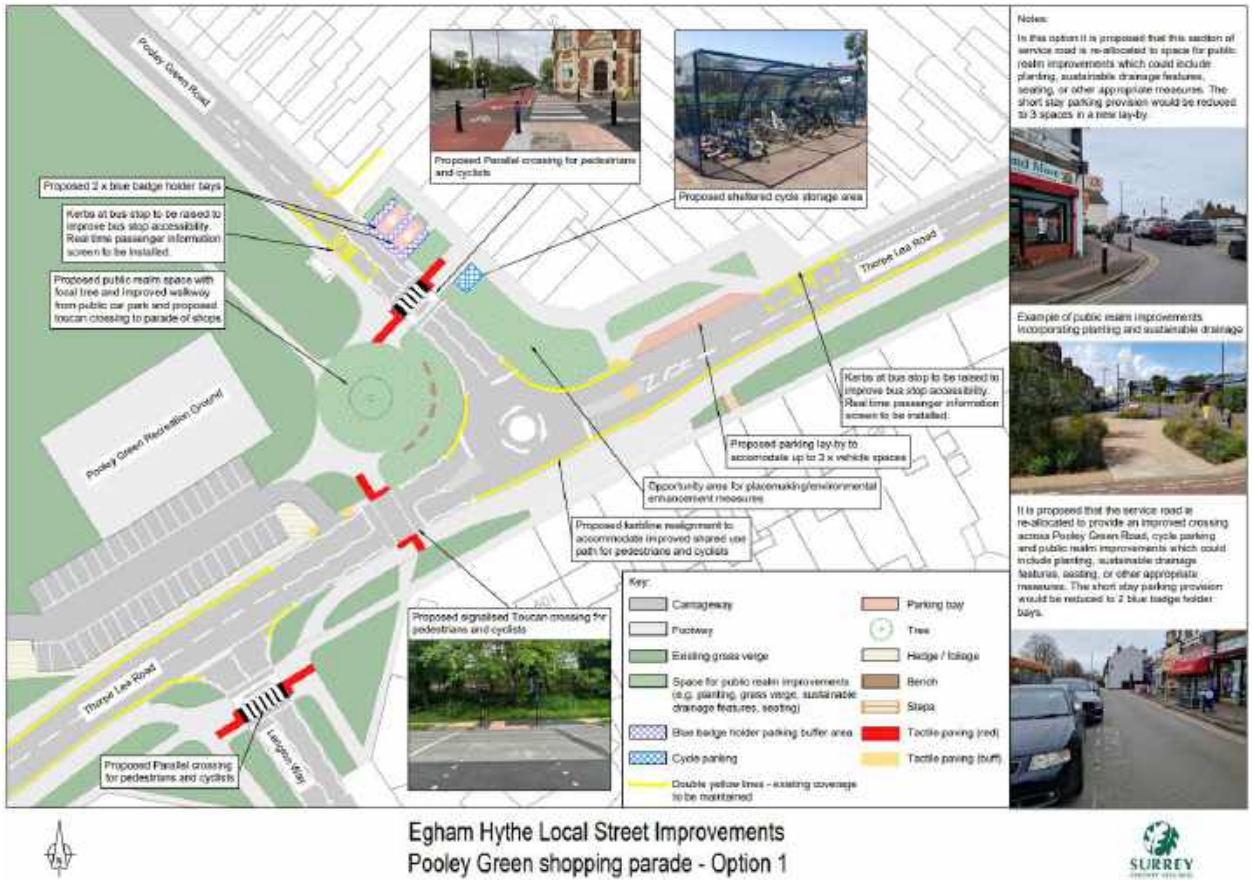


Figure 4. Example of draft proposal for Pooley Green shopping parade and junction.

Figure 4 above is an example of one of the draft proposals shown on the Commonplace site and for viewing at the two engagement events that were held.

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

Prior to carrying the second stage of 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 within the coverage of 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. Engagement stage 2 was carried out between 8 July 2024 and 18 August 2024. 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 LSI zone divided into areas with the design proposals, background information about the LSI programme in Surrey, information about the types of interventions being considered to improve local streets through the programme, the scheme's timeline, and a survey which enabled respondents to select a location they would like to comment on designs for and submit their views and suggestions. The survey was active for 6 weeks, finishing on 18 August 2024.

Two in-person exhibition events were held as part of the second stage of engagement. Both were held at the Hythe Centre with the first on Saturday 20 July 2024 between 10am and 1pm and the second on Wednesday 7 August 2024 between 2pm and 7pm. This venue is located centrally in the zone and is often the location of other community events, including the local Councillor surgeries, so was chosen as the most suitable location to carry out the engagement. This was the same location as the first stage of engagement. A Surrey County Council gazebo was used outside the entrance to the Hythe Centre taking advantage of the good weather conditions which improved the visibility of the event for those passing by. Display boards were on show for attendees to view and consider (see Figure 5) and six Surrey County Council members of staff were present to discuss the scheme objectives, proposals 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 on the same platform where possible. Staff members were available to run through and help attendees fill out the Commonplace survey.



Figure 5. Display boards set up at one of the engagement events.

To advertise the engagement, letters were sent to all residents and businesses in the zone. 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, and those that had signed up (after the first stage of engagement) for updates from Commonplace about the scheme received an email notifying them of this engagement stage going live.

For several key groups and organisations, the project team offered a meeting to discuss the proposals. A meeting was held with representatives from the Surrey Coalition for Disabled People and Runnymede Access Liaison Group.

The designs included proposals that would directly impact businesses along the Pooley Green shopping parade (by the Thorpe Lea Road and Pooley Green Road roundabout), as well as businesses on Thorpe Lea Road by the junction with Glebe Road. Consequently, all businesses in these locations were hand delivered a letter which also included print outs of the design plans and a bespoke survey to be responded to. An envelope was included with a prepaid stamp so that the response could be sent at no financial cost to the business.

To try and encourage the three schools in the area to respond, as well as emails the schools also received a letter and printouts of designs to provide their views on.

To further raise awareness of the engagement exercise, 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.



Figure 6. Double sided flyers handed out to advertise the second stage of engagement.

4. Who responded?

There were 159 responses to the survey on Commonplace. An additional 13 responses were received by email (including from 1 school), 2 responses were received by letter and 3 businesses responded via a posted survey. Feedback was also gained via a meeting with representatives from the Surrey Coalition for Disabled People and Runnymede Access Liaison Group, and directly from stakeholders who attended the engagement events. All feedback is being considered by the Project Team.

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

Regarding the age of respondents, of those that disclosed this information the most common age categories were 55-64 (28%), 45-54 (26%) and 35-44 (14%). This is a similar spread to the respondents to the early engagement that took place in October 2023. Considered against 2021 Census data for the borough of Runnymede, there was some overrepresentation in these age groups. Of respondents that disclosed their age group, no responses were received by those who said they were under the age of 25 or over the age of 84. This shows continued difficulties in engaging with these age groups despite the range of methods used. In comparison with the first round of engagement, a higher proportion of responses were received from those aged between 65 and 84.

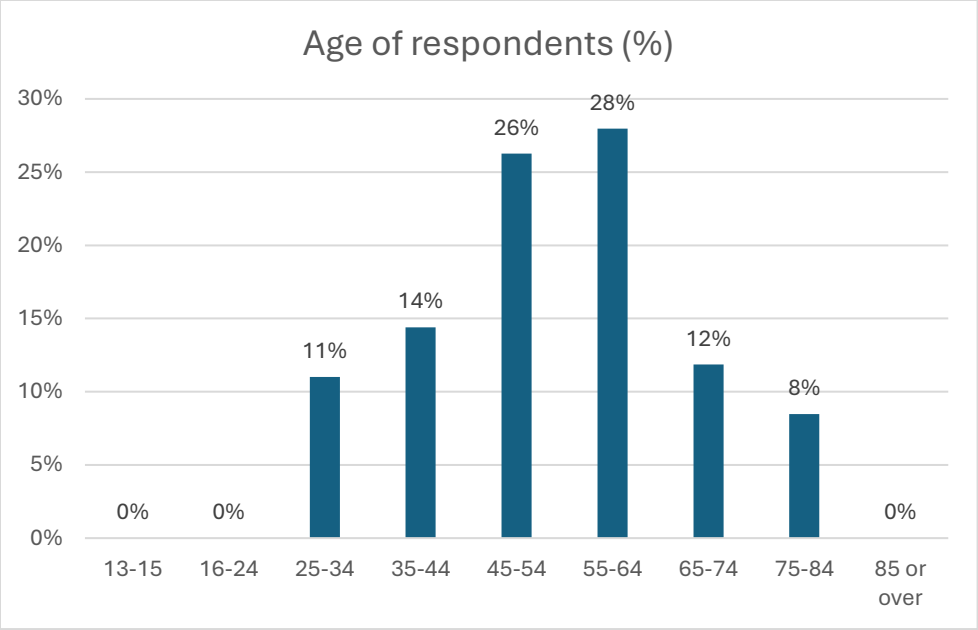


Figure 7. Age of respondents.

Figure 8 below shows the respondents' connection to the area. Respondents were able to select multiple answers as connection to the area. The responses suggest that the survey reached those that would be impacted by the scheme, with the majority of respondents living in the area (80%). There was also a good representation of those that work in the area.

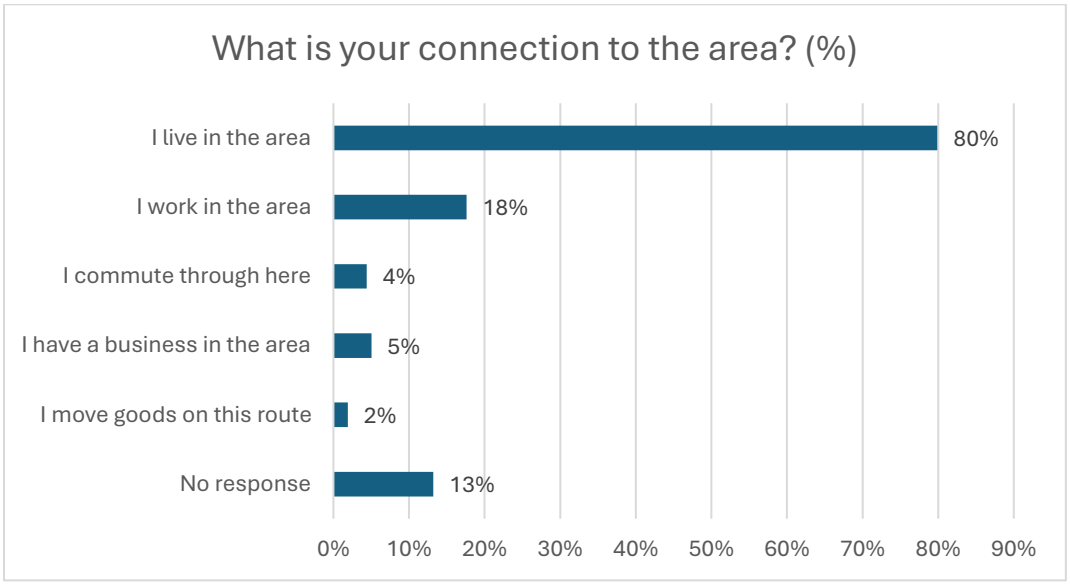


Figure 8. Respondents' connection to the Egham Hythe area.

The survey also included a question to understand the mode of transport that respondents mostly rely on (Figure 9) to travel in the area. The responses show that the car is the most popular form of transport followed by walking. Note, respondents were able to select multiple modes of travel.

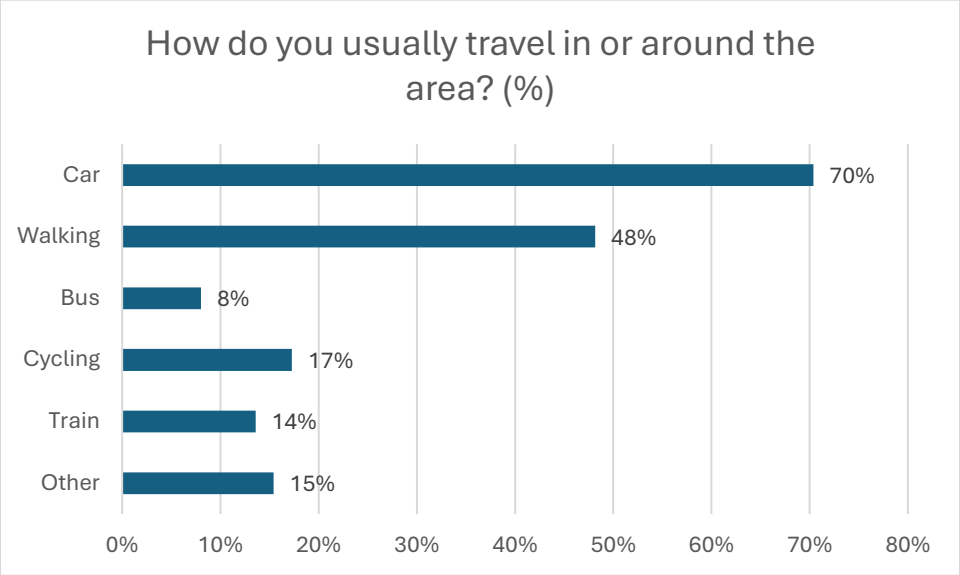


Figure 9. How respondents travel around the area.

5. Responses to the proposals

During this stage of engagement stakeholders were invited to share their views on the design proposals developed for the Egham Hythe LSI. Feedback was gathered via the Commonplace survey as well as by email, letter, in-person at the engagement events and during meetings with stakeholder groups. This section of the report summarises the feedback received. This is broken into the different areas that the proposals were split into during the public engagement exercise.

Please note that as this is only a summary, every single comment has not been captured in this report, however, all comments received are being considered. All the feedback is being considered by the project team during the next stage of design work (preliminary design) which will include reviewing and changing the scope of the proposals and then developing the designs in more detail. The scope of the scheme will need to remain in line with the scheme's objectives: creating safer, healthier and more attractive streets, with improved facilities for walking, wheeling and cycling.

5.1 Area 1 – Pooley Green shopping parade

Area 1 is at the centre of the Egham Hythe LSI zone, with proposals focusing on improving the public realm outside the parade of shops by the Pooley Green Road/Thorpe Lea Road roundabout, as well as improving facilities for pedestrians, cyclists and bus users.

Option 1 vs. option 2

Two options were presented for stakeholders to provide their views on, with the main difference between the options being the impact on the service road space and short stay parking provision outside the shops. Compared with option 1, option 2 proposed to retain more of the service road and parking provision but would have a more limited scope of public realm improvements outside of the shops.

Over 75 respondents provided feedback on the Area 1 proposals. Stakeholders were asked which of the options they preferred. The responses are summarised in Figure 10 below.

Option 1	27 responses
Option 2	33 responses
No change/none of the options	23 responses
No opinion	27 responses

Figure 10. Preferences for Area 1 design options.

As shown in Figure 10, there was more respondents in favour of implementing changes than no change. Of the two options, option 2 received slightly more support.

As the businesses in this location would be particularly affected by the proposals, all 11 businesses were hand delivered a letter which also included print outs of the design plans and a bespoke survey to be responded to. Only two responses were received, with one business supporting option 2 and the other selecting no change. These responses are included in the totals in Figure 10.

The next sections summarise comments provided by stakeholders in support of the proposals, as well as concerns or other suggestions raised.

Support for the proposals

- Those in support for either option 1 or 2 highlighted the need to improve accessibility for those walking, wheeling and cycling. The benefits of the new crossings were highlighted.
- Respondents stated that there is a need to improve the public realm in this area. It was noted by some that the area is an 'eyesore' and improvements to the public realm including greening would be welcomed.
- Support was shown for more seating in this area including outside of the café.
- Some respondents said that reducing the amount of cars parking in this location would be beneficial and more needs to be done to ensure people do not park illegally creating hazards for others in the area.
- Support was noted for the bus stop accessibility improvements.

Concerns and other suggestions raised

- Reduction in car parking was the most common concern raised. It was noted that some residents need to drive to and park here, including to access the pharmacy, and businesses would be impacted by a significant reduction in car parking. Some said that a reduction in parking here would increase parking pressure in adjacent areas. It was also commented that the parking needs to be better enforced, including use of the disabled bays, which was also specifically raised by members of the Surrey Coalition for disabled people and the Runnymede Access Liaison Group.
- It was also frequently raised that the recent introduction of parking charges for the first hour in the adjacent Pooley Green Recreation Ground car park (managed by Runnymede

Borough Council) should be reversed. From speaking with local stakeholders at the engagement events it was apparent that if this was the case, this would address many concerns and there would be a lot more support for the options proposed (both options 1 and 2). The car park pay machine should also be fixed.

- Concerns were raised about whether any planting and other public realm interventions would be sufficiently maintained.
- Further comments were raised about details of the design including:
    - The parallel crossing on Pooley Green Road could be closer to the roundabout.
    - It may be difficult to reverse in/out of the disabled parking bays proposed.
    - The type and location of the cycle parking should be changed to maximise the public realm space. Also, a cycle shelter could be a target of vandalism.

Regarding the parking charges in the Pooley Green Recreation Ground, these have been introduced by Runnymede Borough Council. Further engagement will be undertaken on this issue as part of determining the scope of the scheme going forward.

5.2 Area 2 – Thorpe Road and Thorpe Lea Road

Area 2 focused on Thorpe Road and Thorpe Lea Road, the roads that take the majority of traffic through the Egham Hythe LSI zone. The proposals in Area 2 focused on extending and widening the shared footway/cycleway along Thorpe Road and Thorpe Lea Road, side road junction improvements (including providing dropped kerbs and tactile paving, tightening some of the junction bell mouths and installing raised tables), new crossing points including parallel and toucan (signalised) crossings on raised tables, bus stop improvements, and a 20 mph speed limit between A308/Thorpe Road roundabout and just west of Medlake Road.

Option 1 vs. option 2

Regarding the proposals to extend and widen the shared footway/cycleway along Thorpe Road and Thorpe Lea Road, two options were provided. The main difference between the options was that in option 1 cyclists are directed to cycle on-carriageway along Tempest Road and Medlake Road, whilst in option 2 the southern footway along Thorpe Lea Road between Tempest Road and Medlake Road is proposed to be shared by pedestrians and cyclists, but there would be a pinchpoint where the shared footway/cycleway narrows to 2m wide for a short length.

Over 40 respondents provided feedback on the Area 2 proposals. Stakeholders were asked which of the options they preferred. The responses are summarised in Figure 11 below.

Option 1	14 responses
Option 2	17 responses
No change/none of the options	17 responses
No opinion	43 responses

Figure 11. Preferences for Area 2 design options.

As shown there was more support for implementing the footway/cycleway proposals (total for option 1 and 2 combined being 31) but the preferences between option 1 and 2 were split 14:17. As well as the submission of responses above, several comments were also received. Members of the Surrey Coalition for Disabled People and Runnymede Access Liaison Group (RALG) representing residents with disabilities confirmed preference for option 1. Members raised that there is already limited space along the pavement which causes problems particularly for those in wheelchairs or using pushchairs and noted that this would be made worse and more dangerous for all users if cyclists shared the same space. Some respondents, likely residents of Medlake and Tempest Road stated that option 1 is not as suitable as Medlake Road is very narrow and there is limited space due to on-street parking. It was suggested that this route may also be less direct. A technical assessment will be carried out on these options, prior to making a decision on the way forward.

Glebe Road junction and surrounding shops

Of the side road junction improvements, a more detailed design proposal was presented for the junction of Thorpe Lea Road and Glebe Road. The improvements here included widening and resurfacing of the footways on Thorpe Lea Road at the junction and installing bollards to prevent footway parking, which is a recognised problem in this location, providing an obstacle for pedestrians and reducing accessibility, especially for disabled users. A raised table was also proposed at the junction as well as reducing the length double yellow lines on Glebe Road to increase on-street parking capacity.

As there are businesses which front the location of the proposals, as in the case of Area 1, all businesses in the locality were hand delivered a letter which also included print outs of the design plans and a bespoke survey to be responded to. Only one responded. Although this business agreed with the design proposals, it asked that the number of parking spaces are not reduced so that customers can park near the businesses and suggested timed parking restrictions in the area. More generally there was majority support from wider stakeholders widely for these proposals. Reasons given for support included: increase in safety for residents and school children, better visibility at the junction and the need to address illegal and inconsiderate parking. Members of the Surrey Coalition and RALG expressed support for the design although requested that if any bollards are installed these are made visible to those with visual impairments. There were some concerns raised including respondents who suggested

drivers will still park illegally in this location without better enforcement, blocking the road, and a respondent that said car parking bays should be provided outside of the businesses. Another respondent suggested that resident permit parking is introduced on Glebe Road to reduce the number of vehicles parking illegally and encourage people to walk to the shops, although this would conflict with the response from the business.

With regards to the other comments received for the Area 2 proposals, these are summarised in the next sections.

Support for the other Area 2 proposals

- Several respondents expressed their positivity in seeing safer cycling options proposed in the area (especially for school children) and support for widening the footway/cycleway as well as decluttering to provide a safer environment for walking and cycling.
- Members of both the Surrey Coalition and RALG noted strong support for reducing the bell mouth at junctions along Thorpe Road and Thorpe Lea Road as this reduces the crossing distance and slows motorists down.
- Adding double yellow lines at junctions was also supported by many including the Surrey Coalition and RALG, to overcome problems experienced for those in wheelchairs and with visual impairments. However, it was also raised that without better enforcement cars may continue to park on the double yellow lines and over dropped kerbs. They also expressed support for removing obstructions on the pavement including the telephone box.
- It was raised by some respondents that raising kerbs at bus stops will be beneficial.
- There was some support for the proposed 20 mph along Thorpe Road and Thorpe Lea Road due to its proximity to several schools. The Surrey Coalition and RALG members expressed support. Many added that speeding is common on this road, often making it dangerous for those walking or cycling. However, some respondents also opposed the proposed 20 mph speed limit along Thorpe Road and Thorpe Lea Road. Further information on this is provided in section 5.9.

Concerns and other suggestions raised for the other Area 2 proposals.

- As mentioned above, some respondents opposed the proposed 20 mph speed limit along Thorpe Road and Thorpe Lea Road.
- Two respondents expressed a view that a parallel crossing at the Langton Way junction is not required. Reasons for this included the impact of losing parking due to the length of the zigzag markings. One respondent also questioned the need for all the crossings in the proposals.
- Several respondents highlighted that there are currently issues with maintenance of vegetation and weeds along Thorpe Road and Thorpe Lea Road which reduces space on the

pavement for pedestrians and can reduce visibility at junctions. They expressed that planting more trees in the Egham Hythe area would increase this problem.

- Members of the Surrey Coalition and RALG noted that shared paths can be difficult for those with visual and hearing impairments and stated the importance of reinforcing a share with care culture. It was further commented that it would be beneficial to have edging to the shared use path where there is a split level close to Pooley Green shops to provide a clear boundary for those with visual impairments.
- A number of respondents highlighted that greater enforcement would solve parking problems in the area.
- Two respondents asked that the scheme considers additional CCTV in the area as a means to protect the investment being made in the area and as additional security.
- Some comments were made in relation to traffic restrictions including:
    - It was suggested that the junction arrangement of Thorpe Road and Hythefield Avenue should be reviewed. Despite a 'no right turn sign' it was raised that drivers often still turn right into Hythefield Avenue making it dangerous for pedestrians and cyclists.
    - A concern was raised that vehicles and bicycles often travel the wrong way up Crossways or turn in, turn around and exit the wrong way.
    - One resident suggested a one-way system on Medlake Road and Tempest Road to improve traffic as few passing places are available particularly at weekends.
    - A respondent suggested implementing a 7.5-ton vehicle limit on Thorpe Road and Thorpe Lea Road. This would divert all lorries to Thorpe-by-pass.

5.3 Area 3 – Wendover Road, Roundway and surrounding roads

Proposals in Area 3 considered Wendover Road, Century Road, Mullens Road, Rowan Avenue, Roundway and other surrounding roads. The proposals included junction improvements, footway improvements, tree planting and measures to formalise parking arrangements. Over 40 respondents provided feedback for Area 3.

Support for the proposals

- Responses that referenced the proposed 20mph in this area generally expressed strong support. It was mentioned that speeding was perceived to be a problem on certain roads such as Wendover Road.
- Some respondents indicated that they are particularly supportive of double yellow lines at junctions, the narrowing of the bell mouths and provision of tactile paving. The Surrey Coalition and RALG, representing members with disabilities, highlighted the importance of

this (not just here but across the whole LSI zone). In contrast some respondents said that more double yellow lines (including at junctions) would add to stress on parking.

- On balance there was overall support for the proposed new inset parking bays along Rowan Avenue on existing verges. Many highlighted that it would improve the road environment and appearance. Some residents did raise concerns that this would attract more parking to this road. This proposal is subject to further investigation of possible utilities underneath the verge which may compromise the feasibility of the proposal.
- Support was also indicated by several respondents for the proposed inset parking bays on the verge space on Roundway.

Concerns and other suggestions raised

- There was significant opposition for the proposed build outs and associated planting on Wendover Road, Century Road and Mullens Road. The most common reason for lack of support was that these features would reduce parking capacity. The risks of lack of maintenance, fallen leaves and littering were also raised on reasons.
- Some opposition was apparent for further double yellow lines in the area including on Roundway. The double yellow lines proposed on Roundway are where footway parking is a problem and restricts accessibility, and replacement parking locations are proposed in the design.
- Several respondents stated that the current Hythe Park Road, Roundway and Glebe Road one-way system is often not observed.
- Generally, a common theme from the responses raised the need for measures to address the current parking problems in the area. Comments will also be passed on to the parking team as addressing all parking issues is not within the scope of this scheme. Please note that the double yellow lines at the Century Road and Rowan Avenue junction have already been delivered separately through the 2023/24 parking review but were referenced on the engagement plans to provide a complete picture.

5.4 Area 4 – Pooley Green Road, Pond Road and surrounding roads

Proposals in Area 4 considered Pooley Green Road, Pond Road and other surrounding roads. The proposals included junction improvements, footway improvements and bus stop improvements. The most significant proposals in this area were at the junction of Pooley Green Road and Mullens Road: double yellow lines to restrict parking on the junction, building out of the footways to narrow the junction bell mouth, and installation of rain gardens in the space gained. Approximately 15 respondents provided feedback for Area 4.

Support for the proposals

- On balance there was overall support for the proposals at the junction of Pooley Green Road and Mullens Road. However, it was recognised that if rain gardens were installed, regular maintenance would be essential.

Concerns and other suggestions raised

- Concerns raised directly about the proposals were limited. Rather respondents raised other issues in the area.
- One response flagged that footway parking at the junction of Charta Road and Pooley Green Road is a problem which reduces visibility and the effective footway width for wheelchair users.
- The narrow carriageway width along Pooley Green Road was raised by multiple respondents. This is mainly due to on-street parking, however, there is very high on-street parking demand on this road.
- Generally, a common theme from the responses raised the need for measures to address the current parking problems in the area. Comments will also be passed on to the parking team as addressing all parking issues is not within the scope of this scheme. Please note that the double yellow lines at the Pond Road and Harcourt Close junction have already been delivered separately through the 2023/24 parking review but were referenced on the engagement plans to provide a complete picture.

5.5 Area 5 – Residential roads off Vicarage Road

Proposals in Area 5 focused on the residential roads directly off Vicarage Road including Tinsey Close, Manor Leaze, Vicarage Avenue, Mead Close, College Avenue and Vicarage Court. The proposals mainly included improvements at the side road junctions of Vicarage Road, including providing dropped kerbs and tactile paving, tightening the bell mouths of some junctions and installing double yellow lines to restrict parking on the junctions. Approximately 10 respondents provided feedback for Area 5. Overall, comments on the proposals in Area 5 were very limited.

Support for the proposals

- One respondent directly commented on the double yellow lines proposed at the Vicarage Road side road junctions. This respondent was supportive.

Concerns and other suggestions raised

- One respondent said that narrowing the side road entrances off Vicarage Road would make it more difficult for drivers to enter and exit Vicarage Road.

- Two comments highlighted issues of high vehicle speeds and volumes on Vicarage Road and the need for measures to reduce speeds. Vicarage Road is out of scope of this scheme but is being considered as part of the Runnymede Local Cycling and Walking Infrastructure Plan.

5.6 Area 6 – Keswick Road, Wavendene Avenue and surrounding roads

Proposals in Area 6 focused on Keswick Road, Wavendene Avenue and other surrounding residential roads between Thorpe Lea Road and Mead Lake ditch. The proposals mainly included improvements at junctions including providing dropped kerbs and tactile paving. At some junctions it was proposed to tighten the bell mouths of junctions and install double yellow lines to restrict parking. The proposals also included tree planting, installation of rain gardens and improvements to the public footpath the runs between Wavendene Avenue and Ayebridges Avenue. Over 40 respondents provided feedback for Area 6.

Support for the proposals

- Respondents highlighted strong support to make improvements to the public footpath between Wavendene Avenue and Ayebridges Avenue. However, some concerns were raised about making the path too accessible for example attracting users on motorbikes.
- On balance there was overall support for installing double yellow lines at the junctions with Thorpe Lea Road, however, it was highlighted that enforcement of parking restrictions is needed. It was also raised that the double yellow lines should not be unnecessarily long to not increase the pressures on parking disproportionately.
- At the junctions in the area, there was generally evidence of support for ensuring there are dropped kerbs, however, the proposals to install double yellow lines at junctions more widely across the area raised a lot of concerns.

Concerns and other suggestions raised

- Generally, there was low support and significant opposition for all the rain gardens and planting proposals. Respondents said that they do not have faith that appropriate maintenance will be carried out and the proposals would reduce parking capacity in some areas. One resident living in this area highlighted that existing vegetation is not being maintained sufficiently which undermines the proposals to install more in the wider area.
- On balance there was greater negativity associated with the proposals to install double yellow lines at junctions within the estate (apart from those at junctions with Thorpe Lea Road). This is due to the impacts this would have on parking capacity.
- Some concerns were raised about narrowing the side road entrances off Thorpe Lea Road as this may make it more difficult for drivers to enter and exit Thorpe Lea Road.

- Respondents highlighted issues of high vehicle speeds and volumes on Thorpe Lea Road and the need for measures to address these issues. This section of Thorpe Lea Road is out of scope of this scheme but is being considered as part of the Runnymede Local Cycling and Walking Infrastructure Plan.

5.7 Area 7 – Thorpe Lea Primary School and surrounding roads

Proposals in Area 7 focused on Huntingfield Way, Langton Way and other surrounding rounds to the south-east of Thorpe Lea Road. The proposals mainly included improvements at junctions including providing dropped kerbs and tactile paving. At some junctions it was proposed to tighten the bell mouths of junctions and install double yellow lines to restrict parking. A key location in this area considered was outside Thorpe Lea Primary School where it was proposed to build out the footways and grass verges at the Huntingfield Way and Langton Way junction. The proposals in Area 7 also included tree planting and installation of rain gardens. 20 respondents provided feedback for Area 7. Thorpe Lea Primary School submitted a response.

Support for the proposals

- Generally, the junction proposals were supported. Thorpe Lea Primary School confirmed support for the proposals at the Huntingfield Way and Langton Way junction, especially the proposed narrowing of the carriageway at the crossing locations. The School suggested the installation of bollards around the junction to prevent drivers mounting the kerb where there are double yellow lines.
- Many respondents supported the installation of double yellow lines at junctions to keep them clear of parked vehicles, including at some junctions not currently in the proposals.
- All respondents that mentioned the proposed 20mph speed limit in this area supported it. This included Thorpe Lea Primary School, acknowledging that at quieter times drivers can go far quicker than appropriate down Huntingfield Way.
- Some respondents supported additional greenery and planting of trees in suitable locations.

Concerns and other suggestions raised

- There was significant opposition from Stephen Close residents for creating a rain garden on the roundabout on Stephen Close. Reasoning for this included that it may restrict access for larger vehicles and would negatively impact on parking.
- Some concerns were raised about new planting in the area if not maintained properly and located unsuitably so that problems with tree roots are experienced.

- One resident suggested making Park Avenue and South Avenue one-way to improve safety for all users.
- One respondent requested that changes are made to the small roundabout on Knight's Close which has a grass surface which constantly gets driven over, churning up mud.
- Some respondents also mentioned that there needs to be better enforcement of parking restrictions in the area, particularly at school drop off and pick up times.

5.8 Area 8 – Wapshott Road and surrounding roads

Proposals in Area 8 focused on Wapshott Road, St. Pauls Road and other surrounding residential roads. The proposals mainly included the introduction of tactile paving and dropped kerbs at junctions/crossing points, tree planting and improvements to the public footpath that connects Goring Road with Chertsey Lane. Approximately 10 respondents provided feedback on Area 8.

Support for the proposals

- Feedback received indicated overall support for the public footpath improvements that connects Goring Road with Chertsey Lane. It was raised that the design should restrict access by motorbikes.

Concerns and other suggestions raised

- One resident opposed the introduction of benches in the grassed area off St. Paul's Road. It was raised that these could encourage loitering and noise at anti-social times.
- One respondent suggested that improvements are made to the public footpath between Cornwall Way and Hythe Field Avenue, particularly at the access from Cornwall Way.
- One respondent raised the need for a signalised crossing outside of the proposed LSI zone on Chertsey Lane between Coopers Close and Bowes Road.
- Similar to other areas, lack of enforcement of parking restrictions was raised as an issue.

5.9 20 mph speed limit area

The proposals included the introduction of 20 mph speed limit along roads considered appropriate in the LSI zone. Most of these roads are residential roads and the existing average speeds and nature of these roads indicate that introducing a 20mph speed limit would be appropriate. Sections of Thorpe Road and Thorpe Lea Road, the roads that carry the most traffic in the zone, were also included, specifically between A308/Thorpe Road roundabout and just west of Medlake Road. This section is an urban environment with a history of collisions

resulting in injury (21 occurred between 2018 and 2023), experiences high footfall, and includes two schools, several areas of local shops and community facilities and access points to greenspace. Consequently, there is expected to be significant benefits of implementing a 20mph speed limit.

Respondents were asked whether they were supportive of the proposals to reduce speed limits to 20 mph. Over 120 respondents answered this question. As shown in Figure 12 below, the most popular response given was for 'yes', however, this was not unanimous with significant proportions also selection 'no' and 'some of the area'. Thorpe Lea Primary School confirmed support for a 20 mph speed limit in the area around the school.

Yes – support the 20 mph speed limit area	52
No – do not support the 20 mph speed limit area	36
Support some of the proposed 20 mph speed limit area	28
No opinion	10

Figure 12. Support for the 20 mph speed limit proposals.

Although a proposed 20 mph speed limit along Thorpe Road and Thorpe Lea Road was well supported by many residents and stakeholders including members of the Surrey Coalition and RALG to increase safety, these roads received less support than others in the LSI zone. Some respondents suggested that the 20 mph speed limit should have a reduced length to include the area past the schools and recreation ground. In response to this it should be noted that SCC's speed limit policy sets out that the length of road over which a new speed limit is being considered should be at least 600 metres; it is not appropriate to have a change in the speed limit on a road over a short distance.

Some respondents highlighted that reductions in speed limit should only be implemented if appropriately enforced by measures such as traffic calming features and speed cameras. It should be noted that if speed limits are changed this would need to be in accordance with SCC's speed limit policy which would require measures where necessary so that the speed limit is self-reinforcing. Traffic calming is included in the design proposals along Thorpe Road and Thorpe Lea Road.

Some respondents also said that the proposed 20 mph speed limit should be increased in length along Thorpe Lea Road and reductions in the speed limit should be introduced along roads outside of the proposed LSI zone including Vicarage Road and parts of Thorpe Lea Road. These roads are outside the scope of this scheme but are being considered as part of the Runnymede Local Cycling and Walking Infrastructure Plan.

Some respondents misunderstood the proposals to be a blanket approach.

6. Conclusions and Next Steps

159 responses were received via the Commonplace survey in relation to this engagement with a further 13 email responses, 2 letters and 3 business surveys. This sample has provided a useful range of views about the different designs proposed and these will be used by the project team during the next stage of design work (preliminary design) which will include reviewing and changing the scope of the proposals and then developing the designs in more detail.

Overall, feedback to this second stage of engagement indicates that there remains support for the LSI scheme, its objectives, and continued development. However, in taking the scheme forwards, all types of responses will be considered including comments of support, concerns raised and other suggestions raised, which have been summarised in **section 5** of this report. This is part of developing a community focused approach towards the scheme's development.

The scope of the scheme will need to remain in line with the scheme's objectives: creating safer, healthier and more attractive streets, with improved facilities for walking, wheeling and cycling. Alongside the feedback received from this engagement exercise, the project team will also be following national active travel design guidance and standards to develop a scheme that can potentially attract funding for future construction. There is also 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.

Following the development of preliminary designs, a public consultation with local stakeholders will be undertaken to seek further views and support on the design plans proposed. This will lead to a final set of drawings which will be subject to future funding bids should the opportunity arise. The public consultation stage will ensure that local stakeholders have a further opportunity to have their say during the development of the Egham Hythe LSI scheme.