



ENGLEFIELD GREEN VILLAGE NEIGHBOURHOOD PLAN
LOCAL WALKING AND CYCLING
INFRASTRUCTURE PLAN FOR RUNNYMEDE

November 2021

Reg 16 (of the Neighbourhood Plan Regulations 2012)
Consultation Document

Local Walking and Cycling Infrastructure Plan for Runnymede

RBC circulated a questionnaire to residents of the Borough asking for comments on the Walking and Cycling availability in their area. The Government is promoting improved facilities for walking and cycling and the RBC feedback will be incorporated in the Surrey County Council initiative on the issue.

The below points summarise the responses from residents of Englefield Green.

1) A large percentage of the responses focus on the lack of safe and protected cycleways throughout the Village but specifically on those roads on the edge of Windsor Great Park which have few or no footpaths and no demarcated cycle lanes. These roads are not subject to the Village speed limit but allow speeds up to 60mph. The recommendations focus on the creation of cycle lanes, the reduction of speed limits, the enforcement of speed limits, the installation of traffic calming measures, the installation of and care of pavements, the installation of pedestrian crossings and the elimination of angle and verge parking. Responses also mentioned the traffic congestion and safety issues caused by the school and soon to be opened hotel on Bishopsgate Rd. Residents mentioned the dangers caused by heavy construction vehicles on narrow roads with no pavements and the use of many Village roads as short cuts from the A308 to the A30. Residents feel that competent cyclists, most of whom are not from the Village, feel reasonably safe on these roads particularly since they often ride in groups at speed. But Village residents who wish to ride to the park often find the road conditions intimidating and unsafe.

2) A number of responses mentioned the problems of using Priest Hill for cycling or walking to Old Windsor, Windsor, Egham or Staines. The road is considered unsafe because of the lack of a safe speed limit, absence of a cycle lane, poor pavement upkeep and the dangers to horses from the stables on the hill. Lighting was mentioned as creating unsafe cycling conditions in the dark. A pedestrian crossing at the intersection of the top end of Priest Hill with Coopers Hill Lane and Castle Hill Road was recommended. This intersection is regularly used by pedestrians and cyclists and regarded as unsafe because of the speed and limited visibility of fast traffic coming over the brow of the hill.

3) Coopers Hill Lane is part of Route 4 of the National Cycling network including the very rough and dangerous path from the RHUL residence to the A30. Mention was made of the absence of pavements and cycle lanes. Recommendations include cycle lanes and bike racks to encourage village residents to cycle to the tennis courts and football fields. The rough and dangerous path to Egham is regarded as ideal for upgrading to a standard regarded as cyclable, walkable and safe by improvements to the gradients, path surface and lighting.

4) Kings Lane is regarded as unsafe for use by walkers and cyclists to access Windsor Great Park. This road could, if much improved, provide central Village residents and RHUL students with the best access to the Park. A similar improvement would be needed on part of Wick Lane.

5) Numerous complaints are made about the central village area. Car parking on pavements, inadequate provision for the physically or visually impaired, heavy use of St Judes Road by large

trucks and vans as a short cut from Old Windsor to the A30, encroaching hedges and waste bins, poor traffic calming, lack of cycleways, unsafe pavements for primary school children and lack of speed enforcement on St Judes Road.

6) Egham Hill is regarded as unsafe for cyclists and pedestrians. Inadequate cycle lanes, narrow pavements, cars parked on one stretch and drenching spray in rainy conditions are mentioned. This road is much used by students accessing Egham shops by cycle or foot. 7. Middle Hill on road parking and Tite Hill safety were mentioned several times. Residents are pretty well unanimous in wanting safer and more useable walking and cycling facilities. Speed and density of traffic are seen as major problems. Provisions in much of the Village are regarded as inadequate, unsafe and poorly designed. Residents wish to have much better access routes to the Park and to Old Windsor and Egham. If government objectives to encourage much lower usage of cars are to be achieved funds will be required to build an appropriate Village cycling and walking infrastructure. Significant change and improvement will be necessary. There will be needed, at the same time, a willingness of residents to take many more local journeys on foot or on a bike.