



Englefield Green

Placemaking & Movement

Client: Englefield Green Village Neighbourhood
Forum

i-Transport Ref: PH/MC/ITL17528-001A R

Regulation 16 (of the
Neighbourhood Plan 2012)
Consultation Document

Date: 05 September 2022

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Date: 05 September 2022

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Quality Management

Report No.	Comments	Date	Author	Authorised
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ITL17528-001A	Final	5 September 2022	PH/MC	PH

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SECTION 1 Introduction

- 1.1 The Englefield Green Village Neighbourhood Forum has commissioned i-Transport to undertake a study of Englefield Green (EG) to establish the feasibility of schemes to improve the existing infrastructure throughout the village to create coordinated and enhanced public areas. The study builds upon the work undertaken by the Forum in their Placemaking Study, which set out their aspirations for placemaking within EG.
- 1.2 Placemaking forms an important component of the emerging Neighbourhood Plan (NP) for EG. The NP sets out the overall vision for EG and provides a framework for shaping how the village will develop in the years to come. This study has been prepared to assist in developing the objectives of the NP in creating an enhanced 'sense of place' throughout EG.
- 1.3 This report focuses on the central area of EG, particularly in respect of movement along and across the existing transport corridors. The approach has been to initially set out a wider strategy for the study area which comprises the area covered by the NP as shown in Image 1.1.

Image 1.1 Study Area



- 1.4 Following an appraisal of the overall study area, five concept areas were identified based on their characteristics and function. An appraisal of each concept area was undertaken and broad ideas for improvement schemes identified based on their individual requirements. Finally, more detailed scheme options were developed for the central village area.
- 1.5 This study was prepared following a desktop study of available information on the existing transport situation through EG along with a review of relevant documents including local and national design guidance. In addition, a site visit was undertaken to observe existing conditions and to confirm the current layout and infrastructure.

SECTION 2 Background Appraisal

- 2.1 Englefield Green is an historic village situated to the west of Egham and surrounded by large green areas notably the Windsor Great Park. It has a unique character which has developed around its central area although it is understood from recent surveys that there is sense amongst residents that its character has diminished and it would benefit from a coordinated approach to enhance its 'sense of place'. In particular, there is an increased pressure from cars and lorries that travel through Englefield Green notably along the A328 St Jude's Road and the A30.
- 2.2 The main movement corridor through EG, St Jude's Road is characterised by active street frontage, through vehicle movements and historic features. Traffic volumes vary along its length between broadly 8,000 to 11,000 vehicles per day with some 8% HGV content (DfT counter ID 36975). There are regular bus services along St Jude's Road with dedicated bus stops with waiting facilities. There are footways of varying widths throughout and street lighting is present.
- 2.3 Within the central area there is on street parking with some dedicated off street parking to the south, with parking and loading restricted in some areas. Informal pedestrian crossing facilities are present at various locations with two dedicated signal crossings at the northern and southern end of the central area. There are raised tables within the central area to control speeds located at informal crossing points and junctions. Pedestrian crossings are not entirely coordinated with an informal crossing point and signal crossing within 20m of each other as shown in image 1.1 below:

Image 2.1: St Jude's Road



- 2.4 To the south St Jude's Road widens on its approach to the signal junction with the A30 and has a more urban character. There are no dedicated cycle facilities along St Jude's Road, although cycle lanes and crossings are present on the A30 to the south.
- 2.5 To the north St Jude's Road passes the village green open space and displays a more rural village character. There is a dedicated pedestrian signal crossing which is on the desire line between the residential areas to the west and the St Jude's C of E Primary School. Further north beyond Middle Hill, the A328 continues as St Jude's Road which is subject to the national speed limit. St Jude's Road becomes Priest Hill at the junction with Castle Hill Road. There is a signed on-road cycle route which crosses Priest Hill routing along Coopers Hill Lane connecting to the A30.
- 2.6 Leading from the main A328 St Jude's Road there are numerous side roads providing access to the wider village area. There are two notable corridors which have an important local function: Victoria Road/Harvest Road; and Bond Street. Victoria Road/Harvest Road provides connectivity particularly by active travel modes between the village and the Royal Holloway University campuses. It also has a range of facilities which serve both the local community and wider area. Bond Street is a key artery connecting significant residential areas with the centre of the village and subsequently to the wider network.
- 2.7 Based on observation of existing activity and movement patterns and against the background of the existing infrastructure as briefly summarised above it is apparent that EG has an uncoordinated and inconsistent 'sense of place' which is accentuated by layout of the roads, footways and public areas. In this context the remainder of this report identifies a simple strategy and sets out a suggested series of concepts to improve the various areas of EG to create a more cohesive village.

SECTION 3 Strategy & Concept Area Appraisal

Strategy

- 3.1 The strategy for the wider EG area was developed with reference to the existing situation and the aspirations of the NP. The first stage was to identify the 'village extents'. This is shown graphically on Figure 1 an extract of which is below;

Figure 1: Village Entry Points



- 3.2 The 'village extents' provide the first opportunity to define entrance points to EG. It was considered that a consistent message to those travelling along these corridors would provide a more coordinated and defined boundary to the settlement of EG. To emphasise this boundary the strategy would be to create a consistent speed limit which more truly aligns with the aspirations of the EG NP. At present there is inconsistent approach to speed limits on these key corridors varying from 30mph to 60mph, as well as various changes within the area which provides unclear messaging to users.
- 3.3 Thus, the strategy would be to create a 30mph speed limit at these 'entrance points'. This would provide a consistent gateway to EG and would enable the creation of a lower speed 20mph zone within the central area (see section 4).

Cycling

- 3.4 The Englefield Green Village Neighbourhood Plan 'Placemaking; A Preliminary Study' has developed an initial strategy for cycling, which has been considered in the development of the schemes in this study. Furthermore, it is recognised, that Surrey County Council (SCC) are producing a Local Cycling and Walking Infrastructure Plan (LCWIP) of the wider area in line with the Government's ambition to make cycling and walking a natural choice for shorter journeys, or as part of longer journeys. The Englefield Green Village Neighbourhood Plan 'Placemaking: A Preliminary Study' should be read alongside this study and the SCC LCWIP.

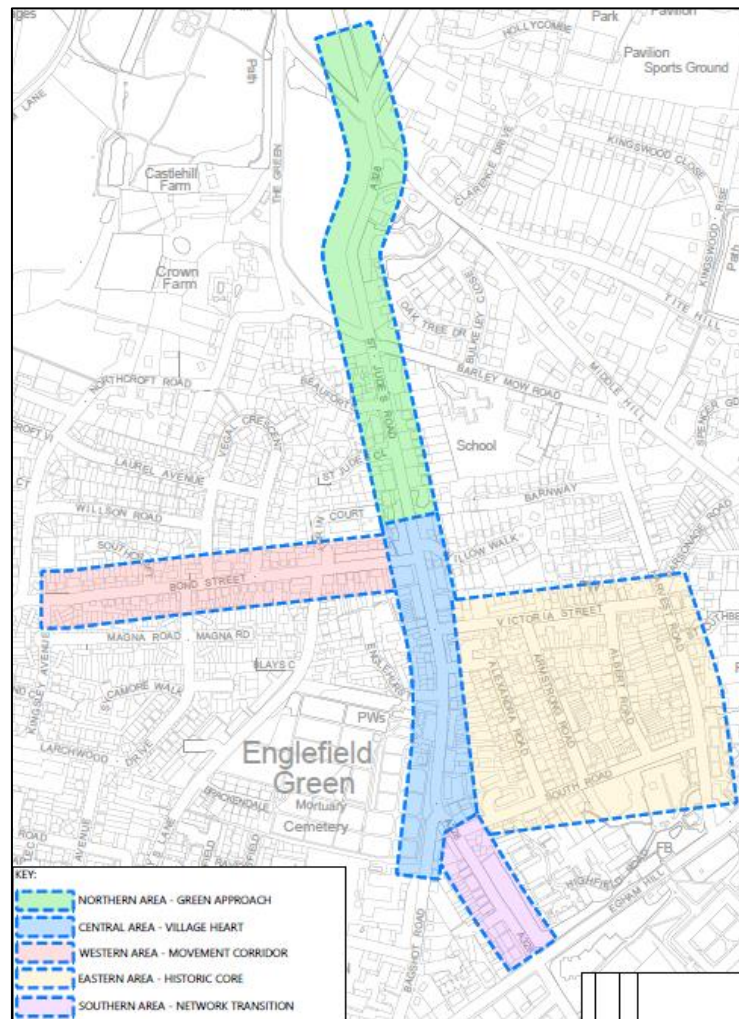
Concept Areas

- 3.5 As noted, the key movement corridors where improvements to the infrastructure environment to create a more identifiable sense of place focus along St Jude's Road, with Victoria Road/Harvest Road and Bond Street having complementary functions. These areas have different characteristics and therefore to develop concepts which enhance their sense of place and maintain and improve their function, five individual concept areas were identified:

- Green Approach (northern area);
- Village Heart (central area);
- Movement Corridor (western area);
- Historic Core (eastern area); and
- Network Transition (southern area).

- 3.6 The areas are shown on drawing No. ITL17528-SK-001 attached with an extract below:

Image 3.1: Extract of Drawing No ITL17528-SK-001



3.7 The area names reflect the concept for each and respond to the function, characteristics and opportunities. Each is considered in turn below.

Green Approach (northern area)

3.8 This area incorporates varied features with a change between a vehicle dominated environment at the north, through an area of green open space onto residential at the fringe of the village centre. This area provides the opportunity to create both a 'gateway' and transition to signify the approach to the village heart. The key objectives for this area are therefore:

- Emphasise the approach to the village;
- Encourage lower speeds consistent with the village environment;
- Highlight the presence of cyclists on carriageway; and
- Enhance pedestrian facilities and priority.

- 3.9 Typical examples of measures which could be incorporated in this area are shown on drawing no ITL17528-SK-002B attached at Appendix A, with some sample images below:

Image 3.2 Example Measures



- 3.10 It can be seen from the attached drawing that suitable measures could be provided within this area which would deliver improvements consistent with the key objectives that contribute to creating a wider sense of place for EG. The measures are shown indicatively and are intended to be a guide to how this area could be improved as part of the NP.

Village Heart (central area)

- 3.11 This area is key to delivering the improved sense of place within EG. It provides the varied functions of a village centre. However, currently there is no consistent approach to providing for the existing movement and activity functions with an uncoordinated approach to parking, pedestrian crossing points and traffic calming features.

- 3.12 There is limited footway width on the eastern side of St Jude's Road where retail activity is located with a notable level difference between the carriageway and the footway. Street furniture including some planters and seating is present in places although not with a consistent theme. Despite traffic calming features, vehicles are a prominent presence with existing table-tops along carriageway leading to kerb overrun by larger vehicles.
- 3.13 The vision for the central area is create a clear sense of place which recognises the function of St Jude's Road and enables EG to become a destination rather than just a 'stop-off'. Thus, the overall objectives for the area are:
- Better balance between priorities for movement;
 - Improved active pedestrian areas;
 - Regulated and consistent parking regime to cater for all activities; and
 - Clear and coordinated street design to define village heart;
- 3.14 Plan ITL17528-SK-003 attached in Appendix A provides some sample images of the types of feature which could be incorporated into this area. This area is seen as fundamental to the overall EG placemaking agenda and it's delivery would be the catalyst for the wider area. Therefore, more detailed scheme of improvements has been investigated and designed as explained in Section 4.

Network Transition (southern area)

- 3.15 This small area provides a connection between the strategic A30 corridor and the EG village heart. At present it is characterised by a vehicle dominated road with direct frontage access on the western side and the Royal Holloway campus on the eastern side (enclosed by fencing, trees and vegetation). Initially St Jude's Road has a wide carriageway which narrows shortly beyond the A30 with footways of limited width on either side.
- 3.16 There is limited scope to deliver improvements along St Jude's Road within this area. The vehicle dominated function, frontage access and narrow width of the highway corridor on approach to the village heart limits the ability to implement improvements. However, these constraints provide a (unintended) gateway effect to the village centre which could be simply supplemented with refreshed or renewed signage and markings.
- 3.17 Further, some limited improvements are possible to highlight the presence and facilities for pedestrians and cyclists as shown indicatively on drawing no. ITL17528-SK006B contained in Appendix A.

Movement Corridor (western area)

- 3.18 Bond Street provides access for a large proportion of EG residential areas to the village heart. It is therefore a key movement corridor with the opportunity to enable and encourage the use of active travel for local journeys.
- 3.19 At present Bond Street is a predominantly residential road with a mixture of frontages with some direct access properties. There is considerable on street parking with limited areas of parking restriction to ease traffic flow. Footways are present on both sides of the carriageway and there are numerous side roads to the north and south providing access to further residential areas. There is a 30mph speed limit with street lighting present throughout. There is no dedicated provision for cyclists.
- 3.20 To deliver an improved movement corridor it will be necessary to balance the requirement for parking alongside improved facilities for pedestrians and cyclists. The proposed concept is shown on drawing no. ITL17528-SK-004A attached in Appendix A.
- 3.21 As can be seen the approach would use a combination of measures to:
- regulate on street parking in short sections to assist in controlling vehicles speeds;
 - provide more general traffic calming measures to assist pedestrians and cyclists along Bond Street; and
 - provide features to assist movement across side roads.

Historic Core (eastern area)

- 3.22 Victoria Street and Harvest Road provide the main routes around the historic core area with connections to South Road and to the historic residential areas along Alexandra Road, Armstrong Road and Albert Road. Victoria Street provides access to a small public car park, some residential and commercial premises and a short selection of retail properties principally on its southern side where on street parking is present.
- 3.23 On street Parking is generally controlled with double yellow lines present along much of the road and dedicated marked bays providing for short stay general parking. Footways are generally narrow with no dedicated crossing facilities reflecting the modest traffic flow.

- 3.24 Harvest Road provides access to mainly historic residential properties with no off-street parking. There is unregulated on street parking on both sides of the carriageway which restricts the width of carriageway to one way working in places. The southern end of Harvest Road is one-way (northbound) with a shared cycleway on the eastern side of the carriageway. The other roads in the historic core similarly provide access to historic residential properties and are narrow with limited footways and unregulated on street parking.
- 3.25 The key objective for the historic core is to enable the commercial and retail premises to continue to operate successfully creating suitable on street parking along with improved accessibility for pedestrians and facilitating cyclist movement. This will be achieved through a combination of measures to regulate parking on Victoria Street including incorporating the existing public car park which could also serve the village centre if free short stay parking was permitted. Alongside which measures to create safer routes for pedestrians particularly on side roads and to emphasise the presence of cyclists would improve accessibility. Typical measures are shown on drawing no. ITL17528-SK005B attached in Appendix A.
- 3.26 In the longer term wider aspirations could include a controlled parking zone throughout the historic core to regulate parking for residents and providing further enhanced connections for cyclists between residential areas, Royal Holloway and the routes along the A30.

SECTION 4 Village Heart Scheme

4.1 As noted the key objectives for the village heart area are:

- Better balance between priorities for movement;
- Improved active pedestrian areas;
- Regulated and consistent parking regime to cater for all activities; and
- Clear and coordinated street design to define village heart;

4.2 For context Drawing No. ITL17528-GA-004 which shows the existing layout of St Jude's Road within the centre of the village. It is notable that:

- Areas for pedestrians are obstructed by parked vehicles;
- Crossing locations don't coordinate with activities;
- Long stretches of carriageway with no crossings;
- Traffic calming features are not clearly coordinated.

4.3 A scheme has been developed which delivers the key objectives for this areas. There are two variants to the scheme shown on Drawing No ITL17528-GA-001A and ITL17528-GA-002A attached to this report. The difference between the variants is the approach to cyclist provision. ITL17528-GA-001A includes off road cyclist provision through the village with a shared route running along part of the widened footway. The variant shown on ITL17528-GA-002A assumes cyclists would use the carriageway.

4.4 The key features of the scheme are:

- Introduction of a 20mph speed limit between Bond Street/Willow Walk and Bagshot Road;
- Revised mini roundabout layout at Bagshot Road to create new gateway feature and enable safer vehicle movements;
- Replace vertical deflection traffic calming features with more traditional horizontal features;
- Rationalise parking to create more space for safe pedestrian activity and to provide more balanced access to existing retail premises;
- Incorporate public realm features including planters, trees, information boards and seating;

- Provide cycle parking facilities throughout the village;
- Provide additional pedestrian crossing facilities to enable safe movement and emphasise presence of pedestrian activity;
- Incorporate war memorial into widened public realm area creating a focal 'meeting point';
- New double mini roundabout layout at Bond Street/Willow Walk junction creating new prominent gateway to village heart;
- Widened pedestrian areas and removal of level difference on eastern side of carriageway;
- Creating areas for additional interface with commercial premises (public house, restaurant) subject to discussion with owners;

4.5 The double mini roundabout at Bond Street/Willow Walk will create a more prominent 'uncertainty' point on approach to the village heart. It will require approaching vehicles on St Jude's Road to consider traffic both from Willow Walk and Bond Street. This will require drivers to approach at a safe and slow speed with the 20mph area appropriately commencing at this location. The changed surfacing will signify to drivers they are entering a changed environment.

4.6 The proposal includes incorporation of the war memorial, removing the existing fencing and enabling access for pedestrians. This will create a focal point for activity essentially creating a new meeting point. To reflect the concept of a meeting point the cycleway option (001) removes the contrasting surface treatment through this area to emphasise the presence of gatherings and encourage cyclist to slow/stop. Discussions with the church and cemetery stakeholders will be required with a review of existing access arrangements.

4.7 As a guide a preliminary costing estimate has been undertaken and is provided at Appendix B.

Road Safety

4.8 The scheme has been reviewed by a road safety auditor to determine if there are any key issues at this stage. In due course it will be necessary for any scheme to be subject to the full road safety audit process. The safety auditor at present has provided a number of initial feasibility comments as follows:

- The reduction in the number of parking spaces will need to be reviewed particularly when considering services at the adjacent cemetery;

- A displacement of the parking and the existing on street parking that occurs adjacent to the garage along Bagshot Road will need to be reviewed;
- The double mini-roundabout will require traffic modelling which will need to be reviewed as part of the Stage 1 RSA; and
- A review of footfall/cycle numbers will need to be undertaken to identify that the proposed widths are suitable to accommodate shared use.

Transport Hub

4.9 A further variation is the potential to future proof the design to provide some flexibility to respond future changes in travel habits. Specifically, the move towards the concept of Movement as a Service (MaaS) is likely to gather pace as electric vehicles, electric bikes and micro scooters become more popular. Thus, an area has been identified as a “Transport (or mobility) Hub”. This approach is consistent with current thinking as advocated by Collaborative Mobility (CoMoUK) which has recently issued information on the design process including suitable arrangements for villages. An example illustration is provided below:

Image 4.1 Example Village Transport (mobility) Hub

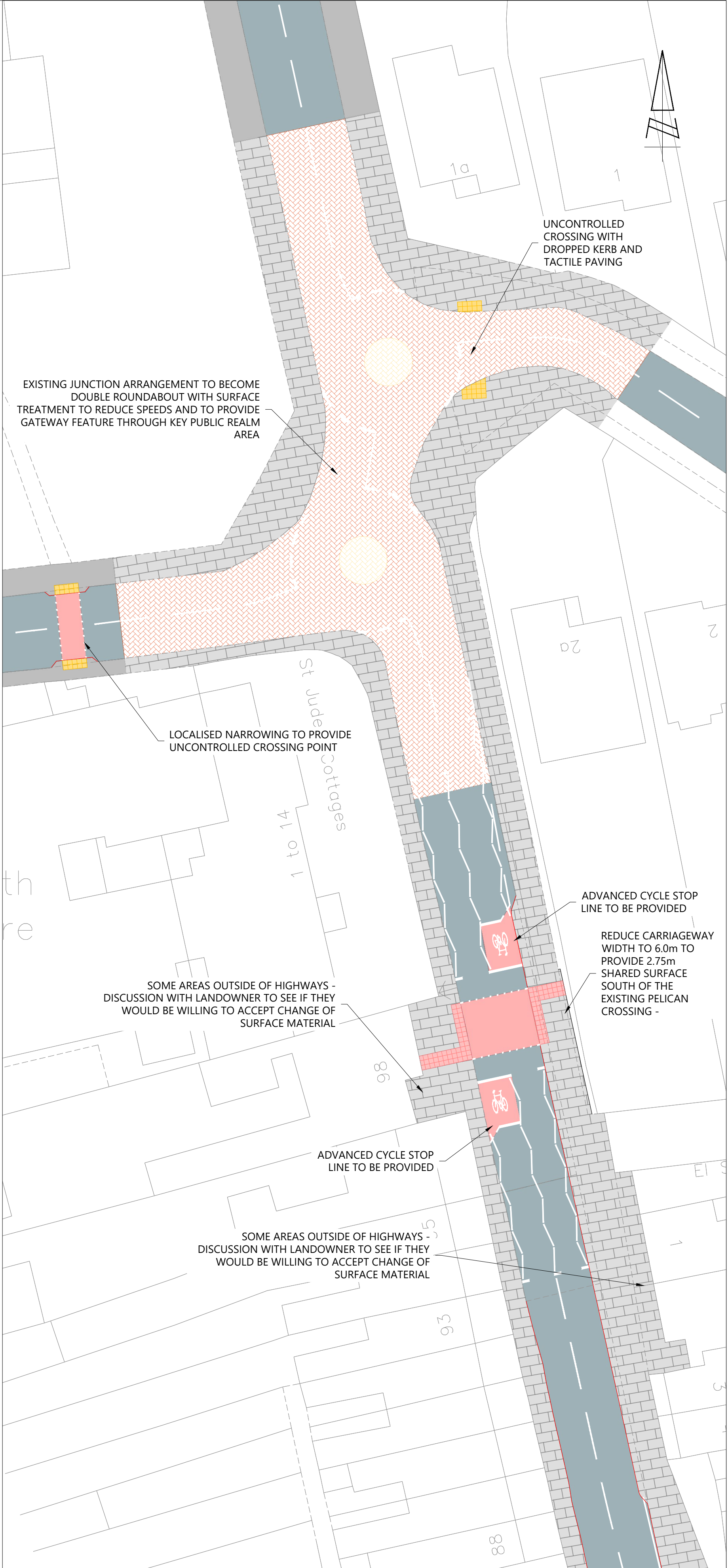
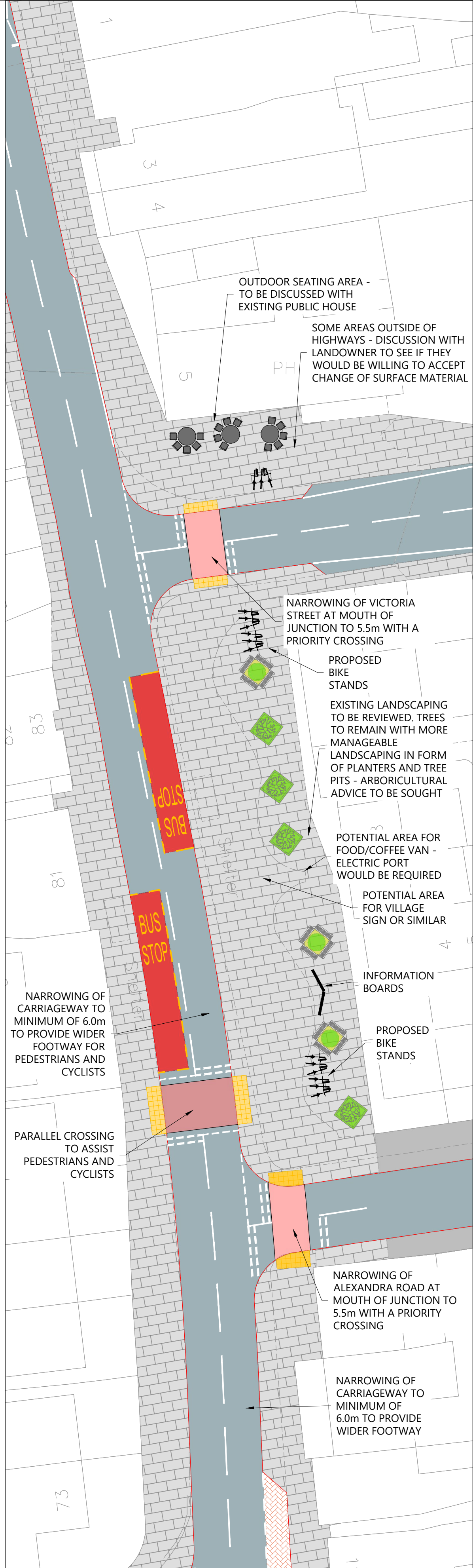
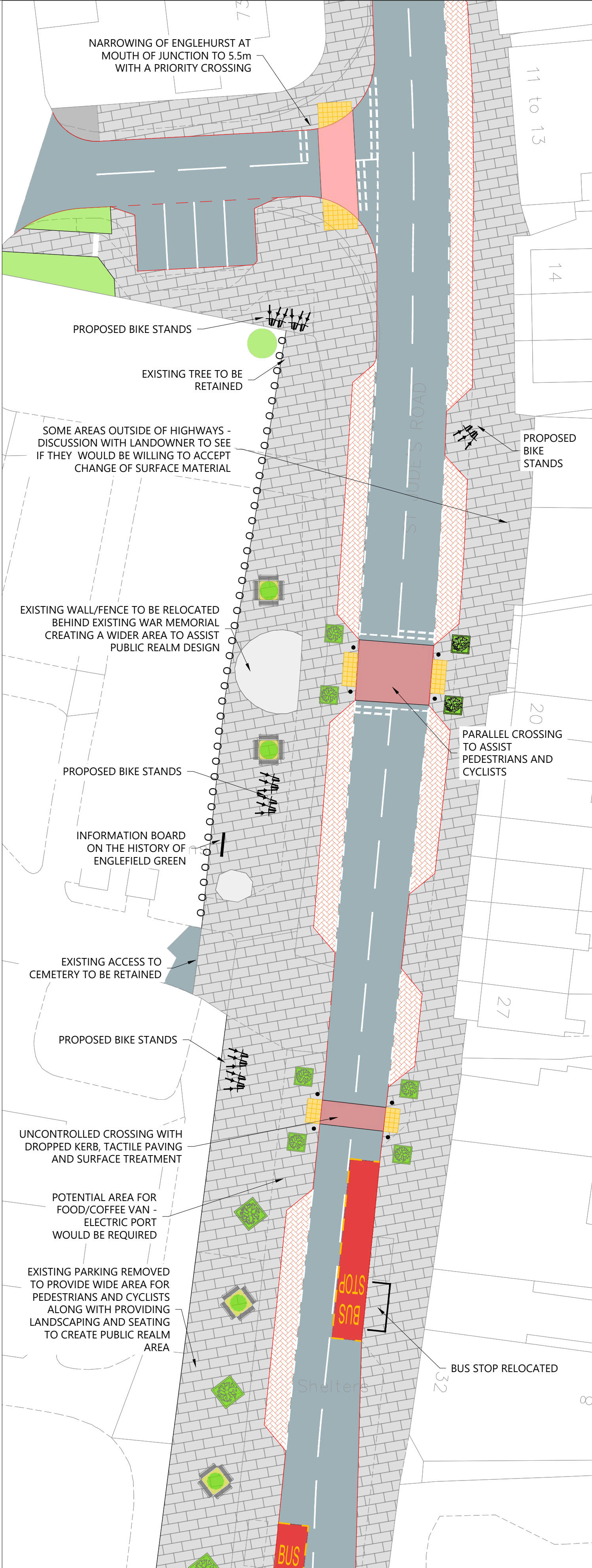
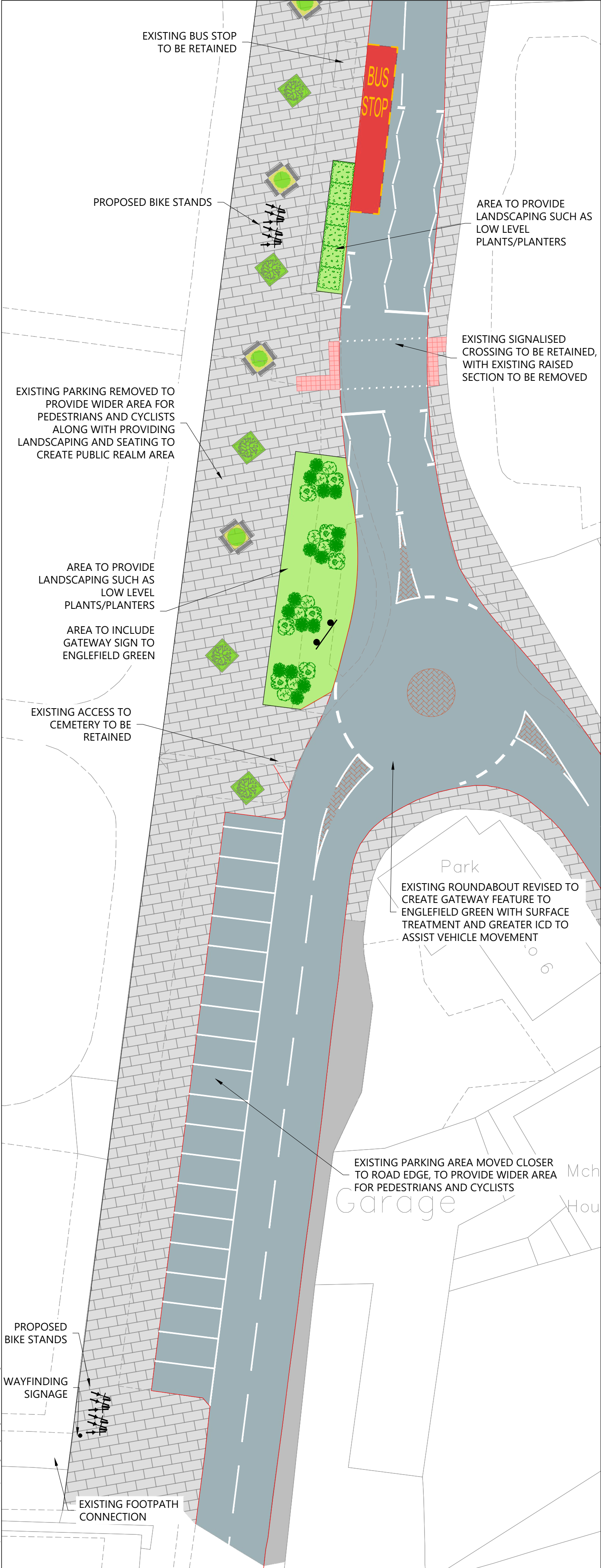


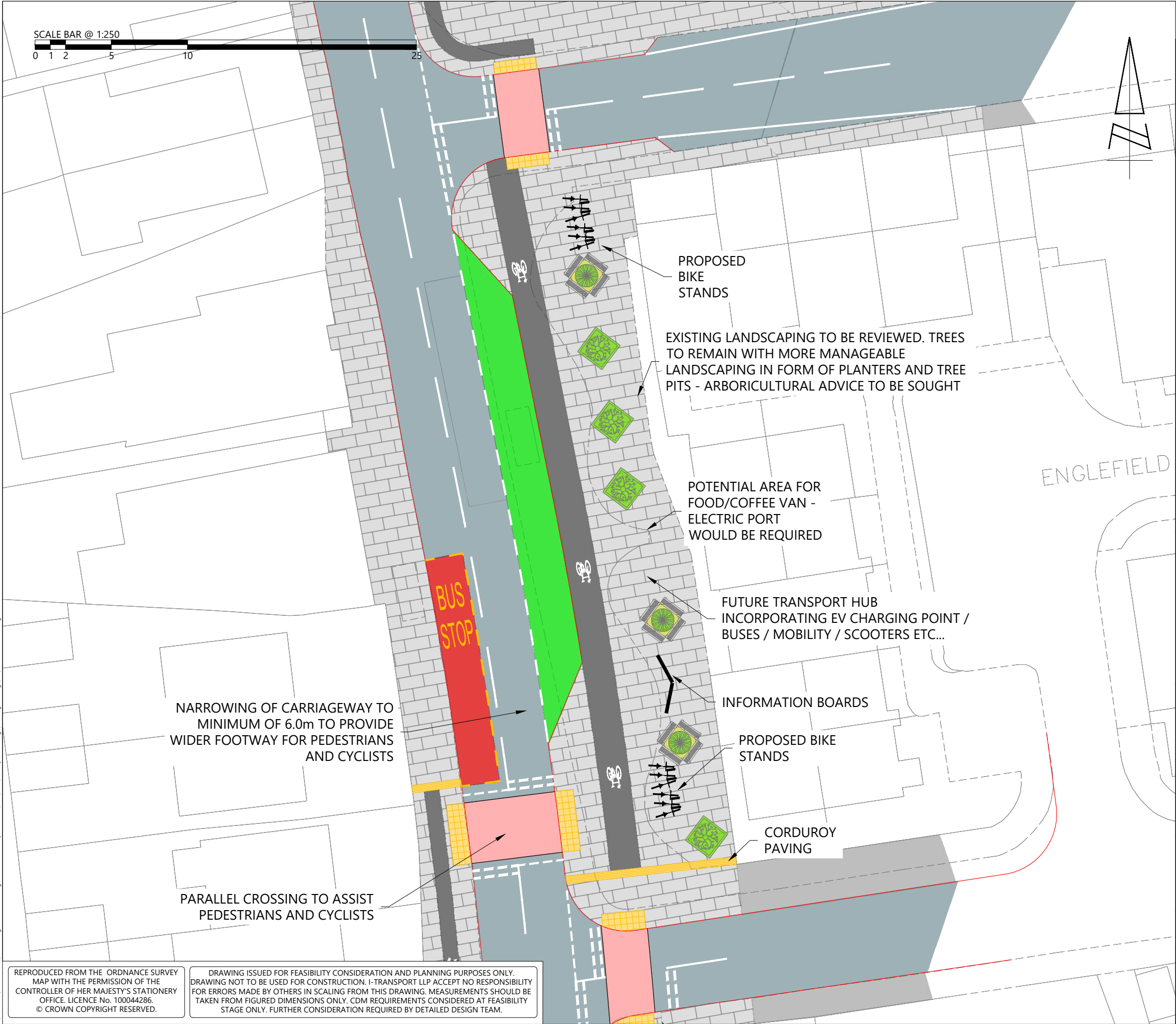
Source: CoMoUK

4.10 As part of this study a potential location for a Transport Hub has been identified and an initial appraisal design is shown on Drawing No. ITL17528-GA-003 attached. This area would be able to accommodate a shuttle bus to/from Egham Station, and will be safeguarded to provide the ability to respond to changes in travel habits in a positive manner.

- 4.11 The scheme drawings demonstrate that it would be feasible to create a new and improved environment throughout the village heart which provide the basis for a coherent and attractive sense of place without compromising the important movement functions of the corridor. The scheme will need to develop in consultation with key stakeholders and the wider public with the plans providing a suitable framework against which to progress such discussions.

DRAWINGS





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APPENDIX A. Concept Areas



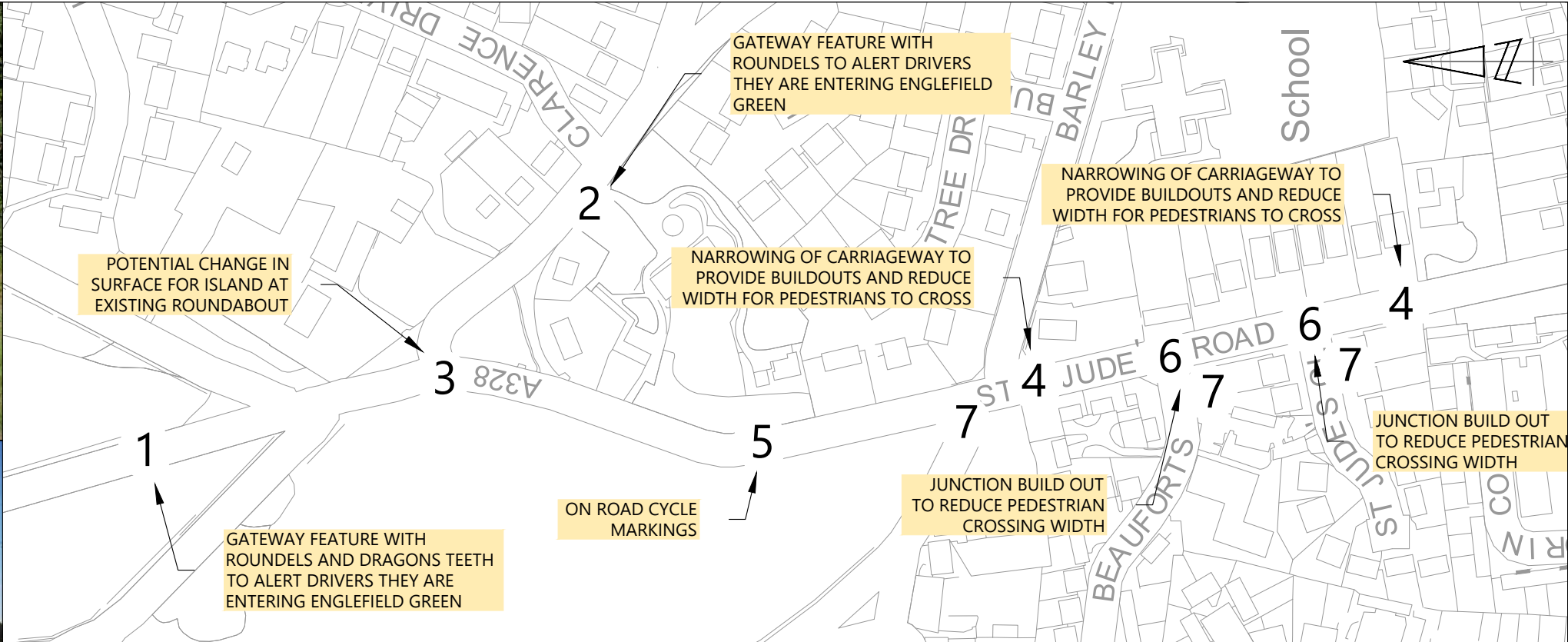
1. GATEWAY FEATURE WITH DRAGONS TEETH



2. GATEWAY FEATURE



3. ROUNDABOUT



4. CARRIAGEWAY NARROWING



6. JUNCTION BUILDOUT



5. ON STREET CYCLE MARKINGS



7. PRIORITY CROSSING

 The Square, Basing View, Basingstoke, Hampshire, RG21 4EB www.i-transport.co.uk				TEL: 01256 637940								TITLE: NORTHERN AREA - 'GREEN' APPROACH				DRAWN: MC		CHECKED: MC		APPROVED: PH	
B A				23.08.22 19.07.22				MC MC				ADDITIONAL POINTS ADDED GATEWAY FEATURE LOCATION REVISED ON MIDDLE HILL				PROJECT No: ITL17528		SCALE @ A3: N.T.S		DATE: 10.06.22	
REV				DATE				BY				DESCRIPTION				DRAWING No: ITL17528-SK-002		REV: B			
STATUS:								FOR INFORMATION				PROJECT: ENGLEFIELD GREEN VILLAGE NEIGHBOURHOOD PLAN				CLIENT: ENGLEFIELD GREEN VILLAGE NEIGHBOURHOOD PLAN					



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A	23.08.22	MC	EXAMPLES UPDATED			MC PH
REV	DATE	BY	DESCRIPTION			CHK APD
STATUS:						
FOR INFORMATION						

TITLE: CENTRAL AREA - VILLAGE HEART		DRAWN: MC	CHECKED: MC	APPROVED: PH	
		PROJECT No: ITL17528	SCALE @ A3: N.T.S	DATE: 10.06.22	
PROJECT: ENGLEFIELD GREEN VILLAGE NEIGHBOURHOOD PLAN	CLIENT: ENGLEFIELD GREEN VILLAGE NEIGHBOURHOOD PLAN	DRAWING No: ITL17528-SK-003			REV: A



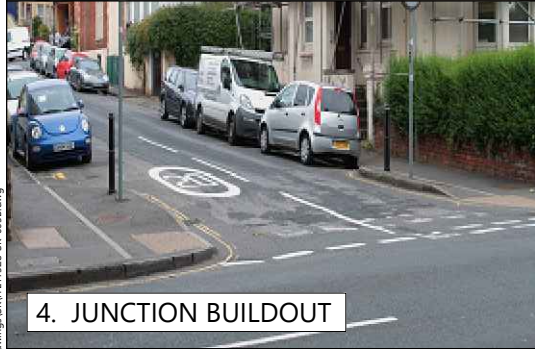
1. ON STREET CYCLE MARKINGS



2. PLANTING AREAS



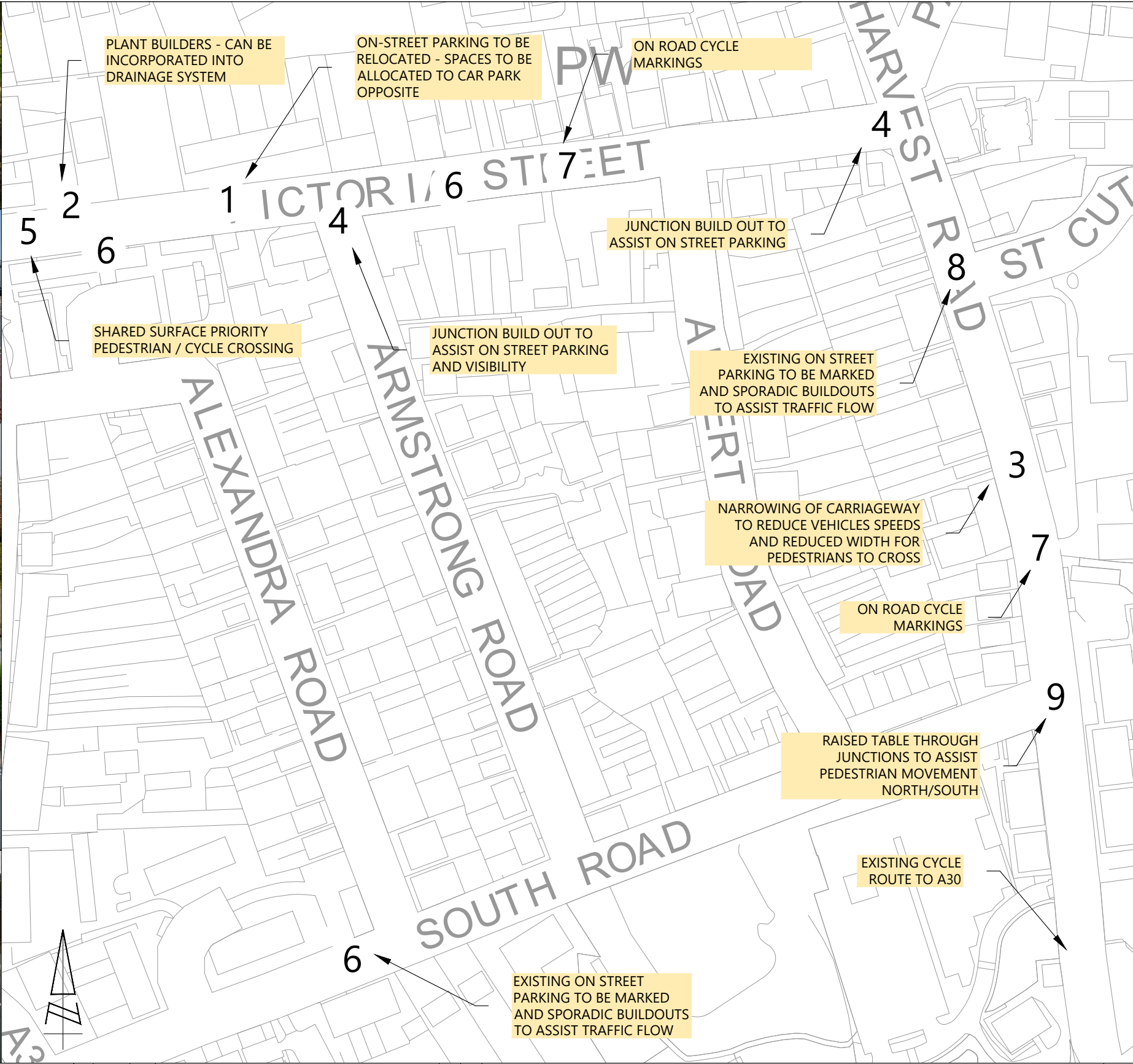
3. CARRIAGEWAY NARROWING



4. JUNCTION BUILDOUT



5. PRIORITY CROSSING



6. PARKING LAY-BY



7. ON STREET CYCLE MARKINGS



8. BUILD OUT FOR PARKING AREAS



9. PRIORITY CROSSING

 The Square, Basing View, Basingstoke, Hampshire, RG21 4EB www.i-transport.co.uk				TITLE: EASTERN AREA - HISTORIC CORE				DRAWN: MC		CHECKED: MC		APPROVED: PH	
B 23.08.22 MC ANNOTATION REVISED A 19.07.22 MC TITLE AMENDED				MC PH MC PH				PROJECT No: ITL17528		SCALE @ A3: N.T.S		DATE: 10.06.22	
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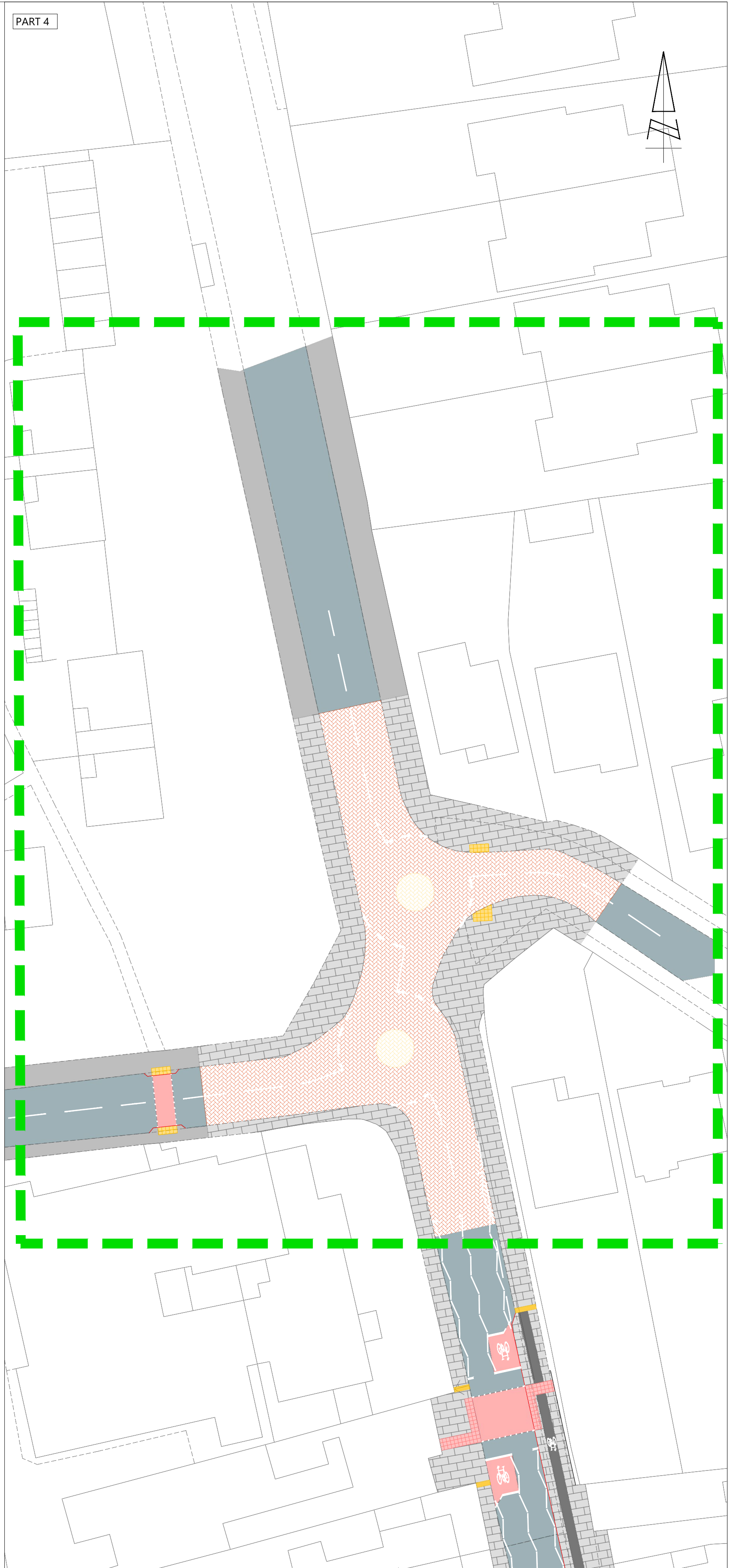
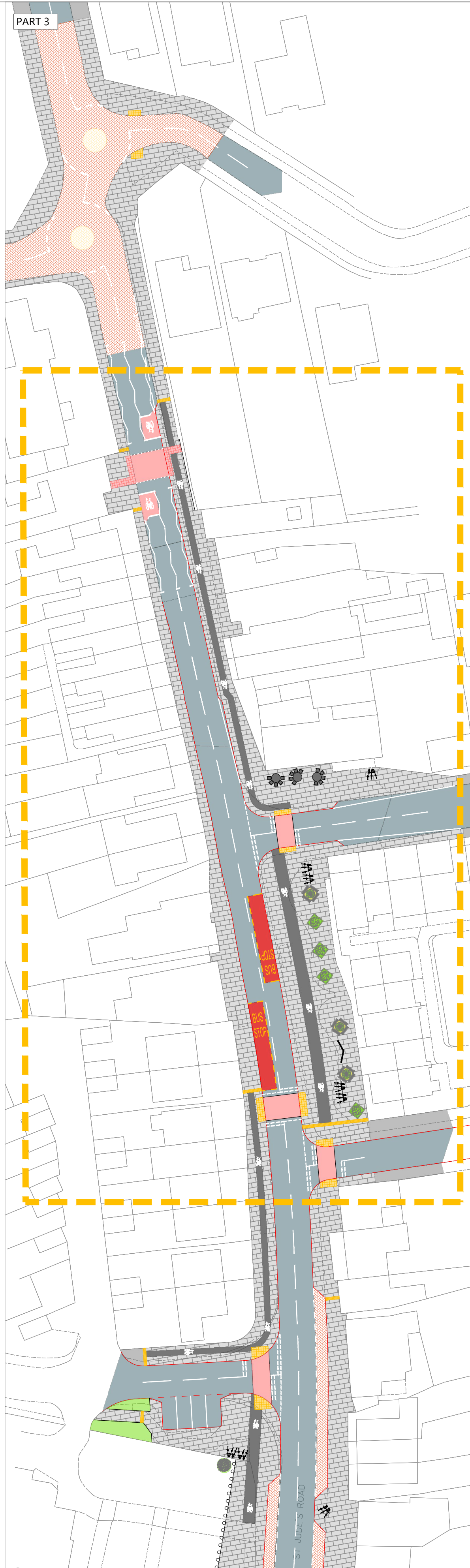
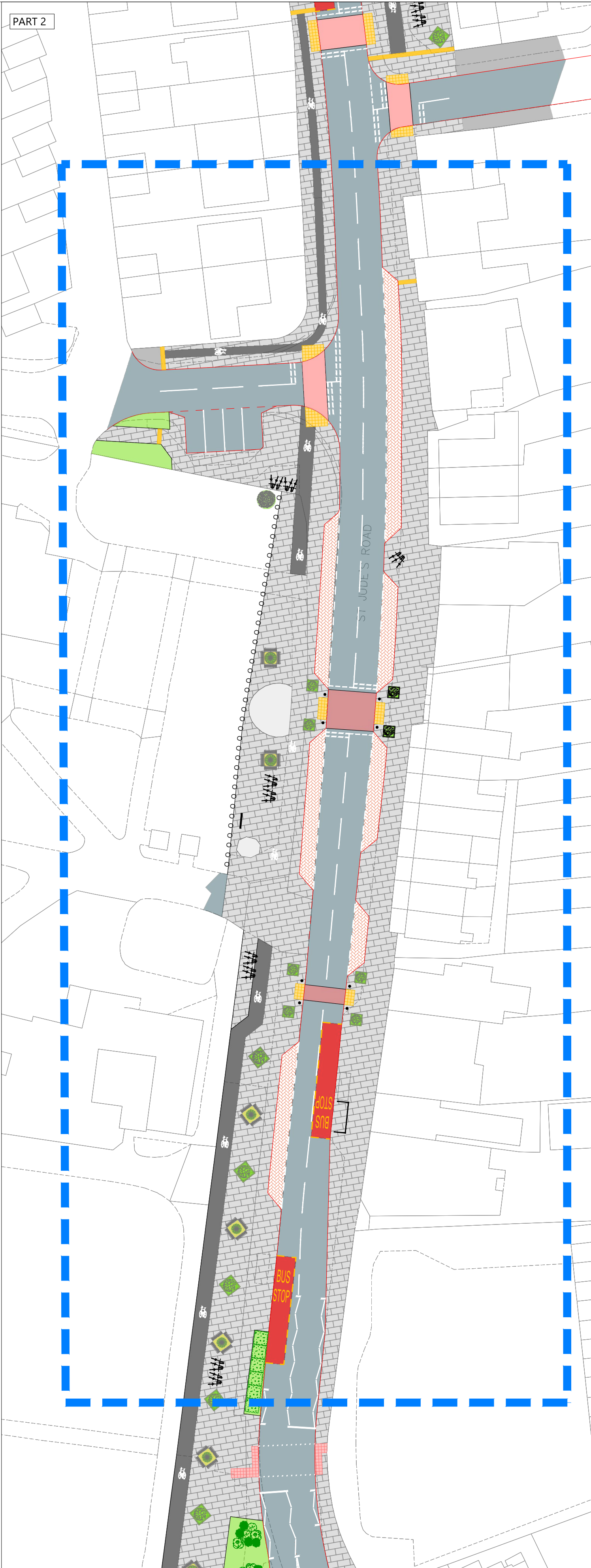
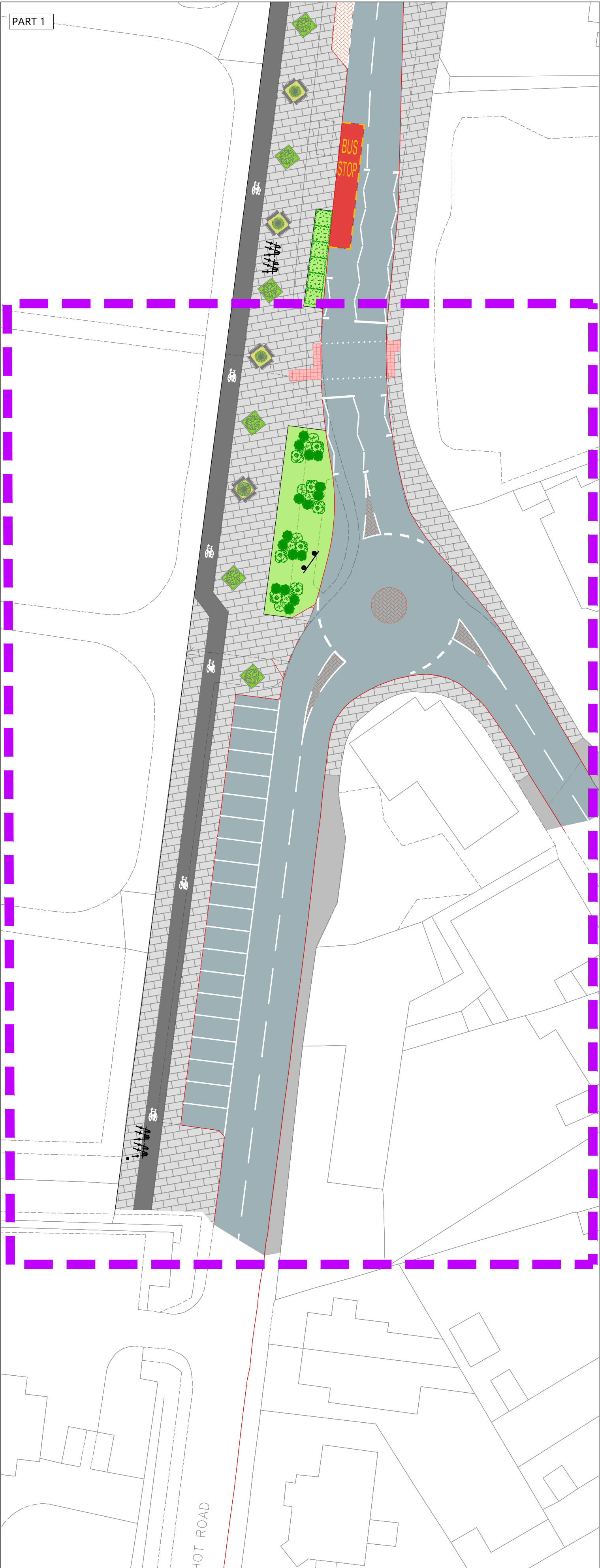
1. PRIORITY CROSSING



2. ON STREET CYCLE MARKINGS

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STATUS: FOR INFORMATION												DRAWING No: ITL17528-SK-006				REV: B	

APPENDIX B. Scheme Costings



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REV	DATE	BY	DESCRIPTION	CHK	APP
STATUS					
FOR INFORMATION					

TITLE		CENTRAL AREA - VILLAGE HEART - PUBLIC REALM SCHEME - OPTION 1 - COSTINGS AREA	
PROJECT		ENGLEFIELD GREEN VILLAGE NEIGHBOURHOOD PLAN	

CLIENT		ENGLEFIELD GREEN VILLAGE NEIGHBOURHOOD PLAN	
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DRAWN:	MC	CHECKED:	MC	APPROVED:	PH
PROJECT No:	ITL17528	SCALE @ A1:	N.T.S	DATE:	02.09.22
DRAWING No:	ITL17528-SK-009				
REV:	-				

Project No: ITL17528
Project Title: Englefield Green Village Neighbourhood Plan
 Feasibility Cost Estimate Only Based on Drawing ITL17528-GA-001 (Part 1)
Title: 1)
Date: 02.09.22
Prepared By: MJC
Approved By: PH



Item	Description	Quantity	Unit	Rate	Total
1	Site Clearance				
	General site clearance incl tree removal		Item		£20,000.00
	Disconnect and remove existing street lights	3	nr	£682.50	£2,047.50
	Removal of street furniture	5	nr	£57.75	£288.75
	Take up existing small road signs	4	nr	£84.00	£336.00
	Take up and dispose of kerbs	200	m	£13.65	£2,730.00
	Take up and dispose of edgings	100	m	£10.50	£1,050.00
	Plane existing road surface; Scarifying surface (50mm)	1500	m ²	£25.20	£37,800.00
	take up and dispose of bollard	17	nr	£26.25	£446.25
	Sub Total				£64,698.50
2	Earthworks				
	Excavation of unacceptable material	925	m ³	£38.85	£35,936.25
	Excavation of unacceptable material in the carriageway	150	m ³	£68.25	£10,237.50
	Disposal of unacceptable material (excavation x bulking factor below)	1075	m ³	£34.65	£37,248.75
	Topsoil and turfing to embankment areas	200	m ²	£21.00	£4,200.00
	Planting	9	nr	£525.00	£4,725.00
	Sub Total				£92,347.50
3	Kerbs Footways and Paved Areas				
	Precast concrete kerbs including foundation and haunching	200	m	£44.10	£8,820.00
	Precast concrete footway edging including foundation and haunching	50	m	£24.15	£1,207.50
	Full Depth Carriageway Construction including tie into existing	75	m ²	£141.75	£10,631.25
	Precast Concrete block paviors	800		£136.50	£109,200.00
	Carriageway Surfacing course	1500	m ²	£15.75	£23,625.00
	Full Depth Footway Construction including tie into existing	200	m ²	£44.10	£8,820.00
	Tactile paving	10	m ²	£78.75	£787.50
	Surface Treatment	900	m ²	£23.10	£20,790.00
	Allowance for highway drainage		Item		£10,000.00
	Sub Total				£193,881.25
4	Traffic signs, Street Furniture and Road Markings				
	Carriageway markings	0.5	day	£1,312.50	£656.25
	New Directional signs	3	nr	£1,575.00	£4,725.00
	New single post signs	3	nr	£525.00	£1,575.00
	New reflective bollard with plain face aspect	4	nr	£630.00	£2,520.00
	New lighting columns including electrical connections	3	nr	£3,000.00	£9,000.00
	Taking up and reprovision of telegraph poles	1	nr	£14,700.00	£14,700.00
	Cycle Stand	6	nr	£125.00	£750.00
	Benches	8	nr	£750.00	£6,000.00
	Sub Total				£39,926.25
				Works Sub Total	£390,853.50
				Professional Fees	7.5% £29,314.01
				Preliminaries	17.5% £68,399.36
				Traffic Management	12.5% £48,856.69
				Contingency	10.0% £39,085.35
				TOTAL WORKS COST	£576,508.91
				Inc. Optimism Bias	44.00% £253,663.92

Exclusions: Utility diversion costs
 Commuted sums
 Land Compensation Act Part 1 & 2
 Accoustic Fencing (Noise Mitigation)

Assumptions: No Structure required
 No significant level difference across site
 No hazardous waste for disposal

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 A QUALIFIED QUANTITY SURVEYOR SHOULD BE APPOINTED TO PROVIDE A FULL ESTIMATE OF CONSTRUCTION COSTS AND CONTRACTS.

Project No: ITL17528
Project Title: Englefield Green Village Neighbourhood Plan
Title: Feasibility Cost Estimate Only Based on Drawing ITL17528-GA-001 (Part 2)
Date: 02.09.22
Prepared By: MJC
Approved By: PH



Item	Description	Quantity	Unit	Rate	Total
1	Site Clearance				
	General site clearance incl tree removal		Item		£20,000.00
	Disconnect and remove existing street lights	5	nr	£682.50	£3,412.50
	Take up and dispose of fencing/guardrails	60	m	£21.00	£1,260.00
	Removal of street furniture	6	nr	£57.75	£346.50
	Take up existing small road signs	2	nr	£84.00	£168.00
	Take up and dispose of kerbs	235	m	£13.65	£3,207.75
	Take up and dispose of edgings	50	m	£10.50	£525.00
	Plane existing road surface; Scarifying surface (50mm)	1545	m ²	£25.20	£38,934.00
	take up and dispose of bollard	12	nr	£26.25	£315.00
	Sub Total				£68,168.75
2 Earthworks					
	Excavation of unacceptable material	2270	m ³	£38.85	£88,189.50
	Excavation of unacceptable material in the carriageway	180	m ³	£68.25	£12,285.00
	Disposal of unacceptable material (excavation x bulking factor below)	2450	m ³	£34.65	£84,892.50
	Planting	18	nr	£525.00	£9,450.00
	Sub Total				£194,817.00
3 Kerbs Footways and Paved Areas					
	Full Depth Carriageway Construction including tie into existing	220	m ²	£141.75	£31,185.00
	Precast Concrete block paviors	2500		£136.50	£341,250.00
	Carriageway Surfacing course	1545	m ²	£15.75	£24,333.75
	Tactile paving	20	m ²	£78.75	£1,575.00
	Surface Treatment	135	m ²	£15.75	£2,126.25
	Allowance for highway drainage		Item		£20,000.00
	Sub Total				£420,470.00
4 Traffic signs, Street Furniture and Road Markings					
	Carriageway markings	0.5	day	£1,312.50	£656.25
	New Directional signs	4	nr	£1,575.00	£6,300.00
	New single post signs	4	nr	£525.00	£2,100.00
	New reflective bollard with plain face aspect	12	nr	£630.00	£7,560.00
	Bus Shelter	2	Item	£7,350.00	£14,700.00
	pedestrian guard railing	50	nr	£84.00	£4,200.00
	New lighting columns including electrical connections	5	nr	£3,000.00	£15,000.00
	Cycle Stand	26	nr	£125.00	£3,250.00
	Benches	20	nr	£750.00	£15,000.00
	Sub Total				£68,766.25
5 Other					
	brick screen wall including foundations	50	m	£367.50	£18,375.00
	Sub Total				£18,375.00
Works Sub Total					£770,597.00
Professional Fees				7.5%	£57,794.78
Preliminaries				17.5%	£134,854.48
Traffic Management				12.5%	£96,324.63
Contingency				10.0%	£77,059.70
TOTAL WORKS COST					£1,136,630.58
Inc. Optimism Bias				44.00%	£500,117.45

Exclusions: Utility diversion costs
 Commuted sums

Assumptions: Land Compensation Act Part 1 & 2
 Accoustic Fencing (Noise Mitigation)
 No Structure required
 No significant level difference across site
 No hazardous waste for disposal

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 A QUALIFIED QUANTITY SURVEYOR SHOULD BE APPOINTED TO PROVIDE A FULL ESTIMATE OF CONSTRUCTION COSTS AND CONTRACTS.

Project No: ITL17528
Project Title: Englefield Green Village Neighbourhood Plan
 Feasibility Cost Estimate Only Based on Drawing ITL17528-GA-001 (Part 3)
Title:
Date: 02.09.22
Prepared By: MJC
Approved By: PH



Item	Description	Quantity	Unit	Rate	Total
1 Site Clearance	General site clearance incl tree removal		Item		£35,000.00
	Disconnect and remove existing street lights	4	nr	£682.50	£2,730.00
	Removal of street furniture	7	nr	£57.75	£404.25
	Take up existing small road signs	3	nr	£84.00	£252.00
	Take up and dispose of kerbs	15	m	£13.65	£204.75
	Plane existing road surface; Scarifying surface (50mm)	1250	m ²	£25.20	£31,500.00
	take up and dispose of bollard	20	nr	£26.25	£525.00
				Sub Total	£70,616.00
2 Earthworks	Excavation of unacceptable material	1100	m ³	£38.85	£42,735.00
	Excavation of unacceptable material in the carriageway	200	m ³	£68.25	£13,650.00
	Disposal of unacceptable material (excavation x bulking factor below)	1300	m ³	£34.65	£45,045.00
	Planting	8	nr	£525.00	£4,200.00
				Sub Total	£105,630.00
3 Kerbs Footways and Paved Areas	Precast concrete kerbs including foundation and haunching	200	m	£44.10	£8,820.00
	Precast Concrete block paviors	900		£141.75	£127,575.00
	Carriageway Surfacing course	1250	m ²	£15.75	£19,687.50
	Full Depth Footway Construction including tie into existing	200	m ²	£44.10	£8,820.00
	Tactile paving	30	m ²	£78.75	£2,362.50
	Surface Treatment	200	m ²	£15.75	£3,150.00
	Allowance for highway drainage		Item		£10,000.00
				Sub Total	£180,415.00
4 Traffic signs, Street Furniture and Road Markings	Carriageway markings	0.5	day	£1,312.50	£656.25
	New Directional signs	4	nr	£1,575.00	£6,300.00
	New single post signs	4	nr	£525.00	£2,100.00
	New reflective bollard with plain face aspect	16	nr	£630.00	£10,080.00
	Bus Shelter	2	Item	£7,350.00	£14,700.00
	New lighting columns including electrical connections	4	nr	£3,000.00	£12,000.00
	Cycle Stand	26	nr	£125.00	£3,250.00
	Benches	12	nr	£750.00	£9,000.00
				Sub Total	£58,086.25
Works Sub Total					£414,747.25
Professional Fees				7.5%	£31,106.04
Preliminaries				17.5%	£72,580.77
Traffic Management				12.5%	£51,843.41
Contingency				10.0%	£41,474.73
TOTAL WORKS COST					£611,752.19
Inc. Optimism Bias				44.00%	£269,170.97

Exclusions: Utility diversion costs

Commuted sums

Land Compensation Act Part 1 & 2

Accoustic Fencing (Noise Mitigation)

Assumptions: No Structure required

No significant level difference across site

No hazardous waste for disposal

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Project No: ITL17528
Project Title: Englefield Green Village Neighbourhood Plan
 Feasibility Cost Estimate Only Based on Drawing ITL17528-GA-001 (Part 4)
Title:
Date: 02.09.22
Prepared By: MJC
Approved By: PH



Item	Description	Quantity	Unit	Rate	Total
1	Site Clearance				
	General site clearance incl tree removal		Item		£20,000.00
	Disconnect and remove existing street lights	2	nr	£682.50	£1,365.00
	Take up and dispose of fencing/guardrails	30	m	£21.00	£630.00
	Removal of street furniture	3	nr	£57.75	£173.25
	Take up existing small road signs	3	nr	£84.00	£252.00
	Take up and dispose of kerbs	15	m	£13.65	£204.75
	Plane existing road surface; Scarifying surface (50mm)	450	m ²	£25.20	£11,340.00
	take up and dispose of bollard	2	nr	£26.25	£52.50
				Sub Total	£34,017.50
2	Earthworks				
	Excavation of unacceptable material	600	m ³	£38.85	£23,310.00
	Excavation of unacceptable material in the carriageway	650	m ³	£68.25	£44,362.50
	Disposal of unacceptable material (excavation x bulking factor below)	750	m ³	£34.65	£25,987.50
				Sub Total	£93,660.00
3	Kerbs Footways and Paved Areas				
	Precast concrete kerbs including foundation and haunching	15	m	£44.10	£661.50
	Precast Concrete block paviors	500		£136.50	£68,250.00
	Full Depth Footway Construction including tie into existing	100	m ²	£44.10	£4,410.00
	Tactile paving	8	m ²	£78.75	£630.00
	Allowance for highway drainage		Item		£10,000.00
				Sub Total	£83,951.50
4	Traffic signs, Street Furniture and Road Markings				
	Carriageway markings	0.5	day	£1,312.50	£656.25
	New Directional signs	4	nr	£1,575.00	£6,300.00
	New single post signs	3	nr	£525.00	£1,575.00
	New reflective bollard with plain face aspect	4	nr	£630.00	£2,520.00
	Bus Shelter	1	Item	£7,350.00	£7,350.00
	New lighting columns including electrical connections	3	nr	£3,000.00	£9,000.00
	Taking up and reprovision of telegraph poles	1	nr	£14,700.00	£14,700.00
				Sub Total	£42,101.25
Works Sub Total					£253,730.25
Professional Fees				7.5%	£19,029.77
Preliminaries				17.5%	£44,402.79
Traffic Management				12.5%	£31,716.28
Contingency				10.0%	£25,373.03
TOTAL WORKS COST					£374,252.12
Inc. Optimism Bias				44.00%	£164,670.93

Exclusions: Utility diversion costs
 Commuted sums
 Land Compensation Act Part 1 & 2
 Acoustic Fencing (Noise Mitigation)

Assumptions: No Structure required
 No significant level difference across site
 No hazardous waste for disposal

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Project No: ITL17528
Project Title: Englefield Green Village Neighbourhood Plan
Title: Feasibility Cost Estimate Only Based on Drawing ITL17528-GA-001
Date: 02.09.22
Prepared By: MJC
Approved By: PH



Item	Description	Quantity	Unit	Rate	Total
1	Site Clearance				
	General site clearance incl tree removal	0	Item		£95,000.00
	Disconnect and remove existing street lights	14	nr	£682.50	£9,555.00
	Take up and dispose of fencing/guardrails	90	m	£21.00	£1,890.00
	Removal of street furniture	21	nr	£57.75	£1,212.75
	Take up existing small road signs	12	nr	£84.00	£1,008.00
	Take up and dispose of kerbs	465	m	£13.65	£6,347.25
	Take up and dispose of edgings	150	m	£10.50	£1,575.00
	Plane existing road surface; Scarifying surface (50mm)	4745	m ²	£24.00	£119,574.00
	take up and dispose of bollard	51	nr	£26.25	£1,338.75
				Sub Total	£237,500.75
2 Earthworks					
	Excavation of unacceptable material	4895	m ³	£38.85	£190,170.75
	Excavation of unacceptable material in the carriageway	1180	m ³	£68.25	£80,535.00
	Disposal of unacceptable material (excavation x bulking factor below)	5575	m ³	£34.65	£193,173.75
	Topsoil and turfing to embankment areas	200	m ²	£21.00	£4,200.00
	Planting	35	nr	£525.00	£18,375.00
				Sub Total	£486,454.50
3 Kerbs Footways and Paved Areas					
	Precast concrete kerbs including foundation and haunching	415	m	£44.10	£18,301.50
	Precast concrete footway edging including foundation and haunching	50	m	£24.15	£1,207.50
	Full Depth Carriageway Construction including tie into existing	295	m ²	£141.75	£41,816.25
	Precast Concrete block paviors	4700		£136.50	£646,275.00
	Carriageway Surfacing course	4295	m ²	£15.75	£67,646.25
	Full Depth Footway Construction including tie into existing	500	m ²	£44.10	£22,050.00
	Tactile paving	68	m ²	£78.75	£5,355.00
	Surface Treatement	1235	m ²	£23.10	£26,066.25
	Allowance for highway drainage	0	Item		£50,000.00
				Sub Total	£878,717.75
4 Traffic signs, Street Furniture and Road Markings					
	Carriageway markings	2	day	£1,312.50	£2,625.00
	New Directional signs	15	nr	£1,575.00	£23,625.00
	New single post signs	14	nr	£525.00	£7,350.00
	New refective bollard with plain face aspect	36	nr	£630.00	£22,680.00
	Bus Shelter	5	Item	£7,350.00	£36,750.00
	pedestrian guard railing	50	nr	£84.00	£4,200.00
	New lighting columns including electrical connections	15	nr	£3,000.00	£45,000.00
	Taking up and reprovision of telegraph poles	2	nr	£14,700.00	£29,400.00
	Cycle Stand	58	nr	£125.00	£7,250.00
	Benches	40	nr	£750.00	£30,000.00
				Sub Total	£208,880.00
5 Other					
	brick screen wall icluding foundations	50	m	£367.50	£18,375.00
				Sub Total	£18,375.00
Works Sub Total					£1,829,928.00
Professional Fees				7.5%	£137,244.60
Preliminaries				17.5%	£320,237.40
Traffic Management				12.5%	£228,741.00
Contingency				10.0%	£182,992.80
TOTAL WORKS COST					£2,699,143.80
Inc. Optimism Bias				44.00%	£1,187,623.27

Exclusions: Utility diversion costs
Commuted sums
Land Compensation Act Part 1 & 2
Accoustic Fencing (Noise Mitigation)

Assumptions: No Structure required
No significant level difference across site
No hazardous waste for disposal

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