



# **Local Cycling and Walking Infrastructure Delivery Plan**

Watford City Council & Three Rivers District  
Council

December 2021



Mott MacDonald  
10 Fleet Place  
London EC4M 7RB  
United Kingdom

T +44 (0)20 7651 0300  
mottmac.com

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# 1 Introduction

This document is the Local Cycling and Walking Infrastructure Plan for Watford Borough Council (WBC) and Three Rivers District Council (TRDC), developed with these two local authorities and in partnership with Hertfordshire County Council (HCC) as the Highway Authority.

## 1.1 LCWIP background

In April 2017, the Department for Transport (DfT) published the first National Cycling and Walking Investment Strategy (CWIS)<sup>1</sup>

The CWIS is based around the ambition to make cycling and walking ‘the natural choices for shorter journeys, or as part of longer journeys’. The strategy is seeking to support the transformation of local areas where the dominance of the motorised vehicle will be reduced to tackle congestion, support local economies and improve physical and mental health.

The CWIS identified short to long term objectives for cycling and walking with short term targets focusing on increased journeys by active modes including an increase in the percentage of children that walk to school. Short term safety targets have also been identified which will reduce the rate of cyclists killed or seriously injured on England’s roads.

Table 1.1 presents the long term (by 2040) DfT aspirations relating to cycling and walking.

**Table 1.1: DfT Cycling and Walking Long Term Aspirations**

Government Ambition	Objectives
<b>Better Safety – ‘A safe and reliable way to travel for shorter journeys’</b>	<ul style="list-style-type: none"> <li>• Streets where cyclists and pedestrians feel they belong and are safe</li> <li>• Better connected communities</li> <li>• Safe traffic speeds, with low speed limits where appropriate</li> <li>• Cycle training opportunities for all children</li> </ul>
<b>Better Mobility – ‘More people cycling and walking – easy, normal and enjoyable’</b>	<ul style="list-style-type: none"> <li>• More high quality cycling facilities.</li> <li>• More urban areas that are considered walkable.</li> <li>• Rural roads which provide improved safety for cycling and walking.</li> <li>• More networks of routes around public transport hubs and town centres.</li> <li>• Better links to schools and workplaces.</li> <li>• Technological innovations that can promote more and safer cycling and walking.</li> <li>• Behaviour change opportunities to support increased walking and cycling.</li> <li>• Better integrated routes for those with disabilities or health conditions.</li> </ul>
<b>Better Streets – ‘Places that have cycling and walking at their heart’</b>	<ul style="list-style-type: none"> <li>• Places designed for people of all abilities and ages.</li> <li>• Improved public realm.</li> <li>• Better planning for walking and cycling.</li> <li>• More community based activities such as led rides.</li> <li>• A wider green network of paths, routes and open spaces.</li> </ul>

Source: Department for Transport Local cycling and walking infrastructure plans technical guidance

<sup>1</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/603527/cycling-walking-investment-strategy.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/603527/cycling-walking-investment-strategy.pdf)

To achieve the objectives set out within the CWIS, it is imperative that local bodies across England develop high quality cycling and walking infrastructure to encourage mode shift towards active modes. To achieve the Government's ambition to normalise both modes of active travel, guidance has been developed to support local authorities produce Local Cycling and Walking Infrastructure Plans (LCWIP).

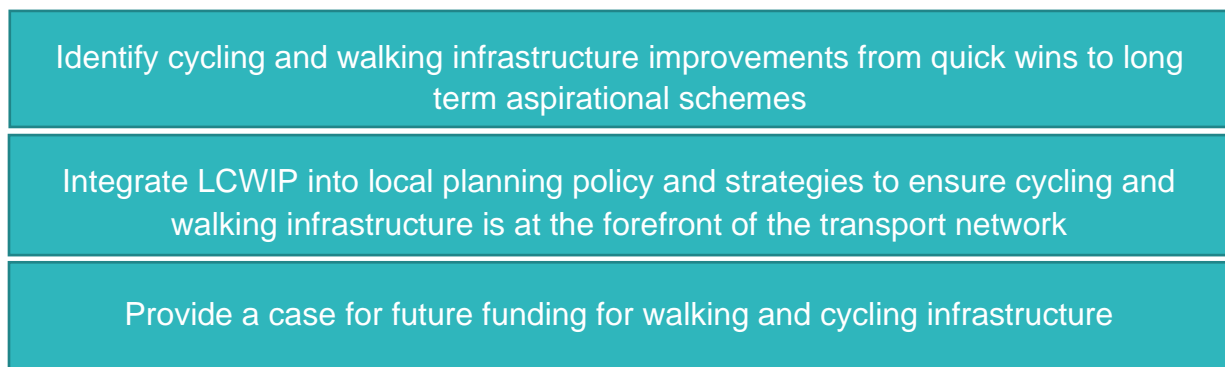
LCWIPs are a new, strategic approach developed to support the aims and objectives of CWIS. The LCWIP process enables the identification of cycling and walking improvements required at the local level. The process enables a long-term approach to developing local cycling and walking networks, ideally over a 10 year period, and form a vital component of the Government's strategy to increase the number of trips made by both forms of active travel.

The key outputs of LCWIPs are<sup>2</sup>:

- A network plan for walking and cycling which identifies preferred routes and core zones for further development
- A prioritised programme of infrastructure improvements for future investment
- A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network

Figure 1.1 shows the key benefits of local bodies developing a strategic approach to cycling and walking infrastructure through LCWIPs.

**Figure 1.1: Benefits of the LCWIP process**



Source: Mott MacDonald

### 1.3 The LCWIP process

The recommended process for creating an LCWIP is set out in the LCWIP Guidance from DfT, and comprises six stages, outlined in Table 1.2. This broadly reflects the process undertaken for Watford and Three Rivers. This report follows this structure, and explains how it has been applied in the development of this document.

<sup>2</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/607016/cycling-walking-infrastructure-technical-guidance.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/607016/cycling-walking-infrastructure-technical-guidance.pdf)

**Table 1.2: The LCWIP Process**

Stage	Name	Description
1	<b>Determining Scope</b>	Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.
2	<b>Gathering Information</b>	Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.
3	<b>Network Planning for Cycling</b>	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.
4	<b>Network Planning for Walking</b>	Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.
5	<b>Prioritising Improvements</b>	Prioritise improvements to develop a phased programme for future investment.
6	<b>Integration and Application</b>	Integrate outputs into local planning and transport policies, strategies, and delivery plans.

Source: LCWIP Guidance, DfT, 2017

## 2 Determining scope – LCWIP Stage 1

### 2.1 Overview of the joint LCWIP

Taking advantage of the strong geographical links between Watford and Three Rivers, this LCWIP is a joint document for the two authorities – allowing the development of a cohesive active travel network.

This LCWIP includes a study detailing the existing walking and cycling networks and the existing infrastructure, to inform a programme of walking and cycling network improvements.

#### 2.1.1 Objectives

In addition to the production of an LCWIP setting out the strategic walking and cycling networks in the study area, the following supplementary objectives and aspirations were identified by the HCC, WBC and TRDC at the project inception meeting on 6<sup>th</sup> April 2020:

- The LCWIP needs to build up ‘a bigger picture’ of the cycling network to ensure that local areas are ultimately connected into the strategic LCWIP network.
- A ‘whole network’ approach to ensure that the network is completely joined up.
- The three town centre streets in Watford (Clarendon Road, St Albans Road & Vicarage Road) must be included as they have been identified as political priorities.
- WBC has aspirations to increase walking and cycle for all and to reduce car use.

### 2.2 Establishing the geographical extent

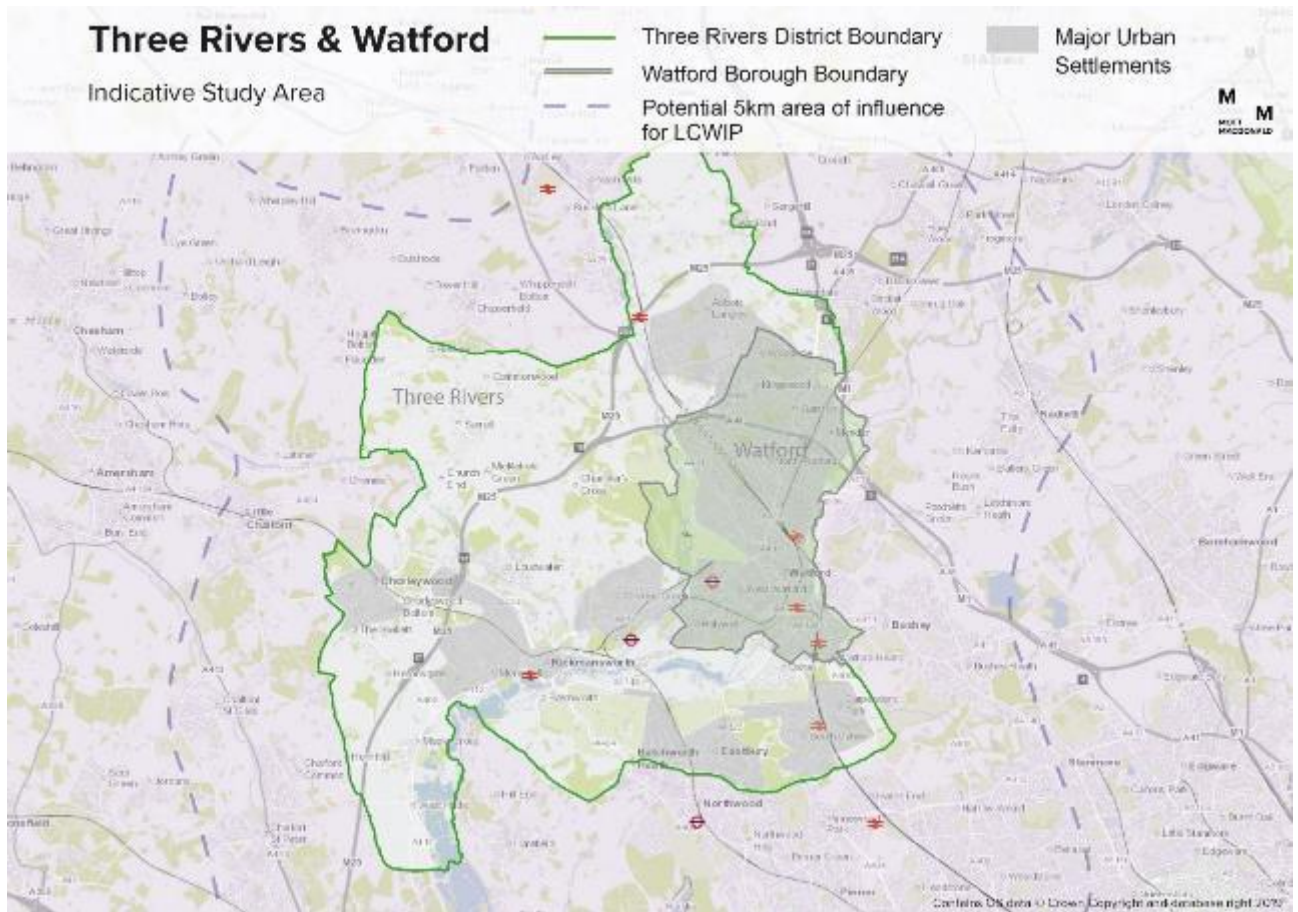
The joint LCWIP is for WBC and TRDC local authorities. These two local authorities sit within the County of Hertfordshire, with the County Council responsible for the management of the highway network.

Watford is located to the East of the study area and has a large population of over 96,000 people within 8.3 square miles. Three Rivers District is located on the West of the study area and has more suburban and rural characteristics with strategically important transport corridors. Both Three Rivers and Watford have high transport accessibility with a high proportion of commuter travel.

When defining the geographical scope of the LCWIP a wider area of influence has been considered, ensuring demand for cycling from trip attractors within a reasonable cycling distance (approximately 5km) have been included. Some of these attractors are beyond the immediate local authority boundaries.

Figure 2.1 sets out the geographical extents of the LCWIP.

Figure 2.1: Geographical scope



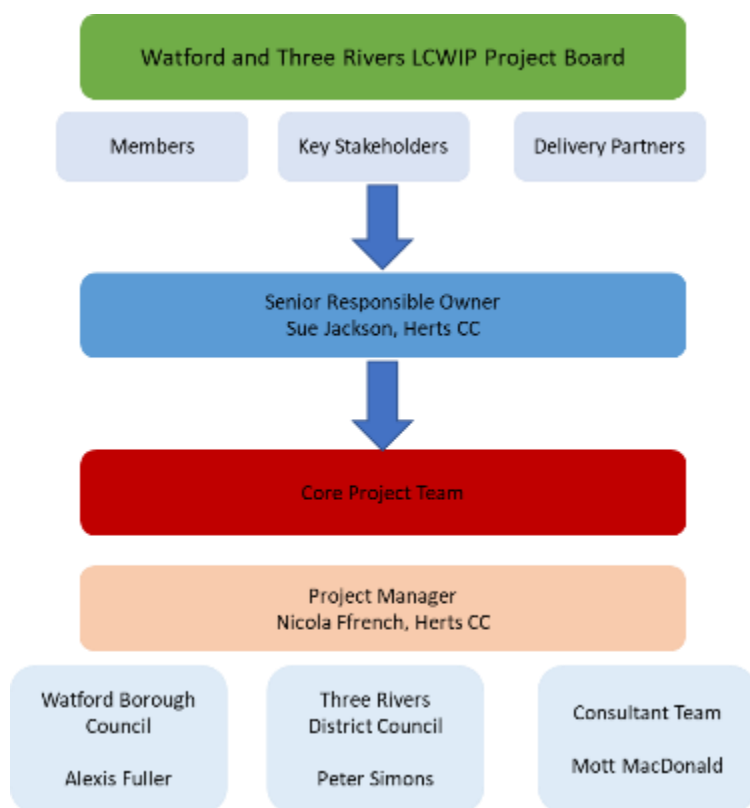
Source: Mott MacDonald

### 2.3 LCWIP governance structure

As outlined in the DfT's LCWIP guidance, the governance and delivery arrangements need to be proportionate to the scale and complexity of the LCWIP. This LCWIP is categorised within the LCWIP guidance as a joint local authority delivery model, as there are a significant number of potential trips occurring between neighbouring authorities.

The delivery model for Watford and Three Rivers LCWIP is shown in the Figure 2.2 below.

**Figure 2.2: Governance structure for the Watford and Three Rivers LCWIP**



Source: Mott MacDonald

## 2.4 Stakeholder Engagement Approach

Engagement with local stakeholders is an important element of developing a robust LCWIP, with feedback from local authority officers, members and stakeholder groups a vital way of incorporating local experience into the plan.

Two rounds of stakeholder engagement were held during the LCWIP development;

**October 2020** – An introductory workshop with key stakeholders, setting out the context for the work, the process of the LCWIP, and outlining the work completed as part of LCWIP stages 1 and 2, and introducing the emerging walking and cycling networks.

**June/October 2021** – An update workshop on the Watford (June) and Three Rivers (October) network planning stages, including an overview of the pre-prioritisation process, and discussion of the audited routes in both areas.

Closer engagement with local Members has carried out during the LCWIP development by the local authority officers.

The engagement has allowed the project team to better understand the views of the people who are likely to use the networks under development, and gather local knowledge on routeing and prioritisation.

## 3 Background context and gathering information – LCWIP Stage 2

This first part of this section provides an overview of recent documents which have been produced by HCC, WBC and TRDC and are of material consideration for the development of the Watford and Three Rivers LCWIP. The second part of the section considers the baseline conditions for active travel – reviewing existing demand and networks.

### 3.1 Policy context

The LCWIP advances the strategic walking and cycling network planning in the study area and takes into account work completed to date. Key documents, including the local authority Local Plans which set out the local development aspirations, and existing active travel strategies have influenced the development of the walking and cycling networks, and are considered in this section. The LCWIP supports the new Watford Sustainable Transport Strategy which seeks to develop the active travel network in the town as part of a range of transport improvements.

#### 3.1.1 Watford Borough Council Draft Local Plan 2020-2036

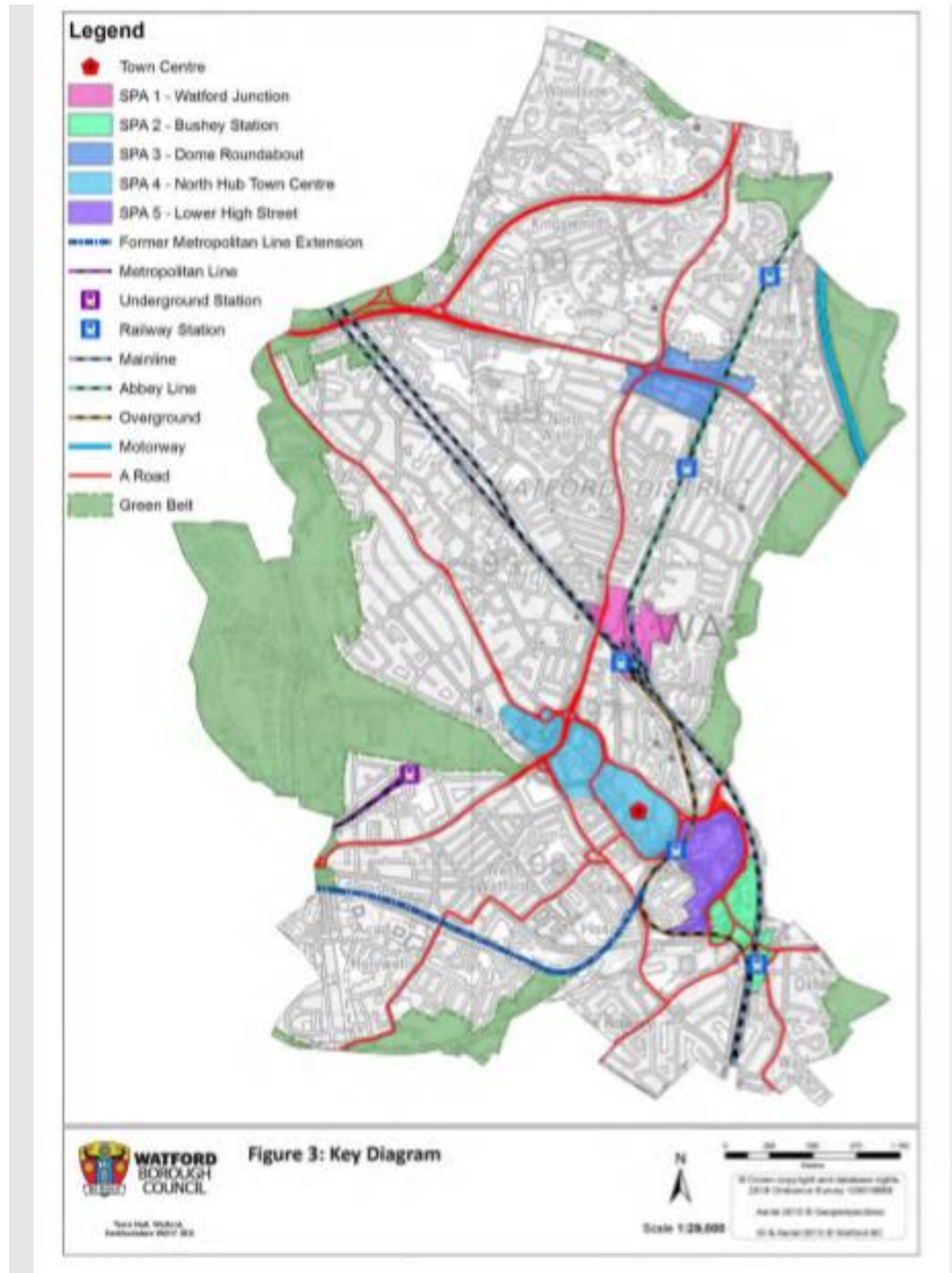
The Watford Draft Local Plan 2020-2036 sets out the growth strategy for the borough and identifies how much development will take place and where it should be delivered. Figure 3.1 shows the local context. From a current population of 96,000 the Plan sets out the expectation to build 7,500 new homes and create 6,800 new jobs. Reducing reliance on the car and increasing the number of people walking and cycling has been identified as a key aspiration for sustainable development. There are strategic transport, mobility and infrastructure objectives, and five strategic development sites have been identified at the following locations:

- Watford Junction
- Bushey Station
- Dome Roundabout
- North Hub Town Centre
- Lower High Street

Allocated development sites have been considered in the origin-destination analysis in Chapter 4.



**Figure 3.1: Watford local context**



Source: Watford Borough Council Draft Local Plan

### 3.1.2 Watford High Street (North) and Cultural Hub Masterplan 2019 – Watford Borough Council

The Watford High Street (North) and Cultural Hub Masterplan was developed to regenerate and enhance the stretch of the town centre that runs from the ring road flyover to the Town Hall and surrounding area. Connectivity improvements have been proposed as part of the strategy. These include:

- new shared use surface on Hempstead Road gyratory;



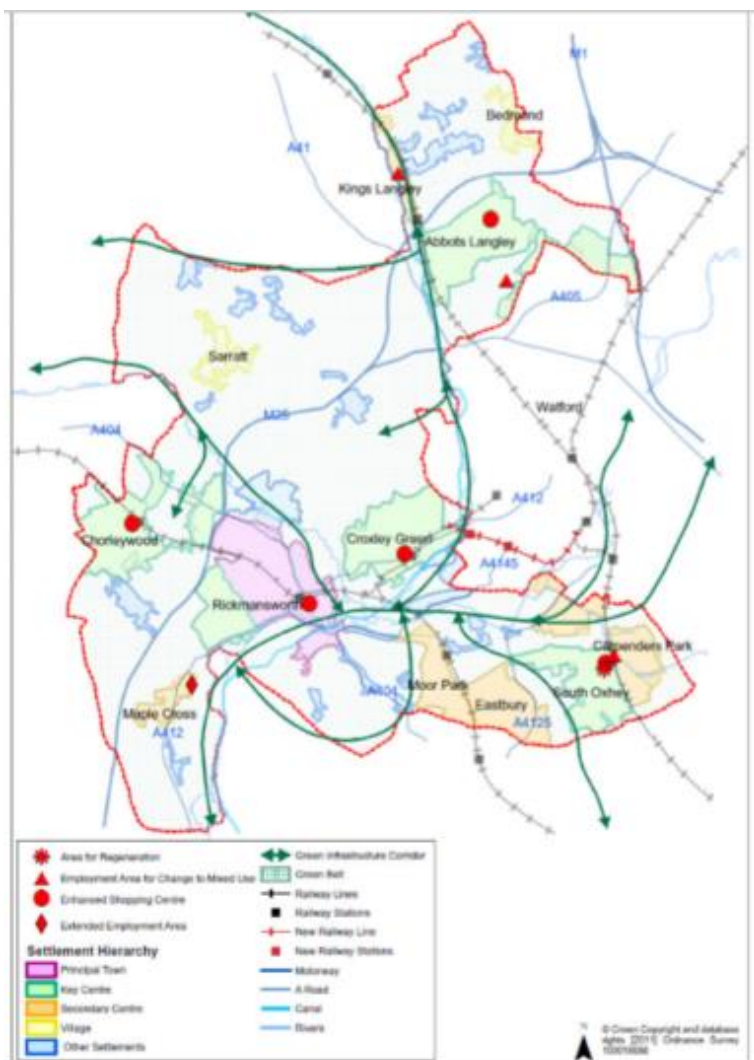
- improved public space between Town Hall and Library ;
- new surface level crossing to improve route for pedestrians and cyclists between the High Street and Town Hall area; and
- upgrading the environment on side streets connecting to the parade and high street.

These proposals are considered in the development of the networks in stages 3 and 4 of the LCWIP.

### 3.1.3 Three Rivers District Council Local Plan 2011

The TRDC Local Plan 2011 is in the process of being refreshed, with the council preparing a new Local Plan which will provide the planning policies and proposals for future sustainable growth in the district up to 2036. Figure 3.2 shows a plan of the local context, including key centres and areas for regeneration. The plan outlines draft allocated development sites, which have been considered in the origin-destination analysis in Chapter 4.

**Figure 3.2: Three Rivers Context Map (Local Plan)**



Source: Three Rivers District Council Local Plan

### 3.1.4 Major scheme developments in Watford and Three Rivers

Table 3.1 summarises some of the recent major scheme developments in Watford and Three Rivers<sup>3</sup>. These proposals are considered in the network development in LCWIP stages 3 and 4.

**Table 3.1: Major scheme developments in Watford and Three Rivers**

Scheme Name	Details	Status
Watford High Street Improvements	Led by WBC in partnership with HCC and Watford BID - the scheme provides better access for everyone to fully enjoy the town centre, as well as making it brighter and more spacious by laying attractive new paving, upgrading the bus shelters, removing clutter. Bollards are now in place to prevent vehicles from illegally driving through the town centre, which has also allowed the bus services to provide smoother and quicker travel for residents and visitors to the town.	Completed
Watford Junction Station Area Upgrade	The station will be significantly updated by Watford Borough Council and its partners (Halkin, Network Rail, London North Western Railways and HCC) to create a new multi-mobility hub. An exciting and vibrant quarter will be created around the town's main station, providing around 3,900 new homes alongside floor space for 7,000 jobs. Plans include a new facade, new shopping facilities, new bus stops, better walking routes and a brand new pedestrian and walking bridge to significantly reduce severance caused by the railway line. A second entrance to the station, a new ticket hall, a new bus station and a multi-storey car park for station users are also planned.	Ongoing
Clarendon Road	This improvement scheme will create an important gateway into Watford, significantly enhancing the conditions for walking between Watford Junction and the High Street.	Completion 2025
St Albans Road	WBC, working closely with local councillors, local businesses, residents and HCC made improvements to St Albans Road. These include £400,000 of investment on new street furniture, improved paving, tree planting, more cycle friendly routes and other changes to the look and feel of the area.	Completed
Cycle Hire	The Beryl Bike Share scheme now operates in Watford, providing 24/7 access to hire bikes around the borough. The scheme provides both traditional and e-bikes, which are bookable via the Beryl app.	Commenced

### 3.1.5 Hertfordshire's Local Transport Plan 2018 – 2031

The key policy document guiding transport strategy in Watford and Three Rivers is Hertfordshire's Local Transport Plan 4 (LTP4) for 2018 to 2031. This sets out how transport can play a positive role in the future development of Hertfordshire, through improving economic growth, public health, meeting housing needs and having a sustainable impact on the environment.

The key challenges and opportunities identified on the LTP are:

<sup>3</sup> <https://www.watford.gov.uk> and [www.threerivers.gov.uk](http://www.threerivers.gov.uk)

- there is predicted to be a 21% increase in population by 2039 (Some 250,000 extra people) which will likely increase the demand for transport and travel over time.
- improving transport can support economic growth, support regeneration and improve the health and wellbeing of the population and environment.
- transport has an important role in tackling health issues such as obesity and air pollution, and in improving overall quality of life.
- the solutions to these issues must be delivered against a backdrop of public spending pressures.

The LTP sets out objectives across three themes of People, Place and Prosperity. The LTP objectives which the LCWIP can most effectively support are;

- 2 - Enhance connectivity between urban centres in Hertfordshire;
- 3 - Improve accessibility between employers and their labour markets;
- 4 - Enhance the quality and vitality of town centres;
- 7 - Reduce carbon emissions;
- 8 - Make journeys and their impact safer and healthier; and
- 9 - Modal shift and encouraging active travel.

### Support Documents and Transport Improvements

Documents supporting LTP4 which are also relevant to the development of the LCWIP include, most notably, the emerging Active Travel Strategy and the Sustainable Modes of Travel Strategy 20/21.

As part of LTP4, several flagship transport improvements have been proposed across Hertfordshire including: Sustainable Travel Towns; an east-west Bus Rapid Transit system between Hemel Hempstead and Welwyn Garden City; and highway improvements on the A414 including a Hertford Bypass.

The proposed strategic transport improvements that are specific to the Watford and Three Rivers area, include:

- Improvements to rail including the Metropolitan Line extension and station upgrades in Watford and investigation of the North Curve<sup>4</sup>.
- Cycling infrastructure improvement for Rickmansworth and Watford.

### Transport Context and Issues for Hertfordshire

The LTP4 sets out the transport context for the County, identifies the following transport context and issues that are considered relevant to this LCWIP:

- there is a good north – south transport network but east–west links are weaker especially for passenger transport.
- there is a high level of cross-boundary commuting, including 118,000 Hertfordshire residents working in London.
- movement patterns in the county are complicated due to the numerous medium-sized urban areas.
- there are significant road congestion issues, and capacity constraints on the rail network
- there is significant scope for improving the attractiveness of walking, cycling and bus use in the county, and encouraging more car users to take these modes.
- peak hour car trips are forecast to increase by 18% by 2031, which will impact on the environment, quality of life and put pressure on the council to respond with increases in highway capacity. A number of rail lines are forecast to be over capacity in future

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<sup>4</sup> Reinstatement of track east of Rickmansworth to link Chiltern Line services to the Metropolitan Line Extension at Watford, enabling services between Aylesbury and Watford

Tackling these issues will require a combination of support for walking, cycling and passenger transport provision, behaviour change initiatives and traffic demand management, as well as infrastructure provision to cater for an increase in motor traffic.

### Future Scenario

The LTP includes some testing of proposed interventions against future uncertainty, and finds from scenario testing that active travel schemes, particularly those in urban areas, are likely to be more resilient to future uncertainty. This is of particular relevance given the future uncertainties that the Covid-19 pandemic has brought, including the short term reduction in public transport demand and corresponding increase in car travel as the public are deterred from using public transport, and an increase in demand for active travel during lockdowns. The lasting impact of the pandemic on travel behaviours remains uncertain, but schemes such as the DfT's Emergency Active Travel Fund (EATF) have allowed local authorities to make changes to the network to capitalise on a shift towards active travel and lock in changed behaviours.

### Active Travel

- The Transport User Hierarchy is a LTP policy which sets the scene for the rest of the policy framework, and pedestrians and cyclists are identified as high priority in the hierarchy. It represents a shift in emphasis to increase rates of travel by more sustainable modes than previous LTPs. To support the creation of built environments that encourage greater and safer use of sustainable transport modes, HCC will in the design of any scheme and development of any transport strategy consider in the following order:
  - opportunities to reduce travel demand and the need to travel
  - vulnerable road user needs (such as pedestrians and cyclists)
  - passenger transport user needs
  - powered two wheeler (mopeds and motorbikes) user needs
  - other motor vehicle user needs.

The following active travel context and issues are set out within LTP4:

- In Hertfordshire for trips less than 1 mile, the mode share for walking is 76.5%, which means that a quarter of these short trips are made by other modes including motor vehicles.
- In contrast cycling has a much lower mode share (1.7% for trips less than 1 mile, 4.8% for trips of 1-3 miles, 3.1% for trips of 3-5miles) at distances that can be readily cycled. Given this current low mode share, and the greater realistic range of cycling, there is significant potential in the county to increase cycling activity.
- Barriers to walking and cycling include safety and security factors, lack of physical infrastructure, social and cultural attitudes, weather conditions, purpose of the journey (e.g. carrying shopping), topography, health and a lack of knowledge, awareness, training or education.
- Currently provision of cycling infrastructure in the county is variable. However, the provision of cycling infrastructure in many other areas is patchy, with short, broken linkages. Much of the current cycling network is not conducive to use by less confident cyclists. By embracing opportunities to improve cycling infrastructure as endorsed by the Government's Cycling and Walking Investment Strategy (CWIS), cycling can become a much more attractive travel option in more areas and for a wider range of people.

HCC's LTP4 Walking and Cycling Policies are shown in Figure 3.3. The LCWIP supports the infrastructure aspects of the policies, developing key routes and improving safety for all active travel users.

**Figure 3.3: LTP walking and cycling policies**

<b>Policy 7: Active Travel - Walking</b>	<b>Policy 8: Active Travel - Cycling</b>
<p>The county council will seek to encourage and promote walking by:</p> <ul style="list-style-type: none"> <li>a) Implementing measures to increase the priority of pedestrians relative to motor vehicles, especially in town centres, and creating walking friendly town and neighbourhood centres.</li> <li>b) Delivering infrastructure to provide safer access to key services, and pedestrian facilities to enable and encourage walking.</li> <li>c) Identifying and promoting networks of pedestrian priority routes.</li> <li>d) Promoting walking as a mode of travel and for recreational enjoyment.</li> <li>e) Supporting the implementation of the Rights of Way Improvement Plan.</li> </ul>	<p>The county council aims to deliver a step change in cycling, through:</p> <ul style="list-style-type: none"> <li>a) Infrastructure improvements, especially within major urban areas to enable and encourage more cycling.</li> <li>b) Implementing measures to increase the priority of cyclists relative to motor vehicles.</li> <li>c) Improved safety for users including delivery of formal and informal cycle training schemes.</li> <li>d) Supporting promotion campaigns to inform, educate, reassure and encourage cycling provision and education, such as Bikeability.</li> <li>e) Facilitating provision of secure cycle parking.</li> </ul>

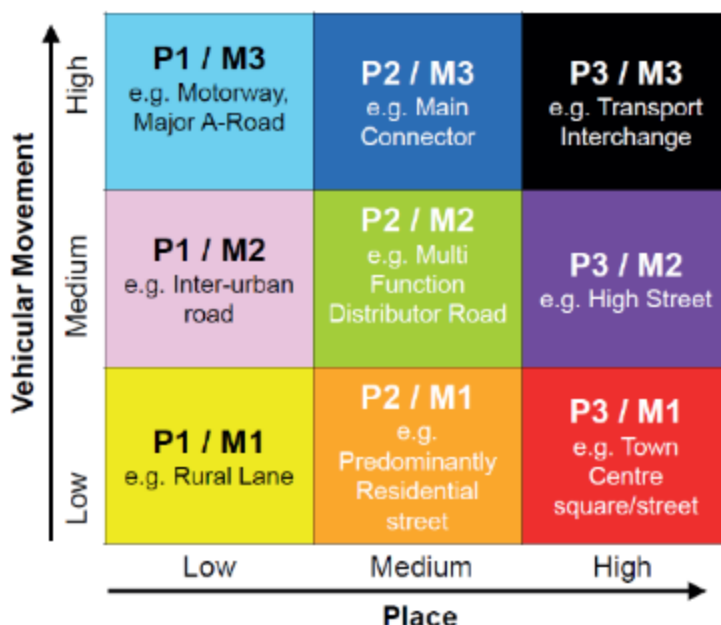
Source: HCC LTP4

### 3.1.6 Hertfordshire County Council, Adoption of the Place & Movement Approach<sup>5</sup>

HCC has adapted Transport for London’s (TfL) Street Types matrix<sup>6</sup> to develop a Place and Movement matrix as a way of categorising each section of the highway by the needs of different roads users by understanding how people interact with the space around them.

HCC has created nine categories based on factors such as road type and rural or urban areas. Modifications to the TfL matrix have been undertaken to reflect the more diverse nature of Hertfordshire’s highway networks, such as ‘Rural Lane’, this is shown in Figure 3.4.

**Figure 3.4: Hertfordshire Place and Movement Matrix**



Source: Hertfordshire County Council, Adoption of Place and Movement Approach

<sup>5</sup> Discussed at Cabinet meeting 24<sup>th</sup> February 2020

<sup>6</sup> TfL Streetscape Guidance, <https://content.tfl.gov.uk/streetscape-guidance-pdf>

All of HCCs highway network has been categorised into these nine categories. This was then validated through a series of workshops involving officers from different services across the Highways Department.

Through categorising the highways network, a standard design toolkit can be developed for each of the nine categories. Appropriate design solutions are incorporated into the new version of the 'Roads in Herts' design guide that is currently under review.

This approach is also being used to support the Highway strategy work through identifying where there are 'clash points' of differing movements and place functions. User prioritisation is being reviewed at these sections of the highway and helps to inform scheme identification for these areas.

This categorisation has helped to inform the network assessments in section 4.

### 3.1.7 Hertfordshire County Council Active Travel Strategy 2013

HCCs Active Travel Strategy (ATS) has been developed to identify and promote the increase use of active travel in Hertfordshire. Its overarching aim is:

*"To increase the proportion of journeys made by walking or cycling to improve individual health, quality of life, the environment and the economy"*

The previous Local Transport Plan 3 (2011 -2031) set out long term targets for increasing active travel levels, as set out in Table 3.2. These targets have been adopted by the ATS.

**Table 3.2:Active travel long term objectives**

Hertfordshire LTP3 Indicator	LTP 3 Baseline Level (2011)	LTP3 2015/6 target	LTP3 2030/31 target
Percentage of all journeys under 1 mile in length by walking	58.9%	64%	77%
Percentage of all journeys under 3 miles in length by cycling	2.7%	3%	11%

Source: Hertfordshire County Council Active Travel Strategy 2013

The measures detailed in the ATS can be split into two categories;

- implementation of physical measures – highways, right of way, maintenance – such as new walking and cycling routes. The LCWIP helps to identify such routes.
- education, promotion, incentives and information – behavioural change interventions in school, education and information to encourage and increased participation in active travel

The 2013 ATS is in the process of being updated by HCC. It is anticipated this will have a strong public health emphasis and will be a more ambitious document in line with LTP4. In addition, the updated ATS will support the development of LCWIPs throughout Hertfordshire.

### 3.1.8 South West Hertfordshire Cycle Study 2013

This cycle study was developed as part of LTP3 supports the wider HCC ATS. The vision set out within this plan is for:

*"a sustainable, innovative transport system that seeks to make travel within South West Herts area easier through the full utilisation of different transport modes and the better management of the existing network"*

Increasing levels of cycling within south west Hertfordshire are expected to:



- reduce levels of congestion, especially localised congestion related to shorter journeys;
- improve levels of health and tackling obesity, particularly within children and
- help to reduce levels of carbon emissions and improving quality of life.

This cycle study set out several cycle schemes identifying where there are gaps in the network and where cycle provisions should be improved based on cycle audits which have been undertaken. The cycle audits have identified where there are hotspots for cycle collisions, where other cycle schemes are already being implemented, stakeholder aspirations, and the cycle objectives set out in prior documents for Hertfordshire.

### Proposed schemes for Watford

The proposed schemes (Table 3.3) include improved access to Watford Town Centre, Watford Junction Station, Ebury Way retail park and links to off road routes to the North of Watford. Some of these schemes complement those proposed as part of the LCWIP Strategic Cycle Network.

**Table 3.3: Proposed schemes for Watford**

Scheme	Status 7 <sup>th</sup> July 2020
W24 - Watford Junction - Watford Town Centre link via Woodford Rd, Queens Rd and The Broadway. Improve signage, improve exit from station for cyclists wanting to go to town centre	Part done
W27 - Off road link to North. Cyclist movements further north are restricted due to significant roundabout with no cyclist facilities	Part done
W9 - Greater cyclist permeability in southern business park/retail park - Ebury Way (Watford)	Not done
W28 - Market Street - Eastern access to Town Centre. Route could be improved through a combination of cycle lanes, ASLs and upgrade of existing crossing facilities	Done
W8 - Southern access to town centre. From end of High Street to Lower High Street, potential to create a high-quality contra flow lane for cyclists to get direct access to and from Watford town centre from the junction of the Ebury Way and Lower High Street	Done
W3 - Wiggenshall Road/the Hornets gyratory around pedestrian zone. Concerns about cyclist safety and hazard of merging vehicles. Junction was reviewed in a previous study (Watford Network Congestion Study)	Part done
W25 - Watford Junction - Watford Town Centre link via Clarendon Rd and Beechen Grove Junction. Potential to provide alternative route, and also connection from north to Watford centre via Woodford Rd, Queen's Rd, The Broadway (or Loates Lane) then under Beechen Grove to Watford Centre via underpass	Not done
W4 - Hospital access/parking. Build in cycle lane into hospital and to high quality cycle storage	Not done
W12 - Watford inner ring road. Look into building safer links across the road for cyclists and make the ring road cyclist friendly - especially for movements to the west	Not done

The integration of these proposals into the LCWIP network is considered in stages 3 and 4 of the LCWIP.

### Proposed Schemes for Chorleywood, Rickmansworth, South Oxley, Croxley and Abbots Langley (Three Rivers District)

Key routes to the towns within the Three Rivers District (Table 3.4) have been examined with routes identified for improvements.

**Table 3.4: Proposed Schemes for Three Rivers**

Scheme	Status 7 <sup>th</sup> July 2020
W1 - A405/A41 junction (Watford). Convert current footbridge to shared use;	Not done
W2 - A41 from Leggatts Rise to Roundabout. Consider cycle lane on or off road, potential for toucans and off carriageway cycle lanes	Part done
TR13 - Abbots Langley - Croxley Green link via Gypsy Lane, footpath and Grand Union Canal Towpath. Widen traffic island and provide short section of off-road route to improve safety of A41 crossing	Done
TR14 - Hunton Bridge link to existing bridleways and The Grove. Surface quality and signage along canal route would need improving	Not done
W13 - Hempstead Road. Redistribute road space to cycle lanes, improve access to underpass to access town centre from road/ potential contra flow lane and Toucan upgrade to access directly	Part done
TR7 - A412 Watford to Croxley Green station. Improve cyclist facilities between Watford and Croxley Green	Not done
TR8 - A412 Rickmansworth to Croxley Green Station. Improve cyclist facilities between Rickmansworth and Croxley Green	Not done

The integration of these proposals into the LCWIP network is considered in stages 3 and 4 of the LCWIP.

#### 3.1.9 South West Hertfordshire Growth and Transport Plan Prospectus 2019

According to the Prospectus, Hertfordshire is experiencing significant levels of housing and employment growth which impacts the transport system in the short, medium and long term. The Growth and Transport Plan (GTP) has therefore been developed as a sub-county transport planning approach with South West Hertfordshire being the sub-area. The purpose of the document is to promote shift away from the private vehicles towards more sustainable modes of transport, and an improved modal choice.

The South West Hertfordshire GTP supersedes the South West Hertfordshire Transport Plan.

Seven objectives have been developed for the South West Hertfordshire GTP. These are:

1. support sustainable economic growth in South West Hertfordshire through improving sustainable modes of travel;
2. ensure new infrastructure is resilient to future change;
3. provide greater attractiveness and choice of alternatives to the private car with a better network resilience;
4. improve health and quality of life through reduced noise and pollution;



5. encourage walking and cycling networks to improve the environment and create vibrant communities;
6. improve the safety and perception of safety for walking and cycling; and
7. reduce transport emissions through embracing new technologies and encouraging sustainable travel modes.

The LCWIP process can help deliver on all seven objectives through the planning and development of improved, safe cycling and walking networks that will promote mode shift and sustainable travel.

The GTP includes a number of active travel proposals contained within 'packages' of interventions, with several of these falling within the Watford and Three Rivers LCWIP area:

- St Albans to Watford Corridor - Enhanced cycling facilities along the A405 linking St Albans and Leavesden.
- Western Gateway (Watford) - Enhanced cycleways and facilities linking the Western Gateway area to Watford Junction.
- Watford- Hemel Hempstead - Enhanced cycleways and facilities along the Grand Union Canal Towpath and the A411 from Hemel Hempstead to Watford town centre. Watford Junction and Town Centre public realm enhancements.
- Watford Central - Significant public realm enhancements and improvements to movement and permeability for sustainable modes on Watford Ring Road. Improved walking and cycling environment on routes to Watford Junction Station and a new foot, cycle and bus link bridge at Colonial Way.
- Watford South - Cycling links in Oxhey, South Oxhey, Carpenders Park, and Bushey.
- Rickmansworth - Enhanced cycleways and facilities towards Rickmansworth railway station and town centre

### 3.1.10 A414 Corridor Strategy, 2018

The A414 corridor is an east-west multi-modal corridor extending from Hemel Hempstead to the M11 through Hertfordshire, but also includes the A405 link to Watford, in the north of the LCWIP study area. The corridor experiences traffic congestion on sections of the road, and poor public transport, and walking and cycling provision increases the dependency on private vehicles. Planned growth of new homes and jobs will create additional travel demand on this section of the network. A £1.8bn package of interventions has been proposed which includes enhancing walking and cycling links and enhancing the urban realm. Eleven objectives have been developed for the Corridor Strategy. The ones which align with the LCWIP include:

- Support sustainable growth – through improving provision of journeys made by public transport and bicycle.
- Improve inter-urban connectivity – consistency of travel options from different modes between links.
- Enable modal shift to active travel – improve infrastructure and routes for active travel to be a more attractive alternative to the private car for shorter distance trips

These proposals are considered in stages 3 and 4 of the LCWIP.

### 3.1.11 Emergency Active Travel Fund, 2020

Over the summer of 2020, the DfT has provided HCC with an Emergency Active Travel Fund (EATF) grant to support the development of local cycling and walking facilities across the County during the Covid-19 pandemic. This has been allocated over 2 tranches:

- Tranche 1 supported the installation of temporary projects for the COVID-19 pandemic
- Tranche 2 supports the creation of longer-term projects

The schemes identified in Hertfordshire through this fund have been developed in consultation with Council Members, active travel groups and the general public.

There are a number of schemes within this identified for Watford and Three Rivers which are relevant for the LCWIP development – as set out in Table 3.5 and Table 3.6.

**Table 3.5: Tranche 1 and Tranche 2 EATF Schemes for Watford**

Location	Intervention Type
<b>Tranche 1</b>	
Wiggenhall Road Watford	New cycle lane
<b>Tranche 2 Proposals</b>	
St Albans Road, from Windsor Road	New cycle lane
Callowland	Re-allocation of road-space in town centres and high streets for walking and/or cycling
Thomas Sawyer Way	New cycle lane
St Albans Road, (Coates Way, Garston Lane, The Harebreaks)	New cycle lane
Lower High Street	New cycle lane
A405, Sheepcot Lane/St Albans Road	New cycle lane
A41, The Dome/Hunton Bridge	New cycle lane
Hempstead Road, Stratford Road - Hunton Bridge	New cycle lane

**Table 3.6: Tranche 2 EATF Schemes for Three Rivers**

Location	Intervention Type
High Street, Church Street - Station Road	Re-allocation of road-space in town centres and high streets for walking and/or cycling
East Lane	New cycle lane

### 3.1.12 Other LCWIPs in Development

When developing an LCWIP for Watford and Three Rivers it is important to understand if there are any neighbouring authorities that have developed or are developing an LCWIP. This will establish if there are any plans to connect walking and cycling routes into the area, ensuring there is consistency across the local network.

During the development of this LCWIP, there were no completed and published LCWIPs for neighbouring local authorities or boroughs to Watford or Three Rivers, nor are there any TfL Cycleway schemes connecting the London Boroughs of Hillingdon or Harrow to the study area.

Two LCWIPs have been identified within a 20-mile proximity to Watford and/or Three Rivers, these being LCWIPs for Aylesbury Garden Town and Stevenage but these are not considered to impact on this document.

## 3.2 Baseline Travel and Transport Context

Understanding how people travel within Hertfordshire, specifically in Watford and Three Rivers is an important aspect of developing the LCWIP. This can provide an understanding of the most popular modes of travel within and outside of the boroughs. This section brings together publicly available information on existing travel patterns within Hertfordshire.

The LTP4 indicates that Hertfordshire's population is estimated to grow to 1.43 million people by 2039, up from 1.18 million people in 2016, an increase of 21% in 23 years. Household growth is also predicted to grow in each of the ten districts within Hertfordshire, with significant housing development planned. This is in addition to housing development planned in neighbouring authorities, such as Aylesbury Vale, Luton, Central Bedfordshire, South Cambridgeshire, Enfield and Barnet.

118,000 Hertfordshire residents work in Greater London, with 51% of these residents travelling there by rail or tube. The proximity of Hertfordshire to London is an important aspect of understanding travel to work within the county, with many people commuting into London, particularly from St Albans, Watford, Cheshunt, Harpenden, Welwyn Garden City, Hemel Hempstead, Borehamwood and Stevenage. Prior to the pandemic, much of the county’s rail network operated at full capacity at busy times due to the high demand.

The 2011 Census collected travel to work data by mode and by district. This is shown in Table 3.7. It is clear in both Watford and Three Rivers driving in a car or van to work is the most common mode of travel to work, as well as for the whole of Hertfordshire. Travel to work by rail/underground is the next most popular mode, which is expected due to the number of commuters into London from Hertfordshire. There are low levels of active travel modes to work, particularly by cycle in Three Rivers. Watford has a relatively high walk to work mode share.<sup>7</sup> Travel to work mode shares are likely to have been impacted by the Covid-19 pandemic, which saw an increase in home working for many people, a sharp reduction in the use of public transport, and an increase in the use of active travel across the UK. The lasting impacts of the pandemic on travel behaviour remains unclear.

**Table 3.7: 2011 Census travel to work mode**

Location		Work mainly at or from home	Underground, metro, light rail, tram & train	Bus, minibus or coach	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other
Three Rivers	Number	5,416	7,000	960	25,508	1,582	532	2,376	625
	%	12.3%	15.9%	2.2%	58.0%	3.6%	1.2%	5.4%	1.4%
Watford	Number	4,048	7,127	2,217	24,369	1,725	1,066	6,296	786
	%	8.5%	15.0%	4.7%	51.2%	3.6%	2.2%	13.2%	1.7%
Hertfordshire	Number	62,439	75,881	17,705	320,547	22,689	9,175	48,180	8,416
	%	11.1%	13.4%	3.1%	56.7%	4.0%	1.6%	8.5%	1.5%

Source: 2011 Census

### Existing cycle network in Watford and Three Rivers

Five National Cycle Network (NCN) routes pass through Hertfordshire - NCN 1, 6, 12, 57 and 61 - however, some are incomplete and are a mixture of quality and type. NCN 6 is the only route which passes through WBC and TRDC, following the Ebury Way. The route is largely off-road through the study area.

These routes link with urban and rural cycle links within the county. There are two waterways in Hertfordshire which are cyclable, including the Grand Union Canal in the Watford and Three Rivers area. They are used predominantly for leisure purposes for both pedestrians and cyclists.<sup>8</sup>

HCC has produced a cycle network map for the County - see Figure 3.5<sup>9</sup> focussing mainly on leisure routes, rather than cycle routes for utility journeys.

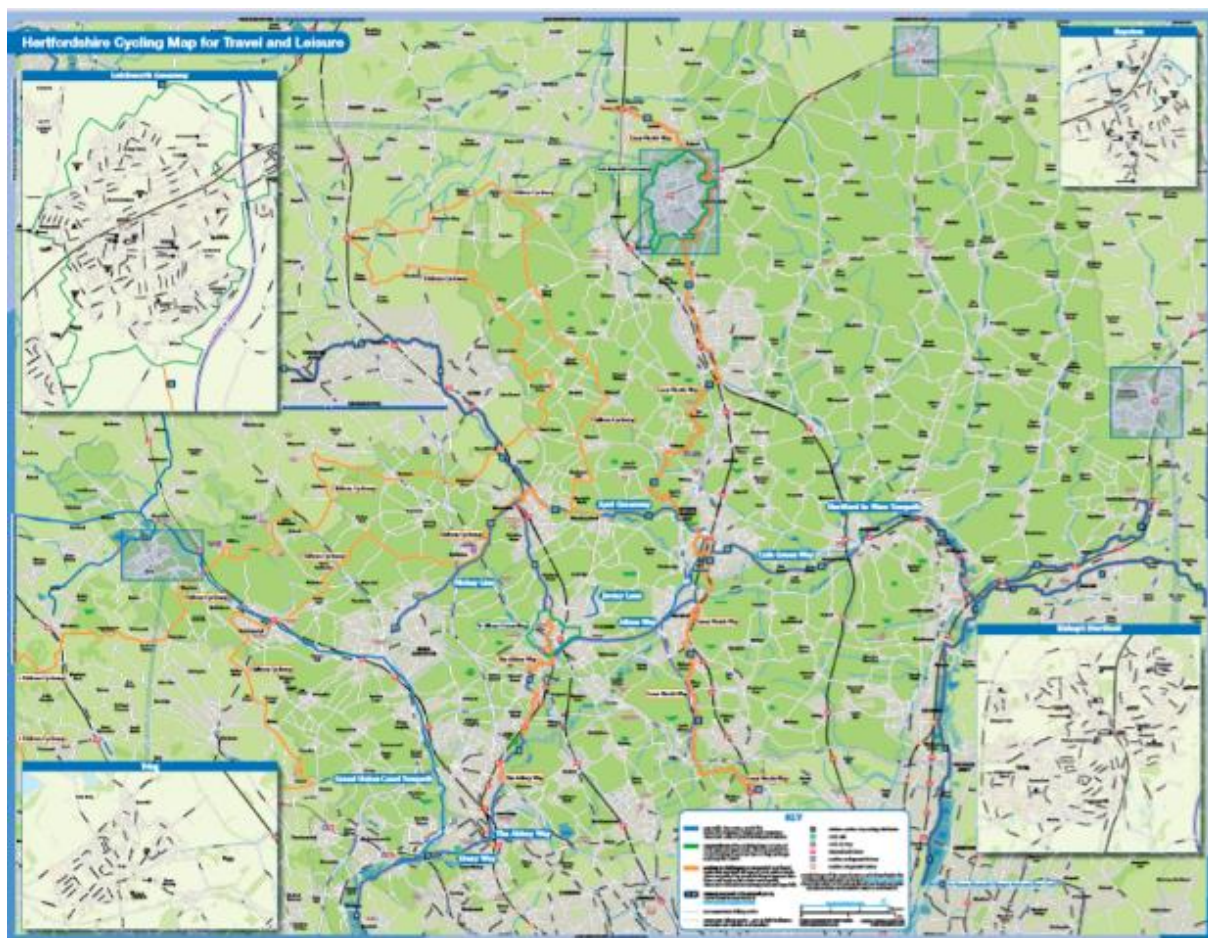
<sup>7</sup> 2011 Census: Method of travel to work (2001 specification), local authorities in England and Wales

<sup>8</sup> <https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/consultations/tp4-local-transport-plan-4-complete.pdf>

<sup>9</sup> <https://www.hertfordshire.gov.uk/media-library/documents/public-health/health/cycle-routes-in-hertfordshire-map.pdf#>

A high-level assessment of the extent and quality of the existing cycle network is set out in Chapter 4.

**Figure 3.5: Hertfordshire Cycling Map for Travel and Leisure**



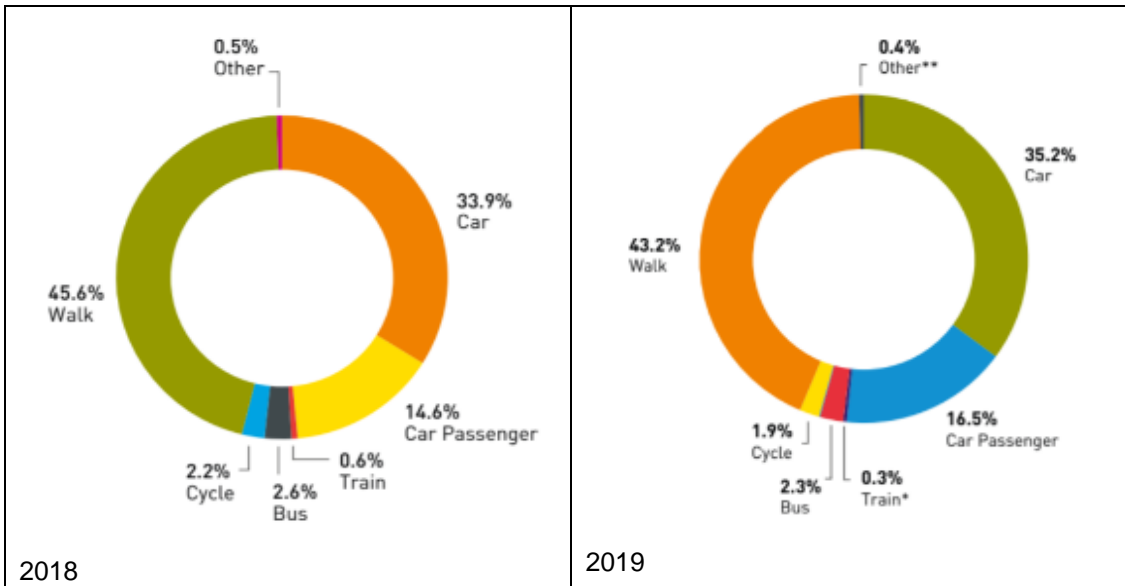
Source: HCC

### Cycling Trends and Targets

The 2019 Hertfordshire Traffic and Transport Data Report indicates that current cycling mode share is 1.9% for all trips that are less than 3 miles in length in Hertfordshire. This is slightly lower than the mode share of 2.2% in 2018, see Figure 3.6.

HCC has set out ambitious cycle targets for all trips under 3 miles, these being 5% by 2021, 8% by 2026 and 11% by 2031, as shown below in Table 3.8. HCC is not on track to achieve a 5% cycle mode share by 2021 according to the 2018 and 2019 trend.

**Figure 3.6: Journeys less than 3 miles 2018 and 2019<sup>10</sup>**



Source: Hertfordshire Traffic and Transport Data report

**Table 3.8: HCC cycle targets**

Performance Indicator	2018 Current Level	2021 Target	2026 Target	2031 Target
% of all trips (under 3 miles) made by cycling	1.9%	5%	8%	11%

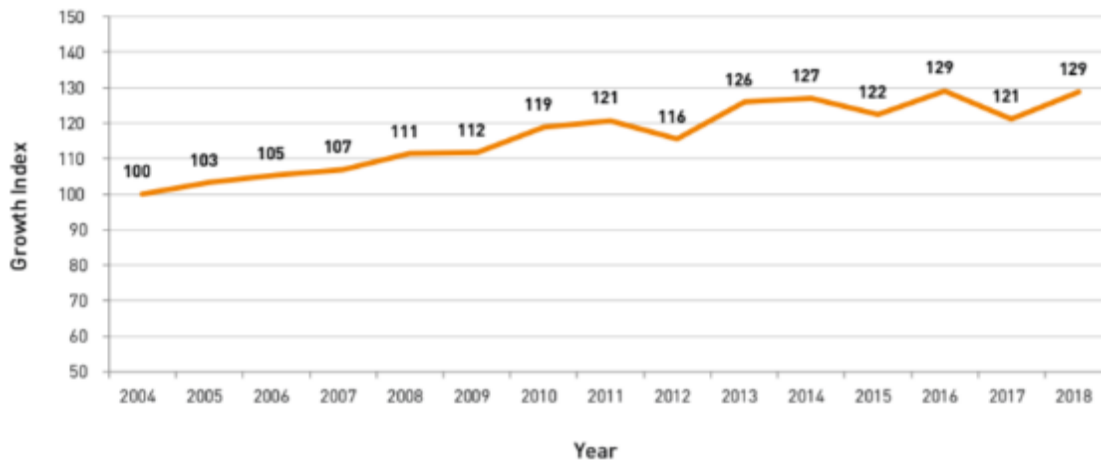
HCTS 2018 Table 49: Mode by trip distance

Figure 3.7 shows the cycle level trends for Hertfordshire since 2004 when cycle monitoring was first introduced. Cycling has increased at the HCC monitoring sites since 2004 and are 20% busier now in 2018. Over the last 5 years cycling has fluctuated but increased by 8% in 2018 compared to the previous year.

<sup>10</sup> 2018 and 2019 Hertfordshire Traffic and Transport Data Report



**Figure 3.7: Cycle Level Trends in Hertfordshire**



Source: Hertfordshire Traffic and Transport Data report

### Walking Trends and Targets

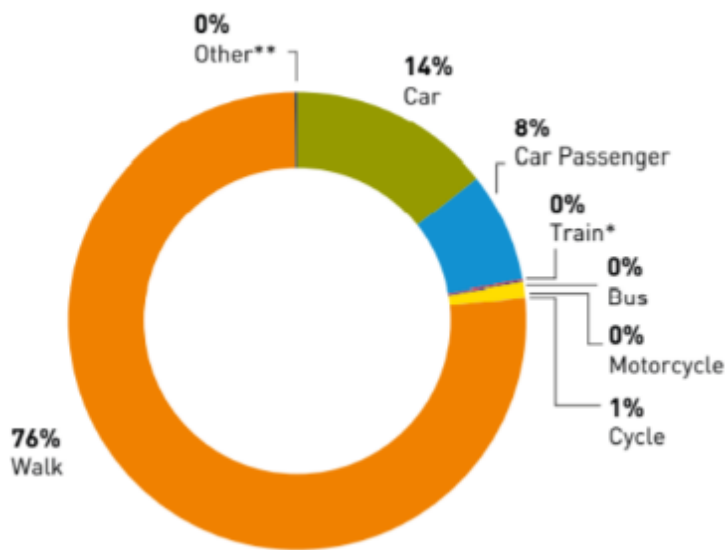
The 2019 Hertfordshire Traffic and Transport Data Report suggests that in 2018, journeys of less than 1 mile were mostly undertaken on foot (76%), with some 22% of journeys less than 1 mile undertaken by car<sup>11</sup> (see Figure 3.8).

HCC has set out targets for of achieving 77% of all trips less than 1 mile to be undertaken by walking across the whole of Hertfordshire. Although the 2018 baseline was 76% (see Table 3.9), there were some local authorities across Hertfordshire with significantly lower mode shares, impacting the overall statistic.

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<sup>11</sup> Car driver (14%) plus car passenger (8%)

**Figure 3.8: Mode share of journeys less than 1 mile in length in Hertfordshire** <sup>12</sup>



Source: Hertfordshire Traffic and Transport Data report

**Table 3.9: HCC walking targets**

Performance Indicator	2018 Current Level	2021 Target	2026 Target	2031 Target
% of all journeys by walking under 1 mile in length	76.3%	68%	73%	77%

HCTS 2018 Table D.52 Trip distance by Mode Used by District (Col %)

### Cycle to work mode share in Watford and Three Rivers

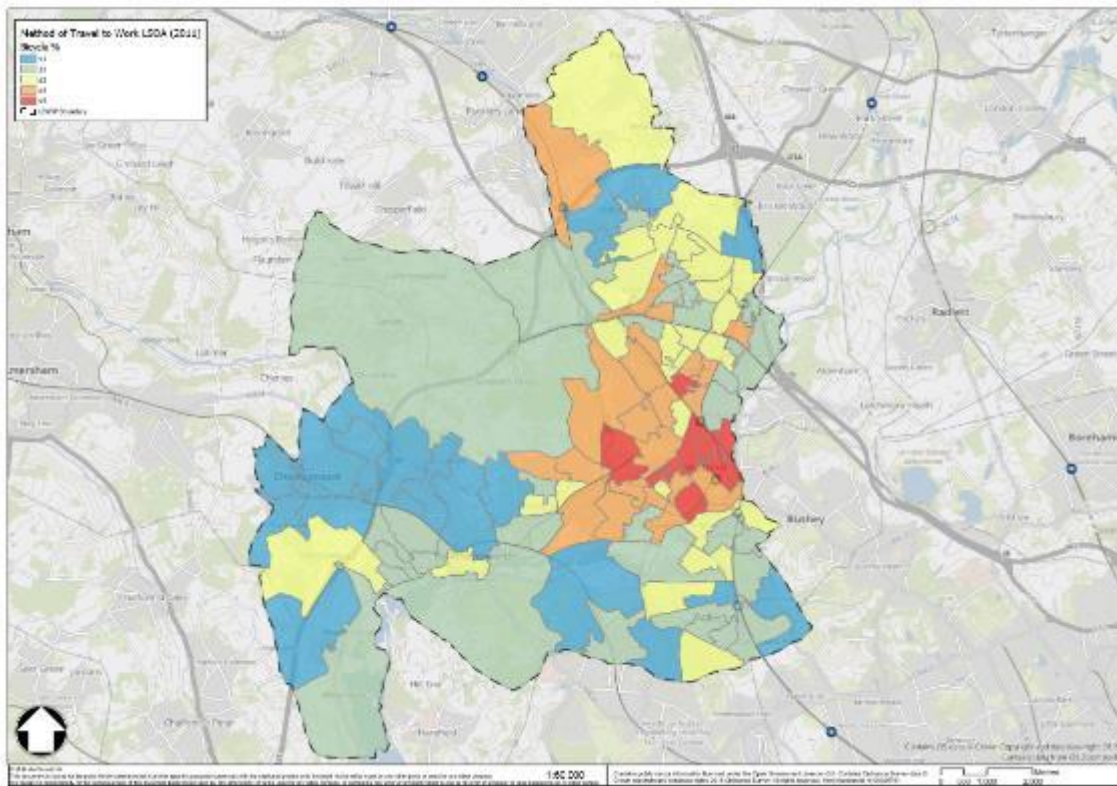
Figure 3.9 sets out a summary of the cycle to work mode share from the 2011 Census broken down to Lower Layer Super Output Areas (LSOA). This shows that there is a wide variation between 0 and 5% cycle mode share in specific LSOA areas across the Watford and Three Rivers area. Cycle to work share is highest (4-5%) in LSOA areas around the centre of Watford, Croxley Park and Nash Mills/Kings Langley. Cycle to work mode share is particularly low in the Three Rivers settlements of Rickmansworth (3%), Carpenters Park (2%) and Chorleywood (1%).

### Walk to work mode share in Watford and Three Rivers

Figure 3.10 sets out a summary of the walk to work mode share from the 2011 Census broken down to LSOA. The LSOAs with the highest walk to work modes shares are in Watford Town Centre and North Watford (largely 30-40%). The walk to work modes shares for the key centres in Three Rivers are lower than in Watford (c 20% or lower), with the Eastbury LSOA having the highest share (30%). Rickmansworth (c20%). Carpenters Park and Chorleywood LSOAs typically have 10% or lower walk to work mode share.

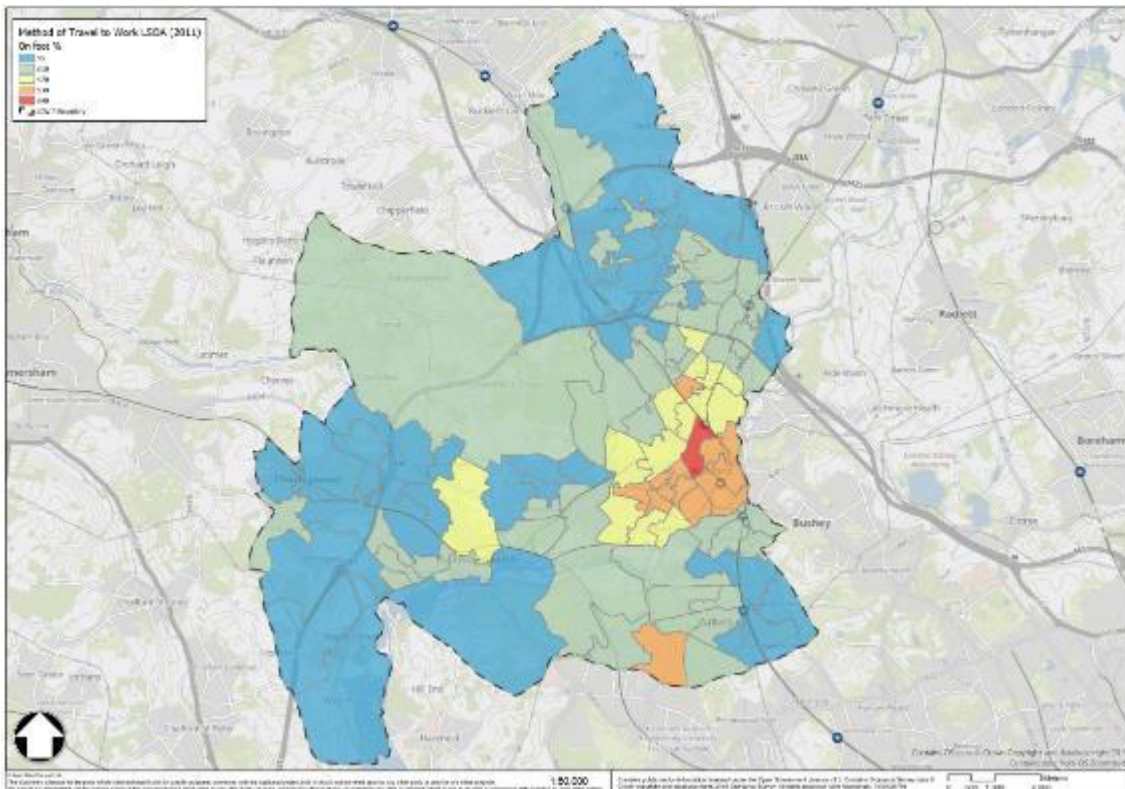
<sup>12</sup> 2019 Hertfordshire Traffic and Transport Data Report

Figure 3.9: Cycle to work mode share



Source: Census 2011

Figure 3.10: Walk to work mode share





Source: Census 2011

The LCWIP study area experiences varying levels of cycling and walking, with mode shares differing with the character of the areas. The more urban Watford town centre experiences the highest active travel mode share, and the more rural Three Rivers District has much lower levels of active travel, although there are smaller areas of higher active travel mode share around Rickmansworth town centre.

Data from the wider county of Hertfordshire shows that many shorter journeys are undertaken on foot, with a small proportion undertaken by bike, but a significant minority of short journeys are undertaken by car, suggesting that with appropriate network improvements through the LCWIP, there is scope for several of these short journeys to shift to active modes.

# 4 Network planning for cycling – LCWIP

## Stage 3

This section sets out the findings from the evidence collected and analysed for the information gathering information stage of the LCWIP (Stage 2). These findings aid in the identification and prioritisation of a cycling network in Watford and Three Rivers.

### 4.1 Propensity to cycle analysis

The LCWIP guidance recommends that the Propensity to Cycle Tool (PCT) is used as one method to understand the potential for cycling alongside other locally important evidence.

#### 4.1.1 What is the PCT tool?

The PCT<sup>13</sup> is a DfT tool which shows the current and potential future distribution of commuter cycling trips under different growth scenarios. It estimates the amount of cycling in an area along straight desire lines (trip distribution) as well as allocating cycling trips to specific routes (trip assignment). The PCT uses open source data, such as the 2011 census.

The PCT, while a useful tool, has limitations and outputs should be interpreted as an indicative representation of potential demand only. The data underpinning it is for example based on the 2011 census journey to work data, and so does not take into account other journey types such as leisure trips. Proposed future development sites are also not included, so collectively this means that future demand for cycling is likely to be underestimated both in quantum and in distribution. The PCT is therefore used as just one input tool for the LCWIP.

Within the PCT, several different scenarios have been developed for commuting trips by cycle. These scenarios are summarised in Table 4.1 below.

The outputs from the PCT are expressed in terms of one-way daily cycling flows, and the outputs can be shown as:

- Straight Lines - representing the desire lines or origin-destination pairs. Each line has information showing the distance between the origin-destination point, how many commuters in total take this route, how many of these commuters currently cycle and what the propensity for cycling is.
- Route Network – aggregates all the cycling flows using the fastest legally cyclable routes (or alternative quieter streets) derived from Cyclestreets journey planner). This prioritises the fastest and most direct routes which have greatest potential for cycling. Using the LSOA's provides a higher accuracy in the detail of the origins and destinations.

**Table 4.1: PCT Scenarios**

PCT Scenario	Details
Government Target	The Government Target scenario models a doubling of cycling nationally, corresponding to the proposed target in the English Department for Transport's draft Cycling Delivery Plan to double cycling in England between 2013 to 2025
Go Dutch	The Go Dutch scenario is an ambitious vision for what cycling in England and Wales could look like. People in the Netherlands make

<sup>13</sup> <https://www.pct.bike/>

PCT Scenario	Details
Ebikes	<p>28% of trips by bicycle, fifteen times higher than the figure of 1.6% in England and Wales. In addition, cycling in England and Wales is skewed towards younger, male cyclists. By contrast in the Netherlands cycling remains common into older age, and women are more likely to cycle than men. This means that the difference between England and the Netherlands is particularly large for women and older people.</p> <p>The Ebikes scenario models the additional increase in cycling that would be achieved through the widespread uptake of electric cycles ('ebikes'). This scenario is built as an extension of the Go Dutch scenario, making the further assumption that all cyclists in the Go Dutch scenario own an ebike. It builds on the Go Dutch scenario by applying three additional ebikes scaling factors to account for the increased willingness of ebike users to cycle long distance, hilly and simultaneously long distance and hilly routes.</p>
Gender Equality	<p>In the 2011 Census, women accounted for 48% of all English and Welsh commuters but only 27% of all cycle commuters. This gender disparity is seen across the country, with no local authority having a proportion of female cyclists greater than 50%. Places in England and Wales with higher overall levels of commuter cycling also tend to have smaller gender inequalities in commuter cycling.</p> <p>It does not use distance and hilliness data to model propensity to cycle. Instead, it assumes that male propensity to cycle remains unchanged – i.e. there is no change in the number of male cycle commuters – and that female propensity to cycle rises to match male propensity. This scenario has the greatest relative impact in areas where the rate of cycling is highly unequal across gender</p>

Source: Propensity to cycle tool

For the purposes of the Watford and Three Rivers LCWIP, the 'Government Target' and 'Go Dutch' scenarios have been used. This combination helps to illustrate the most likely local scenario for potential cycle demand, and what could be achieved with high levels of ambition and mode share.

#### 4.1.2 PCT Analysis for Watford and Three Rivers

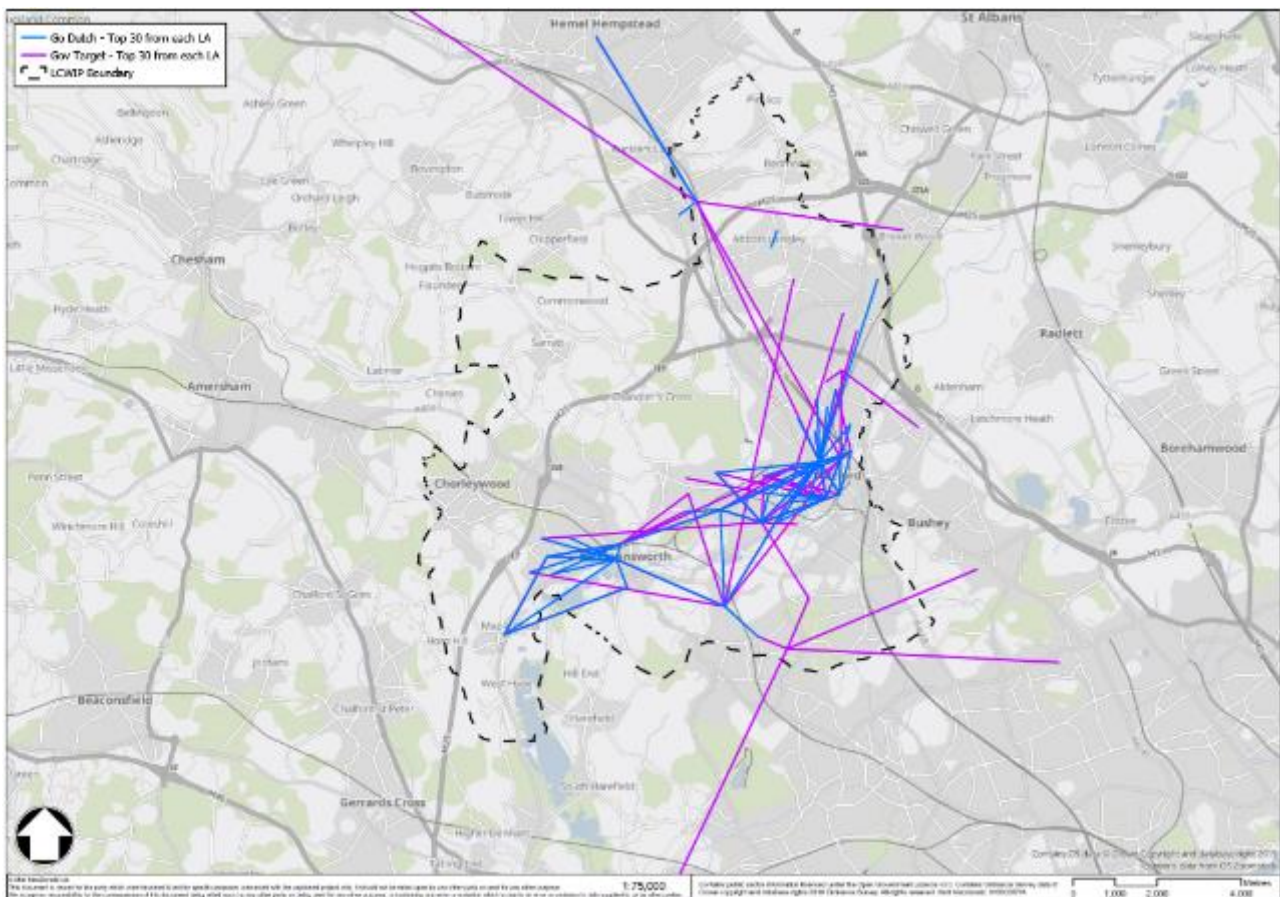
##### Trip distribution

The PCT has been used to show where existing cycle trips are and where there is potential to increase cycle trips to replace short trips made by other transport modes.

Figure 4.1 below shows, for each authority, the straight 'desire' lines when the Government Target and the Go Dutch scenarios are modelled in the PCT.

For Watford Borough, the demand is more extensive than Three Rivers particularly from all compass points into Watford Town Centre, West Watford and North Watford. Within Three Rivers, there are key desire lines into and out of Rickmansworth in particular, but there are also desire lines from Kings Langley/Nash Mills, Eastbury and Moor Park. There are a number of desire lines linking to external areas from Watford and Three Rivers, notably Hemel Hempstead, Berkhamsted, Bushey, Stanmore and North Hillingdon.

**Figure 4.1: PCT Outputs for Watford and Three Rivers (Go Dutch and Government Target Scenarios)**



Source: Mott MacDonald, Propensity to Cycle Tool

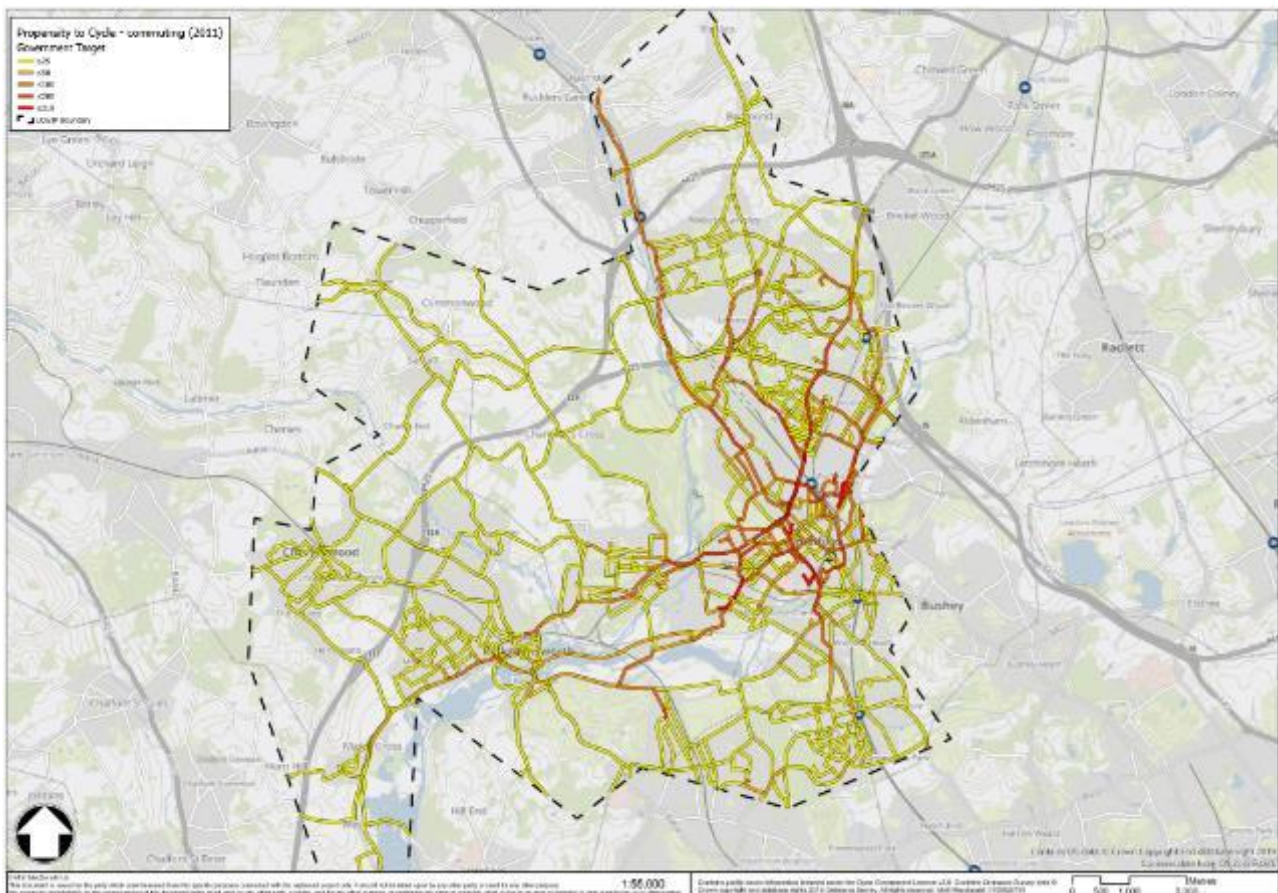
### Trip assignment

Figure 4.2 below matches these desire lines onto the existing road network in Watford and Three Rivers. This shows particular hotspots of cycling potential:

- West - east demand between Rickmansworth and Watford Centre via Croxley and West Watford (A412 and Tolpits Lane)
- North-south demand between Kings Langley/ Nash Mills and Watford Centre (A411)
- North-south demand between North Watford and Watford Centre (A412)
- North-south demand between Garston and Watford Centre
- North-south demand between Leavesden and Watford Centre



**Figure 4.2: PCT Analysis – cycle demand mapped onto the route network (trip assignment)**



Source: Mott MacDonald, Propensity to Cycle Tool

## 4.2 Origin and destination analysis

This section sets out the analysis of the origins and destinations in and around Watford and Three Rivers, including the method used.

Origins are identified as trip attractors, which are largely residential areas. LSOA residential population weighted centroids were selected to represent existing residential areas in Watford and Three Rivers. In addition, new and draft allocated development sites have also been taken into consideration. Any developments planned to provide over 50 dwellings have been included in this analysis.

Destinations have been identified as trip attractors, which include the following:

- Town and district centres;
- Employment sites, business parks or large employers;
- Secondary schools;
- Hospitals with accident and emergency departments;
- Retail facilities including out of town sites; and
- Leisure, including major visitor attractions such as Warner Brothers Studios.

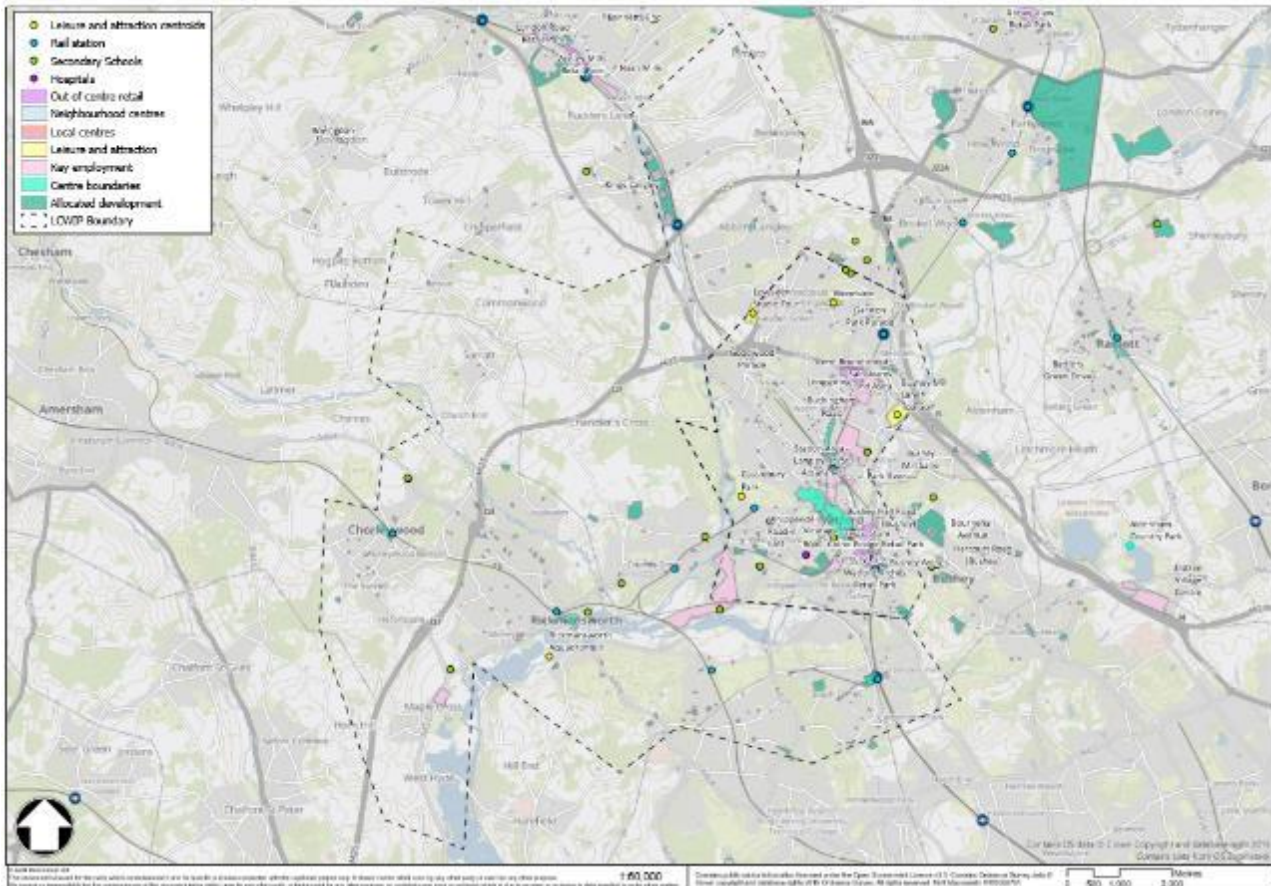
The identification of origins and destinations has been developed through an iterative process with officers at HCC, WBC and TRDC.

The information was initially provided as GIS polygons of the origin and destination points, which has then been sense checked by the project team and supplemented with further information including local promotional maps. For the purposes of the analysis, the geographical centre of a development has then been used as the origin point.

A full list of agreed key destination points assumed is set out in **Appendix A**.

Figure 4.3 shows a summary of the origins and destinations in Watford and Three Rivers.

**Figure 4.3: Key trip origins and destinations in Watford and Three Rivers**



Source: Mott MacDonald

#### 4.2.1 Long list of identified corridors

Figure 4.4 shows the origins connected to destinations, and the representation of potential cycling corridors. This analysis has been undertaken using a GIS model, based on the following assumptions:

Every origin connects to every destination within a 5km distance (approximately a 25-minute cycle) which is considered a reasonable cycle distance. The exception is at local centres, hospitals and rail stations where there is an assumption that an individual would typically travel to the closest of these amenities<sup>14</sup>.

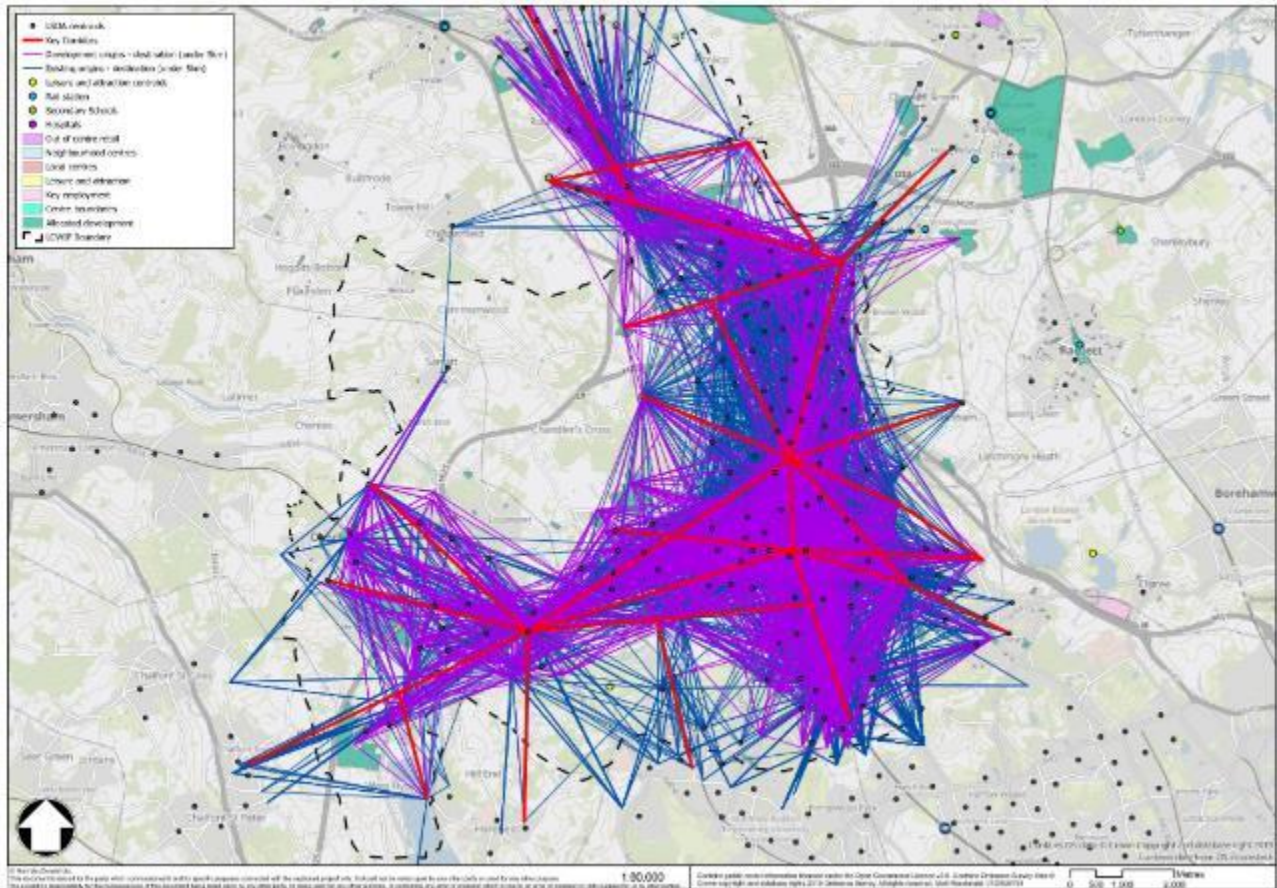
Origins and destination corridors are shown in blue and purple on the map, with key corridors of demand shown in red. The blue lines show the connections between existing origins and destinations, with the purple showing connections from allocated developments and destinations. The key corridors, shown in red, were identified by looking at the trends from the

<sup>14</sup> Approach agreed at scoping stage.



desire lines. Where a number of desire lines appeared to travel in a similar direction, this was seen as a key corridor, which was then sketched onto the map.

**Figure 4.4: Connecting origins and destinations**



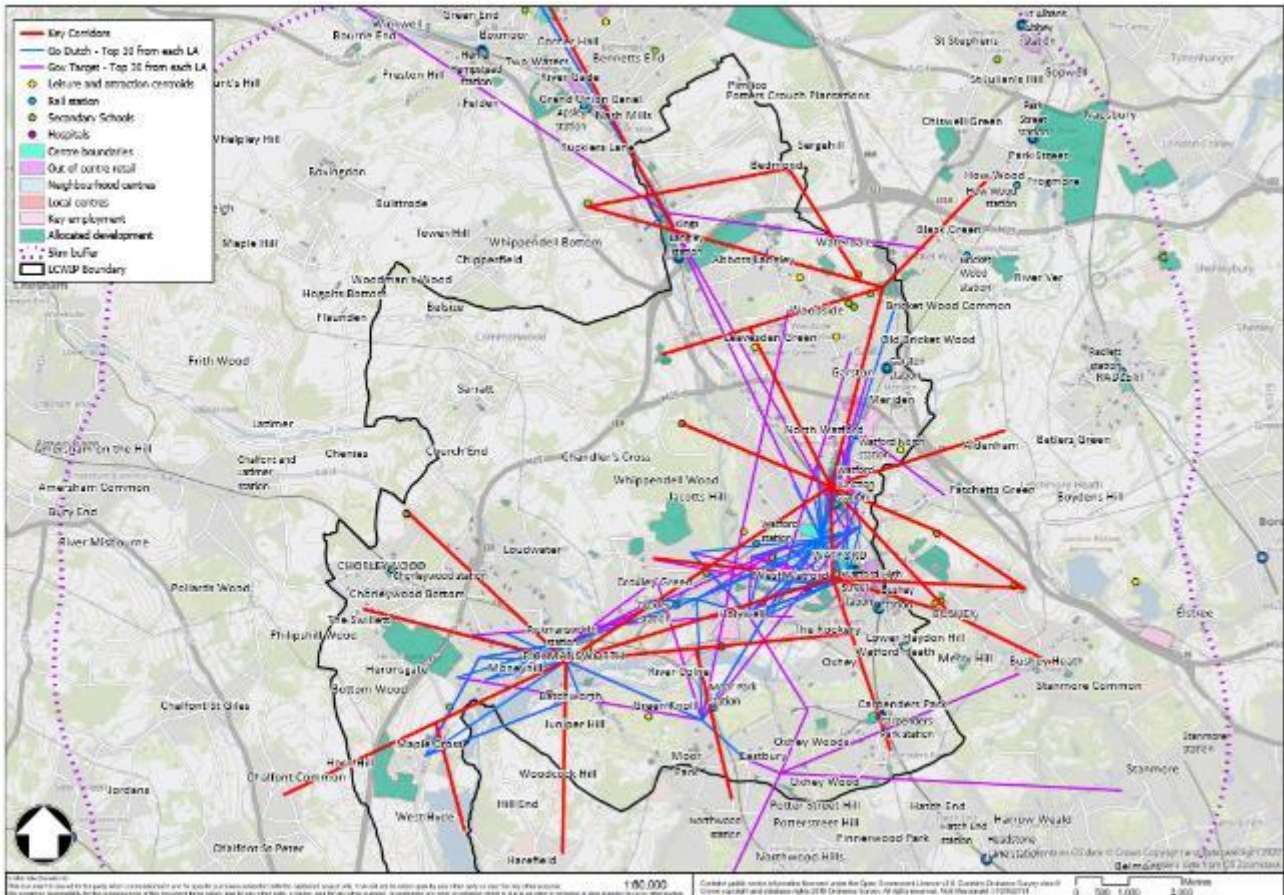
Source: Mott MacDonald

#### 4.2.2 Key corridors

Figure 4.5 shows a summary of the key corridors identified for Watford and Three Rivers based on this origin and destination analysis. The key corridors of demand are focussed in particular into and out of Watford Town Centre, North Watford, Rickmansworth and Garston.

In addition, the PCT outputs drawn from the previous section are also shown to provide a comparison between the datasets. The PCT demand shows additional desire lines north-south which were not designated as a key corridor. It should be noted, the PCT shows only commuting trips, whereas the origin-destination analysis takes into consideration a wider spread of trips, including commuting, travel to school, leisure and shopping.

**Figure 4.5: Identification of key corridors of demand**



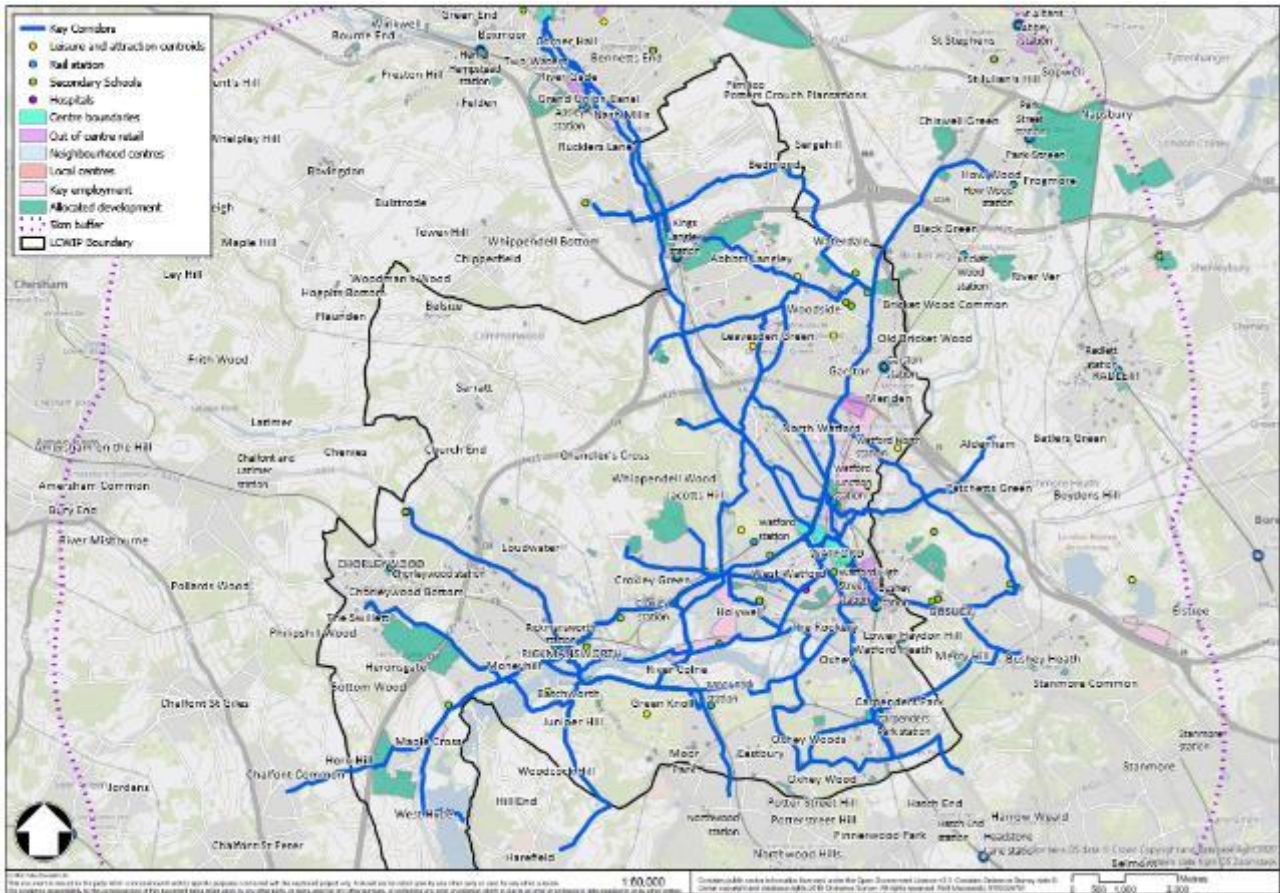
Source: Mott MacDonald

### 4.3 Cycle demand mapped onto the road network using both PCT and origin-destination data

The corridors identified by the PCT analysis in section 4.1 and the origin-destination analysis in 4.2 have been mapped onto the road and path network in GIS using the shortest possible route, to illustrate what the straight-line network would look like when mapped to the road network across Watford and Three Rivers (see Figure 4.6). It should be noted that these initial outputs are purely indicative at this stage, with the exact alignments of shortlisted priority routes determined in the next stages of the LCWIP.



**Figure 4.6: Cycle demand mapped onto the network**



Source: Mott MacDonald

## 4.4 Pre-prioritisation

The LCWIP process includes an element of prioritisation, in recognition of the long term nature of the LCWIP, and that it will not be feasible to improve all routes in the immediate future.

As a large number of routes were identified through the network planning process, the decision to ‘pre-prioritise’ the network was taken at LCWIP stage 3, allowing the more detailed work to focus on those higher priority routes. The rationale for this pre-prioritisation was that:

- Assessing/auditing all routes would be time-consuming and would likely extend the programme and budget required significantly
- There is unlikely to be sufficient future funding available to implement all routes over the short term, therefore there is a need to focus on those that will provide the most benefit

Therefore, the purpose of pre-prioritisation is to identify the routes that are most likely to score highly in stage 5, so that time and effort is focused on auditing and assessing those routes that will provide the most benefit. It is envisaged that all routes will eventually be audited and assessed but this will need to be undertaken over time as part of future iterations of the LCWIP, and as funding becomes available.

### 4.4.1 Methodology

The LCWIP Guidance recommends three elements should be considered when looking at the prioritisation of schemes;

- Effectiveness
- Policy
- Deliverability

The effectiveness and policy aspects of prioritisation were considered in the pre-prioritisation exercise.

A number of datasets were gathered to inform the effectiveness of the routes, these datasets were decided upon by WBC and TRDC and informed by Mott MacDonald:

- Indices of multiple deprivation (IMD)
- PCT Government Target
- HCC's Place and Movement dataset
- Key severance factors (major roads, rail, waterways)

All of the above datasets were analysed in GIS, and scored on the basis of how effective improvements to the cycle network would be in improving these aspects of the route.

The IMD dataset is classified by Lower Super Output Area (LSOA) and therefore covers the whole LCWIP area. The areas with higher indicators of deprivation are considered a higher priority.

The PCT was used to establish the links which could potentially attract the largest numbers of users for both commuting and school travel.

The Place and Movement scores for links proximate to the routes were assessed, with P2 and P3 links – those with a higher Place function – given a higher priority.

Severance was assessed through the number of severance points per kilometre on links, with sections overcoming the greatest number of severance points scoring most highly.

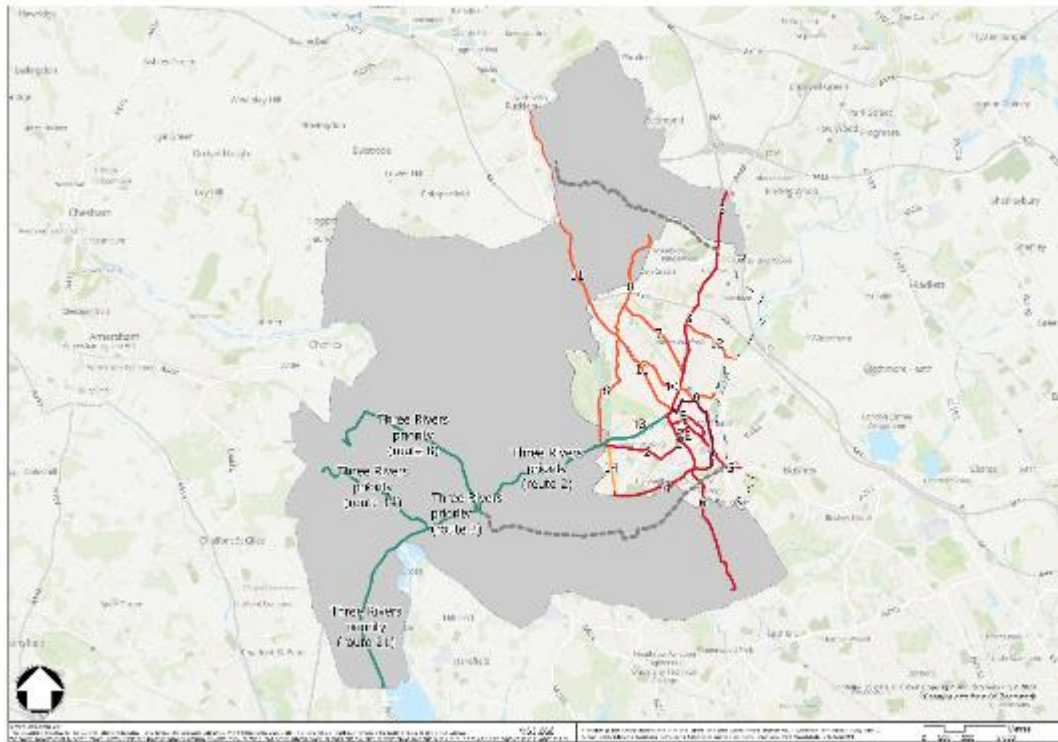
The proposed cycle network was broken into sections, a new section was created at every junction. For each section, a score was calculated for each of the four datasets. A final score was then derived for each section based on the cumulative score of all datasets.

In order to form routes out of the sections, the highest scoring section was selected first. The adjacent sections were included as part of the route until it came to a logical end. This means that the priority of the route at a different point can be much lower than the highest priority section. The next priority section was then selected to create the next priority route.

#### 4.4.2 Results

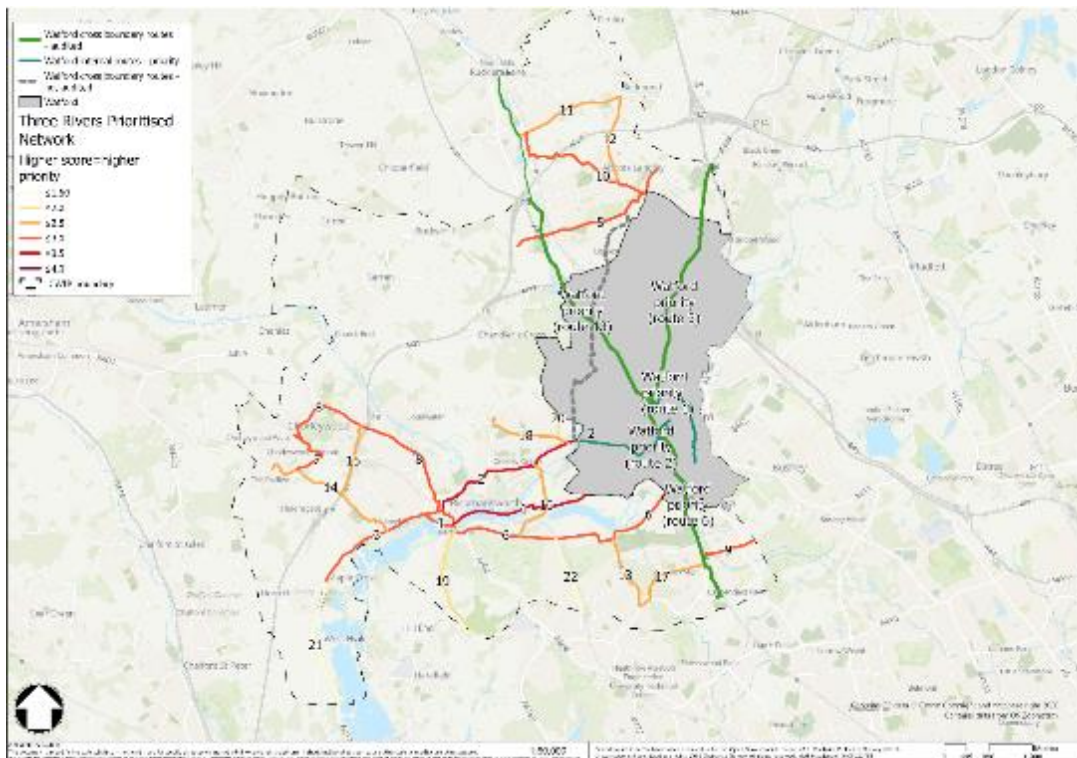
The pre-prioritisation of the strategic cycling network was undertaken separately in Watford and Three Rivers, providing a network across the two local authority areas. The pre-prioritisation results for Watford and Three Rivers are shown in Figure 4.7 and Figure 4.8 respectively.

**Figure 4.7: Watford route prioritisation**



Source: Mott MacDonald

**Figure 4.8: Three Rivers route prioritisation**



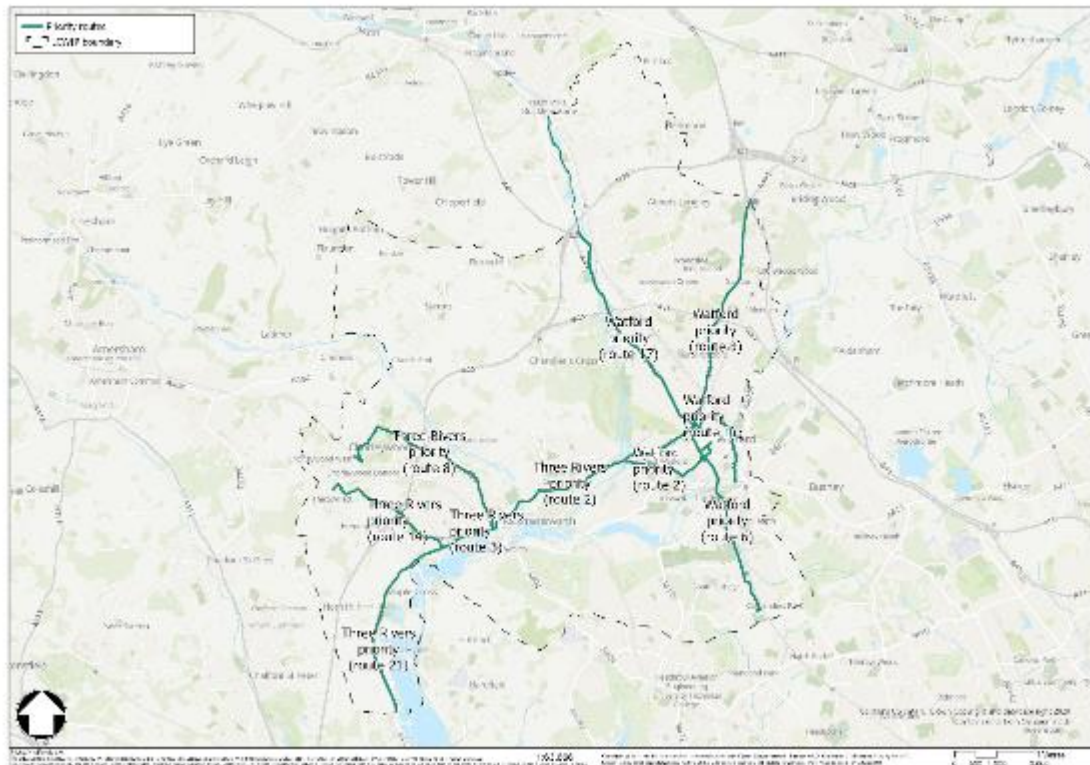
Source: Mott MacDonald



## 4.5 Priority routes

The following routes were identified through the pre-prioritisation process and incorporating local Officer feedback. Five routes have been prioritised for each authority after further detailed assessments. These are shown in Figure 4.9 below.

**Figure 4.9: LCWIP priority routes**



Source: Mott MacDonald

Although more detailed assessments have been undertaken to prioritise the five routes for each LA, the other routes initially identified remain important as schemes to be delivered in the longer-term. In some cases, there may be opportunities to progress elements of these sooner alongside other transport schemes, including in conjunction with highways maintenance and signal upgrade programmes, or as developments are progressed.

### Watford

- Route 1- Green Loop East
- Route 2 – Whippendell Road
- Route 3 – St Albans Road
- Route 6 – Watford to Carpenders Park
- Route 17 – Hempstead Road

### Three Rivers

- Route 2 - Rickmansworth - Watford A412
- Route 3 – Rickmansworth – West
- Route 8 - Rickmansworth – Chorleywood

- Route 14 – Shepherds Lane: identified as local priority due to Mill End and Maple Cross development sites
- Route 21 – Maple Cross South: identified as local priority due to Mill End and Maple Cross development sites

## 4.6 Cycling network assessment

Each of the prioritised routes has been assessed using the LCWIP Route Selection Tool<sup>15</sup> (RST) which scores the route against five key criteria:

- **Directness:** How direct a cycle route is in relation to the route travelled by private motor vehicles.
- **Gradient:** How steep a route is.
- **Safety:** How safe a route is, taking account of separation between cyclists and vehicles and motor vehicle speed and volumes.
- **Connections:** The number of points at which a route can be joined.
- **Comfort:** How comfortable the space is for cycling based on width and surface treatment.

The RST also considers the number of junctions along the route considered to be particularly hazardous or unattractive for cyclists, usually due to high traffic volumes or speeds, and a lack of separated cycling facilities. These are defined as ‘critical’ junctions.

The RST was applied firstly to consider the baseline conditions across the five criteria, with each route broken down into sections of distinct character. An overall baseline score of 0-5 for each criterion across the route is established.

The route is then re-assessed based on the potential conditions across the five criteria – scoring the route sections on the basis that they were improved, where possible, to standards identified in LTN 1/20.

DfT’s LCWIP Guidance states that the aim is to achieve a score of at least three and significantly reduce the number of critical junctions, potentially removing these completely.

Owing to COVID-19 restrictions the RST assessment has been largely desktop based with assessment sheets completed remotely using online mapping and satellite imagery. However, spot checks were undertaken on site in June 2021 at locations where information was not readily available, or more detail was required to complete the audits.

Scores were assigned using the DfT’s LCWIP Route Selection Tool, with gradient calculated using online mapping as recommended in this guidance. In cases where traffic data was not available for a specific street the road characteristic has been used as a proxy for daily vehicle flows. Speed limit was based on the posted speed limit for all routes.

### 4.6.1 RST baseline audits

The summary of the baseline audits is shown in Table 4.2 (Watford) and Table 4.3 (Three Rivers). The scores for the five core design principles are a function of the conditions across the whole route. The number of critical junctions on each route are also listed.

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<sup>15</sup> <https://www.gov.uk/government/publications/local-cycling-and-walking-infrastructure-plans-technical-guidance-and-tools>



## Watford

**Table 4.2: Watford baseline RST results summary**

Route No.	Name	Directness	Gradient	Safety	Connectivity	Comfort	Critical Junctions (no)
1	Green Loop East	4.0	4.8	3.4	4.6	2.5	2
2	Whippendell Road	5.0	4.5	1.5	5.0	0.1	7
3	St Albans Road	4.0	5.0	2.0	4.6	2.2	8
6	Watford to Carpenders Park	5.0	2.9	2.0	4.5	0.0	5
17	Watford North River Route (Hempstead Road)	4.0	4.0	2.5	3.0	0.3	5
17a	Watford to Kings Langley	5.0	4.2	1.7	4.5	2.0	8

The proposed alignment of Route 17, Watford North River Route/Watford to Kings Langley, uses a towpath adjacent to the River Gade for a significant proportion of the route. The route scores poorly on connectivity, safety and comfort criteria due to limited access points, a lack of natural surveillance and poor surface quality. It would be difficult to significantly improve these scores due to the lack of existing connections, the constraints around widening the existing provision, and the lack of passive surveillance or lighting. Therefore, an alternative route alignment has also been identified and scored; this is shown as route 17a in Table 4.2.

## Three Rivers

**Table 4.3: Three Rivers baseline results audits summary**

Route No.	Name	Directness	Gradient	Safety	Connectivity	Comfort	Critical Junctions (no)
2	Rickmansworth - Watford A412	5.0	2.6	1.7	4.6	1.3	5
3	Rickmansworth – West	5.0	4.3	2.3	5.0	1.6	0
8	Rickmansworth – Chorleywood	5.0	2.9	0.7	4.6	0.6	3
14	Shepherds Lane	5.0	3.1	1.5	4.2	2.1	1
21	Maple Cross South	5.0	5.0	0.6	3.4	1.0	3

The prioritised routes in Three Rivers generally follow the main corridors of movement – meaning high scores for the directness of the routes, but lower safety scores due to higher traffic volumes and speeds on these major routes. Lower comfort scores reflect the fact that cyclists currently move with general traffic on several higher traffic sections of the routes.

# 5 Network planning for walking – LCWIP

## Stage 4

This section sets out the process for identifying core walking zones across the LCWIP area and identifying the most appropriate areas for walking interventions. It should also be noted that walking improvements will also be made alongside the cycling improvements across the strategic network identified in section 4.

### 5.1 Core walking zones

The first stage of the development of a walking network is to identify the Core Walking Zones (CWZ). The LCWIP guidance recommends that:

- CWZs should consist of a number of walking trip generators that are located close together - such as a town centre or business parks.
- An approximate five-minute walking distance of 400m should be used as a guide to the minimum extents of CWZs.
- All pedestrian infrastructure should be deemed as important within the CWZs.
- Once the CWZs have been identified, the important pedestrian routes (key walking routes) that serve them should then be located and mapped.

The origin and destination analysis undertaken in section 4 has helped to identify the key walking trip generators in Watford and Three Rivers. From this analysis the following CWZs have been identified, these are shown in Figure 5.1:

#### **Watford Borough**

- Watford Town Centre
- North Watford

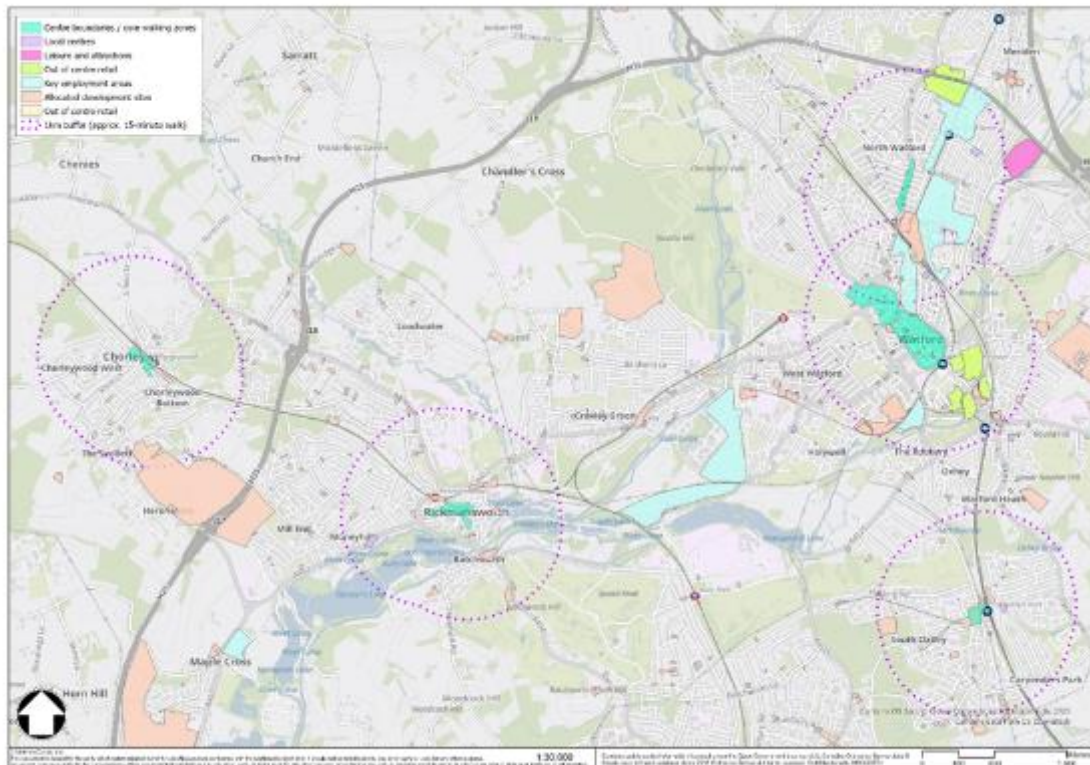
#### **Three Rivers District**

- Rickmansworth Town Centre,
- Carpenders Park
- Chorleywood.

These CWZs align with the designation of these locations in Watford and Three Rivers as 'designated key centres' within their respective districts, and therefore these have been assigned as the initial set of core walking zones. It is envisaged that as the LCWIP is revised, more core walking zones will be identified to help to create a more comprehensive, coherent walking network.

Through collaboration with the client team it was agreed that the extents of the important routes that serve the CWZs should be within 1km of the CWZs. These extents are visible on Figure 5.1.

**Figure 5.1: Core walking zones**



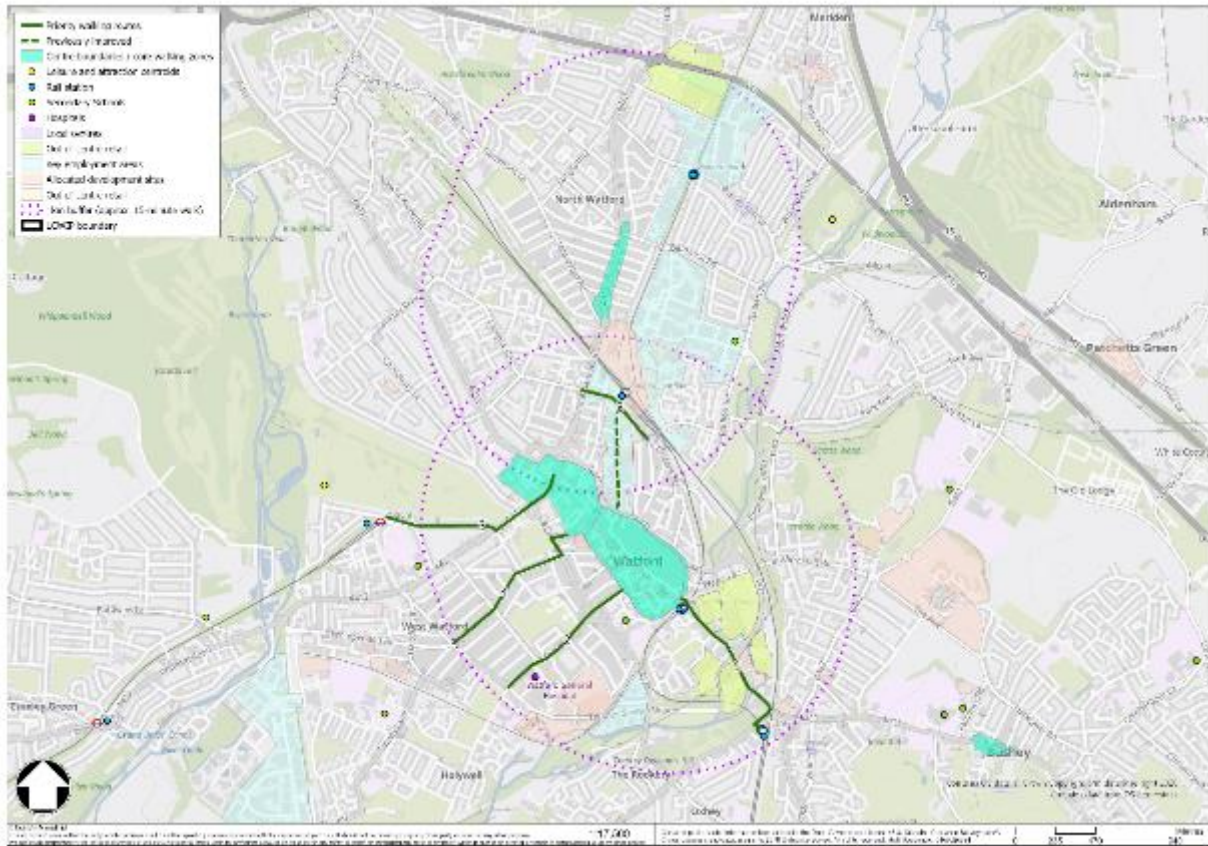
Source: HCC

### 5.1.1 Watford

Watford Town Centre CWZ was selected by WBC as the priority area for further initial investigation. A number of key walking routes (KWRs) were identified based on the connections to interchanges or other key trip attractors in the area such as Watford Football Club and Watford General Hospital. Figure 5.2 shows the identified key walking routes, and can be summarised as follows:

- Watford Town Centre Core Walking Zones (all streets within this zone)
- Key Walking Route 1- Watford Town Centre to Bushey Station (Lower High Street and Eastbury Road)
- Key Walking Route 2 – Watford Town Centre to Watford General Hospital (Vicarage Road)
- Key Walking Route 3 – Watford Town Centre to Watford Underground station (Rickmansworth Road and Cassiobury Park Road)
- Key Walking Route 4 – Watford Town Centre to West Watford (Whippendell Road)
- Key Walking Route 5 – Station Road/ Woodford Road

**Figure 5.2: Key walking routes around Watford town centre**



Source: Mott MacDonald

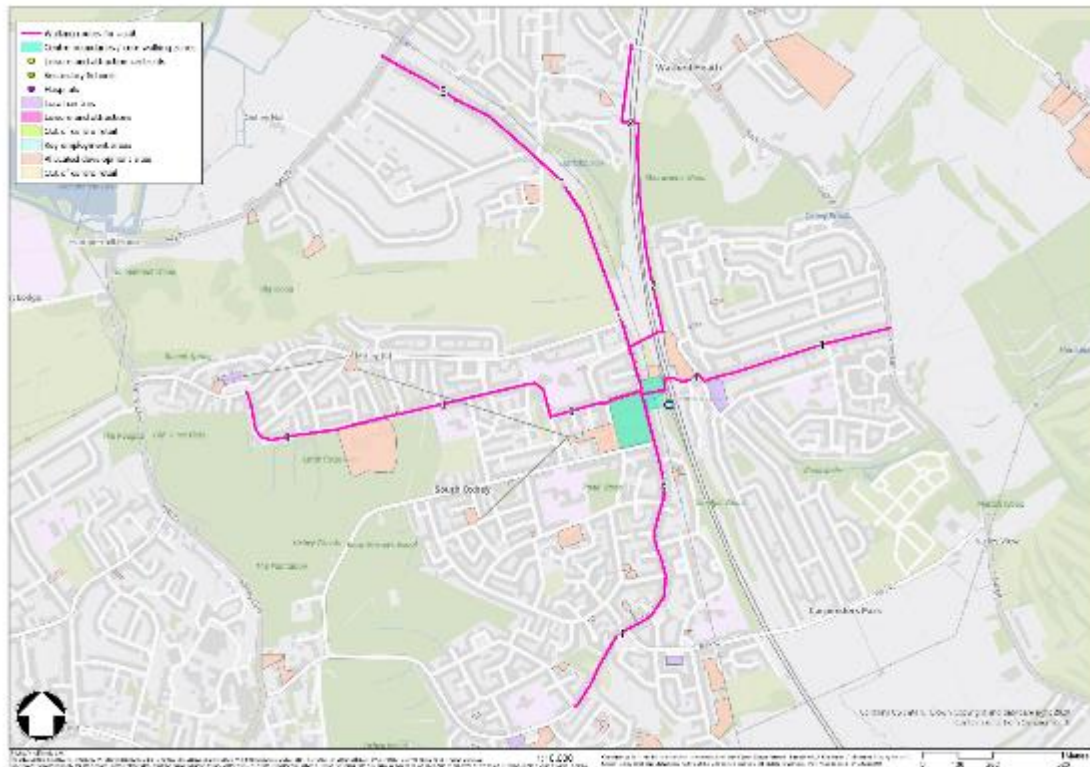
### 5.1.2 Three Rivers

Carpenders Park was identified by TRDC as the local priority CWZ. Five priority KWRs connecting Carpenders Park were identified as priorities. These routes connect the station to a number of residential areas, development sites and key destinations such as schools. Figure 5.3 shows the identified key walking routes, and can be summarised as follows:

- Key Walking Route 1 – Carpenders Park Station to Hayling Rd
- Key Walking Route 2 – Carpenders Park Station to Watford Heath
- Key Walking Route 3 – Prestwick Rd (South) Carpenders Park Station to Greenfields School
- Key Walking Route 4 – Carpenders Park Station to Oxhey Lane
- Key Walking Route 5 – Prestwick Rd (North) Carpenders Park Station to Hampermill Lane



**Figure 5.3: Key walking routes at Carpenders Park**



Source: Mott MacDonald

### 5.1.3 WRAT baseline audits

A summary of the Walking Route Assessment baseline audits is shown in Table 5.1, Table 5.2 (Watford) and Table 5.3 (Three Rivers), with the scores indicating the existing conditions across the whole route.

#### 5.1.3.1 Watford

**Table 5.1: Watford Core walking zones – Existing conditions WRAT results summary**

Route	Name	Attractiveness %	Comfort %	Directness %	Safety %	Coherence %	Overall score %
A	High Street (Peace Prospect – Clarendon Road)	94	85	83	-	-	88
B	Rosslyn Road	67	60	33	83	0	53
C	Clarendon Road	100	90	100	100	100	97
D	Market Street	83	67	100	83	0	76
E	King Street	75	60	80	83	0	78



Route	Name	Attractiveness %	Comfort %	Directness %	Safety %	Coherence %	Overall score %
F	High Street (Clarendon Road – Exchange Road)	75	78	90	92	100	82
G	Albert Road South	83	70	63	83	0	69

**Table 5.2: Watford Key walking routes – Existing conditions WRAT results summary**

Route No.	Name	Attractiveness %	Comfort %	Directness %	Safety %	Coherence %	Overall score %
1	Watford Town Centre to Bushey Station	46	64	47	67	67	57
2	Watford Town Centre to Watford General Hospital	53	62	61	67	50	60
3	Watford Town Centre to Watford Underground station	83	50	50	50	0	53
4	Watford Town Centre to West Watford	83	42	55	50	100	57
5	Station Road / Woodford Road	75	50	58	83	100	68

### 5.1.3.2 Three Rivers

**Table 5.3: Three Rivers Key walking routes – Existing conditions WRAT results summary**

Route No.	Name	Attractiveness %	Comfort %	Directness %	Safety %	Coherence %	Overall score %
1	Carpenders Park Station to Hayling Rd	74	32	81	89	0	61
2	Carpenders Park Station to Watford Heath	46	55	71	33	50	54
3	Prestwick Rd (South) Carpenders Park Station to Greenfields School	44	50	81	67	0	56
4	Carpenders Park Station to Oxhey Lane	67	60	75	83	50	68
5	Prestwick Rd (North) Carpenders Park Station to Hampermill Lane	45	54	70	78	50	60



# 6 Interventions

This section provides a brief overview of the type of infrastructure which should be considered in order to help achieve a transformational change in active travel on the routes established above. The purpose is to provide background for the interventions identified.

As the LCWIP is a high-level network planning document, the interventions that have been detailed in this section are at high level only and only indicate what could potentially be delivered in accordance with best practice and current guidance. Further feasibility study will be needed to develop these interventions further and to ensure that they can be implemented.

## 6.1 Types of cycling interventions

The Department for Transport's (DfT) Local Transport Note (LTN) 1/20 Cycle Infrastructure Design guidance<sup>16</sup> was introduced in 2020 and should be referred to for detail on cycling infrastructure.

LTN 1/20 states that cycling infrastructure should meet five core design principles as follows:

- **Coherent:** Routes are consistent and simple to follow from origin to destination.
- **Direct:** Routes are at least as direct as those for private vehicles and do not require cyclists to stop and start at junctions.
- **Safe:** Infrastructure should be safe, and people should feel safe using it.
- **Comfortable:** Good quality, wide routes.
- **Attractive:** Infrastructure is well designed.

In addition, the guidance provides more specific principles including:

- Cycle infrastructure should be inclusive and usable by people of all ages and abilities.
- Cycles must be treated as vehicles and not as pedestrians with physical separation provided between pedestrians and cyclists, including at junctions.
- Physical separation from high traffic volumes, including at junctions.
- Widths should cater for high growth and non-standard cycles.
- All highway schemes should include consideration of opportunities to improve provision for cycling.
- Schemes should be more than cosmetic public realm schemes and include restrictions to traffic or reallocation of road space.
- Cycle infrastructure should form a connected and holistic network.
- Cycle parking should be included in large schemes.
- Schemes must be legible and understandable.
- Clear and comprehensive wayfinding should be provided.
- Flagship infrastructure such as new cycle bridges should form part of a joined-up network.
- Schemes should be properly maintained which is as important as the infrastructure itself.
- Surfaces must be smooth and durable.
- Trials may be important in making sure a permanent scheme works from the start; however, good design is still required for trial schemes to maximise their chances of success.

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<sup>16</sup> <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

- Access controls such as barriers should not be used.
- Lower cost, pragmatic schemes such as bollards to close a road are preferred where they can be effective.
- Routes must be direct and logical.
- Cycle routes should be comfortable to ride, minimising the need to stop and start and the need for traffic calming with vertical deflection (e.g. speed humps).
- Schemes must be consistent and not switch between different types of provision such as carriageway lane and footway.

The fact that the LTN 1/20 guidance was introduced so recently means that, in common with most of the country, much existing cycling infrastructure in the study area would not meet the latest requirements. The prioritisation of interventions in the LCWIP process takes account of which improvements are most urgently required.

The level of design for the LCWIP is necessarily high-level. For example, at this stage, the plans indicate where there is potential for protected cycle facilities; however, the exact nature of the facility would be subject to further design work and will be subject to circumstances specific to the route. Types of facility include:

- Hybrid stepped track.
- Kerb separated track.
- Separation provided by locating parking on the outside of the cycle lane (note LTN 1/20 also recommends kerb or light separation).
- Bi-directional track.
- Light separation such as wands, as have been used in the recent temporary schemes.

It is, however, recommended that the type of design is consistent within each scheme.

## 6.2 Identified cycling interventions

In identifying measures, Mott MacDonald has sought to reflect the aspirations outlined in LTN 1/20. This is necessary in order to provide the quality of infrastructure that will have the greatest chance of achieving mode shift.

The LCWIP is intended to provide a high-level overview of potential designs only. The deliverability of the schemes has been considered; however, in all cases, the measures identified will need to be subject to a full feasibility assessment, safety review and detailed consideration of the impacts on other road users, including buses and emergency vehicles. On some sections of the routes, very constrained pinch points have been identified where we are unable to recommend potential interventions at this stage – in these cases further study is required to identify potential solutions for continuing the cycle route. The deliverability of the schemes is considered in LCWIP Stage 5 – Prioritising Improvements.

**Appendix B** provides a detailed breakdown of potential measures for the priority routes across the LCWIP area.

The measures proposed focus on the main links and junctions. In addition, it is recommended that the following interventions be included when designing schemes in more detail:

- Side road entry treatments, including priority for cyclists, reducing radii and providing raised tables or continuous footways for pedestrians. The plans provided in Appendix B provide some particular examples; however, as it is recommended that this would be a standard design consideration, the majority of locations are not highlighted.
- Modal filters to complement the introduction of cycle schemes on strategic routes and provide a series of connector routes from residential areas. Some potential examples are

given in Appendix B; however, it is recommended that modal filters be given more wider consideration when developing designs.

- Permitting of two-way cycling on one-way streets to improve permeability to and from the core network, subject to individual safety assessment.
- Signalised junctions should be reviewed on a case-by-case basis at feasibility stage, but dedicated signal stages for cycles should be the first consideration in most cases, with other options considered during the review, depending on space, junction capacity and safety factors.
- Cycle parking, including secure storage in residential areas and at destinations.
- Signage and wayfinding to provide for easy understanding of cycle facilities for cyclists, pedestrians, and other road users, especially at more complex junctions, and to provide navigation and route reassurance. Redundant signage – particularly ‘Cyclists Dismount’ – should be removed.
- Decluttering of spaces to provide suitable useable widths and remove obstructions where possible should be carried out on all routes.
- Area-wide schemes to reduce traffic volume and speeds – particularly in the Mill End area (Three Rivers route 14) and in Rickmansworth town centre where a constrained street network and the need to accommodate several priority routes suggests that a treatment across the whole town centre to improve conditions for cycling on carriageway are likely to be preferable to developing distinct routes.

### 6.2.1 Watford

Table 6.2 provides the revised RST scores assuming the measures identified are implemented along these cycle routes. This indicates that there is significant potential to address the current issues and provide high quality cycle routes. There is expected to be scope to introduce facilities which can achieve at least the minimum standard against most criteria.

**Table 6.2: RST results summary (with interventions)**

Route No.	Name	Score	Directness	Gradient	Safety	Connectivity	Comfort	Critical Junctions (no)
1	Green Loop East	Existing Score	4.0	4.8	3.4	4.6	1.9	2
		Potential Score	4.0	4.8	4.0	4.6	4.5	0
2	Whippendell Road	Existing Score	5.0	4.6	1.4	5.0	0.1	7
		Potential Score	5.0	4.6	4.6	5.0	3.5	0
3	St Albans Road	Existing Score	4.0	5.0	2.0	4.6	2.2	8
		Potential Score	4.0	5.0	5.0	4.6	4.4	0
6	Watford to Carpenders Park	Existing Score	5.0	2.9	2.0	4.5	0.0	5
		Potential Score	5.0	2.9	4.8	4.5	4.3	0
17 a	Watford to Kings Langley	Existing Score	5.0	4.2	1.7	4.5	2.0	8
		Potential Score	5.0	4.2	4.4	4.5	4.0	0



## 6.2.2 Stakeholder Feedback

Following the initial stakeholder session in October 2020, the Watford cycle route interventions were presented to a stakeholder group meeting on 15 June 2021, and included in the public consultation on the Watford Sustainable Transport Strategy, with stakeholders invited to comment on the routes proposed.

Comments received on the Watford cycle routes are summarised as follows:

- Route 1 - Generally supported, with greater priority for cycling suggested on some key junctions.
- Route 2 – Some concern over the proposal to provide shared use paths on the more constrained streets – with separated cycle provision preferred by several stakeholders.
- Route 3 – Generally supported, with some stakeholders suggesting increased segregation on from motor traffic, and some concerns over the on-road section through the North Watford Local Centre and cycle facilities at major junctions.
- Route 6 – Some concern over the proposed provision for cycling on the northern part of the route on the more constrained town centre streets. Greater support for the long term proposals further south towards Oxhey.
- Route 17 – Broad support for the route with some comments on individual junction arrangements and the type of facility provided on some more constrained sections.

The comments on the detail of the proposals will be considered at the next stage of design.

## 6.2.3 Three Rivers

Table 3.2 provides the revised RST scores assuming the measures identified are implemented along these cycle routes. This indicates that there is significant potential to address the current issues and provide high quality cycle routes. There is expected to be scope to introduce facilities which can achieve at least the minimum standard against most criteria. It is acknowledged that on some links there are existing cycle facilities, and while these may not provide the highest level of service, they may provide a useable cycle link. Where links like this exist, further improvement here may be considered as a longer-term goal. This is considered in the Stage 5 Prioritisation process where the local priorities and acceptability are scored.

**Table 6.2: RST results summary (with interventions)**

Route No.	Name	Score	Directness	Gradient	Safety	Connectivity	Comfort	Critical Junctions (no)
2	Rickmansworth – Watford A412	Existing Score	5.0	2.6	1.7	4.6	1.3	5
		Potential Score	5.0	2.6	4.8	4.6	2.7	0
3	Rickmansworth – West	Existing Score	5.0	4.3	2.3	5.0	1.6	0
		Potential Score	5.0	4.3	4.9	5.0	3.2	0
8	Rickmansworth – Chorleywood	Existing Score	5.0	2.9	0.7	4.6	0.6	3
		Potential Score	5.0	2.9	4.2	4.6	2.3	0

Route No.	Name	Score	Directness	Gradient	Safety	Connectivity	Comfort	Critical Junctions (no)
14	Shepherds Lane	Existing Score	5.0	3.1	1.5	4.2	2.1	1
		Potential Score	5.0	3.1	3.2	4.2	3.2	0
21	Maple Cross South	Existing Score	5.0	5.0	0.6	3.4	1.0	3
		Potential Score	5.0	5.0	4.2	3.4	3.0	0

### 6.2.4 Stakeholder Feedback

The Three Rivers cycle route interventions were presented to a stakeholder group meeting on 28 October 2021, with stakeholders invited to comment on the routes proposed.

Comments received on the Watford cycle routes are summarised as follows:

- Route 2 – General support for the route, but alternative parallel routes suggested on some stretches to avoid the main road.
- Route 3 – General support for the route, but noted the real challenge of providing facilities on the constrained corridor - alternative parallel routes though housing estates suggested through the Moneyhill section in particular.
- Route 8 – General support for the route, but acknowledging the constraints of the route on Chorleywood Road. The proposed modal filters and speed reduction measures to reduce through traffic and speeds on Chorleywood Common would be challenging to implement, but the difficulty in providing off-carriageway facilities here was acknowledged.
- Route 14 – The area-wide traffic reduction measures were generally supported, but stakeholders noted the importance of getting the right measures in the right place, and maintaining access for buses. Alternative routes north of the M25 following gravel paths were proposed.
- Route 21 – Broad support for the route, with an alternative route via Old Uxbridge Rd also proposed by some stakeholders.

The comments on the detail of the proposals will be considered at the next stage of design.

### 6.3 Types of walking intervention

Whilst design guidance for walking schemes is more limited than for cycle design guidance, the CIHT Designing for Walking guidance<sup>17</sup> provides a good framework for the principles to apply.

Well-designed walking facilities should enable walking journeys and improve the experience of those already walking by following desire lines, being clutter-free and being legible to all users. They should take into account the volumes of people walking along the streets (actual or

<sup>17</sup> [https://www.ciht.org.uk/media/4460/ciht\\_-\\_designing\\_for\\_walking\\_document\\_v2\\_singles.pdf](https://www.ciht.org.uk/media/4460/ciht_-_designing_for_walking_document_v2_singles.pdf)

desired) or crossing the streets and should take into account the needs of all users. The specific design solutions will therefore depend on a variety of considerations.

Potential interventions could include:

- Increasing the width of footways
- Public realm improvements, including:
  - Continuous level footways
  - Raised tables
- Provision of high-quality street furniture and provision of benches
- Improving of pedestrian facilities at traffic signal junctions, including:
  - Additional pedestrian crossings
  - Reduction in crossing distances
  - Changing 'staggered' to 'straight across' pedestrian crossings
- Street lighting improvements
- Decluttering and maintenance
- Dropped kerbs and tactile paving
- Wayfinding
- Measures to assist with access to/by other modes – i.e. bus stops, stations, disabled parking
- Area wide treatments such as Low Traffic Neighbourhoods.

Provision should aim to achieve good design outcomes for pedestrians - routes should be attractiveness, comfort, directness, safety and connectivity. See section 4.1 for further details.

There is some overlap between the cycle network and walking routes and measures proposed for cycling, such as junction improvements, can clearly also benefit pedestrians. It is recommended that all cycle schemes consider the needs of pedestrians and incorporate design measures that will benefit pedestrians as well as cyclists.

In identifying measures for walking, Mott MacDonald has sought to reflect the principles outlined in CIHT's Designing for Walking guidance. This is necessary to provide the quality of infrastructure that will have the greatest chance of achieving mode shift.

As with the cycling interventions, the LCWIP is intended to provide a high-level overview of potential walking designs only. Effort has been made to consider the deliverability of schemes. However, in all cases, the measures identified will need to be subject to a full feasibility assessment, safety review and detailed consideration of the impacts on other road users, including buses and emergency vehicles. WBC, TRDC and HCC may wish to consider deliverability and acceptability during the prioritisation process in LCWIP Stage 5.

**Appendix C** provides a detailed breakdown of potential measures for each of the five key walking routes.

The measures proposed focus on the main links and junctions. In addition, it is recommended that the following interventions and measures are also considered, with consideration given to the urban or rural nature of the local environment:

- Usable footway widths of at least two metres in all locations. Where there is high footfall, such as in the town centre, this should be increased further.
- Crossings should be single stage to reduce pedestrian crossing times. Where this is not feasible due to the number of traffic lanes, pedestrian wait times should be minimised and green man time should be maximised.

- Footways should be maintained to the same standard they were designed to. If any works are undertaken, the surface should be replaced to the same standard it was designed to.
- Side road entry treatments, including reducing radii and providing raised tables or continuous footways. These are noted in some circumstances however, it is recommended that this would be a standard design consideration.
- Tactile paving and dropped kerbs should be provided at all points pedestrians are expected to cross the road.
- Car parking should be restricted around formal and informal pedestrian crossing points, and where pedestrian movement is higher (e.g. around bus stops).
- General upkeep and maintenance of the pedestrian environment should be ongoing to ensure the quality of the route does not deteriorate. This includes litter picking, ongoing maintenance of street furniture and surfaces e.g. removal of graffiti on walls, as well as trimming vegetation to maintain useable footway widths and to preserve visibility.

Routes that scored over 70% in the WRAT assessment are not considered to need additional interventions to bring them to a suitable standard.

Potential interventions have been created for the walking routes which scored less than 70% when using the WRAT. However, in many cases it has not been possible to address issues associated with the volume of traffic on the adjacent highway. Reducing traffic on these walking routes would significantly improve the pedestrian environment.

### 6.3.1 Watford

#### Core walking zones

Table 6.1 provides the revised WRAT scores assuming the measures identified are implemented along the routes in the core walking zones.

**Table 6.1: Core walking zone - WRAT results summary (with interventions)**

Route No.	Name	Score	Attractiveness %	Comfort %	Directness %	Safety %	Coherence %	Overall score %
B	Rosslyn Road	Existing Score	67	60	33	83	0	53
		Potential Score	83	70	100	83	100	83
G	Albert Road South	Existing Score	83	70	63	83	0	69
		Potential Score	88	80	100	83	100	88

#### Key walking routes

Table 6.2 provides the revised WRAT scores assuming the measures identified are implemented along the key walking routes.

**Table 6.2: Key walking routes - WRAT results summary (with interventions)**

Route No.	Name	Score	Attractiveness %	Comfort %	Directness %	Safety %	Coherence %	Overall score %
1	Watford Town Centre to Bushey Station	Existing Score	46	64	47	67	67	57
		Potential Score	68	83	80	77	100	80
2	Watford Town Centre to Watford General Hospital	Existing Score	53	62	61	67	50	60
		Potential Score	73	80	87	81	100	83

### 6.3.2 Stakeholder Feedback

The walking routes were discussed in the stakeholder meeting along with the cycle routes, and were included in the Watford Sustainable Transport Strategy consultation.

Relatively few comments were received on the walking routes and Core Walking Zone proposals, but most were supportive of the proposed improvements. Improvements to the pedestrian environment around Bushey Arches (Walking Route 1) was raised as a priority for some stakeholders.

Comments on the walking routes will be considered at the next stage of design.

### 6.3.3 Three Rivers

Table 6.3 provides the revised WRAT scores assuming the measures identified are implemented along the key walking routes.

**Table 6.3: Key walking routes - WRAT results summary (with interventions)**

Route No.	Name	Score	Attractiveness %	Comfort %	Directness %	Safety %	Coherence %	Overall score %
1	Carpenders Park Station to Hayling Rd	Existing	74	32	81	89	0	61
		Potential	95	43	92	97	100	79
2	Carpenders Park Station to Watford Heath	Existing	50	55	71	33	50	54
		Potential	83	91	86	67	100	83
3	Prestwick Rd (South) Carpenders Park Station to Greenfields School	Existing	44	50	81	67	0	56
		Potential	88	91	81	83	100	87
4	Carpenders Park Station to Oxhey Lane	Existing	67	60	75	83	50	68
		Potential	92	85	100	83	100	90
5		Existing	45	54	70	78	50	60



Route No.	Name		Attractiveness %	Comfort %	Directness %	Safety %	Coherence %	Overall score %
	Prestwick Rd (North) Carpenders Park Station to Hampermill Lane	Potential	82	86	90	83	100	86

### 6.3.4 Stakeholder Feedback

The walking routes were discussed in the stakeholder meeting along with the Three Rivers cycle routes. Relatively few comments on the walking routes were received, but the importance of considering disabled users, including people with dementia, was raised by stakeholders. Changes intended to improve conditions for cyclists should not disadvantage people with disabilities.

# 7 Prioritising Improvements – LCWIP Stage 5

Stage 5 of the LCWIP guidance outlines the approach to prioritising improvements and/or routes. The purpose of prioritisation is to understand the relative importance of each route and how this will lead to the network being developed over time. This process is not intended to delete or discount any routes or improvements, merely to assign it a programme entry against the short, medium, and long-term timescales within the LCWIP.

The LCWIP guidance around prioritisation is limited as it allows authorities to be flexible with the prioritisation process as it should look to meet the individual requirements of each Local Authority. However, the guidance does suggest that three broad factors are used to help understand priorities and these are:

- Effectiveness – the impact on increasing levels of cycling and walking
- Policy – how the scheme meets/addresses key local policy objectives
- Deliverability – how deliverable the scheme is, public acceptability, risk, and constraints

It is suggested that whole routes should be prioritised rather than individual interventions or improvements as that ensures that the whole route is delivered rather than incremental improvements across multiple routes over time. Primarily routes should first be prioritised by their ability to increase levels of walking and cycling, however other key factors are also important such as alignment to other schemes/funding streams and deliverability.

The approach to prioritisation in this case has been modified as described in section 4.4, with the Effectiveness and Policy aspects considered in the pre-prioritisation stage.

## 7.1 Deliverability assessment

### 7.1.1 Criteria

The pre-prioritisation processes utilised mostly quantitative and available data to prioritise the routes, however the criteria around deliverability are in general more qualitative and are based on the best information/knowledge available at the time. But as noted previously this process is merely to provide an order to delivery rather than removal of any routes. The criteria agreed with the client team are outlined in Table 7.1 and have been used to inform the prioritisation of the walking and cycling routes.

**Table 7.1: Deliverability Criteria**

Criteria	How measured/assessed
Technical feasibility	Assessment of feasibility based on following key factors: <ul style="list-style-type: none"> <li>• Can it be implemented within the highway boundary?</li> <li>• Does it require additional approvals/negotiations (i.e. other landowners)</li> <li>• Are there any environmental and/or heritage considerations</li> </ul>
Scheme support	How likely is the scheme to be supported by the public and Political Members
Alignment with funding streams and/or other schemes	Assessed against: <ul style="list-style-type: none"> <li>• Potential alignment/integration with another scheme/development</li> <li>• Potential for funding/funding stream identified (S278/CIL/EATF/LTP/FHSF etc)</li> </ul>

### 7.1.2 Assessment

Routes have been prioritised based on these criteria, with the technical assessment based on the high-level interventions proposed in this report and detailed in Appendix B, and the scheme support and alignment with funding criteria assessed by local authority officers.

The overall ranking of the cycling and walking routes for Watford are shown in Table 7.2 and Table 7.3, and those for Three Rivers in Table 7.4 and Table 7.5. These prioritisation rankings take into account all aspects of the prioritisation, including the Effectiveness and Policy aspects considered in the pre-prioritisation. The detailed rationale for the prioritisation ranking across all routes is shown in Appendix D .

**Table 7.2: Watford Cycle Route Prioritisation**

	Route No	Route Name	Rank
Cycling Prioritised Schemes	1	Green Loop East	1
	2	Whippendell Road	3
	3	St Albans Road	1
	6	Watford to Carpenders Park	5
	17	Watford North River Route (Hempstead Road)	3
	Non-Prioritised Routes	4	Green loop south
5		Bushey - Watford Centre A411	2
10		Gammons Lane/Levesdon Road	3
11		Watford - Southway	4
14		Watford Junction link	5
15		Langley Road	6
18		Bushey Mill Lane	7
23		Watford tube station	8
26		West Watford south (Ascot Road)	9

Source: Mott MacDonald

**Table 7.3: Watford Walking Route Prioritisation**

	Route No	Route Name	Rank
Key Walking Routes	1	Watford Town Centre to Bushey Station	1
	2	Watford Town Centre to Watford General Hospital	2
	3	Watford Town Centre to Watford Underground station	3
	4	Watford Town Centre to West Watford	5

Core Walking Zone	5	Station Road / Woodford Road	3
	B	Rosslyn Road	2
	G	Albert Road South	1

Source: Mott MacDonald

**Table 7.4: Three Rivers Cycle Route Prioritisation**

**TBC**

**Table 7.5: Three Rivers Walking Route Prioritisation**

**TBC**

# 8 Integration and application – LCWIP

## Stage 6

Stage 6 of the LCWIP involves the integration of the findings into the wider policy context of the local authorities and embedding the network plans into future schemes and projects.

### 8.1 Timescales and Review

The LCWIP sets out the ambition for the strategic walking and cycling networks in Watford and Three Rivers over the course of the next 10 years. The prioritisation exercise has shown that some elements will likely be brought forward ahead of others, allowing the local authorities to integrate the improvements with other planned works most effectively, and deliver on the councils' priorities.

While this version of the LCWIP reflects the current position and ambition for the networks, the document does not stand still. As local and national circumstances change – the changes in travel patterns brought about by the Covid-19 pandemic is a prime example – the local requirements for infrastructure will also need to be updated. The LCWIP guidance suggests as a guide that the document is refreshed every four to five years, or if there is a significant shift in local circumstances or funding.

### 8.2 Funding

The LCWIP will position the local authorities effectively to take advantage of future funding opportunities – indications from central government in 2021 have indicated that, while not a requirement, an adopted LCWIP will be increasingly important for local authorities bidding for active travel funds in the future.

The network plans and supporting documents show a clear commitment to improvements on the routes, and will also support the direction of funding from other sources, providing a resource for developers to understand routes that may be funded or improved to facilitate future development.

### 8.3 Policy Integration and application

The integration of the LCWIP into local policy is crucial for the success of the network. The LCWIP will support other local policy positions, particularly the Herts LTP4, and will form a key part of the Watford Sustainable Transport Strategy, which aims to improve active travel as part of a wider programme of transport improvements. As well as supporting transport policies, the plan will also support leisure plans such as the Public Rights of Way Improvement Plan, and health and wellbeing policies.

The LCWIP guidance suggests that the LCWIP could be incorporated into a Supplementary Planning Document (SPD) to provide more guidance to adopted policies in the Local Plan, strengthening its status with developers.

Informing key Council personnel of the LCWIP and its aims will help identify opportunities for elements of the plan to be brought forward in tandem with other schemes led by different parts of the council, potentially accelerating delivery,



# A. Key destinations

## Out of town retail

Waterfields Retail Park

Watford Arches Retail Park

Colne Bridge Retail Park

Century Park

London Road Retail Park

Apsley Mills Retail Park

Abbey View Retail Park

Dunelm & Wickes, London Road (London Road)

B&Q, Two Waters Road (Corner Hill)

London Road / Two Waters Way (Two Waters West)

Jarman Fields

Dome Roundabout; Sainsburys and Asda

Tesco Store

## Leisure

Jarman Fields

Woodside

Bushey Mill Lane - Top Golf

Warner Bros. Studio Tour

Cassiobury Park

Rickmansworth Aquadrome

Aldenham Country Park

Leavesdon Country Park

Grove Park

Moor Park

## Rail stations

Chorleywood London Underground Station, Chorleywood Station

Croxley London Underground Station

Watford High Street Station

Watford Junction Station

Watford North Station  
Watford London Underground Station  
Carpenders Park Station  
Moor Park London Underground Station  
Radlett Station  
Garston Station  
Rickmansworth London Underground Station, Rickmansworth Station  
Bushey Station  
Park Street Station  
Hemel Hempstead Station  
Apsley Station  
King's Langley Station  
Bricket Wood Station  
How Wood Station  
St Albans Abbey Station

### Secondary schools

Adeyfield  
Parmiter's  
Cavendish (The)  
Hemel Hempstead (The)  
Bushey Academy (The)  
Watford Grammar School for Girls  
Westfield Community Technology College  
St Michael's Catholic High  
Garston Manor  
Marlborough School Science College  
St Joan of Arc Catholic  
Kings Langley  
Rickmansworth  
Bushey Meads  
Francis Combe Academy  
St Clement Danes  
Queens'

Longdean

Astley Cooper (The)

Watford Grammar School for Boys

Falconer

Watford UTC

Reach Free School (The)

Westfield Academy

Harperbury Free School

Croxley Danes

Croxley Danes

Reach Free School (The)

Adeyfield

Laureate Academy

Laureate Academy

Croxley Danes

### **Key employment**

Maylands Business Park, Hemel Hempstead

Whiteleaf Road, Hemel Hempstead

Bourne End Mills, Bourne End

Park Lane, Hemel Hempstead

Doolittle Meadows, Hemel Hempstead

The Waterfront, Elstree

Centennial Park, Elstree

The Rivers Office Park, Maple Cross

Home Park Estate, Kings Langley

Kingley Park, Kings Langley

Ovaltine, Kings Langley

Kings Park, Kings Langley

Abbots Business Park, Kings Langley

Levesden Park, Watford

Clarendon Road / Station Road / Birdle Path, Watford

Greycaine Road / Odhams / Sandown Road, Watford

Imperial Way / Colonial Way, Watford

Watford Business Park, Watford

Wiggenhall Road / Fishers / Trade City, Watford

Moor Park Industrial Centre, Watford

Clancy Docwra

Thames Water

### Neighbourhood centres

Garston Park Parade

Goodwood Parade

Longspring

Station Area - Langley Rd/St Albans Rd

Buckingham Road

Bushey Arches

Vicarage Road

Whippendell Road East

Adeyfield

Apsley

Bennetts End

Boxmoor

Bovingdon

Maylands

Chaulden

Gadebridge

Grovehill

Highfield (Bellgate)

Highfield (The Heights)

Kings Langley

Leverstock Green

Nash Mills

Warners End

Harcourt Road (Bushey)

Bushey Hall Road (Bushey)

Elstree Village Centre

Aldenham Road

Bournehall Avenue

Bushey Mill Lane

Park Avenue

Battlers Green Drive

Verulamium Estate

### Main centres

Watford

Watford North

Abbots Langley

Chorleywood

Rickmansworth

South Oxhey

Hemel Hempstead

Hemel Hempstead Old Town

Radlett

Bushey

Bushey Heath

### Local centres

Croxley Green (Watford Road)

Croxley Green (New Road)

Mill End (Money Hill Parade)

2-8 Chalfont Road, Maple Cross

57-63 High Street, Bedmond

61-65 Station Road, Kings Langley

15 Bridge Road and 5 Old Mill Road, Hunton Bridge

17-22 School Mead, Abbots Langley

5-7a and Sherwood News, College Road, Abbots Langley

1-14 Katherine Place, Abbots Langley

Sarratt Post Office, The Green, Sarratt

41-55 and 295-309 Baldwins Lane, Croxley Green

193-197 Watford Road, Croxley Green

4-12 Scots Hill, 1-3 The Green and 1-4 New Parade, Croxley Green

1-11 Tudor Parade, Mill End / Berry Lane, Mill End



68-82 Church Lane, Mill End  
2-28 Main Avenue, Moor Park  
10-24 Hallowes Crescent, South Oxhey  
305-317 Prestwick Road, South Oxhey  
1-18 The Parade, Delta Gain, Carpenters Park  
18-48 Little Oxhey Lane, South Oxhey  
46-52 Heronsgate Road, Heronsgate  
2-4 Station Approach, Chorleywood  
Wyatts House and Shell Filling Station, Rickmansworth Road, Chorleywood  
The Brow  
Euston Avenue  
Leavesden Road  
Langley Way  
Orbital Crescent  
The Gossamers  
Tolpits Lane  
Tudor Avenue  
Villiers Road  
Horseshoe Lane  
Whippendell Road / Ascot Road  
St Johns Road  
St James Road  
Harwoods / Hagden Lane  
Haines Way  
Watford Fields  
North Approach  
Eastbury Road  
Woodhall Farm  
34-41a Abbey Avenue, St Albans  
23-39a Vesta Avenue, St Albans  
28-38 Abbots Avenue West, St Albans  
81-97 Old Watford Road, Bricket Wood  
95-127 Oakwood Road, Bricket Wood

19-27 Blackboy Wood, Bricket Wood

2a Tippendell Lane; 301-305, 337 & 192-204 Watford Road, Chiswell Green

2-30 How Wood

69-71, 68-76 & land south of 84 Park Street; 1-2 Park Street Lane, Park Street

## **B. Cycling interventions**

# C. Walking Interventions

## **D. Prioritisation Tables**



