

**INFRASTRUCTURE, HOUSING AND ECONOMIC DEVELOPMENT COMMITTEE - 17
JANUARY 2023**

PART I - DELEGATED

6. THREE RIVERS CYCLING & WALKING STRATEGY (SCHEME DEVELOPMENT PROGRAMME, 2023-24) AND THREE RIVERS PARKING MANAGEMENT PROGRAMME (2023/24) (DCES)

1 Summary

1.1 This report requests that the committee agrees the current work programmes of schemes to deliver cycling and walking improvements and Parking Management improvements in the Three Rivers District. Both programmes are promoted by the District Council working with its partners.

1.2 Both programmes are set biennially but the Cycling and Walking Programme has not been updated since 2021, awaiting development of the overlapping Local Cycling and Walking Infrastructure Plan which was completed in draft in September 2022 and has been agreed for consultation. Equally the delivery timeframes for the Parking Management Programme (2021-23) were rescheduled due to unplanned additional work during the pandemic and unexpected staffing reductions throughout the programme period. This report therefore recommends that both programmes be extended to 2024 subject to the necessary staffing resource being maintained. There are no new proposals added to these programmes to those already agreed.

2 Details

Cycling and Walking Programme

2.1 The District Council promotes walking and cycling through its Cycling Strategy (which has developed organically since 2008 with latest additions in 2013 and 2015) by developing improvements to local cycling and walking infrastructure.

2.2 The strategy includes supporting initiatives to enable and encourage local people to walk and cycle (typically through travel planning and training, such as through the new Leavesden Cycle Hub). The Strategy targets three overall objectives:

- Maximise the use of cycles as a mode of transport, in order to reduce reliance on the use of private cars;
- Develop a cycle network which is safe, convenient, attractive and efficient, and so encouraging and enabling cycling;
- Ensure that the needs of cyclists are represented in transport, land use, health, education, leisure and environmental proposals.

2.3 The Strategy is intended to promote cycling as a fun, healthy, reliable, cheap and adaptable form of transport, available to almost everyone; and to support the County Council in improving the walkability of every settlement in the District.

2.4 The District Cycling Strategy aims to develop a network of cycle routes improved for both cycling and walking. Each individual link in these routes is considered in terms of ease and safety of cycling; and improvements are made where feasible. The Council formally endorsed the South West Hertfordshire Cycling Study (2013) which forms part of the Local Transport Plan, and the Integrated Transport Strategy (2008)

which forms part of local Planning Policy. The District Council often works with the County Council to deliver schemes proposed by the Study, many of which were proposed earlier by the District Council.

- 2.5 Typical improvements include legal improvements along with better path surfaces, new dropped kerbs, lighting, drainage, directional signage and the widening of paths where feasible, to reduce conflict between cyclists and other road users. Most schemes primarily involve improvements to path design but some also include creating new routes or changing the legal status of paths to prioritise cycle access.
- 2.6 The 2019 Programme (although largely deferred due to the LCWIP development) has produced several successful improvements to the local cycling network (which can be viewed at www.threerivers.gov.uk/cycling) as shown at Appendix A.
- 2.7 These improvements include the delivery of new cycle parking, improved surfaces and legal improvements to allow cyclists to access hitherto inaccessible paths designated only for walking; as well as securing various consents and funding towards other paths in development.
- 2.8 The wider, newly surfaced Grand Union Canal towpath has been developed northward from Rickmansworth in phases and the final 500 metre section will be completed in Spring 2023 providing a key traffic-free level path connecting many of the settlements in the District from Rickmansworth and Croxley Green to Watford, Hunton Bridge, Kings Langley and on to Hemel Hempstead (details here www.threerivers.gov.uk/cycling#guct)
- 2.9 Other schemes include the new surfacing of the key Ebury Way and the planned upgrade to enable cycling on Caravan Lane, Rickmansworth, both expected by March 2023.

Parking Management Programme

- 2.10 The District Council as the statutory Local Parking Authority (and as agent to the local Highway Authority, Hertfordshire County Council) manages the provision of on- and off-street parking in the Three Rivers District through the Parking Management Programme.
- 2.11 This report reviews the success of the programme to January 2023 (see Appendix A and sections 2.8 to 2.10). It does not propose any additions to the programme.
- 2.12 Every programmed scheme has been progressed through some of the five stages and some have been completed and introduced, notably the Croxley Green (Permit Parking) scheme which launched on the 31 March 2021 and which has since been reviewed (with very positive feedback from people in many streets and with no significant amount of dissatisfaction).
- 2.13 Other schemes nearly concluded include the next 'Area-wide' scheme programmed for investigation, Rickmansworth West, which received committee approval for the final stage to advertise orders and implement in October 2022; and a set of 'locally important' schemes across the District which are shortly to be advertised for the last time before being introduced. The most recently programmed Area-wide scheme (which addressed requests from within and around every Permit Parking Zone in Chorleywood) has recently been through the second stage of consultation on a preliminary design for extensions to some Zones.

3 Options and Reasons for Recommendations

Parking Management

- 3.1 The proposed programme will enable the effective control and progression of the Parking Management Programme, through which the District Council delivers new parking control schemes acting as agent to Hertfordshire County Council, the local Highway Authority. The work programme is focussed on larger, wide-area consultation to make best use of the limited resources allocated to the programme. The programme is set from requests that are received from the public and other agencies. Every request is assessed against a set of criteria agreed by this committee (on the 18 November 2014), which sets the procedure for prioritising new parking schemes. The criteria are applied where relevant.

Cycling and Walking

- 3.2 The proposed programme will enable the effective control and progression of the Cycling and Walking Programme, focussing on deliverable local schemes in the expectation that more strategic schemes will be programmed following adoption of the LCWIP. The recommended schemes that are under investigation as set out in Appendix A comprise a selection of deliverable improvements to the proposed Three Rivers strategic cycling and walking network (current proposed network maps are published at the link below).
- 3.3 These proposals will contribute to the completion of safer, more attractive routes for all people to cycle and walk. Each route connects two or more key destinations including local settlements, schools and educational sites, employment areas and community facilities. Other proposals facilitate cycling by providing the infrastructure to support bike storage, training, wayfinding, repair and information, as publicised here www.threerivers.gov.uk/cycling.

4 Policy/Budget Reference and Implications

- 4.1 The recommendations in this relate to the Council's agreed policy. The District Council operates as Local Parking Authority in a context of local and national policy and sets its policies with regard to those published by Hertfordshire County Council (primarily the *Local Transport Plan 4* and its child document, *Roads in Hertfordshire* (2011). It also considers relevant policies including the Local Plan and the Corporate Plan.
- 4.2 The recommendations in this report are within the Council's agreed policy and budgets. The relevant policies are the operational Parking Management Strategy agreed and updated from November 2014 and the Cycling Strategy (2008) (as amended by the 2009 Cycle Parking Strategy, the 2013 Study and the 2015 update (the Cycling and Integrated Transport Strategy).

5 Communications & Website Implications

- 5.1 The scheme development process involves informal consultation with the public, local businesses and local interest groups. This is typically carried out using a range of questionnaires and publications that are published online or on paper as appropriate. Consultations published online will be accessible from the websites both of the District Council and of the Council's sustainable travel strategic programmes (www.threerivers.gov.uk/sustainabletravel). These mechanisms will also be used to promote any schemes that are developed for the strategy.

5.2 Scheme marketing and promotion is important to the success of the strategy as routes will not be used until potential cyclists are made aware of them and encouraged to use them for everyday travel. Officers recommend that an element of the funding allocated to each scheme should be used in marketing and promotion. It is important, for example, that a launch event is held for each scheme. These events should be publicised as widely as possible, followed by promotional activities over the next year following the completion of each scheme, such as promoted rides, publication of leaflets and community engagement to highlight the improved routes.

6 Financial Implications

6.1 Regular capital budgets are allocated specifically for these types of schemes and the programmes will be managed within the agreed allocation.

6.2 Meaningful expenditure estimates can be produced for any particular parking scheme once the relevant Traffic Order has been agreed following the statutory process, which sets out the extent and scope of the scheme. Local Authorities cannot lawfully prejudge the outcome of this process.

6.3 Very outline estimates are provided for Cycling and Walking schemes at Appendix A; the quality of these can be improved once detailed design and consents are agreed. External funding is sought for most schemes, particularly as most are delivered jointly with external partners.

7 Legal Implications

7.1 Three Rivers District Council is the Local Parking Authority for the District, designated by the Traffic Management Act 2004 (and associated legislation). It is responsible for enforcing and introducing controlled parking zones and other measures, acting under agency from the Local Highway Authority, Hertfordshire County Council. It is directly answerable to the Government for the way it manages parking finances.

7.2 Most schemes require formal consultation of the public under the traffic order-making regulations of the Road Traffic Regulation Act 1984 or under the Highways Act 1980 and associated legislation. In addition to this, it is intended that the occupiers of any property affected by any proposals will be directly informed.

7.3 All schemes will be progressed in line with the District Council's powers under its relevant Agency Agreement with Hertfordshire County Council. In some cases, where any physical changes to the layout of highway are proposed, it may be necessary for the District Council to enter into a Section 278 Agreement with the County Council, to enable works on the highway to proceed.

7.4 Where legal powers are required to enter into agreements for specific consents (for example to create new rights of way to enable cycling), these will be the subject of specific decisions taken by the relevant authority (using the example above, this would entail a report to the Planning Committee for consent to make a legal Order).

8 Equal Opportunities Implications

8.1 Relevance Test

Has a relevance test been completed for Equality Impact?	No (no proposed change to service)
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9 Staffing Implications

- 9.1 Schemes are developed by the Transport and Parking Policy team within Regulatory Services with support from external contractors where necessary. Where staffing resource affects delivery timescales, projects timescales are revised in line with available resources. Cycling and Walking schemes could be at risk depending on how complex the scheme development is, taking account of the reported needs for additional staffing that have already affected delivery timescales for these existing programmed schemes.

10 Environmental Implications

- 10.1 The programmes are intended to support the Council's framework objectives to promote sustainable travel and to manage parking. The impact of schemes on the local built environment and street scene will be considered as part of individual schemes.

11 Community Safety Implications

- 11.1 All schemes are designed to take account of safety implications. For example, where appropriate the police will be consulted and where necessary road safety audits will be carried out.

12 Public Health implications

- 12.1 As detailed above, cycling and walking as forms of active travel and recreational exercise contribute towards general public health and is enabled and encouraged by these recommendations. There are no identified implications for the management of parking.

13 Customer Services Centre Implications

- 13.1 The scheme development process involves informal consultation with the public, local businesses and local interest groups. This is typically carried out using a range of questionnaires and publications that are published online or on paper as appropriate. Consultations published online will be accessible from the websites both of the District Council and of the Council's sustainable travel strategic programmes (www.threerivers.gov.uk/sustainabletravel). These mechanisms will also be used to promote any schemes that are developed for the strategy.

14 Communications and Website Implications

- 14.1 The scheme development process involves informal consultation with the public, local businesses and local interest groups. This is typically carried out using a range of questionnaires and publications that are published online or on paper as appropriate. Consultations published online are accessible from the website, www.threerivers.gov.uk/parkingconsultations. These mechanisms will also be used to promote any schemes that are developed for the strategy.
- 14.2 Scheme marketing and promotion is important to the success of the strategy as routes will not be used until potential cyclists are made aware of them and encouraged to use them for everyday travel. Officers recommend that an element of the funding allocated to each scheme should be used in marketing and promotion. It is important, for example, that a launch event is held for each scheme. These events should be publicised as widely as possible, followed by promotional activities over

the next year following the completion of each scheme, such as promoted rides, publication of leaflets and community engagement to highlight the improved routes.

15 Risk and Health & Safety Implications

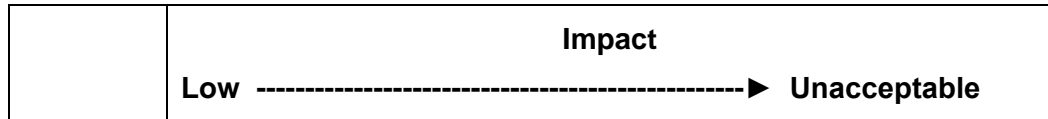
- 15.1 The Council has agreed its risk management strategy which can be found on the website at <http://www.threerivers.gov.uk>. In addition, the risks of the proposals in the report have also been assessed against the Council's duties under Health and Safety legislation relating to employees, visitors and persons affected by our operations. The risk management implications of this report are detailed below.
- 15.2 The subject of this report is covered by the Regulatory service plan. Any risks resulting from this report will be included in the risk register and, if necessary, managed within this/these plan(s).

Nature of Risk	Consequence	Suggested Control Measures	Response <i>(tolerate, treat terminate, transfer)</i>	Risk Rating <i>(combination of likelihood and impact)</i>
The Parking Management programme may not be completed in full, due to the consultative and iterative nature of the legal process for introducing parking restrictions, and limited resources.	Threats to local quality of life, environmental quality reduction, negative publicity.	Relevant and appropriate project management processes used.	Tolerate.	3
Failure to agree programme would leave the Council unable to provide an adequate level of service in addressing parking management issues within the district.	Threats to local quality of life, environmental quality reduction, negative publicity.	Relevant and appropriate project management processes used.	Tolerate.	3
The Cycling and Walking programme may not be completed in full, due to the consultative nature of the	Threats to local quality of life, environmental quality reduction, negative publicity.	Relevant and appropriate project management processes used.	Tolerate.	3

legal process for introducing legal changes to paths and to limited resources within the council.				
Due to the nature of proposed Cycling and Walking schemes that often rely on partnership working, lack of partners could lead to limited resources or legal powers being available to ensure that schemes would be built.	Threats to local quality of life, environmental quality reduction, negative publicity.	Relevant and appropriate project management processes used.	Tolerate.	3
Lack of staff; unable to recruit to TPP posts. This is an acknowledged Council wide risk – inability to recruit to key posts.	Inability to deliver agreed programmes to time and/or expected specification.	Programmes will (as historically) be reprioritised to meet staffing availability.	Tolerate.	3

15.3 The above risks are scored using the matrix below. The Council has determined its aversion to risk and is prepared to tolerate risks where the combination of impact and likelihood scores 6 or less.

Very Likely Remote ↓ Likelihood	Low	High	Very High	Very High
	4	8	12	16
	Low	Medium	High	Very High
	3	6	9	12
Low	Low	Medium	High	
2	4	6	8	
Low	Low	Low	Low	
1	2	3	4	



Impact Score

- 4 (Catastrophic)
- 3 (Critical)
- 2 (Significant)
- 1 (Marginal)

Likelihood Score

- 4 (Very Likely (≥80%))
- 3 (Likely (21-79%))
- 2 (Unlikely (6-20%))
- 1 (Remote (≤5%))

15.4 In the officers’ opinion none of the new risks above, were they to come about, would seriously prejudice the achievement of the Corporate framework and are therefore operational risks. The effectiveness of the management of operational risks is reviewed by the Audit Committee annually.

16 Recommendation

16.1 That: The Committee agrees that officers continue to develop the proposals set out as the extended work programmes at Appendices A and B; and delegates all decisions on the development of, expenditure on, and any additions to this work programme to the Director of Community and Environmental Services in consultation with the Lead Member for Economic Development and relevant Ward Councillors whose Wards are directly affected by proposals.

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Data Quality

Data sources: None

Background Papers

- www.threerivers.gov.uk/sustainabletravel
- www.threerivers.gov.uk/cycling
- www.threerivers.gov.uk/parkingconsultations

APPENDICES / ATTACHMENTS

- Appendix A - TRDC Parking Management Programme 2021-23 (updated Jan 2023)
- Appendix B - TRDC Cycling Strategy Programme 2019-21 (updated Jan 2023)

TRDC Parking Management Programme 2021-23 (updated Jan 2023)

Ref	Scheme	Current status
16-2	Rickmansworth West	Stage 4 - Final Detailed design publication in prep ahead of imminent Traffic Order advertisement.
21-3	Sandy Lodge Way, Northwood	Stage 2 - Expected withdrawal now superseded by extension to initial survey. Initially reprogrammed following delegated liaison.
21-4	Langleybury Lane, Abbots Langley	Stage 1 (Initial survey) complete (specific to school); reprogrammed and report on hold contingent on HCC feedback on significant adjacent development.
21-5	Harefield Road Area, Rickmansworth	Stage 1 (Initial survey) complete; awaits Stage 2 (Preliminary design survey). Initially reprogrammed following delegated liaison.
21-6	Locally important schemes at: Lemonfield Drive area, Leavesden High Street, Bedmond Oxhey Drive, South Oxhey The Green, Croxley Green Potential earlier introduction of restrictions on High Elms Lane Parsonage CI turning head Ebury Rd (subject to approval considering comments) Skidmore Way Talbot Road, Rickmansworth	Stage 4 - Final Detailed design publication in prep ahead of imminent Traffic Order advertisement. Some elements reprogrammed (e.g. Gosforth Lane, Talbot Road) following requests for extended consultation and need for consents, respectively. Two sites removed (Astons Road, Moor Park and Hazelbury Ave, Abbots Langley) following negative results of initial survey.
21-2	Primrose Hill, Kings Langley	Stage 2 (Preliminary design consultation) complete, at analysis.
21-8	Croxley Green PPZ Review Post-implementation scheme review	Stage 2 (Preliminary design consultation) - Report waiting responses from all LWCs, contingent on Member/Director agreement to proceed
21-7	Croxley Green study supplementary scheme	Stage 2 (Preliminary design consultation) - Deferred pending Review (21-8) outcomes (avoid conflict/confusion)
21-1	Chorleywood Area-wide review	Stage 2A (Preliminary design) consultation on extensions published (close Jan 2023) with plans for improvements to existing PPZs in development.
14-5	High Elms Lane	Stage 2B (Detailed design): Waiting updated report from contractor prior to agreement. Next step - Stage 3 NoP (subject to agreement) to follow and is combined with 21-6)

TRDC Cycling & Walking Strategy: 2023-24 Programme

Location (Scheme ref)	Indicative priority	Route / Programme	Potential Partners	Scheme, Issues and Opportunities	Scheme status	Indicative outline costs
Gallows Hill/Lauderdale Rd, Abbots Langley (TRDC5)	3	Abbots Langley	HCC Highways	Permeability scheme - reduce length of alternative route by making cyclist exemption to 'Point no entry'.	Progress contingent on updated HCC Agency agreement, which is not yet complete.	£2,500
Attenboroughs Fields, Bushey (H3)	1	Carpenders Park - Bushey	HBC, HCC (Estates)	Opportunity to connect missing link to provide full off road route to connect South Oxhey with (and specifically Bushey Academy). Carpenders Park with Bushey.	Investigation complete; no further action at this time due to lack of consents - land owner negotiations complete with owner currently not in support. Future support gained from HBC, local groups and HCC PRoW team.	Not known
High Elms Lane – Woodside Road to current shared path, Leavesden (TR21)	1	Abbots Langley to Garston Schools	HCC Highways	Opportunity to provide missing link between Garston Schools cluster and the A405 North Orbital Road cycle way to the existing cycle network in Abbots Langley. Involves possible widening footway, shared crossing and signage.	Was kept on hold awaiting completion of TRDC parking scheme now at detailed design stage with HCC support from Preliminary stage. Parking scheme successfully adapted to deliver wider footway meeting current standards to accommodate cycling while road speeds are reduced using physical measures; while maintaining or exceed current parking provision (subject to land-take agreed in principle), a key objective of the parking scheme.	Part of major highway scheme

Leavesden Country Park, Abbots Langley	1	Abbots Langley to Garston Schools	TRDC Landscapes	Designated cycle path from Langley Lane to Woodside Road (widened following route designation in 2008/9) Scheme will assess signage, storage, lighting & accesses. Works may require separate committee approvals.	New complete solar lighting delivered and northern path quality assessment complete, with new signage expected shortly to highlight shared path. Further works planned towards Garston schools cluster (High Elms Lane area) to link with agreed and expected future crossings of existing busy roads.	£50,000
Caravan Lane (Footpath 30), Rickmansworth (TRDC7)	1	Rick'th to Croxley Green	HCC PRoW	Upgrade public footpath, surfacing, signage and access improvements. Good off-road link to avoid Park Road/High St. roundabout and Scots Hill, linked to All Saints Lane / Lavrock Lane	New path now connected with Three Rivers House to Northway contraflow route via wheeling channel at The Cloisters. Legal upgrade progressed by TRDC in progress (Jan 2023) to connect path with High Street.	£3,000
Mill End cycle route minor updates	1	Rick'th	HCC Highways	Improvements to existing cycle route to improve access to the new school on roads avoiding the A412 Uxbridge Road, resulting from new HCC cycling infrastructure improvements being built November 2018, to make route more accessible.	Planned minor changes to fence lines, barriers, dropped kerbs and some signing to regularise existing route delivered in 2009. Route contingent on Property team works to modify land licence on Springwell Ave, to enable narrow corridor to be widened.	£5,000

Location (Scheme ref)	Indicative priority	Route / Program -me	Potential Partners	Scheme, Issues and Opportunities	Scheme status	Indicative outline costs
Link from A412 to Riverside Drive via Aquadrome, Rickmansworth (TR18)	1	Rick'worth h	TRDC Landscapes	Provision of an off-road route to avoid busy A412 between Mill End and the Ebury Way (National Cycle Route 6) via the Aquadrome. Involves FP065 to for which a diversion is currently in progress; HCC s106 designated and HS2 proposal planned.	Investigation complete; land owner negotiation completed in Summer 2018 with agreement in principle from land owner to proceed. Scheme being designed in consultation with HCC Rights of Way unit due to need for significant bridge works; TRDC has progressed the upgrade of footpath to bridleway using an unusual legal mechanism.	£15,000
District-wide Cycle Parking (TR15)	2	Cycle parking	HCC Highways	Increase cycle parking in busy centres and at Rail Stations – Cycle Parking Strategy (2009) to be delivered at Kings Langley, Croxley Green, Chorleywood, Rickmansworth	Investigations into parking at four stations (Croxley, Rickmansworth, Chorleywood and Carpenders Park) with hub parking delivered by TRDC at Rickmansworth Station and another developed in Croxley Green on LU land following TRDC funding commitment. All stations are now addressed and 2009 Strategy effectively delivered, with confirmation of adequate parking at every station including Chorleywood, Kings Langley and Carpenders Park.	Various
Cycle Hubs and Bike share (TR15)	1	District-wide Mobi-hubs	None	Enable and encourage people to start, re-start or improve their cycling through training in cycling skills and cycle repair to build confidence and ability to cycle.	Ongoing development of further bike hub proposals at sites identified by the Integrated Transport Strategy (2008), strongly linked with scheme TR15 above which provides larger-scale cycle parking at hubs.	Various
Abbots Langley - Bedmond connection	1	Abbots Langley -	HCC Highways	NEW ITEM - Route changed from East Lane (which was not	Alternative route to be investigated by TRDC/HCC using Bedmond Road (led by	Not known

(TRDC2)		Bedmond		considered feasible due to drainage and gradient).	TRDC, not currently on HCC work programme).	
Ebury Way (TRDC6)	2	Strategic Routes		General upgrade, legal and surface. HCC/WBC 'Gap scheme' - not feasible. Alternative scheme started to improve Rickmansworth end of route in response to complaints and surveys.	Works to provide effective rural surface from Rickmansworth end of route (section owned by TRDC, from Chess Basin to Moor Lane Crossing) starting Jan 2023.	£65,000
Grand Union Canal extension (Phase 5) - Railway Terrace to Red Lion Lane (TRDC4)	2	Strategic Routes	HCC, ALPC	Extension of improved traffic-free towpath route towards Nash Mills and Hemel Hempstead, as far as District Boundary. Towpath owned by CRT and partly shared with Dacorum BC.	5.5 miles complete northwards of Rickmansworth; 480 metres remains at north end leading to Dacorum (Nash Mills, at Red Lion Lane). CRT, DBC, HCC are partners in agreed final stage currently in delivery and expected complete by March 2023.	£188,000 (CIL)