

# SW Herts Growth and Transport Plan consultation Response from CycleHerts

## Overall

We agree with the overall thrust of the Growth and Transport Plan that the transport needs of the area in future can most sensibly and efficiently be met by encouraging a switch from private motor vehicles to the more sustainable means of transport of walking, cycling and public transport.

We support the seven Objectives of the Growth and Transport Plan but are not convinced that the Plan will be able to achieve these. The Plan contains many welcome and exciting proposals for cycle provision.

However, we are surprised that this Growth and Transport Plan (GT Plan) has been developed without any plans being available for cycling networks within the two major urban areas covered by the GT Plan. To evaluate each of the nine Packages we need to see how each one fits into a cycle network plan for the relevant urban area. Without such a cycle network plan it is impossible to know whether any one, or the combination of all, of the packages for each urban area will produce the desired increase in cycling journeys to reduce individual car journeys.

To get an overall impression of what is proposed for cycling and to assess to what extent this produced an outline cycling network for each of the two urban areas we have listed all the cycling related proposals for Hemel Hempstead and Watford. Our list of the cycling proposals for Hemel Hempstead is at Appendix 1 and our list for Watford is at Appendix 2

For Hemel Hempstead there a lot of proposals but they don't come over as a coherent Cycle Network covering the urban area. For example, there is nothing to link Warners End and Gadebridge to the station other than provision of a cycle link on Fishery Road. It's like a motorway that consists only of the entry and exit slip roads and no carriageway. Similarly for the greater Watford area there is little for North Watford, Leggatts and Leavesden or how to get between Rickmansworth and Watford town centre other than on the unlit Ebury Way.

It may be argued that the main focus of the GT Plan is on the strategic connections between towns and tackling the major congestion points on the strategic and primary road networks. The proposed projects for cycle links between Hemel and St Albans and between Watford and St Albans would fit into this. However there is little prospect of getting significant modal shift to cycling for the 6+ miles these links would entail. A new cycleway from the Park Street roundabout to Garston will make a small, but welcome, impact on congestion on the A405 for example. The main contribution of cycling to modal shift will come from shorter (under 5 miles) journeys. These will be mainly within the urban areas rather than between them.

For journeys of 5 miles or more between urban areas the main way of reducing private car journeys will be by expanding and enhancing the provision of public transport.

## The Objectives

*A Support sustainable economic growth and regeneration within South West Hertfordshire by improving connectivity, primarily for walking, cycling and public transport*

We support this objective and would like to see a plan for the cycle networks that will connect the residential areas to the growth locations identified in the objective (including: Watford and Hemel Hempstead town centres Maylands Business Park

***B Ensure new infrastructure and streets are resilient to changing environmental conditions.***

*Resilience to these events means ensuring drainage systems are able to cope with increased rainfall and highway, walking and cycling surfaces are able to withstand increased extremes of temperature while minimising maintenance requirements. The results of insufficiently resilient networks are congestion due to flooding causing unreliability, more accidents due to potholes and increased maintenance costs.*

We agree with this objective. The scientific evidence predicting climate change is overwhelming and it would be foolish to not to prepare for it.

***C Improve accessibility and network resilience, and achieve a shift to more efficient modes of travel by providing a greater choice of attractive alternatives to the private car transport.***

*This objective focuses on movements within and between urban centres of up to twelve miles, in particular along the following routes: Hemel Hempstead-Watford Watford-St Albans Rickmansworth-Watford Watford-Bushey-South Oxhey-Carpenders Park*

We agree with the objective. In the absence of plans for cycle networks in the urban areas we are not convinced that the cycling measures proposed in the GT Plan will fulfil their potential in achieving the objective.

***D Improve public health and quality of life, through encouraging and enabling active travel and reducing transport-generated air and noise pollution***

We agree with the objective.

***E Encourage vibrant communities by integrating streets, enhancing walking and cycling networks, and improving the natural and built environment***

*In line with leading initiatives such as TfL's Healthy Streets programme, the Growth and Transport Plan takes a holistic approach to the benefits of improving public realm. Health is the key driver for public realm improvement. Well-designed public realm improvements have the potential to attract pedestrians from all walks of life, encourage physical activity through active travel, improve air quality and reduce noise, reduce severance and provide shade, shelter and places to stop (Improving the Health of Londoners: Transport Action Plan, TfL, 2014).*

We agree with the objective and would like to see the roll out of a Healthy Streets Programme throughout the area covered by the GT Plan.

***F Improve safety and perception of safety and security risks by providing high quality and safe facilities for walking, cycling and public transport users***

We welcome the emphasis on high quality and safe facilities for cycling. In the past, too many of the cycling facilities in the area have not been high quality and the lack of maintenance and repair has sometimes made them almost unusable.

***G Seek to reduce transport related emissions by embracing new technologies and encouraging sustainable travel modes.***

*Two key ways to reduce this impact are to encourage walking and cycling and the more widespread use of electric and hybrid vehicles*

We agree with this objective.

## The Packages

### **Package 1 –Hemel Hempstead East-West Corridor**

*The overarching aim of Package 1 is:*

*To form an east-west, cross-town, multi-modal corridor which facilitates attractive and convenient journeys on foot, by bike, by bus and also by car between Hemel Hempstead railway station, the Town Centre, Jarman Park and Maylands industrial area.*

We welcome

- Developing the A414 into a public transport and cycling/walking corridor, improving both connectivity along and across the key route.
- The reorganisation of road space in the Apsley/Two Waters area to facilitate an improved streetscape

We are concerned that:

- The cycling measures appear to have been developed without reference to an overall plan for a cycle network in Hemel Hempstead and without this we cannot be sure that this is the most cost effective way to achieve modal shift to cycling.
- The measures to improve bus services have been developed prior to a study to identify potential reconfiguration of bus services throughout Hemel Hempstead. Again, without this, we cannot be sure that these are the most cost effective ways to achieve modal shift to public transport.

### **Package 2 - Maylands**

*The overarching aim of Package 2 is:*

*To provide improved access to the Maylands industrial area from both within Hemel Hempstead and outside of the town by all modes of transport.*

We welcome:

- The various proposals to improve cycling within Maylands and East Hemel, the A414 cycle bridge, the links to St Albans and the much needed improvements to the Nickey Line.

We are concerned that

- There are not more proposals for cycle links between Maylands and the residential areas of Hemel Hempstead.

### **Package 3 –Hemel Hempstead-Luton Corridor**

*The overarching aim of Package 3 is:*

*To improve connectivity between Hemel Hempstead and Luton by car and by public transport and limit the impact of rat-running traffic on roads within Harpenden and nearby country lanes*

We welcome

- a new or improved cycleway alongside the A1081 between Luton, Harpenden and St Albans
- improving the streetscape for pedestrians and cyclists in Harpenden town centre.

### **Package 4 –St Albans-Watford Corridor**

*The overarching aim of Package 4 is:*

*To maximise the potential of the existing Abbey Line as a rail route by enhancing onward connections into St Albans City, and to transform the parallel A405 into a multi-modal road*

*by diverting strategic traffic onto the motorway network, freeing up space for more local journeys by bus, bike or by car.*

We welcome:

- Enhanced cycling facilities along the A405 linking St Albans and Leavesden. This can be achieved with or without the proposed public transport hub and additional slips at M25 J21.
- the implementation of a new A405 cycleway
- The proposed review of bus services throughout Watford and the wider area.. The bus service review will help inform what type and level of bus service provision is needed between Watford and St Albans and whether the proposed new St Albans South Public Transport Hub would make a cost effective contribution.

### **Package 5 –Watford Western Gateway**

*The overarching aim of Package 5 is:*

*To improve access to Watford Western Gateway business park through the enhancement of sustainable transport links. The package consists of:*

*A new southern access into Watford Western Gateway Business Parks area for cyclists and buses only.*

*The introduction of a new bus-and cycle-only link across the River Colne linking South Oxhey and the Business Parks Area.*

*Enhanced cycleways and facilities from the area around the edge of Watford town centre to Watford Junction.*

We welcome

- the proposed new and enhanced cycle links

We are concerned that

- The cycling measures appear to have been developed without reference to an overall plan for a cycle network in the greater Watford area
- The proposals for bus links appear to have been developed before the proposed study to identify potential reconfiguration of bus services throughout Watford and the wider area.
- Measures will be needed to make Langley Road more cycle friendly if it is to form part of the Watford northern orbital route.

### **Package 6 –Watford-Hemel Hempstead Corridor**

*The overarching aim of Package 6 is:*

*To promote journeys between Watford and Hemel Hempstead by train and by bus, and to discourage journeys by car on inappropriate routes.*

We welcome

- The emphasis on public transport journeys between the two towns
- Enhanced cycleways and facilities along the Grand Union Canal Towpath and the A411 from Hemel Hempstead to Watford town centre.

### **Package 7 –Watford Central**

*The overarching aim of Package 7 is:*

*To reduce traffic congestion in Watford town centre by enhancing infrastructure which benefits journeys made on foot, by bicycle and by bus, and provide new route options for traffic which avoid busy urban roads.*

We welcome:

- The public realm enhancements on Watford Ring Road.

- Truncation of and conversion to two way working of the Watford Ring Road
- A new bus-and cycle-only link bridge at Colonial Way.
- Removal of one westbound lane from Watford Junction/Clarendon Road towards St Albans Road junction and increasing width of footways/cycleways
- The other cycling measures proposed for central Watford

***Package 8 – Watford South and Package 9 - Rickmansworth***

We have no specific comments on these packages but support comments submitted by Rogrr Bangs on behalf of Spokes SW Herts Cycling Group.

*John Metcalf*

Chair  
CycleHerts

September 2018

### SW Herts Growth and Transport Plan. Hemel Hempstead cycling measures

#### **A414 East-West corridor for journeys on foot, by bike, by bus and also by car between Hemel Hempstead railway station, the Town Centre, Jarman Park and Maylands industrial area.**

##### A414 multi-modal street & bus priority w/o bypass

Convert St Albans Road (A414) from Green Lane to the Plough (Magic) Roundabout to be more of a 'street' accommodating different modes of travel, with reduced speed limit, some capacity reduction, more at-grade crossings, public realm enhancements, and bus priority lanes on the A414 providing more attractive journey times for buses running between Hemel Hempstead station, town centre and Maylands

##### New cycle routes mainly on roads which cross the A414

Wood Crescent-Runham Road (incl link to ski centre)

Lower Yott-Windmill Road

Jarman Park

Bennetts End Road White Hart Road - Longlands

Leverstock Green Rd (incl. at grade crossing)

Links to neighbourhood centres such as Adeyfield and Bennetts End

New at-grade crossings on the A414 will be required.

##### Magic Roundabout cycle flyover

An iconic cycle bridge over the Magic Roundabout that primarily connects routes on St Albans Road to Station Road and Two Waters Road.

#### **Hemel Hempstead Station and Warners End/Gadebridge**

##### Segregated Fishery Road cycle link

Enhanced cycle facilities on Fishery Road linking Warners End / Gadebridge area with the Station. Segregated cycle link over the river close to Fishery Road with new/improved link across Boxmoor.

##### Fishery Road cycle and bus only

Close Fishery Road to all traffic and only allow buses along the road and over the bridge that connects west Hemel Hempstead residential areas to Hemel Hempstead station.

#### **London Road and Grand Union Canal corridor**

##### A4251 London Road pedestrian/cycle enhancement

Pedestrian and cycle enhancements along London Road (A4251). Include cycle lanes and wider footpaths with the intention of promoting healthier travel through the Two Waters area of the town.

##### Two Waters A4251/A414 junction reorganisation

A4251/A414 junction reorganisation to reduce junction footprint and improve crossing facilities for pedestrians and cyclists. Removing priority for turns from the A414 to the A4251 towards Apsley.

##### Streetscape and walking/cycling enhancements in Apsley/Two Waters area

Streetscape improvements -- including 20mph speed limits, street beautification, and shared space measures -- along Lawn Lane from the Plough (Magic) Roundabout to Durrants Hill

Road and along the A4251 from its junction with the A414 to Durrants Hill Road to provide an improved urban realm and minimise rat-running along the A4251 (from the A41).

Filtered Permeability measures at Lawn Lane arm of Plough Roundabout  
Filtered permeability measures at the Lawn Lane arm of the Plough (Magic) Roundabout to prioritise bus and cycle movements. Private car traffic diverted to Corner Hall and Durrants Hill Road/London Road.

**Provide improved access to the Maylands industrial area from both within Hemel Hempstead and outside of the town by all modes of transport.**

**Nickey Line north-south extension**

An off-road cycle route that connects to the Nickey Line and A4147 through the proposed East Hemel Hempstead development area to improve cycle connectivity and facilitate walking & cycling trips across the new development.

Conversion of existing 'country lanes' through the Maylands area to so-called 'quietways' for cyclists and pedestrians (limited access for vehicles) travelling from north and south Hemel Hempstead into Maylands

- Quietway - Buncefield Lane southern section
- Quietway - Buncefield Lane central section PR98
- Quietway - Buncefield Lane northern section
- Quietway - Cherry Tree Lane

**Hemel Hempstead Eastern Spine Road – multi-modal focus**

A lower speed Eastern Spine Road that connects A4147 Hemel Hempstead Rd and B487 Redbourn Rd to enhance connections and access to Maylands by car, bus and cycle from the north. Connects Green Lane to B487 and into other cycleways in Maylands. Designed to minimise rat-running.

**A414 J8 Cycle Bridge**

High quality cycle bridge over the A414 Breakspear Way near M1 Junction 8, to improve cycle routes to areas north and south of the A414 (strongly linked to the East Hemel Hempstead urban extension)

**Nickey Line**

**New lighting on entire route within urban area**

Enhance the Nickey Line cycleway by installing additional lighting to improve perception of safety, improve signage to make navigation easier day and night. To cover both the urban section within Hemel Hempstead and the rural section to Redbourn.

**Improved step free access from Cherry Tree Lane**

Replacement of current steep steps with a ramp structure suitable for cyclists and people with impaired mobility.

**Improved step free access from Three Cherry Trees Lane**

Replacement of current steep steps with a ramp structure suitable for cyclists and people with impaired mobility.

**Links to St Albans**

**A4147 cycleway**

Planned off-road cycle route alongside part of the A414 (M1 J7-8) and connecting to the A4147, then running off road alongside the A4147 to St Albans.

A414 cycleway: Hemel Hempstead to Park Street  
Cycleway along the A414 to connect Maylands with Park Street (and A414 / A405 shared cyclepaths).

### SW Herts Growth and Transport Plan.

## Watford, Rickmansworth and Croxley cycling measures

### **Watford town centre**

Exchange Road missing cycle link (Vicarage Road)

Exchange Road enhancements north-west of Vicarage Road junction. Off road cycle provision by altering elongated 'give way' area and relocating variable message sign.

Lower High Street shared use cycle path

Shared use cycle path between Bushey Arches and Dalton Way including provision of new cycle/pedestrian bridge over the River Colne or reducing the road width and reallocating space to footways

Watford Ring-Road gateway junction enhancements

Enhancements to improve cycle, pedestrian facilities: Market St; Clarendon Rd; Estcourt Rd; Lower High St. Introduce 20mph speed limit on sections adjacent to gateway junctions (maintain 30mph on other sections).

Watford Junction -Town Centre (Clarendon Road) public realm enhancements

Enhance the public realm between Watford Junction station and the town centre along Clarendon Road. Improve pedestrian facilities and cycling and enforce pedestrian and cyclist priority over motorised vehicles.

Watford Junction one-way system re-configuration and road space consolidation

Removal of one westbound lane towards St Albans Road junction and increasing width of footways/cycleways. Re-configuration of the one-way system -reversing one-ways on St John's Rd and Woodford Road and making Clarendon Road northern section one-way northbound only.

Parking Strategy Action Plan (includes cycle parking provision and regulation of freight deliveries)

A parking strategy to identify current constraints and future demand for car and cycle parking in Watford town centre, as well as to identify the impact of freight deliveries.

Colonial Way-St Albans Road bus and cycle only link

New bus and cycle only link road comprising of a bridge over the Abbey Line connecting Colonial Way (east) with the planned Watford Junction development.

Lower High Street shared use cycle path

Shared use cycle path between Bushey Arches and Dalton Way including provision of new cycle/pedestrian bridge over the River Colne or reducing the road width and reallocating space to footways

### **Watford – Hemel Hempstead corridor**

A411 Hempstead Road and Grand Union Canal Corridor cycle improvements  
Cycle Lane (on or off road) along A411 Hempstead Road (Watford) plus enhance the section in front of West Herts College between A411 and High Street. Additional general improvements along the Grand Union Canal corridor and improvements at Grove Mill Ln area to improve connectivity to the Towpath from A411.

### **Watford – St Albans corridor**

A405 Cycleway

Provision of off-road cycleway broadly alongside the A405 running from Coningsby Bank (St Albans) and Bricket Wood (M1 J6) to Garston (including the Leisurepark) and Leavesden (including the business park).

### **Watford South**

#### **By-the-Wood -Oxhey Lane Merry Hill Greenway Cycle Link**

Enhance existing fragmented cycleway provision between By-the-Wood (Carpenders Park), along a section of A4008 Oxhey Lane and Greenway (which links to Merry Hill Road

#### **Holywell to South Oxhey Cross-Colne Sustainable Link (cycle and bus only)**

Upgrade of Ebury Way from Tolpits Lane to adjacent to Electricity Transmission Station and new section running to Hampermill Lane alongside Bushey Cricket Club. New/re-routed bus services from Bushey and South Oxhey areas.

#### **Improved South OxheyCarpenders Park Link**

Enhanced road, cycle and pedestrian links over the railway line linking South Oxhey and Carpenders Park areas (addressing current constrained and limited linkages)

#### **Anthony Close, The Pathway, Watford Heath pedestrian and cycle links**

Enhance the routes leading to the existing footbridge over the railway line (along Anthony Close/The Pathway west of the railway line, and Watford Heath east of the railway line).

#### **Delta Gain (South OxheyCarpenders Park) pedestrian and cycle links**

Enhancements to the pedestrian and cycle environment on Delta Gain and Gibbs Couch on the approach to Carpenders Park Station including measures to manage on-street parking.

### **Rickmansworth**

#### **Ebury Way wayfinding and access enhancements, Rickmansworth**

Improvements to wayfinding signage and junction treatments between Ebury Way and Church Street, Rickmansworth.

#### **Church Street 20mph Zone, Rickmansworth**

20mph zone introduced on Church Street, Rickmansworth -between High Street and A404 to help facilitate potentially safer journeys by bike and on foot.

#### **Enhanced linkage between Homestead Rd (Rickmansworth Station) and Victoria Close**

Close the existing underpass and instead provide an at-grade crossing on the A412 between Homestead Rd (Rickmansworth Station) and Victoria Close.

#### **A404 Riverside Drive, Church Street Roundabout minor enhancements**

A404 Riverside Drive, Church Street Roundabout partial signalisation or spiral markings to improve efficiency of traffic throughput incorporating better cycle crossing facilities linking the River Chess and Church Street.

#### **Riverside Drive Uxbridge Road Roundabout Cycle Crossings, Rickmansworth**

Replacement of existing zebra crossings with pedestrian and cycle crossings on southern and western arms.

### **Watford and Croxley business parks**

#### **Watford Business Park southern access: Buses, pedestrians and cycles only**

A new southern access into the Watford & Croxley business parks area from Tolpits Lane for buses, pedestrians and cyclists only (bus services use existing roads to Moor Park, Northwood etc.). Plus new walking connection between Tolpits Lane industrial area and Watford & Croxley Business Parks via Ebury Way and Dwight Road.

**Northern inner circular cycle link**

Watford (inner) northern orbital cycle link

Enhanced cycleway link between Watford Junction and Cassiobury Park via Langley Road, Stratford Road and Stratford Way, through Cassiobury Park (via existing route), Cassiobury Park Avenue, Swiss Avenue, Gade Avenue, Rickmansworth Road and Ascot Road (utilising existing provision with some enhancements at junctions and across roads such as the A412).