



WATFORD
BOROUGH
COUNCIL



Stakeholder Workshop

Officers and local cycling, walking
and community groups

Watford and Three Rivers LCWIP

Three Rivers Walking & Cycling Networks Update

October 2021



Workshop Agenda

1 Introductions

2 Local Cycling and Walking Infrastructure Plans Recap

3 Work undertaken since the last workshop

4 Cycle network – high level interventions for priority routes

5 Walking routes – Carpenders Park high level interventions

6 Next Steps



Introductions



Housekeeping

1. LCWIP Background Recap

Background

Technical Guidance on preparing LCWIPs issued in 2017

LCWIPs are a long-term evidence based approach to developing cycling and walking networks, ideally over a **10 year period**

Involves **High-level planning** of schemes for future funding opportunities

Aim to enable **meeting of targets** set out in CWIS

Three key outputs

- Cycling and walking **network plan**
- A prioritised programme of **infrastructure improvements** for future investment
- A **Technical Report** setting out supporting evidence and analysis

The Six Stages of LCWIP

1

Determining Scope

Establish geographical extent

Arrangements for governance

Engagement approach

2

Gathering Information

Data on existing travel patterns

Data on existing conditions

Data on origins and destinations (trip generators)

3

Network Planning for Cycling

Establish desire lines for cycle movement

Establish routes

Audit priority routes

Determine improvements

4

Network Planning for Walking

Core walking zones

Identify pedestrian routes

Audit priority routes

Determine improvements

5

Prioritising Improvements

Develop a prioritised plan for future investment

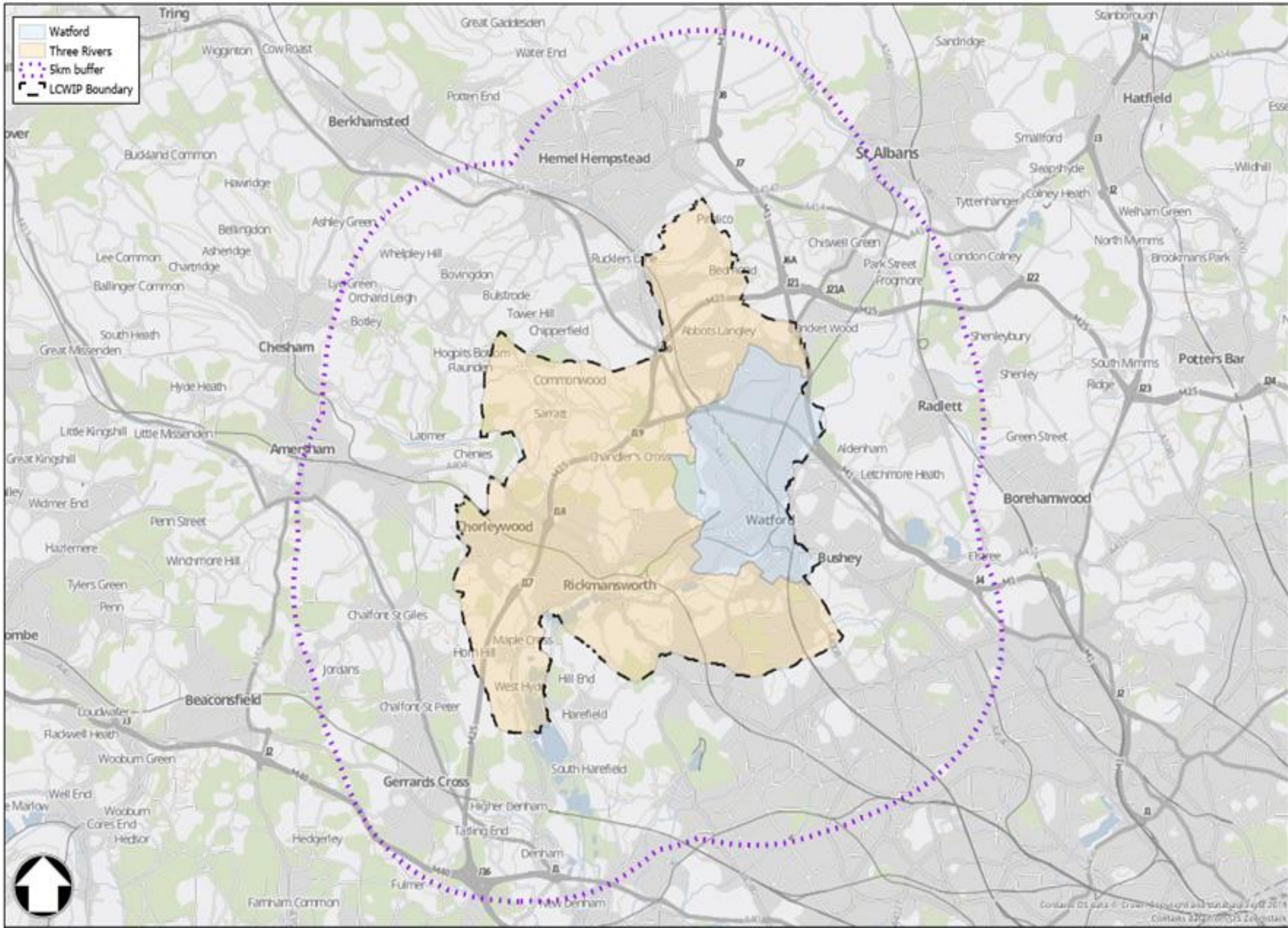
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Integration and Application

Integrate outputs with other planning and transport policies and delivery plans

Geographical Scope

Watford & Three Rivers Area





2. Work undertaken since last stakeholder workshop

LCWIP development since the last stakeholder workshop (October 2020)

Cycling Network Development

Strategic cycling network identified for Watford and Three Rivers

From this network priority corridors identified for further investigation

Site audits undertaken

Identification of high level measures for Three Rivers Routes

Walking Network Development

Carpenders Park Centre Core Walking Zone prioritised

Key Walking Routes around Carpenders Park identified

Site audits undertaken

Identification of high level measures along these Key Walking Routes

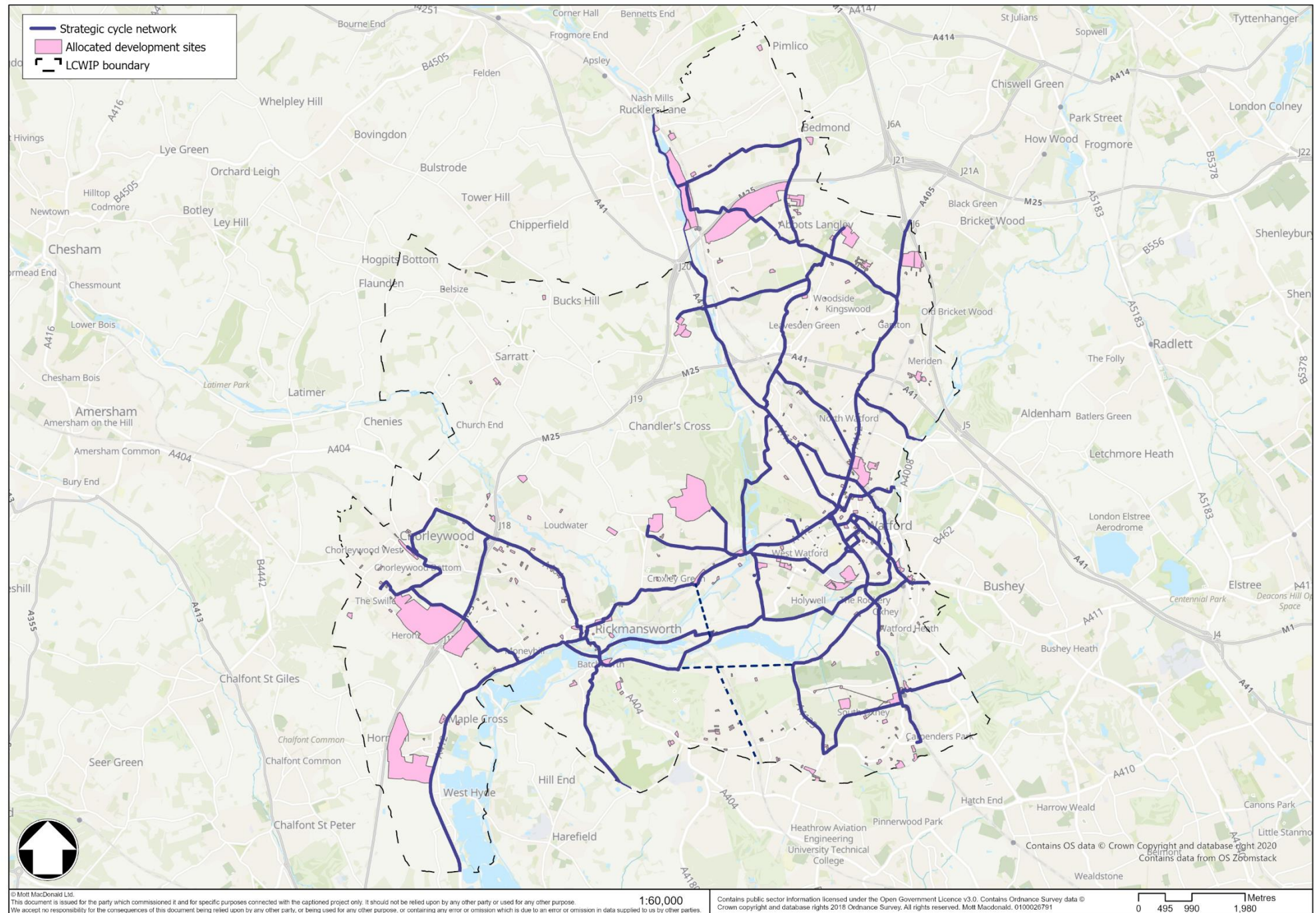
Workshop Purpose

Opportunity to comment on the high level cycling measures identified for Three Rivers

Opportunity to comment on the high level walking measures identified for Carpenders Park

Opportunity to comment on the prioritisation of the programme of infrastructure improvements for future investment

Strategic Cycle Network



Initial Route Prioritisation

Criteria used to identify priority routes

Cycling

Effectiveness

Increase in forecast cycle use – using Propensity to Cycle Tool (PCT).

Policy

Proximity to areas of high ‘place’ function under HCC’s Movement and Place assessment

Indices of Multiple Deprivation – with the more deprived areas scoring the highest; and

Routes that address severance issues – routes which look to resolve significant barriers will score higher.

Walking

Effectiveness

Population who directly benefit from the route.

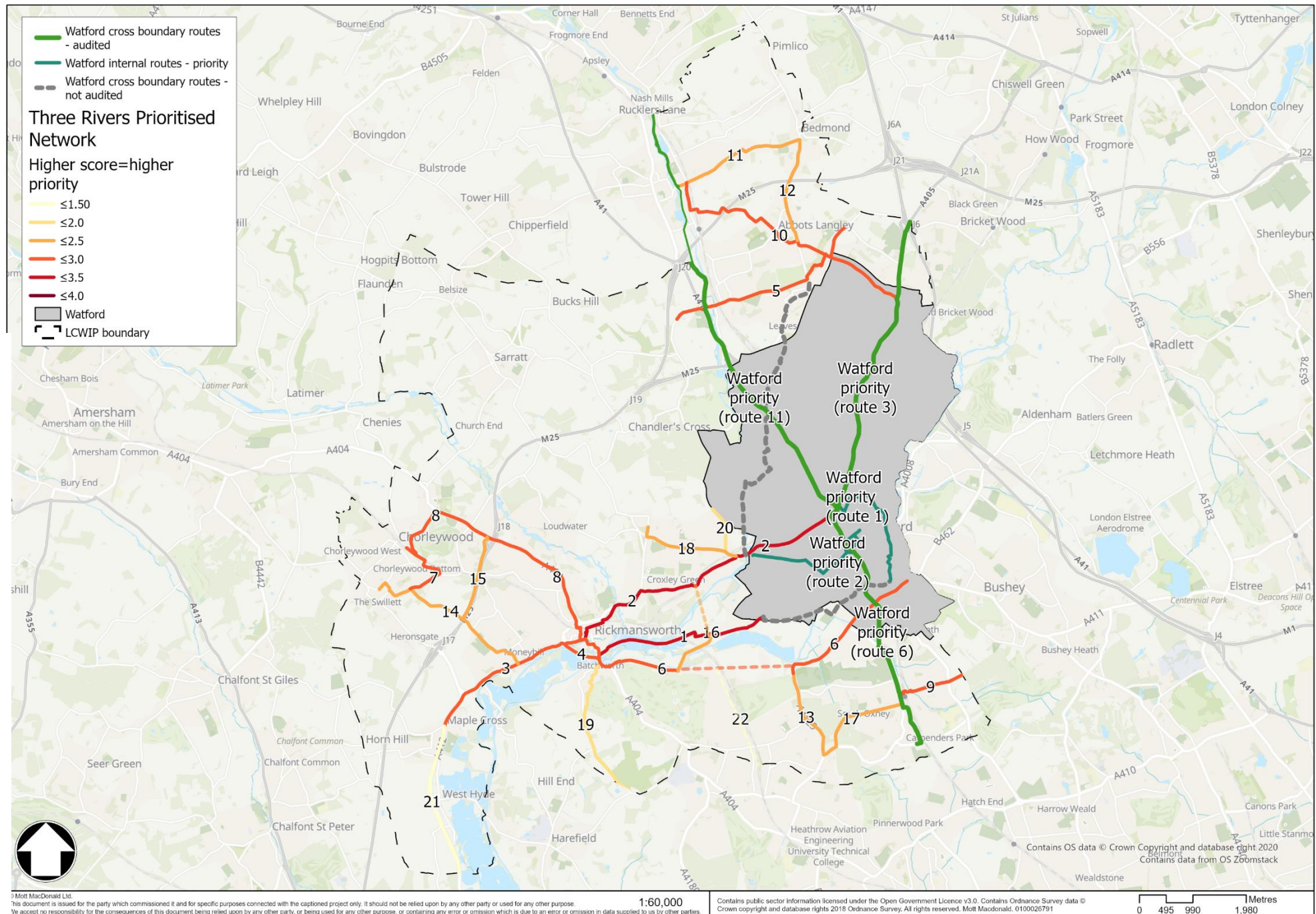
Policy

Proximity to areas of high ‘place’ function under HCC’s Movement and Place assessment ; and



Routes that link to key destinations

Strategic Cycle Network – Prioritised Routes

- Route 2 - Rickmansworth - Watford A412
- Route 3 – Rickmansworth – West
- Route 8 - Rickmansworth – Chorleywood
- Route 14 – Shepherds Lane
- Route 21 – Maple Cross South



The 'local route network' comprises routes not included in the LCWIP but promoted by TRDC to connect to the LCWIP Strategic Network – see website.



3. Cycle network – high level interventions for priority routes

Network Planning

An LCWIP is a **high-level network planning document**

An LCWIP **should not define exactly what can be provided along each route, but should suggest types of intervention** that could be considered

- For example, a protected facility for cyclists may indicate potential for a separated route but the type of facility (hybrid track, kerb separation) will be subject to further design
- Where shared use is considered this could cover cycle tracks at footway level (see image from LTN 1/20) if space permits.
- Further work needed to shape the exact design proposals for each route:
 - Feasibility assessment
 - Understanding impact on other modes/users
 - Safety assessment
 - Further engagement and public consultation
- Some constrained sections are identified as pinch points where further detailed investigation is needed to identify potential measures – potentially impacting on the route alignment.

Figure 6.14: Cycle track with sign to TSRGD diagram 955



Route Selection Tool

High-level tool to assess current acceptability of route

Key criteria

- Directness
- Gradient
- Safety
- Connectivity
- Comfort
- Identification of critical junctions

Score above 3 = acceptable

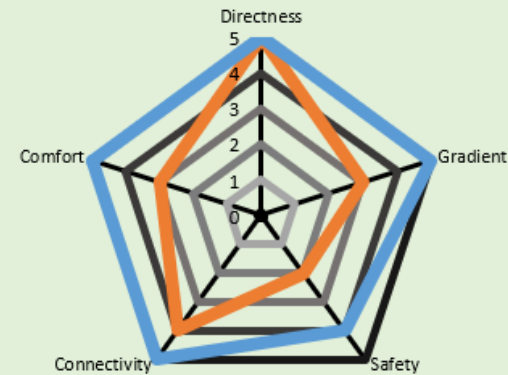
Reduction in critical junctions

Comparison of before and after score

Local Cycling and Walking Infrastructure Plan: Route Selection Tool ROUTE SUMMARY

Route Name	
Overall Length	
Name of Assessor(s)	
Date of Assessment	

	Performance Scores	
Criterion	Existing	Potential
Directness	5.00	5.00
Gradient	3.00	5.00
Safety	2.00	4.00
Connectivity	4.00	5.00
Comfort	3.00	5.00



Number of Existing Critical Junctions/Crossings	0
Number of Potential Critical Junctions/Crossings	0

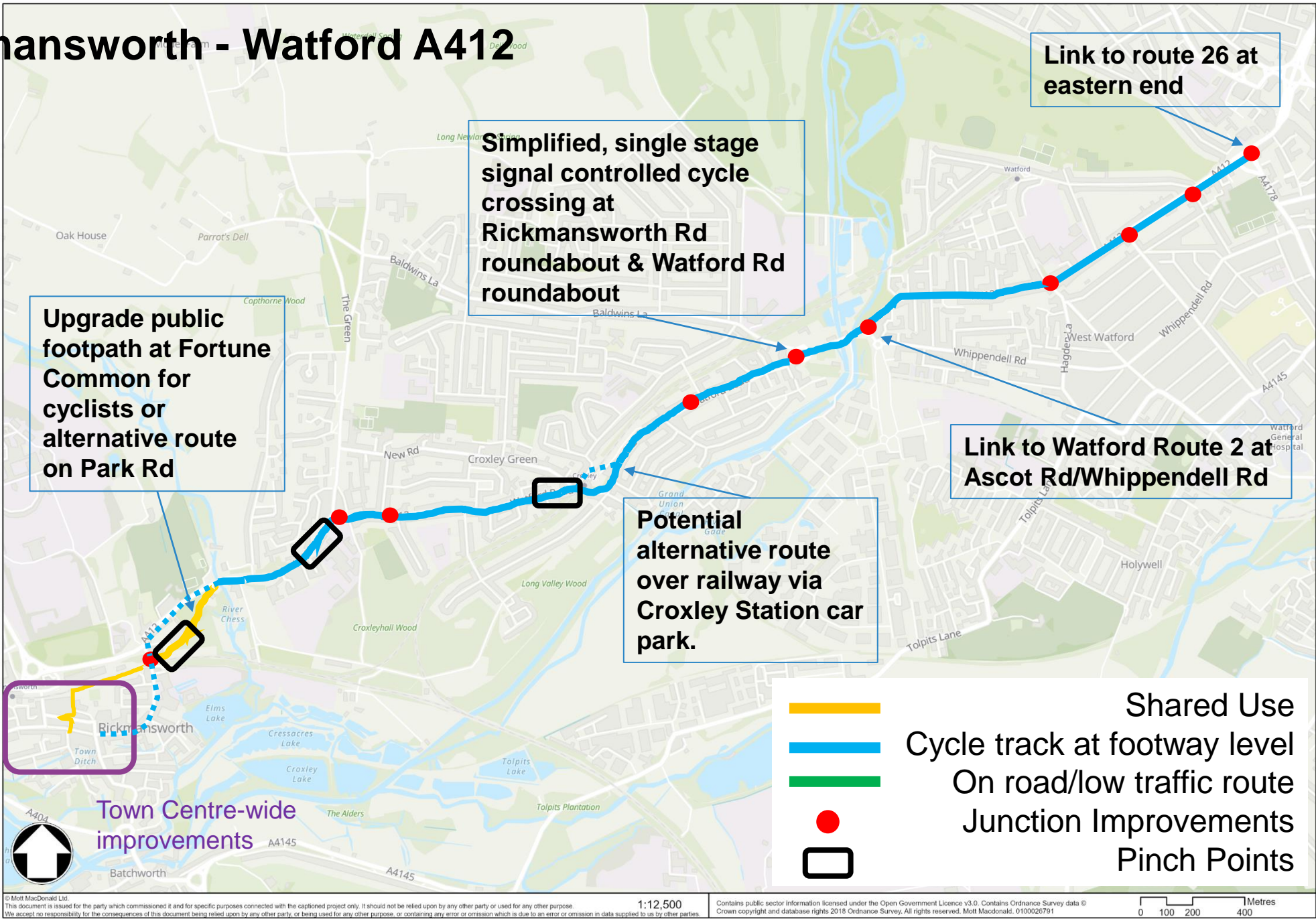
Description of Improvements	
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Indicative Cost	
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Route 2 - Rickmansworth - Watford A412

General Interventions

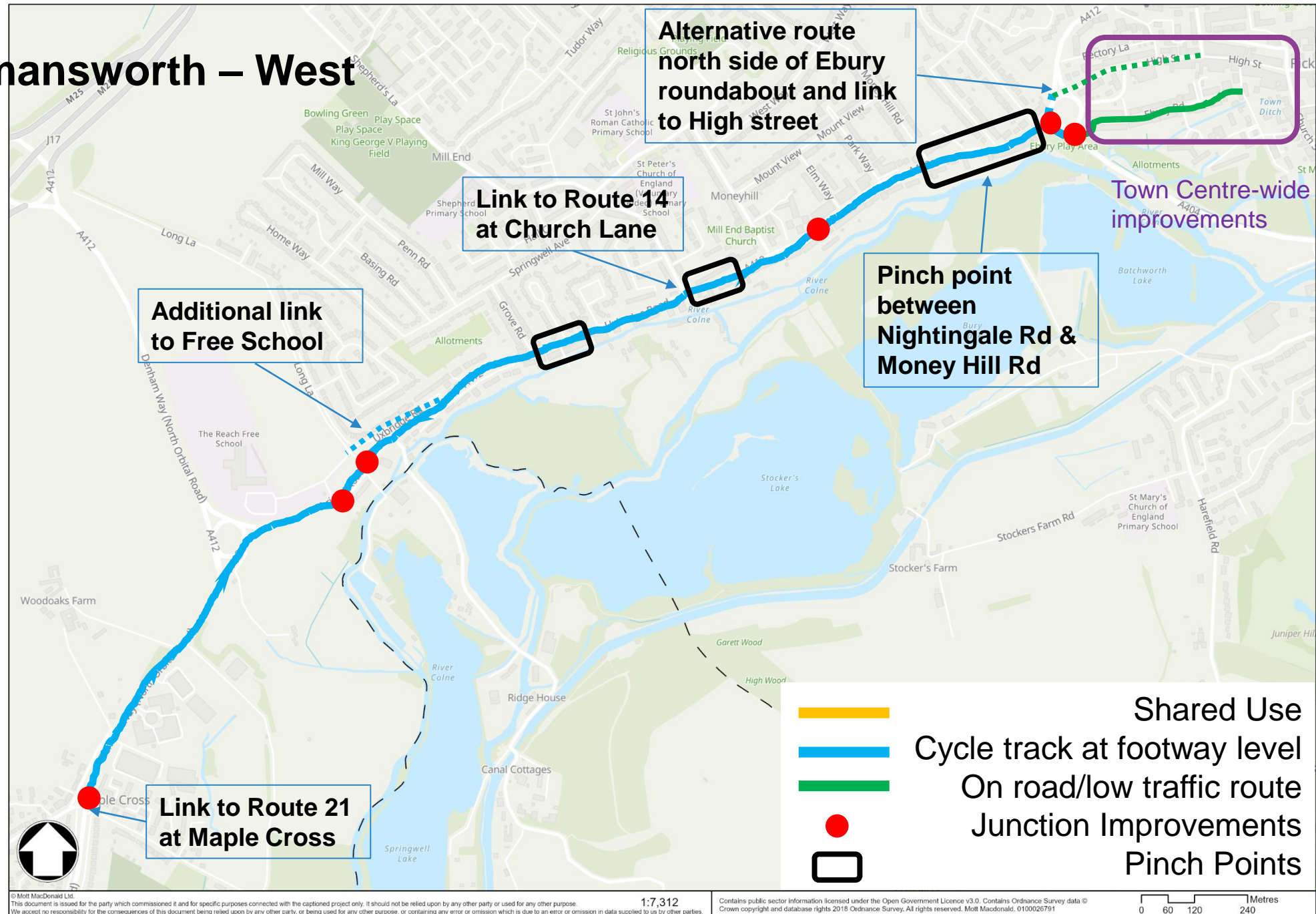
- Majority of route employs cycle track at footway level
- Improved priority for cyclists at side roads and dedicated cycle stages at signalised junctions.
- Pinch points at some constrained sections
- Proposed alternative routes on some sections
- Proposed Town Centre-wide improvements in Rickmansworth



Route 3 – Rickmansworth – West

General Interventions

- Majority of route employs cycle track at footway level on north side, switching to south side further west
- Improved priority for cyclists at side roads and dedicated cycle stages at signalised junctions.
- Link to town centre improvements at eastern end

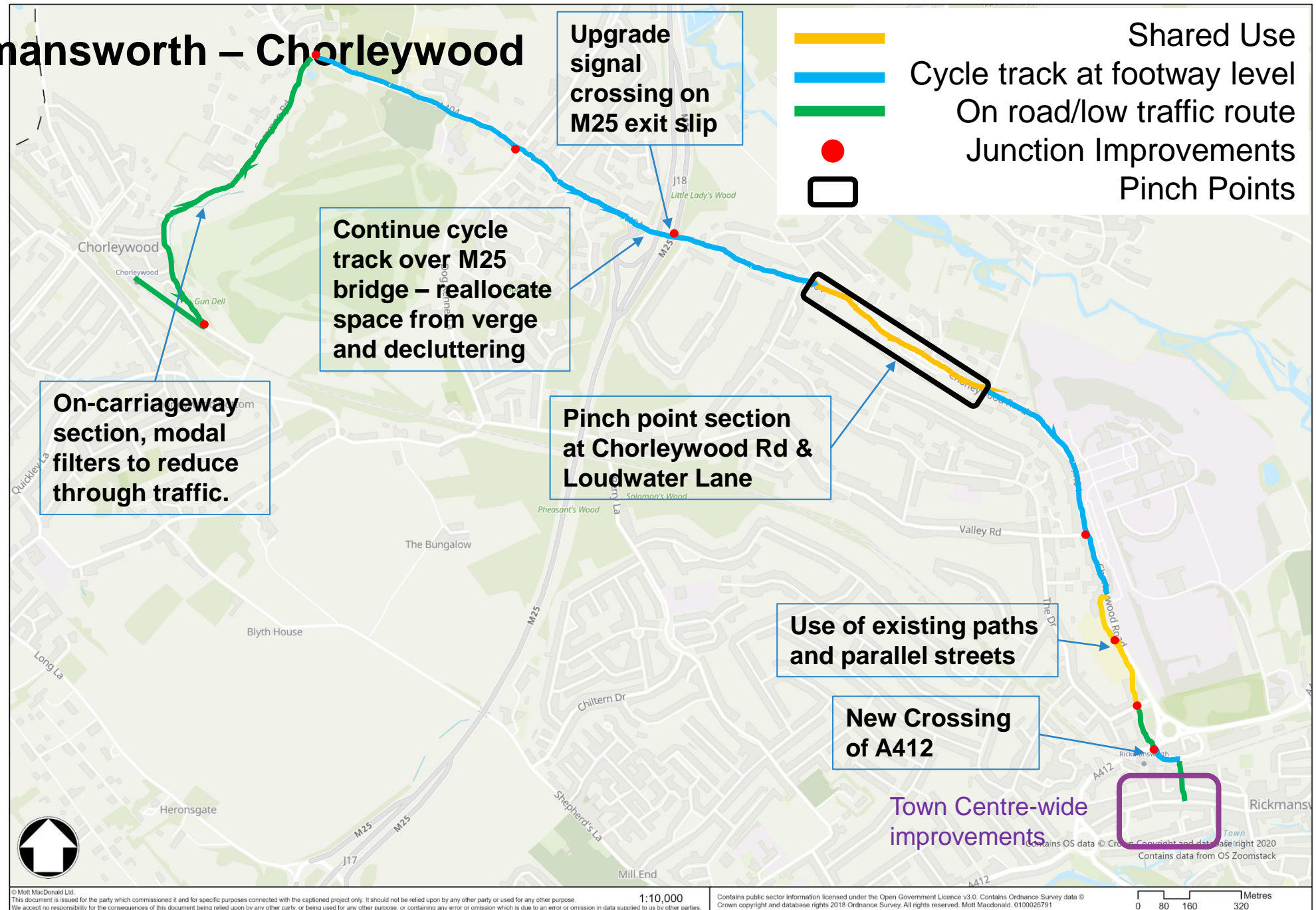




Route 8 - Rickmansworth – Chorleywood

General Interventions

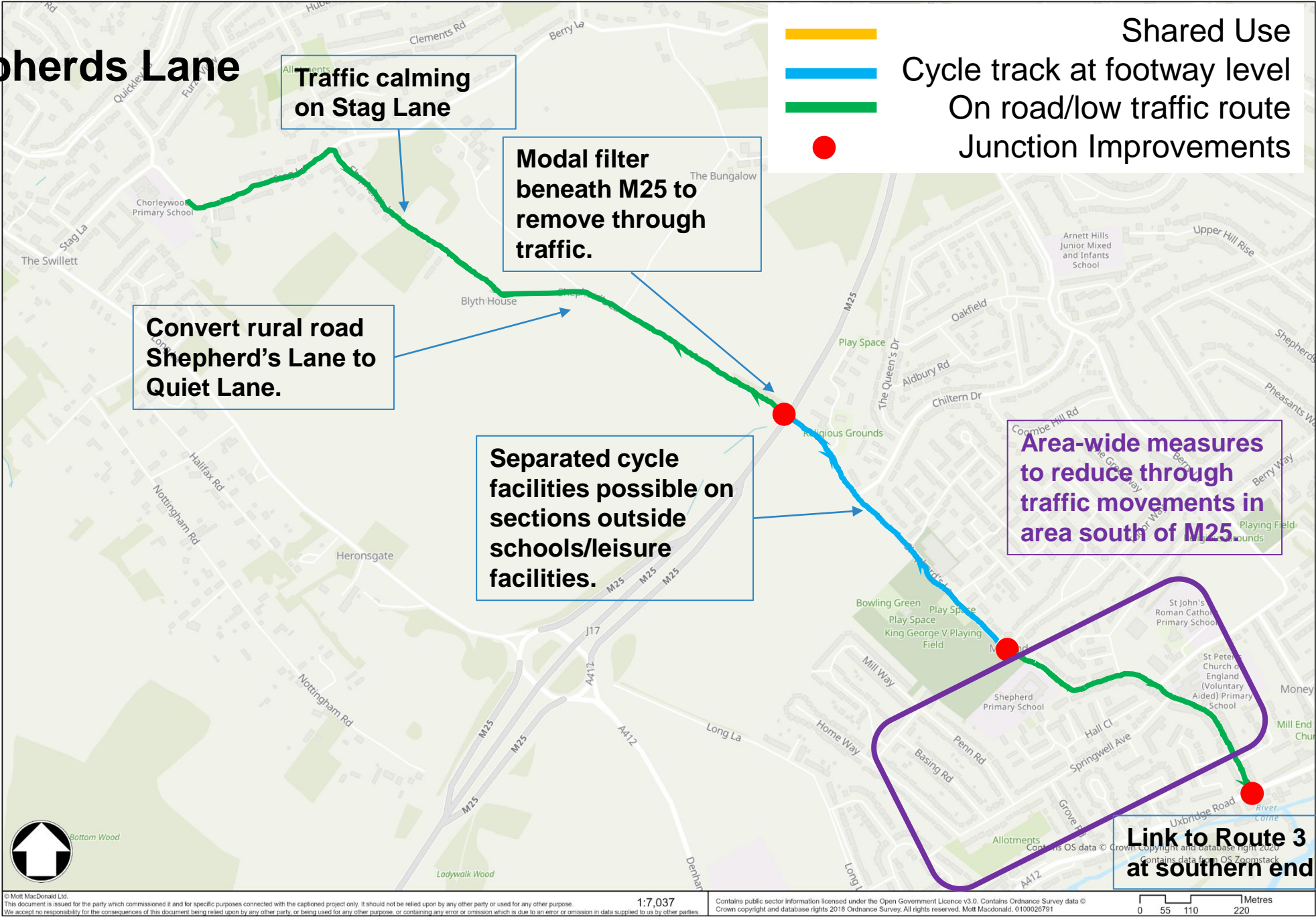
- Majority of route employs cycle track at footway level on north side – on carriageway for section to Chorleywood.
- Modal filters – allowing cycling/buses/other permitted vehicles but prohibiting others - can reduce through traffic.
- Improved priority for cyclists at side roads and dedicated cycle stages at signalised junctions.
- Link to town centre improvements at southern end





Route 14 – Shepherds Lane

General Interventions

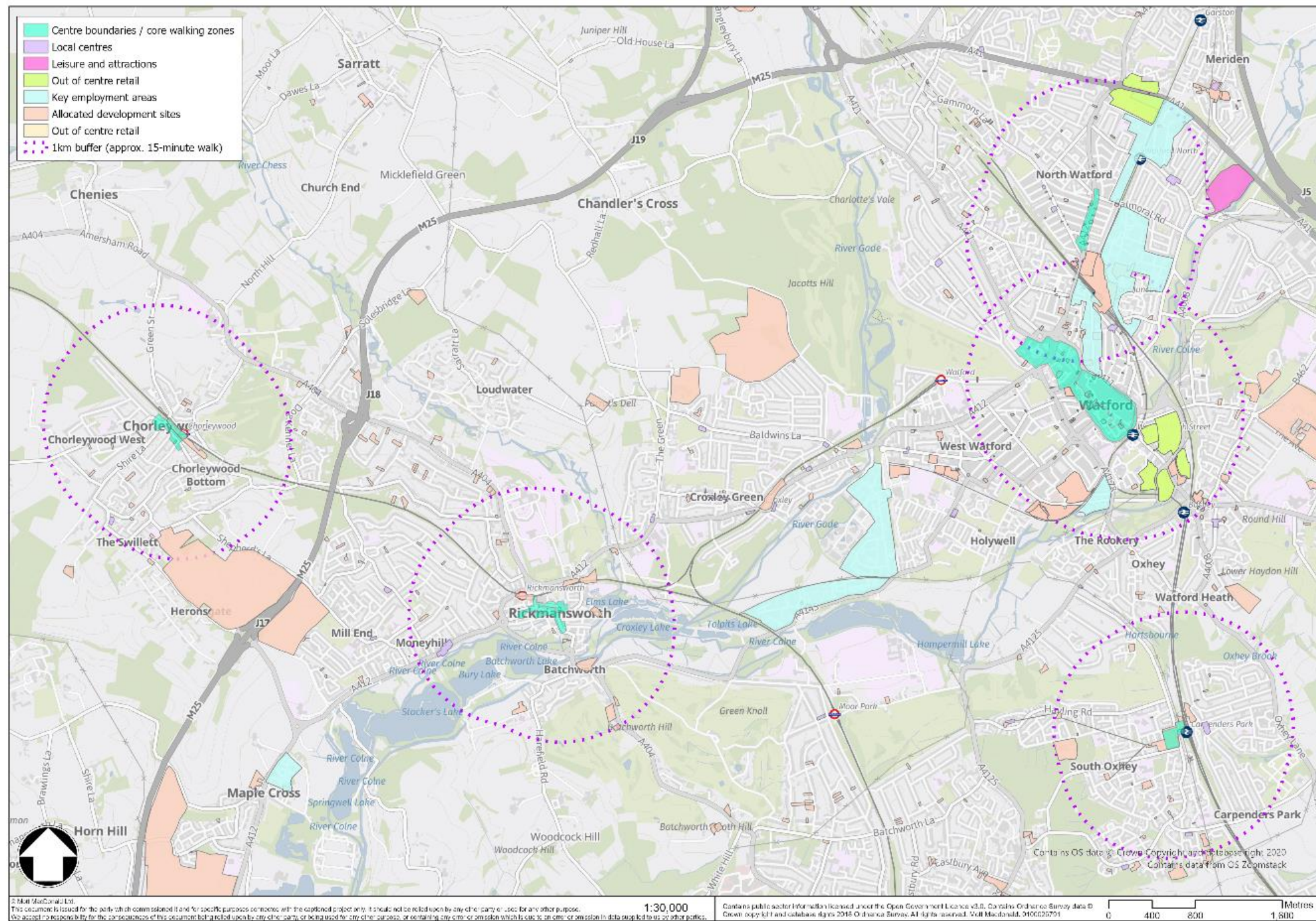
- Significant housing development expected in this area.
- Area-wide approach proposed, using filters to reduce through traffic movement enabling on-carriageway cycling.





4. Carpenders Park Core Walking Zone – high level interventions

Core Walking Zones



Stage 4 –Walking Route Assessment Tool

High-level tool to assess current acceptability of route

Key criteria

- Attractiveness
- Comfort
- Directness
- Safety
- Coherence

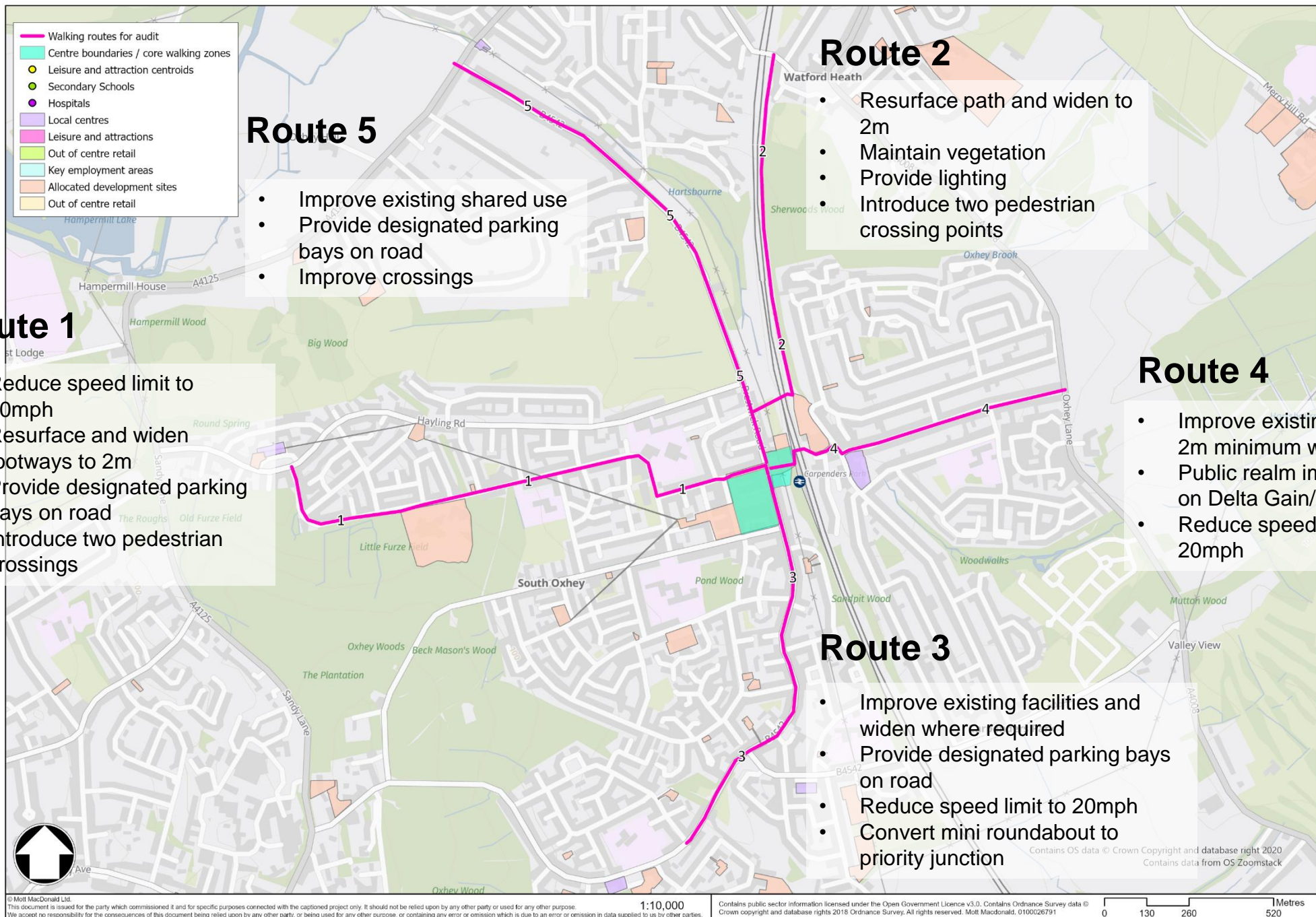
Score above 70% = acceptable

Comparison of before and after score

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool
Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.			
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).			
3. ATTRACTIVENESS - traffic noise and	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise			
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards					
ATTRACTIVENESS				0		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.			
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.			
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.			

Key Walking Routes





Next steps

Next steps

Prioritisation

Further
prioritisation of
routes based on
deliverability –
including
environmental
considerations

Reporting

Writing up
combined LCWIP
document

Public Consultation

Details to follow



Thank you

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