

# Watford Cycle Forum

Thursday 15 September 2022



# Agenda

- 6.30 Welcome**  
Councillor Ian Stotesbury  
(Portfolio Holder for Transport & Sustainability)
- 6.35 Watford's Future Travel in Watford strategy: update**  
Matthew Adebayo / Ben Martin
- 6.50 Watford's Local Cycling Walking Infrastructure Plan (LCWIP) update: progress and next steps**  
Sue Jackson / Spokes
- 7.10 A cycling gathering for Watford**  
Spokes
- 7.20 AOB**
- 7.30 Networking**

# Transforming Travel in Watford

**Watford Cycle Forum**

**15 September 2022**



# Strategy Objectives



We have identified six objectives for the strategy.



**Cutting congestion:** Reducing the number of car journeys by making cycling, walking or public transport the natural first choice for local trips.



**Providing for future journeys:** Investing in efficient and green ways to travel for both current and future residents and businesses.



**Boosting health and wellbeing:** Encouraging healthier travel choices that keep people physically fit and active, promote positive mental health, improve air quality, and make our streets safer.



**Ensuring all our community benefits:** Offering equality of access to transport for all.



**Making best use of new technology:** Providing green and environmentally friendly travel solutions.



**Delivering a great customer experience:** Promoting high quality, easy-to-use travel options.



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# Strategy Actions

We have developed a series of key actions that set out how we plan to make transport more sustainable. These will be phased in over the next 20 years and are grouped into the following themes.

Theme 1: **Active travel**

Theme 2: **Longer journeys**

Theme 3: **Alternatives to car ownership**

Theme 4: **Town centre**

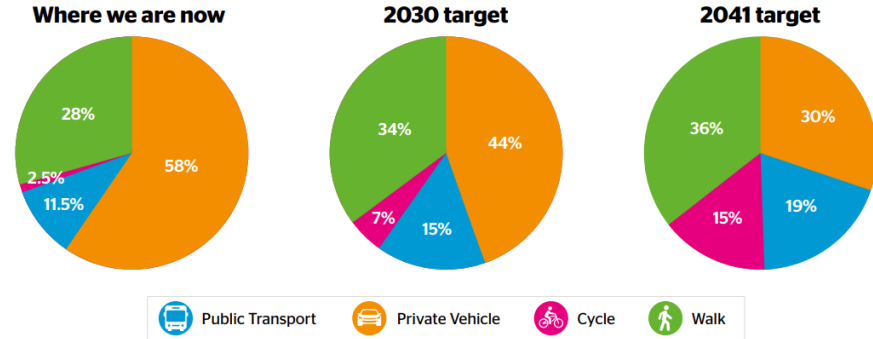
Theme 5: **Supporting change**

Theme 6: **Moving goods**

1. We will install new cycle lanes on the roads where people are most likely to want to cycle, offering a step-change from current provision.

## What we want to achieve

To see how we are doing against our objectives we will monitor how people change their travel behaviour.






Cycle trips to more than double by 2030





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# Programme Timeline





Over the next 12 to 24 months, key projects that will take place include:

-  Relaunching an expanded 'Watford Car Club' to provide more residents with short-term car rental without the hassle of owning a vehicle
-  Further phases of streetscape improvements in the town centre
-  Improvements to cycle and walking routes around the town centre

Additional works that will also be taking place include:

-  Installing more electric vehicle chargers around the town to help the shift towards greener vehicles
-  Providing more cycle parking facilities to help people travel around the town more easily

The next two years will also see further investigation into the delivery of schemes such as:

-  New cycle routes and bays on key routes around the town
-  Measures to reduce delays for buses at congestion hotspots such as the ring road
-  Alternative uses of the disused railway line between Watford and Croxley
-  The introduction of 'Town Centre Sustainable Transport Hub' which will allow easy interchange between different types of transport

Transforming Watford in stages:



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# Watford Cycle Forum

## HCC update on LCWIPs

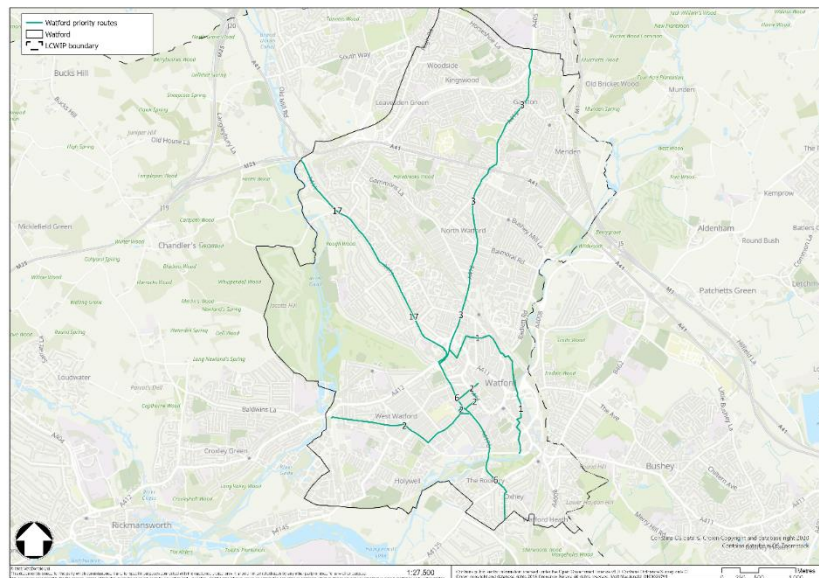
### September 2022

Sue Jackson

Group Manager – Transport Strategy



# Watford LCWIP



Project validation complete  
Site visit conducted  
Next step - derisking

# Albert Road South

Busy access to the town centre public realm but...

- vehicle bias
- unwelcoming for pedestrians / cyclists
- poor linkage to the town centre

Developing ideas to...

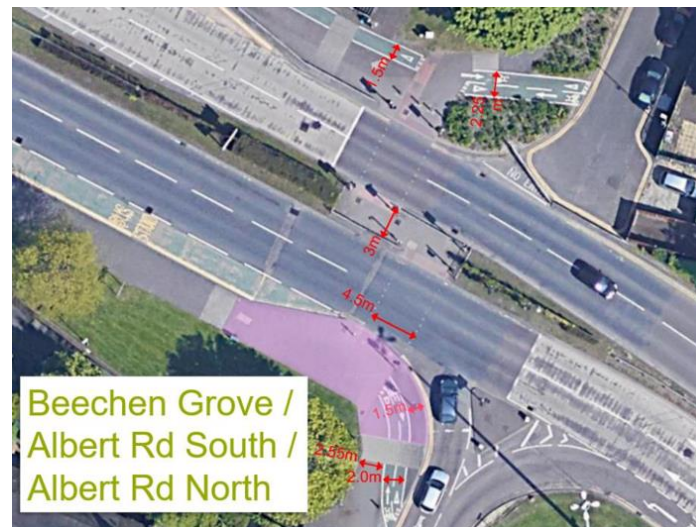
- remove focus on the car
- bring continuity / inviting gateway into the Parade and the rest of the Green Loop
- provide high quality pedestrian and cycle facilities



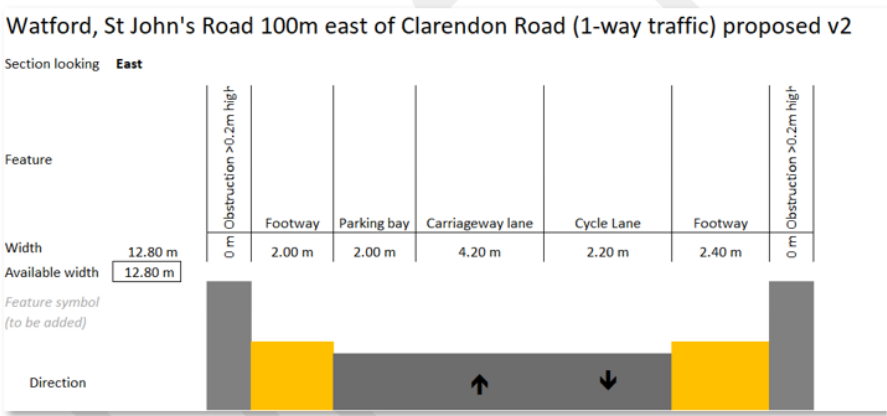
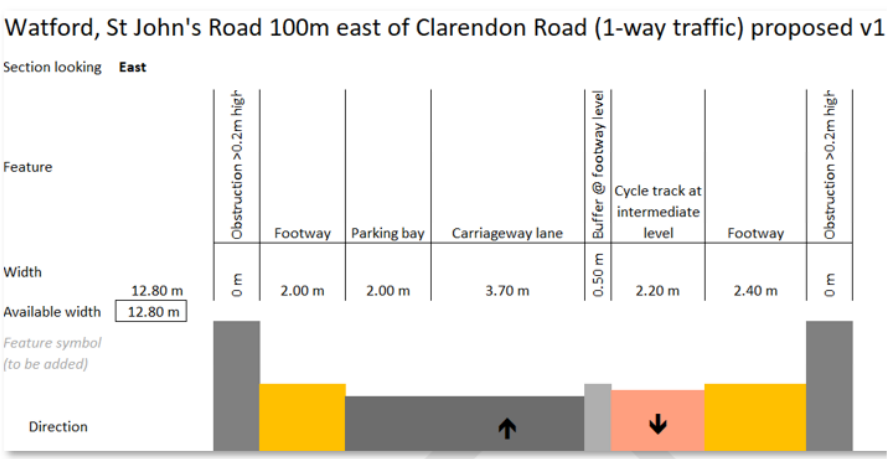
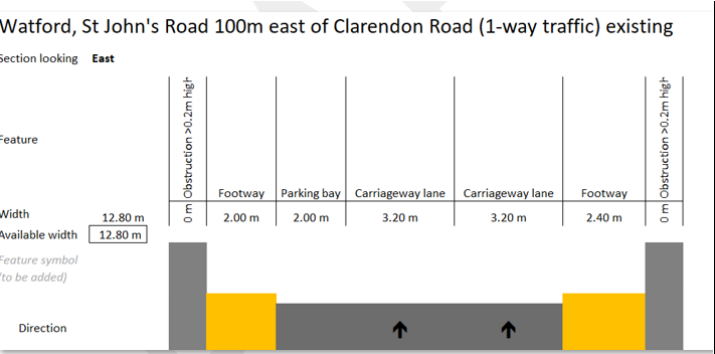
# Green Loop East – Albert Road

Location	LTN 1/20 compliance	Issues
Albert Road South cycle transition to/from carriageway	A	6mm <b>dropped kerb upstand – should be fully flush</b> . Too narrow for existing cycle track, and for LTN 1/20 compliant cycle track width.
Albert Road South cycle track to signals	A	Only 2m wide (i.e. abs min for <300 peak hour cycles/hr) but not kerbed. Hard paved area 1.5m wide to ped guardrails, so preferably <b>widen the track to 3.0m</b> – corduroy tactile paving is already in place.

Albert Rd N – some minor kerb modifications but existing cycle provision meets standards

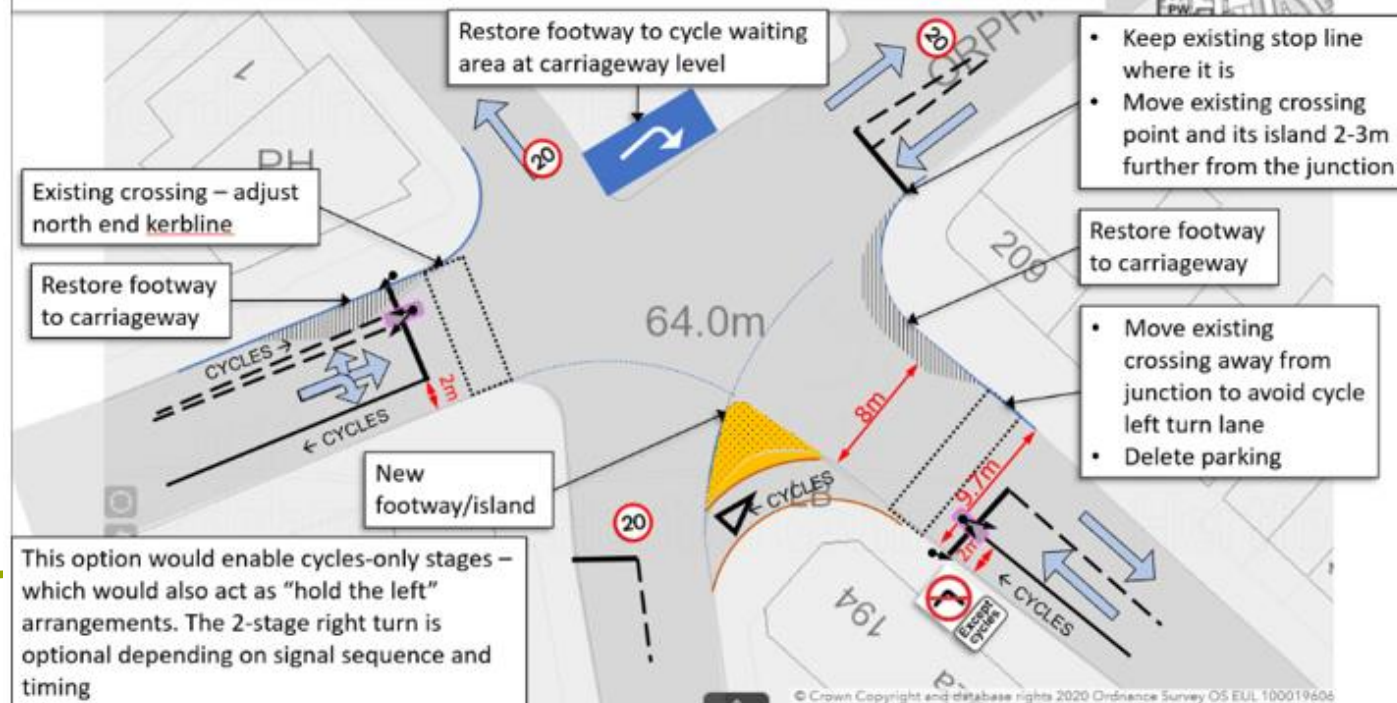


# St Johns Road Contraflow cycle lane



# St Johns Road / Orphanage Road junction- interim option

St John's Rd / Orphanage Rd / Queen's Rd / Sotherton Rd signals v3



# St Johns Road / Orphanage Rd long term option

## St John's Rd / Orphanage Rd / Queen's Rd / Sotheron Rd signals v5

This option includes one or more cycles-only stages for St John's Road and Queen's Road and maybe an all red stage

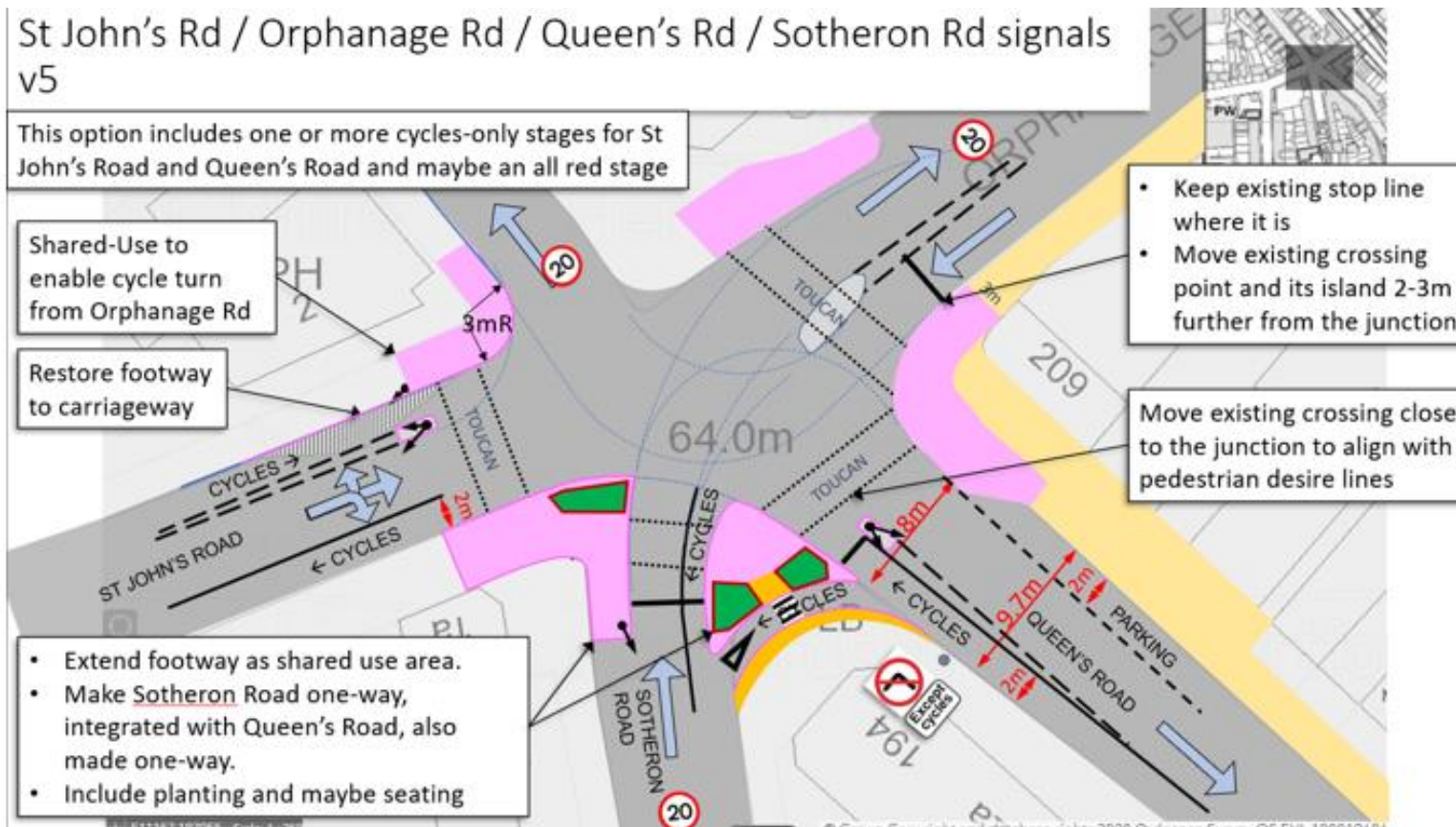
Shared-Use to enable cycle turn from Orphanage Rd

Restore footway to carriageway

- Extend footway as shared use area.
- Make Sotheron Road one-way, integrated with Queen's Road, also made one-way.
- Include planting and maybe seating

- Keep existing stop line where it is
- Move existing crossing point and its island 2-3m further from the junction

Move existing crossing close to the junction to align with pedestrian desire lines



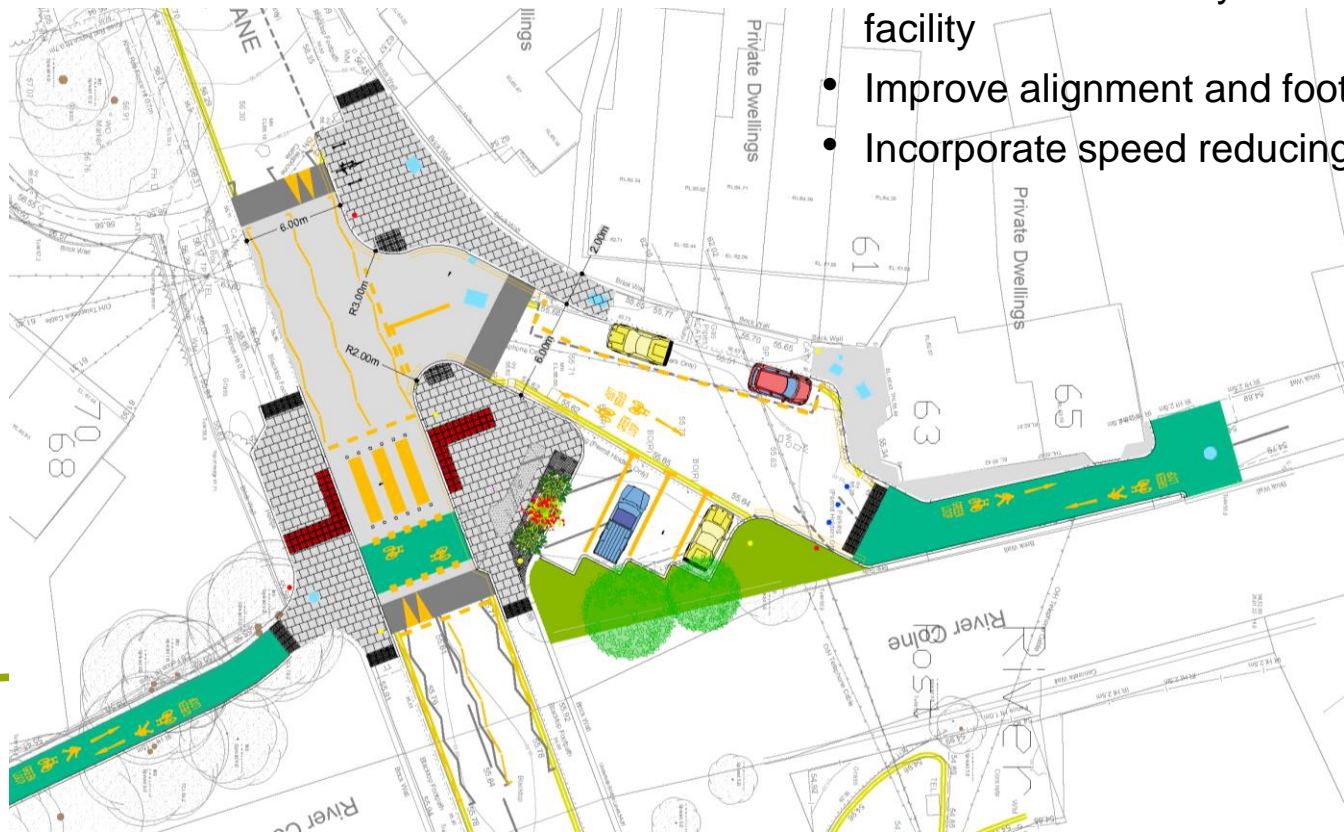
#### 4.7 – S11 – Ebury Road / Shaftesbury Road junction

Ebury Road and Shaftesbury Road are narrow, low key, heavily parked no through residential streets. There is no space for any cycle tracks etc. The traffic levels, and possibly the traffic speeds, make them appropriate for cycling mixed with traffic. The proposals here are simply to improve the wayfinding for cycling.



# Water Lane Crossing – WBC quick win

- Provide dedicated cycle crossing facility
- Improve alignment and footway space
- Incorporate speed reducing features



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# Water Lane to Lower High Street – WBC quick win

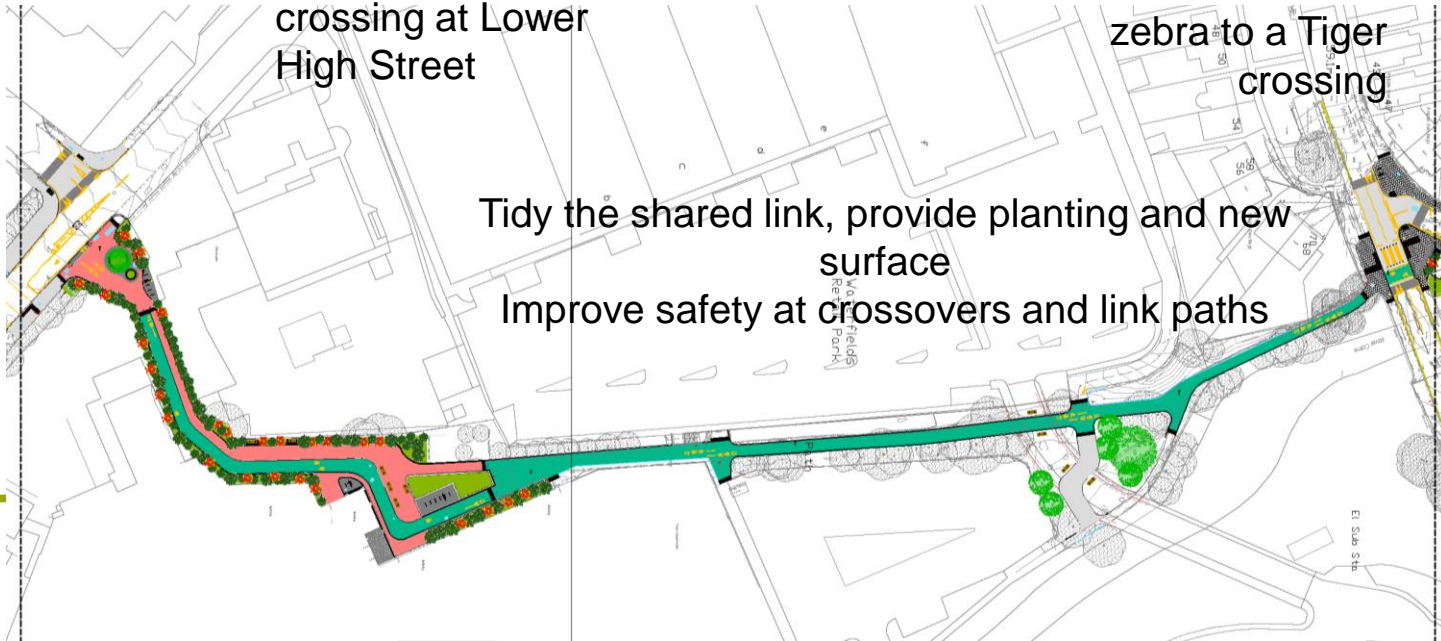
- Key link in the Green Loop - currently untidy, unsafe and uninviting
- Proposal to tidy and improve link and crossings

Improve toucan  
crossing at Lower  
High Street

Convert Water Lane  
zebra to a Tiger  
crossing

Tidy the shared link, provide planting and new  
surface

Improve safety at crossovers and link paths



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# Lower High Street

Existing Shared-Use area past Tesco to riverside path

- Move kerb line to maximise Shared-Use path width at toucan crossing and leave up to 6.4m carriageway width
- Consider removing the 1.5m high pedestrian guardrail and replacing with bollards and planters

Existing white line segregated cycle track and footway

Green Loop East cycle route

Improve signage here to be recognisable from Lower High Street

- ~~244 to 248~~



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# Dalton Way gyratory (1)

Bus stop bypass (check that a 2.5m island width can be provided as well as a bus bay).

Take the cycle track on the outside of the telecoms cabinets. Provide 0.5m clearance to the cabinets, min 2.5m cycle track plus 0.5m buffer.

Over this short length:  
Footway 2m  
Cycle track min 2.5m  
Buffer 0.5m

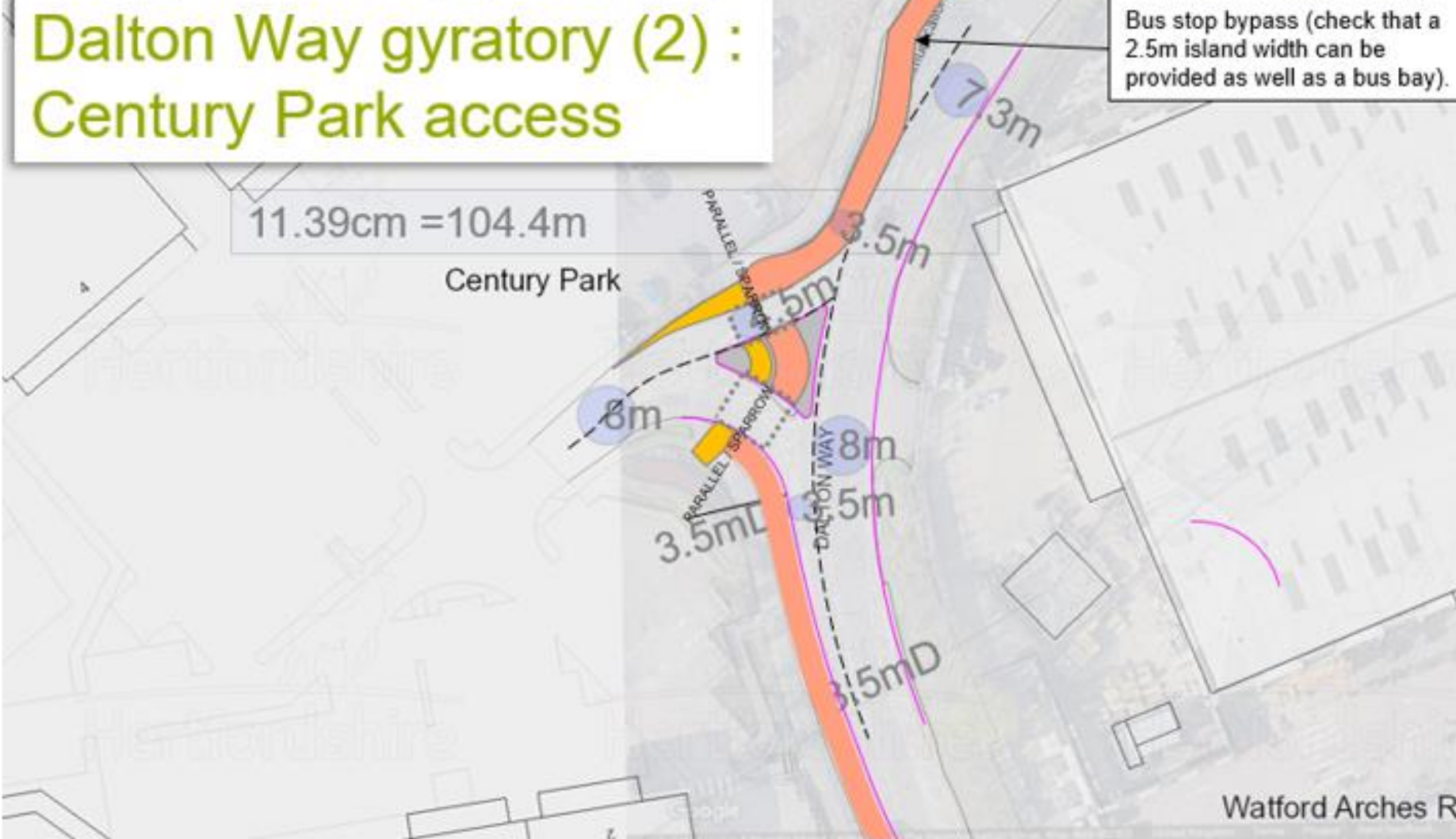
- Use the existing east kerbline
- Provide 3 x 3.8m traffic lanes + 3.65m left turn lane. Widen out to 2 x left turn lanes from this point to the island
- Provide a 2m segregated footway + 3m cycle track + 0.5m buffer south of this point

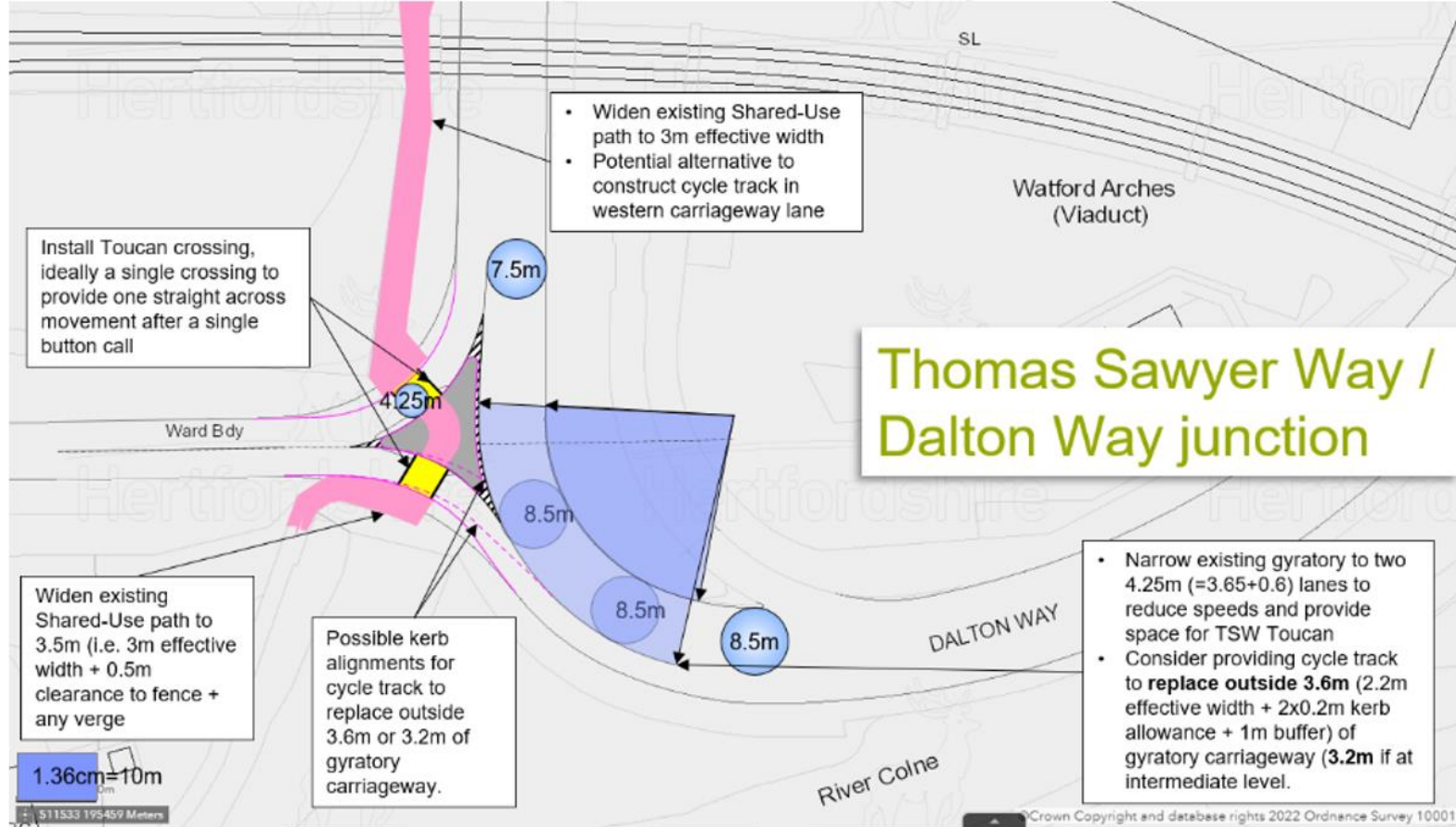
# Dalton Way gyratory (2) : Century Park access

11.39cm = 104.4m

Century Park

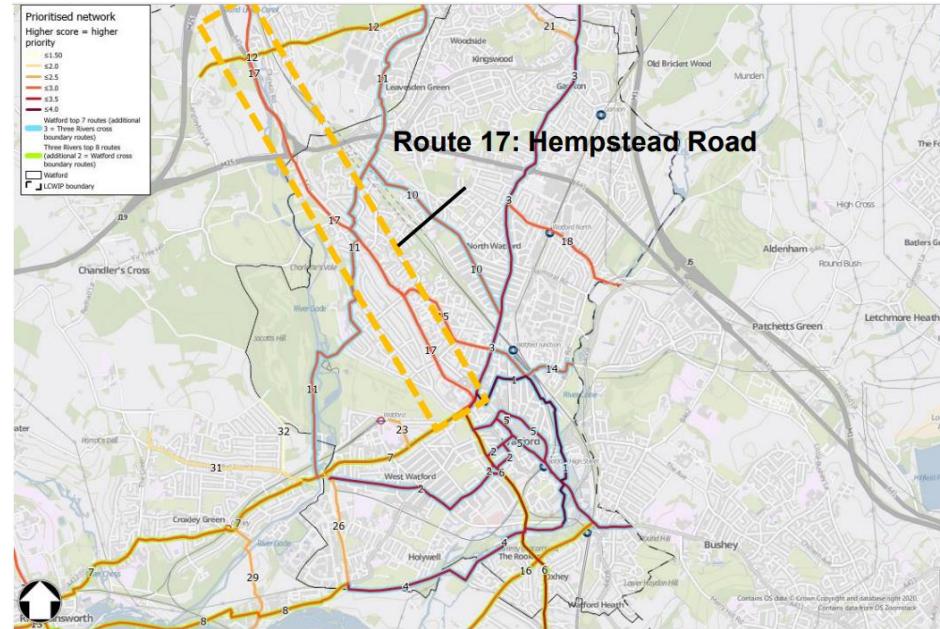
Bus stop bypass (check that a 2.5m island width can be provided as well as a bus bay).



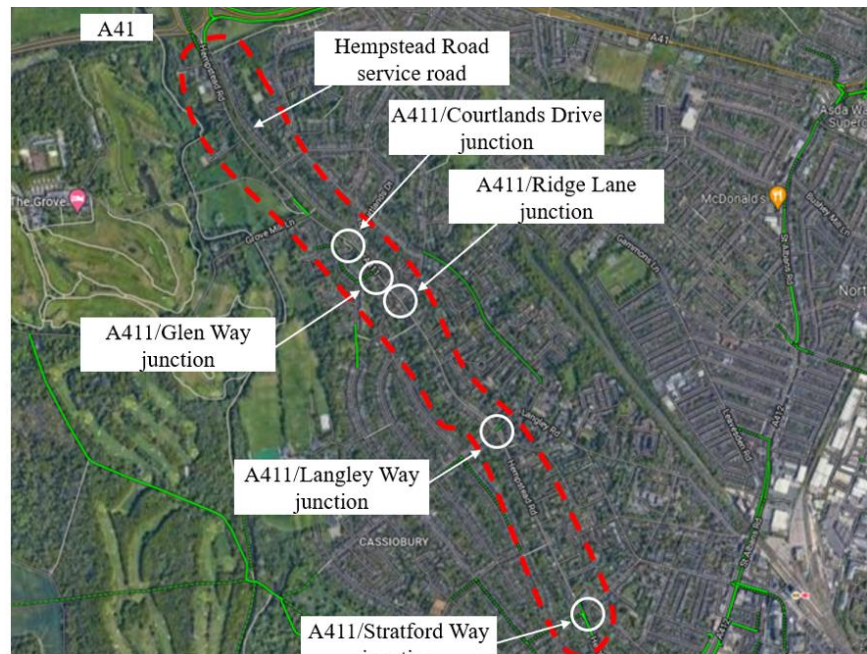


# LCWIP route 17 Hempstead Road

- Validation complete
- Next step member engagement

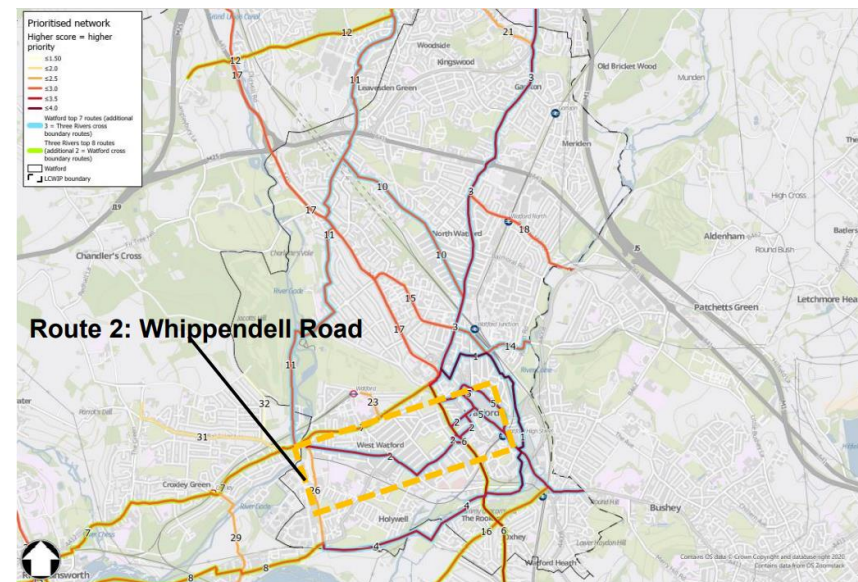
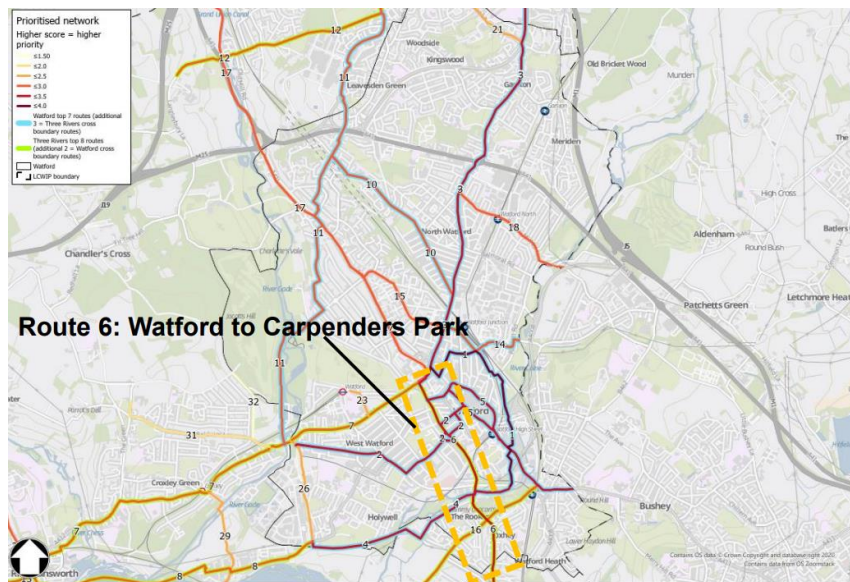


# Hempstead Road broad proposals



- Reallocation of roadspace – use of central hatching / right turn lanes
- Stratford Way to S of Glen Way – new 2 way cycle track w side of carriageway
- Toucan crossing – S of Glen Way (replace puffin)
- Glen Way – Courtlands Drive - 2 way segregated cycle track eastern side of carriageway
- New toucan connecting to subway at A41
- New crossings at Courtlands Drive & use of service road to north

# Watford LCWIP (other prioritised routes)



# Watford –Other HCC cycling initiatives



Wiggenhall Rd – permanent scheme now built  
[www.hertfordshire.gov.uk/activetravel](http://www.hertfordshire.gov.uk/activetravel)

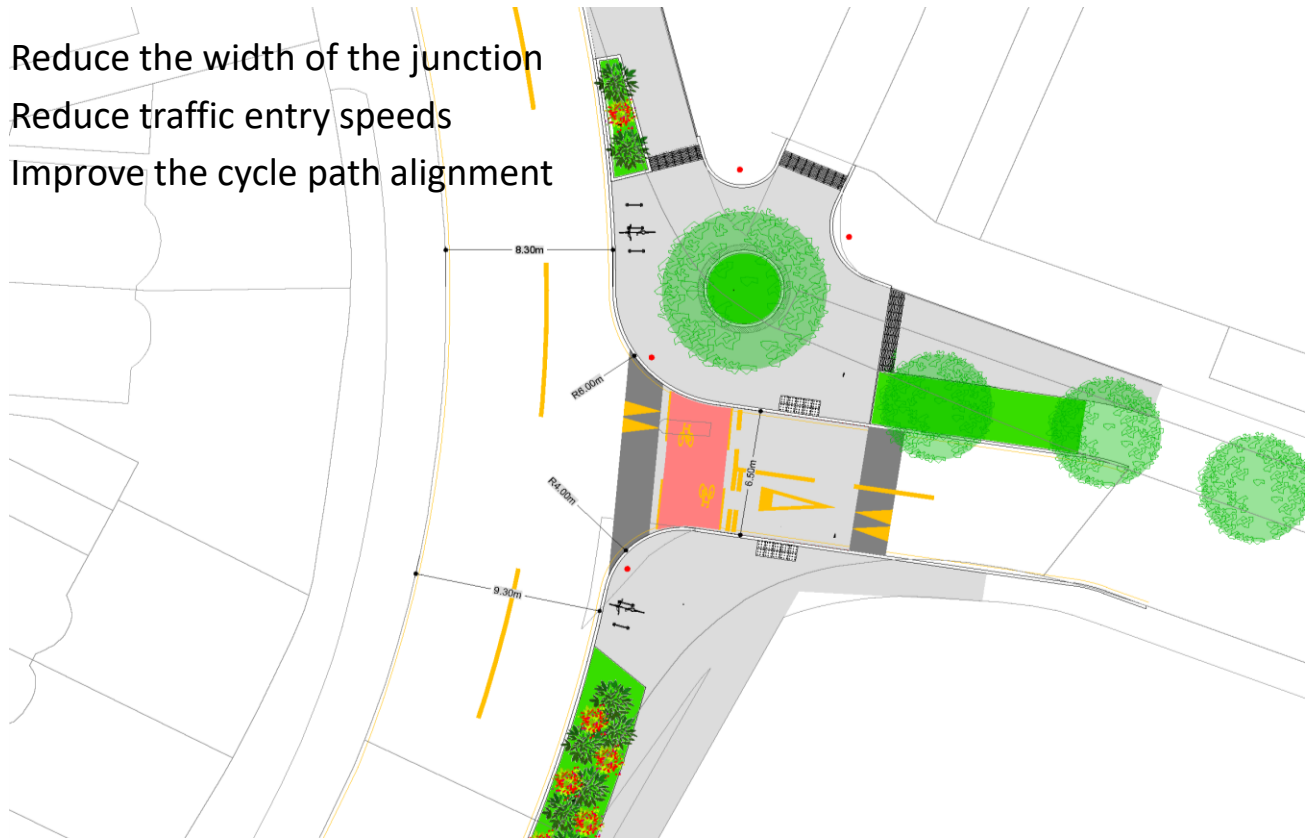
- Traffic signal refurbishment undertaken– Vicarage Road / Farraline Road – includes future toucan provision
- Ebury Way route management plan

**“WE’VE GOT SOMETHING  
YOU MIGHT LIKE TO SEE”**

**LCIWP Quick Wins  
Other Phase 3 Proposals**

# Radlett Road / Bushey Mill Lane

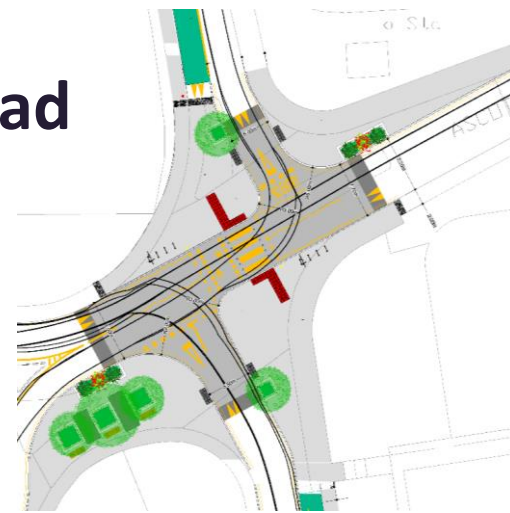
- Reduce the width of the junction
- Reduce traffic entry speeds
- Improve the cycle path alignment



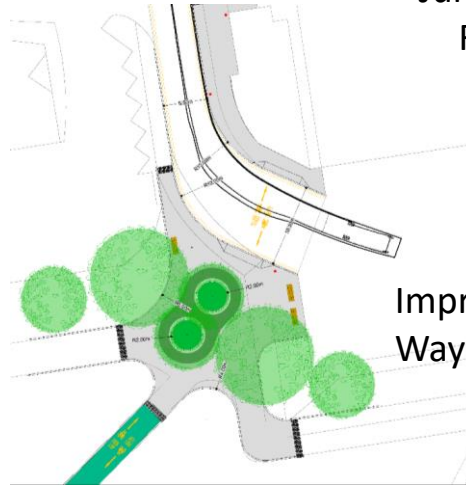


# Ebury Way to Ascot Road

Removal of traffic from Ascot Road  
to create Active Travel route linking  
Ebury Way with Cassiobury Park



Junction improvement at Ascot  
Road to create safer crossing



Improved access from Ebury  
Way to Ascot Road



# Proposed Watford Green Ring

# The Green Ring for Watford



- SPOKES & Watford Council with Hertfordshire Highways are promoting the Watford Green Ring.
- It already exists on the ground but it needs to be promoted.
- It should be actively promoted, with a logo, signed & marked on the ground.
- It provides a circular route around the centre of Watford, for both pedestrians & cyclists.
- It uses existing shared paths & some roads linking existing routes & key destinations.



The proposed Watford Green Ring at September 2022

Following the cycle ride on Sunday 21Aug.2022 by Watford Councillors, Officers & SPOKES the following issues were noted. This list is a compilation of a previous list & notes on the day.		Condition	Notes & Responsibility	Photo
1	Parade-Albert Rd.5 - Confusing Street furniture into Albert Rd.		No changes but acceptable	
2	Station Rd. - Cycle crossing needed.		HCC - Not on the Green Ring	2
3	St. Johns Rd - Contra Flow Cycle Lane needed		HCC - Likely to be done	
4	Ring Rd-Lower High St. Shared use signs wrong or needed		HCC - Not on the Green Ring - No change	3
5	NCR at Tesco Area - Narrow Obstructing Vegetation		Watford - Planned improvements	
6	Dalton Way - Many obstructions on shared path		HCC - Possible changes to road, bus stop & crossing.	4
7	Thomas Sawyer Way- Dangerous junction-Poor sight lines, lack of landing space.		HCC - Watford - railway - HCC plan Crossing changes. Watford to investigate safe landing space on south side.	5
8	Whiggenhall Rd Crossing & Bridge- Planned changes		HCC - 90% complete	6
9	Thomas Sawyer Way- To Hospital - Shared us path not marked. Incorrect sign at roundabout		HCC - Not on Green Ring	8 & 9
10	NCR by Riverside Recreation Ground - Was very poor surface condition. Resurfaced March 2022.		Watford - Has been resurfaced	7
11	Tolpits Ln. crossing - Shared Use Signage required		Watford - HCC	10
12	Shared path Tolpits to Ascot Rd. - Vegetation blocking the path, Building work affecting the Shared path.		Watford	12
13	Ascot Rd. Morisons Junction - Confusing, Need redesign		HCC - Watford making proposals to HCC.	13
14	Ascot Rd. to Gateway Shared Path. Width restriction to narrow. Should be at least 700mm at narrowest point.		Watford - Fence now missing, so can be accessed. Existing restriction should be removed & replaced by Bollards	14
15	Cassio Common - Upgrade the existing path to a shared use path.		Watford - Now not likely to be part of Green Ring, but should still be widened linking to other shared paths.	15 & 16
16	Rousebarn Ln. Canal path - Improve access to dangerous ramp, prevent car parking at top of the ramp.		Watford - TRDC - Waterways Trust - Needs liaison & two Bollards.	17
Other Notes				
20	QR codes on Beryl Bike stands giving access to Watford and District Cycle Route Maps, including Green Ring			
21	St. John Street contra flow needed		As 3 above	
22	Radlett Road closure at railway bridge proposal helpful			
23	Improve access behind Tesco		As 5 above	
24	Dropped level Cycle Lane from Pump House boundary to Retail Park slip road, if needs be move Bus Lay-by towards Nissan Dealership to retain ease of bus access.		As 6 above	
25	Improve Crossing of retail Park slip road (light controlled?)		As 6 above	
26	Clear vegetation, especially by pedestrian crossing to B&Q		Need pressure on appropriate party	
27	Light controlled crossing of Thomas Sawyer Way, improve sight lines, expand landing space and widen sweep into Oxhey Activity Park		As 7 above	
28	Whiggenhall Road crossing fine when completed			
29	Ebury Way surface maintenance, including access from Ebury Way to Tolpits Lane		Desirable	
30	Provide signage to Cycle Way at Tolpits Lane		AS 11 above	
31	Remove strange cycle markings at Car Park entrances in Epsom Road			
32	Proper signage for temporary cycle and pedestrian route diversions at Bugle Developments flats			
33	Improve access to road by Car Dealership at bottom of Shared use path and resolve parking issue.		AS 13 above Watford to make proposal to HCC	
34	Direct safe crossing provision over to Ascot Road			
35	Proposed two way Ascot Road Cycle way raised curb separation from road		Under consideration. Needs to comply with current good practice.	
36	Clarify official route from Ascot Road to Gade Avenue		SPOKES & Watford Council	
37	Cycle path on Gade Avenue through traffic lights?		Need shared use marking on the ground.	
38	Access to canal, signage, car parking prevention, vegetation clearance, surface maintenance including towpath access point		As 16 above	
39	Use via Cha as Cassiobury Park route		?	
40	General Comments - Vegetation clearance is important for safety & visual delight. paths should be clearly marked on the ground with the shared use symbol. Keep street clutter to a minimum.			All shared

In August several councillors & staff joined SPOKES on a cycle ride around the proposed Green ring.

Improvements have been made making the route easier to access & safer.

Further work has been identified as shown on the schedule.



Whiggenhall Rd. bridge on NCR6/61& the Green Ring.  
Shared path & crossing made wider benefiting cyclists & walkers



Shared Path linking Ascot Rd. to The gateway & Sydney Rd.  
Replace width restriction. Use bollards to restrict unauthorised traffic.



The ramp which was created around 20 years ago is unsafe.

Access to the canal path is difficult due to parked cars.

Bollards should be installed to restrict car parking, with signage identifying the route.



Good progress in Cassiobury Park  
Wider better quality surfaces with clear friendly marking



# SPOKES Watford Cycle Gathering 2023

**Provisionally second Saturday of  
June at end of National Bike Week**

# Chipperfield Gathering 2022



# Draft Plan For 2023 Gathering



- **Involve other local Cycling Organisations**
- **Led rides to reach Oxhey Activity Park 12 noon**
- **Mass Ride up High Street to Cassiobury Park**
- **12:30 Gathering in Cassiobury Park (by Bandstand)**
- **Mass Photo Shoot 13:30**
- **Watford Green Ring Rides 14:30**

# Summary



- **Cycle Ride**
- **Gather to Socialise and enjoy a picnic**
- **Keep it Simple and Enjoy ourselves!**
- **What more could you ask for?**

# How to Get Involved



Email Roger and Peter at  
[2023gathering@spokesgroup.org.uk](mailto:2023gathering@spokesgroup.org.uk)

How do we Promote this Event?