

South West Herts Growth & Transport Plan

Summary for Consultation

July 2018



www.hertfordshire.gov.uk/consultation

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Introduction

The South West Herts Growth & Transport Plan (GTP) is a new transport strategy to help direct and plan transport improvements and investment in South West Hertfordshire, developed in line with forecast development to 2031.

We want to know what local people and stakeholders think about the plan and the transport schemes it proposes.

You can give us your views

- **Online** at www.hertfordshire.gov.uk/consultation
- By **email** to SWHGTPconsult@hertfordshire.gov.uk
- By **post** to:

SWHGTP Consultation
Post Point CHN115
County Hall
Pegs Lane
Hertford
SG13 8DN

You have until **17th September** to tell us what you think.

Why we need a new transport plan

The south west of Hertfordshire is very busy, with lots of people travelling to from and through the area. There will be even more people living and working here in the coming years as new houses are built and businesses grow. Lots of people currently travel by car for many of their journeys – including for short distances – and the roads can be busy and congested particularly at peak times. This can create further problems, such as:

- Unreliable journeys
- Journeys take longer than they should
- Air pollution and its impacts on health
- Roads feel dangerous and stop people walking and cycling
- Buses can be slow and run late
- Some people can't easily get to where they need – such as to school, work, the hospital, the shops
- Businesses lose money or have to move somewhere else

We need to improve our streets, footpaths, bus stops and train stations, so people choose to walk, cycle, and take the bus and train more often. This will mean more people can get to where they need to go. It will also help make places in the area healthier and nicer to live and work in.

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Having better and more efficient ways for people to travel also means we can have more new houses and jobs without negatively affecting communities, the economy and environment.

The county council has a new Local Transport Plan (LTP4) for Hertfordshire, which aims to respond to some of the challenges we face for transport by introducing new policies. The South West Herts GTP takes the policies from the LTP4 and develops them for the south-west part of the county.

This is the first of a series of Growth & Transport Plans that will cover different areas and are currently being developed (Fig. 1).

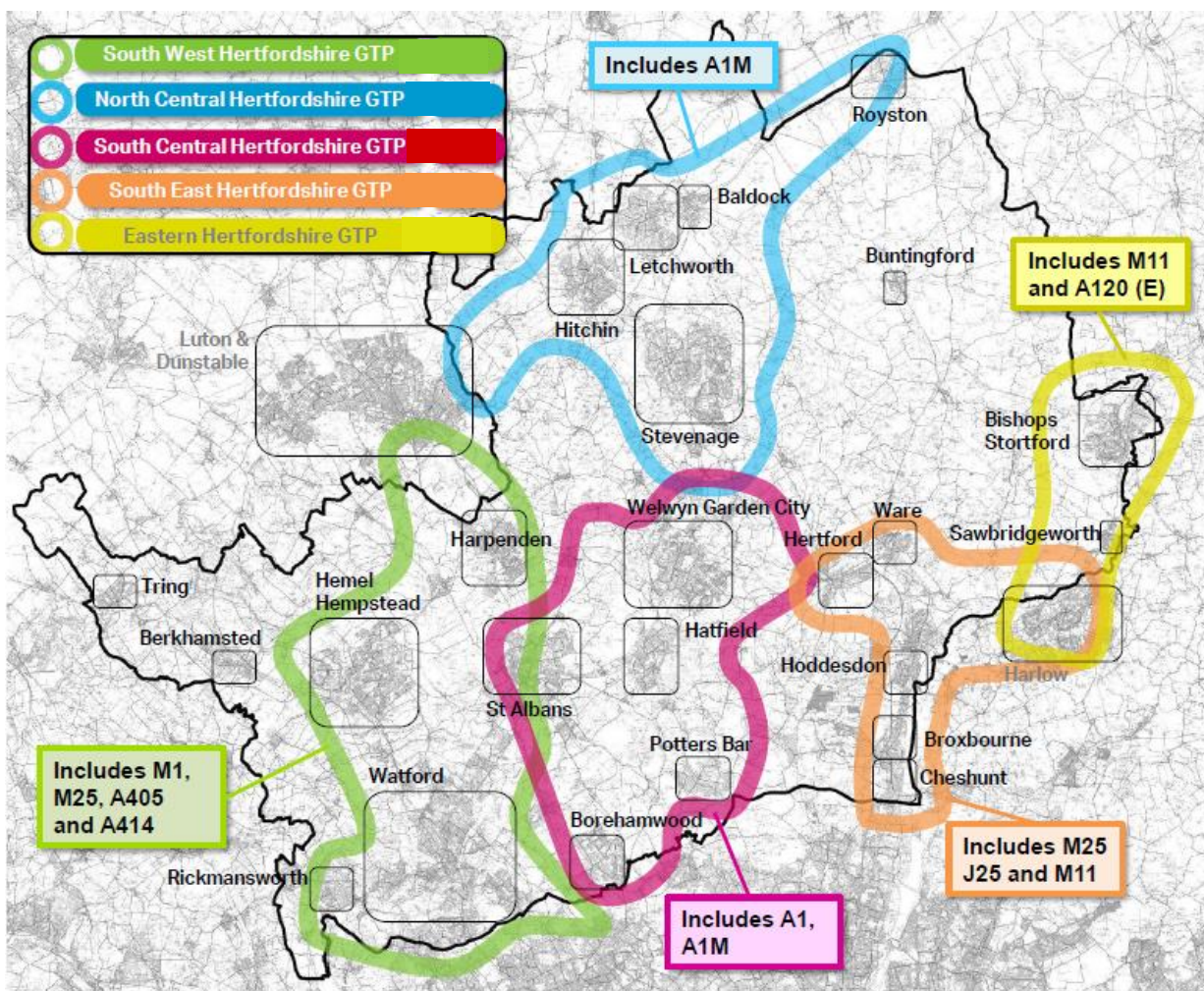


Figure 1 – Different Growth & Transport Plan areas

Documents

The South West Herts Growth and Transport Plan itself is made up of lots of different documents. If you want to look at these, you can find them at

www.hertfordshire.gov.uk/consultation

- **Prospectus** – this is the main document for the Growth & Transport Plan and sets out the schemes we are proposing

These supporting documents provide some further background information:

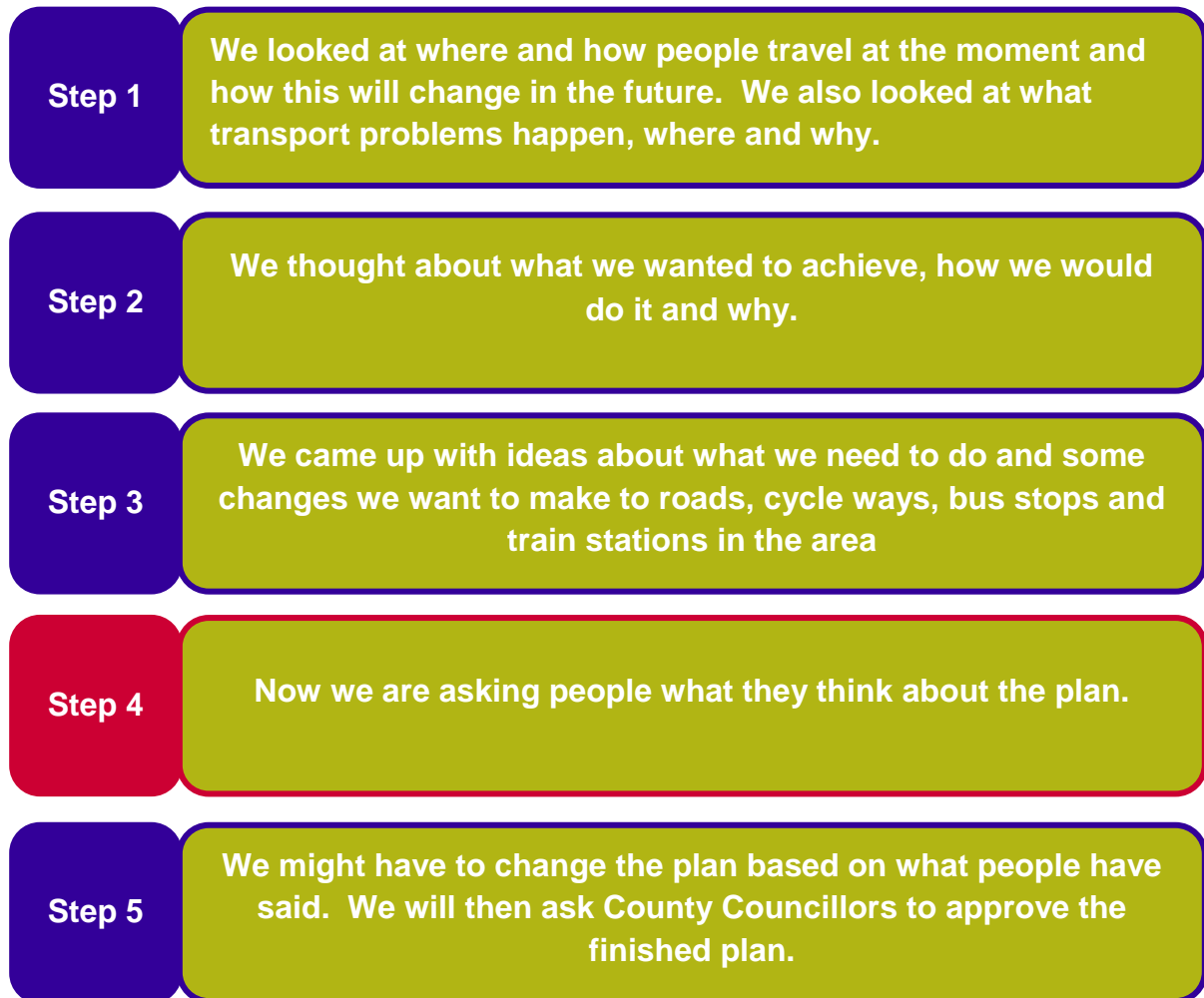
- **Town Evidence Pack summaries**
 - Watford Area
 - Hemel Hempstead
 - St Albans
- **Evidence Analysis Paper**
- **Objectives Paper**
- **Intervention Ideas Paper**
- **Economic Impacts Paper**

This Consultation Summary is a shorter and simpler summary setting out the main points. We hope this will help more people to give us their views on the South West Herts Growth & Transport Plan.

To help us improve the plan and understand its possible impact on people and the environment, we have also undertaken a Strategic Environmental Assessment and an Equality Impact Assessment. Reports for these Assessments can be found at:

www.hertfordshire.gov.uk/consultation

How the plan was developed



Where does the plan cover?

The plan covers the South West of Hertfordshire, including the towns of Hemel Hempstead, Watford and Rickmansworth. The plan considers travel between towns as well, including connections to St Albans, Luton, Bushey and Harrow.

The plan mainly covers the boroughs and districts of Dacorum, Watford and Three Rivers, but also parts of Hertsmere and St Albans District (Fig. 2).

We know that there are lots of people moving between towns in this area for work and other purposes – and this is why we decided the plan should cover this area.

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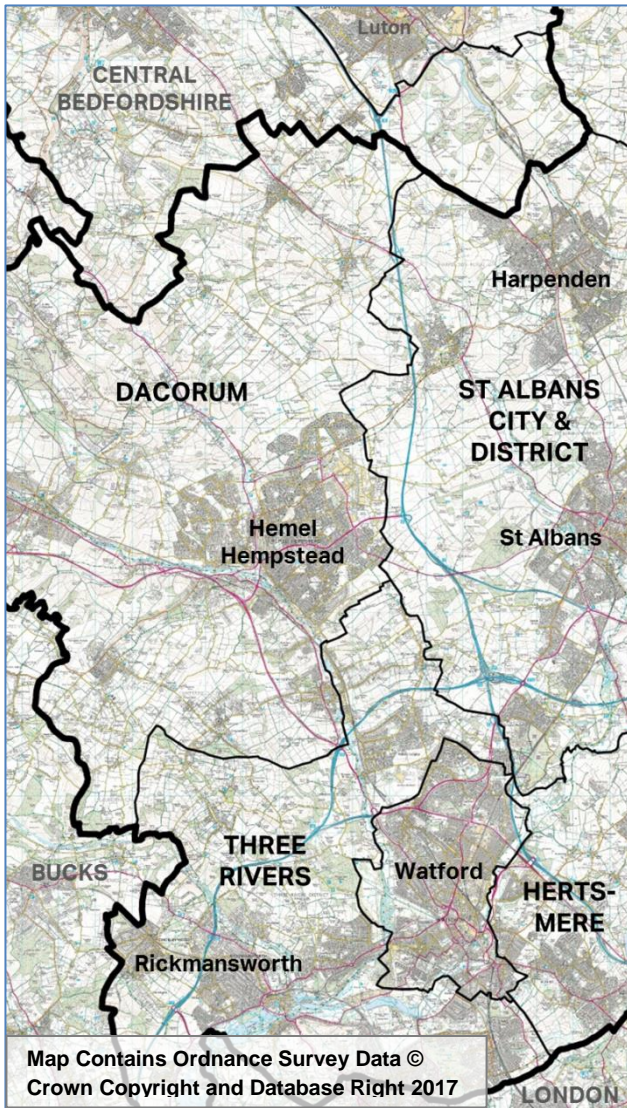


Figure 2 - South West Hertfordshire area

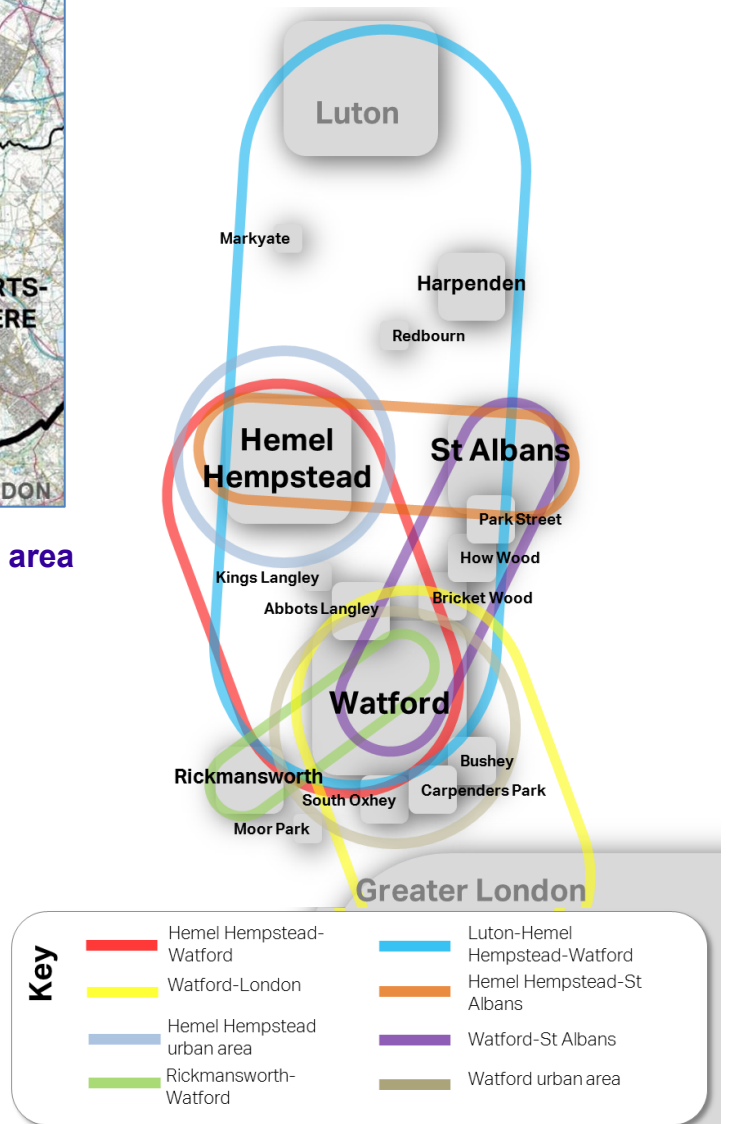


Figure 3 – Travel relationships in South West Herts

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The plan considers where new housing and new jobs are planned in this area up to 2031 (Fig.4). These figures are based on data from 2016 and should be seen as a snapshot in time. This information is provided by the District Councils and further details on housing and employment can be found on the District Councils' websites. It is expected that the South West Herts authorities will be looking at increased levels of development in their next Local Plans to 2036.

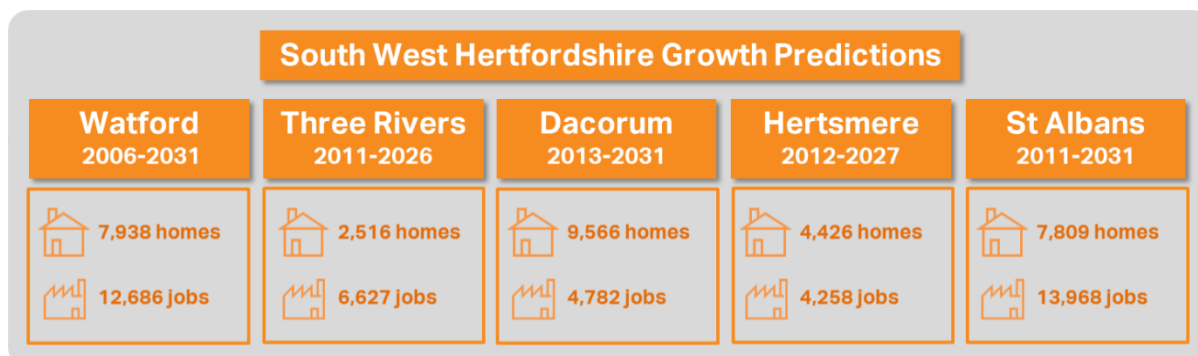


Figure 4 – Planned growth in districts' adopted Local Plans¹ (including completed developments)

Some of the main developments are:

- Spencer's Park (Hemel Hempstead)
- East Hemel Hempstead
- West Hemel Hempstead
- Enviro-Tech Enterprise Zone
- Watford Western Gateway (near Watford & Croxley Business Parks)
- Watford Riverwell (formerly known as Watford Health Campus)
- Watford Junction
- Watford town centre
- North West Harpenden
- Radlett Rail Freight Interchange

Key development sites are shown as orange squares on the maps later in this document.

What are the challenges?

This Growth & Transport Plan has looked at the underlying causes of problems that we see and experience when we are travelling on roads and public transport in south west Hertfordshire. This helps us identify what we need to change to address these problems effectively in the long term.

¹ Figures based on development figures provided by District Councils for the Countywide Transport Model run September 2016. St Albans figure based on last draft Local Plan rather than any adopted plan.

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We spoke to local stakeholders including local councillors to better understand the problems and challenges in local areas.

Figure 5 shows some of the main problems on the transport network.

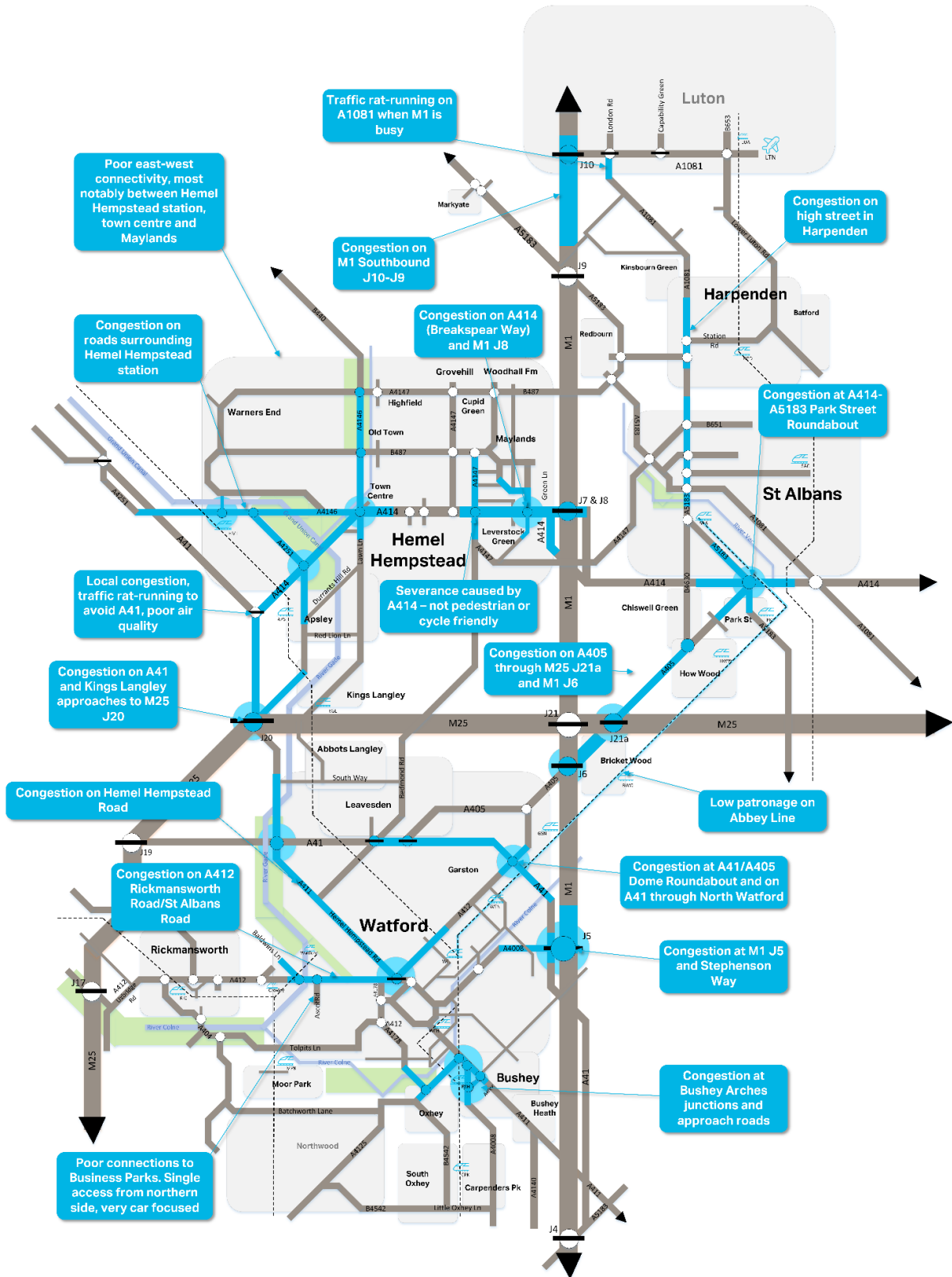


Figure 5 – Summary of transport challenges

What we want to achieve

In developing the objectives for this Growth & Transport Plan, we thought about the information we have gathered and the challenges we face for transport and growth in particular locations in the area. We also thought about the aims and objectives of other plans and policies that this Growth & Transport Plan needs to respond to.

We are proposing **seven objectives** for this plan.

- A** Support sustainable economic growth and regeneration within South West Hertfordshire by improving connectivity, primarily for walking, cycling and public transport
- B** Ensure new infrastructure and streets are resilient to changing environmental conditions
- 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
- D** Improve public health and quality of life, through encouraging and enabling active travel and reducing transport-generated air and noise pollution
- E** Encourage vibrant communities by integrating streets, enhancing walking and cycling networks, and improving the natural and built environment
- F** Improve safety and perception of safety and security risks by providing high quality and safe facilities for walking, cycling and public transport users
- G** Seek to reduce transport related emissions by embracing new technologies and encouraging sustainable travel modes

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We think these objectives will help to achieve:

Better connectivity between places

Better choice of alternatives to the car

Better accessibility to key locations

Improved health

Reduced air pollution

Reduced congestion

More sense of place

Improved quality of life

Q. Do you agree or disagree with the objectives?

Q. Do you have any more comments to make on the objectives?

How can we address the challenges and objectives?

Hertfordshire County Council and our partners have a toolbox of approaches that can help influence transport and how people choose to travel.

We think we will need to use a range of measures together to tackle the problems we experience when getting around the area, and their underlying causes.

We recognise that a lot is changing in the wider world – such as new technologies, social factors and changing lifestyles that will affect how we choose to travel in the future.

However this plan is based on the current toolbox we have available:

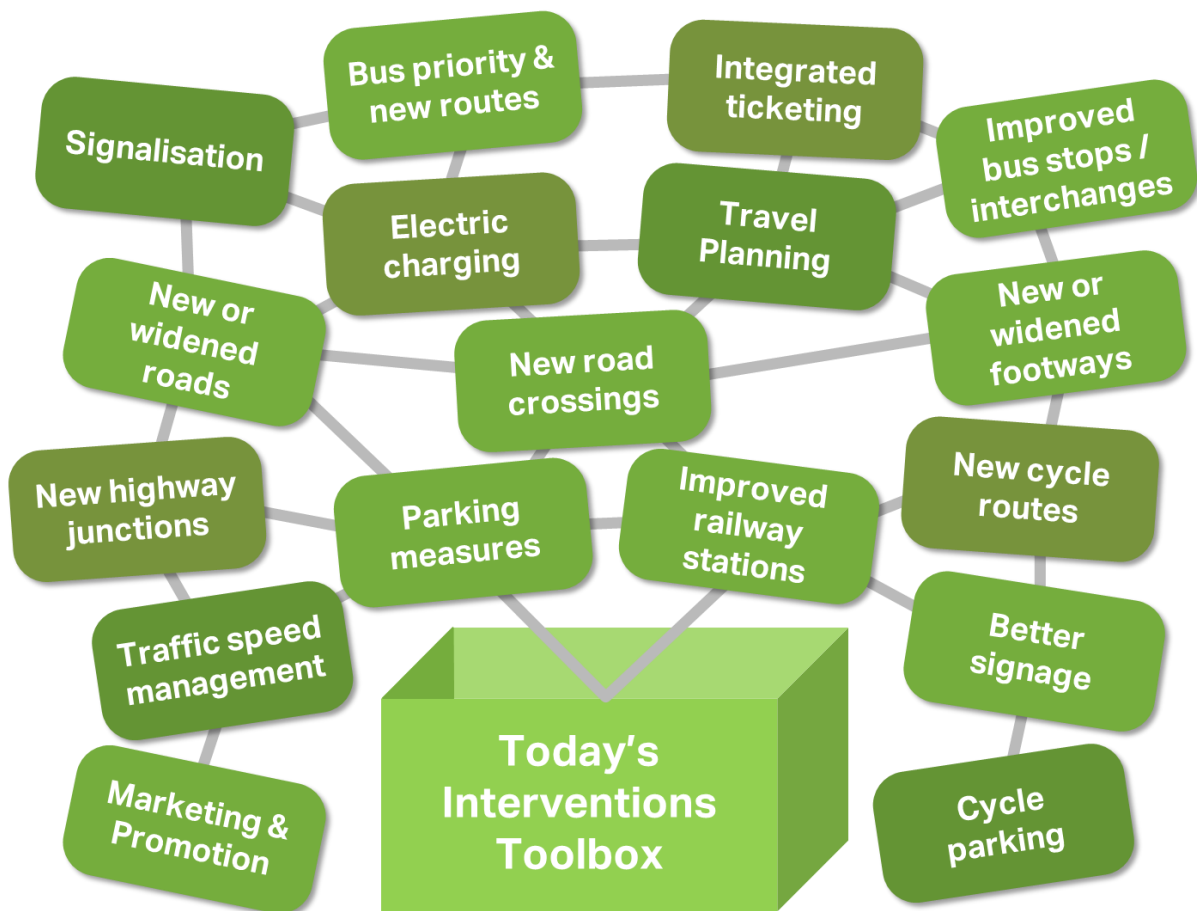


Figure 6 – Current toolbox of interventions

This plan identifies interventions at a high level of detail and provides a broad framework for how a set of interventions could or should be brought forward. As schemes are developed, more detail will be required to ensure they are doing what they need to respond to the situation.

What we propose

This plan describes interventions as schemes, projects or linked project groups, which are bundled together into nine **Packages** that target particular corridors and areas where there are challenges for transport (Fig. 7). Packages are shown with reference numbers begin 'PK'.

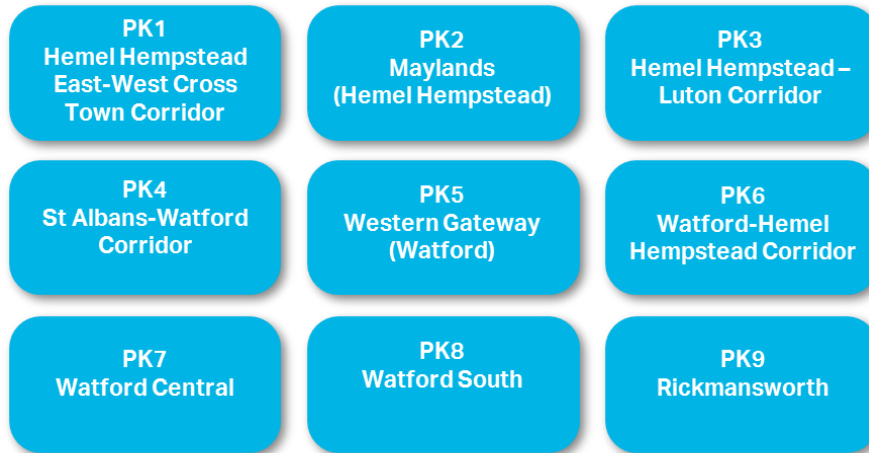






Figure 7 – Packages

-  **Projects** are smaller scale interventions, which may either affect a more localised area or have a relatively minor impact in a few areas. Reference numbers begin 'PR' (green squares on the maps).
-  **Linked Project Groups** are groups of individual Projects within an area that would work together to have a greater effect but could be delivered as separate projects. Reference numbers begin 'LP' (also green squares).
-  **Schemes** are medium to large scale interventions or studies that would affect a larger area than a Project or Linked Project Group. Reference numbers begin 'SM' (purple squares on the maps).
-  Key development sites are shown as orange squares on the maps later in this document.

Some Projects or Schemes feature in more than one package as they help address several challenges. We have identified alternative options or approaches for some of these schemes and projects, which would deal differently with the issues we are trying to address. However, generally a preferred approach for each scheme concept has been selected.

The plan includes a high-level appraisal of the different options and interventions to understand their merit in relation to the objectives of this plan. We have also assessed each intervention in terms of its likely cost, timescale for implementation, potential risk and likelihood of funding. Finally, we considered how well each package of schemes/projects performed and would work in practice. A preferred set of packages has been proposed based on the scoring.

You can see further detail on the scoring in Appendices 1-3 of the South West Herts GTP Prospectus.

Strategic Interventions and Corridors

Strategic Interventions are potential major infrastructure changes that would affect the transport network in South West Hertfordshire and beyond. Although these are not proposed or endorsed as part of the GTP, we feel it is important to recognise them as they could have a big influence on decision making around the GTP should they come forward in future. See below for more information.

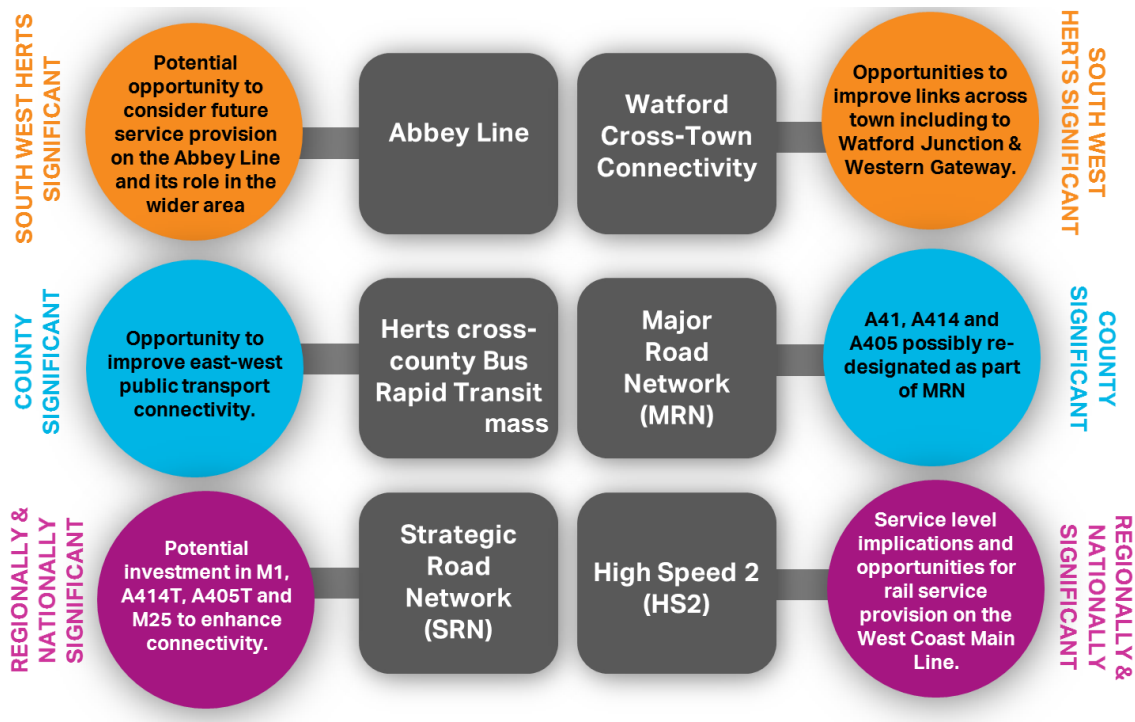


Figure 8 – Strategic interventions

Abbey Line

The Abbey Line provides a vital link between Watford town centre and St Albans and also connects communities along the corridor such as Park Street and Garston. The Abbey Line has potential as an attractive alternative to travelling by car on congested parallel roads. Potential approaches to improve service frequency on the Abbey Line include implementing a passing loop along the line to enable two trains to operate in opposite directions or, in the longer term, conversion to an alternative transport system if this were to offer significant improvement to local connectivity. These options would need to be explored in more detail in discussion with all relevant parties. HCC’s objectives and priorities are set out in the HCC Rail Strategy.

Watford Cross-Town Connectivity

Improving non-car connectivity across Watford is a significant priority. With uncertainty around the project to extend the London Underground Metropolitan Line

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to Watford Junction, further work is needed to explore options and opportunities to achieve this outcome. One objective will be to provide a viable alternative to private car-based travel on the congested A412 route and provide improved connections into Watford Junction, the Watford & Croxley Business Parks and Riverwell and the hospital. HCC will work with partners to safeguard the disused railway corridor to ensure it remains available as a future sustainable transport route.

Herts Cross-County Mass Rapid Transit

HCC's LTP4 highlights the opportunity to provide a high quality bus rapid transit system across the County. Such a system would be integral to the viability of some of the Packages and interventions put forward in this GTP, including new edge of town multi-modal interchanges.

Major Route Network

The Department for Transport consulted in early 2018 on a potential new designation of road ('Major Route Network'), sitting between the network of local roads that HCC manages and the strategic network of Motorways and major A roads that are managed by Highways England (the Strategic Road Network). Certain roads such as the A405 and A414 could potentially transfer to this new designation. The implications of this are not yet clear, but HCC will continue to work to ensure that any decisions and outcomes align with LTP4 and GTP objectives.

Strategic Road Network

Through its Road Investment Strategy, Highways England is investing significantly in maintaining and improving the network of motorways and major 'A' roads that it manages - referred to as the Strategic Road Network. Although no specific proposed investments are identified for the south west Hertfordshire area, traffic congestion does remain an issue and HCC and partner organisations will continue to liaise with Highways England on priorities for improving strategic road links across the county.

High Speed 2 (HS2)

The UK Government is developing a new high speed rail link between London, Birmingham, the North of England and Scotland. Although HS2 will pass through the South West corner of Hertfordshire, it will not directly serve the area. However it is expected to have an influence on rail services along the West Coast Main Line through Watford and Hemel Hempstead. HCC will continue to engage with the government and rail industry to seek to secure improved services for Hertfordshire towns. HCC's objectives and priorities are set out in the HCC Rail Strategy.

Key to Packages

In the following sections, we will summarise each of the packages and ask for your views on them in the survey. Your comments are welcome on all of them, but if you prefer you can focus on those of most relevance to you. This key might help.

Key to the Packages by location

	PK1	PK2	PK3	PK4	PK5	PK6	PK7	PK8	PK9
Abbots Langley				✓		✓			
Apsley	✓					✓			
Bedmond						✓			
Bricket Wood				✓					
Bushey								✓	
Carpenders Park								✓	
Chorleywood									✓
Croxley Green									✓
Eastbury					✓			✓	
Harpenden			✓						
Hemel Hempstead	✓	✓	✓			✓			
Kings Langley	✓					✓			
Leavesden				✓		✓			
Moor Park					✓			✓	
Northwood								✓	
Oxhey					✓		✓	✓	
Redbourn	✓	✓	✓						
Rickmansworth									✓
South Oxhey					✓			✓	
St Albans	✓	✓	✓	✓					
Watford				✓	✓	✓	✓	✓	
Tring						✓			
Berkhamsted						✓			

Colour code: Locations directly affected by proposals; Locations which may be indirectly affected or otherwise interested by proposals

Package 1 – Hemel Hempstead east-west cross-town corridor

The 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.

The package consists of:

- Developing the A414 into a public transport and cycling/walking corridor, improving both connectivity along and across the key route.
- Improving access to the M1 through the provision of an additional junction and enhancements to Hemel’s existing junction.
- The reorganisation of road space in the Apsley/Two Waters area to facilitate an improved streetscape

Reference	Scheme or Project Name	Concept description
LP1	PR8	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.
	PR9	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.
	PR10	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.
	PR14	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.
	PR67	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.
LP3	PR20	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.
	PR21	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.

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	PR22	A414 cycleway: Hemel Hempstead to Park Street	Cycleway along the A414 to connect Maylands with Park Street (and A414 / A405 shared cyclepaths).
LP10	PR69	Wood Crescent-Runham Road-Wheelers Lane cycle and pedestrian improvements	<p>New cycle routes mainly on roads which cross the A414 including:</p> <ul style="list-style-type: none"> • Wood Crescent/Runham Rd (incl. link to ski centre); • Lower Yott/Windmill Road; • Jarman Park; • Bennetts End Rd, White Hart Rd, Longlands (incl. link to Adeyfield shops); • Leverstock Green Road. <p>New at-grade crossings on the A414 will be required.</p> <p>Provide linkages to neighbourhood centres such as Adeyfield and Bennetts End .</p>
	PR105	Lower Yott-Windmill Road cycle and pedestrian improvements	
	PR106	Jarman Park cycle and pedestrian improvements	
	PR107	Bennetts End Road cycle and pedestrian improvements	
	PR108	White Hart Road-Longlands cycle and pedestrian improvements	
	PR109	Leverstock Green Rd cycle and pedestrian improvements (incl. at-grade crossing)	
SM2c		Substantial enhancement to Hemel Hempstead station	Substantial enhancement to Hemel Hempstead station at its existing location: forecourt, access enhancements, car park capacity increase, new south-eastern platform access and parallel footway to Two Waters Road and Boxmoor.
SM4a		Magic Roundabout - bus focused improvements	Bus priority lanes on the Magic Roundabout to improve journey times between Hemel Hempstead station and the eastern part of the town including Maylands.
SM5a		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.
SM7b		M1 Junction 8a (additional junction)	Provision of an additional M1 Junction 8a (potential north-facing slip roads only) in conjunction with enhanced links to Maylands/East Hemel Hempstead (SM6 - see Package 2).
SM7c		M1 Junction 8 enhancement	Enhancement to M1 Junction 8 and the adjacent junction at Breakspear Way/Green Lane to provide additional vehicle capacity and connectivity to Maylands, and relieve congestion on the A414.
SM8		Hemel Hempstead town-wide bus service reconfiguration	A study to identify potential reconfiguration of bus services throughout Hemel Hempstead to provide efficient routes across the town with the aim of maximising connections to Maylands, the station, town centre and east-west links to neighbouring towns.

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SM27	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.
SM32	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).

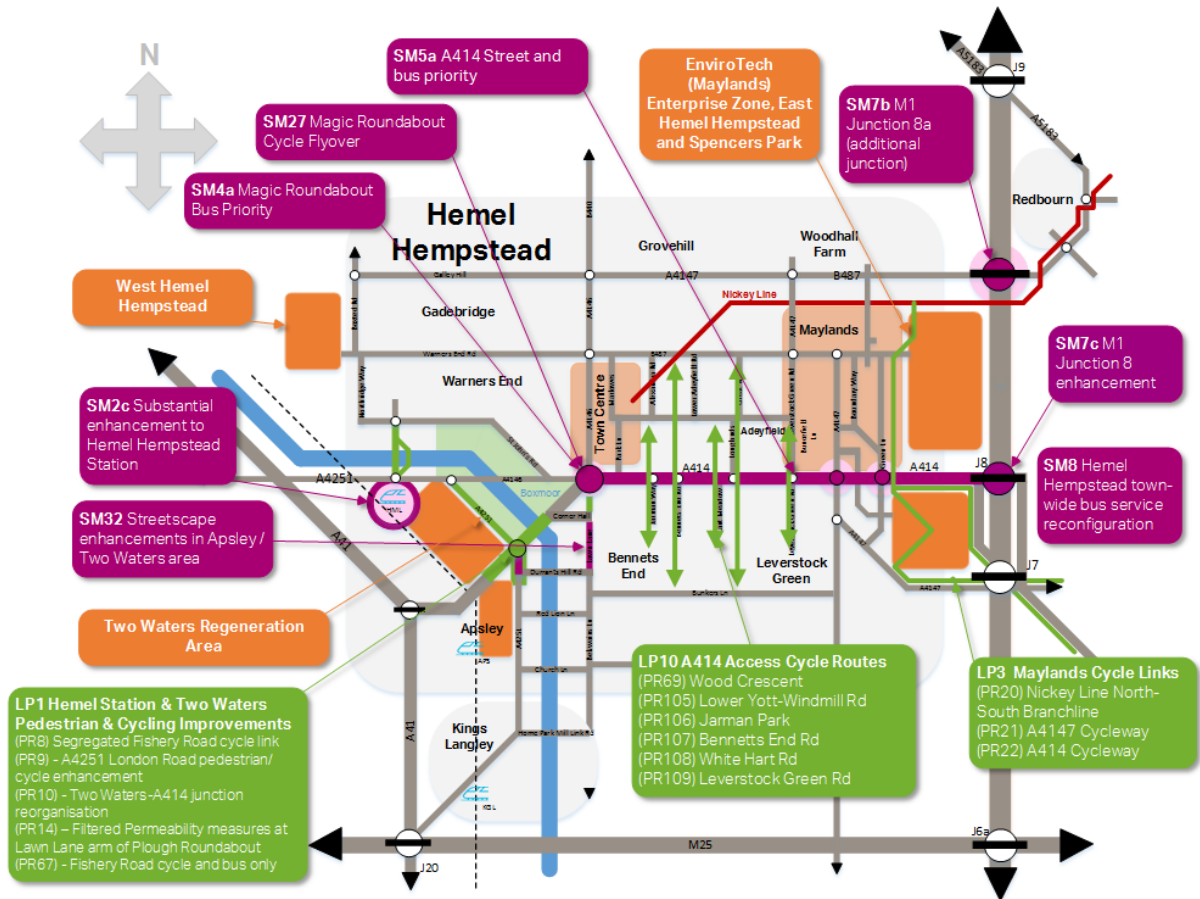


Figure 9 – Package 1 preferred combination

Q. Do you agree or disagree with Package 1?

Q. Do you have a view on particular schemes or projects?

Q. Do you have any other comments to make on Package 1?

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.

The package consists of:

- The introduction of an East Hemel Hempstead Multi-Modal Transport Interchange serving the Maylands and Enterprise Zone developments.
- Improving access to the M1 through the provision of an additional junction and enhancements to Hemel’s existing junction.
- A new spine road serving East Hemel Hempstead urban extension and Maylands alongside a series of cycling improvements to improve connectivity across the proposed developments.

Reference	Scheme or Project Name	Concept description
LP2	PR19	East Hemel (Maylands) Multi-Modal Transport Interchange
	PR95	Maylands central car park
	PR96	Maylands Shuttle Bus and ML1 Enhancements
LP3	PR20	Nickey Line North-South Extension
	PR21	A4147 cycleway
	PR22	A414 cycleway: Hemel Hempstead to Park Street
LP4	PR27	Wood Lane End - Boundary Way connection
	PR28	Quietway - Buncefield Lane southern section
	PR97	Quietway - Buncefield

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		Lane central section	from north and south Hemel Hempstead into Maylands.
	PR98	Quietway - Buncefield Lane northern section	
	PR99	Quietway - Cherry Tree Lane	
LP5	PR30	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.
	PR100	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.
	PR101	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.
SM6		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.
SM7b		M1 Junction 8a (additional junction)	Provision of an additional M1 Junction 8a (potential north-facing slip roads only) in conjunction with enhanced links to Maylands/East Hemel Hempstead (SM6 - see Package 2).
SM7c		M1 Junction 8 enhancement	Enhancement to M1 Junction 8 and the adjacent junction at Breakspear Way/Green Lane to provide additional vehicle capacity and connectivity to Maylands, and relieve congestion on the A414.
SM8		Hemel Hempstead town-wide bus service reconfiguration	A study to identify potential reconfiguration of bus services throughout Hemel Hempstead to provide efficient routes across the town with the aim of maximising connections to Maylands, the station, town centre and east-west links to neighbouring towns.
SM10		M1 dedicated coach service connecting Luton and Hemel Hempstead (or Greenline 757 diversion)	A new express coach service along the M1 connecting Hemel Hempstead to Luton or potential to divert existing Greenline services from Luton to London via Hemel Hempstead (Maylands). Would complement East Hemel (Maylands) Multi-Modal Transport Interchange (LP2).
SM29		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).

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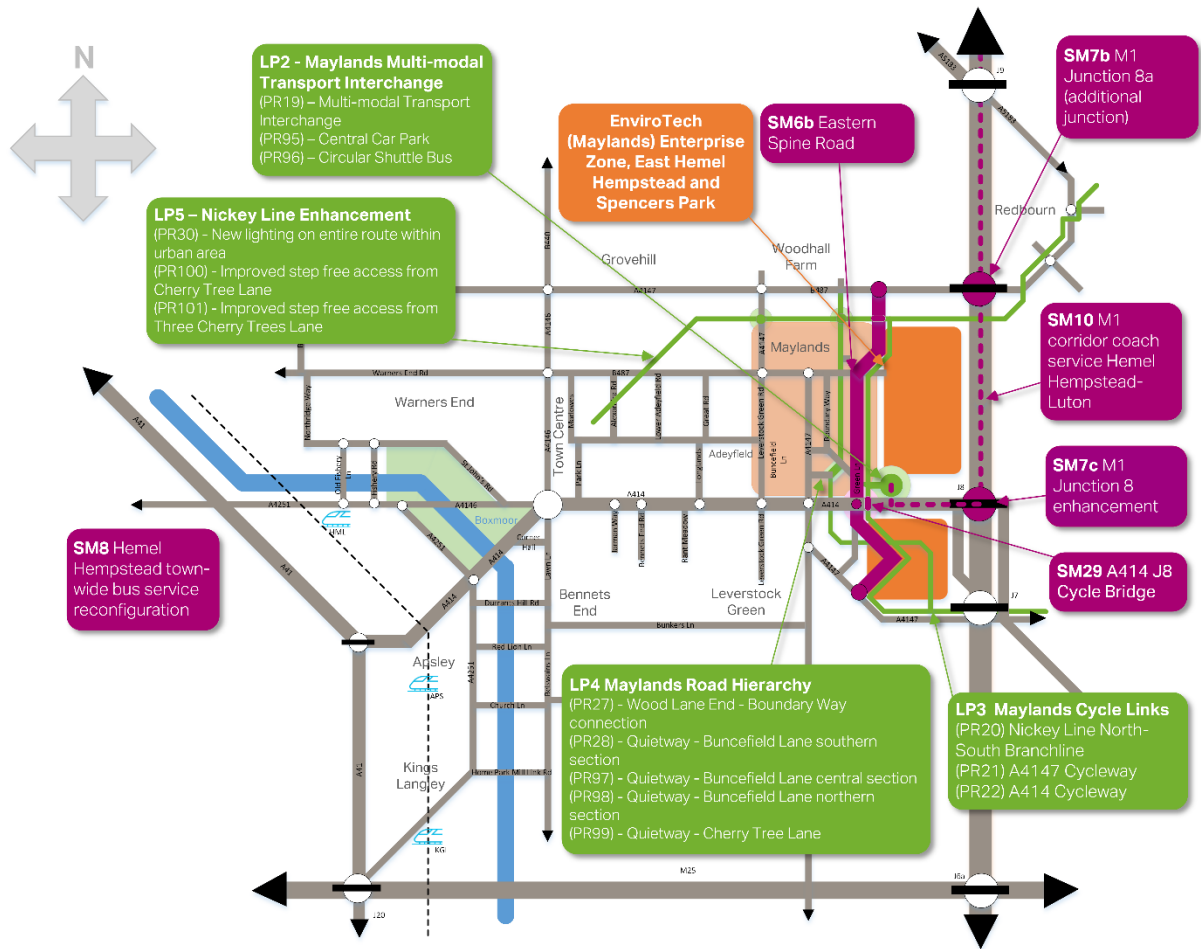


Figure 10 – Package 2 preferred combination

Q. Do you agree or disagree with Package 2?

Q. Do you have a view on particular schemes or projects?

Q. Do you have any other comments to make on Package 2?

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.

The package consists of:

- The introduction of an East Hemel Hempstead Multi-Modal Transport Interchange serving the Maylands and Enterprise Zone developments.
- Improving access to the M1 through the provision of an additional junction and enhancements to Hemel's existing junction.
- Enhanced bus and coach services between Luton and Maylands/Hemel Hempstead alongside streetscape and sustainable transport improvements in Harpenden.

Reference	Scheme or Project Name	Concept description
LP2	PR19	East Hemel (Maylands) Multi-Modal Transport Interchange
	PR95	Maylands central car park
	PR96	Maylands Shuttle Bus and ML1 Enhancements
LP6	PR35	M1 J10 southbound on slip capacity improvement
	PR36	A1081 Harpenden town centre capacity reduction and streetscape improvements
	PR37	A1081 cycle corridor

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			A1081 for cyclists travelling between Luton, Harpenden, and St Albans. Would connect into facilities built into the recently improved M1 J10a. Improved cycle provision along section within Kinsbourne Green (potentially off road) adjacent to possible new North of Harpenden development in addition to speed limit reduction from 40mph to 30mph within Kinsbourne Green area. Cooperation with Central Bedfordshire Council and Luton Borough Council required.
SM7b		M1 Junction 8a (additional junction)	Provision of an additional M1 Junction 8a (potential north-facing slip roads only) in conjunction with enhanced links to Maylands/East Hemel Hempstead (SM6 - see Package 2).
SM7c		M1 Junction 8 enhancement	Enhancement to M1 Junction 8 and the adjacent junction at Breakspear Way/Green Lane to provide additional vehicle capacity and connectivity to Maylands, and relieve congestion on the A414.
SM10		M1 dedicated coach service connecting Luton and Hemel Hempstead (or Greenline diversion)	A new express coach service along the M1 connecting Hemel Hempstead to Luton or potential to divert existing Greenline services from Luton to London via Hemel Hempstead (Maylands). Would complement East Hemel (Maylands) Multi-Modal Transport Interchange (LP2).

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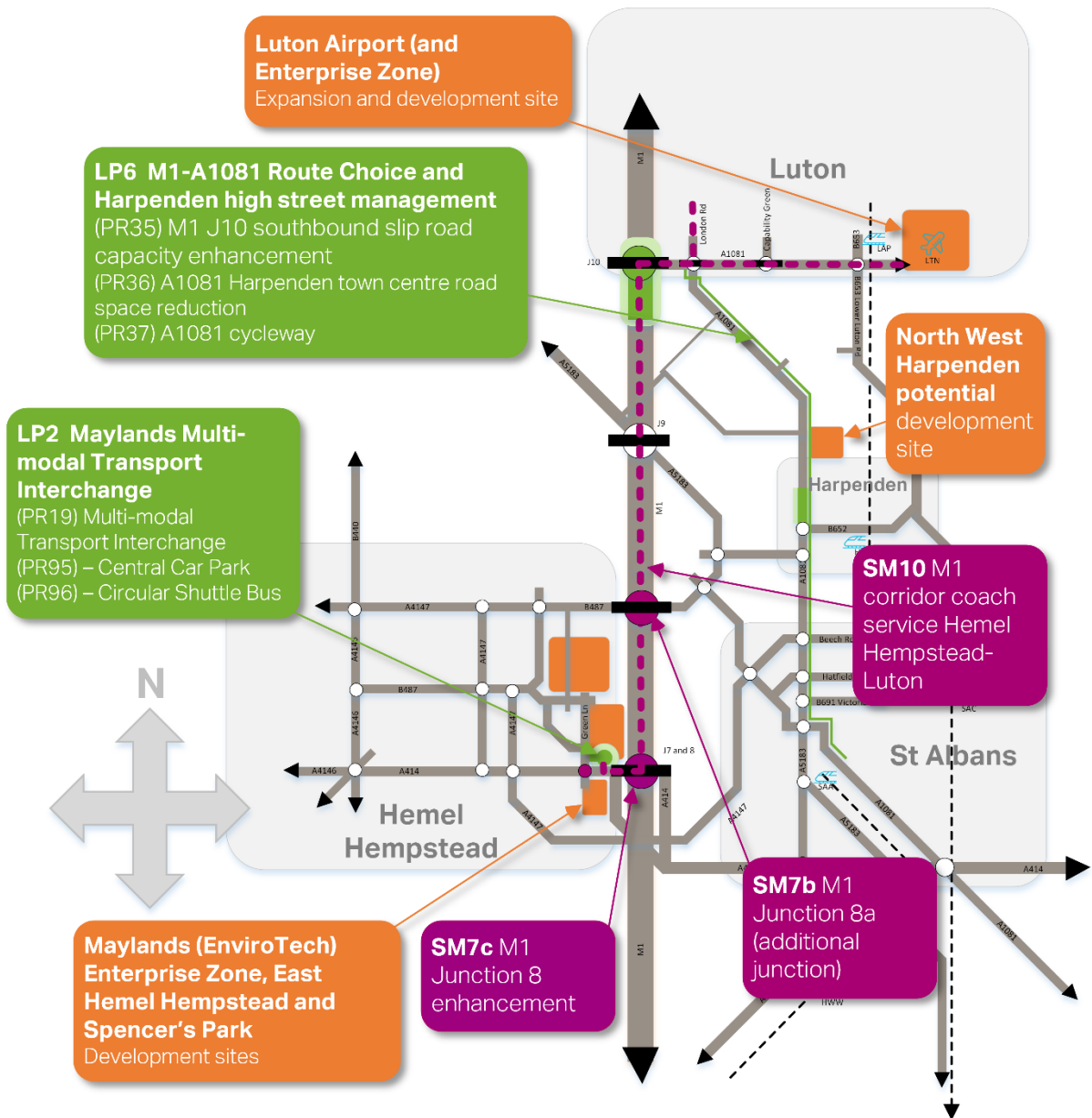


Figure 11 – Package 3 preferred combination

Q. Do you agree or disagree with Package 3?

Q. Do you have a view on particular schemes or projects?

Q. Do you have any other comments to make on Package 3?

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.

The package consists of:

- The introduction of a new St Albans South Public Transport Hub, linking to the Abbey Line, direct bus services to St Albans City Station, and a transfer point between local and interurban buses. This would complement improved service frequency on the Abbey Line.
- Additional slips at M25 J21 to allow all movements between the M25 and M1, and streetscape improvements along the A405 at Bricket Wood.
- Enhanced cycling facilities along the A405 linking St Albans and Leavesden.

Ref	Scheme or Project Name	Concept description
SM13a	Alternative approaches	Abbey Line Park & Rail Hub: Extension of Park Street Station platform
SM13b		Abbey Line Park & Rail Hub: Additional station and facility
SM13c		Abbey Line Park & Ride Hub: Additional station and bus only link to Cottonmill Lane
SM13d		Abbey Line Park & Rail Hub: Park Street station relocated
SM16b	M1 J6a/M25 J21 all movement additional slips plus A405 full downgrade	Additional slip roads catering for all movements at M1 J6a/M25 J21a and major downgrade of the A405 with reallocation of 1 lane in each direction to buses only.
SM20	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).
SM22	Watford Area bus	A study to identify potential reconfiguration of bus services throughout Watford and connections to

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	reconfiguration (study)	neighbouring settlements to provide efficient routes across the town with the aim of maximising connections to the town centre, Watford & Croxley business parks, and retail parks.
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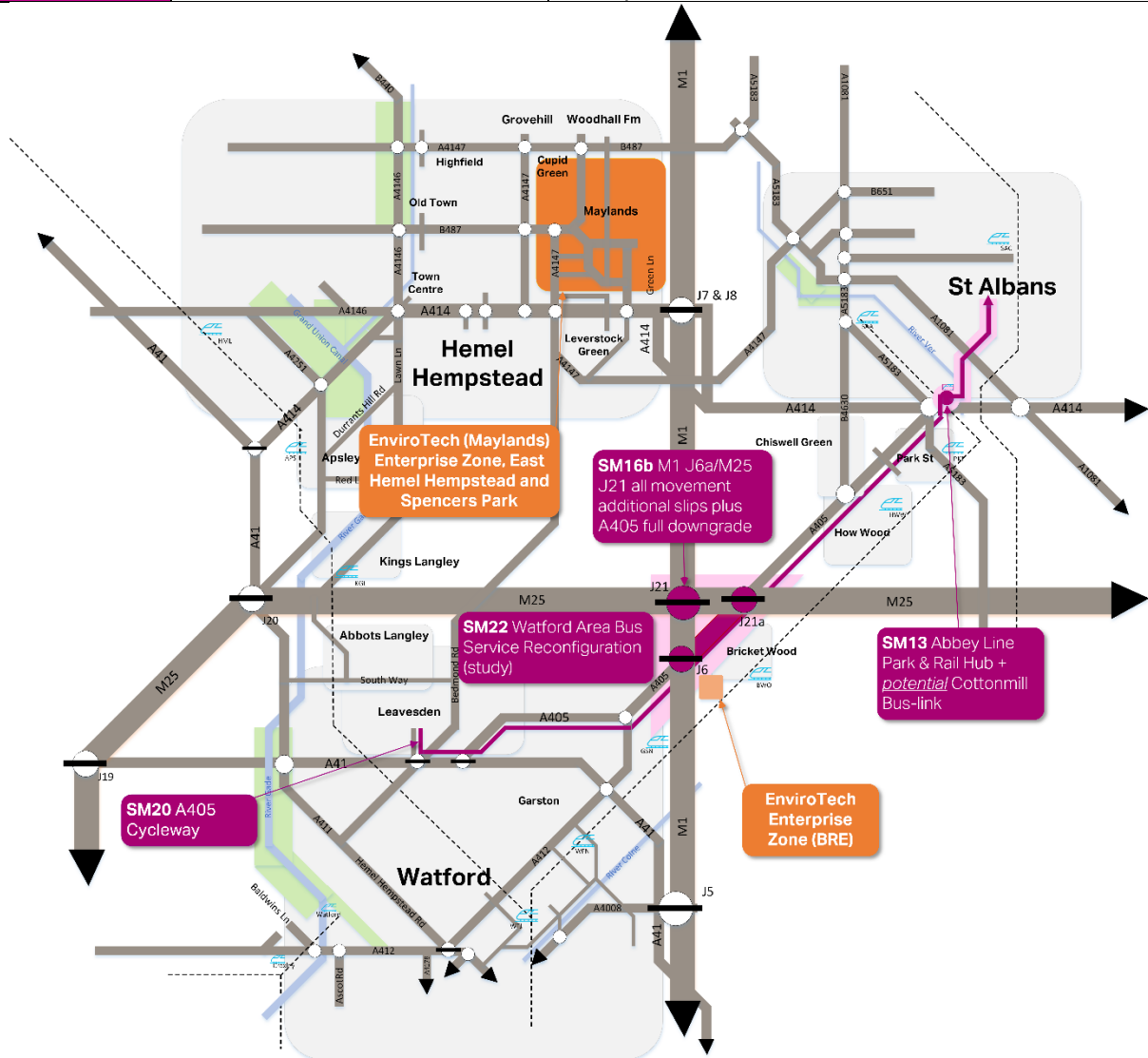


Figure 12 – Package 4 preferred combination

Q. Do you agree or disagree with Package 4?

Q. Do you have a view on particular schemes or projects?

Q. Do you have any other comments to make on Package 4?

Package 5 – Western Gateway (Watford & Croxley Business Parks)

The overarching aim of Package 5 is:

To improve access to Watford & Croxley business parks through the enhancement of sustainable transport links.

The package consists of:

- A new southern access into Watford & Croxley Business Parks area for cyclists and buses only.
- Making use of the disused railway alignment in West Watford to enable sustainable and mass transit transport opportunities
- 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.

Reference	Scheme or Project Name	Concept description	
LP8	PR45	Ascot Road bus priority	Reduce Ascot Road (main entrance link road) from dual carriageway to a single carriageway, with a lane converted to bus only lane in each direction.
	PR85	Ascot Road -Whippendell Road-Rickmansworth Road road space consolidation	Simplification of some road space at the Watford & Croxley Business Parks access junctions including reduction in lanes approaching roundabouts and enhanced provisions for pedestrians on Ascot Road (linked to bus priority scheme PR45).
SM12b	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.	
SM21	Watford 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).	
SM22	Watford Area Bus Reconfiguration (study)	A study to identify potential reconfiguration of bus services throughout Watford and connections to neighbouring settlements to provide efficient routes across the town with the aim of maximising connections to the town centre, Watford & Croxley business parks, and retail parks.	
SM28	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	

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	new walking connection between Tolpits Lane industrial area and Watford & Croxley Business Parks via Ebury Way and Dwight Road.
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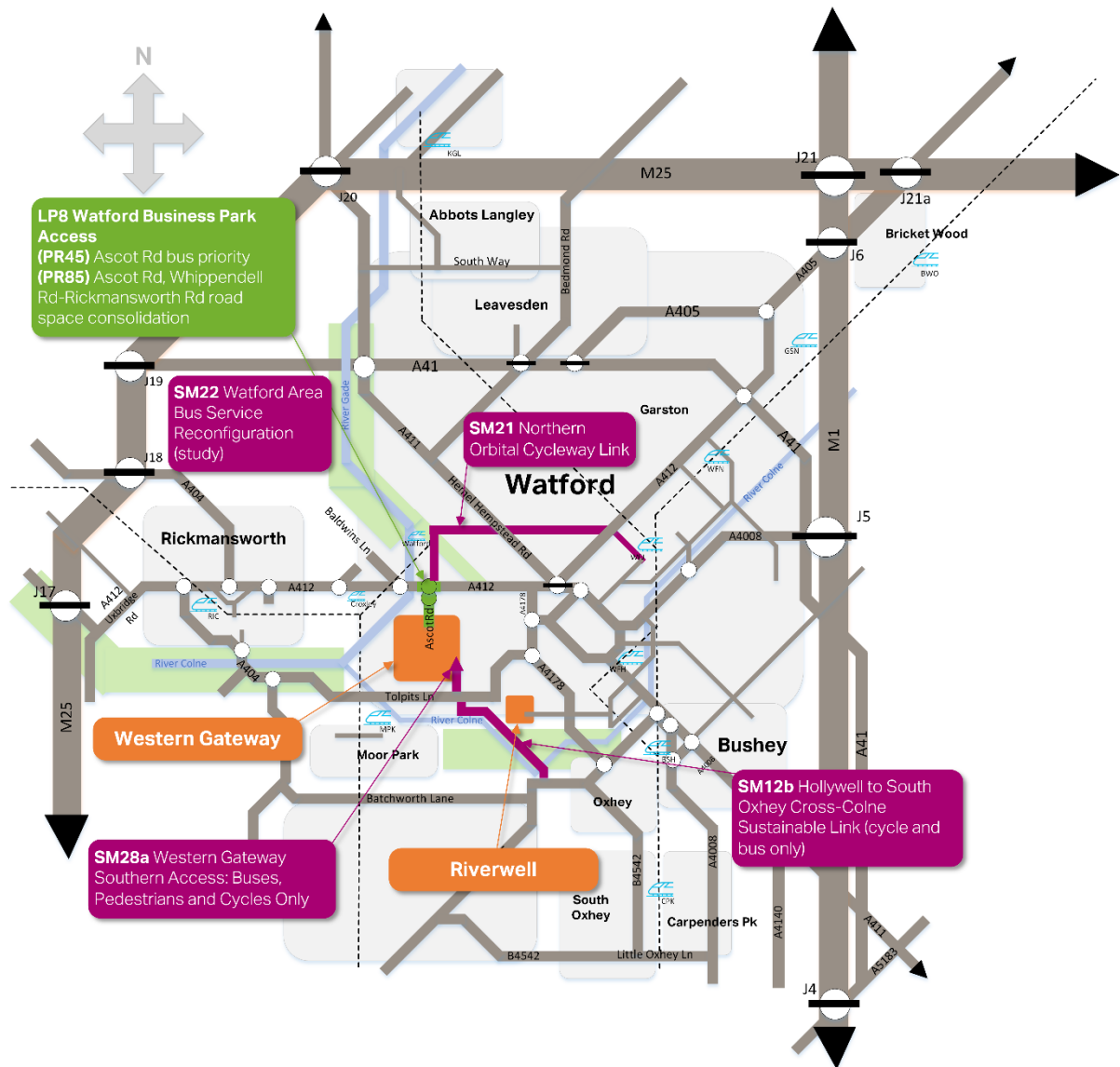


Figure 13 – Package 5 preferred combination

Q. Do you agree or disagree with Package 5?

Q. Do you have a view on particular schemes or projects?

Q. Do you have any other comments to make on Package 5?

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.

The package consists of:

- Improvements to M25 J20, bus priority along the A41, and enhanced interurban bus services between Hemel Hempstead and Watford.
- 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.

Reference		Scheme or Project Name	Concept description
LP1	PR8	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.
	PR9	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.
	PR10	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.
	PR14	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.
	PR67	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.
SM1		Capacity improvements to M25 J20 and Hunton Bridge roundabout	Increased capacity and enhanced access to and from M25 J20 south of Kings Langley and at adjoining M25 J19/A41 Hunton Bridge roundabout.
SM2c		Substantial enhancement to Hemel Hempstead station	Substantial enhancement to Hemel Hempstead station at its existing location: forecourt, access enhancements, car park capacity increase, new south-eastern platform access and parallel footway to Two Waters Road and Boxmoor.
SM15		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.

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SM17	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.
SM19a	A41 Kings Langley Station Park and Ride	Construction of Park and Ride transport hub close to Kings Langley station. New link road connecting to A4251 and onwards to M25 J20. Served by improved bus links between Hemel, Watford and Watford & Croxley business parks, 500/501 bus service & walk-link to Kings Langley station
SM24	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.
SM30	A41 bus priority measures	Bus priority lanes on the A41 from the A414 through M25 J20 to M25 J19 spur (Hunton Bridge Roundabout) reallocating one lane to buses only, or construction of additional bus lane with bus priority signals.
SM31	Enhanced Watford-Hemel Bus Services	Enhanced local-express bus service(s) between Hemel Hempstead and Watford -specifically linking Maylands, Hemel Hempstead Town Centre, Apsley, Abbots Langley, Leavesden and Watford & Croxley business parks.
SM32	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).

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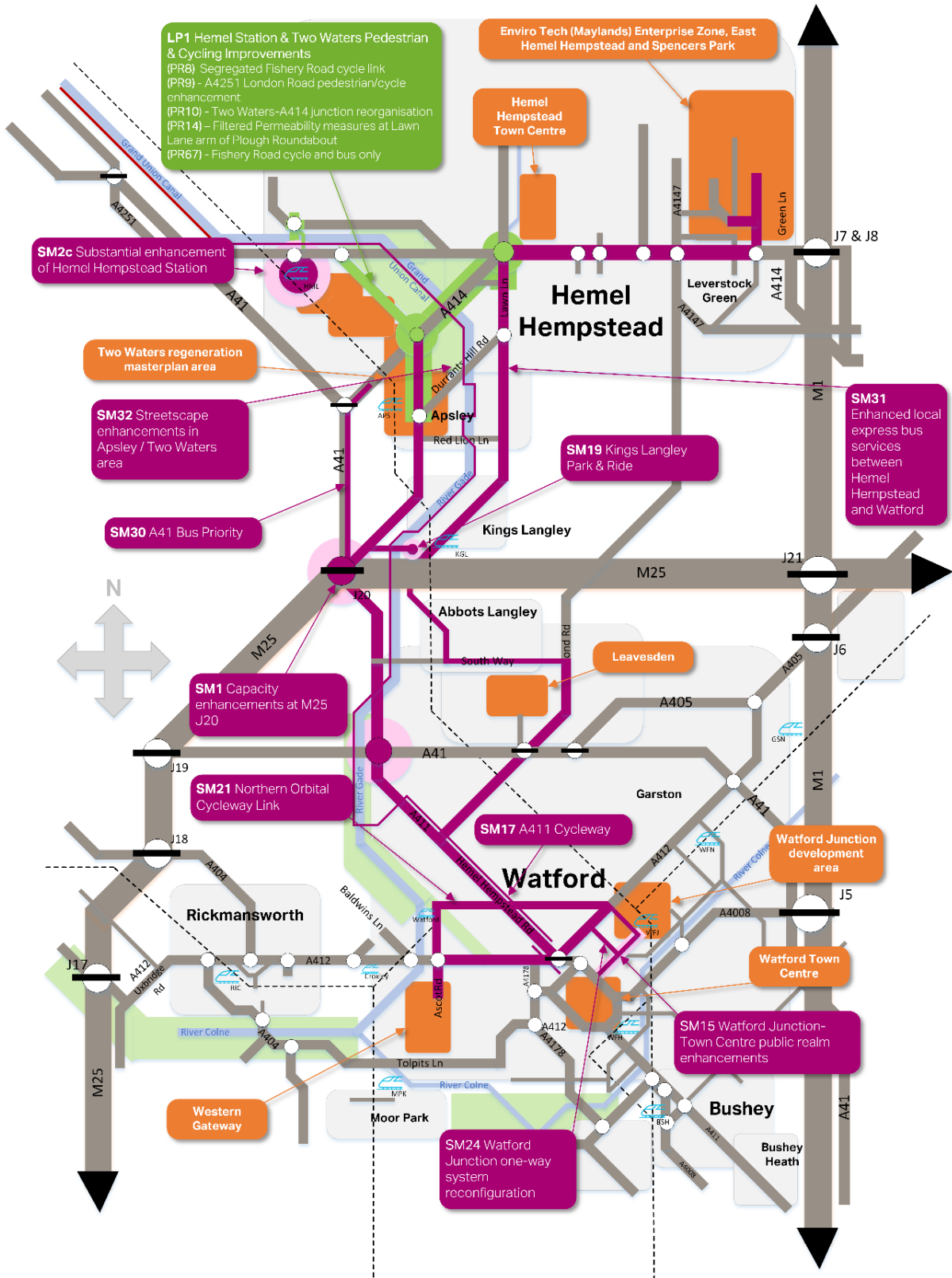


Figure 14 – Package 6 preferred combination

Q. Do you agree or disagree with Package 6?

Q. Do you have a view on particular schemes or projects?

Q. Do you have any other comments to make on Package 6?

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.

The package consists of:

- Significant public realm enhancements on Watford Ring Road.
- Truncation of the Watford Ring Road and a new bus- and cycle-only link bridge at Colonial Way.
- The introduction of slips at M1 Junction 4 to allow all movements between the M1 and A41, alongside a Park and Ride facility at M1 Junction 5.

Reference	Scheme or Project Name	Concept description
LP9	PR66	Public Realm enhancements at Water Lane/High Street bus interchange
	PR104	Public Realm enhancements at Beechen Grove bus interchange
LP11	PR70	Exchange Road missing cycle link (Vicarage Road)
	PR71	Lower High Street shared use cycle path
	PR72	Watford Ring-Road gateway junction enhancements
SM14	Watford M1 J5 Park and Ride	Park & Ride at Watford M1/A41 J5 to the north east of the town centre. Car parking facilities that allow for car users to park on outskirts of town and then use bus link to the town centre.
SM15	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.
SM17	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

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		corridor and improvements at Grove Mill Ln area to improve connectivity to the Towpath from A411.
SM18	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.
SM22	Watford Area Bus Service Reconfiguration (study)	A study to identify potential reconfiguration of bus services throughout Watford and connections to neighbouring settlements to provide efficient routes across the town with the aim of maximising connections to the town centre, Watford & Croxley business parks, and retail parks.
SM23a	Alternative approaches	Colonial Way -St Albans Road all traffic link
SM23b		Colonial Way-St Albans Road bus and cycle only link
SM24	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.
SM25b	Watford Strategic Gateway - M1 J4 focus	Additional 'missing' slip roads on the M1 at Junction 4 (Elstree Hill) to improve access to the M1 South and reduce M1 South traffic within Watford town centre area.
SM26	Two-way Ring Road and Truncation	Convert the ring road to two-way working and truncate the road at the Exchange Road Bridge (with Upton Road/Rickmansworth Road/Beechen Grove acting as a more substantial part of the 'ring road').

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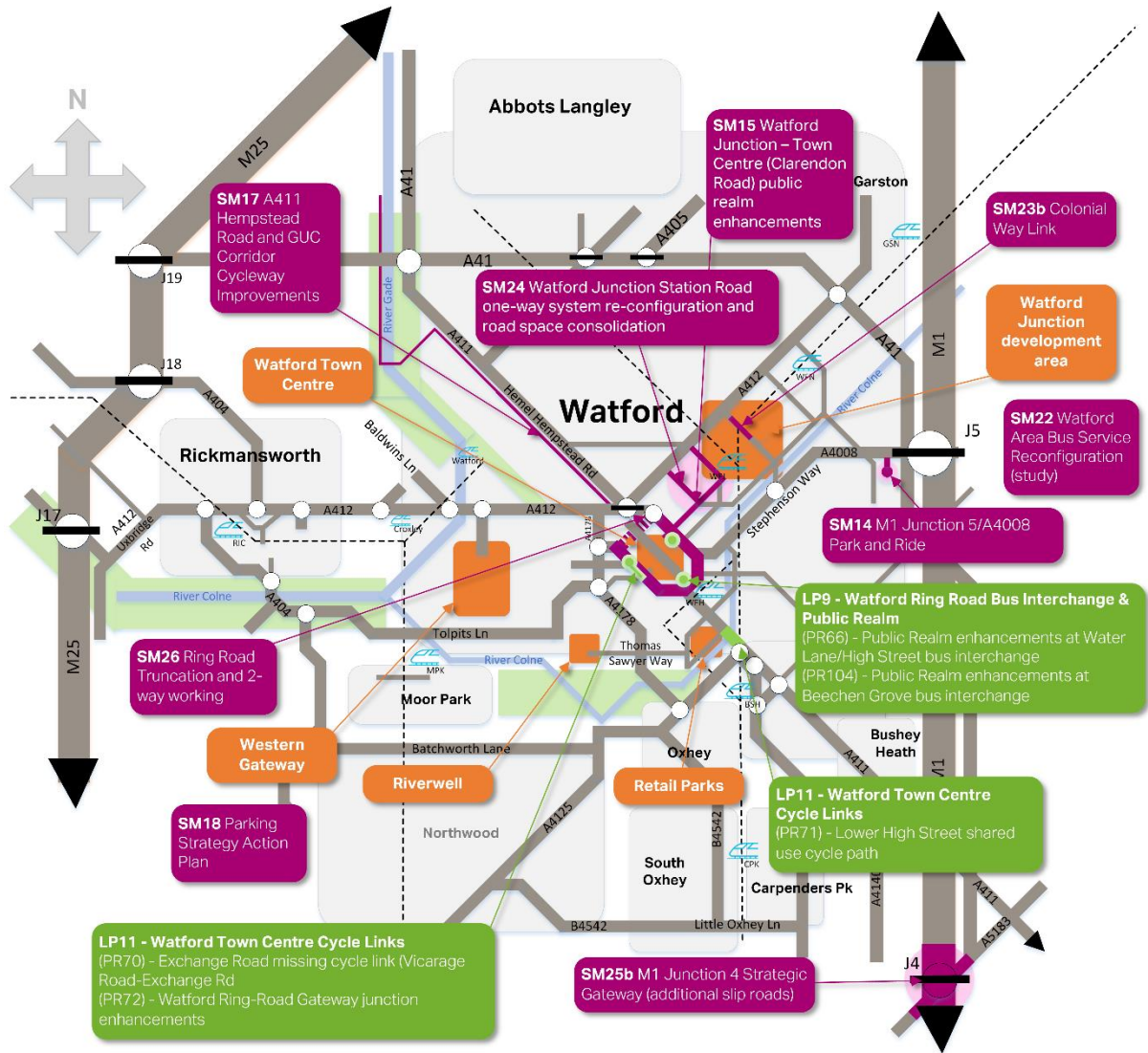


Figure 15 – Package 7 preferred combination

Q. Do you agree or disagree with Package 7?

Q. Do you have a view on particular schemes or projects?

Q. Do you have any other comments to make on Package 7?

Package 8 – Watford South

The overarching aim of Package 8 is:

To enhance the attractiveness of journeys by bike and bus in southern Watford, and facilitate more appropriate route options for traffic which avoid Bushey Arches.

The package consists of:

- Enhanced bus priority infrastructure and services through Bushey and Carpenders Park.
- Cycling links in Oxhey, Carpenders Park, and Bushey.
- The introduction of slips at M1 Junction 4 to allow all movements between the M1 and A41 alongside a Park and Ride facility at M1 Junction 5.

Reference	Scheme or Project Name	Concept description	
LP7	PR110	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).
	PR40	Improved South Oxhey-Carpenders 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)
	PR102	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).
	PR103	Delta Gain (South Oxhey-Carpenders 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.
LP11	PR70	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.
	PR71	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
	PR72	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).
SM11	Public transport links south of Watford	Enhancing public transport routes through Bushey and Bushey Heath along the A4140 by creating an enhanced bus route(s) from Bushey, to Bushey Heath and onto the northern outskirts of London (e.g. links to Stanmore and	

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SM14	Watford M1 J5 Park & Ride	Edgware underground stations). Park & Ride at Watford M1/A41 J5 to the north east of the town centre. Car parking facilities that allow for car users to park on outskirts of town and then use bus link to the town centre.
SM22	Watford Area bus service reconfiguration (study)	A study to identify potential reconfiguration of bus services throughout Watford and connections to neighbouring settlements to provide efficient routes across the town with the aim of maximising connections to the town centre, Watford & Croxley business parks, and retail parks.
SM25b	Additional slip roads at M1 Junction 4	Additional 'missing' slip roads on the M1 at Junction 4 (Elstree Hill) to improve access to the M1 South and reduce M1 South traffic within Watford town centre area.

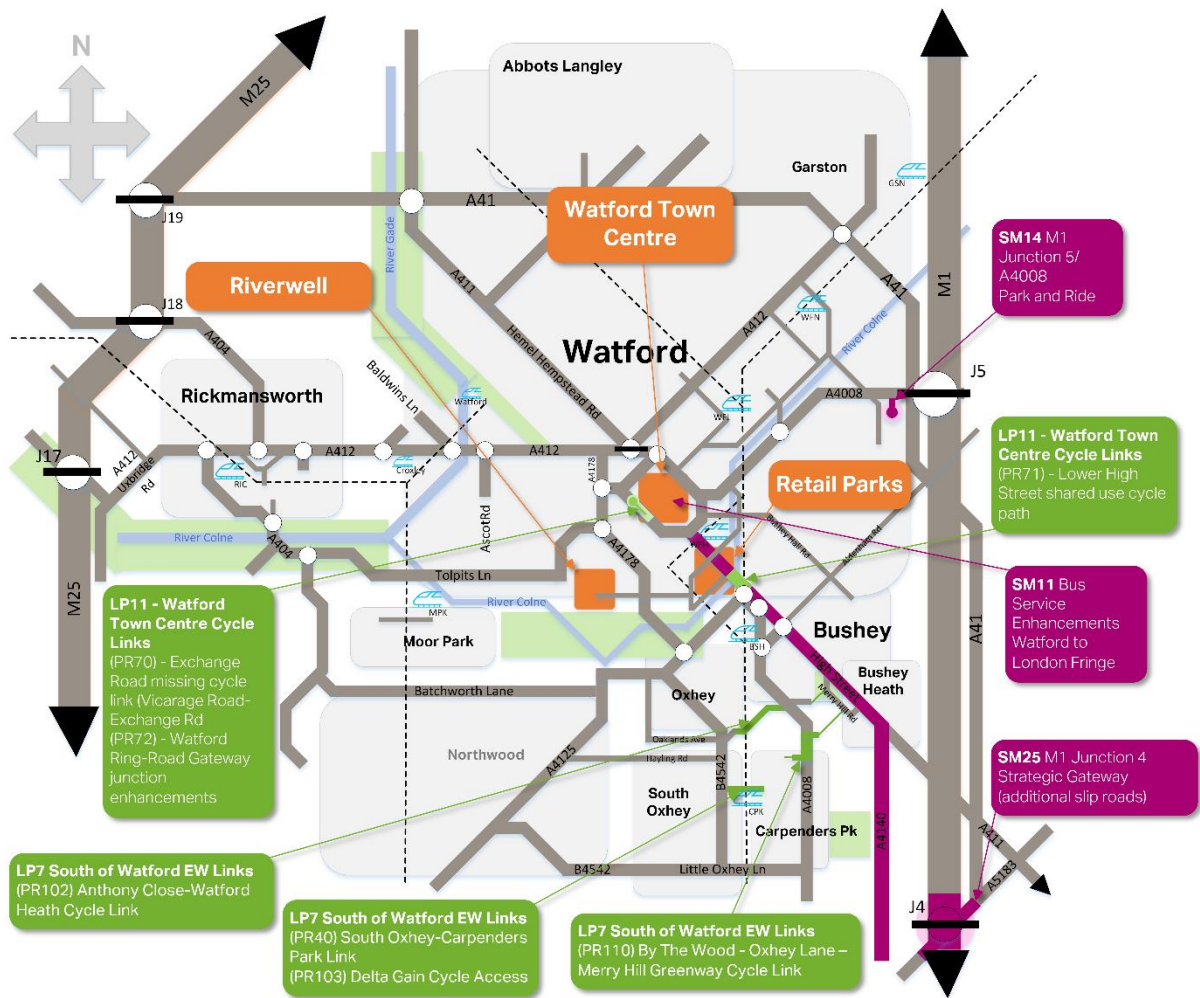


Figure 16 – Package 8 preferred combination

Q. Do you agree or disagree with Package 8?

Q. Do you have a view on particular schemes or projects?

Q. Do you have any other comments to make on Package 8?

Package 9 – Rickmansworth

The overarching aim of Package 9 is:

To enhance the attractiveness of journeys to Rickmansworth railway station and access to the Ebury Way (towards Watford) on foot and by bike.

The package consists of:

- A new southern access into Watford & Croxley Business Parks area for cyclists and buses only.
- Enhanced cycleways and facilities towards Rickmansworth railway station and town centre.

Reference		Scheme or Project Name	Concept description
LP12	PR80	Ebury Way wayfinding and access enhancements, Rickmansworth	Improvements to wayfinding signage and junction treatments between Ebury Way and Church Street, Rickmansworth.
	PR81	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.
LP13	PR82	Homestead Road Rickmansworth Station bus stop linkage	Improved pedestrian linkage from bus Stop C on Homestead Road and the railway station.
	PR83	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.
	PR86	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.
	PR87	A412-A404 Riverside Drive Uxbridge Road Roundabout Cycle Crossings, Rickmansworth	Replacement of existing zebra crossings with pedestrian and cycle crossings on southern and western arms.
SM28a		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.

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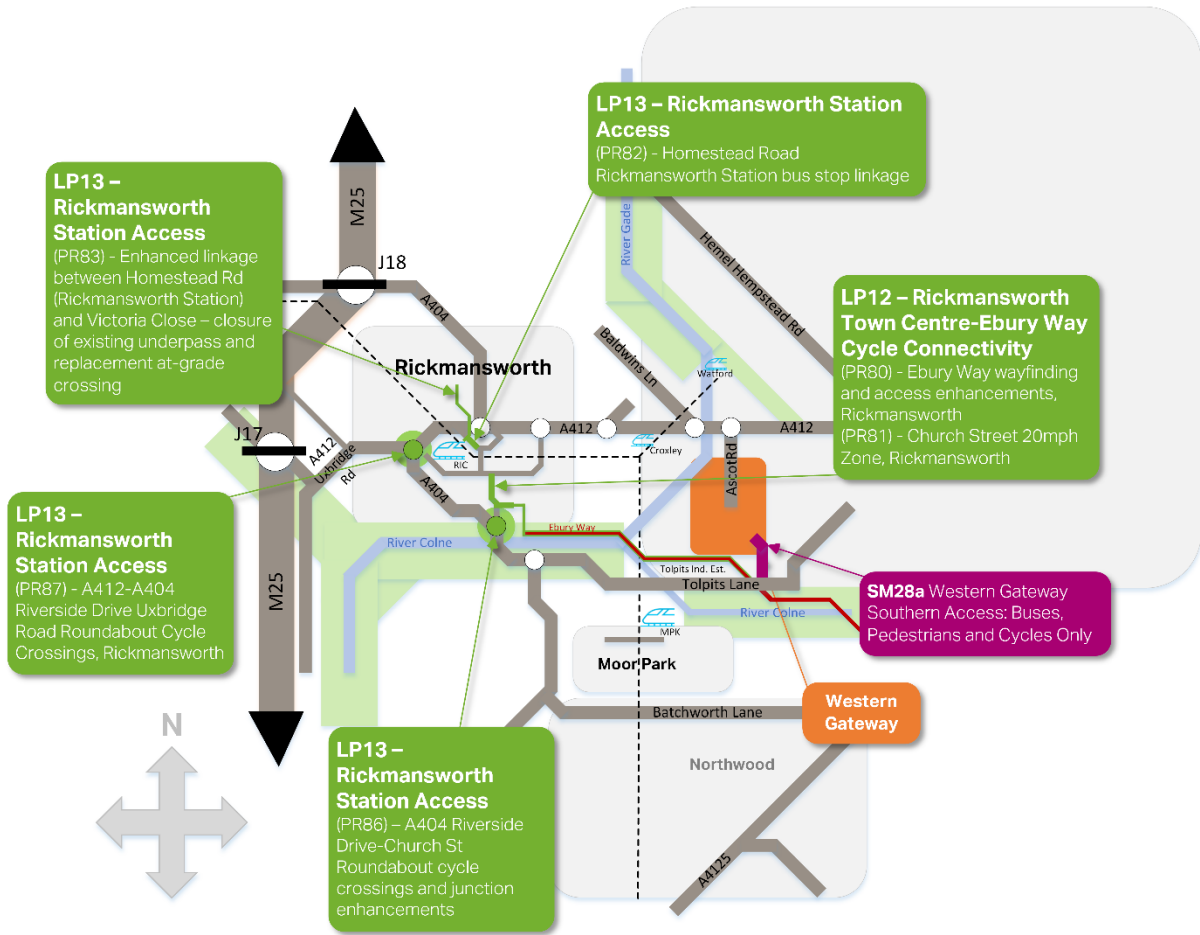


Figure 17 – Package 9 preferred combination

Q. Do you agree or disagree with Package 9?

Q. Do you have a view on particular schemes or projects?

Q. Do you have any other comments to make on Package 9?

Q. Do you have any other comments in general on the Packages?

Funding and Implementation

All the proposals are identified as concepts in this GTP, and more work is required to develop them in more detail. Some of the proposals are relatively small scale and within the county council's control and capability. However, others are more significant, would require work with partners, and some ultimately would be for other organisations, such as Highways England to bring forward within their programmes.

The scheme proposals in this GTP are not currently funded, and as such delivery would depend on the ability of the county council and partners to access suitable funding to bring them forward. The county council will use the GTP to help prioritise projects and to help pull in funding from different sources, including developer contributions, government grants and other competitive funding opportunities.

Conclusion and next steps

The South West Herts GTP should be seen as a guide to steer the future direction, investment and prioritisation in transport.

It proposes various projects and schemes brought together as Packages, which seek to address key transport challenges for the area in a context of significant planned housing and jobs growth. Delivering interventions as a package will achieve a greater overall benefit than would be achieved from delivering schemes in isolation.

Hertfordshire County Council will have to work in partnership with the district and borough councils and other partners to integrate the objectives and proposals of the Growth & Transport Plan into Local Plans and planning for future infrastructure improvements and new development. Proposals will also be entered into the county council's scheme ranking, prioritisation and selection processes which feed through to forward programmes of work.

The concepts proposed will require more detailed work, which could change what they look like or suggest alternative ways to achieve the same aim. All schemes would need to go through further assessment, refinement and prioritisation as part of standard project development processes.

There are a lot of unknowns and uncertainties that will influence how the proposals can be delivered. The GTP therefore provides a flexible framework to guide decision making, based on current evidence and forecasts and it should evolve as factors change.

This GTP will need to be reviewed and updated periodically, especially where there is a significant change in local circumstances or growth and transport challenges and opportunities have been re-evaluated. In this way, the GTP will respond to an ever-changing development context and provide a robust framework for strategic spatial transport planning.

Q. Do you have any other comments on this Growth & Transport Plan?