

Three Rivers District Council

Committee Report
Local Cycling and Walking
Infrastructure Plan (LCWIP) Update

Date: 26/09/2024

Report Originator:	Head of Service sponsor:	Date Originated:
Tom Rankin	Kimberley Rowley	26/09/2024
Lead Member Name: Cllr Louise Price	Area of Responsibility: Infrastructure and Economic Development	
CMT Date:	01/10/2024	
JLT Date:	07/10/2024	
REASON FOR REPORT		
Reason	Legal and Finance Feedback:	JLT/CMT Feedback:
This report is being brought to the General Public Services, Community Safety & Infrastructure committee to provide an update following the LCWIP public consultation.	Finance and Legal No changes	CMT No changes
PROPOSED ROUTE FOR FURTHER APPROVAL		
Meeting		Date
Full Council (if required)		N/A

PART I

Local Cycling and Walking Infrastructure Plan (LCWIP) Update

1 Summary

- 1.1 This draft report provides an update on the LCWIP project including the key findings from the public consultation held between the 22 May to the 17 July 2023.

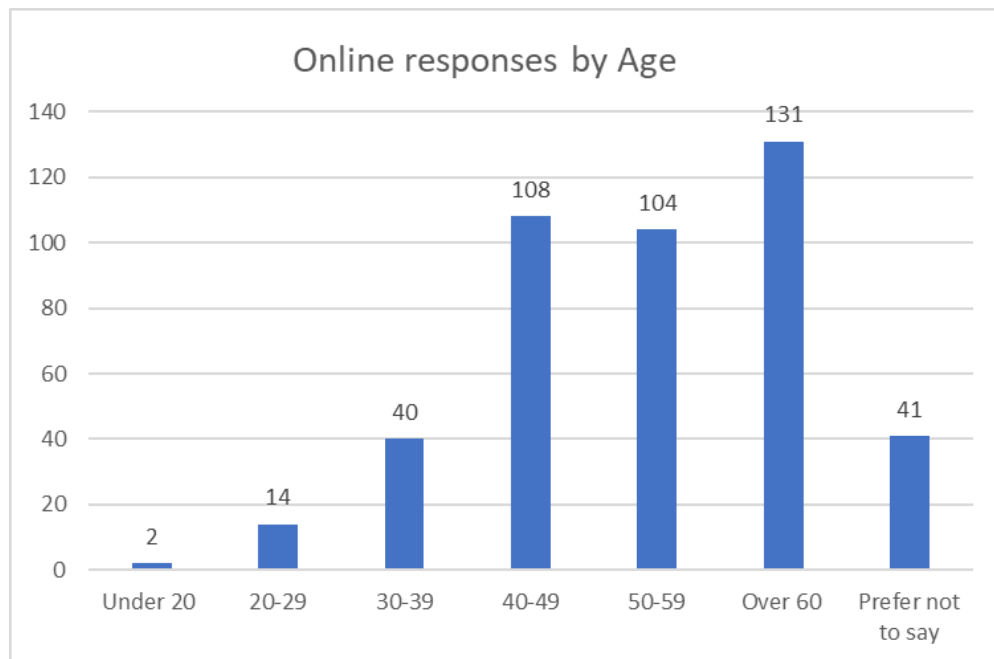
2 Background

- 2.1 The LCWIP is a new, strategic approach to planning sustainable active travel networks, developed to support the aims and objectives of the National Cycling and Walking Investment Strategy and required to enable the local Highway, Traffic and Transport Authority, the County Council, to apply for national funding for these routes.
- 2.2 The LCWIP process enables the identification of cycling and walking improvements required at the local level. The process enables a long-term approach to developing local cycling and walking networks over a ten-year period and is a vital component of the Government's strategy to increase the number of trips made by both forms of active travel.
- 2.3 The TRDC LCWIP has been developed jointly with the County Council (a requirement) and Watford Borough Council (a logical partner given the distribution of settlements in the District around the Watford conurbation, and a partner which was required by the County Council). Other neighbouring Local Authorities have been consulted as part of the LCWIP process as were a range of relevant stakeholders, including all District Council (and other partner Local Authority) Members.

- 2.4 The TRDC LCWIP was approved for public consultation by the Infrastructure, Housing & Economic Development Committee on the 11 October 2022 with 5 proposed priority cycle route improvements and 5 proposed priority walking route improvements.
- 2.5 Three documents were provided for the public consultation giving an overview of the LCWIP proposal which have been detailed in 2.5.1 to 2.5.3. The consultation requested feedback on the 10 priority routes identified. Potential future routes were included in the report to provide context but were not specifically asked to be commented upon.
- 2.5.1 Local Cycling and Walking Infrastructure Delivery Plan: this detailed 78-page report detailed the background of how the strategic routes have been assessed and proposed. This covered both Watford and Three Rivers districts and their associated LCWIPs.
- 2.5.2 Three Rivers Local Cycling and Walking Infrastructure Executive Summary: This shorter report focused on providing an overview of the LCWIP and the proposed interventions in Three Rivers district.
- 2.5.3 Appendix A: This document provided a detailed look at each of the proposed interventions and what specific improvements could be made.
- 2.6 The LCWIP public consultation ran from the 22 May to the 17 July 2023 led by Hertfordshire County Council (HCC) in partnership with Three Rivers District Council (TRDC).

3 Overview of the Public Consultation Report

- 3.1 The consultation closed on the 17 July 2023. Participants were given multiple ways to provide feedback and a total of 1,542 responses were received across all methods. In-person engagement sessions were also held to facilitate direct interaction between residents and council officers.
- 3.2 Hertfordshire County Council completed an analysis of the responses to the public consultation and have recently shared this draft report with Three Rivers District Council which is summarised below.
- 3.3 There was a disparity with the age distribution of online respondents with those in the age groups 40-49, 50-59 and over 60 made up 78% of respondents or 343 of the total 440 respondents. This is indicated in the graph below.



3.4 Responses to the consultation were predominantly from Chorleywood, accounting for 55% of online responses and approximately 90% of email responses.

3.5 The majority of comments received in the consultation were in relation to concerns around congestion caused by implementing all routes followed by increased pollution caused by diverted traffic using alternative routes. These concerns are mostly related to the proposed modal filter on route 14 which is proposed to be removed from the proposed interventions.

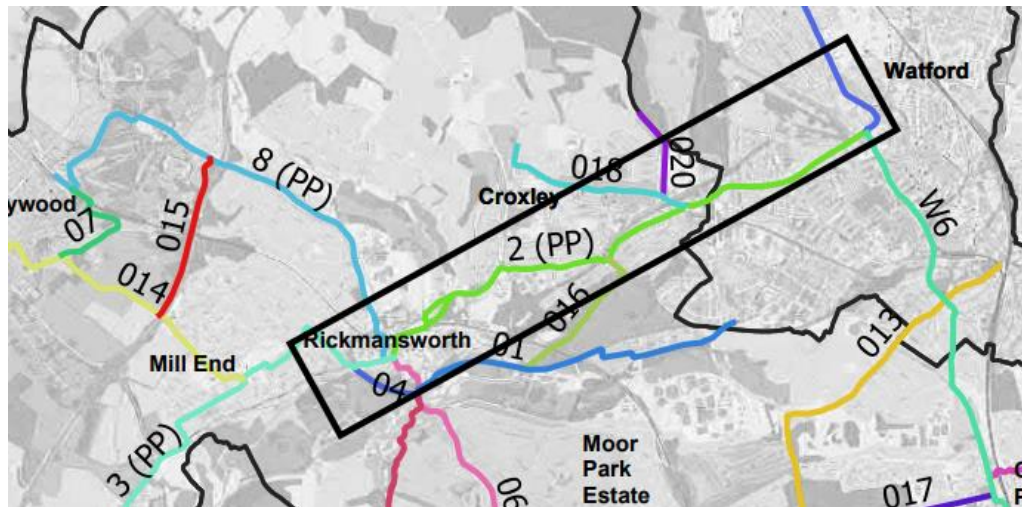
4 Overview of the Route Specific Feedback from the Public Consultation Report

4.1 The table below shows the number of comments made specific to a route.

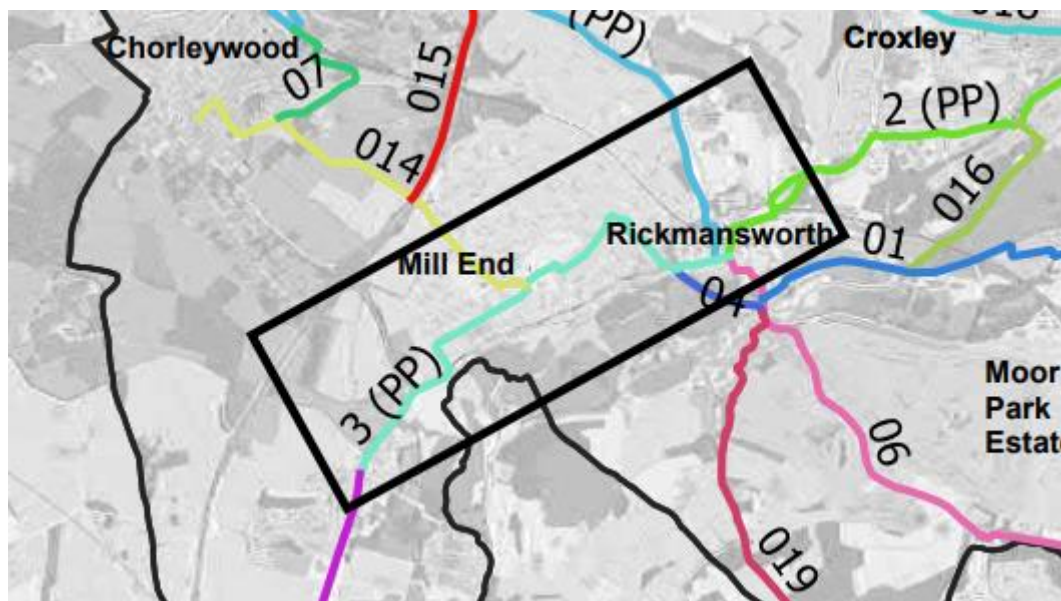
Route	No. of comments	In support	Neutral	Object
Route 2 - Watford via Croxley Green A412 to Rickmansworth Highstreet	6	2	3	1
Route 3 - Ebury Road, parallel with Uxbridge Road and then past Woodoaks Farm on A412	9	4	3	2
Route 8 - Chorleywood Train Station across the common and down the A404	129	6	32	91
Route 14 - Starts on Stag Lane in Chorleywood and comes out via Shepherds Lane towards William Penn LC	143	4	38	101
Route 21 - Maple Cross, on the end of route 3 along A412	3	2	1	0
route 7 - Chorleywood Bottom (not priority route)	127	4	32	91

4.2 An overview of the feedback received of each route is detailed below.

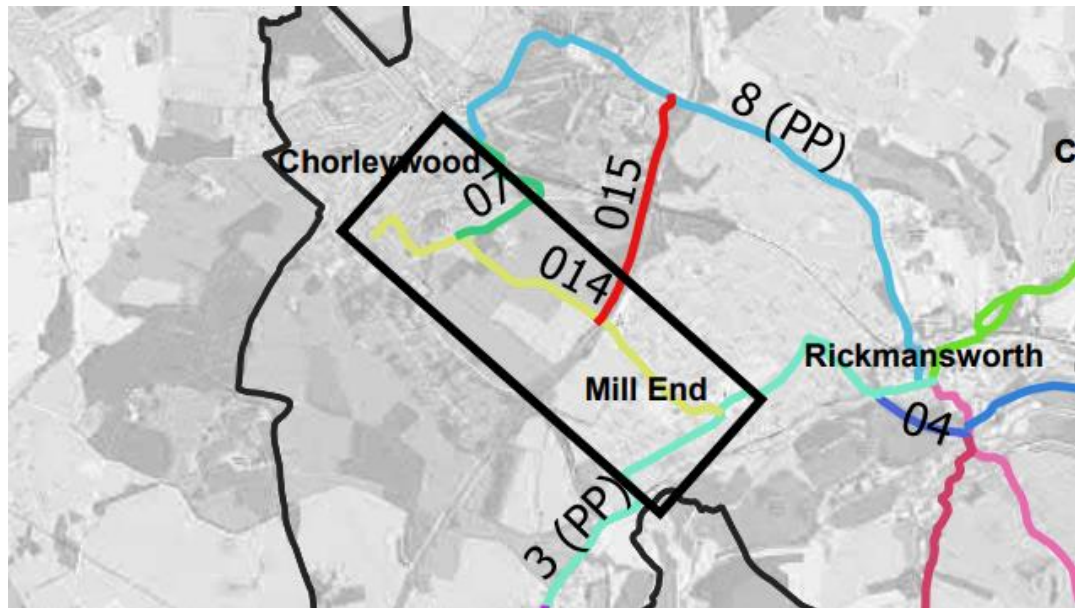
- 4.2.1 **Route 2 - Watford via Croxley Green A412 to Rickmansworth Highstreet:** There were few comments received for route 2 and overall, they were positive towards the proposal.



- 4.2.2 **Route 3 - Ebury Road, parallel with Uxbridge Road and then past Woodoaks Farm on A412:** The main comments received on route 3 were focused on the current one-way section on Berry Lane and that the route is not direct. The cycle route leaves Uxbridge Road to continue along Nightingale Road, due to highway width restrictions along Uxbridge Road. Due to house frontages and on street parking meaning there is no scope to increase space and provide cycling infrastructure on the Uxbridge Road.



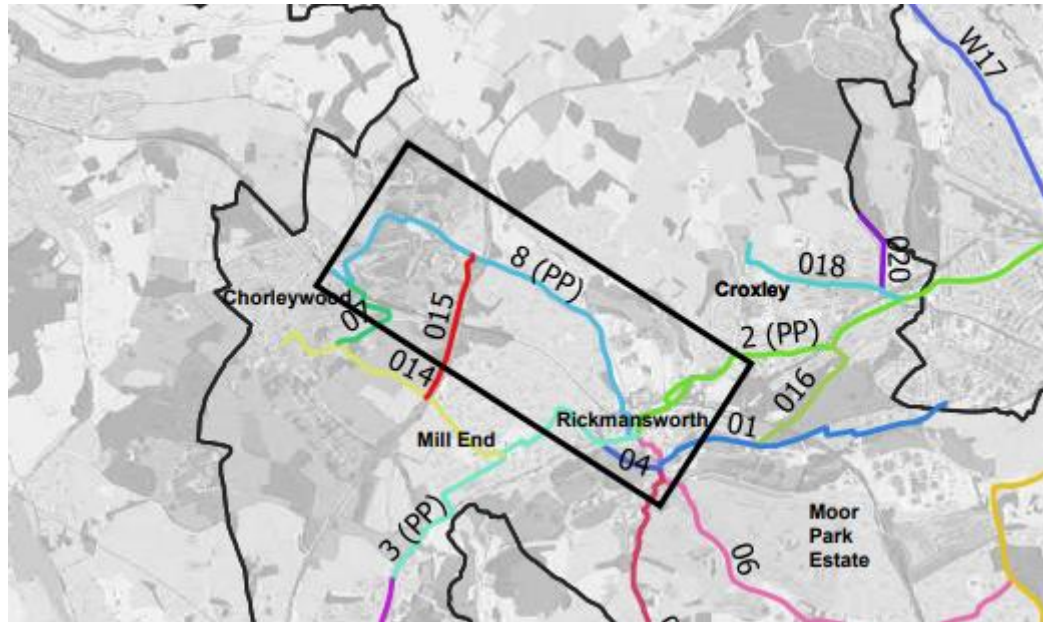
- 4.2.3 **Route 14 - Starts on Stag Lane in Chorleywood and comes out via Shepherds Lane towards William Penn LC:** This route received the highest number of comments, mostly against the proposed modal filter on Shepherds Lane under the M25 motorway.



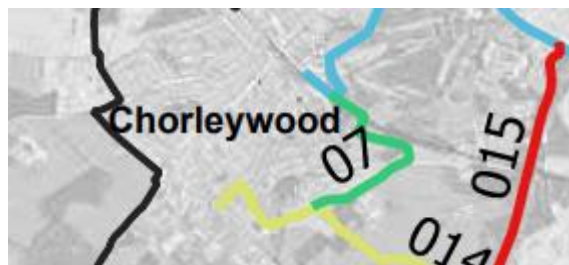
- 4.2.4 **Route 21 - Maple Cross, on the end of route 3 along A412:** Comments received on this route were positive with requests for on onward connections to be provided into Buckinghamshire. Additional comments received were looking at the route in more detail which would be looked at in further detail during later stages of design.



- 4.2.5 **Route 8 - Chorleywood Train Station across the common and down the A404:** The route faced strong opposition against using Chorleywood Common and more generally making Common Road one way and the resulting congestion in Chorleywood.



- 4.2.6 **5 proposed walking routes in South Oxhey:** No comments were received on the walking routes across any of the platforms.
- 4.2.7 **Other:** Further comments were received on route 7. The route runs along Chorleywood Bottom, with a modal filter being suggested on Shepherds Bridge. This route is part of TRDC local cycling network and although was feature on the map was not one of the priority routes and not part of this consultation. However, comments were received and were not in support of this proposal. An alternative suggestion to signalise the bridge instead was investigated and not deemed feasible due to highway conflicts that would be created.



5 Post Consultation Review

- 5.1 Following a review of the LCWIP feedback, officers from Hertfordshire County Council and Three Rivers District Council investigated concerns raised as well as other suggestions and proposed alternative routes. This was done in consultation with highways via site visits and meetings. A more detailed review of this work can be viewed in Appendix 1: Summary of Proposed Changes.
- 5.2 Given the concern raised on the Chorleywood proposals it was decided to invite Chorleywood Residents Association and Chorleywood Parish Council to a meeting to discuss the LCWIP in Chorleywood and possible alternative options. A meeting was held on the 19 September 2024 with Chorleywood Residents Association, Chorleywood Parish Council and Ward Councillors which focused on the Chorleywood area and routes 8 and 14.

Representatives from Hertfordshire County Council and Three Rivers District Council provided an update on the LCWIP development and the proposed next steps. The attendees were informed of the route changes proposed below in 5.3

such as the removal of the modal filter on route 14 and the removal of the use of the common and Common Road for route 8.

Representatives from Chorleywood Residents Association and Chorleywood Parish Council suggested alterations to routes 8 and 14. These suggestions will be reviewed by officers for inclusion prior to the LCWIP final version being agreed or as part of local route developments.

- 5.3 Hertfordshire County Council and Three Rivers District Council propose to progress the LCWIP development to the next stage by making the necessary amends to the routes based on the consultation review. The table below shows the proposed changes to the LCWIP routes:

Route	Description of Route	Proposed Changes
2	Watford via Croxley to Rickmansworth High Street	None at this stage.
3	Rickmansworth to Denham Way via Nightingale Road and Springwell Avenue	Include the alternative route through Townfield alongside Fire station.
8	Rickmansworth Station across the common to Chorleywood Station	Route across the common and alternative one way along Common Road to be removed, consider extending route along the A404 to Clement Danes school.
14	Stag Lane and Shepherds Lane, Mill End	Remove modal filter but maintain the minor junction improvements and look at slowing vehicle speeds to improve conditions for cycling.
21	Chalfont Road to towards Denham and Bucks border	None at this stage.
7	Not a priority LCWIP route, this is a TRDC local route	Route to remain as local cycling route but modal filter to be removed as not supported.
Walking Routes	5 routes in South Oxhey	None at this stage.

6 Options and Reasons for Recommendations

- 6.1 There has been a significant level of response on the draft LCWIP with many comments received by email, online survey and through the engagement events. Whilst there is some public support for encouraging and increasing cycle and walking provision in Three Rivers district this is less evident in specific areas where the proposed routes (and route interventions) have raised significant objection. This is most evident in Chorleywood where the modal filter and use of the common and Common Road saw significant objection.
- 6.2 More generally the routes outside Chorleywood have received less comment and are more supported albeit some alternatives/suggestions have required investigation. Notwithstanding these, it is suggested the majority of these routes (outside Chorleywood) remain as proposed in the draft LCWIP, as detailed in the table above.
- 6.3 Whilst the identified interventions on routes are only high levels suggestions at this stage, it is proposed the route in Chorleywood will be amended to remove the modal filter on route 14. However, improvements along Shepherds Lane will remain to improve access to the leisure centre, schools, park and residential areas. Route 8 across the common and alternative one way along Common Road will be also removed.

- 6.4 Continuing discussions with Chorleywood outside of the LCWIP development will allow Officers to understand how and if cycling provision can be supported here. If further route suggestions come forward, these may be included within our local routes or as a possible amendment to the LCWIP during the technical stage prior to adoption as noted in 6.6.
- 6.5 Approval to continue developing the LCWIP taking into account the public consultation responses and the proposed changes detailed above will allow officers and partners to work together to redraft an LCWIP ready for adoption and to begin seeking funding for the improvement of cycling and walking infrastructure in Three Rivers district.
- 6.6 Other proposed routes deemed viable may be included as part of an amendment to the LCWIP during the technical development stage such as the suggestions to extend route 8 along the A404 to Clement Danes school.

7 Policy/Budget Reference and Implications

- 7.1 The recommendations in this report are within the Council's agreed policy and budgets and will wherever possible be delivered through by external funding. The relevant policy is entitled Corporate Framework 2020-2023 and was published on 18 September 2020. Further details are included in the Regulatory Services Service Plan.
- 7.2 The recommendations in this report relate to the achievement of the following performance indicators:
- Delivery and implementation of a Cycling and Walking Strategy

8 Legal, Equal Opportunities, Community Safety, Public Health, Customer Services Centre

- 8.1 None specific

9 Financial

- 9.1 The delivery and adoption of the LCWIP is within existing budgets. The proposed Plan purely sets out a Policy perspective and does not commit the District Council to deliver any of its proposed schemes. Any proposals not provided for within current budgets will be brought forward for consideration as part of the normal budget process.

10 Staffing Implications

- 10.1 The vacant role of Principal Sustainable Transport Officer was filled in July 2024 providing the staffing resource to oversee the development of the LCWIP. This project is not expected to require additional staffing resources outside of the Transport and Parking team. Officers are continuing to closely work with HCC Officers to finalise a LCWIP for the District.

11 Climate Change and Sustainability Implications

- 11.1 The LCWIP referenced in this report will support the transition to sustainable forms of travel in the district, reduce emissions to net-zero carbon and increase sustainability across a wide range of areas. Progression of this Plan will contribute to the completion of safer, more attractive routes for all people to cycle and walk. Each route connects two or more key destinations including local

settlements, schools and educational sites, employment areas and community facilities.

12 Communications and Website Implications

- 13 The project will be managed using existing resources, staffing and communications support.

14 Risk and Health & Safety Implications

- 14.1 The Council has agreed its risk management strategy which can be found on the website at <http://www.threerivers.gov.uk>
- 14.2 The subject of this report is covered by the Regulatory Services plan. Any risks resulting from this report will be included in the risk register and, if necessary, managed within this plan.

Nature of Risk	Consequence	Suggested Control Measures	Response (tolerate, treat, terminate, transfer)	Risk Rating (combination of likelihood and impact)
Infrastructure Plan not adopted due to public lack of support	Schemes within the District could potentially be ineligible for central government funding	The plan was developed to a high standard using input and review from multiple expert and local groups, Councillors and organisations to ensure potential concerns are addressed.	Tolerate	3

15 Recommendation

- 15.1 It is recommended that:

- i) Members note the report and approve the proposed changes as a result of the public consultation and further investigations detailed in the table below:

Route	Description of Route	Proposed Changes
2	Watford via Croxley to Rickmansworth High Street	None at this stage.
3	Rickmansworth to Denham Way via Nightingale Road and Springwell Avenue	Include the alternative route through Townfield alongside Fire station.
8	Rickmansworth Station across the common to Chorleywood Station	Route across the common and alternative one way along Common Road to be removed, consider

		extending route along the A404 to Clement Danes school.
14	Stag Lane and Shepherds Lane, Mill End	Remove modal filter but maintain the minor junction improvements and look at slowing vehicle speeds to improve conditions for cycling.
21	Chalfont Road to towards Denham and Bucks border	None at this stage.
7	Not a priority LCWIP route, this is a TRDC local route	Route to remain as local cycling route but modal filter to be removed as not supported.
Walking Routes	5 routes in South Oxhey	None at this stage.

ii) Officers continue to pursue the LCWIP for presentation of a Plan for adoption at a future Committee meeting.

Report prepared by: Tom Rankin, Principal Sustainable Travel Planner and Transport Officer

Background Papers

- **Local Cycling and Walking Infrastructure Delivery Plan (document from the LCWIP public consultation)**
- **Three Rivers Local Cycling and Walking Infrastructure Executive Summary (document from the LCWIP public consultation)**
- **Appendix A (document from the LCWIP public consultation)**

APPENDICES / ATTACHMENTS

- **Appendix 1: Summary of Proposed Changes**

Appendix 1: Summary of Proposed Changes

Related Route	Location	Suggestion	Review	Amendment to document
	Long Lane, Chorleywood	Long Lane to be investigated as to whether signage can be amended, camera enforcement would be an option. Sat nav diversions can be avoided.	Understand use of Long Lane by HGV's is long standing issue, to be progressed within HCC outside of the LCWIP	No
8	Colley Land, Chorleywood	Need to review Colley Land and access if this is a possible alternative route to line up with crossing and route around the common.	After site visit, agreed that Colley Land is not a suitable alternative. Route is steep and narrow and limited options to improve.	No
7 (not priority route)	Railway Bridge on Chorleywood Bottom	Shepherds Bridge, Chorleywood Bottom modal filter possible change to a signalised option instead. (Route 7) This could allow shuttle running and for cyclists and vehicles to use it.	On design review with both Road Safety and HIG Lead this is not possible due to space constraints, conflict between vehicles, pedestrian and cyclists. Signalising both Shire Lane and Chorleywood Bottom would not be viable.	No
	Green Street, Chorleywood	Green Street, improve existing infrastructure, get vegetation cut back and maintained. Flag for future development.	Agree with maintenance of existing shared footway. Flag for future development opportunities. Potential for Route 8 to be extended to Clement Danes School	Yes
14	Shepherds Lane by M25	Modal filter is not possible at this location due to farm, leisure centre and schools.	Support removal of modal filter given constraints. Look at tightening junctions, improving crossings and lowering speed along Shepherds Lane. Remove modal filter from LCWIP	Yes

14	Stag Lane, Bridleway 19, Chorleywood	Stag Lane, Bridleway 19 as an alternative to get to Mill End and Rickmansworth.	RoW aware of a potential planning application for the area which could provide an opportunity to upgrade the bridleway and provide footpath to the primary school along Stag Lane. Add to LCWIP if a planning application is received, flag for future development of footpath and links to RoW network (bridleway 19).	Yes
8	Common Road, Chorleywood	Common Road one way alternative to the route across the Common (Route 8) from the LCWIP.	No issues raised by PTU during consultation. Buses 336 stops on Common Rd 9 times a day mon-fri and 7 times on Saturday. Not suitable as one way route due to bus frequency and diversion needed. Remove One way alternative to route 8.	Yes
	Rickmansworth Train Station	No step free access at Rickmansworth Station.	Review step free access programme to stations with TfL. For progression outside of the LCWIP process.	No
8	A404, St. Clement Danes School	Outside Clement Danes address speed as currently 40mph	Possible consideration for school zone but unlikely given the current nature of the road, it's unlikely this would meet speed management criteria for 20's without considerable changes to road layout. This would be looked at as part of any possible extension of route 8 to Clement Danes.	To be looked at should route 8 be extended to Clement Danes.

8	Station approach/Shire Lane, Chorleywood	Widen footpath and add signals to the railway bridge at Station approach/Shire Lane	On design review with both Road Safety and HIG Lead this is not possible due to space constraints, conflict between vehicles, pedestrian and cyclists. Signalising both Shire Lane and Chorleywood Bottom would not be viable.	No
8	A404	Potential crossing on Rickmansworth Rd, A404 opposite the Parish Council Offices	Discussed crossing here with Road Safety, Lower speed limit would need to be extended to cover crossing. This would help facilitate the route across the common. (As this is proven difficult and unsupported, The route across the common (section of Route 8) will be removed and look to extend the route to Clement Danes instead.	To be looked at should route 8 be extended to Clement Danes
	Various Train Stations	Add in desirable locations for secure bike storage. From Bike Theft data, would suggest secure cycle storage needed at Chorleywood Train Station, Rickmansworth Town Centre and train station. South Oxhey Parade and Carpenders Park station	Suitable locations to be agreed with TRDC. Appendix of locations could be added. Potential issues with existing bike storage and ASB, call for CCTV- be mindful of this when considering future sites. Discuss EV bike charging possibilities. Considering additional cycle parking at Chorleywood but limited opportunities at expense of parking bays. No evidence of	Yes

			pressure for EV bike charging	
8	Common Road, Chorleywood	Common Road Route 8 one way option to be removed, look at option to replace with the route around the edge of the common alongside the road.	This has been investigated and unlikely to be a viable option as would still require being on the Common and this is unsupported. Remove routes in or around the common.	Yes
6 (not priority route)	Moor Park	Local route through Moor Park has been identified as through private estate and not for public access.	Check local route, public have right to pass over private estate roads to access station.	No
2	Park Road/ High Street, Rickmansworth	Link from Route 2 at Park Rd roundabout to the High Street, Footpath 30, concerns over pedestrians and cyclists being encouraged to use narrow footpath.	Footpath is narrow. Alternative route via cloisters would require ramp to address steps to the district offices car park, not ideal but there is existing painted cycle lane on the Cloisters. For alternative along High Street it would require removal of parking which is unlikely to be supported by members. Consider ending route at Park Rd Roundabout with High Street and leaving it up to people to make their own way from here?	No
19	Rickmansworth	Look at upgrading towpath surfacing and canal path connections to Aquadrome. Believe some work ongoing with Sustrans and Aquadrome access. Also, where route 19 could use towpath instead. Towpaths need to be highlighted in LCWIP - Canals and river Trust.	HCC aware of Sustrans approach. TRDC would encourage towpath improvements linking NCN6 with Ebury Way but recognise limitations around Batchworth Lock.	Yes

6	The Oaks/ Eastbury Road, Oxhey Hall	Review route through The Oaks to Eastbury Road, Possibility of this as a cycle route connecting to the Ebury Way. On desktop review, looks to be going through residential roads and short sections of footpath which connect them.	Discuss with HCC. Potential alternative but may be concerns from residents. This route was reviewed during site visit. Route is suitable to be used and requires better signage. The route was well used during site visit. There is lighting that also lines the footpath. Would require widening as overgrown vegetation there but on site visit seems a viable option to connect to the Ebury way. Add as a link to Ebury Way.	Yes
		Batchworth Bridge lighting issues to relevant team for assessing.	Future towpath feasibility study to be added to work programme. Batchworth Bridge issues raised previously with other HCC teams and will be progressed outside of the LCWIP process (Currently tied up in a petition). TRDC are having discussions with CRT re: Ebury Way entrance. Sustrans also have aspirations for Riverside Rd.	No – Work being carried out by HLB team to investigate options here.
	Rickmansworth Highstreet	Additional secure cycle parking in the High Street in appropriate locations to be discussed.	TRDC have recently replaced cycle stands at 3 different locations in High Street.	
3	Townfield, Rickmansworth	Alternative route for route 3 to use Townfield and path alongside of the Fire station on Rectory Road.	Townfield agreed as additional alternative route to be added to the LCWIP.	Yes

	Uxbridge Road, Mill End	Footpath 65 improvements Route from Uxbridge Road to Aquadrome.	Ongoing discussions with HCC RoW re FP65. To be progressed outside of the LCWIP process.	No
	Riverside Drive, Rickmansworth	Traffic light phasing on Riverside Drive, long wait for cyclists crossing	Refer to Signals team for review of phasing. To be progressed outside of the LCWIP process	No
21	Uxbridge Road/ Denham Way	Questions raised around the cycle route on the NW side of the Uxbridge Road when existing shared use cycling exists on SE side and room towards the Denham end to widen the path for increased provision. (refers to route 21)	Discussed at gateway meeting. This would be reviewed and considered at the next stage of design when route progressed.	No
	Oxhey Lane/A4008	Oxhey Lane/A4008, route to Bushey station.	Not viewed as strategic route	No
	A4125 Hampermill lane/ Sandy Lodge Lane	Improvement in pedestrian access from Oaklands Avenue, WD19, leading to the TFL Rail Station at Moor Park and to the footbridge over the Colne at Hampermill.	Not identified as a priority route. Footpath widths along Hampermill lane and safety are a wider HCC issue. Bridge on Watford Rural 002FP02	No
	Croxley Green	Suggest a cycle path on Croxley Green by removing strip of grass between footpath and road and widening path for cyclists and pedestrians.	The Green is common Land and unlikely to be supported/managed by CGPC	No

