

Committee Report Local Cycling and Walking Infrastructure Plan (LCWIP)



**THREE RIVERS
DISTRICT COUNCIL**

PART I

Adoption of the Local Cycling and Walking Infrastructure Plan (LCWIP) (DoF)

1 Summary

- 1.1 Following consideration of a draft LCWIP at GPSCS&I Committee in October 2024 Officers have made further amendments and redrafted the LCWIP for adoption (**Appendix A**). This updated document reflects the previously agreed amendments detailed at GPSCS&I which were based on the analysis of the response to the public consultation (held 22 May to 17 July 2023).
- 1.2 The LCWIP is a 10-year plan which enables Three Rivers district to benefit from central government funding to improve walking and cycling routes.

2 Background – Initial Development

- 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 LCWIP is a 10-year plan which, once adopted, will be delivered jointly by Hertfordshire County Council and Three Rivers District Council.
- 2.3 The TRDC LCWIP has been developed jointly with the County Council (a requirement) since 2020.
- 2.4 At the early stages, the TRDC LCWIP was also developed jointly with 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). Watford Borough Council and TRDC then progressed their plans separately with Watford Borough Council adopting their LCWIP in 2022.
- 2.5 Two Watford Borough Council routes cross into Three Rivers district which are shown on the map as route W17 and route W6.
- 2.6 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.

3 Background – Public Consultation

- 3.1 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.

3.2 Three documents were provided for the public consultation providing an overview of the TRDC LCWIP:

3.2.1 Local Cycling and Walking Infrastructure 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.

3.2.2 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.

3.2.3 Appendix A: This document provided a detailed look at each of the proposed interventions and what specific improvements could be made.

3.3 The consultation requested feedback on the 5 priority cycle routes and 5 priority walking routes identified. Potential future routes were included in the report to provide context but were not specifically asked to be commented upon.

3.4 The LCWIP public consultation was conducted from the 22 May to the 17 July 2023 led by the County Council in partnership with TRDC. Participants were given multiple ways to provide feedback and a total of 1,542 responses were received across all methods.

3.5 In-person engagement sessions were also held to facilitate direct interaction between residents and council officers.

3.6 Officers from Hertfordshire County Council and Three Rivers District Council investigated concerns raised in the public consultation as well as other suggestions and proposed alternative routes. This included further consultation with officers from the Highways service and site visits.

3.7 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. A key outcome of this meeting was the support of a route down Green Street which would later be reviewed and added to the final document.

3.8 Hertfordshire County Council completed an analysis of the responses to the public consultation and a summary of this was presented to General Public Services, Community Safety & Infrastructure Committee on the 15 October

2024. The Committee report with an overview of the consultation responses can be found at **Appendix B**.

3.9 At the General Public Services, Community Safety and Infrastructure Committee meeting on 15 October 2024, members resolved to:

i. That the Committee notes the report and approves the proposed changes as a result of the public consultation and further investigations detailed in the table below:

Route	Description of Route	Agreed Amendment
2	Watford via Croxley Green A412 High Street	None at this stage. to Rickmansworth
3	Ebury Road, parallel with Uxbridge Townfield Road and then next to A412	include the alternative route through alongside Fire station.
8	A404 route between Rickmansworth Station and Chorleywood	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	Starts on Stag Lane in Chorleywood and comes out via Shepherds Lane towards William	Remove modal filter but maintain the minor junction improvements and look at slowing vehicle speeds to improve conditions for cycling. Penn Leisure Centre
21	Chalfont Road to towards Denham	None at this stage. and
	Buckinghamshire border	
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	5 routes in South Oxhey	None at this stage. Routes

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

3.10 Following this Committee meeting Officers amended the LCWIP to include the above changes. In addition, as a result of requests from this Committee meeting, officers from TRDC and HCC investigated the extension of route 8 further along the A404 and down Green Street, Chorleywood. The route was considered viable and has now been added to the LCWIP.

4 Options and Reasons for Recommendations

4.1 Officers have redrafted the LCWIP, taking into account comments received from the public consultation. This can be viewed as **Appendix A**. This updated document reflects the agreed amendments from the General Public Services, Community Safety and Infrastructure Committee meeting on 15 October 2024 (see details in the table at para 3.9 above). These amendments were based on the analysis of the response to the public consultation.

4.2 The redrafted document also includes an extension of route 8 further West along the A404 and down Green Street, Chorleywood.

4.3 The LCWIP aims to provide safe and accessible routes in the district which enables residents to choose walking, wheeling or cycling. Each route connects two or more key destinations including local settlements, schools and educational sites, employment areas and community facilities. This aligns with

our corporate objective to “Facilitate the design and implementation of sustainable, low carbon, infrastructure”.

- 4.4 The LCWIP includes 'strategic' cycle routes, which in the Three Rivers district are focussed on the key corridors identified by the tools required to be used for this process.
- 4.5 The District Council's local cycle route network will be retained as a non-strategic 'local network' which is nevertheless essential to increasing cycling as it comprises routes that the County Council has suggested could be considered as 'feeder' routes to the Strategic Cycling Network.
- 4.6 The identified interventions on routes remain indicative suggestions at this stage. Once the LCWIP has been adopted, each route will be subject to further detailed design review and further public consultation.
- 4.7 Adoption of the LCWIP will enable future cycling and walking projects to be identified and prioritised in the district and will enable Three Rivers District Council to lever additional external funding.
- 4.8 Further changes to the LCWIP will result in delaying its adoption and delaying the ability to begin seeking funding for the improvement of cycling and walking routes in Three Rivers district.
- 4.9 Abandonment of the LCWIP may result in schemes in Three Rivers district being ineligible for central government funding resulting in minimal improvements in cycling and walking routes in Three Rivers district.

5 Policy/Budget Reference and Implications

- 5.1 The recommendations in this report are within the Council's agreed policy and budgets and will wherever possible be delivered through external funding. The relevant policy is entitled Corporate Framework 2023-2026. Further details are included in the Regulatory Services Service Plan.
- 5.2 The recommendations in this report relate to the achievement of the following performance indicators:

- Delivery and implementation of a Cycling and Walking Strategy

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

- 6.1 None specific

7 Financial

- 7.1 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.

8 Staffing Implications

- 8.1 The Principal Sustainable Transport Officer within the Transport and Parking team oversees the development of the LCWIP in partnership with officers from Hertfordshire County Council. This project is not expected to require additional staffing resources outside of the Transport and Parking team.

9 Climate Change and Sustainability Implications

9.1 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.

10 Communications and Website Implications

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

11 Risk and Health & Safety Implications

11.1 The Council has agreed its risk management strategy which can be found on the website at <http://www.threerivers.gov.uk>

11.2 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

12 Recommendation

12.1 It is recommended that:

- i. Members agree the Local Cycling and Walking Infrastructure Plan (LCWIP) attached at Appendix A is agreed and adopted.

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APPENDICES

Appendix A: Local Cycling and Walking Infrastructure Plan (including appendices)

Appendix B: LCWIP Public Consultation Report - General Public Services, Community Safety & Infrastructure Committee, 15 October 2024