



SUSTAINABLE TRANSPORT SCHEMES

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Sustainable transport Officer



High Elms Lane Transport Scheme

- New 3-metre-wide shared walking and cycling path
- New uncontrolled crossing point at St. Michael's
- Crossing Point Improvements at Parmiter's and Bridleway 78
- Changes to parking restrictions and bays
- Removal of cycling chicanes
- Vegetation cut back and clearance
- Restoration of grass verges

Consultation responses can be submitted at:

haveyoursay.threerivers.gov.uk/high-elms-lane

Consultation Opens 24 March 2026 – 21 April 2026

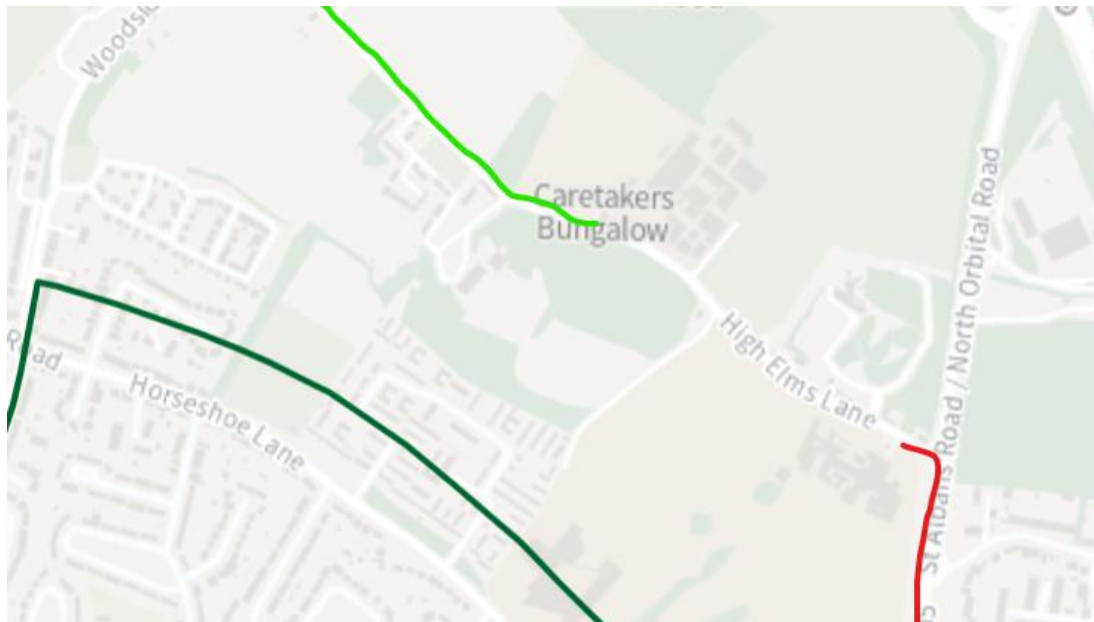


Proposed Path Widening

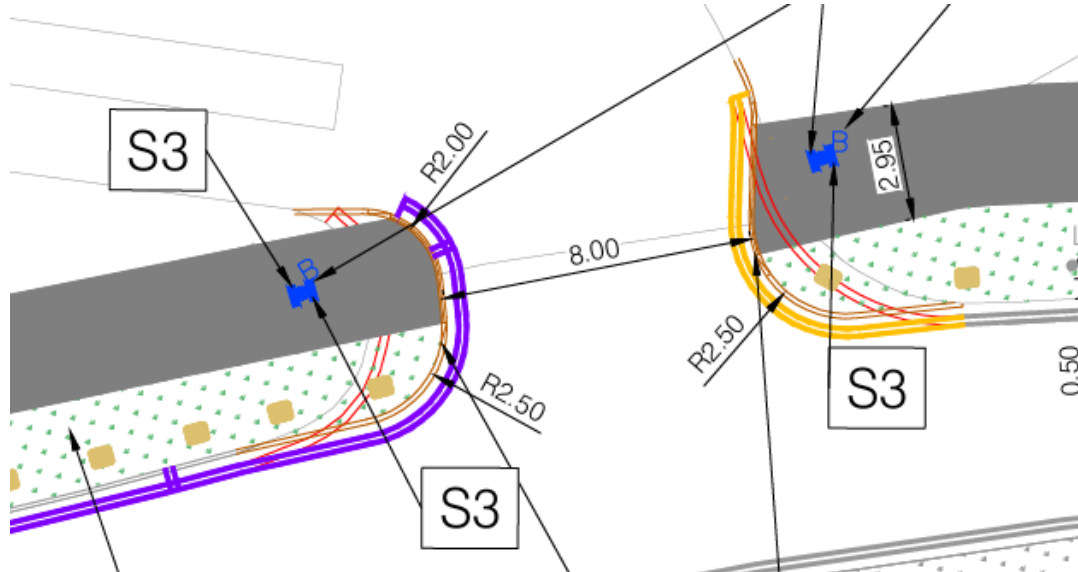
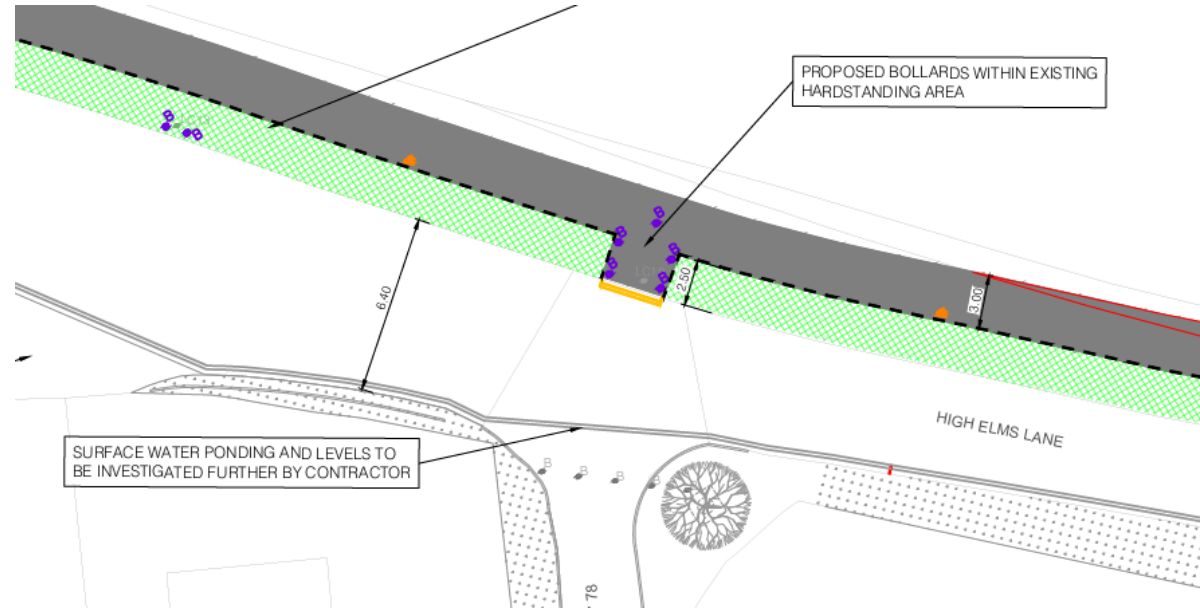
Currently there is a shared cycle path on the North-west side of the scheme safely segregated from the road, this is marked in light green below.

On the South-east side of the scheme, there is a shared cycle path which feeds into the underpass and down a path safely segregated from the A405, this is marked in red below.

The scheme focuses on building the missing link between these two established provisions for cyclists as well as improving the environment for pedestrians.



Proposed Crossing Point Improvements



Next Steps

1. Consultation Opens 24 March 2026 – 21 April 2026
2. Responses reviewed
3. Road Safety Audit
4. Implemented 18 July to 30 August 2026 (summer holiday period)

The exemption to this is the area of proposed tree works which would need to take place around October half term (26 October – 30 October 2026) due to bird nesting season and the availability of saplings for replanting

Other Capital Schemes

- Improvements and repairs to the Ebury Way path which forms part of the National Cycle Network Route 6. This focuses on the Rickmansworth end of the route which is currently in very poor condition due to root intrusion and overrun from the verge.
- Improvements to the path between Springwell Avenue and Eastwick Crescent with a view to improve the width and surface of the path



Signage

- Wayfinding signage in South Oxhey, Carpenders Park and Rickmansworth
- Heritage post from Horseshoe Lane/ College Road in for refurbishment
- Initial discussions on additional wayfinding Street Name Plates



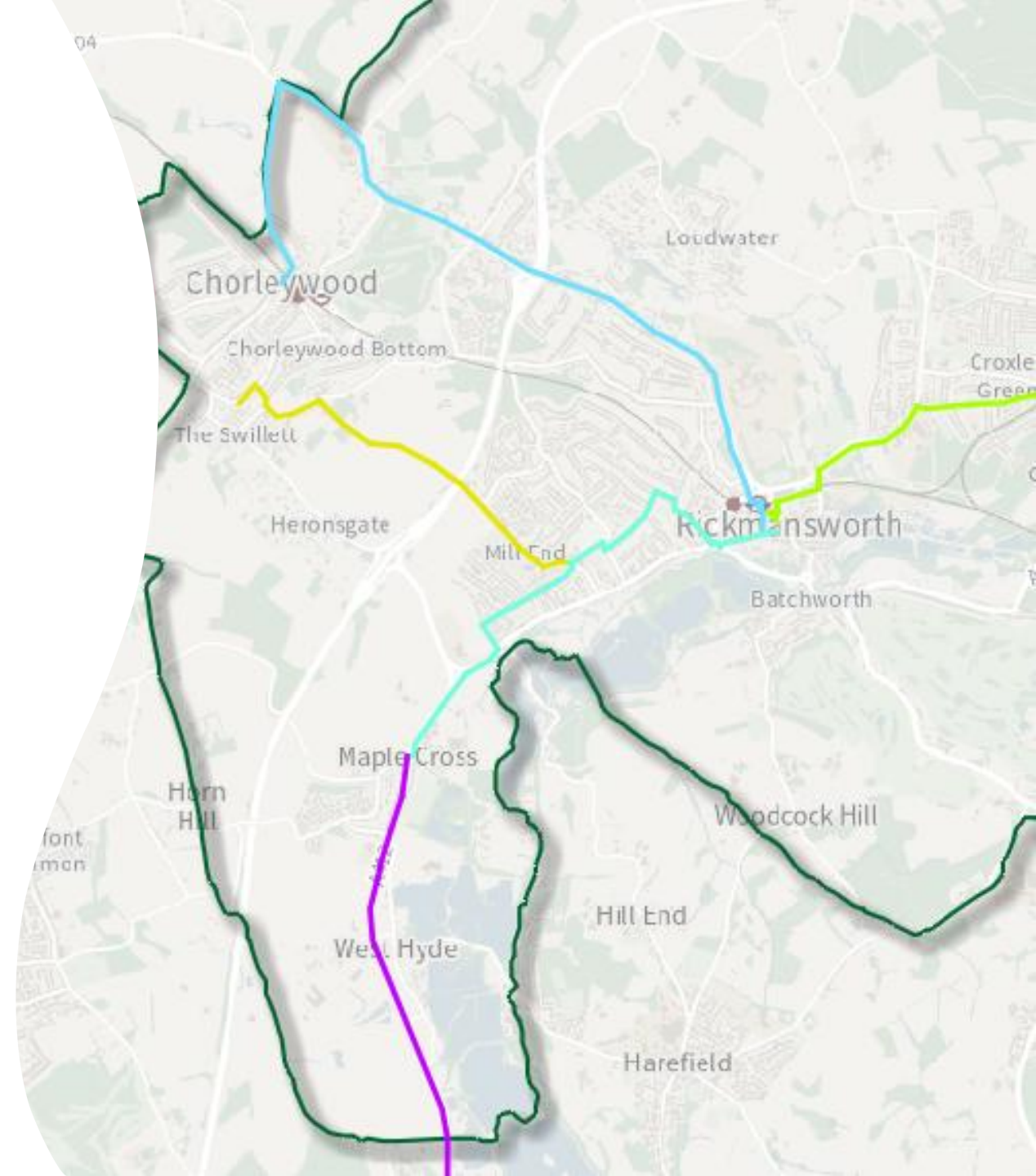
beryl Bike Hire Scheme

- Expanding into three new areas including Rickmansworth, South Oxhey and Leavesden
- Councillors are currently being consulted on bay locations before a public consultation
- Implementation likely to be early summer



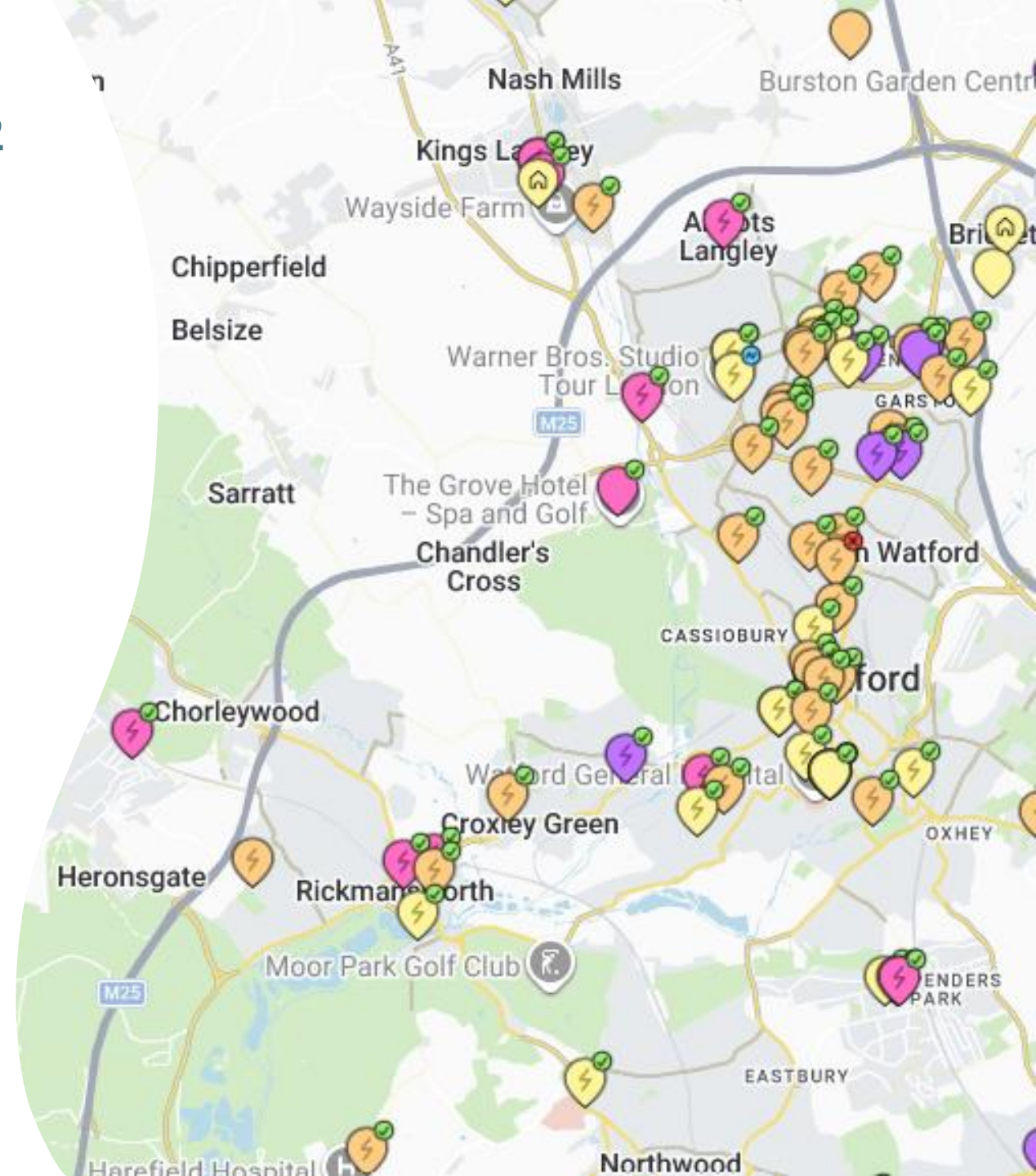
Local Cycling and Walking Infrastructure Plan (LCWIP)

- Adopted plan in 2025
- Early planning for feasibility assessments on initial routes



Electric Vehicle Charging Points

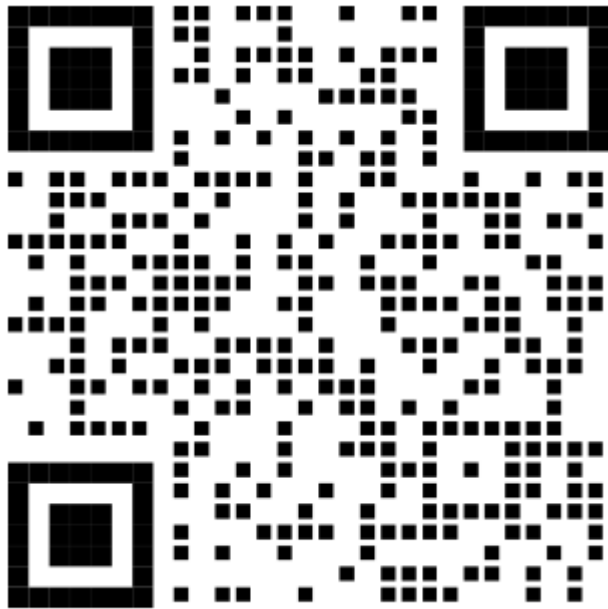
- Currently 196 chargepoints in Three Rivers, rank in 75/361 for chargepoints per capita
- Fast and rapid chargepoints available in council carparks:
 - High Street West Car Park
 - Talbot Road West
 - Henbury Way Car Park
 - Ferry Car Park, Lower Road
 - Causeway House Car Park
 - King George V playing fields car park
 - South Oxhey Leisure Centre
 - Three Rivers House (lower deck)
- Site assessments underway by HCC for on-street chargepoints across the district (LEVI)



Shopper Bus Service

Communities 1st Shopper Bus will take you from your door to the local supermarket where volunteers can help you carry bags, fetch items, and board on and off the bus.

A return fare is £6 (or £3 for a single).



What are the biggest barriers to choosing sustainable transport in Three Rivers right now?

(e.g. reliability, cost, safety, accessibility, lack of alternatives to the car)

How can we make walking and cycling feel like the *default* choice for short local journeys?

Think about infrastructure, safety, behaviour change, schools, and town centres.

What role should public transport play in a largely rural/suburban district like Three Rivers—and what does “good” look like?

For example: frequency, affordability, integration with rail, demand-responsive transport.

If we had to prioritise just one or two transport interventions over the next 5 years, what would deliver the biggest benefits for residents and the climate?

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