



TRDC Environmental Forum

Hertfordshire County Council update

– 18 March 2026

Introductions

Agenda

- New Corporate Plan
- Hertfordshire Local Transport Plan
- Three Rivers LCWIP adoption
- 20mph Implementation
- HERT
- Bus Services (by Robert Handbury)

New Corporate Plan: On Your Side



Helping all children and young people to thrive and achieve their potential: Ensuring every child has the opportunity to achieve their full potential, and grow up in a safe, supportive and nurturing environment.



Fixing Hertfordshire's roads and buses: Creating a safe, efficient and sustainable transport network that meets the needs of all residents by addressing congestion, improving road safety and enhancing sustainable transport options.



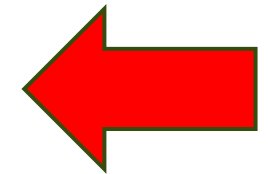
Growing a more sustainable Hertfordshire: Promoting economic growth that improves people's lives and goes hand in hand with protecting the environment by developing prosperous, resilient and green communities for future generations.



Supporting those most in need: Fostering compassionate and inclusive communities where every resident has access to the support and services they need to lead a fulfilling, healthy and dignified life.



Delivering more: Continuously improving to be a responsive, transparent and efficient council that makes the best use of scarce resources and our strong partnerships to deliver high-quality and trusted services that meet the evolving needs of our residents.

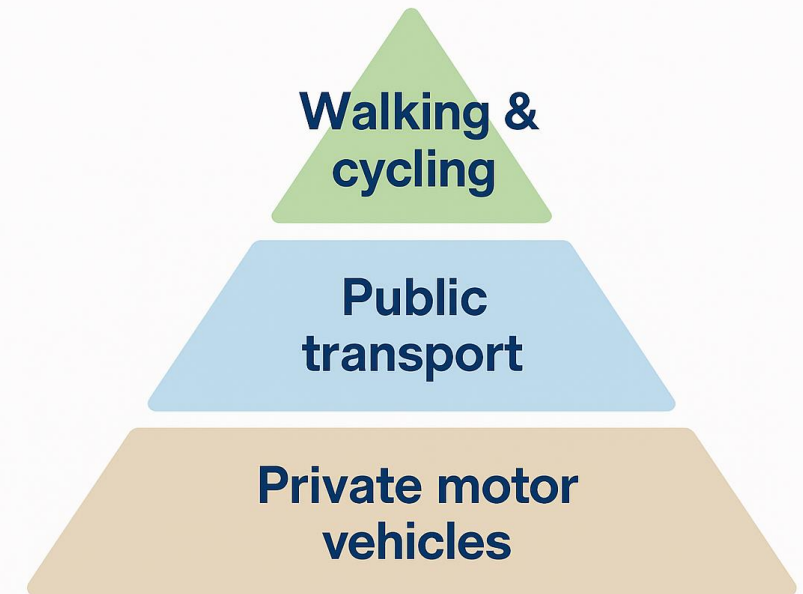


Local Transport Plan (LTP)

- Key Transport Document
- Following Highways hierarchy when delivering our schemes
- LCWIP directly support and deliver LTP priorities



Highways hierarchy



Local Transport Plan (LTP)

- Our next LTP in development
- Full public consultation: expected in late 2026
- Adoption: Spring 2027
- Vision:
“Deliver a safe, accessible and **sustainable** transport system for our communities.”

Key theme of “Sustainable”:

- People walk, cycle, wheel or use public transport for most local trips
- The impact of transport on the environment should be as low as reasonably possible
- Our transport system provides a network of green corridors for nature

Local Cycling and Walking Infrastructure Plan (LCWIP)

- The LCWIP’s aim is to “make walking and cycling the natural choices for shorter journeys or as part of longer journeys”
- Three Rivers LCWIP adopted Nov 2025



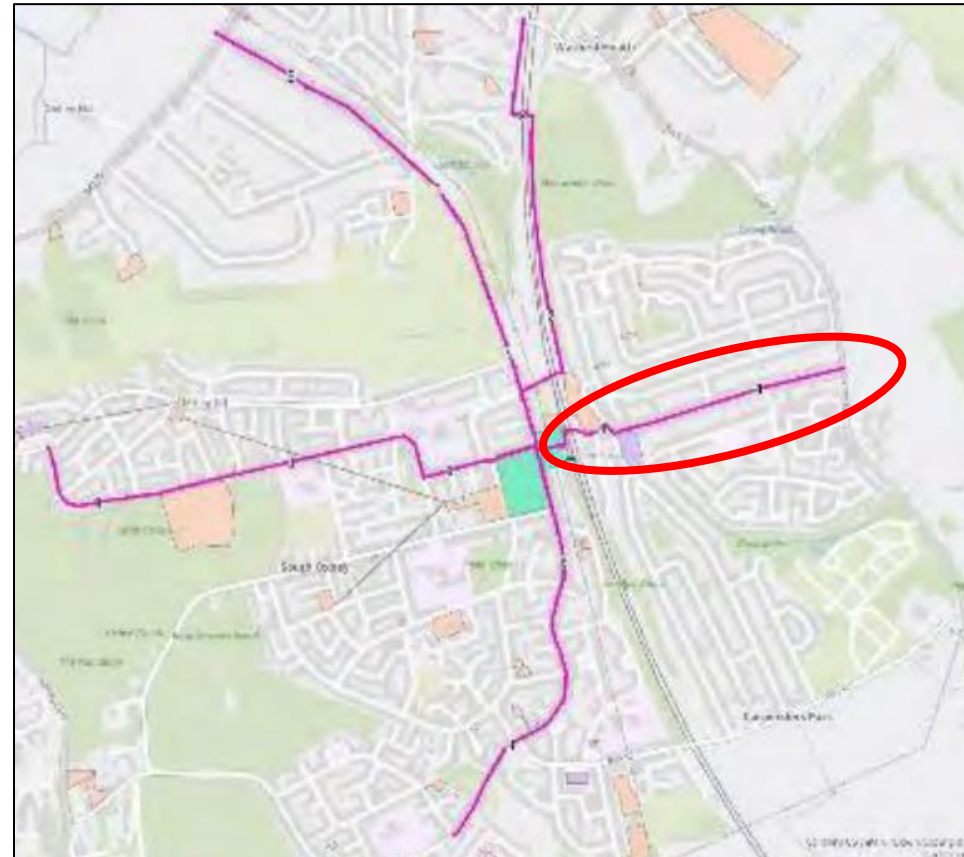
Local Cycling and Walking Infrastructure Plan (LCWIP)

Potential Interventions

- Public realm improvement
- Continuous crossings
- Footpath widening
- Footway/verge parking reduction

Three Rivers Key walking routes

- Carpenders Park Station to Hayling Road
- Carpenders Park Station to Watford Heath
- Prestwick Road (South) Carpenders Park Station to Greenfields School
- **Carpenders Park Station to Oxhey Lane**
- Prestwick Road (North) Carpenders Park Station to Hampermill Lane

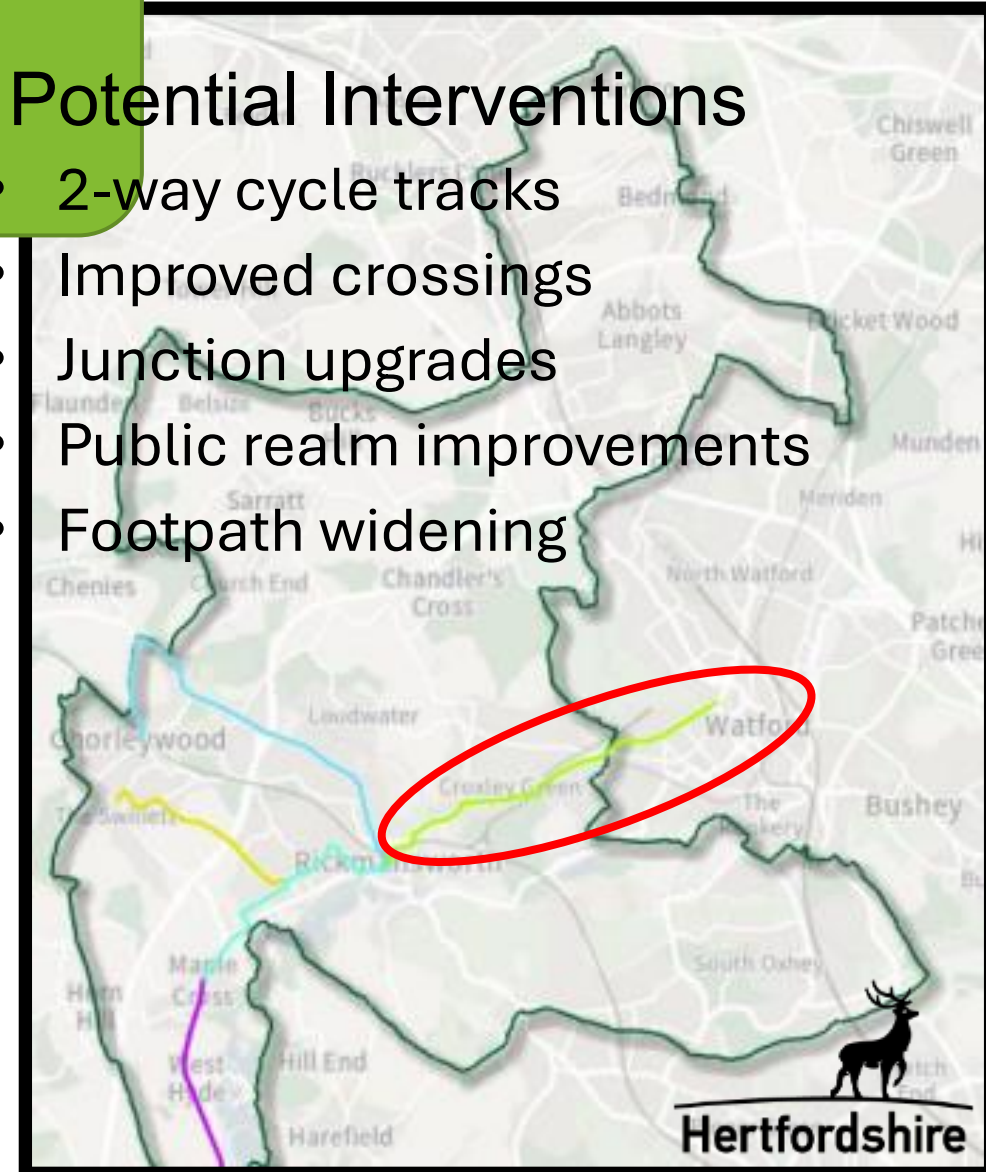


Local Cycling and Walking Infrastructure Plan (LCWIP) •

- Key cycling routes
 - **Route 2 - Watford via Croxley Green A412 to Rickmansworth High Street**
 - Route 3 – Ebury Road, parallel with Uxbridge Road and then next to A412
 - Route 8 - A404 route between Rickmansworth Station and Chorleywood
 - Route 14 – Starts on Stag Lane in Chorleywood and comes out via Shepherds Lane towards William Penn Leisure Centre
 - Route 21 – Chalfont Road to towards Denham and Buckinghamshire border

Potential Interventions

- 2-way cycle tracks
- Improved crossings
- Junction upgrades
- Public realm improvements
- Footpath widening



Local Cycling and Walking Infrastructure Plan (LCWIP)

- Potential Interventions
 - 2-way cycle tracks
 - Improved crossings
 - Junction upgrades
 - Public realm improvements
 - Footpath widening



Cycling with traffic areas – reduced traffic speeds

Toucan – walking and cycling crossing



Footway improvements

Shared use walking and cycling



Segregated cycle lane



20mph Implementation

- Why?
 - **Improved safety:**
 - A person hit at 30mph is 5 times more likely to be killed than at 20mph.
 - Reductions in road casualties in Wales following default 20mph
 - **Healthier communities:** Safer streets encourage walking, cycling, and outdoor activity
 - **Cleaner and quieter streets:** Lower speeds reduce emissions and noise pollution
 - **Stronger neighbourhoods:** Calmer roads make public spaces more sociable and welcoming

20mph Implementation

- New approach
 - Town-wide schemes
 - Residential roads and other streets: 20mph
 - Main roads, busier roads: more likely to remain 30mph
 - Consider streets with average speeds 28mph+, taking into account the street environment and local trip attractors
 - Signage and road markings first, post implementation review – physical traffic calming measures to follow if necessary
 - Pilots informing future Speed Management Strategy
- Promote sustainable transport
 - Reduction in traffic noise
 - “Feel” better and safer
 - Modal Shift

20mph Implementation

- Administration's focus
- Additional Funding

| Status | Area |
|--------------------|---|
| Delivered | Watford – 1 st phase |
| Newly funded | Watford – 2 nd phase Maple Cross Bedmond |
| Additional funding | Rickmansworth |

HERT

- Hertfordshire Essex Rapid Transit (HERT)
- Future of Transport in Hertfordshire event series
- HERT vehicle prototype IRIZAR visit
- Watford High Street
- Saturday 9th May, 9am-4pm



Bus Services



Hertfordshire