

South West Herts Growth & Transport Plan

Consultation Summary (DRAFT)

July 2018



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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/SWHGTPconsult
- By **email** to SWHGTPconsultation@hertfordshire.gov.uk
- By **post** to:

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

You have until **XX 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).

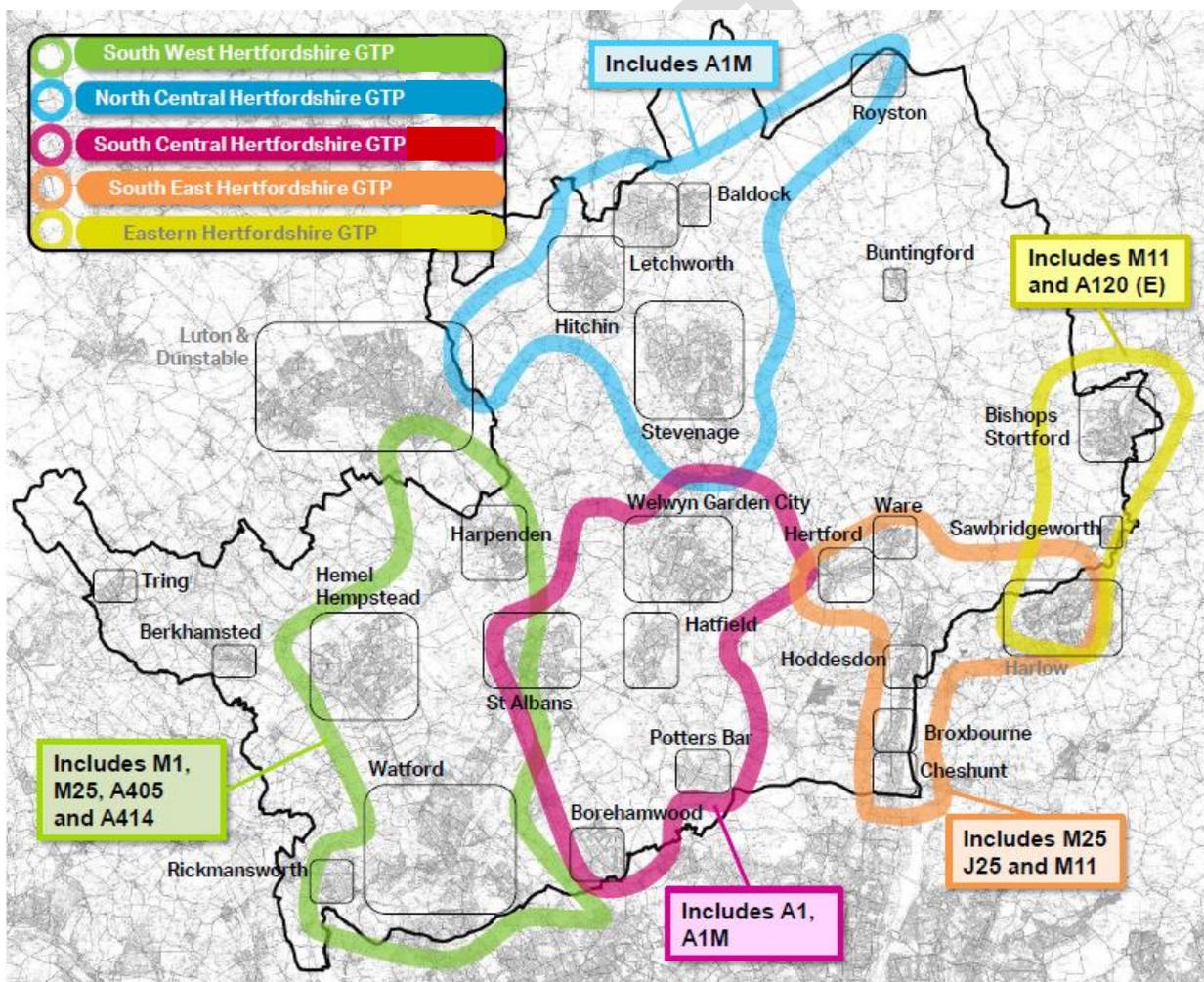


Figure 1 – Different Growth & Transport Plan areas

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/SWHGTPconsult

- **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:

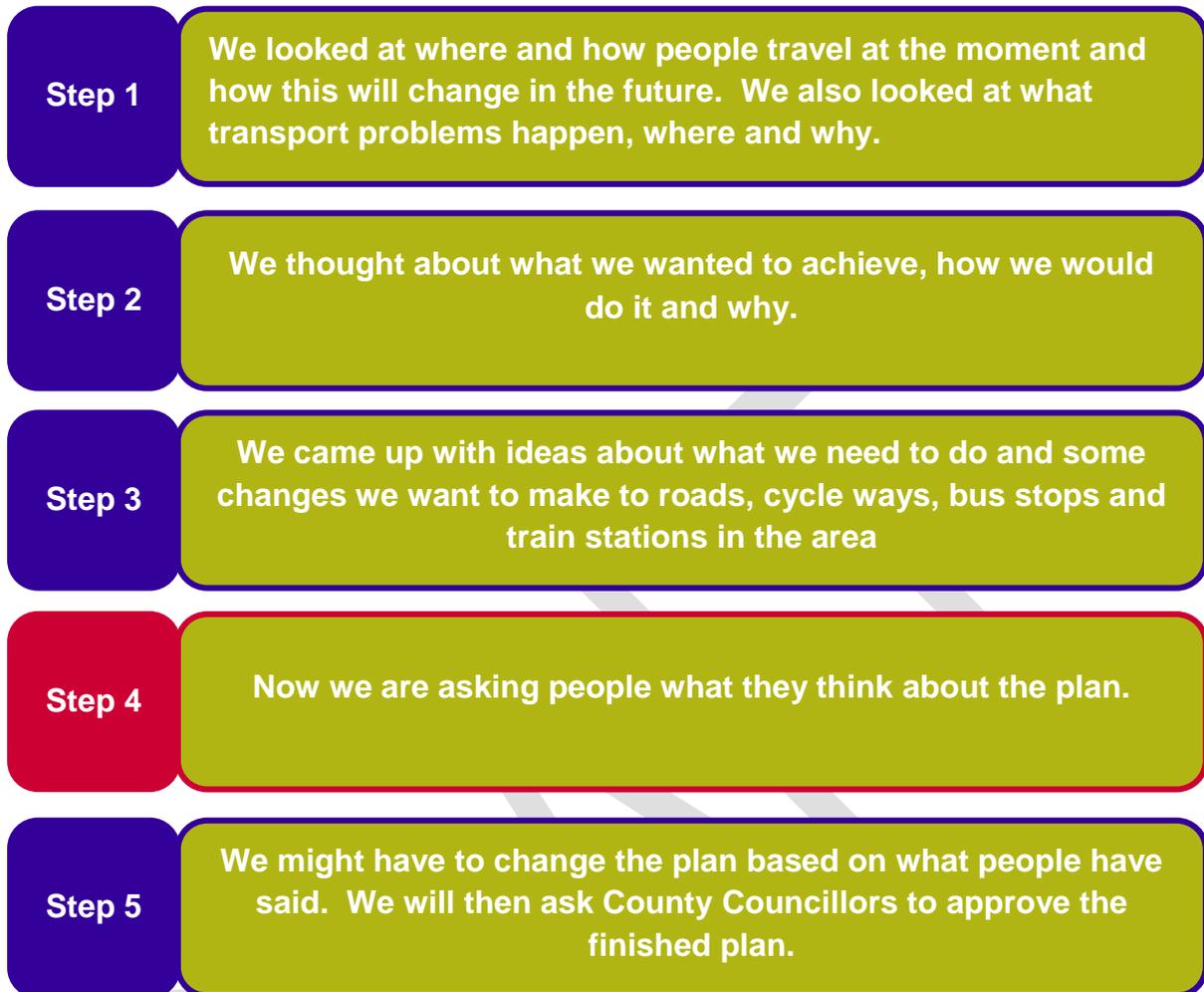
- **Town Evidence Pack summaries**
 - Watford Area
 - Hemel Hempstead
 - St Albans
- **Evidence Analysis Paper**
- **Objectives Paper**
- **Intervention Ideas Paper**
- **Economic Impacts Paper**

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/SWHGTPconsult

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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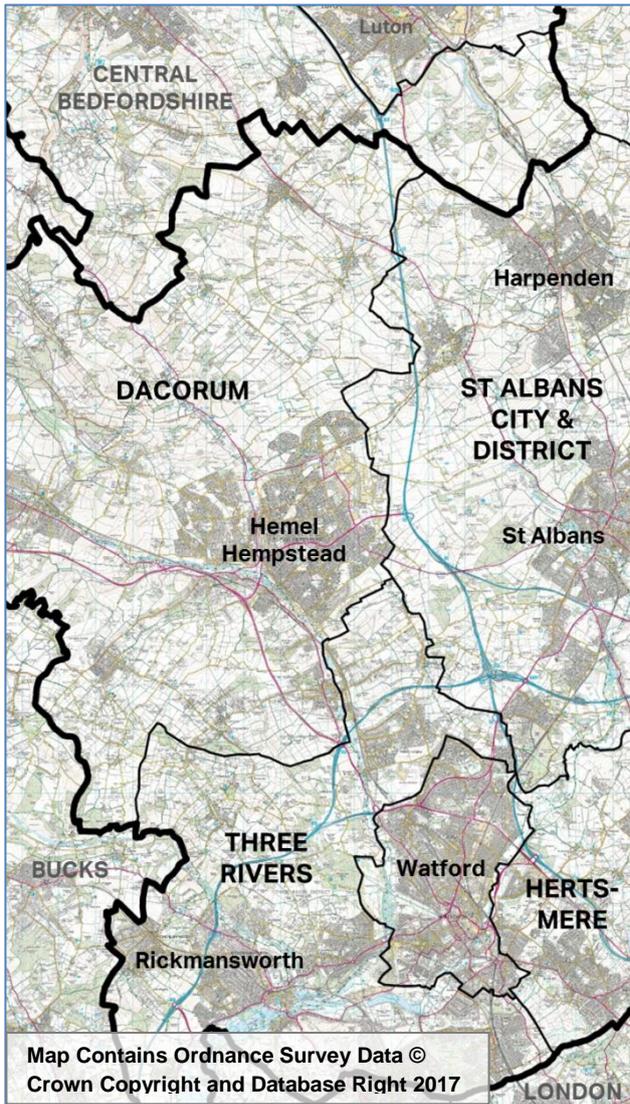


Figure 2 - South West Hertfordshire area

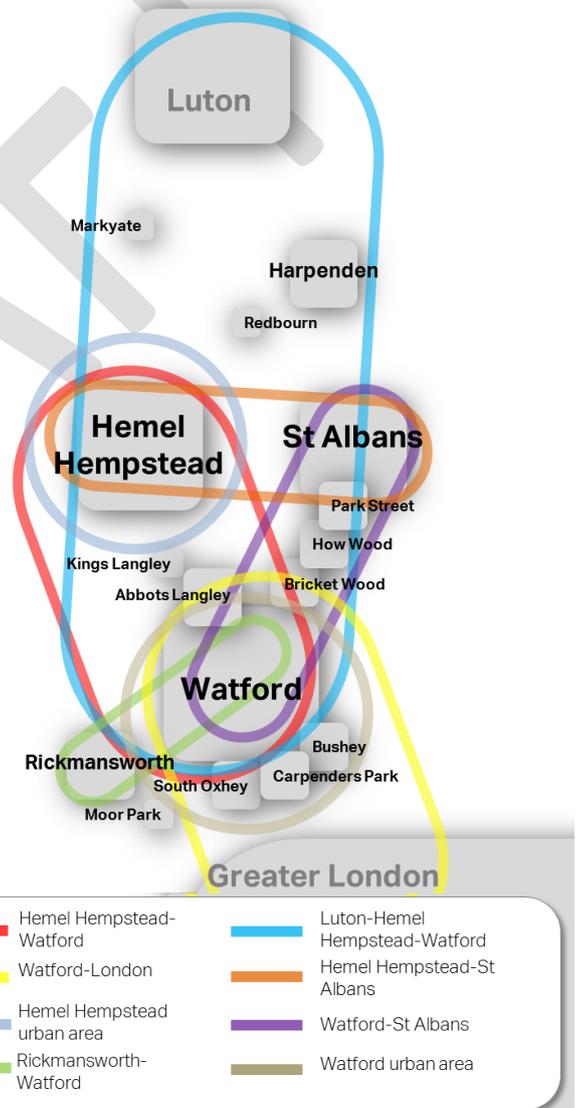


Figure 3 – Travel relationships in South West Herts

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The plan considers where new housing and new jobs are planned in this area up to 2031 (Fig.4). This information is provided by the District Councils and further details on housing and employment can be found on the District Councils' websites.



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
- Watford Riverwell (formerly known as Watford Health Campus)
- Watford Junction
- Watford town centre
- North West Harpenden
- Radlett Rail Freight Interchange

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.

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.

¹ St Albans figure based on last draft Local Plan rather than any adopted plan

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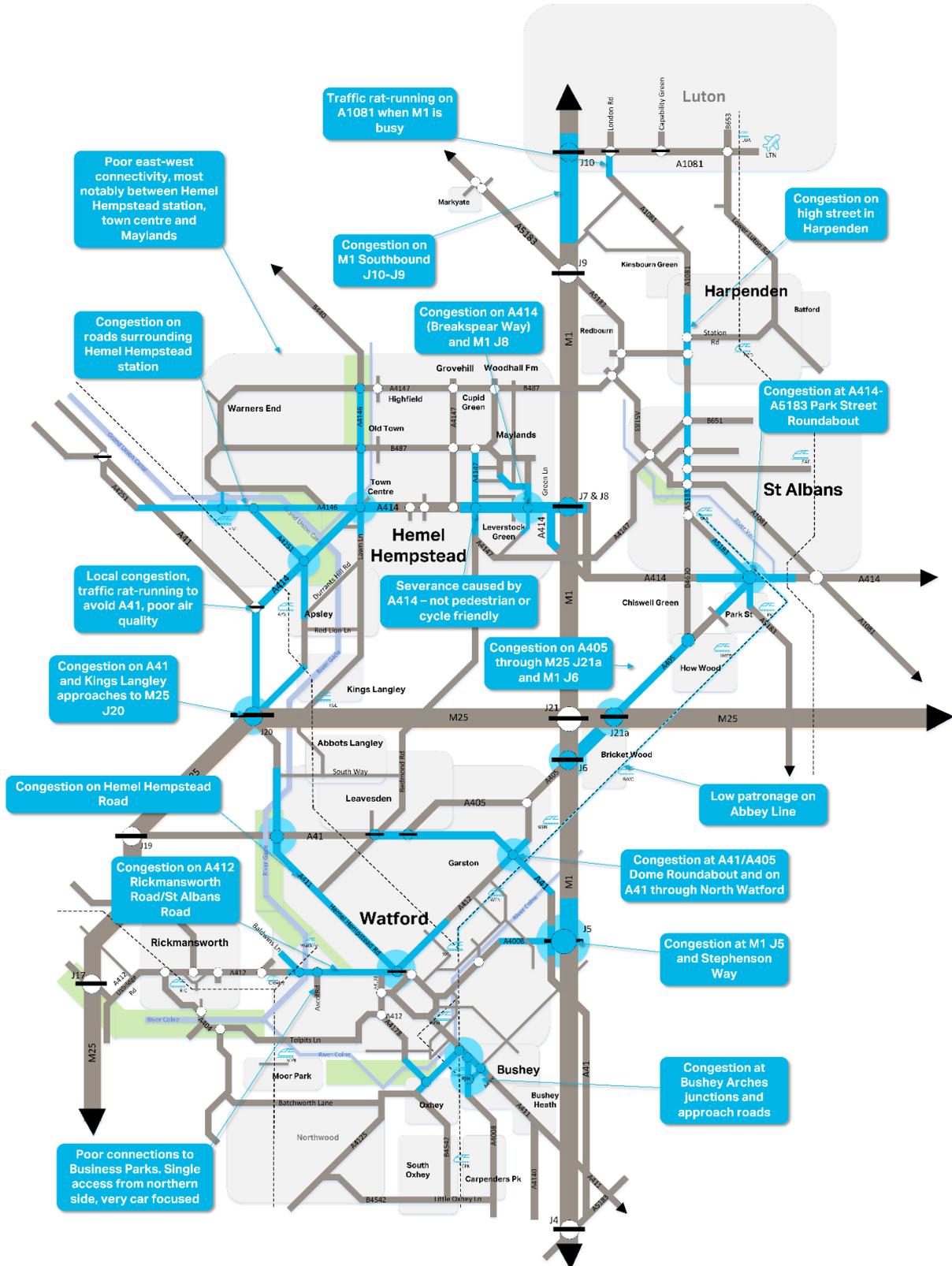


Figure 5 – Summary of transport challenges

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 eight 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

Do you agree or disagree with the objectives?

Objective A	Agree	Disagree	Not sure
Objective B	Agree	Disagree	Not sure
Objective C	Agree	Disagree	Not sure
Objective D	Agree	Disagree	Not sure
Objective E	Agree	Disagree	Not sure
Objective F	Agree	Disagree	Not sure
Objective G	Agree	Disagree	Not sure

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:

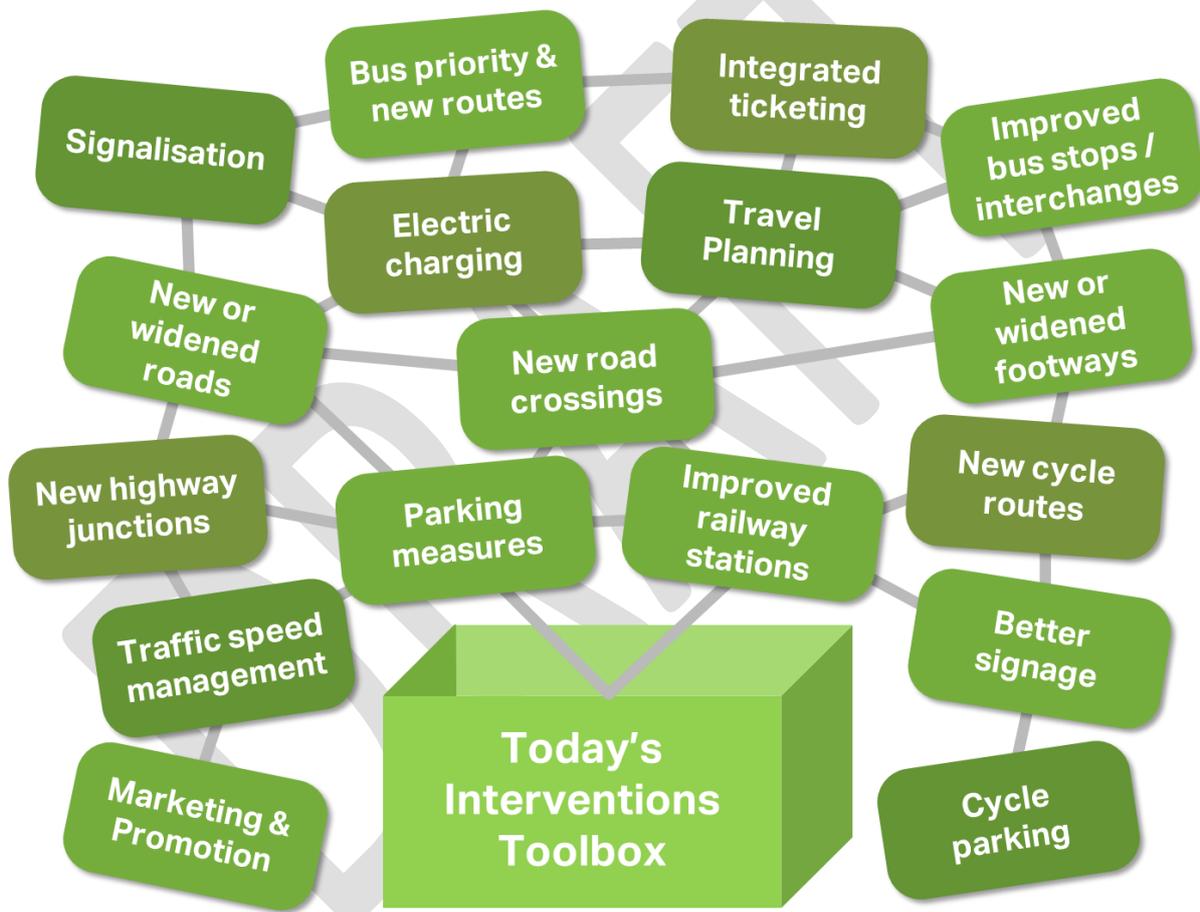


Figure 6 – Current toolbox of interventions

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

In the plan we propose 9 packages focused on particular challenges, which combine a range of Projects and Schemes that would work together to address the issue. Some Projects or Schemes feature in more than one package as they help address several issues or 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.

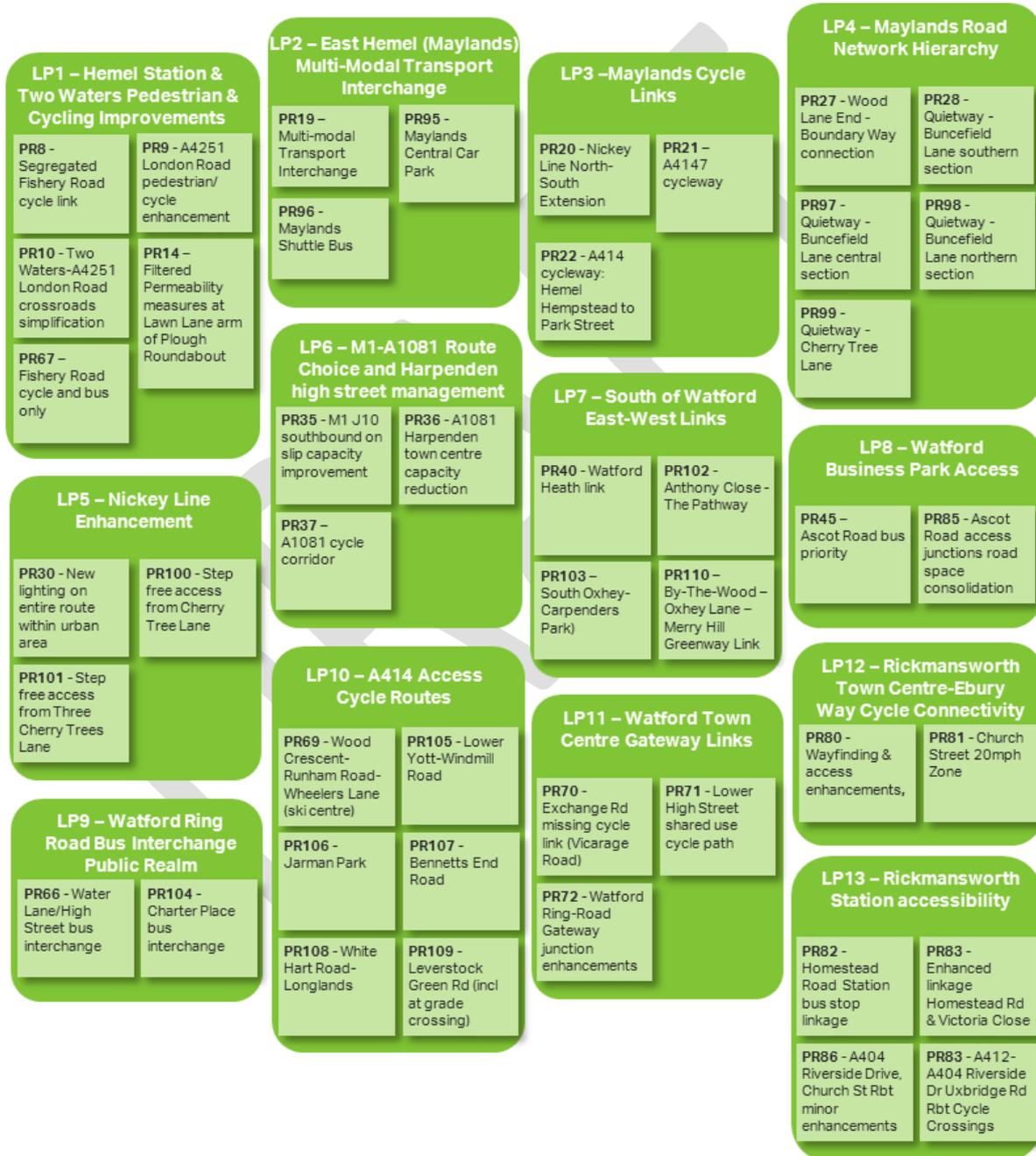


Figure 7 – Linked Projects

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Figure 8 – Schemes

The plan includes a high-level appraisal of the different options and interventions identified 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

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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 Prospectus at

www.hertfordshire.gov.uk/SWHGTPconsult

There are a number of significant projects that would dramatically alter the transport network in the area and the county more widely. 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. Further information on these can be found in the Prospectus p.63-64.

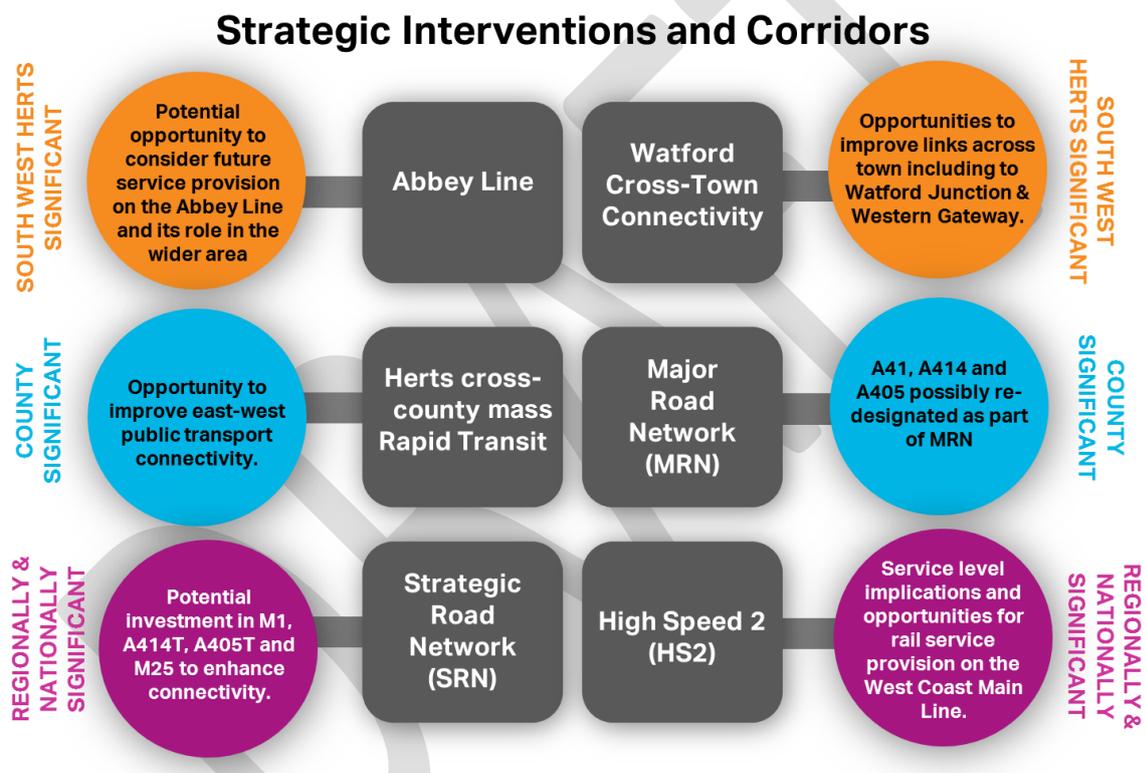


Figure 9 – Strategic interventions

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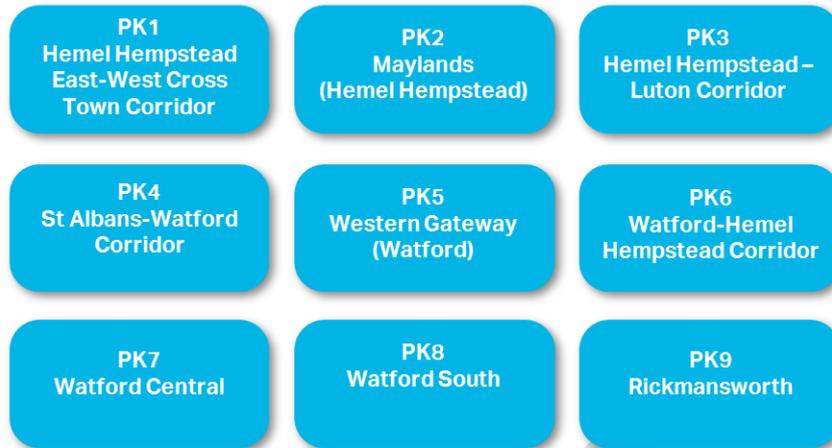


Figure 10 – Packages

In the following sections, we will summarise each of the packages and ask for your views on them. 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 potentially affected

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

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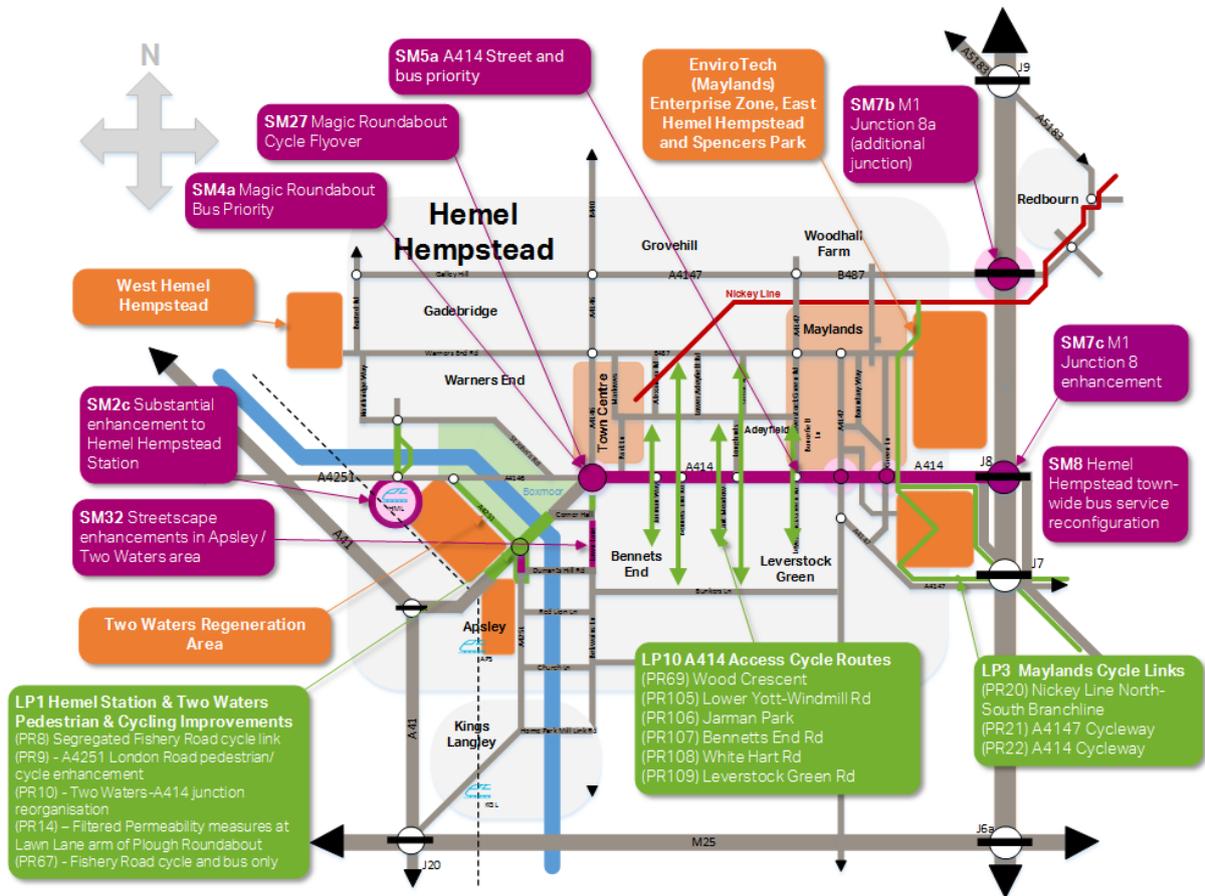


Figure 11 – Package 1 preferred combination

Do you agree or disagree with Package 1?

Strongly agree	Agree	Disagree	Strongly disagree	Don't know
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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.

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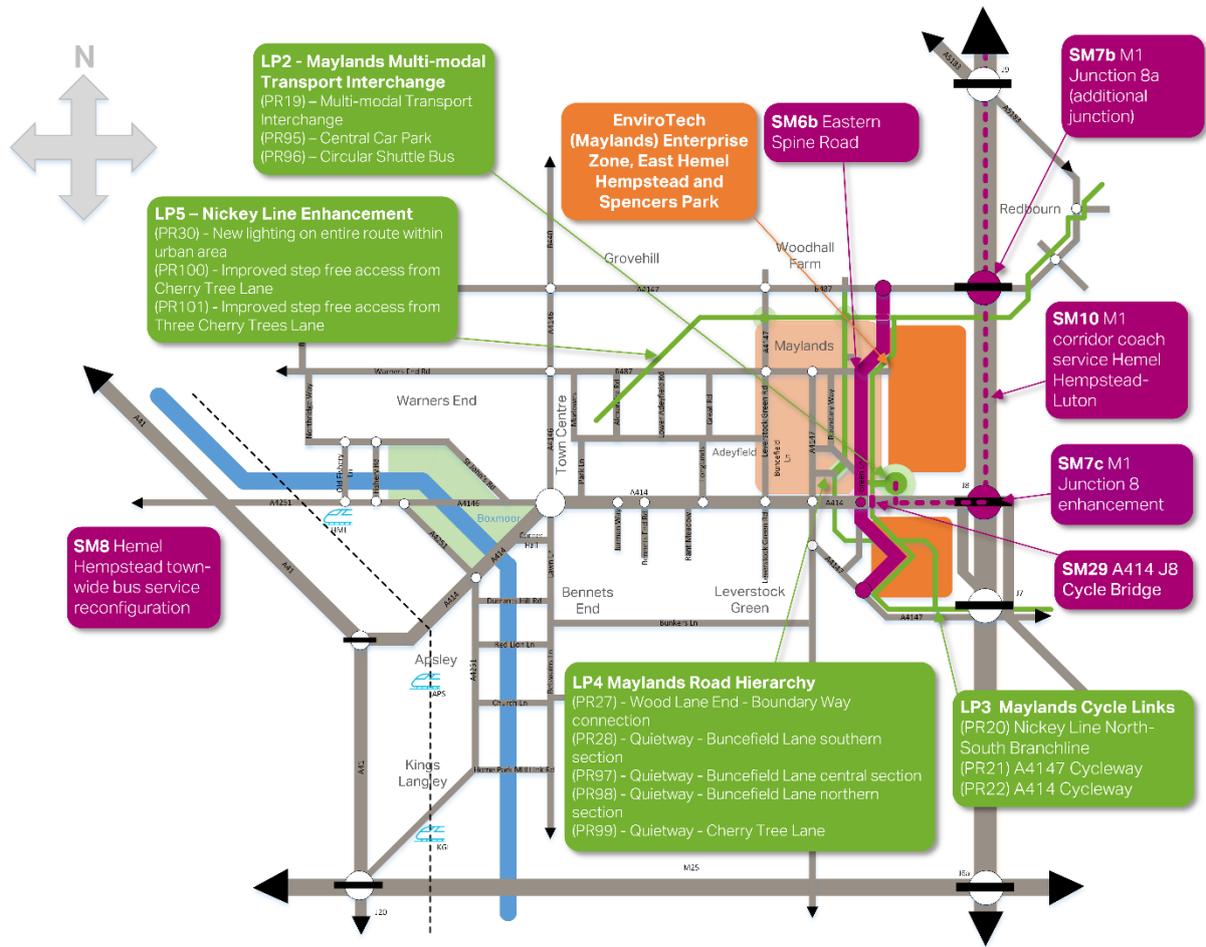


Figure 12 – Package 2 preferred combination

Do you agree or disagree with Package 2?

Strongly agree	Agree	Disagree	Strongly disagree	Don't know
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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.

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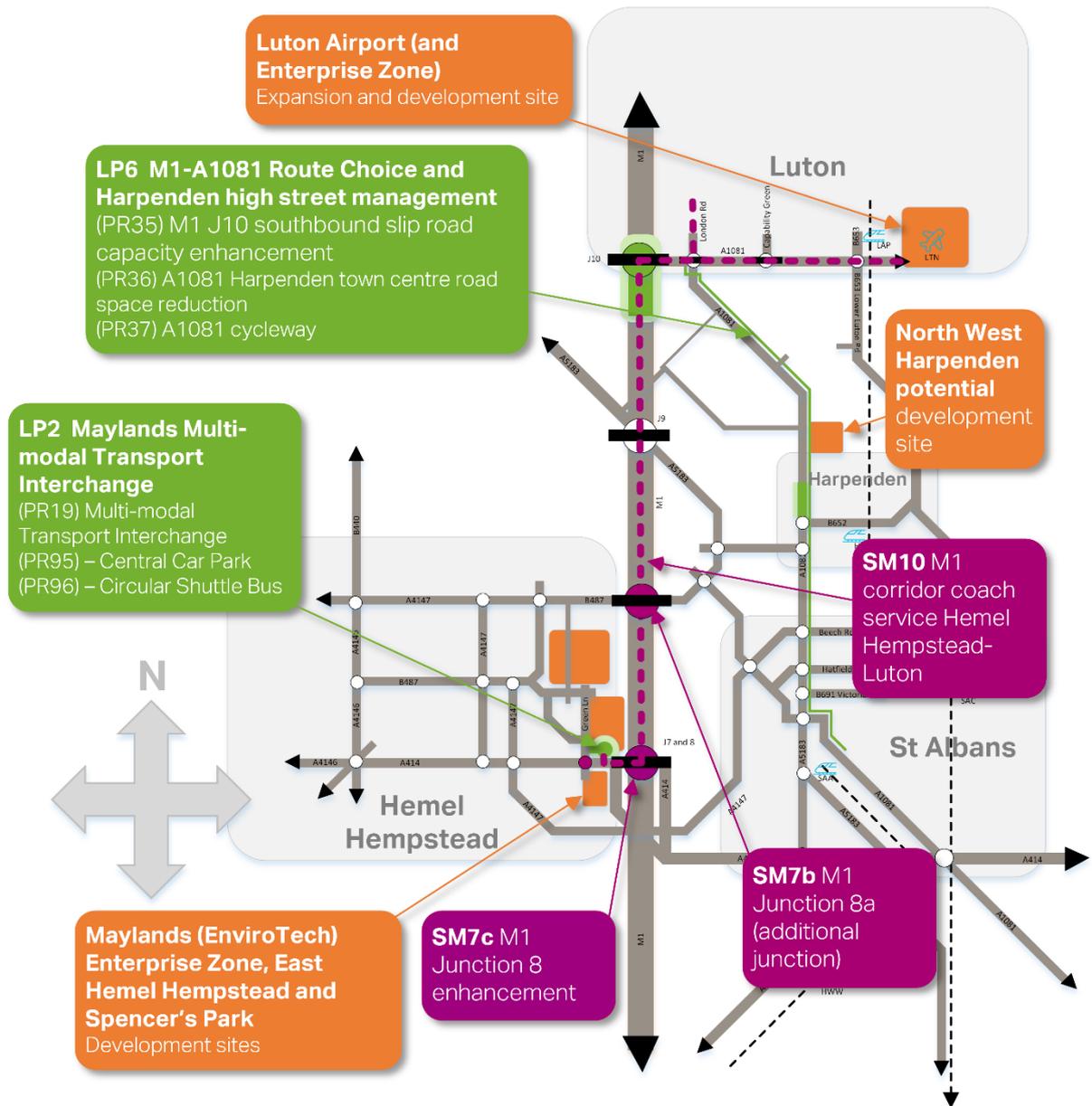


Figure 13 – Package 3 preferred combination

Do you agree or disagree with Package 3?

Strongly agree	Agree	Disagree	Strongly disagree	Don't know
----------------	-------	----------	-------------------	------------

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, including a new station on the Abbey Line, direct bus services to St Albans City Station, and a transfer point between local and interurban buses.
- 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.

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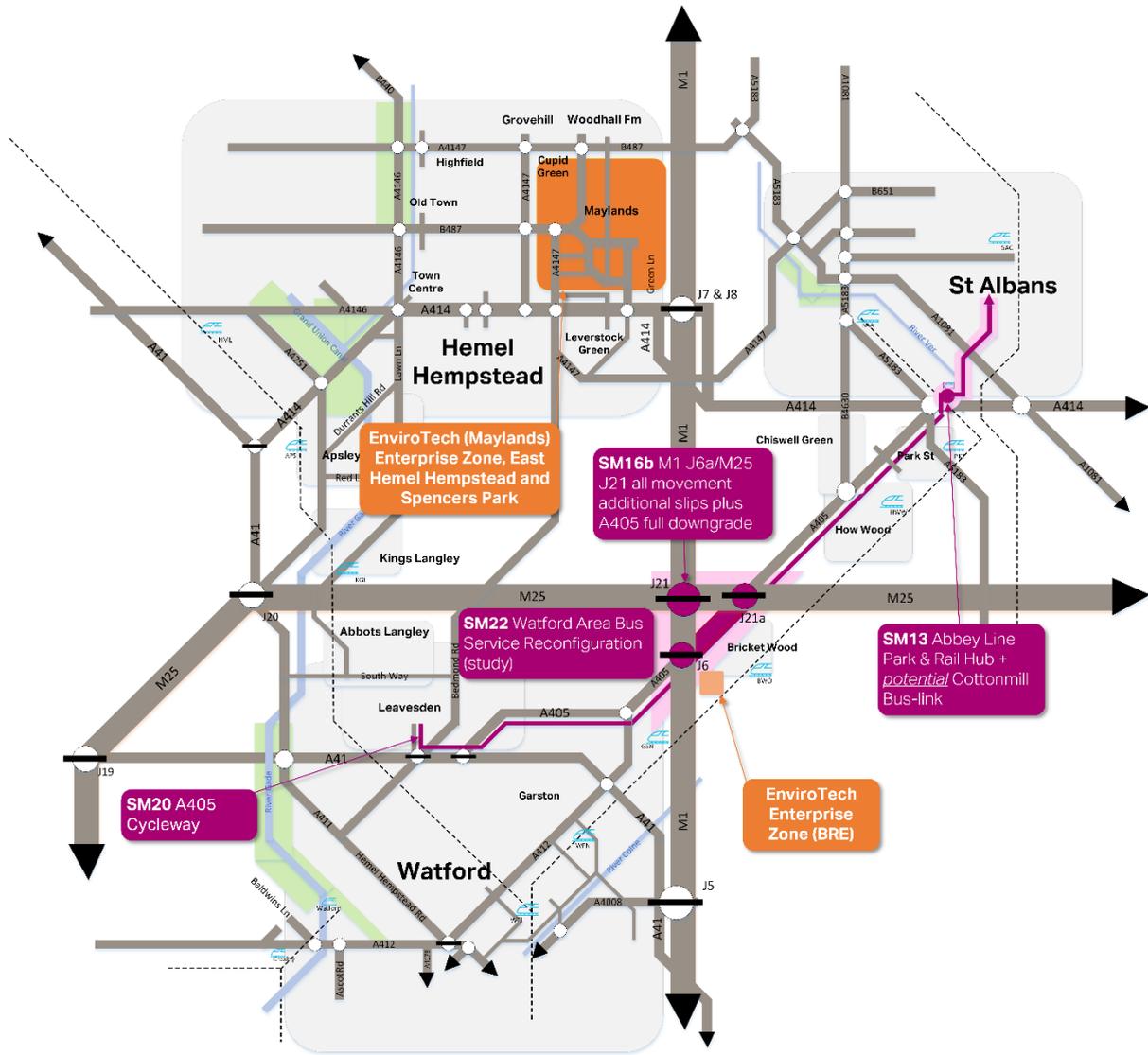


Figure 14 – Package 4 preferred combination

Do you agree or disagree with Package 4?

Strongly agree	Agree	Disagree	Strongly disagree	Don't know
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Do you have any other comments to make on Package 4?

Package 5 – Watford Western Gateway

The overarching aim of Package 5 is:

To improve access to Watford Western Gateway business park through the enhancement of sustainable transport links.

The package consists of:

- A new southern access into Watford Western Gateway 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.

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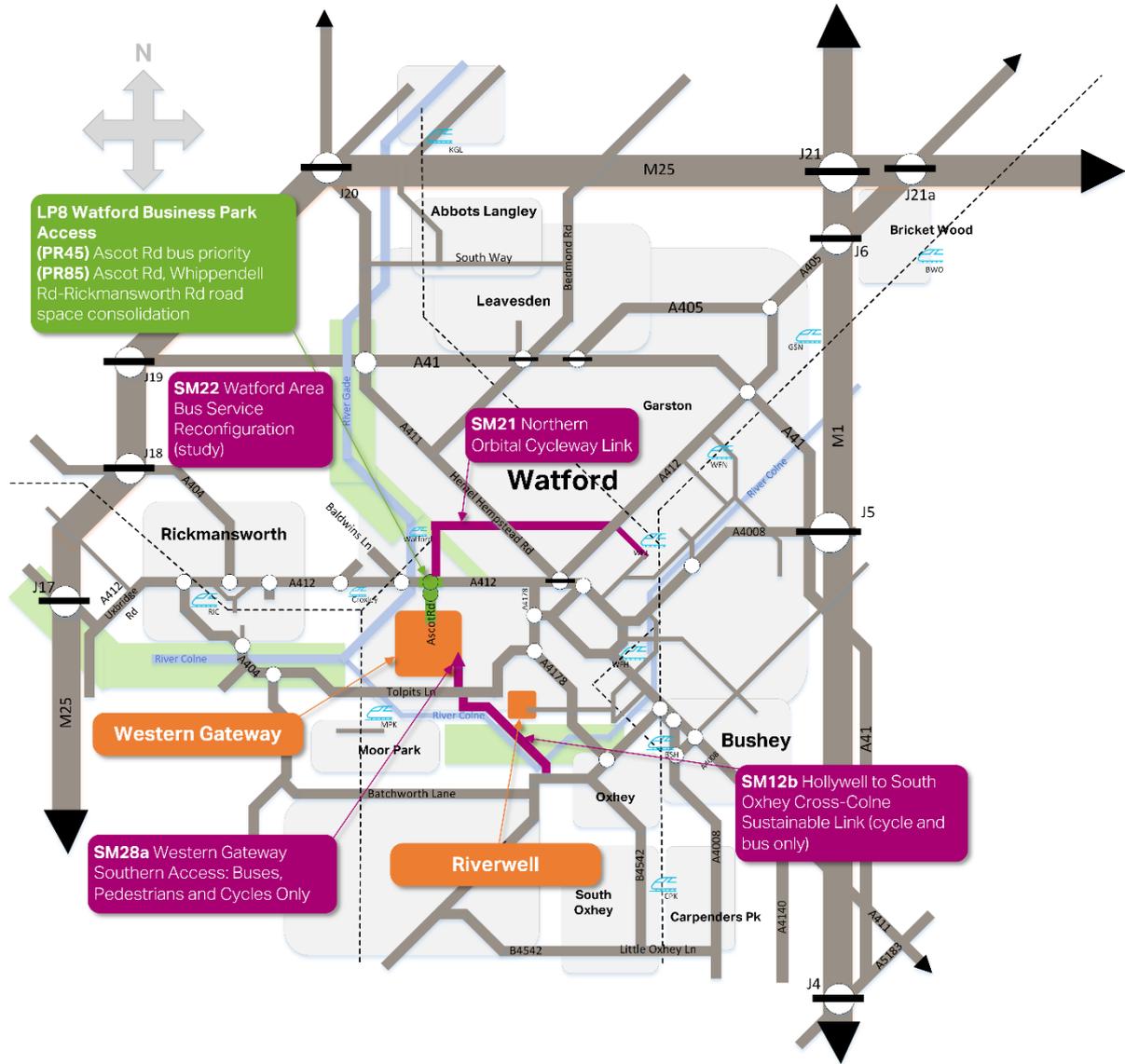


Figure 15 – Package 5 preferred combination

Do you agree or disagree with Package 5?

Strongly agree	Agree	Disagree	Strongly disagree	Don't know
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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.

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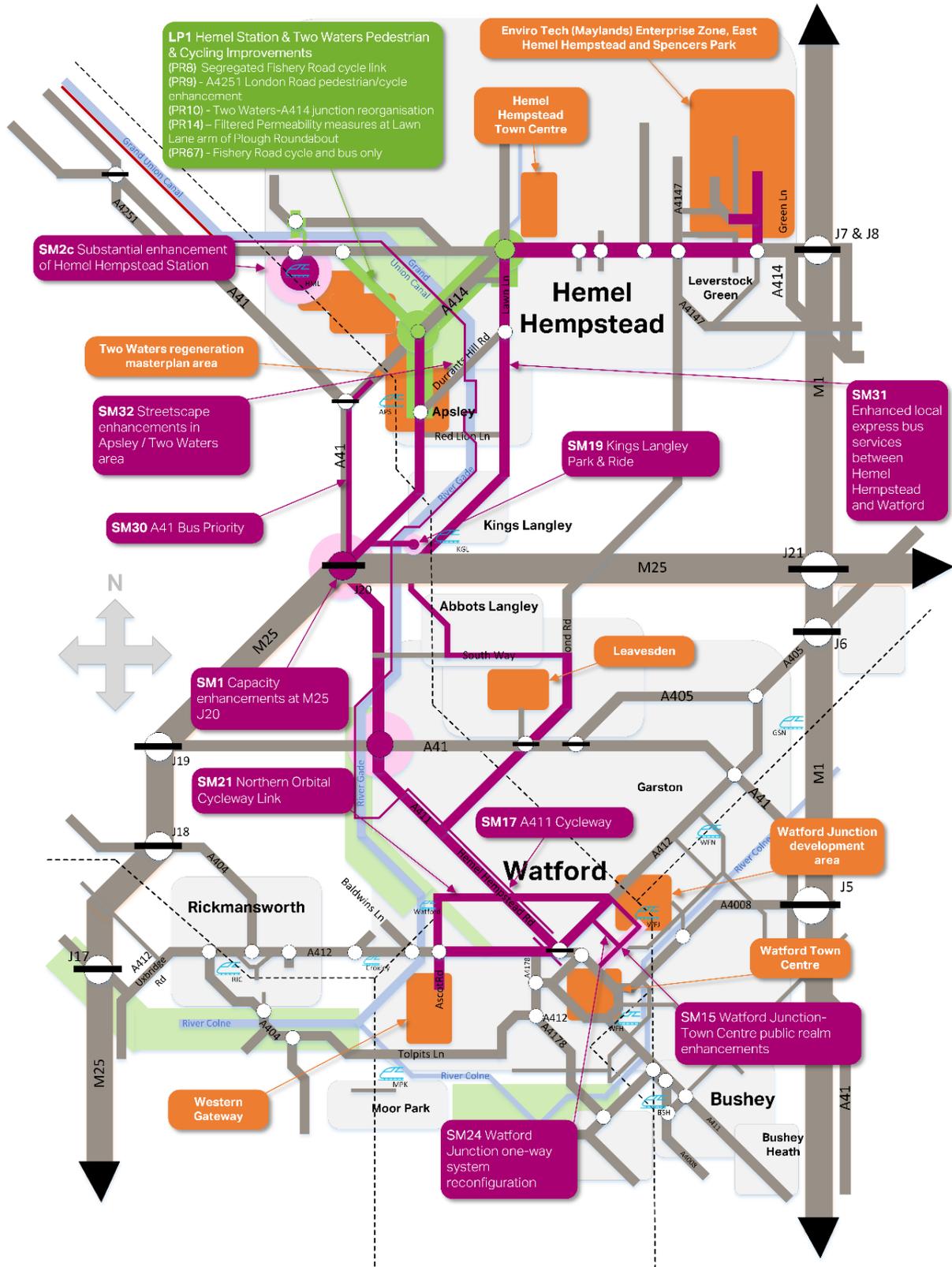


Figure 16 – Package 6 preferred combination

Do you agree or disagree with Package 6?

Strongly agree	Agree	Disagree	Strongly disagree	Don't know
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Do you have any other comments to make on Package 6?

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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.

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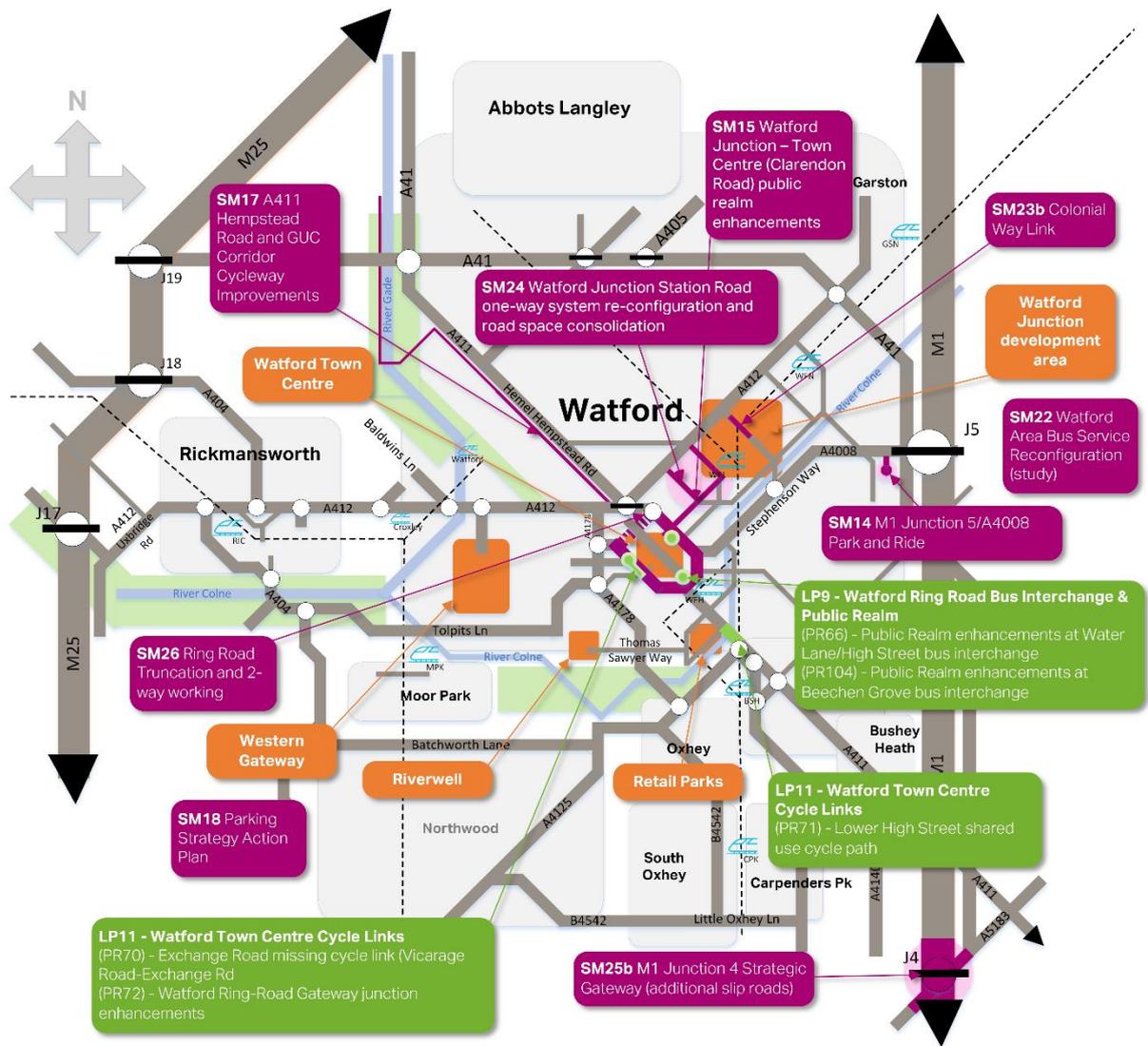


Figure 17 – Package 7 preferred combination

Do you agree or disagree with Package 7?

Strongly agree	Agree	Disagree	Strongly disagree	Don't know
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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.

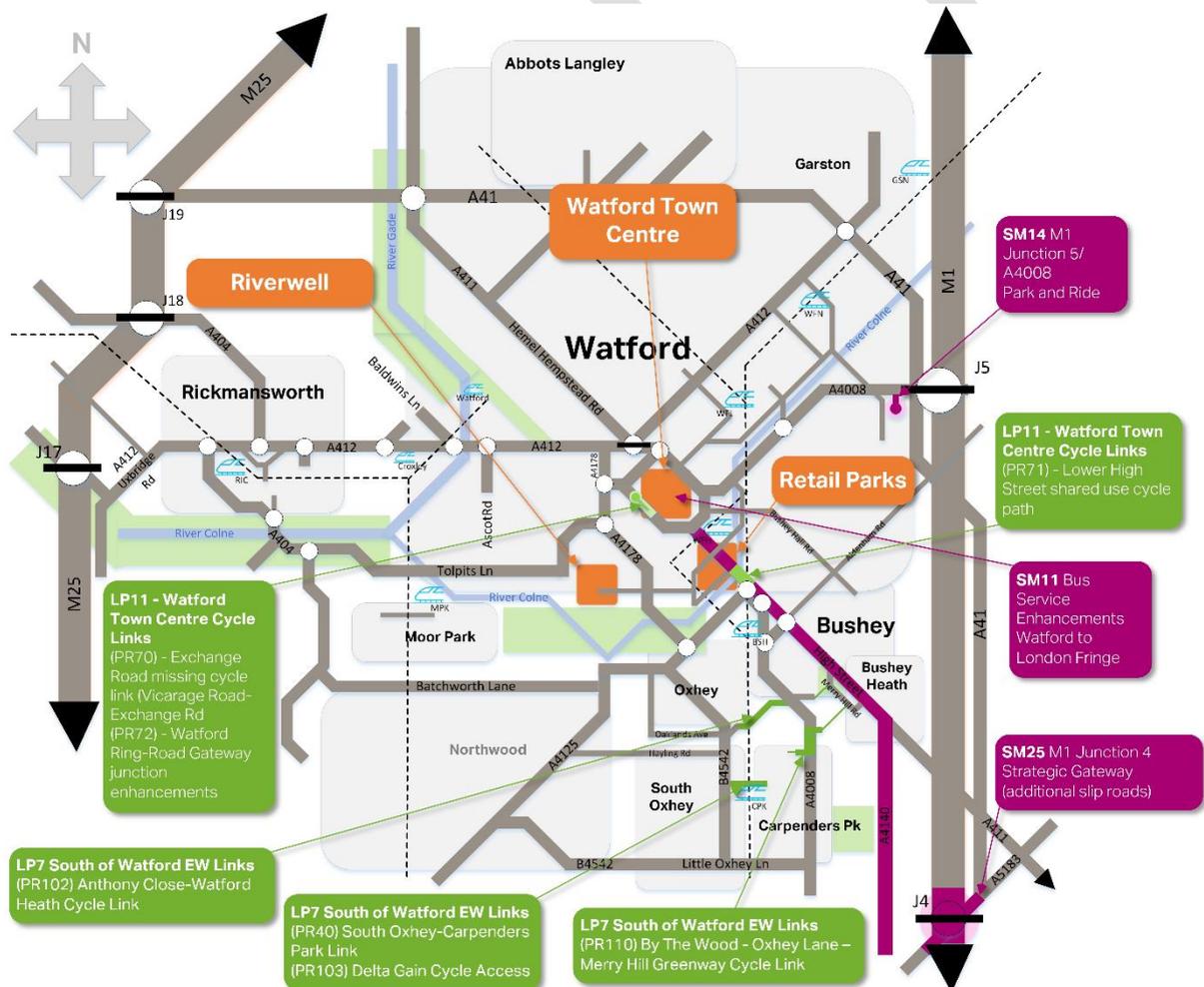


Figure 18 – Package 8 preferred combination

Do you agree or disagree with Package 8?

Strongly agree	Agree	Disagree	Strongly disagree	Don't know
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Do you have any other comments to make on Package 8?

DRAFT

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 Western Gateway Business Parks area for cyclists and buses only.
- Enhanced cycleways and facilities towards Rickmansworth railway station and town centre.

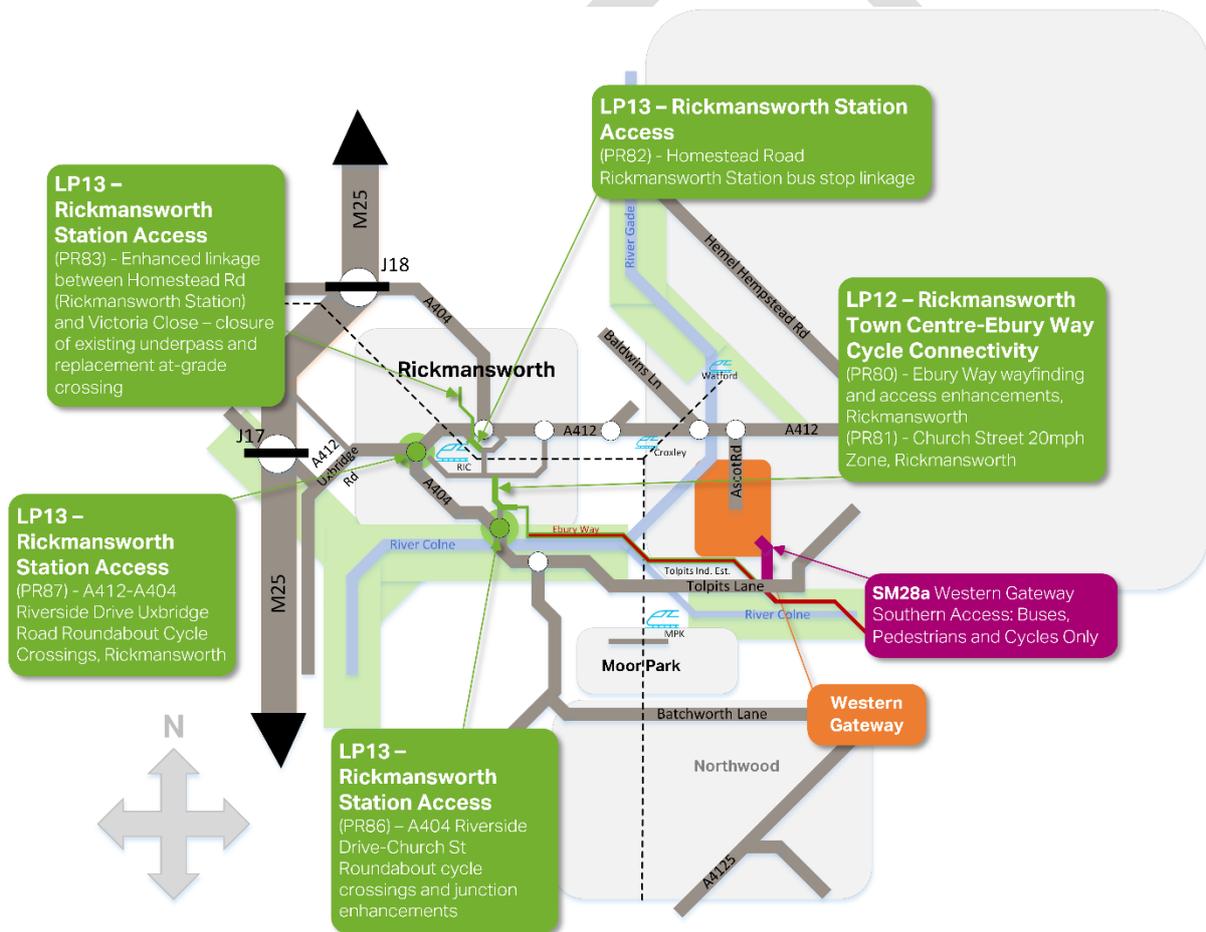


Figure 19 – Package 9 preferred combination

Do you agree or disagree with Package 9?

Strongly agree	Agree	Disagree	Strongly disagree	Don't know
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Do you have any other comments to make on Package 9?

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.

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

(Please include a page, table or figure reference for specific comments)