

**Appendix A - South West Herts Growth & Transport Plan Consultation Report**

# South West Herts Growth & Transport Plan Summary Consultation Report

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Date: 3 January 2019

## About the Consultation

This was a public consultation on the draft version of the South West Herts Growth & Transport Plan. The consultation in particular sought people's views on the objectives of the plan and on the packages of scheme proposals that it put forward. Respondents had opportunity also to comment on any other aspects of the plan.

The public and stakeholder consultation was open from 23 July to 16 September 2018. The closing date was extended a further 5 days due to a technical error at the end of the consultation. An extension for emailed responses to 30 September was granted on request by stakeholders.

Key stakeholders were notified about the consultation via email. The consultation was promoted to the general public through a press release and social media.

The consultation materials were published on [www.hertfordshire.gov.uk](http://www.hertfordshire.gov.uk). Paper copies of the materials were also sent to local libraries in the plan area and to the main district council offices (Hemel Hempstead, Rickmansworth, St Albans, Watford & Borehamwood).

Respondents were invited to respond through an online survey, or by email and post.

The consultation material made available was:

- Draft South West Herts Growth & Transport Plan Prospectus (full)
- South West Herts Growth & Transport Plan - Summary for Consultation
- 'Easy Read' version of the plan - 'Our Plan About Transport in South West Hertfordshire'
- The online survey and linked extracts of the Summary for Consultation
- South West Herts GTP prospectus supporting papers:
  - Evidence Analysis Paper
  - Objectives Paper
  - Intervention Ideas Paper
  - Economic Impacts Paper
  - Watford Area Transport Evidence Pack summary
  - Hemel Hempstead Transport Evidence Pack summary
  - St Albans Transport Evidence Pack summary
- Equalities Impact Assessment
- Draft Strategic Environmental Assessment Report

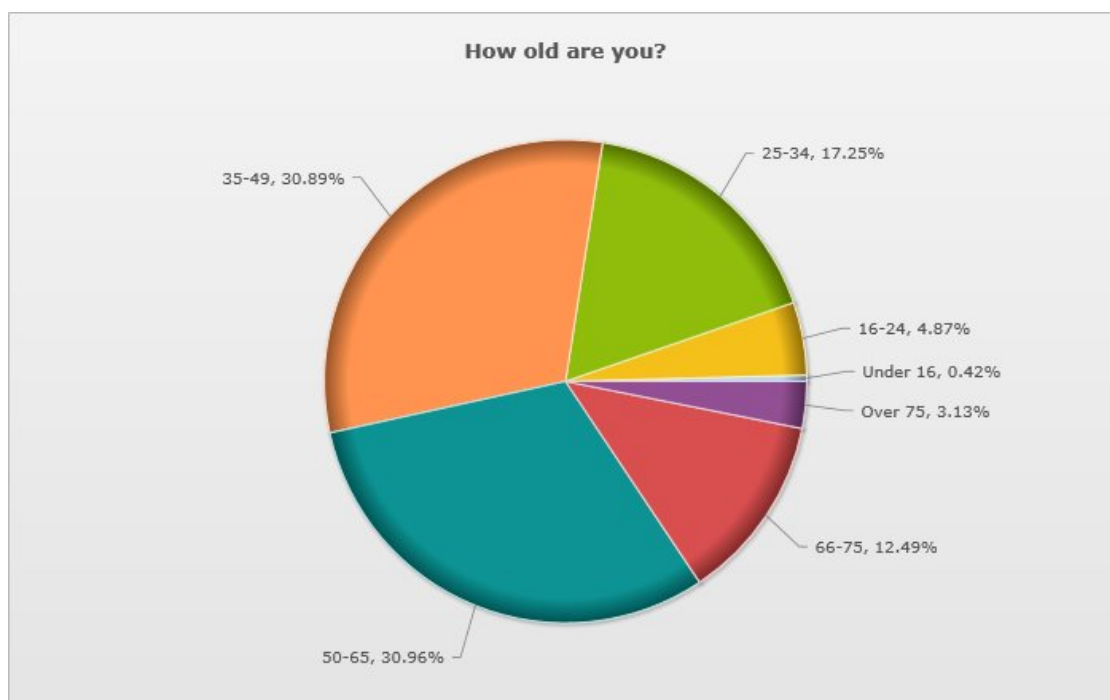
## Consultees and Respondents

A total of **2961 online surveys** were completed. **430 email** responses were received. Five responses were received by post. Three individuals completed the 'Easy Read' questionnaire version of the consultation.

99% of the online responses were from individuals, as opposed to responses on behalf of organisations. Email responses were also largely from individuals.

97% of respondents were resident in Watford Borough, Three Rivers District, St Albans District or Dacorum Borough. 45% of respondents work or attend college or school in these districts.

The age profile of online respondents is shown in Chart 1.



**Chart 1 - Age profile of respondents to the online survey**

Some participants responded by email as well as online; however they are counted as separate representations within this analysis.

A list of the organisations that took part in the consultation is included below:

- 2nd Boxmoor Rainbows
- Abbey Line Community Rail Partnership
- Abbots Langley Parish Council
- AbFly
- Bourne End Village Association
- Boxmoor Catholic Parish
- Boxmoor Social Club
- Buckinghamshire County Council
- Carousel Buses

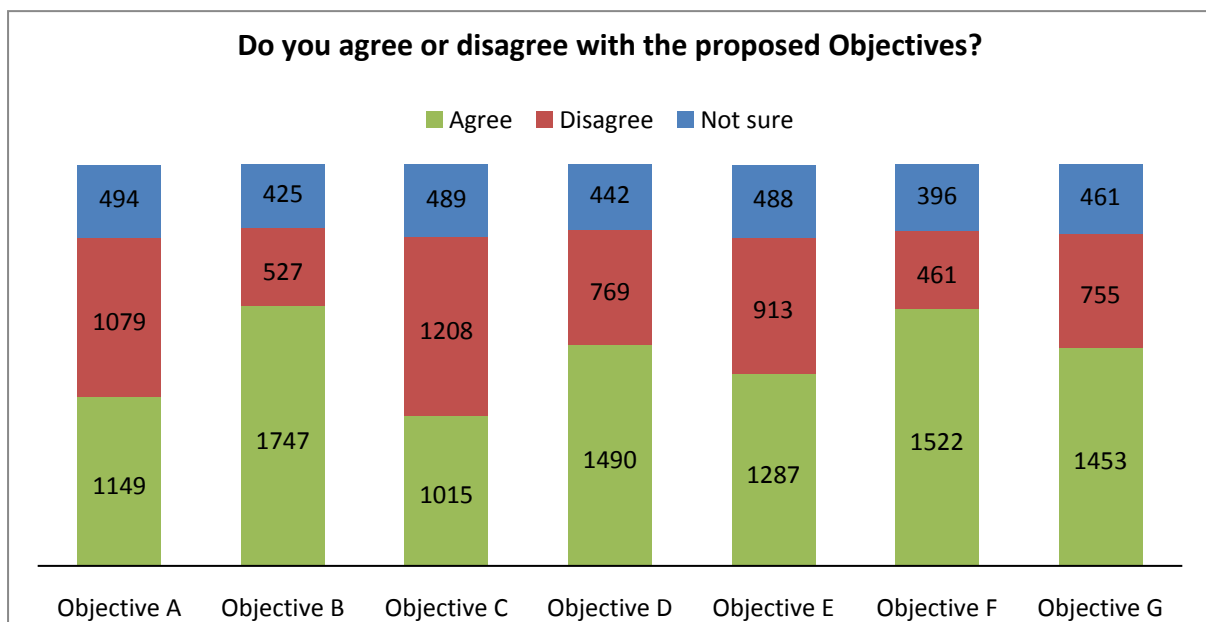
Colney Heath Parish Council  
Councillor Alan Anderson  
CPRE  
CycleHerts  
Dacorum Borough Council  
Dacorum Environmental Forum  
Disability Watford  
First Mummies' Club  
Friends of the Nickey Line  
Funeral Directors  
Girlguiding  
Harpenden Town Council  
Hertfordshire County Council  
Hertfordshire Music Service  
Highways England  
Historic England  
HVCCG  
Intu Watford  
Kings Langley Parish Council  
Mad Squirrel Brewery  
Oxhey Hall Residents Association  
Potters Bar & St Albans Bus & Rail Users Group  
Ramblers Association  
Redbourn Care Group  
South Herts CTC  
SPOKES - SW Herts Cycling Group  
St Albans Cycle Campaign  
St Albans City & District Council  
St Rose's Catholic Infant School  
Sullivan Buses  
TfL  
The Boys Brigade  
The Canal & River Trust  
The Crown Estate  
Three Rivers District Council  
Three Rivers Green Party  
Trieste Group LLP  
Universal Taxis Ltd  
VP Autoservices  
Watford BID  
Watford Borough Council

## Summary of Responses

### Objectives

The objectives proposed in the consultation version were as follows:

- 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



**Chart 2 - Views on the objectives**

Five of the seven objectives had a majority responding in support of the proposed objective. However all of the objectives have a significant proportion of respondents that do not agree with that objective.

Objective A and Objective C did not have a majority expressing support, however in both instances there is a sizeable quantity of opinion that is in favour of the objectives. From the supporting comments provided, it can be seen that some respondents disagree or are

concerned about the objectives themselves; other respondents are concerned about what implications these objectives could have on decisions affecting people's journeys or the streets and roads in their area.

The comments received show that some of the respondents who chose 'disagree' for some or all of the objectives did so because they object to particular scheme proposals within the draft plan. Other comments show respondents did not think the objectives were specific or meaningful enough to give an opinion or to be supported.

## All schemes

A list of the scheme codes and names (as used in the consultation version) is provided at the end of this report for reference.

Some scheme proposals appear in more than one package. Responses have been combined so that all responses to each particular proposal are counted and shown in the results for all packages (regardless of which package the respondent was answering about), but where a single online respondent has answered about a single scheme more than once, their view has not been counted more than once. As there was no way to identify individuals responding both online and by email, all emailed responses have been counted as a new respondent.

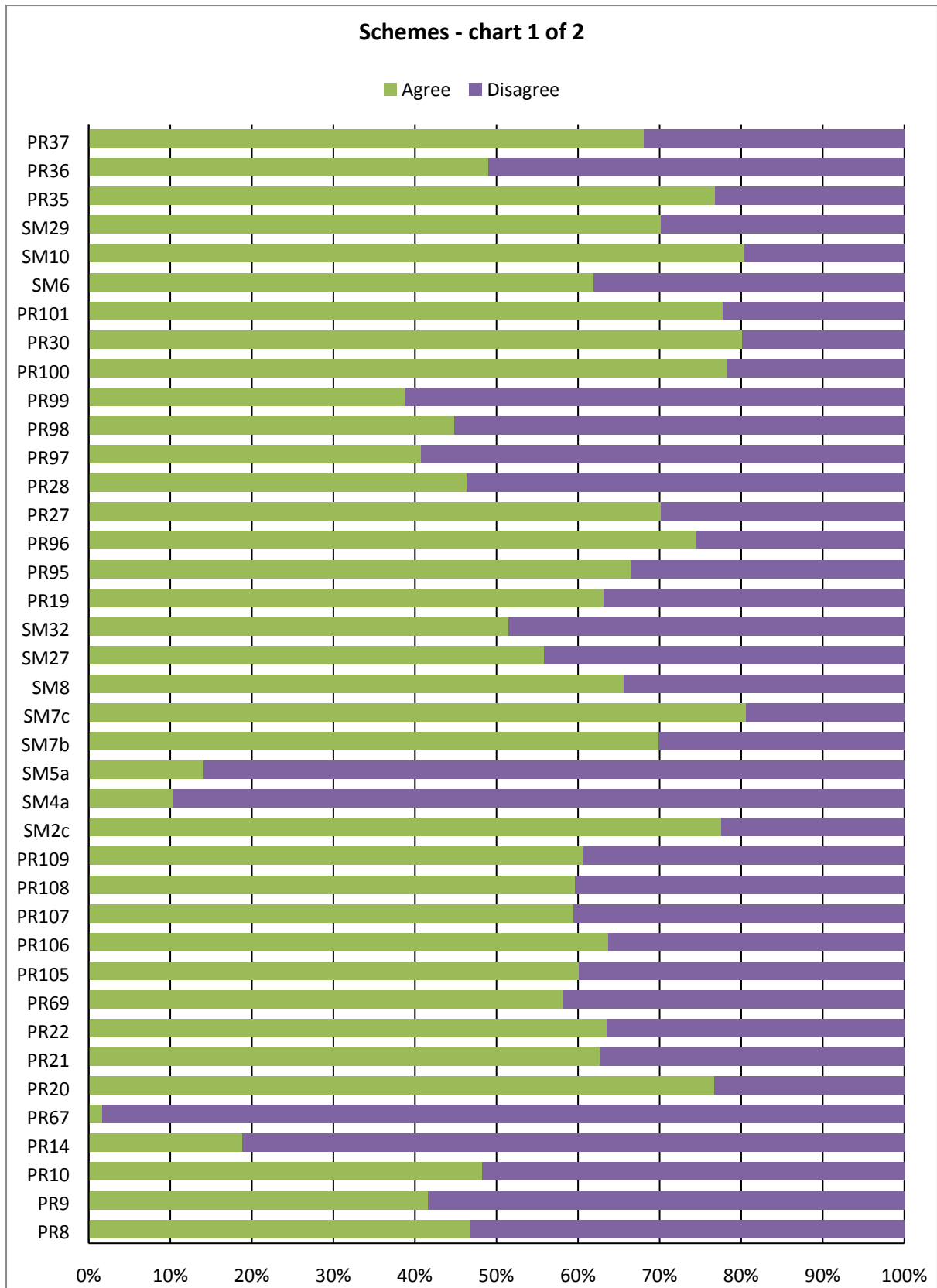


Chart 3 - Views on Schemes (1 of 2)



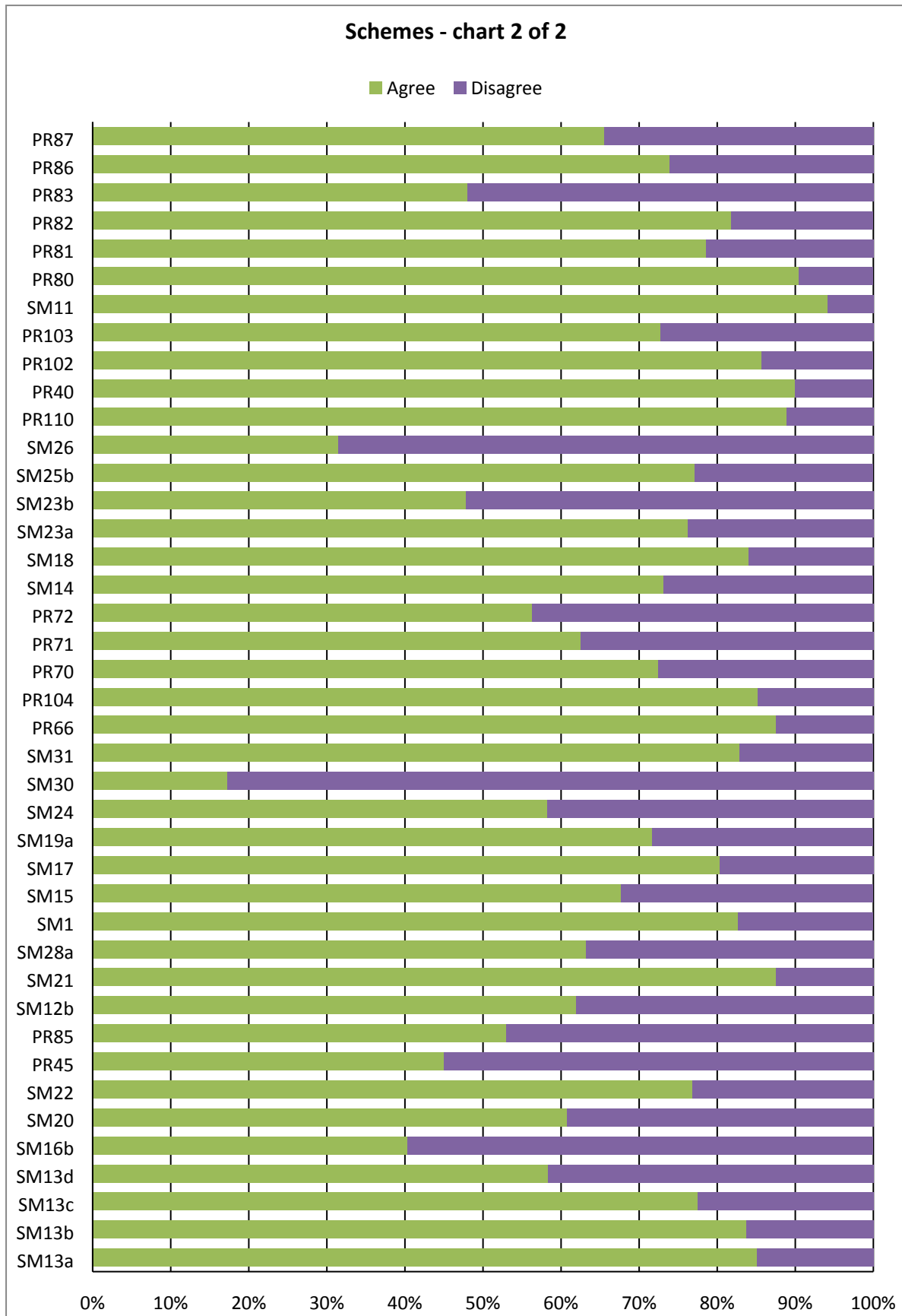


Chart 4 - Views on Schemes (2 of 2)

## Package 1 Proposals

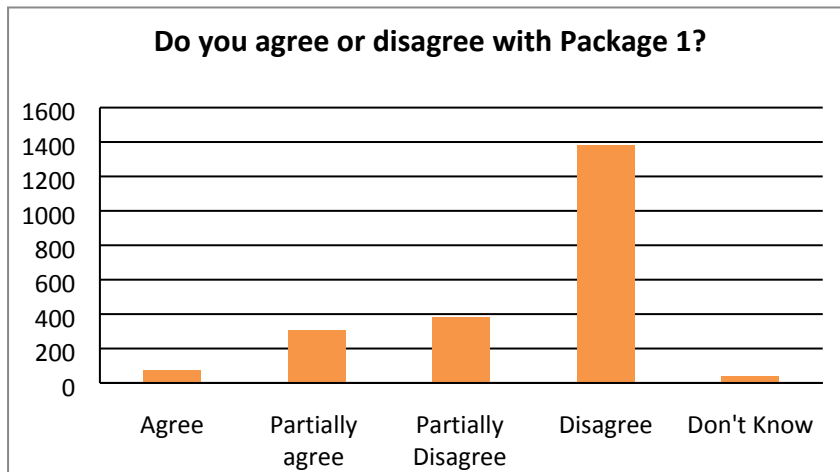


Chart 5 - Package 1

Package 1 attracted the most significant response online and by email. 420 of the 430 emailed responses to this consultation included comments about at least one of the schemes within this package.

A significant majority of the respondents disagree with this Package overall - 81% disagree or partially disagree with Package 1.

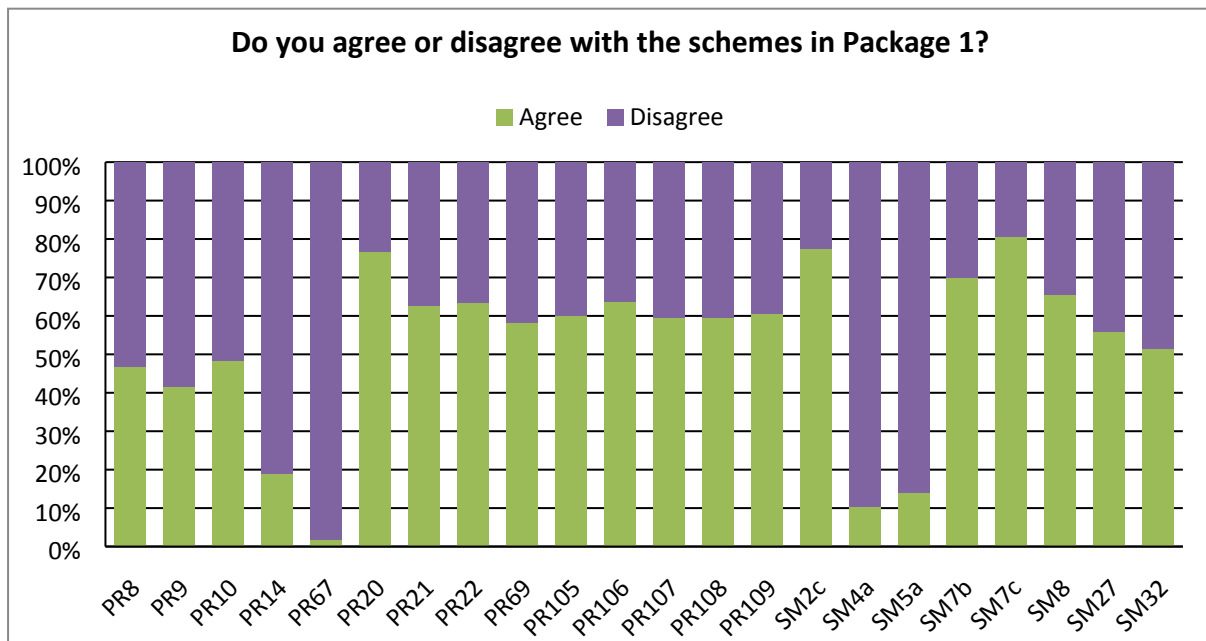


Chart 6 - Package 1 Schemes

Four schemes in particular attracted a significant majority in disagreement (over 80%):

- PR14 - filtered permeability measures at Lawn Lane arm of the Plough Roundabout
- PR67 - Fishery Road cycle and bus only
- SM4a - Magic Roundabout - bus focus
- SM5a - A414 'street' and bus priority without bypass

The most common concerns about PR67 are the impact of closing Fishery Road on St John's Road, including extra traffic through the village, and more traffic rerouting via the lane and Winkwell bridge. Fishery Road is a key route in and out of this segment of Hemel Hempstead, including for people heading north on the A41 from Bourne End. Concerns about PR14 similarly centred on the potential traffic impact and the suitability of the alternative routes (Durrants Hill Road and Cornerhall).

Comments about SM4a in general convey the view that the magic roundabout works reasonably efficiently as it is, and a concern that bus priority would affect its function and capacity for other vehicles. Similarly many comments about SM5a were showing concern about potential impacts on the capacity of the road and a desire to maintain the route for a higher volume of vehicles. Some comments question the rationale for bus priority. However, some commenters thought it worth looking into options for using the width of the road for different users.

The following schemes had more of a split in opinion, with between 42% and 51% support / 58% to 49% disagreement:

- PR8 - Segregated Fishery Road cycle link
- PR9 - A4251 London Road pedestrian/cycle enhancement
- PR10 - Two Waters A4251/A414 junction reorganisation
- SM32 - Streetscape enhancements in Apsley/Two Waters area

The remaining schemes showed overall majority support, but ten of these have at least a third of respondents disagreeing.

## Package 2 Proposals

Views were mixed on Package 2. 48% either agree or partially agree with the package overall; 38% disagree or partially disagree.

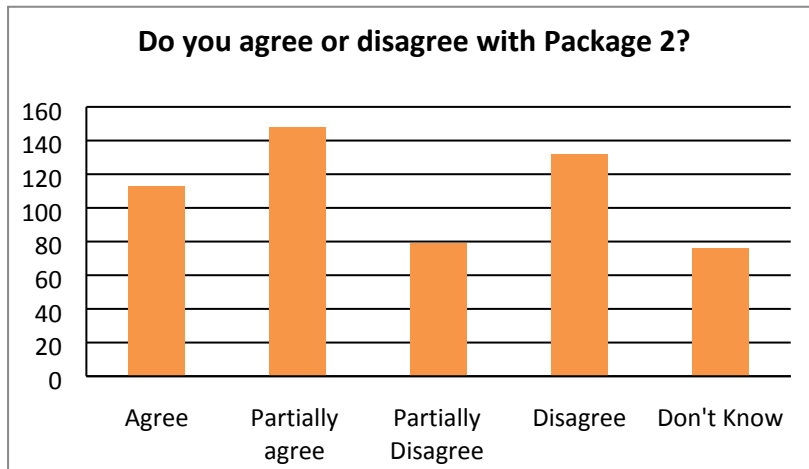


Chart 7 - Package 2

Most of the proposals within the Package have a majority of at least 60% of respondents in agreement.

The linked group of projects to create 'quietway' type facilities for pedestrians and cyclists (PR28, PR97, PR98 and PR99) attracted a majority (between 54% and 61%) of respondents in disagreement, but nevertheless a reasonable showing in support. The comments provided indicated some views against removing capacity for motor vehicles; other comments suggest people are not persuaded that these routes would be used or useful for people walking or cycling.

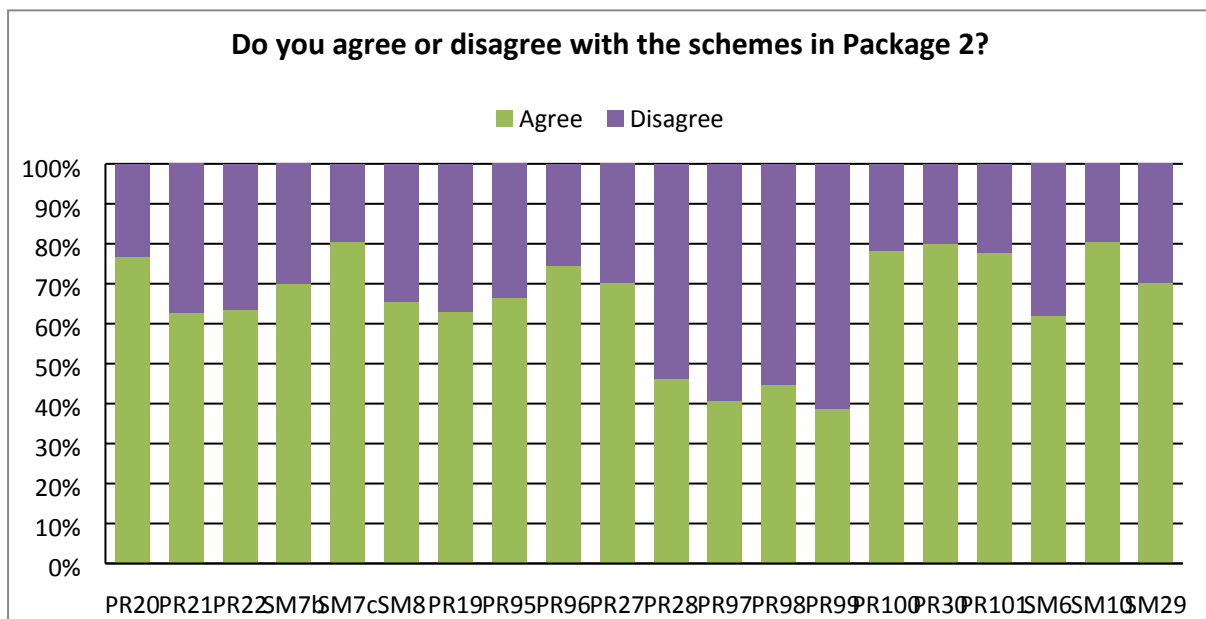
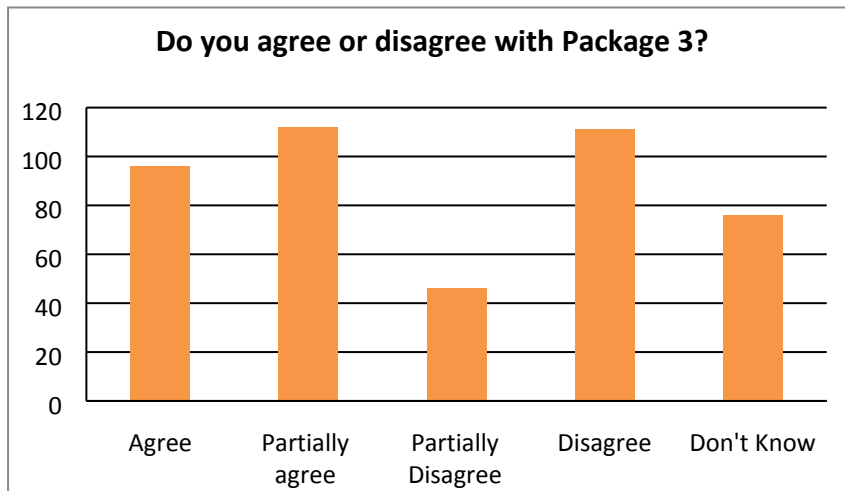


Chart 8 - Package 2 Schemes

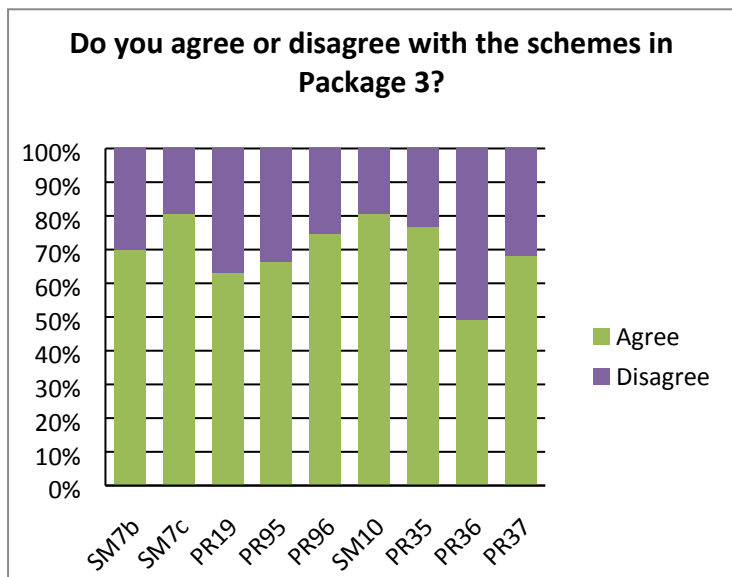
## Package 3 Proposals



**Chart 9 - Package 3**

Views are mixed on Package 3. 47% of respondents were in agreement or partial agreement, compared to 36% in disagreement or part disagreement.

All but one of the scheme ideas within Package 3 has at least 60% of respondents in agreement. However PR36 (A1081 Harpenden town centre capacity reduction and streetscape improvements) shows a split of opinion (49% agree, 51% disagree). The comments show concerns about congestion and queuing, and the need to maintain routes for traffic.



**Chart 10 - Package 3 Schemes**

## Package 4 Proposals

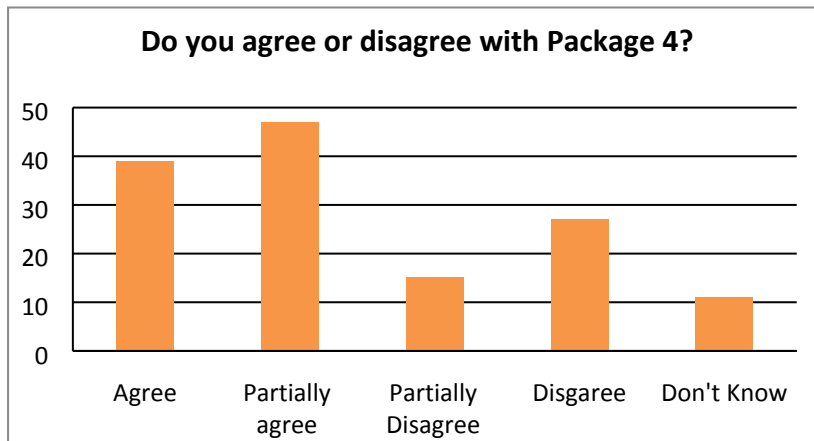


Chart 11- Package 4

There were fewer respondents in total (130) to this package than Packages 1 to 3. 62% of the respondents agreed or partially agreed with the package, with 30% disagreeing or partly disagreeing.

Proposal SM16b (M1 J6a/M25 J21 all movement additional slips plus A405 full downgrade) had a majority of opinions in disagreement (60%). The comments show there is general support for additional slips to allow more direct movement between M1 and M25, however there is concern about the concept of removing any capacity from the A405 between J21a and J6 and some views against bus priority.

The other schemes show a majority of respondents in agreement (at least 58%). Of the four alternative approaches for the Abbey Line P&R hub, SM13d (relocating Park Street) has the least support.

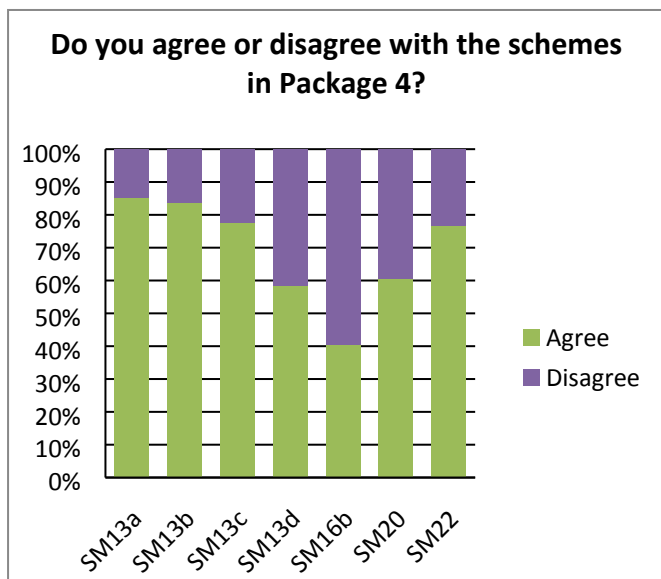


Chart 12 - Package 4 Schemes



## Package 5 Proposals

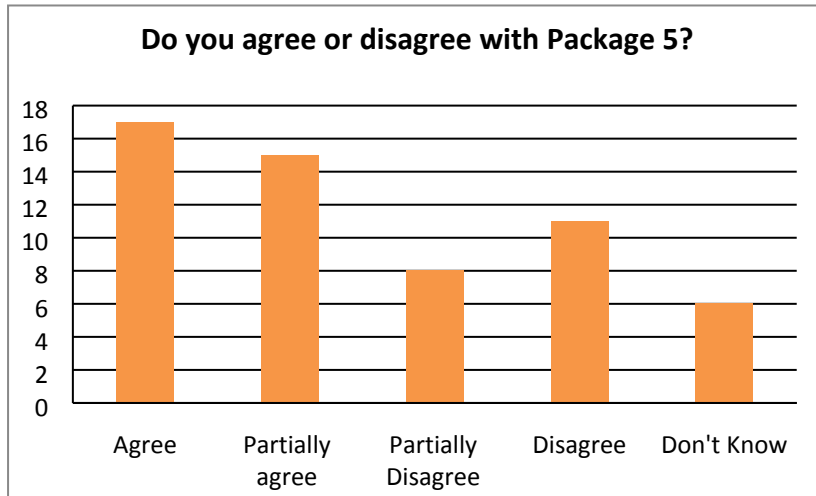


Chart 13 - Package 5

Package 5 attracted a very low number of respondents (57), of which 56% agreed or partly agreed with the package.

Proposals PR45 and PR85 had less support among the respondents. The response rate was however very low for both questions.

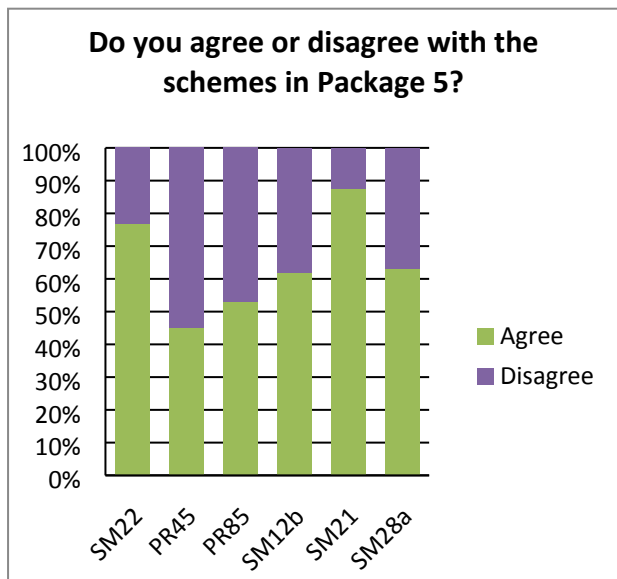


Chart 14 - Package 5 Schemes



## Package 6 Proposals

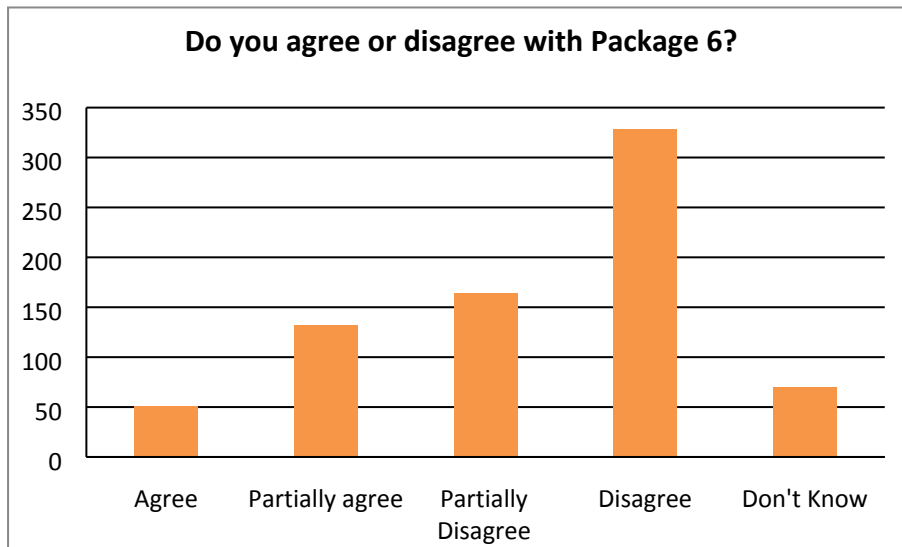


Chart 15 - Package 6

Package 6 covers some of the same content and area as Package 1, and attracted a higher response rate than most other packages. 66% of respondents disagree or partly disagreed with its proposals.

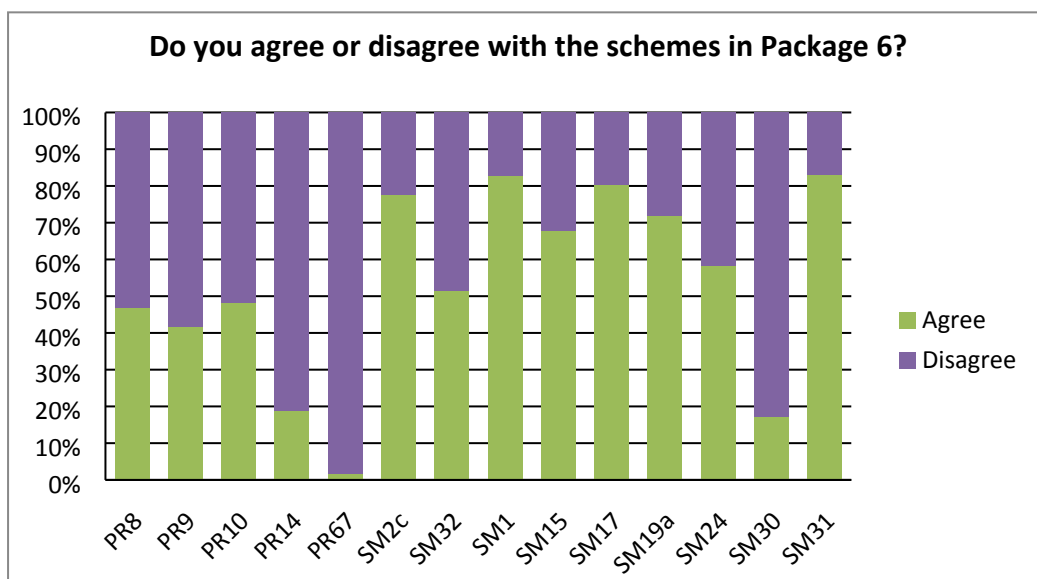


Chart 16 - Package 6 Schemes

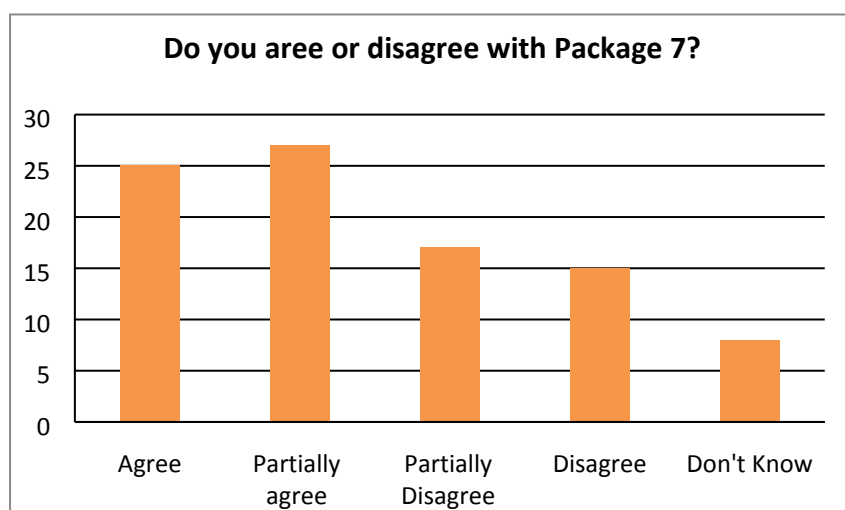
PR8, PR9, PR10, PR14 and PR67 had a majority of respondents in disagreement. Proposal SM32 had a split of opinion. See discussion under Package 1.

SM30 (A41 bus priority) had a significant majority disagreeing with the proposal. Primarily concerns expressed within the comments are about loss of capacity for all vehicles. Most

respondents appeared supportive of a bus lane if it were an additional lane. However there are some views against bus priority in principle.

The remaining proposals within this package had a majority in agreement.

## Package 7 Proposals



**Chart 17 - Package 7**

Package 7 attracted a low response rate (less than 100). 56% of the respondents agreed or partly agreed with the package.

Many of the proposals had a significant majority of respondents in agreement. Proposals SM24 (Watford junction one-way system re-configuration and road space consolidation) and PR72 (Watford Ring-Road gateway junction enhancements) had a smaller majority in agreement (less than 60%). Comments regarding PR72 indicated views against introducing 20mph zones affecting the ring road. There were very disparate views within the comments for SM24, however perhaps a general sense that the frontage and access should be addressed suitably with any redevelopment of Watford Junction.

A majority of respondents disagreed with proposal SM23b (Colonial Way - St Albans Road bus and cycle only link) - there was more support for SM23a (all-vehicle Colonial Way link). A significant majority disagreed with SM26 (Two-way ring road and truncation). The comments indicate concerns about the impact on traffic, car park access, and general confusion. The purpose of the scheme was not clear.

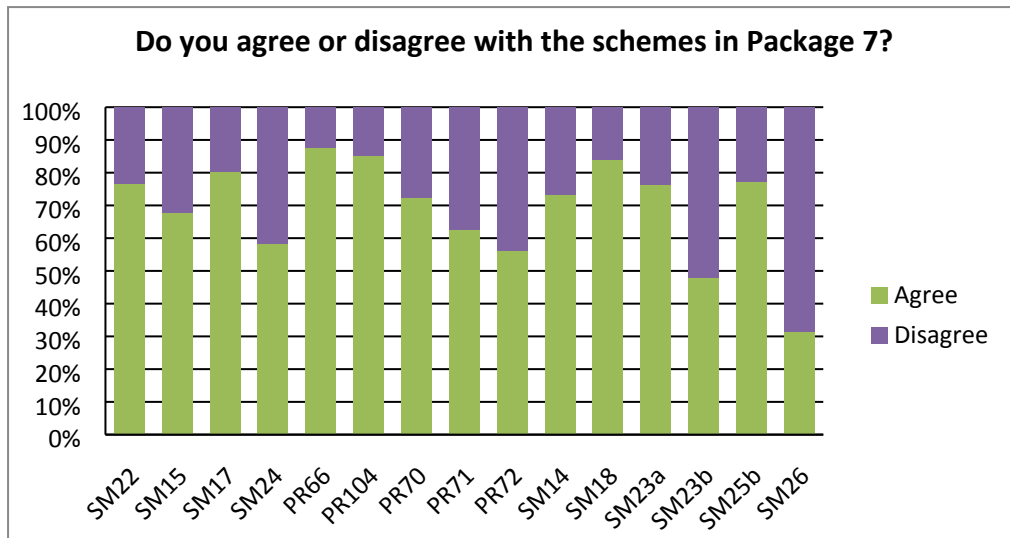


Chart 18 - Package 7 Schemes

### Package 8 Proposals

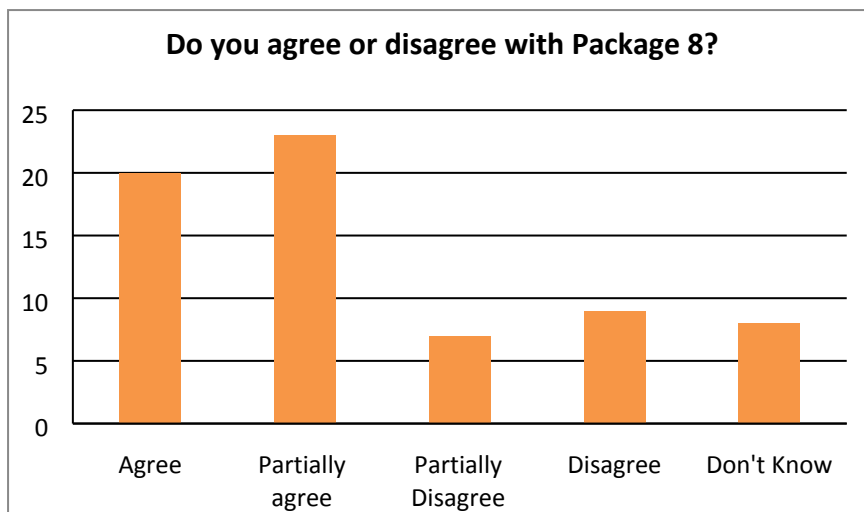


Chart 19 - Package 8

Package 8 attracted a low level of response (less than 100). 64% of respondents were in agreement or part agreement with the package.

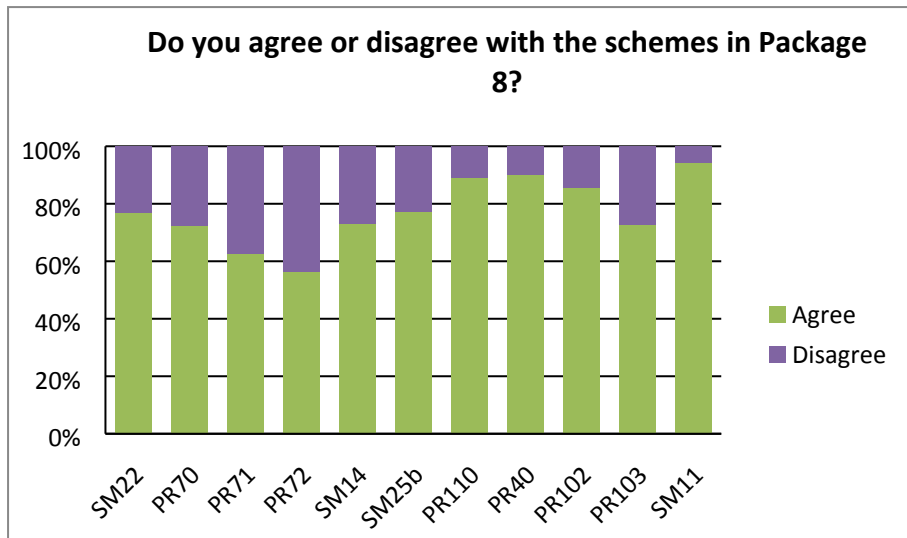


Chart 20 - Package 8 Schemes

All the scheme proposals had support overall - albeit the number of respondents for each question is very low. Views were slightly more mixed on PR72 (see package 7 commentary).

### Package 9 Proposals

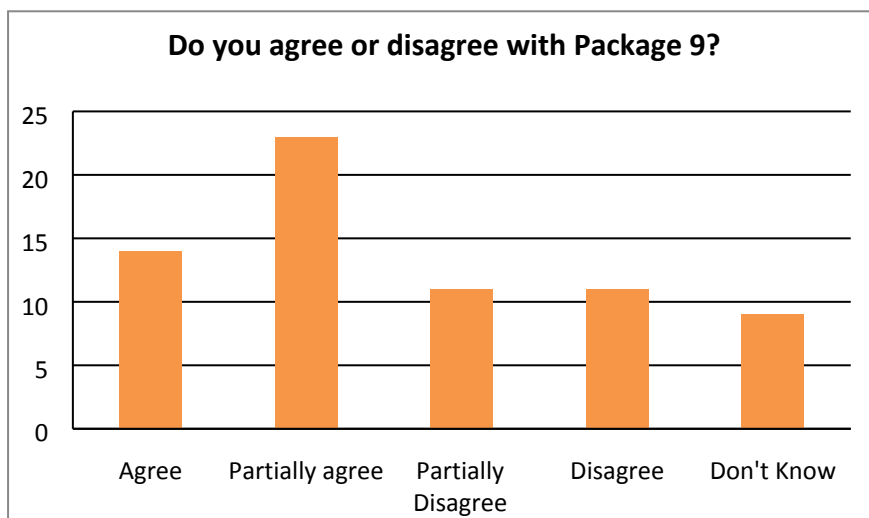
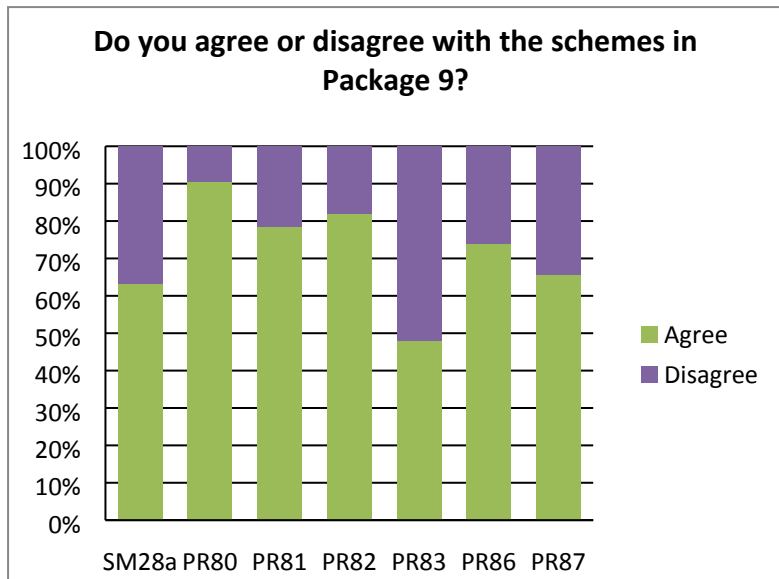


Chart 21 - Package 9

Again, Package 9 attracted a low level of response (less than 100). 54% of respondents agreed or partially agreed with the Package.



**Chart 22 - Package 9 Schemes**

Most of the schemes showed over 60% of the respondents in agreement. Scheme PR83 (Enhanced linkage between Homestead Rd (Rickmansworth Station) and Victoria Close) however had a small majority in disagreement. The comments received indicate general support for a surface-level crossing, but a desire to retain the existing subway as a pedestrian facility. There were a minority of views against the crossing due to impact on traffic.

## Key stakeholder responses

Representations were received from Dacorum Borough Council, St Albans District Council, Three Rivers District Council, and Watford Borough Council among the key stakeholders. Responses were also received from Transport for London, Highways England, Buckinghamshire County Council, several Parish Councils, some local bus operators and local transport campaign groups, among others. Historic England was the only Environmental Body to respond to the consultation.

Summaries of key stakeholder responses are provided below.

### Dacorum Borough Council

- Support the holistic approach taken to transport
- Were unclear how the measures in the Local Transport Plan around M1 J8 and A414 align to Growth & Transport Plan measures
- Would like further discussions with HCC over various schemes
- Questions raised over schemes SM32, PR8, SM4, SM27, SM5, SM2, PR10, SM6, PR19, SM30, including queries over effects of reduced capacity.

### St Albans District Council

- Highlighted need to ensure compatibility between South West Hertfordshire GTP and the South Central Hertfordshire GTP which both relate to St Albans.
- In principle support for the objectives, but would like objective to more clearly acknowledge significant and essential road investment supporting major new development
- Queries over the approach taken to the Strategic Interventions, and comment that more clarity may be required due to dependencies between some projects
- Support elements in Packages 1, 2 and 3 which assist delivery of East Hemel Hempstead
- Support elements of LP6 which seeks to improve transport in Harpenden
- Support elements of Package 4 that fit with SADC Local Plan strategy
- Would have concerns about SM13 options if they result in loss existing Abbey Station or if any bus routes competed with the Abbeyline and could affect viability.

### Three Rivers District Council

- Objects to replacement of a road lane on A405 with a bus lane (SM16)
- Requests that existing sections of A405 cycleway (SM20) be maintained to higher standard before any new sections be included
- Objects to SM12 (Holywell to South Oxhey cycle & bus link), highlighting existing cycle route status and desire to ensure that it doesn't become a route open to all traffic. Queries that there would be demand for a bus route to make it viable.
- Would prefer further investigations to see whether SM28 bus & cycle link should be open to all traffic
- Objects to a bus lane on the A41 and highlights concerns about viability of bus routes
- Seeks commitment from HCC to fund existing bus routes that aren't operating commercially (including 318)

- Requests removal of SM19a (Kings Langley P&R) unless suitable site is identified and commitment to financially support bus routes
- Supports SM1 (Junction 20 capacity)
- Supports concept SM25b (M1 J4 slip roads)
- Request removal or clarifications on SM20, PR80, PR87, PR110, PR40 and PR103, as believe duplicate existing schemes
- Supports PR81, PR87
- Objects to removal of the underpass as part of PR86
- Requests all references to SM3 be removed
- Request confirmation that South West Herts Cycling Study remains as current policy
- Suggests the London Air Rail Transit system (M25 light rail) be included in this and other GTPs
- Suggest bus priority measures be considered on all A roads
- Confirms that TRDC strongly supports development of any route on the former Met Line extension corridor, and would like commitment to open route to cycling from 2019 and as a bus only route, before longer term ambitions.
- Welcome commitment to review the plan
- Welcome the focus on promoting non-car modes, but questions approach of GTP and whether significant volumes of trips can be shifted from private cars.
- Would prefer more mention of soft measures and new technology, including proposals to improve traffic management through technology
- Concerns regarding EqIA which council considers doesn't consider impacts on specific groups (primarily in relation to risk of hate crime on public transport and public spaces)
- Concern over geographic scope of plan, which doesn't cover Chorleywood, Maple Cross or parts of Rickmansworth

### **Watford Borough Council**

- Suggests reference be made to Joint Strategic Plan in section 2
- Considers Figure 13 dominated by road network and rail lines should be more identifiable
- Welcome and confirm need to retain commitment to improving connectivity across Watford and seeking to safeguard disused rail route.
- Would prefer more reference to challenges not relating to cars and road congestion (such as air quality, cycle route network, pedestrian congestion)
- Welcome priority on cycling, walking and public transport and highlight opportunity of major new development.
- Agree with Package 4, including park & rail hub (SM13) and attempts to improve Abbey Line infrastructure
- Would support feasibility study on passing loop for Abbey Line and creation of Cross County Bus Rapid Transit
- Support creation of multi-modal route on A405 (SM16) and A405 cycleway improvements (SM20)
- Suggests parking strategy should inform planning of Park & Ride sites
- Agree with Package 5



- Highlights importance of safeguarding the disused railway line for future opportunities, and request clearer inclusion of Strategic Interventions in relevant Packages
- Agree with Package 6 and support all interventions to encourage more sustainable transport between Hemel Hempstead and Watford
- Agree with Package 7 but highlight further detail required.
- Consider Colonial Way Link (SM23) only viable as a pedestrian and possibly cycle route
- Agree with Package 8, highlighting poor air quality and poor environment for walking and cycling at Bushey Arches.
- Agree with Package 9, particularly Ebury Way and better bus services to Western Gateway area.
- Request further liaison with HCC over various interventions for central Watford and testing in Paramics model.
- Comment that efforts to restrain car use need to be pursued in tandem with interventions proposed to optimise potential. Projects in this plan, such as removal of lanes to provide bus priority, are welcomed and WBC encourages this approach be maintained.
- Conditional support to: SM31, PR66, PR104, SM24, PR72
- Support to: SM13, SM16, SM20, SM22, PR45, PR85, SM12b, SM21, SM22, SM28a, SM15, SM17, SM19a, SM24, SM30, PR70, PR71, PR72, SM14, SM15, SM17, SM18, SM22, PR40, PR102, PR103, PR70, PR71, SM11, SM13, SM22, PR20, SM28a
- Object to: SM23a, SM23b

### Highways England

- Supportive of working with HCC to further investigate transport schemes that may deliver joint benefits.
- Particular interest in proposals relating to M25 J20, M1 J5 and A405

### Historic England

- Welcome general principles underlying objectives and potential knock-on positive effects on historic environment. Suggest historic environment be added to Objective E.
- Welcome project PR36 and highlight Harpenden centre conservation area status and need to enhance heritage assets as part of any highway works or streetscape projects.
- Recommend Appendix 3 Sustainable Development Principles include reference to desirability of sustaining and enhancing significant heritage assets.
- Assessment of impacts on townscape, historic landscape and heritage assets should be included in any future assessment of route or infrastructure options, and involving local authority conservation and archaeology staff

No consultation responses were received from Natural England or the Environment Agency.

### Transport for London

- Broadly welcomes the transport measures proposed
- Looks forward to continuing to work with HCC in assessment of potential alternatives to Met Line Extension project
- Would welcome measures especially bus priority between Bushey and Stanmore A4140.

### **Sullivan Buses**

- Support SM16b improving access and speeding up journeys for buses on A405
- Note that bus route structure should be left to bus operators to decide based on financial viability, unless HCC wants to return to supporting bus services
- SM24 - would be concerned about reducing road space on Station Road causing queues and blocking bus lane, and also concern about reversing flows on Woodford and St John's Road
- SM26 - would need to ensure buses can access Beechen Grove and Water Lane without delay during any works on flyover. Any at-grade crossing of High Street should be one way towards Beechen Grove.
- PR66 - note space to pick up and set down passengers at Water Lane is not adequate
- Consider some form of bus priority is needed for buses travelling south on Beechen Grove. Bus priority should be included in any plans for ring road.
- Disappointed that opportunity to improve north south flow through Bushey Arches has not been tackled fully and would like to see a more extensive piece of work done on traffic flows and using Thomas Sawyer Way.
- Suggest Lower High St bridge over R. Colne be widened to enable two lanes north bound, and widening Lower High Street to two-lanes south bound at Dalton Way/Waterfields Way junction.
- Note TfL route 142 serves purpose of SM11
- Would like to see more initiatives proposed for Hertsmere

### **Carousel Buses**

- Support emphasis on encouraging non-car modes and active travel.
- Consider walking, cycling and buses should be given equal priority in new infrastructure schemes.
- Strategic Interventions - Support improvement to Watford cross-town connectivity
- PK1 - Support improvements to Hemel Hempstead cross-town connectivity, however emphasise cycle lane shouldn't compromise bus route operation
- PK 5 - Support emphasis on improvements to bus accessibility
- SM22 - all bus operators need to be included in any bus route reconfiguration studies from the outset
- PK7 - support aim to reduce traffic congestion in central Watford
- Support PR66 and PR104 (bus interchange improvements)
- Concern that making ring road two-way or truncating (SM26) might make some services less convenient

## Other

There were no comments received relating to the Strategic Environmental Assessment.

There was only one comment about the EqIA, from Three Rivers District Council.

There were a number of comments from participants relating to the content and format of the consultation materials and also the promotion of the consultation to the public. Some of the themes that emerged:

- Difficulty in understanding the content of the plan and some comments and queries about technical language
- Some calls for clearer supporting graphics - although others found the graphics useful
- Dissatisfaction with the length and complexity of the survey
- Many felt more information about scheme proposals would help and there was some frustration about vagueness in the scheme proposals.
- Some respondents were concerned that the consultation questions were manipulative and were worried about how their responses may be used
- Participants want there to be further consultation on the schemes when there is more detail about them
- Some respondents feel the consultations need to be promoted better

## Conclusion

The public consultation attracted 2,900 online responses, along with 430 emailed responses. The vast majority of responses focused around Hemel Hempstead and a number of scheme concepts in the Boxmoor, Apsley and Two Waters area.

The consultation indicated that although there is a good level of support among the public for improving sustainable transport options, many people are also nervous about the implications for traffic levels and many do not want to see reduced road capacity for cars. Two of the objectives did not appear to have overall support, and a number of scheme concept proposals also had high levels of disagreement. From comments received, it can be inferred that some responses to the plan consultation have been influenced by strong views on individual schemes.

Generally key stakeholders supported the direction and focus of the GTP on improving sustainable modes, however there is divergence between some of the local planning authorities on some aspects. Key stakeholders have highlighted their desire to continue to work with the county council on investigating and developing proposals in the GTP.

The consultation results underline a need for the County Council to consider how it communicates with the public about transport plans and scheme proposals and the messages being given around the county council's policy direction on transport.

## Reference list of scheme numbers and names

Ref.	Scheme or Project Name
PR8	Segregated Fishery Road cycle link
PR9	A4251 London Road pedestrian/cycle enhancement
PR10	Two Waters-A4251/A414 junction reorganisation
PR14	Filtered Permeability measures at Lawn Lane arm of Plough Roundabout
PR19	East Hemel (Maylands) Multi-Modal Transport Interchange
PR20	Nickey Line north-south extension
PR21	A4147 cycleway
PR22	A414 cycleway: Hemel Hempstead to Park Street
PR27	Wood Lane End - Boundary Way connection
PR28	Quietway - Buncefield Lane southern section
PR30	New lighting on entire route within urban area
PR35	M1 J10 southbound on slip capacity improvement
PR36	A1081 Harpenden town centre capacity reduction and streetscape improvements
PR37	A1081 cycle corridor
PR40	Improved South Oxhey-Carpenders Park link
PR45	Ascot Road bus priority
PR66	Public Realm enhancements at Water Lane/High Street bus interchange
PR67	Fishery Road cycle and bus only
PR69	Wood Crescent-Runham Road-Wheelers Lane (ski centre) cycle and pedestrian improvements
PR70	Exchange Road missing cycle link (Vicarage Road)
PR71	Lower High Street shared use cycle path
PR72	Watford Ring-Road gateway junction enhancements
PR80	Ebury Way wayfinding and access enhancements, Rickmansworth
PR81	Church Street 20mph Zone, Rickmansworth
PR82	Homestead Road Rickmansworth Station bus stop linkage
PR83	Enhanced linkage between Homestead Rd (Rickmansworth Station) and Victoria Close
PR85	Ascot Road -Whippendell Road-Rickmansworth Road road space consolidation
PR86	A404 Riverside Drive, Church Street Roundabout minor enhancements
PR87	A412-A404 Riverside Drive Uxbridge Road Roundabout Cycle Crossings, Rickmansworth
PR95	Maylands central car park
PR96	Maylands Shuttle Bus and ML1 enhancements
PR97	Quietway - Buncefield Lane central section
PR98	Quietway - Buncefield Lane northern section
PR99	Quietway - Cherry Tree Lane
PR100	Improved step free access from Cherry Tree Lane
PR101	Improved step free access from Three Cherry Trees Lane
PR102	Anthony Close, The Pathway, Watford Heath pedestrian and cycle links
PR103	Delta Gain (South Oxhey-Carpenders Park) pedestrian and cycle links
PR104	Public Realm enhancements at Beechen Grove bus interchange

PR105	Lower Yott-Windmill Road cycle and pedestrian improvements
PR106	Jarman Park cycle and pedestrian improvements
PR107	Bennetts End Road cycle and pedestrian improvements
PR108	White Hart Road-Longlands cycle and pedestrian improvements
PR109	Leverstock Green Rd cycle and pedestrian improvements (incl. at-grade crossing)
PR110	By-the-Wood -Oxhey Lane -Merry Hill greenway cycle link
SM1	Capacity improvements to M25 J20 and Hunton Bridge roundabout
SM2c	Substantial enhancement to Hemel Hempstead station
SM4a	Magic Roundabout - bus focused improvements
SM5a	A414 multi-modal street & bus priority w/o bypass
SM6	Hemel Hempstead Eastern Spine Road – multi-modal focus
SM7b	M1 Junction 8a (additional junction)
SM7c	M1 Junction 8 enhancement
SM8	Hemel Hempstead town-wide bus service reconfiguration
SM10	M1 dedicated coach service connecting Luton and Hemel Hempstead (or Greenline 757 diversion)
SM11	Public transport links south of Watford
SM12b	Holywell to South Oxhey cross-Colne sustainable link (cycle and bus only)
SM13a	Abbey Line Park & Rail Hub: Extension of Park Street Station platform
SM13b	Abbey Line Park & Rail Hub: Additional station and facility
SM13c	Abbey Line Park & Ride Hub: Additional station and bus only link to Cottonmill Lane
SM13d	Abbey Line Park & Rail Hub: Park Street station relocated
SM14	Watford M1 J5 Park and Ride
SM15	Watford Junction -Town Centre (Clarendon Road) public realm enhancements
SM16b	M1 J6a/M25 J21 all movement additional slips plus A405 full downgrade
SM17	A411 Hempstead Road and Grand Union Canal Corridor cycle improvements
SM18	Parking Strategy Action Plan (includes cycle parking provision and regulation of freight deliveries)
SM19a	A41 Kings Langley Station Park and Ride
SM20	A405 Cycleway
SM21	Watford northern orbital cycle link
SM22	Watford Area bus reconfiguration (study)
SM23a	Colonial Way - St Albans Road all traffic link
SM23b	Colonial Way - St Albans Road bus and cycle only link
SM24	Watford Junction one-way system re-configuration and road space consolidation
SM25b	Additional slip roads at M1 Junction 4
SM26	Two-way Ring Road and Truncation
SM27	Magic Roundabout cycle flyover
SM28a	Watford Business Park southern access: Buses, pedestrians and cycles only
SM28	Watford Business Park southern access: Buses, pedestrians and cycles only
SM29	A414 J8 cycle bridge
SM30	A41 bus priority measures
SM31	Enhanced Watford-Hemel bus services
SM32	Streetscape and walking/cycling enhancements in Apsley/Two Waters area

