

**Appendix B - List of Proposed Significant Changes to Draft South West Herts Growth
& Transport Plan (June 2018 consultation version)**

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(as at 18/2/2019)

Change ref	Ref	Chapter/s	Type	Change required	Reason
x053	Intro	Ch1	Graphic	Add coverage map with GTP areas, A414 and A505 corridors and relevant statement about alignment of GTPs and supporting documents of LTP	Clarity
x044	Intro or Policy context	Ch1, Ch2	Content	Add text on which documents/strategies are superseded by this GTP on its adoption, and which are retained: including SWH Cycle Study and any UTPs covering areas outside the area of the GTP (Tring, Berkhamsted & Northchurch), until such a time that these are revised or replaced by another plan or strategy. Superseded: SWH TP, Hemel Hempstead UTP. Add on a paragraph on LCWIPs	Clarity, especially on status of SWH Cycle Study
x062	Policy	Ch2	Content	Review and update for LTP4 adoption. Add text articulating linkage between SWHGTP and LTP4 and its supporting docs and strategies (inc. A414, other GTPs)	Clarity and accuracy
x064	Growth	Ch3	Content	Review text on LPs, trajectories, JSP, sites etc. Add/amend paragraphs on JSP/housing targets with new growth projections (where available)	Reflecting changing situation
x063	Fig 18	Ch3	Graphic	Add annual target housing need (draft government figures) alongside annual target for current LP. Footnote to mark provenance.	Clarity and representing stakeholders' position
x048	Fig 19	Ch3	Graphic	Add new LP sites (NE Harpenden, East and North St Albans)	Reflecting current situation
x051	Growth	Ch3	Content	LEP SEP - has now been refreshed. Are there new priorities? Need to bring section up to date	Accuracy and up to date
x067	Current Toolbox	Ch6	Structure	Separate out 'Current Toolbox' into another section - ie. not integrated in Future Trends. Add more content to this section on the softer measures, behaviour change, signpost Appx E, and emphasise importance in supporting the primarily infrastructure interventions set out in the Packages	Clarity of structure and rationale
x092	Strategic Interventions	Ch6	Content	Make clear that TRDC support use of former-MLX route for sustainable transport etc	Accuracy and representing stakeholders' positions
x073	Strategic interventions	Ch6	Content	Clearer approach on the Strategic interventions in that chapter. Integrate further into Packages where appropriate (Abbey Line, MLX, possibly reference MRT in PK1 and 2)	Clarity of structure and rationale for packages
x107	Fig 33	Ch6	Graphic	Update to Herts cross county Mass Rapid Transit - to fit A414 strategy	
x039	SM33	Ch6,	Scheme	Remove all references to these excluded schemes, including in appendices	Clarity and voiding

		Appendices			misunderstanding
x037	SM3a&b	Ch6, Appendices	Scheme	Remove all references to these excluded schemes, including in appendices	Clarity and voiding misunderstanding
x038	SM9	Ch6, Appendices	Scheme	Remove all references to these excluded schemes, including in appendices	Clarity and voiding misunderstanding
x001	PR8	PK1, PK6	Scheme	Amend to Fishery Road improved pedestrian and cycle link. Revise description so less prescriptive and more outcome focused - improving cycling and pedestrian connectivity along Fishery Road towards the station and safer environment for all users.	Reflecting uncertainty in what any scheme could look like.
x002	PR9	PK1, PK7	Scheme	Revise description so less prescriptive and more outcome focused - Slower speed, safer and more attractive environment and more priority for people walking and cycling. Recognition as a key bus route - consider bus priority	Reflecting uncertainty in what any scheme could look like.
x003	PR10	PK1, PK8	Scheme	Add mention of bus priority at the junction, but otherwise leave as is	Split opinions
x004	PR14	PK1, PK6	Scheme	delete - no replacement	Likely adverse impacts of proposed scheme.
x005	PR67	PK1, PK10	Scheme	delete - PR8 only	Likely adverse impacts of proposed scheme.
x006	SM4a	PK1	Scheme	Revise description to reflect uncertainty - eg. Explore options for bus priority on and /or leading up to the Magic Roundabout. Link to A414 bus corridor more clearly. Change name to 'Magic Roundabout - Bus focused improvements'	Reflecting uncertainty in what any scheme could look like. Ensuring alignment with A414 Strategy
x007	SM5a and b	PK1	Scheme	Change to A414 multi-modal and bus priority improvements. Removes the abstract word 'street' and 'w/o bypass', to avoid misleading and to be more in line with the vision set out in the A414 Corridor Strategy.	Ensuring alignment with A414 Strategy. Clarity on scheme intent and rationale
x211	SM5b	PK1, PK2	Scheme	Change SM5b to show an orange tick. Rename as 'Northern Distributor Road' instead of bypass. Describe as being a longer term prospect in line with potential Garden Communities development.	
x028	SM8, SM10, SM22, SM31	PK1, PK2, PK6, PK4, PK5, PK7, PK8	Scheme	Clarify emphasis - our strategy is about encouraging Operators and Intalink to make best use of data and technology to optimise their routes and attract demand, and they will be supported and enabled through provision of bus priority measures and network improvements intending to deliver more frequent and reliable services,	Reflecting relationship with bus operators and reflecting current approach

				and attracting greater usage. Clarify in text role of operators/Intalink in all bus route study schemes etc - some may be linked to new infrastructure	
x088	SM27	PK1	Scheme	Revise description to: 'A cycle bridge over the Magic Roundabout that primarily connects routes on St Albans Road to Station Road and Two Waters Road., providing a safe, attractive, and user-focused facility.'	Placing fitness-for-purpose at centre of scheme
x008	SM32	PK1, PK6	Scheme	Revise description so less prescriptive and more outcome focused - to create a slower speed, safer environment for walking and cycling. Must remain suitable as a bus route - A4251 key route. Streetscape improvements which could include Rephrase 'beautification' Remove 'Shared space' reference. Focus on outcome - ie.	Reflecting uncertainty in what any scheme could look like and recognising functions of the road
x009	PR95	PK2, PK3	Scheme	Remove scheme	Consistency with other plans. Not reflecting current approach
x010	LP4	PK2	Scheme	Add new project to Linked Project group - toucan crossing on Breakspear Way	To accurately reflect scheme
x040	SM6b	PK2	Scheme	Remove sentence 'designed to minimise rat running'. Ensure fit with A414 strategy and any future plans for Hemel northern link road.	To ensure consistency and clarity of direction
x079	PK3	PK3	Scheme	Create new linked project group comprising small projects relating to signage and an additional ped/cycle crossing on Lower Luton Road in northern part of Batford. To support the Harpenden growth sites, aiming to aid connectivity to station etc.	To ensure Harpenden is covered fully in SWHGTP
x011	PR36	PK3	Scheme	Change scheme name and description. 'Improve the streetscape and layout in Harpenden town centre and on Station Road for pedestrians and cyclists making journeys within the town (e.g. to/from the station), whilst ensuring suitable environment for buses and seeking to enhance heritage assets. Could involve narrowing of the road, more crossings and speed tables. Should complement PR35 in terms of discouraging rat-running traffic avoiding congestion on the M1.'	Clearer direction and reflecting comments made
x012	SM16b	PK4	Scheme	Amend description to include 'Seek options to use freed up capacity on A405 brought about by new junction slips, in order to improve bus priority, such as with bus lanes in both directions.' Amend scheme name to 'M1 J6a/M25 J21 all movement additional slips plus options for A405 bus priority'	Reflecting views and dependencies
x213	SM16c	PK4	Scheme	Revise scheme name to 'M1 J6a/M25 J21 partial additional slips plus options for A405 part bus priority'. Add to description 'seeking options to use any freed up capacity on A405 to provide additional bus priority'	

x102	SM22	PK4, PK5, PK7, PK8	Scheme	Amend description to match SM8 - working with bus operators to explore potential reconfigurations of bus services, and encouraging best use of data and technology to optimise bus routes and attract demand. Also pick out Bushey and London fringe connecting routes liaison with TfL.	
x108	PK5	PK5	Scheme	Add new scheme for Watford cross-town connectivity study (ie. MLX alternatives) to PK5 and PK7	
x014	PK5	PK5	Package	Need to add clearer information on the Watford E-W/disused rail line - aspirations. First step study.	People not seeing this as part of the package or the logic of excluding. Perception 'ignored'. Quite a lot of support for 'something' on old rail line - eg. cycleway
x074	PK5	PK5	Scheme	Add reference to the Croxley Danes school in this chapter	Recognising school as new trip generator
x032	PK5 and 9	PK5, PK9	Package	New Scheme: Ebury Way Improvements. Enhance existing Ebury Way for walking and cycling including improved surface for all weather use, and better links onto wider network, including at Riverside Park, to King George V Playing Fields, and formalised access to Dwight Road and the Vale Industrial Park & Olds Approach Industrial Estate	Recognising importance of the route and placing it within the strategy
x212	SM12a	PK5	Scheme	Revise wording to recognise existing cyclable route by the cricket club.	
x017	SM12b	PK5	Scheme	Revise description to recognise it is an existing cyclable route by cricket club and Ebury Way itself. Explain in decision box why all traffic link is not desirable.	Aid clarity
x087	SM21	PK5	Scheme	Modify scheme name - Watford Western Gateway to Watford Junction orbital cycle route. Clarify description.	Clarity and avoiding misunderstanding
x090	SM28	PK5	Scheme	Change description to: 'A new southern access into the Watford & Croxley business parks area from Tolpits Lane for buses, pedestrians and cyclists only (bus services use existing roads to Moor Park, Northwood etc.).' Ebury Way pedestrian link to Dwight Road cover under new scheme (Ebury Way improvements).	
x083	SM14, SM19	PK6, PK7, PK4	Scheme	Add to description 'Comprehensive review of town parking and wider transport needs required to inform any P&R scheme.'	Reflecting need for further evidence
x086	SM21	PK6	Scheme	Need to add this scheme to Package 6 (table). Amend name in graphic	Accuracy

x018	SM24	PK6, PK7	Scheme	Change name to: Watford Junction - Station Road and Woodford Road road space consolidation and pedestrian, cycle and bus access improvements. Description: Improving cycle and pedestrian facilities and streetscape improvements on roads leading to Watford Junction Station, to encourage and facilitate sustainable travel to and from the station. Consideration to increasing width of footways, improving pedestrian crossings, reallocation of road space to sustainable modes, and improving bus priority and bus access to station. Would seek to complement or build on SM15.	Better reflecting focus of scheme
x019	SM30	PK6	Scheme	Clarify extent. Bus priority on approach and through J20 and J19, and on A41 between the junctions. Should consider potential of bus lanes with bus priority signals. Bus routes would be on the A4251 to serve Apsley and Kings Langley.	Clarity of scope and rationale
x091	SM31	PK6	Scheme	Clarify the intent of the scheme - about getting people to work places etc at Maylands, Western gateway. Maintaining and enhancing existing routes including 500 and 320. Currently they focus on town centres, which means business parks not well served or accessible from significant residential areas	Clarity of rationale
x023	PR72	PK7, PK8	Scheme	Remove reference to 20mph. Describe outcomes more clearly in the description. Add Water Lane as a junction needing consideration.	Reflecting policy and uncertainty around what a scheme could look like
x027	SM14	PK7, PK8	Package	Add to description 'Bus priority route to connect to Watford town centre to support P&R'.	Reflecting importance of connection to town
x082	SM18	PK7	Scheme	Confirm Parking Strategy Study to consider Park & Ride. Add to scheme description 'Study to investigate evidence base, case and options for Park & Ride as part of the parking strategy.'	
x024	SM23	PK7	Scheme	Draw out in the Decision text that the needs for all traffic link or restricted link to be confirmed through further investigations including modelling and considering wider context of growth and transport infrastructure in the town.	
x025	SM23b	PK7	Scheme	clarify in title includes pedestrians - bus, cycle and pedestrian	Clarity of intent
x029	SM26	PK7	Scheme	Redefine to: Integrated scheme of improvements on the ring road to improve access to the town centre by foot, cycling and bus. Investigation of options to include consideration of operation of the ring road, bus priority measures, improved crossings and reducing the impact of severance. Name: Ring Road multi-modal movement, access and permeability improvements	Clarity of intent and to allow full exploration or options
x022	PK8	PK8	Package	Add new scheme - Bushey Arches and Nearby Network - All Modes Traffic	Reflecting need for options

				Movement Study. Review of traffic and sustainable transport options on local road network around Bushey Arches (inc. Thomas Sawyer Way). Linking to MLX study/review of options. All modes (private vehicle, buses, cycle, pedestrian).	to be explored and potential opportunities for using new road
x030	PK8	PK8	Package	Need to add scheme SM12 to Package 8 as well as Package 5, as it would serve South Oxhey.	Reflect contribution to Package
x076	LP7	PK8	Graphic	Add graphic map to show new cycle links and connections in context of the area and Bushey Arches - how they help connectivity and congestion	Illustrating network context and scheme rationale
x077	SM11	PK8	Scheme	Delete and cover as part of SM22 - identifying options for service and route enhancements to North of London. SM22 renamed Watford Area Bus Services Study, and include reference to Bushey and the need to liaise with TfL.	
x093	PK9	PK9	Graphic	Replace Fig 56 with a more detailed graphic	Illustrating network context
x099	PR80	PK9	Scheme	Change name to 'Ebury Way access enhancements'. Specifics would be looked into further as part of project development, but consideration would be needed to wayfinding signage, road markings, cycleway surface and clearance, and junction treatments between Church Street, Skidmore Way and the Ebury Way itself.	
x033	PR83	PK9	Scheme	Add words 'surface-level road crossing'. Remove reference to closing of subway	Reflecting user concerns
x094	Cost estimates	Ch6	Content	Some additional wording to be included around costs being based on today's prices and do not necessarily take into account inflation. Similar wording exists in A414 Corridor Strategy.	
x095	EqIA	EqIA	Content	Review EqIA to ensure coverage of potential issues	
x101	SEA	SEA	Content	Complete and reflect as changes in Prospectus as needed	