

# Appendix C

## Prioritisation Tables

# Watford Cycling Prioritisation

Route No	Effectiveness and Policy Ranking (reverse)	Comment/Rationale	Technical Feasibility	Comment/Rationale	Scheme support - overall	Comment/Rationale	Alignment with known funding or existing scheme	Comment/Rationale	Total	Rank
Cycling Footpath Schemes	1	14	Pre-prioritisation ranking based on PCT outputs, Index of Multiple Deprivation, Place Matrix scoring and severance impacts and discussion with officers.	3	Low Risk - Existing route primarily using formalisation and improvement of existing facilities within the highway boundary or along the alignment of existing path. Likely to require significant additional approvals as predominantly on road or on existing off road cycle route. Liaison with retail park owners likely to be required. Few environmental or heritage concerns as using established routes.	2	Good support for this route from stakeholders but priority was questioned by Members as existing rather than new route. Concern over reliance on shared space and conflict with pedestrians in places.	Funding for footway resurfacing of Albert Rd South allocated. Connection of two SDAs - Watford Junction and Colne Valley.	21	1
	2	13	Pre-prioritisation ranking based on PCT outputs, Index of Multiple Deprivation, Place Matrix scoring and severance impacts and discussion with officers.	1	High Risk - Route is predominantly within the highway boundary but constrained space throughout. Requires provision of new cycle link through existing pedestrian High St area of Vicarage Rd. Footway level cycling and constrained space at junctions may require significant additional approval/consultation or regulation with residents and businesses. Impact on parking also likely to require further agreement/approval. No major environmental or heritage considerations.	1	Stakeholder support for a route in this area but acknowledgement that this is a constrained route support for exploration of alternative routes eg Thomas Steyer Way, Ebury Way. Significant concern related to constraints on Vicarage Road, difficulties with removing car parking.	Alignment with route identified in DIP. Potential for funding related to Watford General Hospital redevelopment & Accord Road local plan allocations.	17	3
	3	12	Pre-prioritisation ranking based on PCT outputs, Index of Multiple Deprivation, Place Matrix scoring and severance impacts and discussion with officers.	3	Low Risk - Existing cycle lanes on carriageway for the majority of the route there is space to deliver the facilities within the highway boundary in most sections. Additional approvals/regulations may be required for facilities at the Local Centre where footway level cycling has been recommended/practicable. No major environmental or heritage considerations.	3	Support for improvements at Dome Roundabout from Members. Lack of political support for footway level cycling through High Street/Local Centre area. Very strong support from stakeholders for concept of protected cycle route along length of St Albans Road.	Potential for s106 funding from bus station developer at Garston Lane/405 and potential development at Longspan Car park and on southern section of route. Alignment with route identified in DIP.	21	1
	6	11	Pre-prioritisation ranking based on PCT outputs, Index of Multiple Deprivation, Place Matrix scoring and severance impacts and discussion with officers.	2	Medium Risk - Mainly deliverable within the highway boundary but very constrained route at northern end. Route is but more deliverable at southern end where space is more available. Constraints could be overcome by use of alternative route suggested. Likely to be some impacts on parking at southern end of the route which may need particular regulation with residents. No major environmental or heritage considerations.	1	Concern over available space in sections particularly around Wigganall Road Bridge. Less strong than other routes. Recognition of existing facilities and need to focus on gaps. Concern that cyclists will be on wrong side of road south of the Colne River bridge. Lower High Street corridor to exist seen as main sustainable corridor in Watford Sustainable Transport Strategy.	Alignment with ATF scheme at Wigganall Bridge. Few funding opportunities on southern sections. Alignment with route identified in DIP.	16	5
	17	10	Pre-prioritisation ranking based on PCT outputs, Index of Multiple Deprivation, Place Matrix scoring and severance impacts and discussion with officers.	2	Medium Risk - Southern end of the route with stepped track provision at should be relatively straightforward to deliver within the highway boundary as width is available. Greater constraints at the northern end of the route through Hurton Bridge - pinch points and more constrained route through residential area. Impact on parking through Hurton Bridge may require additional regulation/approval of residents. No major environmental or heritage considerations if the lowest route is avoided as recommended.	3	Strong stakeholder support for concept of protected cycle route along Hempstead Road.	Alignment with ATF scheme at Stratford Way junction.	17	3

# Watford Walking Prioritisation

Route No	Effectiveness and Policy/Ranking (reverse)	Comment/Rationale	Technical Feasibility	Comment/Rationale	Scheme support - overall	Comment/Rationale	Alignment with known funding or existing scheme	Comment/Rationale	Total	Rank
Key Walking Routes	1	Watford Town Centre to Bushey Station	5	Provides a link from Watford High Street to both Watford High Street station and Bushey station. It also provides a route to Waterfields Retail Park, Tesco, Century Park, Watford Arches Retail Park and the proposed development at the Former Gas Holder Site.	Low Risk - Deliverable within the highway boundary with several relatively straightforward interventions. Additional approvals likely to be required with TfL on Public Realm improvements around High St and Bushey Stations. Several Heritage listings on High St and Bushey Arches viaduct must be considered in improvements, but are unlikely to be impacted.	3	Identified in Local Plan as sustainable transport corridor.	Alignment with IDP scheme, improvements from STS highways study. Route through Colne Valley SDA - likely long term development funding support.	14	1
	2	Watford Town Centre to Watford General Hospital	4	Provides a link from the A111 (Watford Ring Road) to Watford Grammar School for Girls, Vicarage Road Stadium and Watford General Hospital. Overcomes severance of both the A411 and A4116.	Medium Risk - Public Realm improvements likely to be deliverable within the public highway but significant widening of footways required. Additional approvals likely to be required due to impact on parking - including negotiations with WFGH/Hospital. No major environmental or heritage considerations.	2	Support for concept of improvements in area, but concern over conflict with parking and other transport users in area.	Hospital redevelopment scheme likely funding source.	11	2
	3	Watford Town Centre to Watford Underground station	3	Provides a route from Watford High Street to Watford tube station and Watford Grammar School for Boys.	Low Risk - Relatively simple improvements to be delivered within the highway boundary with widening and informal crossing improvements. Additional approvals potentially required from TfL for improvements to Mile line station approach. Heritage consideration of listed structure at Watford Station where public realm improvements proposed. No major environmental considerations.	3	No strong support/opposition.	Eastern end ties into Town Hall Quarter Development. Alignment with desire to improve Beechen Grove / Rickmansworth Road roundabout in IDP.	10	3
	4	Watford Town Centre to West Watford	2	Provides a route from Watford Centre to Queens Avenue. The route is expected to be used as a key walking route into the centre from a large number of residential properties. It also provides a route to Chester Infant School and sports facilities on Cassio Road.	Medium Risk - Deliverable within the highway boundary with widening and improvements to crossings. Additional approvals/negotiations on reallocation/removal of on-street parking. No major environmental or heritage considerations.	2	No strong support/opposition.	No strong alignment with scheme or funding opportunity.	7	5
	5	Station Road / Woodford Road	1	The route improves access to Watford Junction station from Queens Road/St Johns Road and St Albans Road. It connects to the recently improved Clarendon Road to form a route into Watford centre.	Low Risk - Deliverable substantially within the highway boundary with footway widening and improvements to crossings, although some work on Network Rail/bus station land outside station. Negotiation with Network Rail/bus station operator may be required - although minimal improvements likely in this area following recent work. No major heritage or environmental considerations.	3	Strong member support for improvements at Orphanage Road junction.	Alignment with Watford Junction SDA - aims for significant change to wider area, with potential/funding opportunities. Tie in with urban realm schemes at Station forecourt and on Clarendon Road.	10	3
Core Walking Zone Routes	A			All through-routes within the core walking zones were assessed using the Walking Route Audit Tool. Interventions were created for those which scored less than 70%.	Low Risk - Deliverable within the highway boundary - relatively light touch improvements. No additional approvals likely to be required. No major environmental or heritage considerations.	3	No strong support/opposition.	Other streets within town centre prioritised for funding for improvements.	6	2
	B	Roslyn Road		All through-routes within the core walking zones were assessed using the Walking Route Audit Tool. Interventions were created for those which scored less than 70%.	Medium Risk - Public realm improvements deliverable within the highway boundary. Some additional consultation/negotiation may be required for more substantial public realm improvements. No major environmental or heritage considerations.	2	No strong support/opposition.	Funding for footway resurfacing allocated.	7	1
	G	Albert Road South				2				