

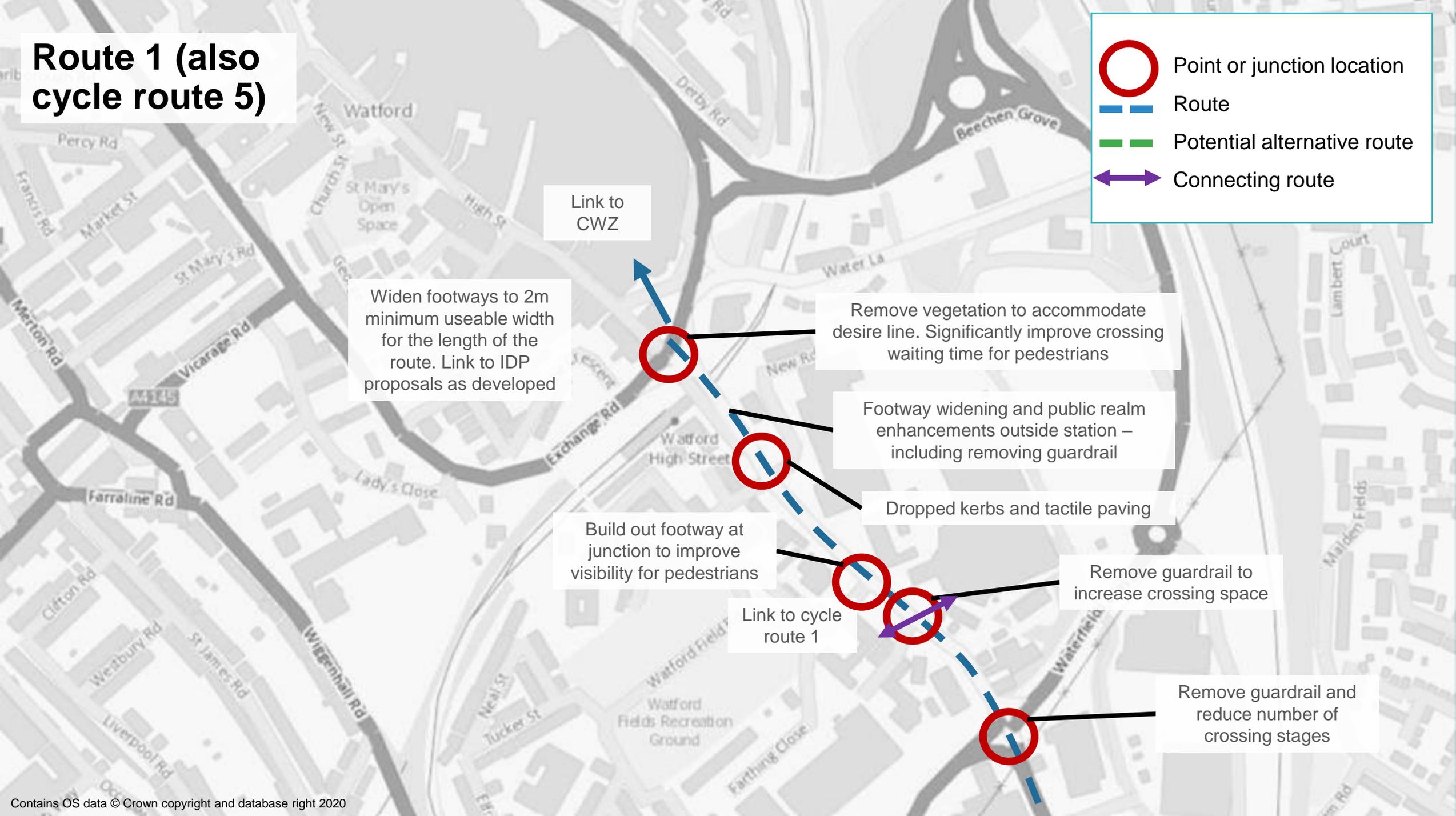
Appendix B

Walking Interventions

Watford Walking Routes

Route 1 (also cycle route 5)

-  Point or junction location
-  Route
-  Potential alternative route
-  Connecting route



Widen footways to 2m minimum useable width for the length of the route. Link to IDP proposals as developed

Link to CWZ

Remove vegetation to accommodate desire line. Significantly improve crossing waiting time for pedestrians

Footway widening and public realm enhancements outside station – including removing guardrail

Dropped kerbs and tactile paving

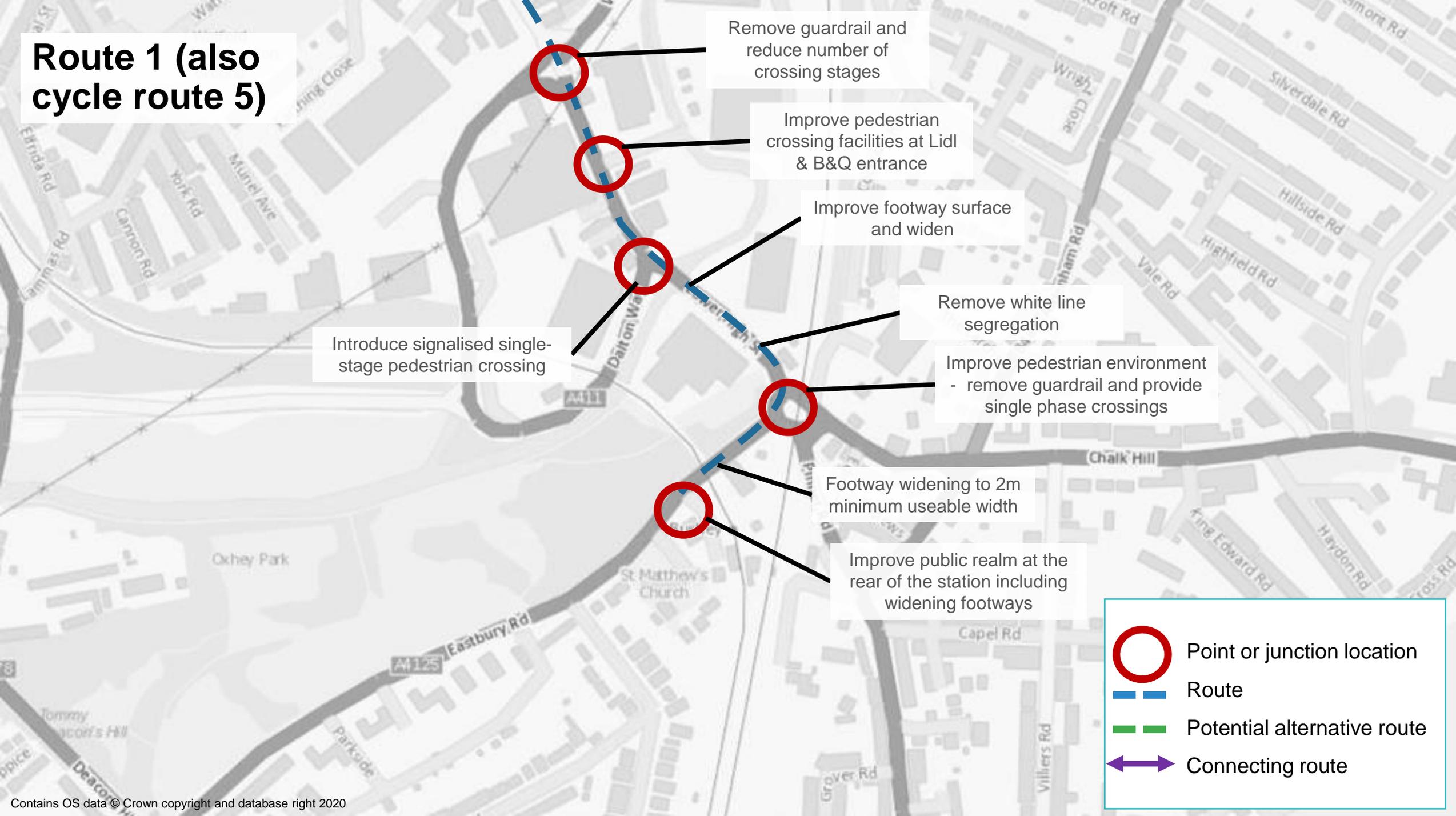
Build out footway at junction to improve visibility for pedestrians

Link to cycle route 1

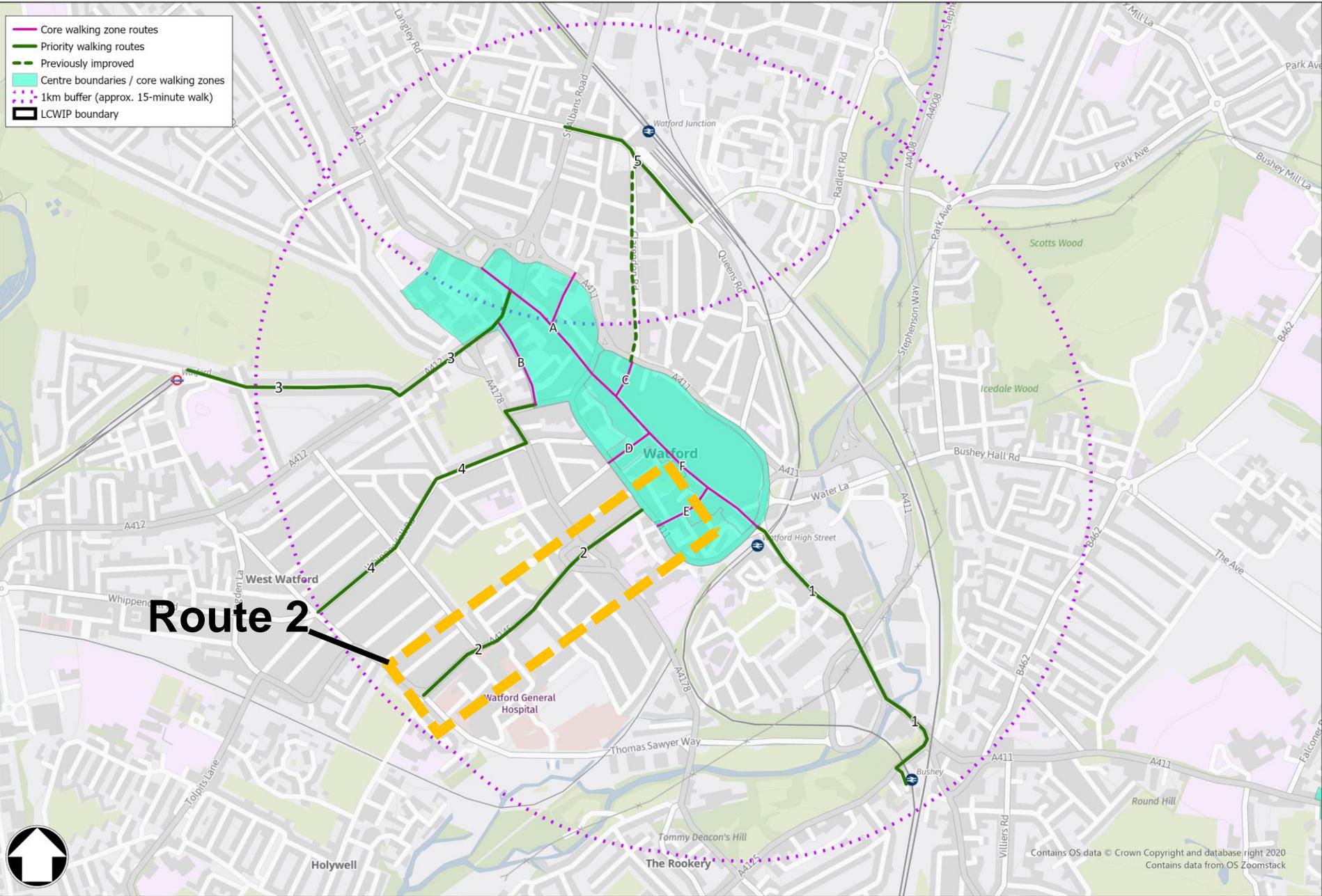
Remove guardrail to increase crossing space

Remove guardrail and reduce number of crossing stages

Route 1 (also cycle route 5)



-  Point or junction location
-  Route
-  Potential alternative route
-  Connecting route



Route 2

-  Point or junction location
-  Route
-  Potential alternative route
-  Connecting route
-  Cycling route
-  Public realm improvements

Cycle route 2

Continuous footway over Ladys Close

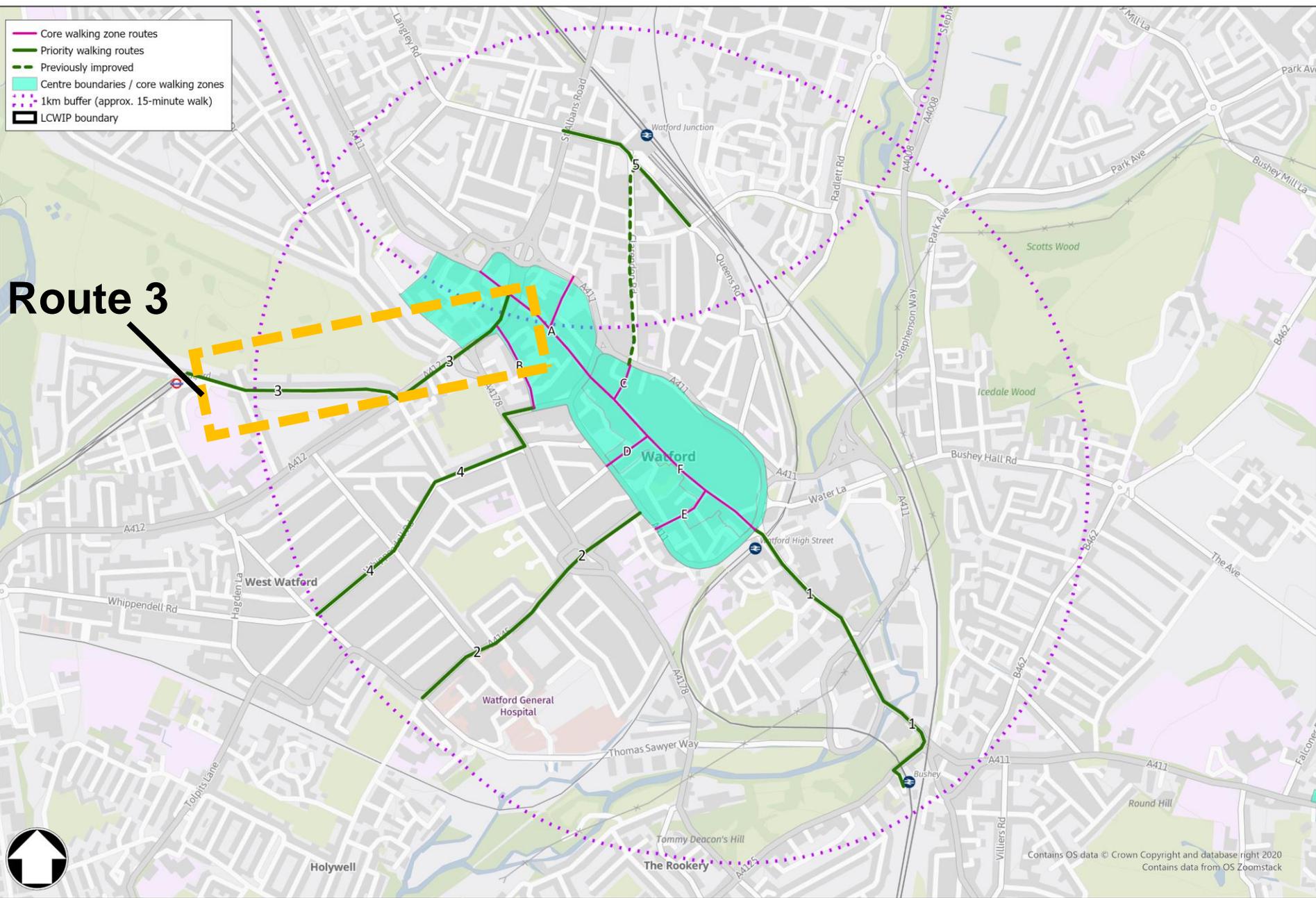
Provide at-grade crossing and link to George Street

Remove guardrail – reduce pedestrian wait time & increase green man time. Tactile paving on all crossing points

Walking and cycling improvements (key walking route 2). Shared use on northern footway – 4m minimum width. Public realm improvements outside stadium and hospital including surfacing improvements and removing parking outside stadium. Footway on southern side minimum of 2m for entire route

Provide toucan crossings on all arms

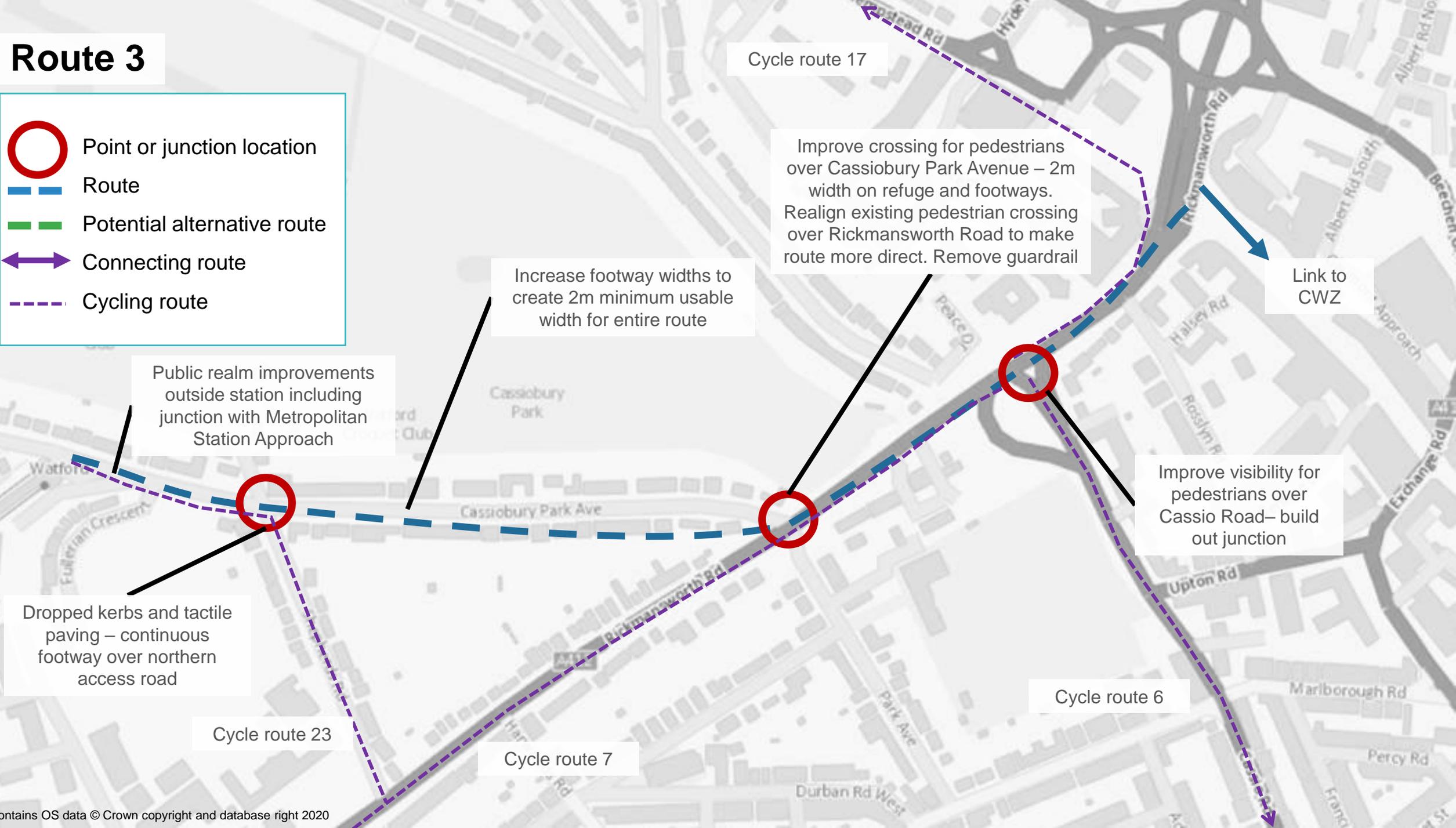
Address footway parking along route – affects available width significantly



Route 3

Route 3

-  Point or junction location
-  Route
-  Potential alternative route
-  Connecting route
-  Cycling route



Cycle route 17

Improve crossing for pedestrians over Cassiobury Park Avenue – 2m width on refuge and footways. Realign existing pedestrian crossing over Rickmansworth Road to make route more direct. Remove guardrail

Link to CWZ

Increase footway widths to create 2m minimum usable width for entire route

Public realm improvements outside station including junction with Metropolitan Station Approach

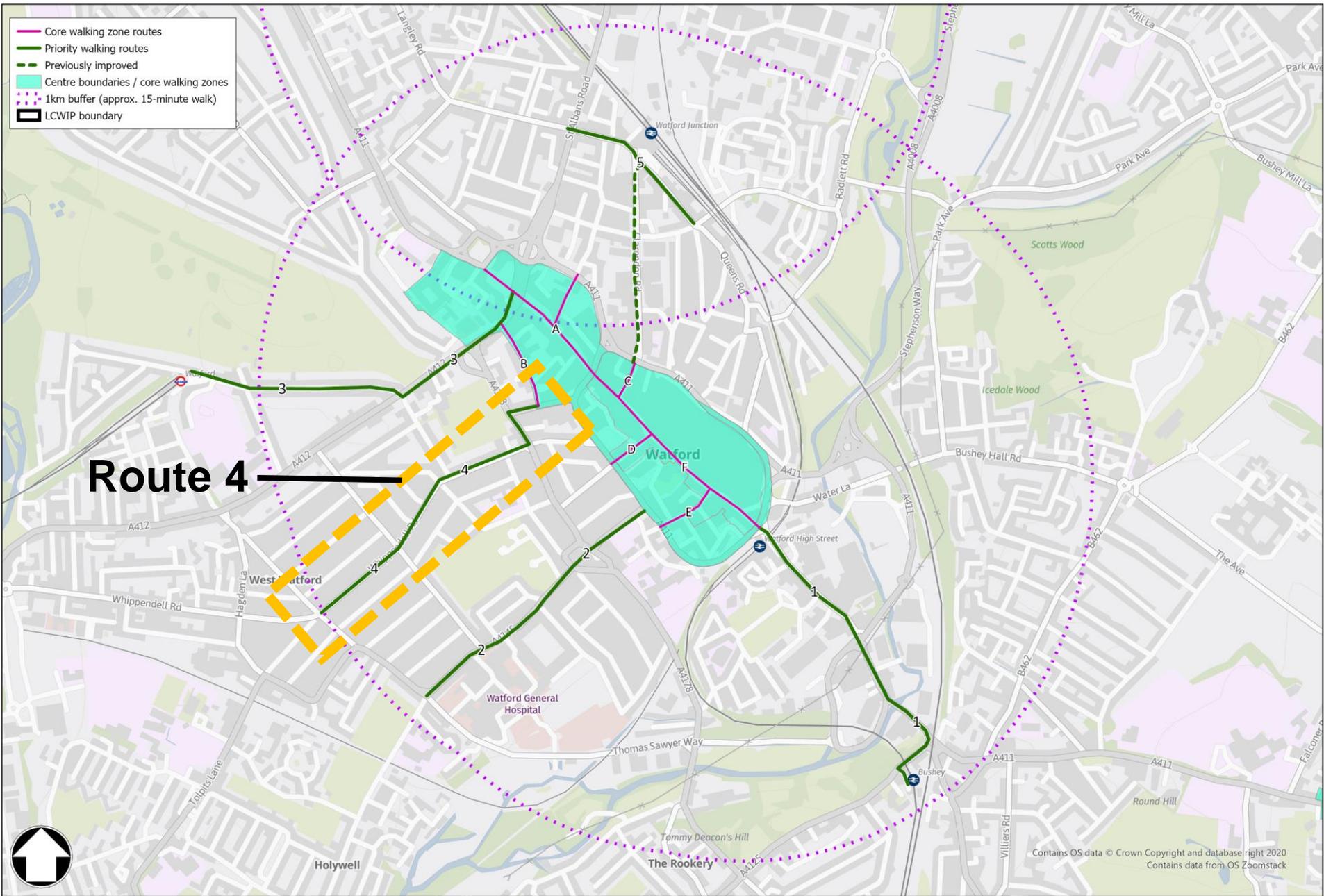
Improve visibility for pedestrians over Cassio Road– build out junction

Dropped kerbs and tactile paving – continuous footway over northern access road

Cycle route 23

Cycle route 7

Cycle route 6



- Core walking zone routes
- Priority walking routes
- - - Previously improved
- Centre boundaries / core walking zones
- ⋯ 1km buffer (approx. 15-minute walk)
- LCWIP boundary

Route 4



Route 4

-  Point or junction location
-  Route
-  Potential alternative route
-  Connecting route
-  Cycling route

Improve junction for pedestrians – tighten radii, provide 2m refuges

Widen footways to 2m minimum

Cycle route 5

Widen & maintain footways. Parking enforcement

Single stage crossing points. Build out crossings to increase available space & visibility. Remove guardrail

Cycle route 6

2m minimum width footways for length of the route – address pinch points

Single stage pedestrian crossing on all arms with improved green man time

Cycle route 2

Cycle route 2

Address footway parking along route – affects available width significantly

Route 4

-  Point or junction location
-  Route
-  Potential alternative route
-  Connecting route
-  Cycling route

Continuous footway

Link to High Street

Replace existing connection to High Street on northern edge of the carriageway with a gentle ramp similar to the facility on the western edge of the carriageway

Provide signalled pedestrian crossing. Reduce carriageway to a minimum to slow traffic and reduce crossing distance – including removing parking bay at the junction

Cycle route 5

Widen & maintain footways. Parking enforcement

Improve junction for pedestrians – tighten radii, provide 2m refuges

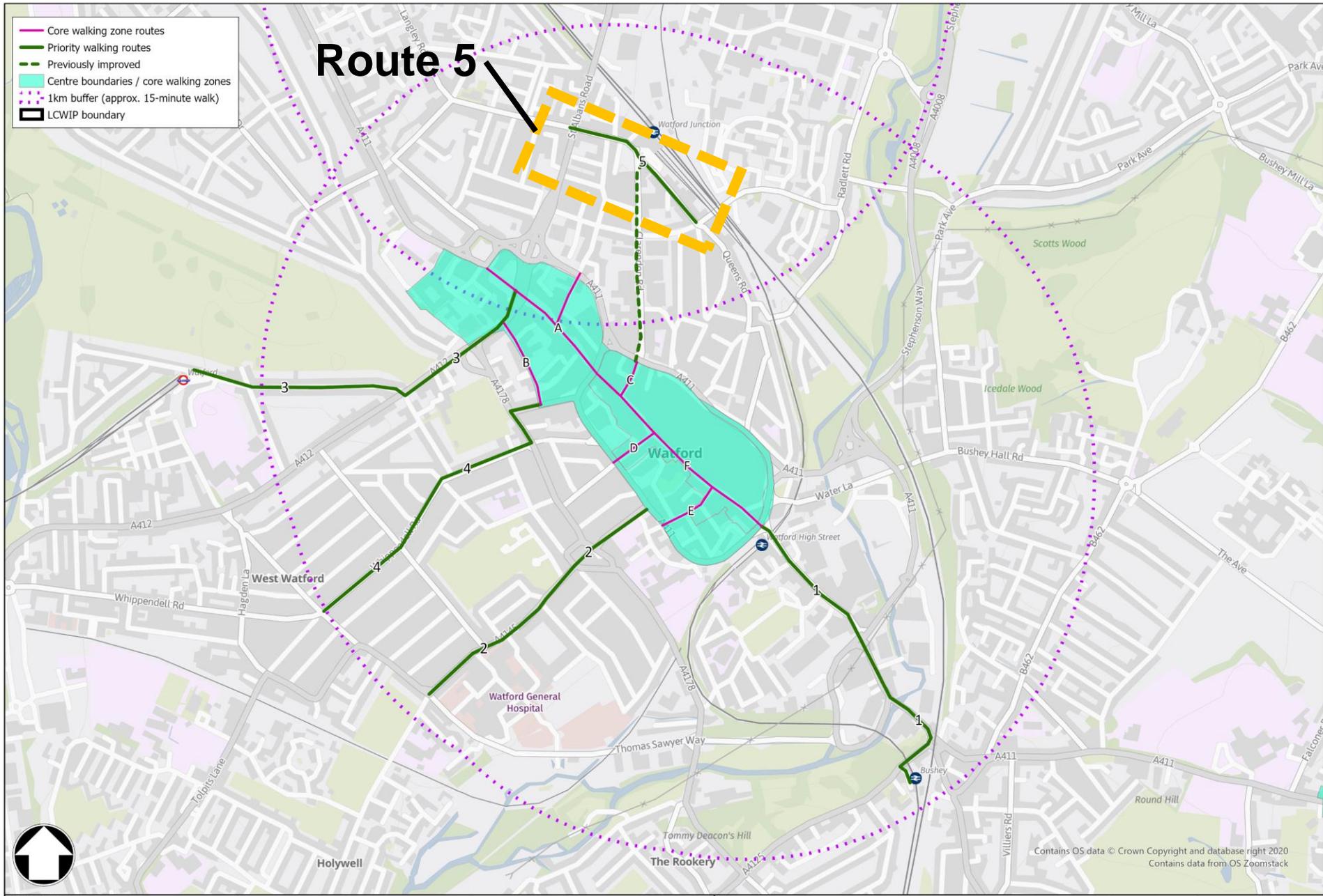
Proposed single stage crossing at existing staggered crossing. Build out crossings to increase available space & visibility. Remove guardrail

Cycle route 6

Address footway parking along route – affects available width significantly

Route 5

- Core walking zone routes
- Priority walking routes
- Previously improved
- Centre boundaries / core walking zones
- 1km buffer (approx. 15-minute walk)
- LCWIP boundary



Route 5

-  Point or junction location
-  Route
-  Potential alternative route
-  Connecting route
-  Cycling route

Improve junction for pedestrians. Single stage crossing points and remove guardrail

Continuous footway over side roads

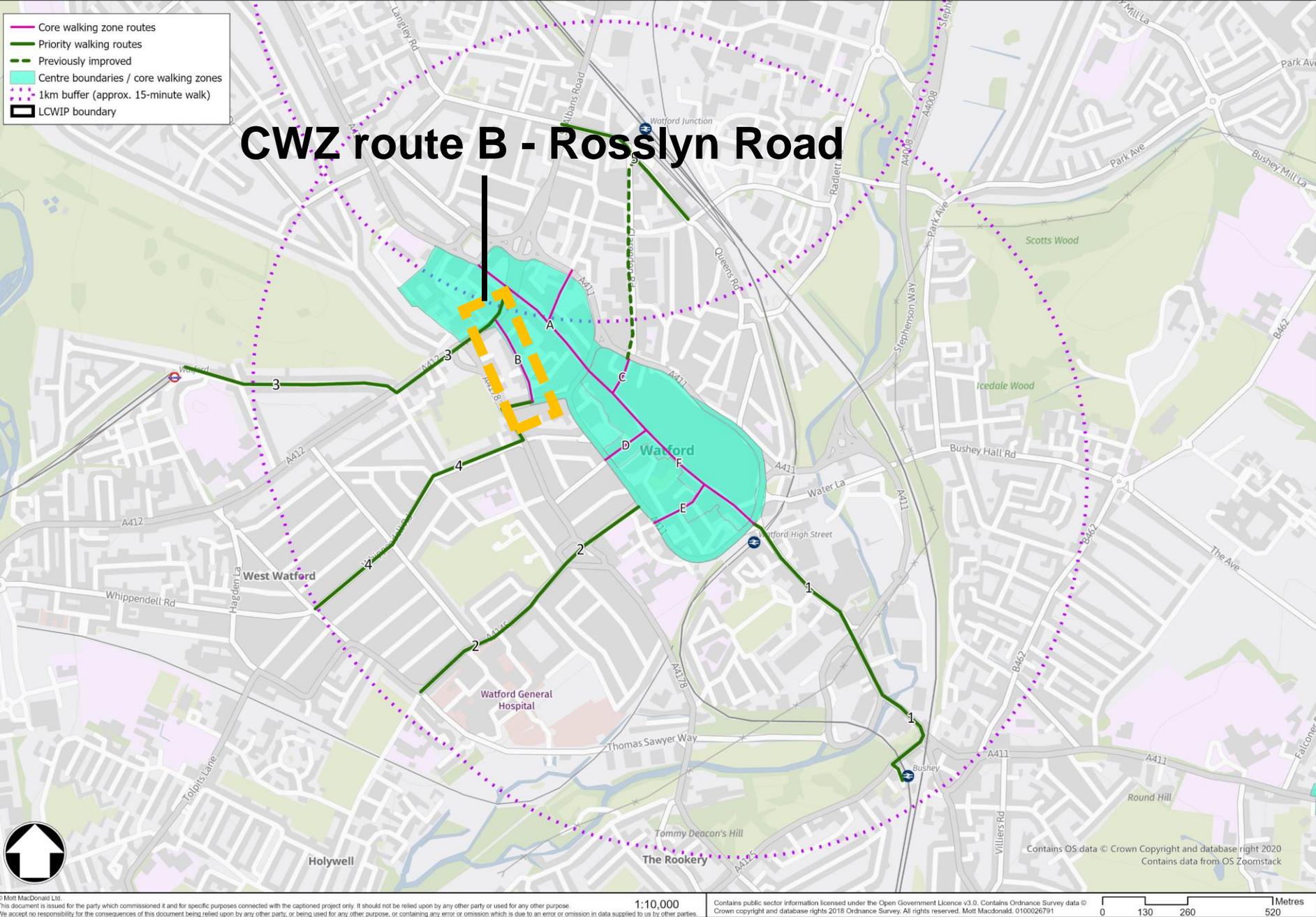
Continuous footway across all side roads on route

Proposed parking bays completely on road

Review newly improved public realm – could remove guardrail. Add additional cycle stands. Maintain footways and zebra crossings

Widen footways or remove street furniture so widths are 1.5m minimum (2m if possible) in all locations. Resurface footways

Signalised pedestrian crossing stage added to existing traffic signal junction.



CWZ route B - Rosslyn Road

- Core walking zone routes
- Priority walking routes
- - - Previously improved
- Centre boundaries / core walking zones
- ⋯ 1km buffer (approx. 15-minute walk)
- LCWIP boundary

CWZ route B– Rosslyn Road

-  Point or junction location
-  Route
-  Potential alternative route
-  Connecting route
-  Cycling route

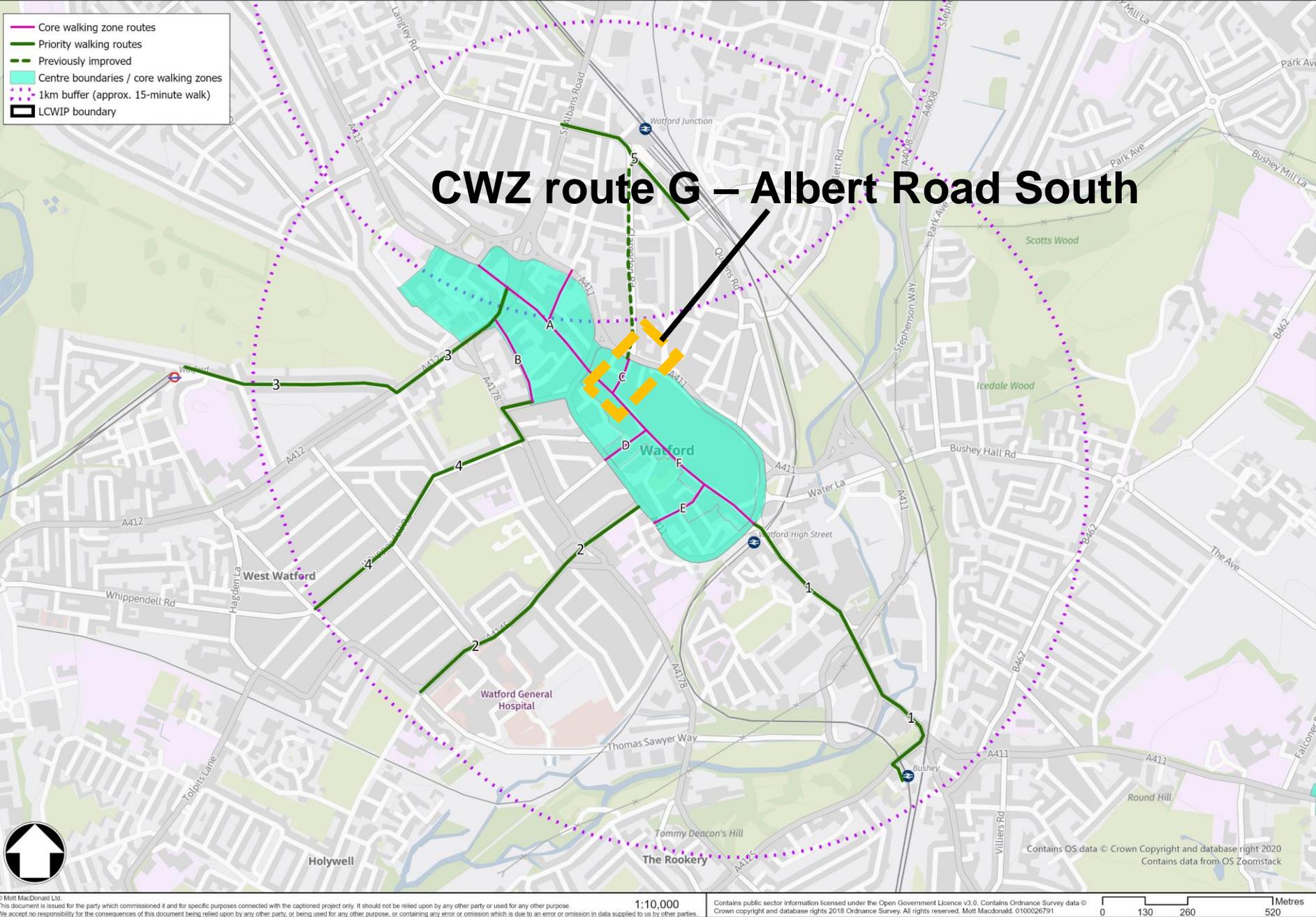
Provide at-grade
signalised crossing

Continuous footway
at side road

Widen footways to
2m minimum

Tactile paving
required at all
crossing points

Walking
route 3



- Core walking zone routes
- Priority walking routes
- - - Previously improved
- Centre boundaries / core walking zones
- ⋯ 1km buffer (approx. 15-minute walk)
- LCWIP boundary

CWZ route G – Albert Road South

CWZ route G – Albert Road south (cycle route 1)

-  Point or junction location
-  Route
-  Potential alternative route
-  Connecting route
-  Cycling route

Continuous footways on side road

Improve crossing for pedestrians and cyclists – reduce crossing time and number of stages. Remove guardrail

Walking and cycling improvements required (part of CWZ and cycle route 1) to reduce traffic speeds, improve public realm and separate cyclists from pedestrians (similar to the facility on Watford High Street)