

# Appendix A

## Cycling Interventions

# Watford Cycle Routes

# Potential Measures Introduction

## Contents

This document provides the following for each of the priority routes identified:

- Location plan, showing the route in the context of the wider network
- Summary plans of suggested interventions
- For cycling routes: overview of scheme and impact on Route Selection Tool (RST) assessment

## Guide to plans

The maps on the following pages are intended to show high-level measures and indicative locations only.

All measures will be subject to further feasibility and safety assessment and public consultation.

Items are shown as follows:

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

**Prioritised network**  
Higher score = higher priority

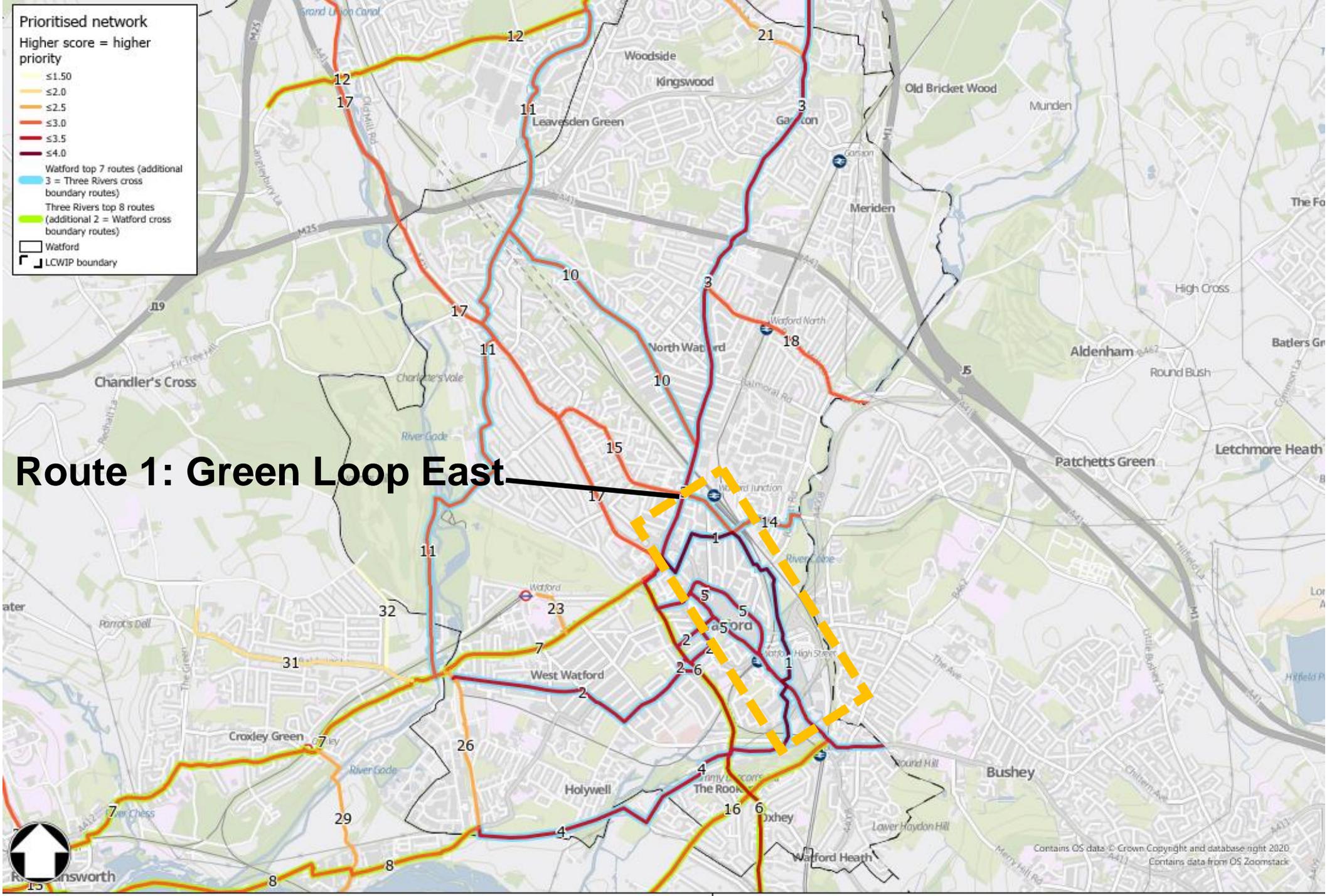
- ≤1.50
- ≤2.0
- ≤2.5
- ≤3.0
- ≤3.5
- ≤4.0

Watford top 7 routes (additional 3 = Three Rivers cross boundary routes)

Three Rivers top 8 routes (additional 2 = Watford cross boundary routes)

Watford  
 LCWIP boundary

# Route 1: Green Loop East



# Route 1: Green Loop East

Link to existing shared use facility & other cycle routes.

Improvement to public realm to increase 'place'. Continuation of treatment to Watford High Street (part of CWZ and cycle route 1). Reduce traffic speeds and separate cyclists from pedestrians

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

Existing shared use. Improve wayfinding

The legend is located in the bottom right corner of the map. It contains four entries, each with a corresponding symbol: a red circle for 'Point or junction location', a blue dashed line for 'Route', a green dashed line for 'Potential alternative route', and a purple double-headed arrow for 'Connecting route'.

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

# Route 1: Green Loop East

Provide a contraflow cycle lane as per HCC suggestion (with kerb if required based on further assessment of traffic flows). Retain existing traffic calming.

Link to Route 14

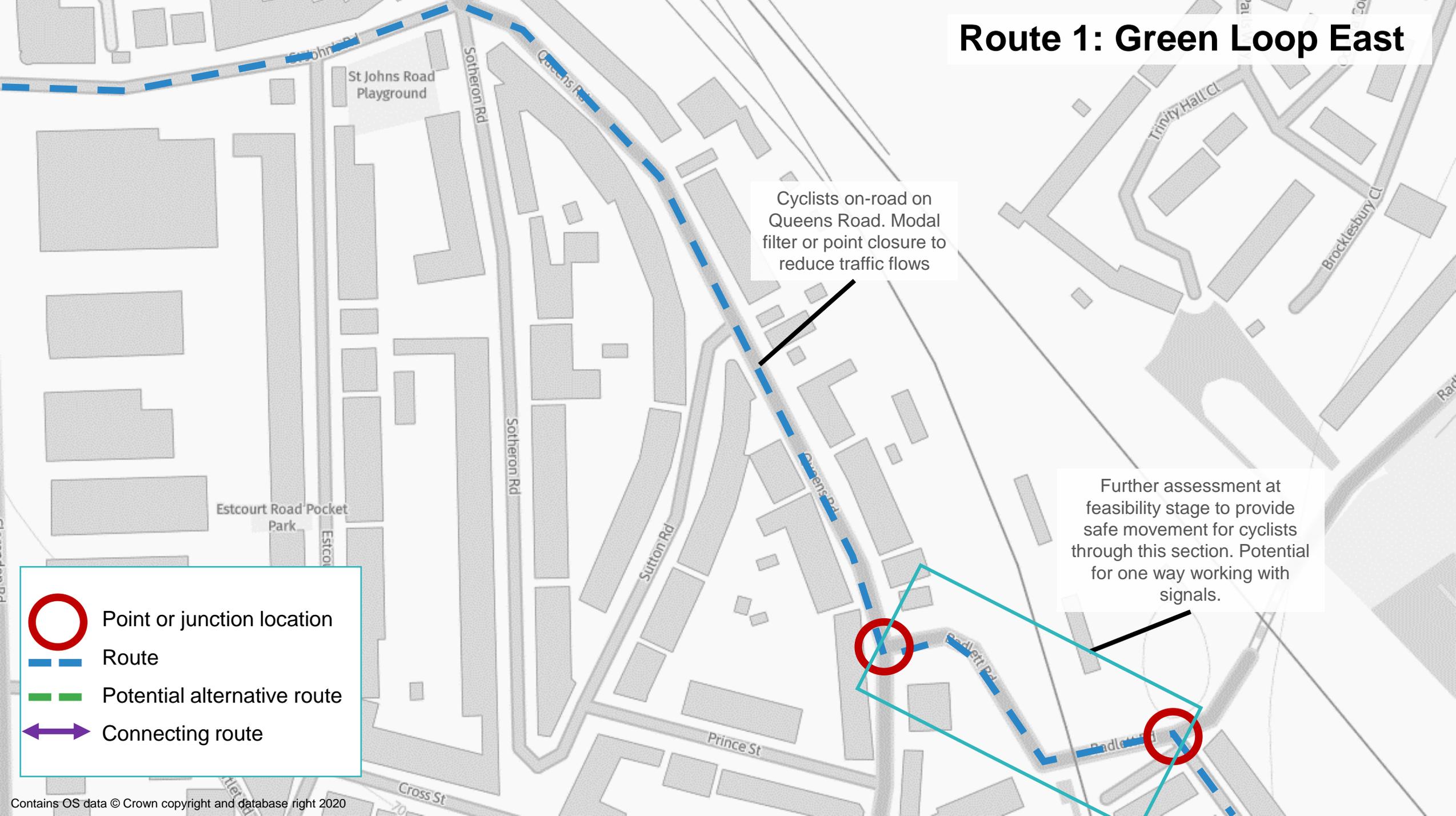
Existing speed limit 30mph. Reduce to 20mph

Improve junction for cyclists – dedicated cycle stage at signals

End of contraflow lane. Improve junction for cyclists – dedicated cycle stage at signals.

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

# Route 1: Green Loop East



Cyclists on-road on Queens Road. Modal filter or point closure to reduce traffic flows

Further assessment at feasibility stage to provide safe movement for cyclists through this section. Potential for one way working with signals.

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

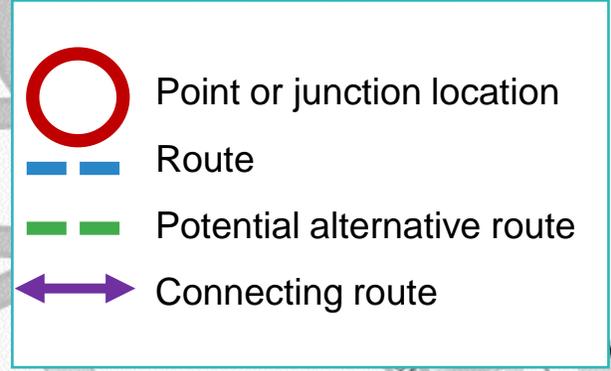
# Route 1: Green Loop East

St John's C of E Primary School

Prioritise movement between Ebury Road and Shaftesbury Road

Provide barrier free access to the park for pedestrians and cyclists

Retain existing shared use facility. Pinch points should be addressed - 3m minimum width



Legend:

- Red circle: Point or junction location
- Blue dashed line: Route
- Green dashed line: Potential alternative route
- Purple double-headed arrow: Connecting route

# Route 1: Green Loop East

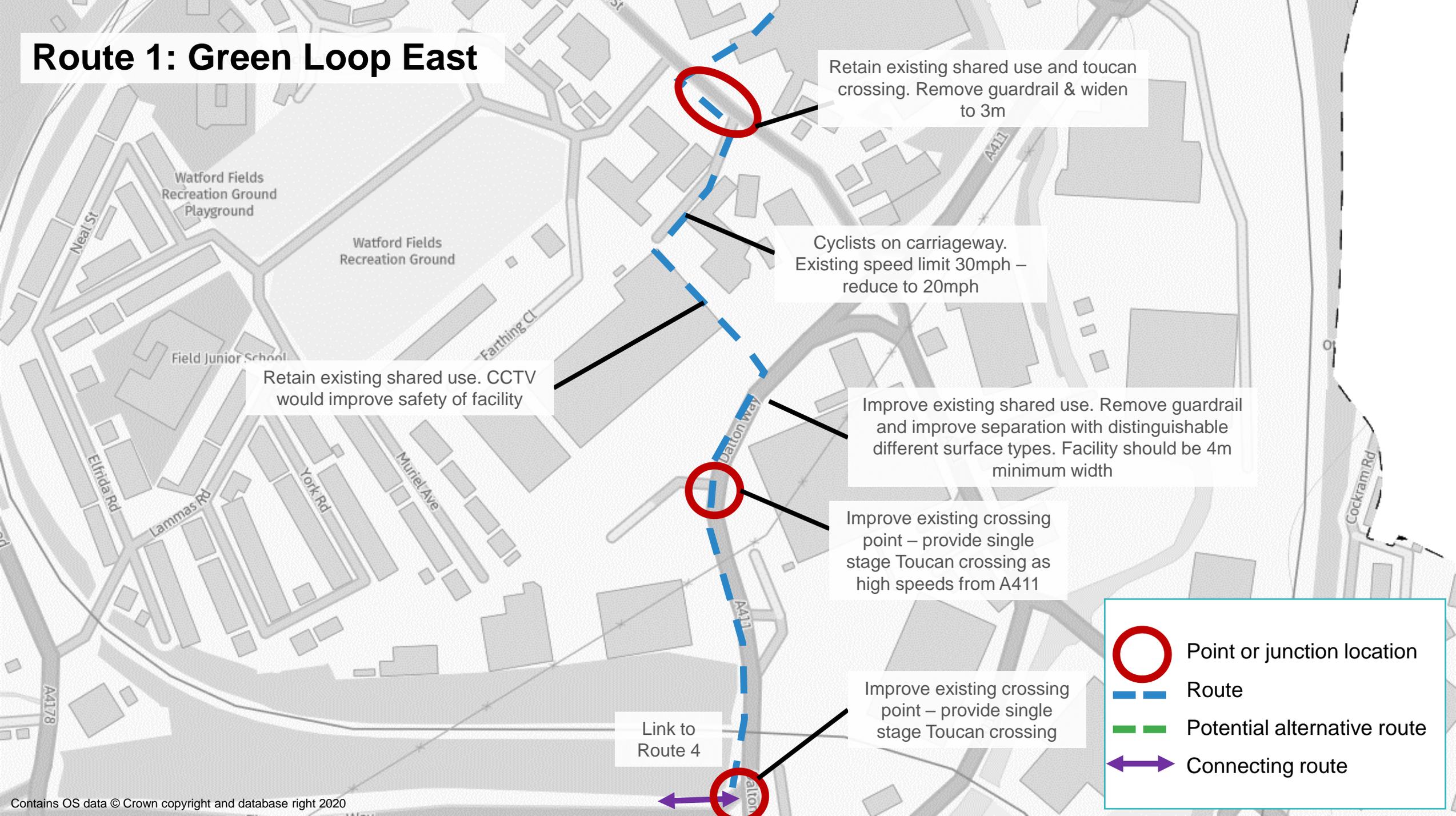
Retain existing shared use facility. Pinch points should be addressed - 3m minimum width

Upgrade zebra to parallel cycle crossing

Retain existing shared use facility. Pinch points should be addressed - 3m minimum width (e.g facility approaching Water Lane is approx. 2m)

Link to Route 5

# Route 1: Green Loop East



Retain existing shared use and toucan crossing. Remove guardrail & widen to 3m

Cyclists on carriageway. Existing speed limit 30mph – reduce to 20mph

Retain existing shared use. CCTV would improve safety of facility

Improve existing shared use. Remove guardrail and improve separation with distinguishable different surface types. Facility should be 4m minimum width

Improve existing crossing point – provide single stage Toucan crossing as high speeds from A411

Improve existing crossing point – provide single stage Toucan crossing

Link to Route 4

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

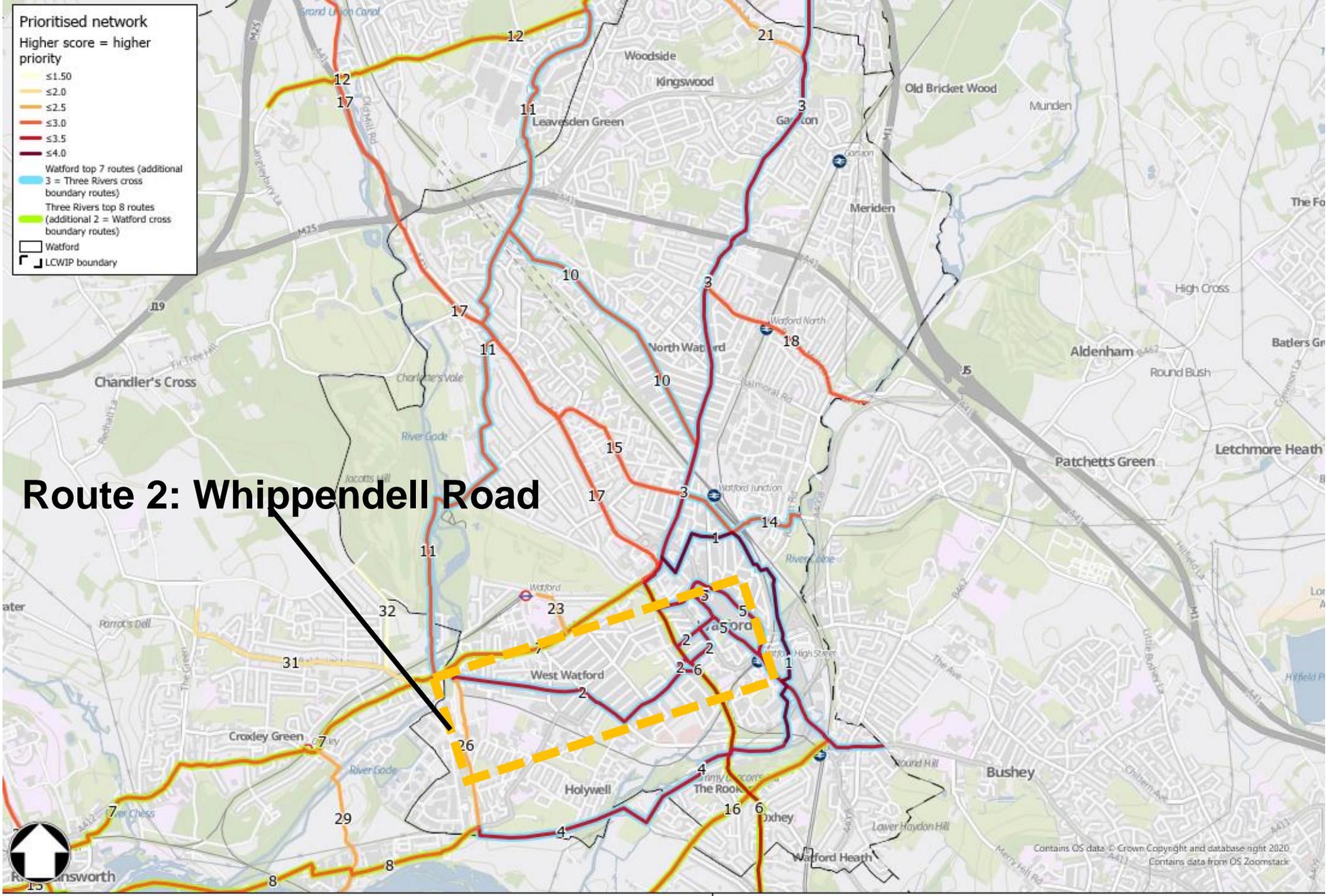
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Watford  
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## Route 2: Whippendell Road



# Route 2: Whippendell Road

Carriageway width approx. 7m. Existing one-way westbound for traffic. Subject to clarification on traffic flows, provide 2m contraflow lane on the inside of parking. Parking restricted to one side of carriageway

Cycle priority through junction – dedicated cycle signal stage

Route 2 continued

Link to Route 6 – proposals suggest an alternative alignment for route

Improve junction for cyclists – safe right turn facility

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

# Route 2: Whippendell Road

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

Route 2 continued

Improve junction for cyclists – dedicated cycle stage at signals

Existing modal filter at junction with Exchange Road. Cyclists on carriageway

Retain existing shared use on western side. Improve provision with distinguishable different surface types for users. Facility should be 4m minimum width

Link to Route 6 – proposals suggest an alternative alignment for route

Alternative quiet route suggested due to width constraints on this section of Vicarage Road

Widen path and provide shared use section

# Route 2: Whippendell Road

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

Walking and cycling improvements (key walking route 2). Shared use on northern footway – 4m minimum width. Road width approx. 12m. Footway on southern side minimum of 2m

Remove guardrail. Upgrade to Toucan crossings

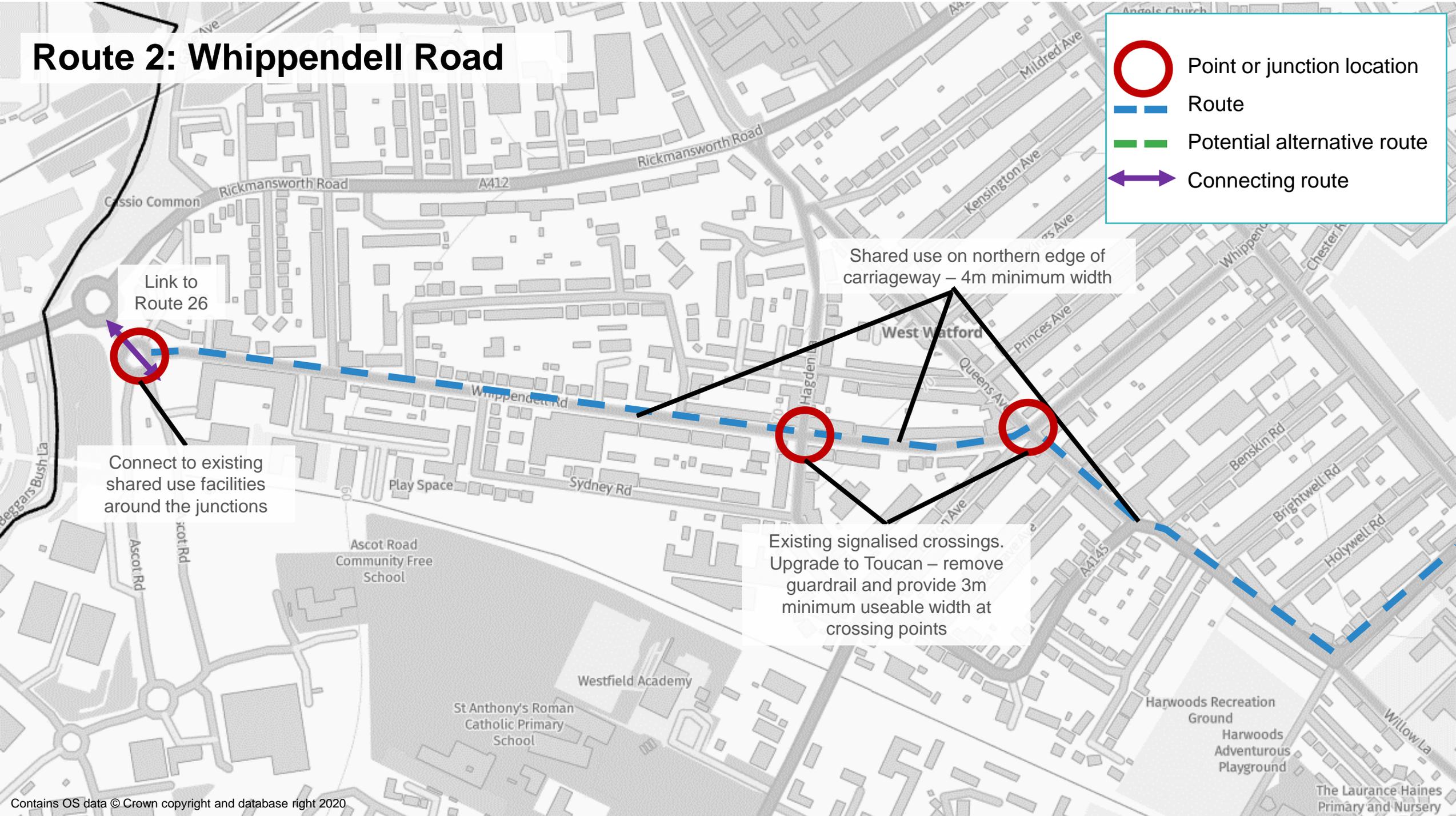
Permit cycling through pedestrian area

Public realm improvements outside stadium – resurfacing and remove parking

Provide toucan crossings on all arms

# Route 2: Whippendell Road

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



Link to Route 26

Connect to existing shared use facilities around the junctions

Shared use on northern edge of carriageway – 4m minimum width

Existing signalised crossings. Upgrade to Toucan – remove guardrail and provide 3m minimum useable width at crossing points

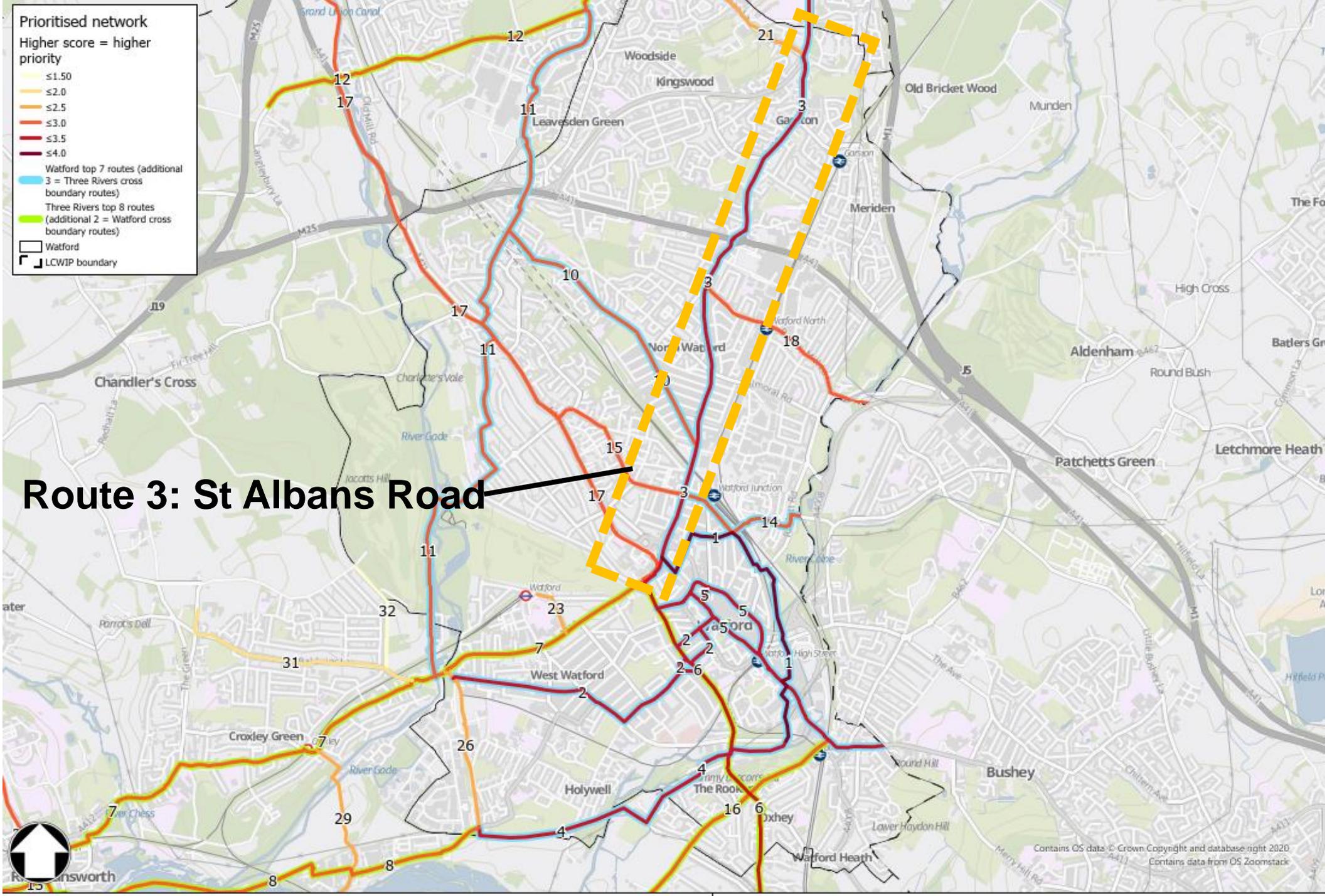
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## Route 3: St Albans Road



# Route 3. St Albans Road

Link to Route 14

Cycle priority through junction – dedicated cycle stage at signals.

Kerb separated cycle lanes on both sides of the carriageway. Bus stop bypasses where required

Existing shared use route around the roundabout. Provide a more direct route across roundabout as a continuation of the improved separated shared use facility using verges on slip lanes. Potentially signalise junction.

Link to Route 17

Existing separated shared use on northern edge of carriageway. Improve existing separation with distinguishable difference in surface types

Link to Route 1. Remove cyclists dismount signs at subway ramp

Link to Route 7

Link to Route 6

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

# Route 3. St Albans Road

Existing shared use north of Balmoral Lane. Continue separated cycle lanes and convert shared use path to footpath. Provide separated cycle lanes on the inside of parking where existing, kerb separated where there is no parking.

Cycle priority through junction – dedicated cycle stage at signals.

Pinch point section - Local centre has narrowed carriageway and recent footway improvements

Link to Route 10

Some existing on carriageway cycle lanes. Provide separated cycle lanes on the inside of parking where existing, kerb separated where there is no parking. Remove guardrail and central island

Cycle priority through junction – dedicated cycle stage at signals

Link to Route 14

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

# Route 3. St Albans Road

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

Existing on-road cycle lanes. Provide kerbed separation with bus stop bypasses where required

Improve junction for cyclists – provide a dedicated cycle stage at signals

Cycle priority through junction – dedicated cycle phase at signals

Link to Route 18

Existing shared use north of Balmoral Lane. Continue separated cycle provision and convert shared use path to footpath. Provide separated cycle lanes on the inside of parking where existing, kerb separated where there is no parking.

# Route 3. St Albans Road

End facility at M1J6 junction and join with existing shared use. Ensure shared use is to standard and provide signalised toucan/Pegasus crossings at M1 J6 – some arms have provision already

Existing shared use should be retained. Longer term - continue kerb separated cycle lanes with bus stop bypasses where required

Cycle priority through junction – dedicated cycle stage at signals.

- Point or junction location
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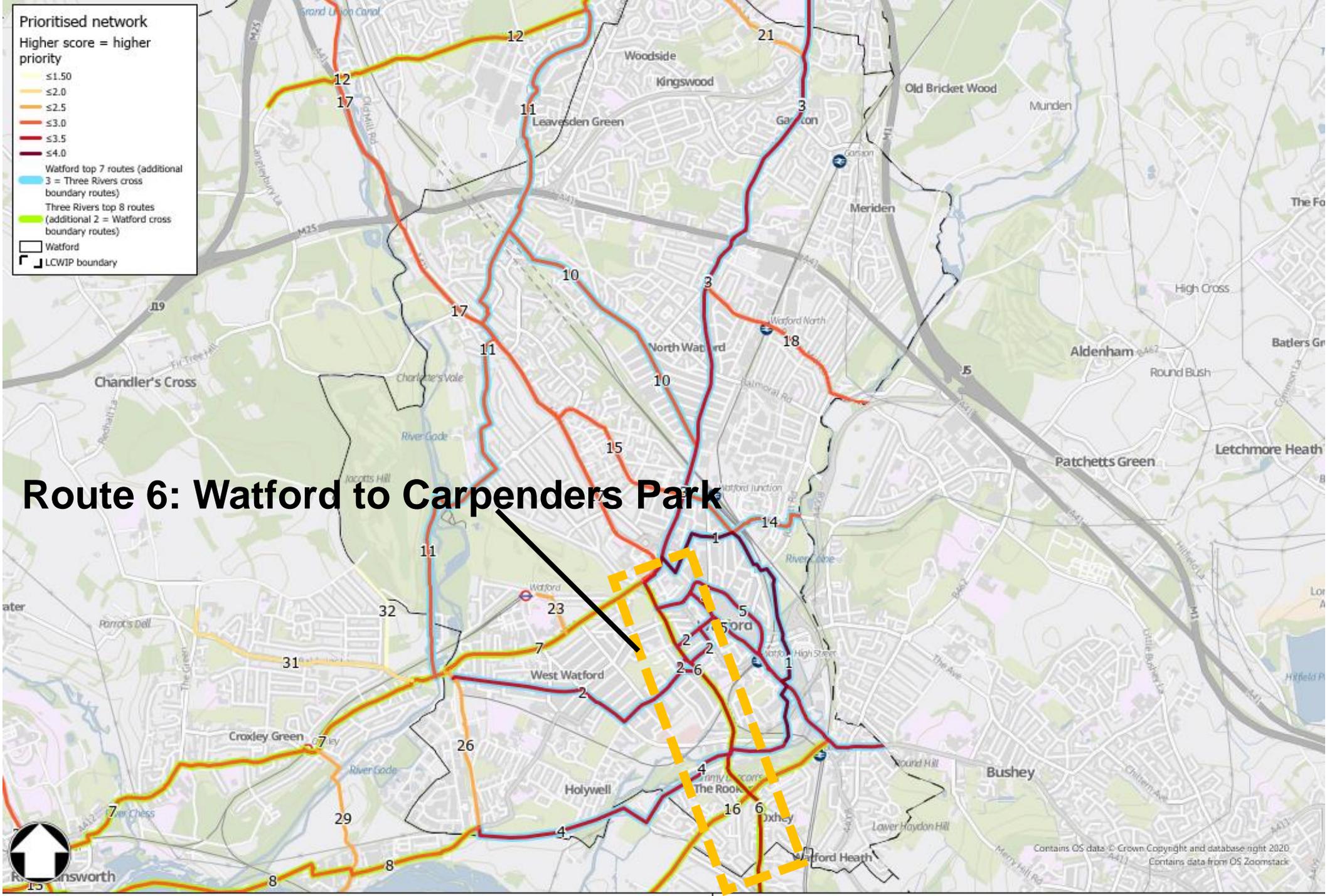
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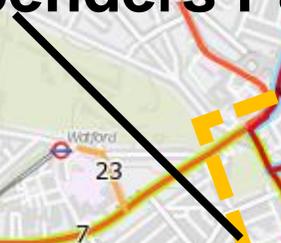
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# Route 6: Watford to Carpenders Park



# Route 6. Watford to Carpenders Park

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

Link to Route 7

Link to Route 3

Existing shared use route to cross Rickmansworth Road. Continue shared use facility on western edge of the carriageway with a two-way cycle facility distinguished on shared use facility. Minimum width 5m

Currently 20mph speed limit with speed humps. Existing left turn only with no entrance at junction with the Hornets. Make one-way southbound

Junction improvements for cyclists

Link to Route 2

Link to Route 2

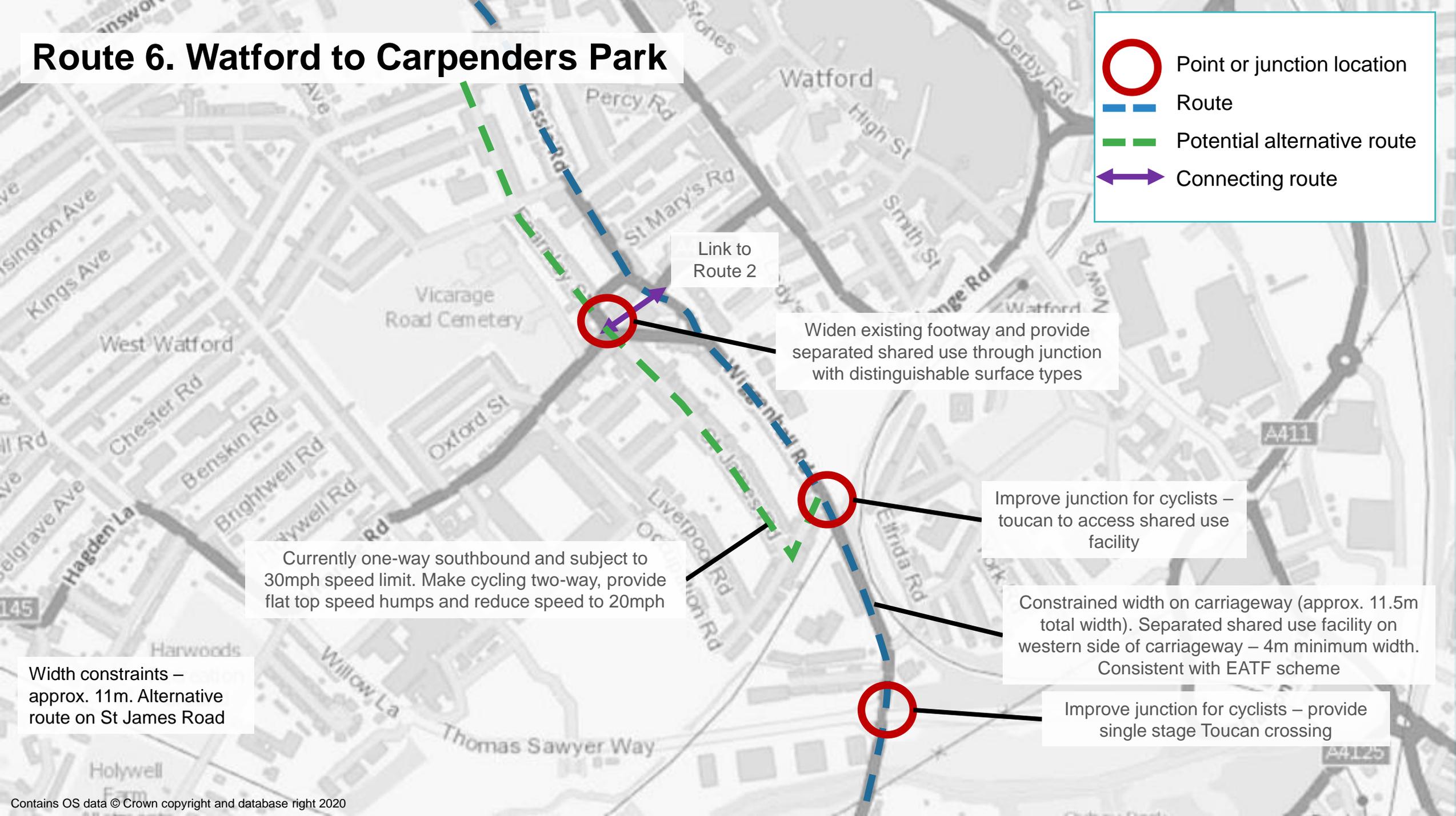
Widen existing footway and provide separated shared use through junction with distinguishable surface types

Width constraints on Cassio Road – approx. 10m. Alternative route on Addiscombe Road.

Currently one-way southbound and subject to 30mph speed limit. Make cycling two-way, provide flat top speed humps and reduce speed to 20mph

# Route 6. Watford to Carpenders Park

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



# Route 6. Watford to Carpenders Park

-  Point or junction location
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-  Connecting route

Width constraints – approx. 12m width in total. Continue shared use facility on western side of carriageway. Facility should be 4m minimum

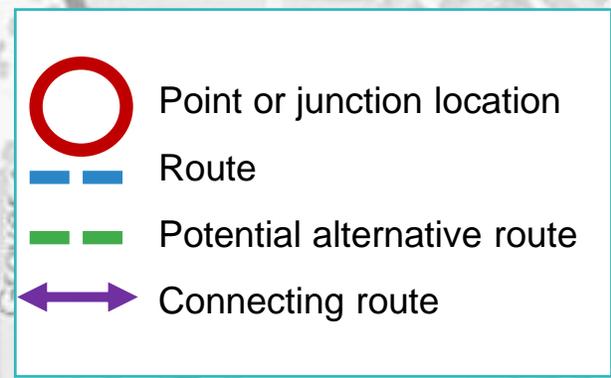
Link to Route 4 – new toucan crossing as per ATF scheme.

Improve junction for cyclists – provide single stage Toucan crossing

Continue shared use facility on western side of carriageway. Facility should be 4m minimum. Cyclists on-road from Hollybush Close

Improve junction for cyclists – single stage Toucan crossing

# Route 6. Watford to Carpenders Park



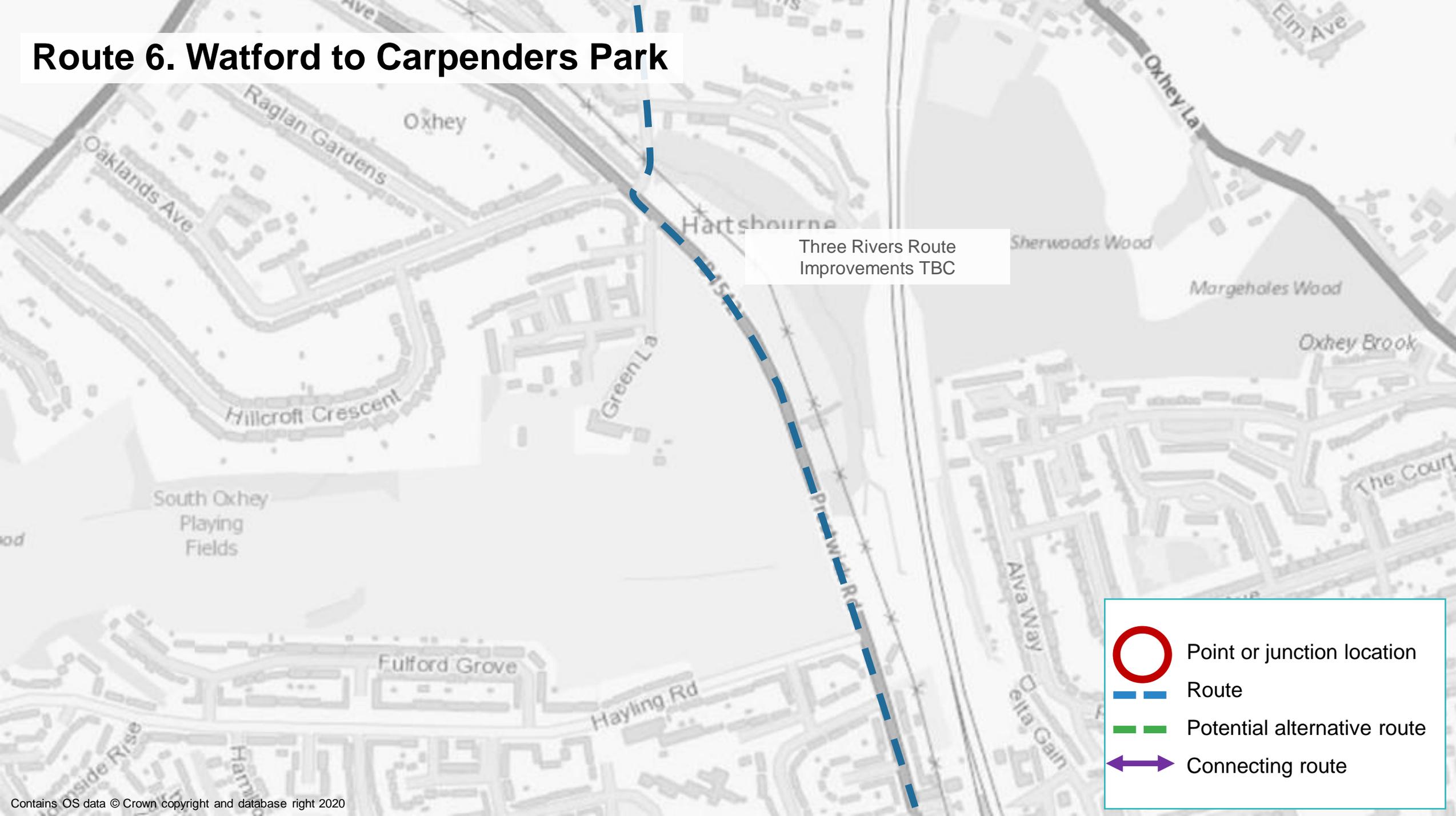
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End shared use facility at existing link to Hollybush Close. On-road from Hollybush Close

Existing 20mph speed limit and traffic calming. Provide point closure or modal filter to reduce through traffic and make on-road cycling suitable. Stepped tracks must be provided if traffic flows are not reduced

Three Rivers Route Improvements TBC

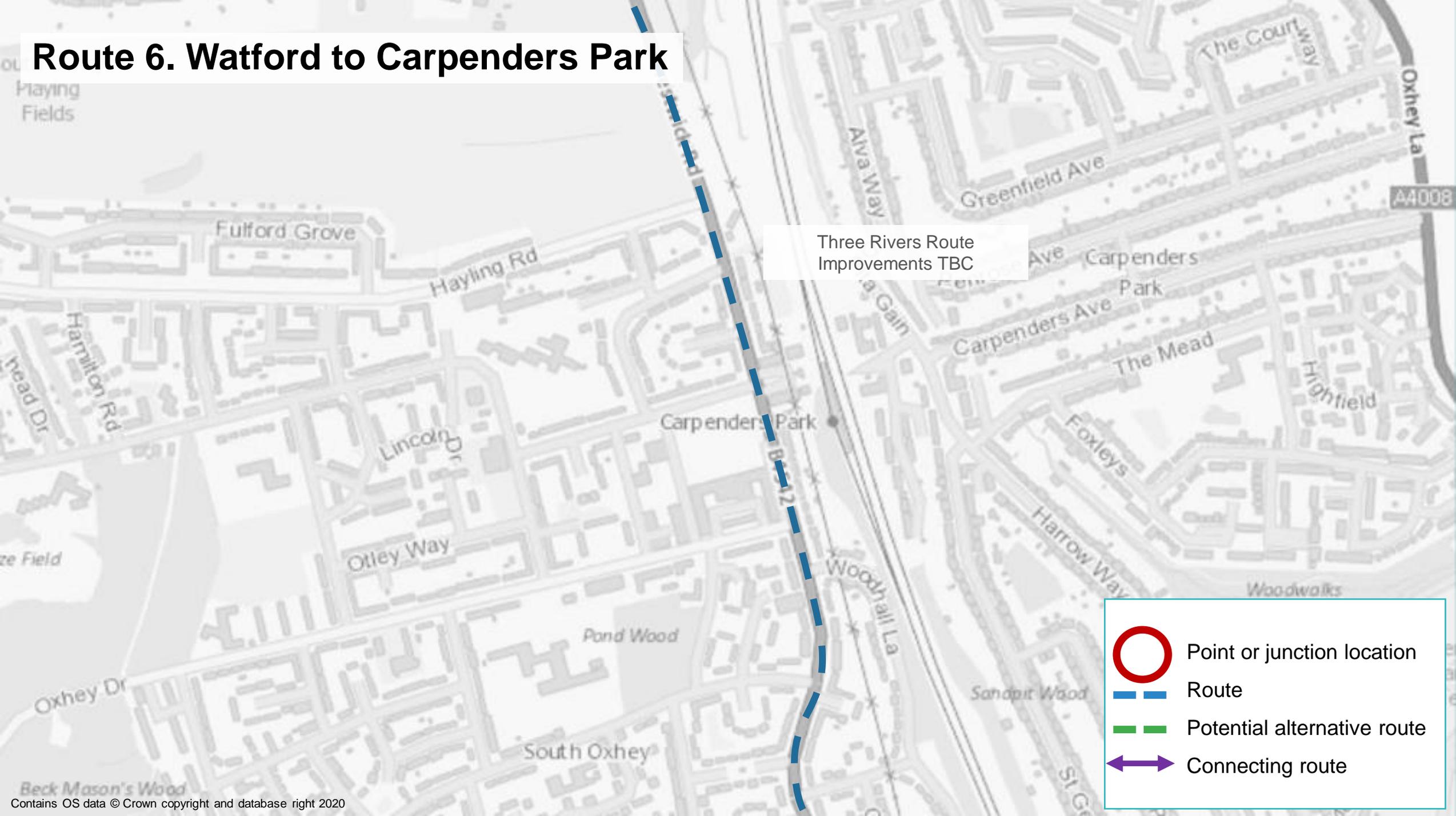
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Three Rivers Route Improvements TBC

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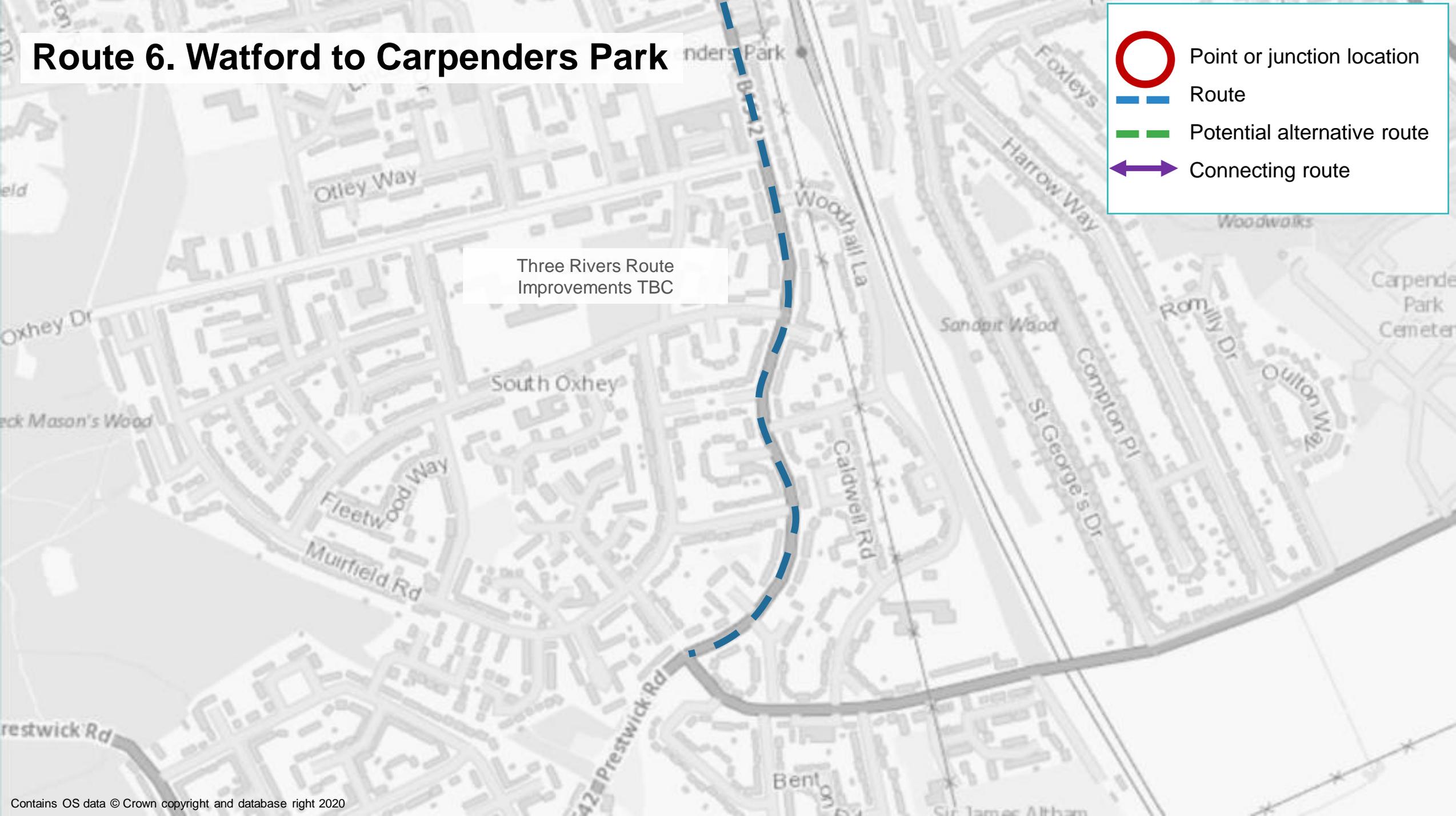
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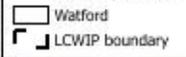


**Prioritised network**

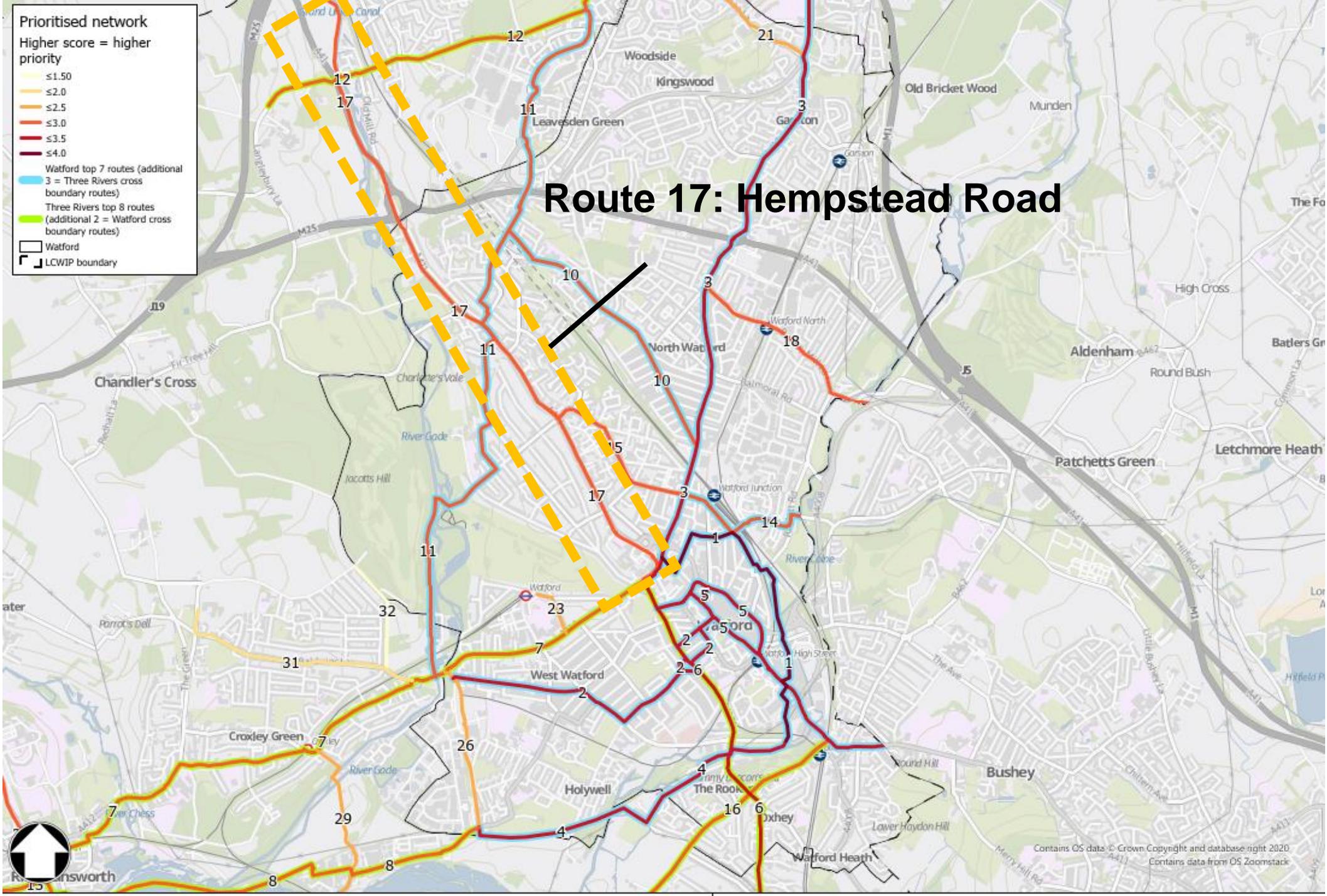
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# Route 17: Hempstead Road



# Route 17: Hempstead Road

Stepped cycle tracks – number of driveways along this section to be considered.

Cycle priority through junction – dedicated cycle signal stage, align with Stratford Way junction proposal

Upgrade existing crossing to single stage Toucan – providing access to cycle tracks

Link to Route 3

Existing pedestrian and cycle connection

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

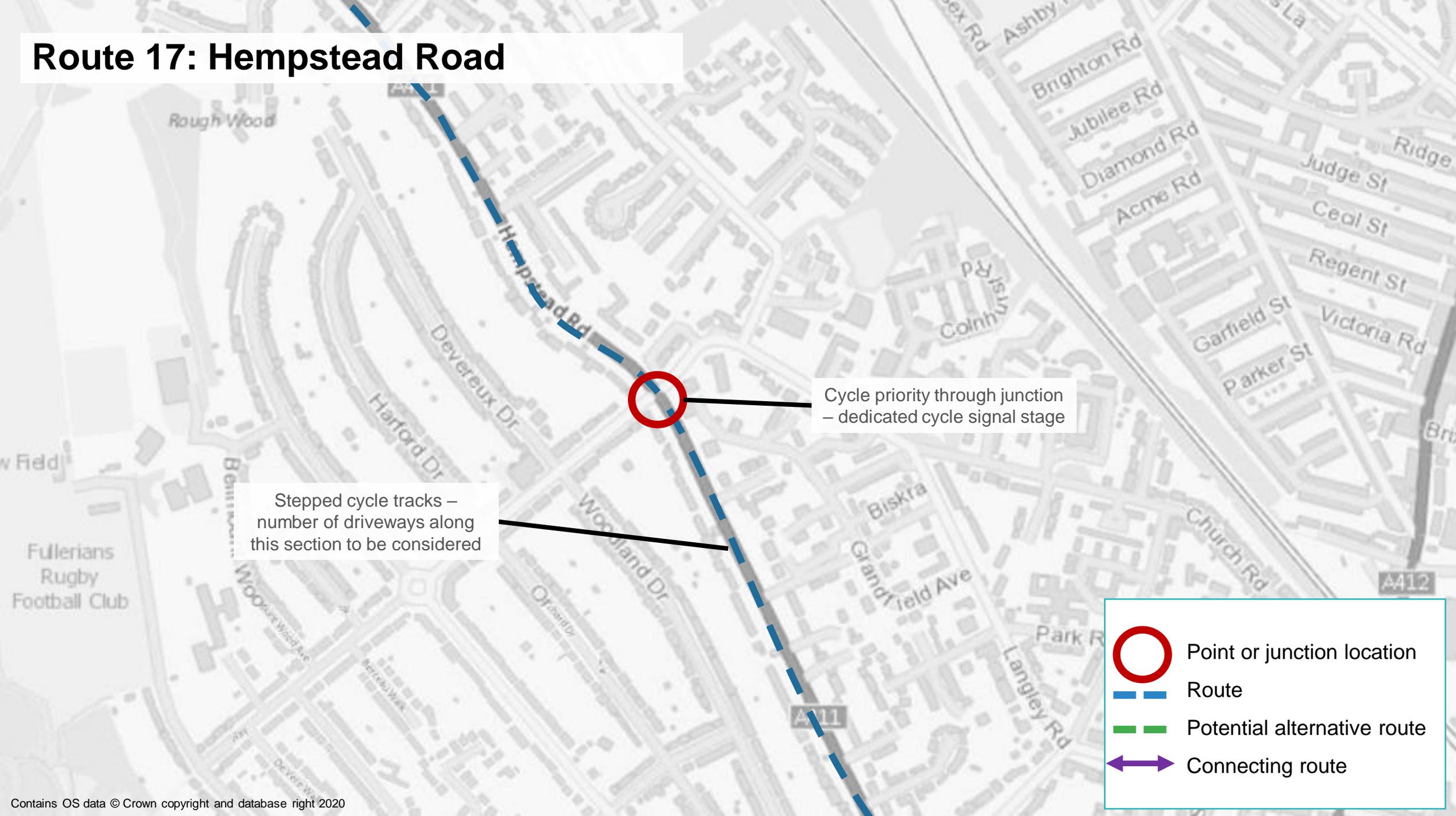
# Route 17: Hempstead Road

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

Stepped cycle tracks – number of driveways along this section to be considered

Cycle priority through junction – dedicated cycle signal stage, align with Stratford Way junction proposal

# Route 17: Hempstead Road



Cycle priority through junction  
– dedicated cycle signal stage

Stepped cycle tracks –  
number of driveways along  
this section to be considered

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

# Route 17: Hempstead Road

Stepped cycle tracks –  
number of driveways along  
this section to be considered

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

# Route 17: Hempstead Road

Three Rivers Route Improvements TBC

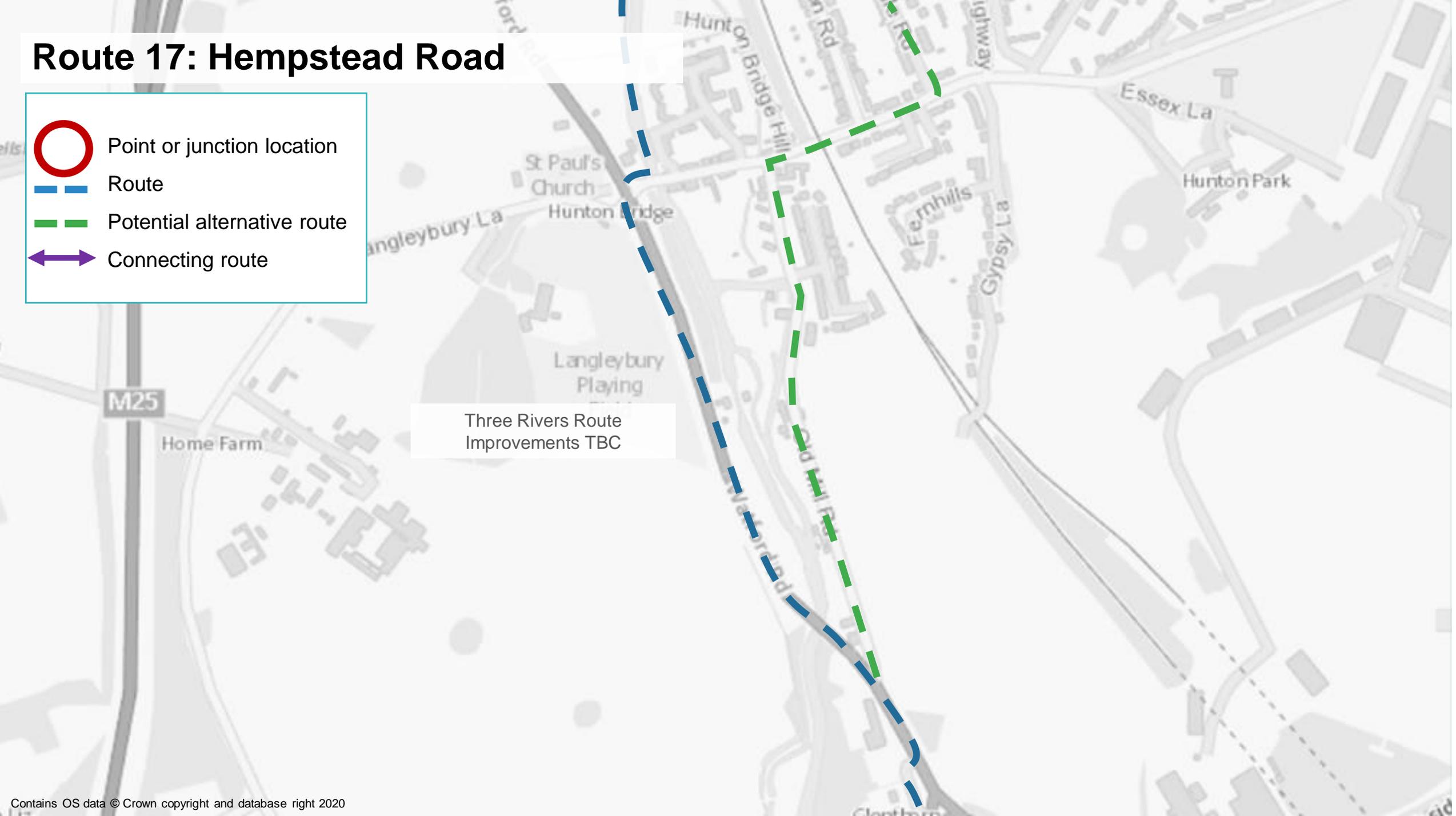
Cross cyclists from eastern side to access facility

Stepped cycle tracks – number of driveways along this section to be considered

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

# Route 17: Hempstead Road

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



Three Rivers Route Improvements TBC

# Route 17: Hempstead Road

-  Point or junction location
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Three Rivers Route Improvements TBC



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