

# STRATEGIC APPROACH: MOVEMENT

## Active travel & shorter term interventions

The map here highlights where active travel enhancements can be made, often in the shorter term, to improve pedestrian and cycling access into and through the town centre.

### Crossings

Particularly in relation to the ring road, there are significant opportunities to improve active travel access into the town centre. In some cases these involve an upgrade to existing crossings, and in others there are opportunities for new surface crossings such as to the Watford Colosseum and Cassiobury Park. In the longer-term there is potential for more wholesale change through replacing grade-separated crossings with surface crossings.

### Active travel routes

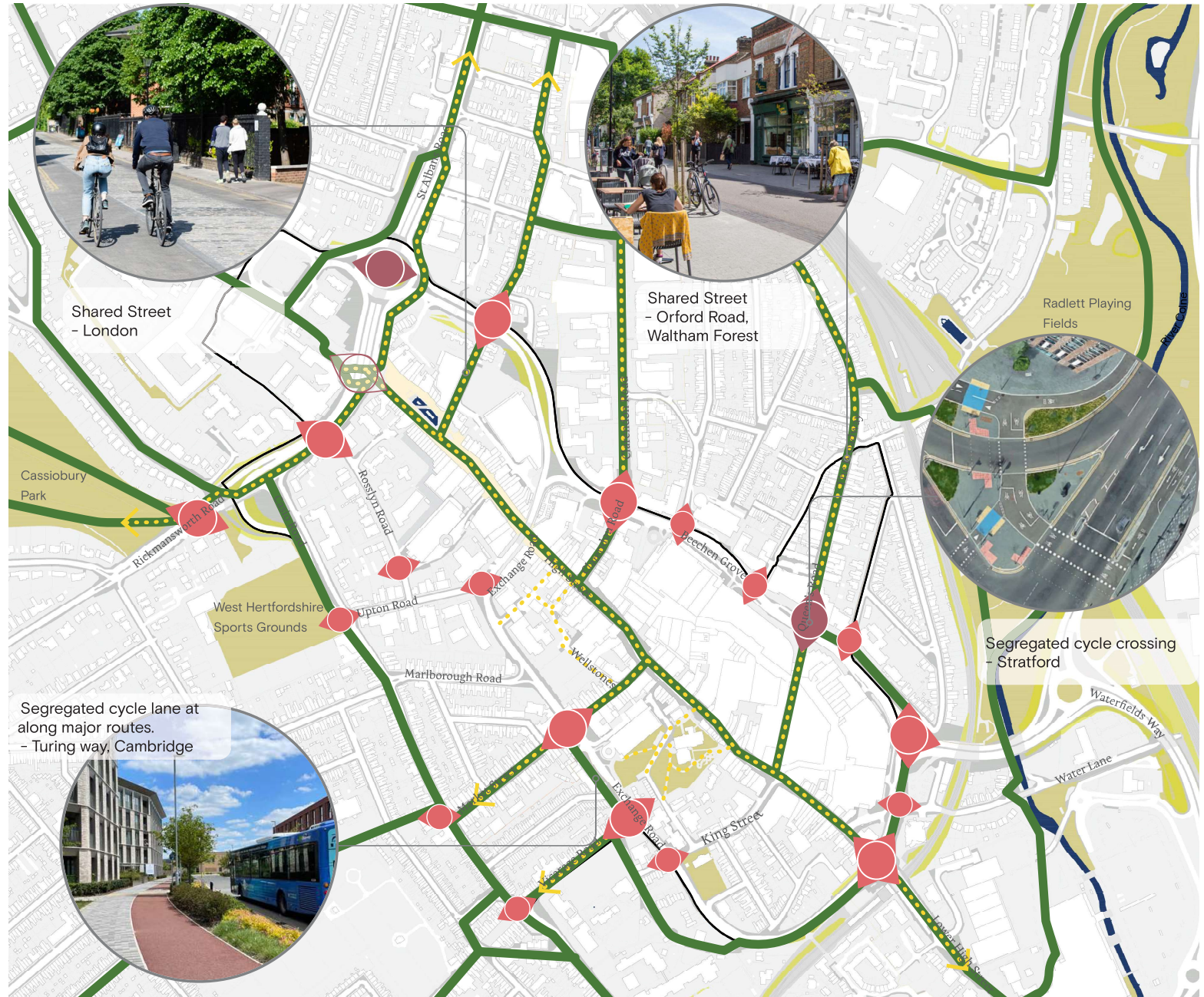
In support of the work already underway, the Framework highlights how the upgrades to the active travel network can coordinate with upgraded crossings and street characteristics.

### Public realm nodes as arrival points







The aforementioned public realm nodes have the opportunity to become attractive arrival points for active travel into the town centre, helping also with way finding. Switching the focus of points like this towards active travel will also help support the modal shift away from local car journeys.

### Safety and resolving conflicts

A key premise of the enhancement to active travel infrastructure is to improve safety for pedestrians and cyclists, both from the perspective of road safety and also social safety, to help in striving for White Ribbon Accreditation. One component of this is resolving conflicts between modes, for instance on tight streets with vehicles. Another is in creating more attractive environments that have better passive surveillance and are better used generally.



Active travel & shorter term interventions

-  Convert to surface crossing (longer-term)
-  Enhance crossing/new surface crossing
-  Potential connection enhancement
-  Cycle and walking network
-  Priority active travel routes
-  Study Area







# Strategic enhancements over the longer term

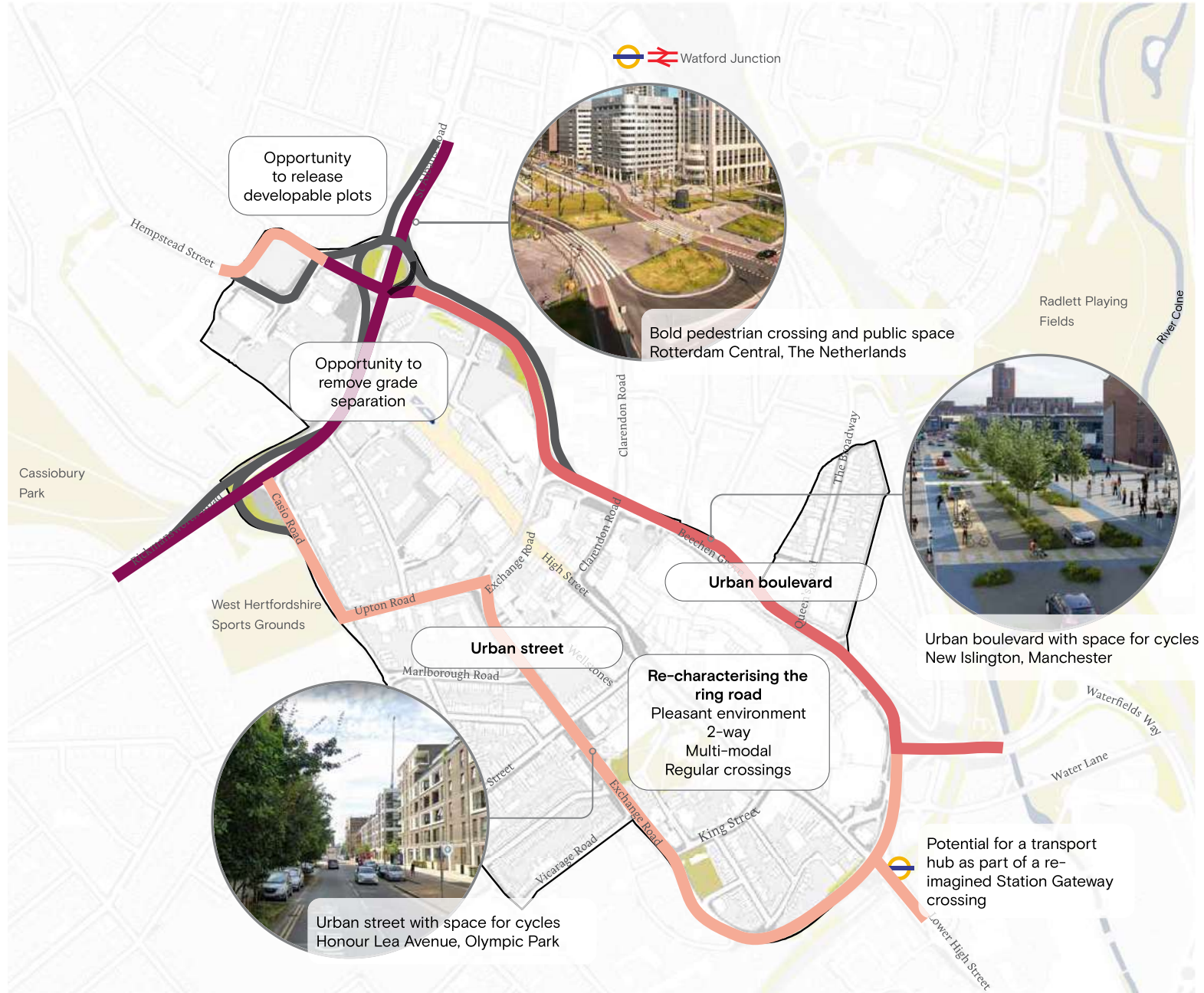
The map here represents the longer term ambitions of the Transforming Travel in Watford strategic enhancements that would re-characterise the highway network around the town centre. The premise is for an enhanced environment, with a two-way network, and a reinterpretation of street hierarchy (map below), taking opportunity to remove grade separation. This would create a more pleasant environment for pedestrians to walk along and cross, and for buildings to face and interact with.

An emphasis is placed on modal share, with opportunity to incorporate cycling infrastructure and respond to the Highway Code prioritisation for pedestrians and cyclists, particularly in this town centre environment. This can be supported through the recharacterisation of roads to focus on active travel rather than primarily vehicles, creating a more positive setting for buildings and public spaces as well.

Cycling infrastructure is being considered further within WBC, and this strategic approach is designed to accommodate and support the forthcoming short term cycling infrastructure upgrades.

-  Reallocate portion of highway & create developable plots
-  Urban boulevard: re-characterise highway as a primary route but with narrower carriageways, becoming 2-way, incorporating street trees and crossings
-  Urban street: re-characterise as a secondary route and incorporate street greening and regular crossings
-  Remove grade-separation and create an urban boulevard with regular crossings

The strategic proposed primary route network below highlights the potential to reconfigure the ring road with two-way connections. These must also be re-characterised and must accommodate other modes.



Strategic enhancements over the longer term