



HERTFORDSHIRE HIGHWAYS WATFORD JOINT MEMBER PANEL

Thursday, 27th October, 2011

6.00 pm

Town Hall, Watford

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CONTACT

If you require further information or you would like a copy of this agenda in another format, e.g. large print, please contact Jodie Kloss on 01923 278376 (Minicom available on 01923 278499).

Welcome to this meeting. We hope you find these notes useful.

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COMMITTEE MEMBERSHIP

Borough Councillor	Cty Cllr Giles-Medhurst	(Chair)
County Councillor	A Wylie	(Vice Chair)
County Councillors	Cty Cllr Bell, Cty Cllr Brandon, Cty Cllr Oaten, Cty Cllr Scudder and Cty Cllr Watkin	
Borough Councillors	J Brown, J Dhindsa, S Johnson, S Rackett and I Sharpe	

AGENDA

PART A - OPEN TO THE PUBLIC

1. APOLOGIES FOR ABSENCE

2. DISCLOSURE OF INTERESTS (IF ANY)

3. MINUTES (Pages 1 - 12)

The minutes of the meeting held on 12th July 2011 to be submitted for signature.
All minutes are available on the Council's website.

4. MATTERS ARISING

5. PETITIONS, TRAFFIC REGULATION ORDERS AND LOCAL ISSUES

(Pages 13 - 30)

Report of the Lead Assistant District Manager

This report advises on the current status of petitions, advises of objections to traffic regulation orders and informs the panel of other local issues of importance.

6. SECTION 106 CONTRIBUTIONS (Pages 31 - 54)

This Item updates Members on the current Section 106 developer contributions.

7. JMP DISCRETIONARY BUDGET AND LOCAL WORKS PROGRAMME

(Pages 55 - 72)

This item updates Members on the Discretionary Budget Programme and the Super CAT2 Works Programme

8. INTEGRATED WORKS PROGRAMME AND FORWARD WORK PROGRAMME

(Pages 73 - 120)

This report advises Members on:

1. Draft 2 of the Integrated Works Programme for 2012/2013
2. The Forward Work Programme 2012/2013 to 2016/2017

9. INTEGRATED WORKS PROGRAMME AND PROGRESS REPORTS

(Pages 121 - 140)

This item presents the following topics:

1. Active Works list (includes programmed HCC and third party works)
2. Integrated Works Programme Casualty Reduction schemes
3. Integrated Works Programme Integrated Transport schemes
4. Progress on the National Stations Improvement Programme
5. Watford Borough Council highway works

10. LOCAL SUSTAINABLE TRANSPORT FUND (Pages 141 - 144)

This report advises the Panel of this successful funding bid (for information only)

11. OPERATIONAL PERFORMANCE OF HERTFORDSHIRE HIGHWAYS

(Pages 145 - 148)

This report advises the Panel of the performance of Hertfordshire Highways.

12. DATE OF NEXT MEETING

To be confirmed

13. HIGHWAYS LOCALITY BUDGET

Presentation by Mike Jarrett, Area Service Manager for South West Herts Area office of Hertfordshire Highways.

This presentation will start at 19.45 hours.

All County Councillors and District Councillors have been invited to attend.

Agenda Item 3

HERTFORDSHIRE HIGHWAYS WATFORD JOINT MEMBER PANEL

12 July 2011

Present: County Councillor Giles-Medhurst (Chair)
Borough Councillor Wylie (Vice-Chair)
County Councillors Bell, Brandon, Oaten, and Watkin
Borough Councillors Burtenshaw, Forrest (for minute numbers 6 to 12), Johnson, Khan (for minute numbers 7 to 12) and Rackett

Officers:	David Swan	Hertfordshire Highways, District Manager
	Andrew Melville	Hertfordshire Highways, Assistant District Manager
	Nick Gough	Hertfordshire Highways, Area Highway Development Control Manager
	Stewart Liddle	Hertfordshire Highways, Assistant Network Manager (Development Control Implementation)
	Andy Smith	Watford Borough Council, Transport and Infrastructure Section Head
	Jodie Kloss	Watford Borough Council, Committee and Scrutiny Support Officer

1. ELECTION OF CHAIR AND VICE CHAIR

RESOLVED –

1. that County Councillor Giles-Medhurst be elected Chair for the 2011/12 Municipal Year.
2. that Borough Councillor Wylie be elected Vice-Chair for the 2011/12 Municipal Year.

2. COMMITTEE MEMBERSHIP/APOLOGIES FOR ABSENCE

Apologies for absence were received from County Councillor Scudder.

There was a change of membership for this meeting: Councillor Burtenshaw replaced Councillor Sharpe, Councillor Khan replaced Councillor Dhindsa and Councillor Forrest replaced Councillor J Brown

3. DISCLOSURES OF INTEREST

County Councillor Brandon declared a personal interest as he said that he may be buying a property on the Leggatts Campus site. The Panel agreed that he could stay and discuss the items.

During the discussions of minute number 6, Borough Councillor Johnson declared a personal interest as he lived in Ridge Lane.

4. **MINUTES**

It was agreed that since the minutes of the meeting held on 24 March 2011 had not been available online for Members to read that they would be signed at the next meeting.

5. **MATTERS ARISING**

There were no matters arising.

6. **PETITIONS AND LOCAL ISSUES**

The Panel received a report of the District Manager setting out the current status of petitions and local issues.

Petition – Courtlands Drive/A411 Hempstead Road junction

The District Manager summarised the report and said that the lead petitioner had made some suggestions for improving the junction which officers would investigate and report back to both the lead petitioner and the Panel in the autumn.

The County Councillor for Nascot Park said that this was the first time that he had heard of the option of revoking the no right turn into and out of Ridge Lane and consultation was imperative. He felt that it was important that the matter was resolved as soon as possible.

A Member agreed and expressed his concern that the option had been brought to the Panel prior to officers investigating the proposal.

The Vice-Chair observed that it was important to remember why the no right turn had been introduced in the first place; traffic was backing up to turn right and it was used as a rat-run to get to Courtlands Drive.

Later in the meeting, the County Councillor for Nascot Park informed the Panel that he had spoken to the lead petitioner who had been present during the discussion about the petition. The lead petitioner had confirmed that he had not suggested changing the access into and out of Ridge Lane.

RESOLVED –

that officers should not pursue the option of revoking the no right turn into and out of Ridge Lane.

Petition for permanent pedestrian crossing on Horseshoe Lane near northerly junction with Boundary Way

The Chair reported that he had undertaken a site visit and that a CS99 application had been submitted. Officers were happy for a pedestrian crossing to go ahead at this location.

RESOLVED –

that the report be noted.

Local issues- Woodmere Avenue width restriction scheme

The Chair referred Members to the briefing note in Appendix A. The issue had been covered by the Watford Observer.

The District Manager reported that Herts Highways had received 70 complaints since March and 11 insurance claims, all of which had been rejected. He reiterated that the restriction had been in place for many years, it was well-signed and it was up to each driver to consider whether to proceed through the restriction.

The Chair advised the Panel that since the last meeting officers had established that the cost for CCTV was prohibitive; at least £30,000.

The Vice-Chair advised the Panel that there was an error in the press statement in Appendix A; the sentence read “there have been posts, seven feet apart, at this site for many years”. This should read “seven feet six inches apart”.

The County Councillor for Meriden Tudor commented that there had never been such a controversial issue in the division but that the number of complaints was reducing. The local residents’ association was in favour of the width restriction.

The County councillor for Vicarage Holywell said he supported the restriction as it is.

RESOLVED –

that the report be noted and that no changes be made to the width restriction.

Local issues- Radlett Road/ Eastfield Avenue Thames Water Flood Alleviation Scheme

The Chair referred to Appendix B which showed that Thames Water was not planning to take any action and stated that further pressure was needed. He suggested that a meeting with Thames Water, the Elected Mayor, Ofwat and Stuart Pile from Herts County Council should take place.

A County Councillor recommended that John Wood, the Director of Environment at Herts County Council should be included.

RESOLVED –

that a higher level meeting be arranged with Thames Water to discuss the issue.

7. SECTION 106 CONTRIBUTIONS

The Panel received a report of the Area Highway Development Control Manager including the financial position and proposed uses for Section 106 (S106) monies held by Hertfordshire County Council.

The Chair informed the Panel that he had had meetings with officers regarding the ringfencing of £1.55million in S106 funds for the Croxley Rail Link. Of the six county divisions in Watford, four would have no S106 monies available to them if the ringfencing went ahead.

The Area Highway Development Control Manager informed the Panel that in the last quarter four developments in Watford had raised approximately £19,000 in S106 funds. The best and final business case for the Croxley Rail Link was to be presented to the Department for Transport in September. The more third party funding that was identified, the more viable and robust the bid would be. He added that further S106 funding would come in for the scheme between now and the completion of the Croxley Rail Link.

The Community Infrastructure Levy (CIL) would be replacing the system of S106. Under the CIL regime authorities would only be able to pool funds from up to five projects from S106 payments received from June 2010. It was hoped that funds from larger developments, such as the Health Campus, could be reserved for the Croxley Rail Link to free up funds from smaller developments.

He added that developments in Hertsmere, and particularly Bushey, should contribute S106 funds to the Croxley Rail Link as residents in Bushey were also likely to benefit from the scheme. However, this had not yet been discussed with Members.

There had been successful bids to the Local Strategic Transport Fund, which had freed up some S106 funds and made the Clarendon Road project possible.

The Chair reported that officers had ringfenced £1.3 million in January 2011 and this had now increased to £1.55 million. The West Herts College and Leggatts Campus developments had contributed to the Croxley Rail Link while funds had not been available to ameliorate the effects of the developments themselves. Residents were not happy when S106 funding was used in a different ward from the development. He suggested that at least £200K from the ringfenced amount should be retained for use in local schemes and that the wording of at least two Section 106 schemes, Leggatts Campus and West Herts College, supported that.

A County Councillor expressed his concern that the ringfenced amount had increased from £1.3 million to £1.55 million and that this was likely to increase further. It was a sensitive issue in Nascot where a lot of S106 funding had been

generated but no improvements had been made. There was a risk of turning residents against what was a good scheme.

The Vice-Chair expressed the view that £1.55 million was a small amount compared to the overall cost of the Croxley Rail Link. The comparatively small amounts in question would not make a substantial difference to the success of the bid.

A Borough Councillor commented that developers wanted to make a positive impact on the area and ringfencing the funds undermined the planning officers' negotiations with the developers.

The Area Highway Development Control Manager reminded Members that strategic schemes were the County Council's priority for S106 spend. Officers were aware of the potential for legal challenge and funds were allocated carefully. He added that the Croxley Rail Link had been identified as a possible scheme for S106 funds in reports for several years, even though a total value had not been identified. He reminded the Panel that S106 funding for education was dealt with separately to the funding for transport and the ringfencing had no effect on schools provision.

The Vice-Chair stated that he considered there to be a democratic deficit in the whole area of allocation of S106 funds. The public expected Members to have democratic control and this was an issue for county councillors to pursue more generally.

The following motion was proposed:

“that the Panel agrees to maintain support for the Croxley Rail Link but believes a sufficient sum of money should be made available to mitigate the effects of developments.”

On being put to the Panel this motion was AGREED.

RESOLVED –

that the Panel maintains their support for the Croxley Rail Link but believes a sufficient sum of money should be made available to mitigate the effects of developments.

The Panel then considered other aspects of the S106 report.

In response to a query from the County Councillor for Meriden Tudor, the Area Highway Development Control Manager explained that with the Sun Chemical site £107k had been used on the Watford Junction National Station Improvement Programme scheme leaving £26k for use locally.

The Chair commented that Three Rivers District Council was more successful at adding more specific contracts with developers regarding S106 funding, and agreeing at an earlier stage the strategic and local uses for S106 funding.

A Borough Councillor stated that he was a member of the Development Control Committee and it would be useful to think about S106 allocations in this role as well.

RESOLVED –

that the report and the Panel's comments be noted.

8. **JMP DISCRETIONARY BUDGET AND LOCAL WORKS PROGRAMME**

The Panel received a report of the Lead Assistant District Manager which provided information about local works programmes that were client managed by the Hertfordshire Highways Watford area team, including Discretionary Budget, approved Section 106 funds for local schemes and the Super CAT2 maintenance budget.

Discretionary Programme 2011/12

Scheme 5- Francis Road and Percy Road one ways

The Chair informed the Panel that the work would allow for the creation of four extra parking bays.

In response to a question from a County Councillor, the District Manager explained that an incorrect list had been sent out to Members which included last year's schemes.

Scheme 7- Dell Road and Elm Grove one way system

The District Manager informed the Panel that there were two main options for this scheme; widening the two roads at their junctions with Gammons Lane, and a one-way traffic management option for the two roads. Widening the road would mean reducing the footpath near a school and would be more expensive and so the traffic management option would be recommended.

The County Councillor for Callowland Leggatts said he did not understand the Design Team's reasoning and would like to meet them to discuss the scheme.

A Borough Councillor for Leggatts stated that it was crucial to consult with residents and he had found that opinion was divided at present.

Scheme 9- North Western Avenue Vehicle Activated (VA) signs

The District Manager reported that fixed warning signs had been erected in May. There was money available from S106 monies to fund this.

A Borough Councillor referred to the speeding on North Western Avenue, it was extremely difficult for those visiting the Mosque to cross the road safely.

The District Manager responded that they were aware of the issue and although there had been accidents, there had to be a certain number before speed cameras could be considered. The current government had also said they did

not want any additional cameras to be installed. It was a main corridor into Watford but it was important that speeds were reduced.

The Chair said that the VA signs were needed as soon as possible after the speed survey in September.

It was agreed that Panel Members would be sent copies of the results of the survey as soon as possible, as well as the results being sent to all Borough Members for Stanborough and Leggatts.

Scheme 14- Waterfields Recreational Ground

The District Manager reported to the Panel that Herts Highways had agreed a good price from a supplier for lighting enhancement on Waterfields Recreational Ground which had provided a saving of £2,600.

The Chair said that he was aware of the lighting issues on Reeds Walk and Bushey View where the lights were in need of upgrading. He recommended that the money saved should go towards this work.

On being put to the Committee, this was AGREED.

Scheme 15- Greenbank Road

The District Manager informed Members that it had been agreed by Chair and Vice-Chair at the pre-meeting briefing that the Members' discretionary budget should provide a maximum of 50% funding and Watford Borough Council had agreed to pay for the parking measures but there was still £10,000 that needed to be found.

A Borough Councillor for Nascot noted that it had been a significant problem for some time and a multi-agency steering group had been set up. He was concerned that there were no S106 funds available to meet the shortfall.

The Transport and Infrastructure Section Head informed the Panel that the brief had been to create a sterile area in front of the school and put restrictions in place. There was always a problem with displacement with parking schemes.

The Chair said that funding from Safer Routes to Schools and S106 was being pursued.

Scheme 17- Old North Western Avenue

The District Manager explained that the report on the Old North Western Avenue would be released in the coming weeks. Accidents were caused by vehicles speeding, motorists driving on the wrong side of the road due to parked cars and poor visibility. A traffic calming scheme was being considered with road humps, speed cushions and a central island to separate traffic.

Members discussed the problems regarding lorries speeding into Leggatts Campus and residents were keen for a scheme to be put in place.

RESOLVED –

that the report and Panel's comments be noted.

SuperCAT2 works

The report set out the suggested SuperCAT2 works for 2011/12.

RESOLVED –

that the report be noted.

Jet Patching in Watford

In response to a Member's question regarding outstanding schemes from March, the District Manager explained that these works were carried out by a sub-contractor who was given a free rein in carrying out the work. The sub-contractor decided the volume of work to be undertaken each day to obtain best value and so some streets reported in March were still outstanding.

The District Manager reported that more jet patching was scheduled for August; the sub-contractors would be working in Watford, Three Rivers and Dacorum.

A Borough Councillor said that Oakdene Road was a problem and should be prioritised. The Chair asked officers to prioritise all areas that were outstanding since March.

Members also commented that there was often detritus left after jet-patching had taken place.

RESOLVED –

that the Panel's comments be noted.

9. **FORWARD WORKS PROGRAMME**

The Panel received a report of the District Manager including comments from Members. The District Manager informed the Panel that the comments would be presented at a meeting with the Integrated Works Programme team.

RESOLVED –

that the report be noted.

10. **INTEGRATED WORKS PROGRAMME AND PROGRESS REPORTS**

The Panel received a report of the Lead Assistant District Manager which summarised progress on the delivery of the Integrated Works Programme.

It was noted that the contact officers shown at the end of the report needed to be updated with Justin Bloomfield replacing Linda Baker as Parking Services Manager.

ACTION: Lead Assistant District Manager

The District Manager apologised that the list was more comprehensive than it needed to be as it included last year's schemes. The list would be reissued. The casualty reduction schemes were all in the design process and were planned for the 2012/13 financial year.

Integrated Transport Projects- Scheme Update

The Chair drew Members' attention to the example road sign that officers had brought to the meeting.

The Transport and Infrastructure Section Head informed the Panel that the new signs were designed to declutter the signage in the Clarendon Road area. They utilised the space below the sign to give pedestrian information.

A Borough Councillor asked how the time taken to complete journeys on foot was judged as it would vary for different people.

The Vice-Chair responded that it was based on the average person's walking speed which was approximately two to three miles per hour.

RESOLVED –

that the new signage be approved.

Variable Message Signs

The District Manager reported that the Variable Message Signs (VMS) had been quite well used. For example during the recent Police incident in the town centre they were used to notify motorists of road closures.

In response to a question from a Member, the District Manager confirmed that the Automatic Number Plate Recognition cameras would solely be used to measure journey times. If a journey had taken a particularly long time officers could look at CCTV and establish where there was a problem and inform motorists via the VMS system.

Schemes being investigated in 2011/12

The District Manager informed the Panel that the pedestrian crossing at the junction of Langley Road and Stratford Road was not likely to be viable due to a low crossing count and poor intervisibility between motorists and pedestrians.

Regarding the quality of life schemes for 20mph zones West of St Albans Road, in the Alexandra Road area and in Park Avenue, all three schemes were being progressed. The District Manager said that a 20mph zone was feasible in each area but traffic calming measures were also needed.

The Chair noted from his attendance at a recent HCC Highways and Transport Panel that in respect of a trial 20mph Zone in the Cathedral area of St Albans, officers had applied to the Department for Transport under Section 64 and 65 of the Road Traffic Regulation Act 1984 for exemption from the requirement to

have traffic calming measures in part of some of the roads within the trial area. He queried if this could be used in Watford for the Alexandra Road area.

Post meeting note- the District Manager checked the particular circumstances of the St Albans trial, and the roads for which exemption from traffic calming measures was requested had existing speeds which were lower than 25mph. This was not the case with Alexandra Road, where speeds were higher, and so physical measures other than signs and road markings were still likely to be required.

Update on Watford Junction National Station Improvement Project

The District Manager reported that the works were progressing well. There had been resolution with Watford Borough Council regarding pay and display in Woodford Road and it would now be installed.

Watford Borough Council Highway Works

The Transport and Infrastructure Section Head informed Members that the Cassiobury Controlled Parking Zone (CPZ) was to be extended to Parkside Drive (The Gardens to Richmond Drive), Cassiobury Drive (The Gardens to Langley Way); and Richmond Drive. These were the only roads that showed clear support for inclusion in to the zone.

There had only been one objection to the scheme in Nascot to combat non-resident parking in Kildonan Close, Oaklands Court and Kenilworth Court.

The majority of residents in the Langwood Gardens, Pinewood Close and Maple Grove area of Nascot were in favour of the scheme to combat commuter parking.

The County Councillor for Nascot Park expressed his thanks to Brian Scott, Watford Borough Council's Traffic Engineer, for his proactive approach, particularly to consultation.

The Vice-Chair referred to the Traffic Regulation Order (TRO) for Beechwood Rise, Bushey Mill Lane (disabled bay), Courtlands Drive (disabled bay), Lavinia Avenue, Longspring and the Tolpits Lane service road. He asked whether comments had been received from Herts Highways and whether this could be expedited as residents were keen for it to be implemented. The Transport and Infrastructure Section Head responded that the TRO would go in the Watford Observer in late July/early August.

A Borough Councillor raised an issue of a van which regularly parked on Beechwood Rise/Longspring. The Vice-Chair suggested that it could be a matter for the Police to pursue if the driver was causing an obstruction.

Intelligent Transport System Strategy

The Chair noted that the system on the UNO bus fleet would be live in March 2012.

The Transport and Infrastructure Section Head agreed to ask operators about the progress of their plans at their next meeting.

11. **OPERATIONAL PERFORMANCE OF HERTFORDSHIRE HIGHWAYS**

The Panel received a report of the District Manager which advised on the performance of Hertfordshire Highways in the Borough of Watford.

RESOLVED –

that the report be noted.

12. **DATE OF NEXT MEETING**

27 October 2011

The meeting started at 6.00 p.m.
and ended at 8.35 p.m.

Chair
Hertfordshire Highways Watford
Joint Member Panel

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**HERTFORDSHIRE HIGHWAYS
WATFORD JOINT MEMBER PANEL
Thursday 27 October 2011**

PETITIONS, TRAFFIC REGULATION ORDERS & LOCAL ISSUES

Report of the District Manager

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to advise members of the current status of petitions, to advise members of any objections to traffic regulation orders and to inform the Panel of any other local issues of importance.

2. PETITIONS RECEIVED

- 2.1 A new petition for the Joint Member Panel to consider was received on 17th October 2011 from the residents of St James Road in the Vicarage Ward . The petition contained signatures from 112 residents who are requesting their road is made into a “one-way” street.

2.2 RECOMMENDATION

- 2.3 Fund a survey of vehicle movements from Discretionary Budget, so that current levels of usage and direction of traffic flow can be quickly established.

3. PETITIONS UPDATE

Petition – Courtlands Drive / A411 Hempstead Road junction

- 3.1 In June 2010 a petition was received from the residents in the Nascot Ward in respect of the Courtlands Drive junction with Hempstead Road.
- 3.2 The lead petitioner states in a covering letter dated 11th June 2010 that the residents are seeking an improved traffic flow at the junction. The petition has in excess of 100 signatures.
- 3.3 It was agreed with the Chairman and Vice Chairman of the JMP together with the County Member for the Nascot Ward that in order to give the petition full consideration that the petition be discussed outside the JMP meeting.
- 3.4 The petition was presented at a meeting held at Herts Highways Local Area Office on the evening of the 26th July. The County Member, Nascot Ward Councillors, Traffic Police, Watford Councils

Arboriculturist, The Watford District Manager and Lead Assistant District Manager were all present at the meeting.

- 3.5 The lead petitioner presented a detailed plan of the junction and offered a number of junction improvement suggestions. These included reducing the current footpath width in order to introduce a filter lane for vehicles turning left out of Courtlands Drive and a dedicated lane for vehicles wishing to turn right from Courtlands Drive. The petitioner also requested that the visibility at the junction be improved and that the road markings be refreshed.
- 3.6 **RECOMMENDATION**
- 3.7 Officers agreed to undertake the cutting back of the trees and hedges to improve visibility and to refresh the keep clear and junction markings. These works have been carried-out and funded from the Local Category 2 budget.
- 3.8 In order for Members to fully consider the petition it was agreed that officers would provide Members with a cost of undertaking a 24 hour video survey of the junction. The survey would provide evidence of queue lengths in Courtlands Drive and pick up all vehicle, cyclist and pedestrian movements. The survey would also include analyses of the vehicle movements.
- 3.9 The estimated survey costs are £1,100.
- 3.10 Members agreed to fund the cost of a video survey from the Discretionary Fund, subject to confirmation of budgets. The survey was carried out on Wed 9th March 2011.
- 3.11 The survey data and video evidence were reported to the lead petitioner in April, and the survey data was also distributed to officers and local member attending the original petition meeting in July 2010.
- 3.12 The survey data revealed the maximum queue of vehicles waiting to turn out of Courtlands Drive was nine during the period 8.30-9.00am, and during the evening peak period of 5.00-5.30pm the maximum queue was seven vehicles.
- 3.13 The lead petitioner has prepared his own report and circulated it in May 2011 to those attending the original petition meeting. The report acknowledges large scale junction treatments such as traffic signal control and a roundabout do not provide a net benefit to Watford travellers and are not a priority for funding in the current period of austerity.

- 3.14 Other measures which have been investigated and rejected are as follows.
- 3.15 a) Revoking the no right turn into and out of Ridge Lane as a means of reducing pressure at the Courtlands Drive junction. This was rejected at the July 2011 JMP as it would lead to a reoccurrence of safety and congestion problems at the Ridge Lane junction.
- 3.16 b) New KEEP CLEAR road markings on the right turn lane from Hempstead Road allowing right turning traffic out of Courtlands Drive a better line of sight should right turning traffic from Hempstead Road decide to give priority to right turning traffic out of Courtlands Drive. This was rejected for various safety reasons (e.g. lack of visibility, non-standard layout, creating confusion) and it does not comply with the rules of the road given in the Highway Code which states drivers MUST give way to traffic on the main road when emerging from a junction with broken white lines across the road.
- 3.17 Officers have investigated a feasible local carriageway widening scheme in Courtlands Drive which gives more space for left turning vehicles to pass a queue of 4 right turning vehicles. The scheme would have the benefit of helping to reduce the queuing time which is a maximum of 5 minutes during 8.30-9.00am and less during non-peak times. The disbenefits of the scheme are such capacity improvements would attract more traffic to the junction, negating the queue reduction benefit, and space for pedestrians would be reduced to the minimum width. The scheme is estimated to cost £15-20k, subject to confirmation of statutory undertakers diversion costs, and could be met from the local county councillors Highway Locality Budget which becomes available in April 2012. However the local member would need to decide if this is sufficient value for money given vehicle drivers can choose, as many already do, to exit Courtlands Drive to the North where peak hour junction delays are less.
- 3.18 Officers are currently investigating the possibility of changing the settings on the signalised pedestrian crossing on Hempstead Road near the junction with Ridge Lane so, if the red phase is not regularly called by pedestrians, it automatically brings up a red signal at regular intervals during the peak hour which in turn will create gaps in the traffic flow to help reduce and clear the queues in Courtlands Drive. Other Highway Authorities are known to use this measure, though in the past Hertfordshire Safety Auditors have expressed pedestrian safety concerns.
- 3.19 Once investigations are completed, officers will report back to the lead petitioner and those attending the original petition meeting.

- 3.20 Petition for permanent pedestrian crossing on Horseshoe Lane near northerly junction with Boundary Way.
- 3.21 In October 2010, a petition of 164 signatures was received from the residents of Boundary Way in the Woodside Ward.
- 3.22 The Lead petitioner explained in a covering letter the signatories are seeking a permanent pedestrian crossing on Horseshoe Lane near the northerly junction with Boundary Way to replace the school crossing patrol service which ceased 2 years ago. An accident involving a cyclist crossing the road here has heightened their concerns.
- 3.23 At the Jan 2011 panel, members agreed to fund a pedestrian count out of Discretionary budget for 2010/11. The survey was carried out on Wednesday 16th Feb 2011 between 7am and 7pm.
- 3.24 The survey revealed 171 pedestrians crossed at or within 2 metres of the existing tactile area. 51 of the 171 were children. The peak hours when the greatest number of pedestrians crossed were 8 - 9am when 40 crossed and 3 - 4pm when 44 crossed.
- 3.25 A speed and volume count near the crossing point was carried out from 9th to 15th February 2011. The 85thile traffic speeds were 34-36mph. The 2 way flows measured during the peak hours were approx 700 which averages out to one vehicle every 5-6 seconds.
- 3.26 The survey results were discussed at the Officers Steering Group on 11th March 2011. It was discussed that as speeds were excessive and peak hour flows were high enough to afford little opportunity to cross, provision of a pedestrian crossing would improve the quality of life for residents and help to reduce traffic speeds in the absence of the traffic calming scheme designed in the early 2000s which never went ahead due to lack of funding. Officers agreed funding should be sought for a feasibility study to establish if a feasible pedestrian crossing can be found. Officers agreed to submit a CS99 to apply for £4000 of S106 funds from the Alban Wood school development.
- 3.27 Funding was found for the feasibility study, which is now complete. An update of the findings so far are contained in the IWP progress report (See Item 9 Appendix C of the agenda)

4. OBJECTIONS TO TRAFFIC REGULATION ORDERS

WATFORD SPECIALIST MARKET REPORT – CONSIDERATION OF OBJECTIONS TO THE PROPOSED TRAFFIC REGULATION ORDER – HIGH STREET, THE PARADE, WATFORD

- 4.1 Members are requested to provide their views on overruling two objections to the proposed Traffic Regulation Order (TRO) (Prohibition of Driving and Cycling on Market Days) associated with the holding of 'specialist' markets on that specified area of High Street, The Parade.
- 4.2 A copy of the draft Order may be viewed at Appendix A.
- 4.3 **Background**
- 4.4 The purpose of the restriction is that it will apply only when signs are in place on specific market days between 6.00am and 7.30pm up to a maximum of fourteen occasions annually.
- 4.5 Exemptions will be made for vehicles being used by emergency services, market traders setting up and running authorised market stalls, authorised vehicles associated with the setting up, operation of and dismantling of the market and vehicles used in connection with local and Highway Authority Statutory Duties, waste disposal and street cleansing.
- 4.6 It is intended that this restriction will prevent the likelihood of danger arising to pedestrians attending the market by reducing potential conflicts between vehicular traffic and pedestrians.
- 4.7 The proposal was consulted upon informally during December 2010 and January 2011.
- 4.8 Informal consultation included: Fire, Police (traffic and town centre); Ambulance; District and County Councillors; district officers (Planning, Environmental Services); county officers (Network Management, District Manager); businesses and residents in the proximity of the market area; Watford Traffic Summit; SPOKES and the Cycling Touring Club.
- 4.9 The proposal was subsequently advertised as a Notice of Intention in the Watford Observer on 15th April 2011 with closing date of May 13th for receipt of objections.
- 4.10 In addition the Notice was sent to all the relevant statutory bodies (including the Cycle Touring Club) and full documents were held on deposit at Watford Town Hall and County Hall, Hertford for the necessary period.

4.11 Objections

4.12 During the statutory period, two objections were received.

4.13 These are summarised below, both received from local residents:

- Concern on environmental grounds that cyclists would be disadvantaged should the restriction be enacted.
- Concern that the publicity of the scheme has not been handled correctly.
- Concern regarding the legal precedent likely to be set and that the sustainability of cycling is likely to be undermined.

4.14 The objections in full may be viewed at Appendix B.

4.15 Recommendations

4.16 The officer's recommendation is for the objections to the TRO to be over ruled for the following reasons:

- Highway safety and the duty of care the Local Authority has towards vulnerable road users. The events will increase the footfall into the Parade area which would increase conflict between pedestrians and cyclists if there was no exemption on event days.
- The TRO has been advertised and publicized correctly with the relevant amount of time allowed for responses.
- The restriction is for a maximum of fourteen days per year. It should be noted that the brief for the enhancement of The Parade, Pond and Town Hall area states that the cycle route should remain. The Borough Council is keen to further promote cycling opportunities.

4.17. Contact Officer

4.18 Yvonne Shaw, Town Centre & Programme Manager, Watford Borough Council

Tel: 01923 278146, Email: yvonne.shaw@watford.gov.uk

5 LOCAL ISSUES – Woodmere Avenue Width Restriction Scheme

5.1 This scheme, to strengthen the existing width restriction, was constructed with funds from the 2010/11 Discretionary Budget.

5.2 Since the scheme was open to traffic on 28th February 2011, a considerable number of vehicles have collided with the restriction, resulting in a number of complaints, and sustained media interest.

5.3 A briefing note is contained as Appendix C, which covers the background to the scheme, correspondence received, and suggests a way forward.

6. LOCAL ISSUES – Radlett Road / Eastfield Avenue Thames Water Flood Alleviation Scheme

6.1 At the July 2011 panel meeting members resolved to refer this matter to the Mayor with a request that she makes contact with John Wood, in his capacity of HCC Director of Environment in order that influence is brought to bear on OFWAT and Thames Water to ensure that the project is definitely progressed as soon as possible and definitely in the next investment period.

6.2 A meeting took place on 23rd Sept 2011 to discuss the matter, and notes of the meeting are included as Appendix D.

6.3 A further meeting with the local county councillor, highway officers and Thames Water engineers is scheduled for 8th November 2011.

7. RECOMMENDATIONS

- a. Members are requested to note the information and provide any comments to the relevant officer.

8. CONTACT OFFICERS

Dave Swan District Manager 01923 257094

Yvonne Shaw Town Centre and
Programme Manager
Watford Borough Council 01923 278146
E-Mail : yvonne.shaw@watford.gov.uk

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WATFORD BOROUGH COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

APPENDIX A

Date of Order:
Order No:

**THE BOROUGH OF WATFORD (THE PARADE, HIGH STREET, WATFORD)
(PROHIBITION OF DRIVING AND CYCLING ON MARKET DAYS) ORDER 2011**

The Watford Borough Council, pursuant to arrangements made under Section 101 of the Local Government Act 1972 with the Hertfordshire County Council, and in exercise of powers conferred on the said County Council under Sections 1, 2, 3 and 4 of the Road Traffic Regulation Act 1984 (which said Act of 1984 is hereinafter referred to as "the Act of 1984"), and Part IV of Schedule 9 to the Act of 1984 and of all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act of 1984, hereby make the following Order:-

1. This Order may be cited as "The Borough of Watford (The Parade, High Street, Watford) (Prohibition of Driving and Cycling on Market Days) Order 2011" and shall come into operation on
2. This Order shall come into effect on those days of the week designated as Market Days and only when such signs to indicate the prohibition have been placed at the start and terminal points of the length of road specified in the Schedule to this Order.
3. Save as provided in Article 4 of this Order no person shall on Market Days cause or permit any motor vehicle to be driven or pedal cycle to be ridden on or through that length of The Parade, High Street, Watford specified in the Schedule to this Order.
In this Order 'Market Day' means –
Between the hours of 6:00am and 7:30pm on those days of the week where a market duly authorised by Watford Borough Council in pursuance of the Charter granted under the Market Charter C.66/1825 (Patent Roll of James I) No. 26 dated 24th July 1609 is to be held, but limited to fourteen days annually.
4. Nothing in Article 3 of this Order applies to the length of road restricted by that Article (which said length of road is referred to in this Article as "the restricted area") in relation to –
 - (a) A vehicle being used for Fire and Rescue, Police or Ambulance purposes during the course of an emergency.
 - (b) A vehicle authorised by Watford Borough Council for the purpose of setting up and dismantling authorised market stalls or used in connection with the removal and disposal of waste or for the purpose of carrying out street cleansing duties.
 - (c) A vehicle being used by or on behalf of Watford Borough Council or Hertfordshire County Council for the purpose of carrying out any statutory highway duties of that Council.
 - (d) Market trader's vehicles being used in connection with the setting up, dismantling and running of authorised market stalls or used in connection with the removal and disposal of waste.
 - (e) A vehicle being used in connection with the laying, erection, alteration, repair or cleaning of any sewer or of any main pipe or apparatus for the supply of gas, water or electricity, or of any telecommunications apparatus kept or installed for the purposes of a telecommunications code system or of any other telecommunications

apparatus lawfully kept installed in any position and which cannot reasonably be used for such a purpose without entering and stopping in the restricted area;

In this Order

'authorised market stall' means –

A market stall located within the restricted area and licensed by The Borough of Watford and

'Market' means –

a Market created by Watford Borough Council under Charter granted by the Market and Fairs Clauses Act 1847.

5. Watford Borough Council in making this Order are satisfied that this Order is required to avoid the likelihood of danger to persons using that length of road specified in Article 2 of this Order.
6. The provisions of the following Order are suspended during designated Market Days but only in so far as they relate to that length of road specified in the Schedule to this Order and only whilst the requirements specified in Article 2 to this Order are in effect;
The Borough of Watford (Town Centre Phase 1 – The Parade, High Street & Gade Car Park Service Road) (Prohibition of Driving) Order 1999
7. The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

SCHEDULE

length of The Parade, High Street, Watford – prohibition of driving on market days

The Parade,	from a point in line with the north west boundary of 63 The Parade,
High Street	High Street south eastwards for approximately 160 metres to a point 13 metres north west of a point in line with the north west kerbline of Clarendon Road.

THE COMMON SEAL OF THE WATFORD)
BOROUGH COUNCIL was hereunto)
affixed this th day of 2011)
in the presence of:-)

Mayor

Solicitor to the Council

STATEMENT OF REASONS FOR PROPOSING

THE BOROUGH OF WATFORD (THE PARADE, HIGH STREET, WATFORD) (PROHIBITION OF DRIVING AND CYCLING ON MARKET DAYS) ORDER 2011

The Watford Borough Council (acting under agency arrangements with Hertfordshire County Council) are proposing to make a Traffic Regulation Order to prohibit the driving of all motor vehicles and riding of pedal cycles on The Parade, High Street, between Clarendon Road and Gade car park access road for the purposes of safeguarding pedestrians attending specialist markets on selected days on that section of public highway. 'Markets' has the meaning - as those markets authorised by Watford Borough Council under the terms of the Watford Market Charter.

It is intended that the restriction will apply only when signs are in place on specific market days between 6.00am and 7.30pm up to a maximum of fourteen occasions annually.

Exemptions will be made for vehicles being used by emergency services, market traders setting up and running authorised market stalls, authorised vehicles associated with the setting up, operation of and dismantling of the market and vehicles used in connection with local and Highway Authority Statutory Duties, waste disposal and street cleansing.

It is intended that this restriction will prevent the likelihood of danger arising to pedestrians attending the market by reducing potential conflicts between vehicular traffic and pedestrians.

The proposed measures have been subject of consultation with local and County Councillors representing the area, local Police, affected residents and businesses.

Derek Crosby

From: Terry Curtis
Sent: 16 May 2011 08:55
To: Derek Crosby
Subject: FW: Prohibition Order 2011. Watford High Street.

From: Terry Curtis
Sent: 13 May 2011 11:30
To: Terry Curtis
Cc: Derek Crosby
Subject: Prohibition Order 2011. Watford High Street.

We wish to register our objection to this order, believing as we do that it could be handled differently. There seems to have been questions as to how much genuine effort has been made to publicise this scheme, thereby enabling objections. Even within the Spokes group up to now, it is only Committee members who are kept informed.

We think it unwise to give way on the principle of legal cycling up and down the whole length of Watford High Street, a hard won concession, and possibly a thin end of a wedge. The CYCLISTS DISMOUNT signs dotted around give entirely the wrong message. Planners and Councils could enhance peaceful co-existence, the only answer, by actually encouraging more cycling. (British Waterways is currently implementing a system of communication between the various groups using the canals, another potential area of conflicting interests). Every cyclist means one less polluting car on the congested roads.

We believe that environmental issues are beyond politics and urgent.

Derek Crosby

From: Terry Curtis
Sent: 16 May 2011 08:55
To: Derek Crosby
Subject: FW: Objection to proposed traffic order

-----Original Message-----

From: Terry Curtis
Sent: 14 May 2011 10:00
To: Terry Curtis
Subject: Objection to proposed traffic order

This is an objection to THE BOROUGH OF WATFORD (THE PARADE, HIGH STREET, WATFORD) (PROHIBITION OF DRIVING AND CYCLING ON MARKET DAYS) ORDER 2011.

My main reason for objecting is that the order would bring into question the principle of legal cycling along the whole length of Watford High Street. This principle was put into practice in the Town Centre cycle route by Watford Borough Council not to provide a leisure facility for cyclists, but to make a real and permanent statement that cycling as an everyday mode of transport is vital as part of the sustainable future that we all need if the world is going to survive. So I think it's very important that this kind of support for cycling is not undermined, even for only 14 days per year.

However, I am not saying that these markets should be stopped, and nor do I want to barge through crowds of market customers on my bike - of course not. But I do want to be able to cycle slowly past the backs of the market stalls if there is only a sprinkling of pedestrians there, carefully avoiding them - it would be much like riding along much of the cycle path on a normal day! So perhaps instead of making this order you could put up some advisory signs (aimed at cyclists but also acting as information for pedestrians) saying that while the market is in operation, cyclists should not use the normal cycle path but can instead proceed with caution behind the market stalls.

Additional notes/questions, not part of my main objection:

1. I do not believe that there are any 'documents giving more detailed particulars of the proposals' on the website www.watford.gov.uk - if they are there, they are extremely well hidden. I would like to see these documents - can you email them to me please?
2. Why does the proposed order mention driving as well as cycling, when no motor vehicles are ever allowed in that section of The Parade anyway?

Appendix C - Briefing Note on Woodmere Avenue Width Restriction

Early History

Back in the 1980s, after consultation with residents, public and local county councillors, it was agreed that a width restriction be placed in Woodmere Avenue, and this would be **7 feet** wide. This came into force with a Traffic Regulation Order on the 24th March 1980.

At the same location there is also a bus lane supported by a “No Entry except buses” Traffic Regulation Order, and enforcement of this is a matter for the police.

Over the years, the width restrictions have been abused and sustained damage, particularly to lit bollards, posts and lit signs. This led to regular complaints from residents living next to the restrictions and regular maintenance and clean up costs for the Highway Authority.

Recent scheme

Hence the recent strengthen works was carried out to address these ongoing complaints from residents, the county councillor and local members. The refurbishment scheme opened to traffic on 25th February 2011 and uses stiffened posts which are designed to resist vehicle strikes and reduce maintenance costs. Indeed they are designed to control/restrict **any vehicle** which is over 7 ft in width.

The width restriction is 7 feet to support the traffic regulation order. **The restriction width and traffic order have always been for a width of 7 feet, since its introduction in 1980. The original Traffic Road Order has never been changed.**

The posts for the refurbishment scheme have been set at a width of 7 feet in line with the kerbs, whereas previously the posts had been set at the back of the kerb, making the posts 7 foot 6 inches apart.

The posts that were initially installed were at a height on 1.3 metres. This was to ensure that the posts and width was visible to drivers and to assist them in guiding them through the restriction. However, a decision was made to cut these bollards to a height of 730mm. which took place at 8.30pm on Friday 25th February after several vehicles sustained damage to their wing mirrors.

The District Manager has observed vehicles going though the restrictions between 12-1pm and 5-6pm on Mon 28th Feb, and all cars negotiated the restrictions without damage, and only 1 in 10 vans struck the kerbs.

Correspondence received to date

There have been a total of 80 complaints since the refurbishment scheme was opened – 46 in March, 10 in April, 6 in May, 8 in June, 4 in July, 2 in August, 3 in Sept, and 1 in October so far.

Insurance claims have been received from 18 persons to date. All have been rejected, though 2 have exercised their right to appeal against the decision.

The Watford Observer continue to cover the issue with regular articles, highlighting vehicles which have either struck the restrictions or become stuck within the restrictions. The comments on the newspapers web site which follow each article strike a fair balance between those concerned about damage to their vehicles and those who question whether the drivers of vehicle sustaining damage should be on the road.

A press statement has now been prepared with input from highway officers, the press office, the insurance section, and the executive member for highways ,Cllr Stuart Pile. The press statement reads as follows:

"The seven foot width restriction on Woodmere Avenue was introduced in 1980 to prevent rat-running through the residential estate. In order to enforce the width restriction, there have been posts at this site for many years. The width restriction is clearly signposted both on Woodmere Avenue and on adjoining roads. Provided your vehicle isn't wider than seven feet, you can access the road. To put this in perspective, seven foot is wider than the entrance to a normal garage. Several thousand cars use this road on a daily basis without any problems so we have no plans to make changes to the posts on Woodmere Avenue unless local councillors ask, through the Joint Member Panel, for alterations to be made."

The Way forward

Vehicles will not be damaged if they are less than 7 feet in width and being driven correctly by a competent driver. There are signs meeting national traffic regulations in place in advance of the restriction on all approaches notifying road users of the width restriction. It is up to each driver, with the knowledge of their vehicle width and the advanced signage, to make a conscious decision on whether or not they have the confidence to go through. There are alternative routes to avoid the restriction.

Herts. Highways are continuing to monitor the situation, and may take further remedial action as necessary.

Appendix D - Radlett Road Drainage Scheme - meeting Fri 23 Sep 2011

Meeting : Friday 23rd September 2011 - 11 am

Location: Mayors Office, Town Hall Watford

Present –

Dorothy Thornhill, Mayor of Watford

Cllr Stuart pile, Exec member for HCC Environment

Cllr Audrey Oaten, Local County Member

Huw Thomas, Thames Eater Local Govt. Liaison Officer

Andy Hardstaff, HCC Flood and Water Management Officer

Andy Melville, HCC Area Office Lead Asst District Manager

Invited but not attending

Cllr Stephen G Giles-Medhurst, Chair of Watford JMP

Key Issues discussed.

The meeting was held as a result of the resolution passed at a meeting of Watford JMP on 12 July 2011 that the Mayor should be informed about the continuing problems caused to residents of Radlett Road and Eastfield Avenue and other areas in the locality because sewers are not large enough to cope with rainwater during storm events.

The purpose of the meeting was to meet with Huw Thomas, the Thames Water representative to discuss strategy and policy for ensuring that the TW scheme which had been postponed in 2008, and again in 2010, would not be subject to further delays.

Huw Thomas explained that since the scheme had originally been proposed the funding criteria had changed, and this scheme was unlikely to be given any priority on a standalone basis. However Thames Water were looking again at several similar small schemes in the Thames Water area which had been postponed to see whether it would be possible to amalgamate them for funding purposes.

In order to ensure that Thames Water had the maximum information as to the severity of the problem it was agreed that Cllr Oaten and Andy Melville obtain as much firm data as possible from residents on date and frequency of incidents. In the meantime, Huw Thomas agreed to arrange for a local Thames Water engineer to arrange a meeting with Andy Melville and other local engineers to make a thorough investigation of the total area involved including that which was the responsibility of the Environment Agency and seek a way forward in November.

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**HERTFORDSHIRE HIGHWAYS
WATFORD JOINT MEMBER PANEL
Thursday 27 October 2011**

SECTION 106 DEVELOPER (S106) CONTRIBUTIONS

Report of the Area Highway Development Control Manager

1. PURPOSE OF REPORT

- 1.1 This report advises the Panel of schemes which are funded by S106 contributions held by HCC. It lists new contributions received by HCC to allow members to suggest possible uses.

2. SCHEMES FUNDED BY EXISTING S106 CONTRIBUTIONS

- 2.1 The schemes for which existing S106 contributions have been agreed can be found in Appendix A.

3. NEW DEVELOPMENTS FOR WHICH S106 CONTRIBUTIONS HAVE BEEN RECEIVED

- 3.1 The following contributions have been received from developers for use on sustainable transport measures since the last JMP meeting
- 51 Gladstone Road: £1,199
 - West Herts College, Cassio Campus Sixth Form Centre Langley Road: £2,250
 - 51 & 53 Malden Road: £561
 - 215 St Albans Road: £2,401
 - Rainbow House, Water Lane: £5,003
 - Land behind 123-129 Gammons Lane: £10,924
 - 83 The Harebreaks: £993
 - 69 - 71 High Road, Leavesden, £11,917
 - Watford Springs Lower High Street: £2,884
 - Leggatts Campus Leggatts Way: £106,062
 - 11-17 Garston Drive; £1,963

These are included in the full Traffic Light Report for the borough which is attached as appendix B.

- 3.2 JMP members are aware that planning obligations were identified by officers for use towards the construction of the Croxley Rail Link should it get the final go-ahead from the DfT in December. An initial assessment of this was set on in a letter sent to all County Councillors in Three Rivers and Watford on 20 June. A copy was attached to the S106 report to the July JMP.

- 3.3 Members in Watford expressed concern at the reduction in funding for more local schemes and measures that this would cause. As a result an agreement was reached with the Executive Member for Highways & Transport in July whereby £250,000 would be released for use in this way. These will be selected by the Officer Steering Group operating to the HCC 106 Protocol informed by the views of members fed into it by the District Manager.
- 3.4 Members also expressed a wish for the benefit of the Rail Link to Bushey residents to be acknowledged by the use of planning obligations from that part of Hertsmere. This has also taken place to counteract the loss of the £250,000 from the figure submitted to the DfT as part of the County Council's Best and Final Funding Bid in September.

4. RECOMMENDATIONS

Members are requested to note the contents of the report and provide any comments to the District Manager.

6. CONTACT OFFICER

Nick Gough Area Highway Development Control Manager
01992 588431

Item 06 Appendix A

CS99s for access to HCC S106 sustainable transport funds in Watford in 2011/ 12

Contact	Work description and source	Amount
Passenger Transport	Rebuild the interchange at Watford Junction	£303,819
David Swan	Accident remedial measures along A41 North Western Avenue including vehicle activated signs	£35,030
David Swan	Environmental improvements for pedestrians under railway bridge in Orphanage Road	£5,000
WBC	Oxhey Station Parking Study (parking measures & CPZ)	£30,816
WBC	Watford Taxi Review	£17,466
Passenger Transport	Continuation of improved bus service - W30	£65,502

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Proms Traffic Light report

Area: Watford

Traffic light status of included financial contributions: All

Refund dates: All

69 - 71 High Road, Leavesden. District ref. 10/00563/FUL

Received	Available	Use
£11,917.00	£11,917.00	Sustainable Transport Towards the implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1 T4 T7 and T9 of the Watford District Plan 2000

Refund date CS99s issued

None

Possible Schemes

Pearl Assurance - M1 Gyratory, Watford. District ref.

Received	Available	Use
£162,500.00	£8,358.82	Other The cost of constructing a gyratory or associated works – Dalton Way - Watford M1 Link Scheme.

Refund date CS99s issued

none

Possible Schemes

Scheme 1 - £8.3k Clarendon Rd corridor ped improvements 2011/12 ;
Scheme 2: Town centre accessibility improvements

96 Queens Road, Watford. District ref. 10/00823/FUL

Received	Available	Use
£750.00	£750.62	Sustainable Transport Towards the implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1 T4 T7 and T9 of the Watford District Plan 2000

Refund date CS99s issued

None

Possible Schemes

Scheme 1: CROXLEY RAIL LINK

LRT Site, Metropolitan Station Approach, (Cassiobury Park), Watford. District ref. 01/00318/OUT & 01/00320/FUL

Received	Available	Use
£181,215.35	£31,115.49	Traffic Calming Consultation design and implementation of the Cassiobury Park Triangle Traffic Calming Scheme

Refund date CS99s issued

19/10/2009

£31,115.49 Approved (12/10/2011)
1112/WA/129 Continuation of improved bus service - W30

Possible Schemes

Scheme 1: Support W30 bus route.
Use past expiry date agreed by J Sykes 25/8/11. £31,115.00;
Scheme 2: WBC car club for Cassio Metro residents

£0.00	£26,371.97	Traffic Calming Consultation design and implementation of the Cassiobury Park Triangle Traffic Calming Scheme
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23/01/2008

£26,371.97 Approved (12/10/2011)
1112/WA/129 Continuation of improved bus service - W30

Possible Schemes

Scheme 1: Support W30 bus route.
Use past expiry date agreed by J Sykes 25/8/11. £26,372.00;
Scheme 2: WBC car club for Cassio Metro residents

Former Sun Printers Site, Whippendell Road, Watford. District ref. 02/00714/FUL

Received	Available	Use
£365,318.45	£12,823.50	Sustainable Transport

Refund date CS99s issued

5 years after

£8,014.54 Approved (12/10/2011)

Possible Schemes

Scheme 1: PTU Revenue support for

provision of or improvements to passenger transport measures and/or the Croxley Rail Link Scheme and/or other sustainable transport measures which will contribute to the improvements of highway conditions on parts of the network affected by traffic associated with the Development

1112/WA/129 Continuation of improved bus service - W30

Completion of development

W30 service or other route - 10/11 - £60k & 11/12 - £60k pool with Cassiobury Park ;
Scheme 2: parking management on Printers Avenue £5,000 in 2011/12. £5,000.00

1 - 3 Derby Road, Watford. District ref. 03/00479/0UT

Received	Available	Use
£74,781.00	£67,751.85	Sustainable Transport South West Herts Transport Strategy and sustainable transport measures in Watford

Refund date CS99s issued

refund any portion of the Contributions remaining unspent on the 7th anniversary of notice of Completion of the Development

Possible Schemes

Scheme 1: CROXLEY RAIL LINK ;
Scheme 2: Complete lighting improvements in 2009/10 ;
Scheme 3: £61k Clarendon Road pedestrian improvements 2011/12 ;
Scheme 4: Town centre accessibility improvements ;
Scheme 5: £5k Orphanage Rd railway bridge pedestrian environment improvement in 2011/12

53-56 Whippendell Road, Watford. District ref. 04/00354/FULM

Received	Available	Use
£3,200.00	£3,214.67	Sustainable Transport Policies T1 T2 and T11 of the Watford District Plan 2000 towards the cost of the design and construction of highway improvement works traffic management schemes traffic studies improvements to public transport or such other measures as the Director of Environment for the CC in his sole discretion determines will encourage users to the development by means other than the private car

Refund date CS99s issued

7th anniversary of notice of completion = 21/2/2014

Possible Schemes

Scheme 1: Croxley Rail Link ;
Scheme 2: contribution towards addition of ped phase to traffic lights at Whippendell Rd/ Queens Ave junc

59-61 Langley Road/1 Langwood Gardens, Watford. District ref. 04/00670/0UTM

Received	Available	Use
£15,201.74	£18,274.78	Sustainable Transport respect of policies T1 T2 and T11 of the Watford District Plan 2000 towards sustainable transport programs identified in the Hertfordshire Highways IWP 2004/2005 to 2009/2010 supported by the Herts LTP 2001/2002 to 2005/2006

Refund date CS99s issued

None

Possible Schemes

Scheme 1: Watford Junction NSIP scheme

Land at Beechen Grove / Loates Lane, Watford. District ref. 05/00146/FULM

Received	Available	Use
£48,566.00	£27,066.58	Sustainable Transport Design consultation and implementation of the South West Hertfordshire Transportation Strategy and sustainable transport measures in Watford

Refund date CS99s issued

10th anniversary of notice of Completion

Possible Schemes

Scheme 1: CROXLEY RAIL LINK ;
Scheme 2: £27k Clarendon Road pedestrian improvements 2011/12

1 Bruce Grove, Watford. District ref. 05/00333/FUL

<p>Received £2,207.00 Available £2,303.43 Use Sustainable Transport In respect of policies T4, T7 and T9 of the Watford District Plan 2000 towards the provision or improvement of facilities for pedestrians and cyclists in the borough of Watford</p>	<p>Refund date none</p>	<p>Possible Schemes Scheme 1: CROXLEY RAIL LINK ; Scheme 2: Watford Junction interchange ; Scheme 3: £2.3k Upgrade crossings on St Albans Rd by Bruce Gr and Cromer Rd to pelican as per Watford Congestion Study ; Scheme 4: 20mph zone on roads west of St Albans Rd between Judge St and Victoria Rd for construction in 2012/13. ; Scheme 5: contribution towards borough-wide ped & cyclist safety study.</p>
<p>81 Chalk Hill, Watford. District ref. 05/00354/FUL Received £1,078.00 Available £1,120.36 Use Sustainable Transport in respect of policies T1, T4, T7 and T9 of the Watford District Plan 2000 towards the design, consultation and implementation of the SW Herts Transport Strategy and sustainable transport measures in the Borough of Watford</p>	<p>Refund date none</p>	<p>Possible Schemes Scheme 1: Oxhey parking study 2010/11 and implementation in 11/12</p>
<p>103 Whippendell Road, Watford. District ref. 05/00491/FULM Received £8,474.00 Available £8,870.12 Use Sustainable Transport T1, T7, T9 Watford District Plan 2000, towards the design consultation and implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford</p>	<p>Refund date None</p>	<p>Possible Schemes Scheme 1: CROXLEY RAIL LINK ; Scheme 2: addition of ped phase to traffic lights at Queens Ave ; Scheme 3: Park Ave 20mph zone</p>
<p>111 Langley Road, Watford. District ref. 05/00580/FULM Received £14,785.00 Available £7,505.03 Use Sustainable Transport towards the South West Hertfordshire Transport Strategy and sustainable transport measures pursuant to Policies T1 and T9 of the Watford District Plan 2000</p>	<p>Refund date 16/08/2017</p>	<p>Possible Schemes Scheme 1: CROXLEY RAIL LINK ; Scheme 2: £2.3k for preparation of scheme for Stratford Rd pedestrian crossing in 2011/12</p>
<p>1 Purbrock Avenue, Watford. District ref. 05/00707/FUL Received £1,145.00 Available £1,145.00 Use Sustainable Transport Towards the design consultation and implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford</p>	<p>Refund date None</p>	<p>Possible Schemes Scheme 1: Dome roundabout safety improvements ; Scheme 2: A412 St Albans Road cycle route</p>

Land to the rear of 103-107 Gammons Lane, Watford. District ref. 05/01046/FUL

<p>Received £2,433.00</p> <p>Available £2,455.57</p>	<p>Use Sustainable Transport use in respect of policies T1, T4, T7 and T9 of the Watford District Plan 2000 towards the design consultation and implementation of the SW Herts Transport Strategy and sustainable transport measures in the Borough of Watford.</p>	<p>Refund date None</p>	<p>CS99s issued</p>	<p>Possible Schemes</p> <p>Scheme 1: CROXLEY RAIL LINK ; Scheme 2: Chilcott Ave traffic calming ; Scheme 3: contribution towards borough-wide ped & cycle safety study.</p>
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Meriden Primary School, Harvest End, Watford. District ref. 06/00091/OUTM

<p>Received £44,950.00</p> <p>Available £38,941.82</p>	<p>Use Sustainable Transport in respect of Policy T7 and Policy 9 of the Watford District Plan 2000 towards the South West Herts Transportation Strategy</p>	<p>Refund date 7th anniversary of notice of completion of the Development</p>	<p>CS99s issued £35,030.00 Approved (20/06/2011) 1112/WA/44 Accident remedial measures along A41 North Western Avenue including vehicle activated signs</p>	<p>Possible Schemes</p> <p>Scheme 1: £30k A41 speed warning signs and road markings in 2011/12 ; Scheme 2: A41 vehicle actuated signs ; Scheme 3: bus stop accessibility improvements</p>
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Former EDF Site, Vicarage Road, Watford. District ref. 06/00134/FULM

<p>Received £45,638.00</p> <p>Available £1,315.49</p>	<p>Use Sustainable Transport towards the design, consultation and implementation of the SW Herts Transport Strategy and sustainable transport measures in Watford serving the locality of the development</p>	<p>Refund date 7th anniversary of completion of the development = 11/4/2015</p>	<p>CS99s issued £1,309.82 Approved (06/06/2011) 1112/WA/23 Rebuild the interchange at Watford Junction</p>	<p>Possible Schemes</p> <p>Scheme 1: Watford Junction forecourt</p>
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Sun Chemical Site, Cow Lane, Watford. District ref. 06/00158/OUTM

<p>Received £228,822.00</p> <p>Available £230,390.01</p>	<p>Use Junction Improvements design, construction and implementation of improvements to the Dome Roundabout and the junction of Cow Lane and St Albans Road</p>	<p>Refund date the 10th anniversary of notice of completion of the Development = 17/6/2019</p>	<p>CS99s issued £106,719.50 Approved (06/06/2011) 1112/WA/23 Rebuild the interchange at Watford Junction</p>	<p>Possible Schemes</p> <p>Scheme 1: St Albans Rd/ Cow Lane junction improvement</p>
<p>Received £132,717.00</p> <p>Available £133,626.44</p>	<p>Use Sustainable Transport towards the design, consultation and implementation of the SW Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford</p>	<p>Refund date 10th anniversary of notification of completion of development = 17/6/2019</p>	<p>CS99s issued</p>	<p>Possible Schemes</p> <p>Scheme 1 - Strategic schemes ; Scheme 2: St Albans Rd/ Cow La junction improvement.</p>

26 Exchange Road, Watford. District ref. 06/00195/FULM

<p>Received</p> <p>Available</p>	<p>Use</p>	<p>Refund date</p>	<p>CS99s issued</p>	<p>Possible Schemes</p>
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£134,239.00 £134,632.34 Sustainable Transport in respect of policies T1, T4, T7 and T9 of the Watford District Plan 2000 towards the design, consultation and implementation of the SW Herts Transport Strategy and sustainable transport measures in the borough of Watford

7th anniversary of notice of completion including interest thereon = 5/4/2011

£9,108.00 Approved (12/09/2011) 1112/WA/102 Watford Taxi Review
Scheme 1: £51.5k Clarendon Rd corridor ped improvements 2011/12 ;
Scheme 2: town centre accessibility

Alban Wood Junior School, Newhouse Crescent, Watford. District ref. 06/00310/OUTM

Received	Available	Use	Refund date	CS99s issued	Possible Schemes
£26,376.00	£26,478.01	Sustainable Transport towards measures contained within the SW Herts Transportation Strategy	10th anniversary of completion = 6/10/20	£5,800.00 Pending 1112/WA/46	Scheme 1 - strategic schemes ; Scheme 2: £4k for scheme to provide ped crossing on Horseshoe Lane near west end of Newhouse Cres for preparation in 2011/12.

19 Rosebriar Walk, Watford. District ref. 06/00660/FUL

Received	Available	Use	Refund date	CS99s issued	Possible Schemes
£0.00	£411.91	Sustainable Transport towards the design consultation and implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford	None		Scheme 1: CROXLEY RAIL LINK ; Scheme 2: Courtlands Dr ped crossing. ; Scheme 3: Chilcott Rd traffic calming

20 St Albans Road, Watford. District ref. 06/00680/FUL

Received	Available	Use	Refund date	CS99s issued	Possible Schemes
£3,829.00	£4,264.81	Sustainable Transport towards the design consultation and implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford	none		Scheme 1: CROXLEY RAIL LINK ; Scheme 2: 20mph zone on roads west of St Albans Rd between Victoria Rd and Judge St for construction in 2012/13. ; Scheme 3: Upgrade crossings on St Albans Rd by Bruce Gr and Cromer Rd to pelican as per Watford Congestion Study

5 & 6 Bramble Close, Watford. District ref. 06/00881/OUTM

Received	Available	Use	Refund date	CS99s issued	Possible Schemes
£6,260.48	£6,301.73	Sustainable Transport In respect of Policies T1, T4, T7 and T9 of the Watford District Plan 2000 Towards design consultation and implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford.	none		Scheme 1: Strategic schemes ; Scheme 2: contribution towards countywide motorcycle safety magazine ; Scheme 3: contribution towards borough-wide ped & cycle safety study.

25 - 27 Rickmansworth Road, Watford. District ref. 06/00992/FULM

Received £0.00	Available £15,589.65	Use Sustainable Transport towards the design consultation and implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford	Refund date none	CS99s issued	Possible Schemes Scheme 1: CROXLEY RAIL LINK ; Scheme 2: £8k towards bus stop improvements ; Scheme 3: £3k towards implementation of Park Ave 20mph zone scheme
Former Grangersol premises, Imperial Way, Watford. District ref. 06/01096/FULM					
Received £17,500.00	Available £19,376.29	Use Sustainable Transport In respect of policies T1, T4, T7, T9 and T11 of the Watford District Plan 2000 towards the design, consultation and implementation of the SW Herts Transport Strategy and sustainable transport measures in the Borough of Watford	Refund date none	CS99s issued	Possible Schemes Scheme 1: CROXLEY RAIL LINK ; Scheme 2: Watford Junction new northern access ; Scheme 3: contribution towards countywide motorcycle safety magazine
66 Gammons Lane, Watford. District ref. 06/01104/FUL					
Received £2,348.00	Available £2,348.00	Use Sustainable Transport Towards the design consultation and implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford	Refund date None	CS99s issued	Possible Schemes
Land to the rear of 80 Lower Paddock Road, Watford. District ref. 06/01252/FUL					
Received £2,000.00	Available £2,016.62	Use Sustainable Transport towards the design consultation and implementation of the SW Herts Transport Strategy and sustainable transport measures in the Borough of Watford	Refund date none	CS99s issued £2,016.62 Approved (12/09/2011) 1112/WA/81 Oxhey Station Parking Study (parking measures & CPZ)	Possible Schemes Scheme 1: Oxhey parking study works 2011/12.
428 Whippendell Road, Watford. District ref. 06/01372/FULM					
Received £13,500.00	Available £14,708.31	Use Sustainable Transport design consultation and implementation of the SW Herts Transport Strategy and sustainable transport measures in the Borough of Watford	Refund date none	CS99s issued	Possible Schemes Scheme 1: CROXLEY RAIL LINK ; Scheme 2 - Bus stop improvements ; Scheme 3: addition of pedestrian phase to traffic lights at Queens Ave
Land and buildings to North side of Upper Paddock Road, (aka 38-40 Upper Paddock Road), Watford. District ref. 06/01534/FUL					
Received £500.00	Available £504.15	Use Sustainable Transport design, consultation and implementation of the SW Herts Transport Strategy and sustainable transport measures in the borough of watford	Refund date none	CS99s issued £504.15 Approved (12/09/2011) 1112/WA/81 Oxhey Station Parking Study (parking measures & CPZ)	Possible Schemes Scheme 1: Oxhey parking study works 2011/12
88 Queens Road, Watford. District ref. 06/01552/FUL					

Received £1,066.00	Available £1,098.43	Use Sustainable Transport towards the design consultation and implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford	Refund date none	CS99s issued	Possible Schemes Scheme 1: CROXLEY RAIL LINK ; Scheme 2: Clarendon Rd corridor pedestrian improvements
Land rear of 33 Langley Way, Watford. District ref. 06/01645/FUL					
Received £1,247.00	Available £1,301.23	Use Sustainable Transport in respect of policies T1, T4, T7 and T9 of the Watford District Plan 2000 towards the design, consultation and implementation of the SW Herts Transport Strategy and sustainable transport measures in the Borough of Watford	Refund date none	CS99s issued	Possible Schemes Scheme 1: CROXLEY RAIL LINK ; Scheme 2: £1.3k for WBC to extend CPZ ; Scheme 3 - Bus stop improvements
Willow Grange, Church Road, Watford. District ref. 06/01648/FULM					
Received £111,428.00	Available £114,575.03	Use Sustainable Transport towards the implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in Watford	Refund date 10th anniversary of notice of completion of the Development = 4/8/2020	CS99s issued £60,259.00 Pending 1112/WA/113	Possible Schemes Scheme 1: CROXLEY RAIL LINK ; Scheme 2 - Real Time Passenger Information units in bus shelters 2011/12 ; Scheme 3: Watford Junction interchange ; Scheme 4: Stratford Rd ped crossing ; Scheme 5: Nascot parking study by WBC ; Scheme 6: The Avenue subway improvements
Contract House, 19A Watford Heath, Watford. District ref. 07/00059/FUL					
Received £4,346.00	Available £4,348.94	Use Sustainable Transport Towards design consultation and implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1, T4, T7 and T9 of the Watford District Plan 2000	Refund date None	CS99s issued	Possible Schemes
199 North Approach, Watford. District ref. 07/00272/FUL					
Received £500.00	Available £504.15	Use Sustainable Transport Policies T1, T4, T7 and T9 of the Watford District Plan 2000 towards the design, construction and implementation of the SW Herts Transport Strategy and sustainable transport measures in the borough of watford	Refund date none	CS99s issued	Possible Schemes Scheme 1: Strategic schemes ; Scheme 2: contribution towards countywide motorcycle safety magazine ; Scheme 3: contribution towards borough-wide ped & cycle safety study.
Adj to 66 Balmoral Road, Watford. District ref. 07/00370/FUL					

Received £500.00	Available £504.15	Use Sustainable Transport Policies T1, T4, T7 and T9 of the Watford District Plan 2000 towards the design, consultation and implementation of the SW Herts Transport Strategy and sustainable transport measures in the Borough of Watford	Refund date none	CS99s issued	Possible Schemes Scheme 1: CROXLEY RAIL LINK ; Scheme 2: contribution towards borough-wide ped & cycle safety study. ; Scheme 3: contribution towards countywide motorcycle safety magazine
55 - 57 Langley Road, Watford. District ref. 07/00376/FUL					
Received £7,700.00	Available £5,269.79	Use Sustainable Transport in respect of Policies T1 T4 17 and T9 of the Watford District Plan 2000 towards the design consultation and implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford	Refund date none	CS99s issued £5,247.07 Approved (06/06/2011) 1112/WVA/23 Rebuild the interchange at Watford Junction	Possible Schemes Scheme 1: Strategic schemes
Land at Sentinel Developments, 12-14 St Albans Road, Watford. District ref. 07/00498/FULM					
Received £70,679.00	Available £35,060.46	Use Sustainable Transport Towards design consultation and implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford	Refund date 13/12/2017	CS99s issued	Possible Schemes Scheme 1: CROXLEY RAIL LINK ; Scheme 2 - Real Time Passenger Information units in bus shelters 2012/13 ; Scheme 3: 20mph zone on roads west of St Albans Rd between Victoria Rd and Judge St for construction in 2012/13.
East section of Tinsley estate, Queen Marys Avenue, Watford. District ref. 07/00512/FULM					
Received £47,586.00	Available £52,353.71	Use Sustainable Transport implementation of the South Herts Transport Strategy and sustainable transport measures	Refund date 04/08/2018	CS99s issued	Possible Schemes Scheme 1: CROXLEY RAIL LINK ; Scheme 2: Bus stop improvements ; Scheme 3: WBC parking study
St Martins House, 31-35 Clarendon Road, Watford. District ref. 07/00672/FULM					
Received £122,786.00	Available £105,440.17	Use Sustainable Transport Towards the implementation of the SW Hertfordshire Transport Strategy and sustainable transport measures in Watford	Refund date 10th anniversary of notification of completion	CS99s issued £51,514.78 Pending 1112/WVA/113	Possible Schemes Scheme 1: CROXLEY RAIL LINK ; Scheme 2: Real Time Passenger Information units in bus shelters in 2011/12 ; Scheme 3: £54k for Clarendon Road ped access improvements in 2011/12 ; Scheme 4: WBC Clarendon Rd taxi rank improvements
89A Eastbury Road, Watford. District ref. 07/00721/FUL					

<p>Received Available Use</p> <p>£1,500.00 £1,508.49 Sustainable Transport towards the design consultation and implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1 T4 T7 and T9 of the Watford District Plan 2000</p>	<p>Refund date CS99s issued</p> <p>none</p> <p>£1,508.49 Approved (12/09/2011) 1112/WA/81 Oxhey Station Parking Study (parking measures & CPZ)</p>	<p>Possible Schemes</p> <p>Scheme 1: Strategic schemes</p>
<p>Received Available Use</p> <p>£1,250.00 £1,256.54 Sustainable Transport towards the design consultation and implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1 T4 T7 and T9 of the Watford District Plan 2000</p>	<p>Refund date CS99s issued</p> <p>None</p>	<p>Possible Schemes</p> <p>Scheme 2: Courtlands Dr pedestrian crossing ; Scheme 1: CROXLEY RAIL LINK</p>
<p>Received Available Use</p> <p>£1,250.00 £1,255.97 Sustainable Transport towards the design consultation and implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1 T4 T7 T9 and T24 of the Watford District Plan 2000</p>	<p>Refund date CS99s issued</p> <p>None</p>	<p>Possible Schemes</p> <p>Scheme 1: Pedestrian crossing on Horseshoe La near Newhouse Cres in 2012/13</p>
<p>Received Available Use</p> <p>£74,009.00 £74,159.19 Sustainable Transport towards the implementation of the South West Hertfordshire Transportation Strategy and sustainable transport measures in the Borough of Watford</p>	<p>Refund date CS99s issued</p> <p>02/03/2021</p>	<p>Possible Schemes</p> <p>Scheme 1: CROXLEY RAIL LINK ; Scheme 2: WBC Pedestrian subway improvements High Street to Watford Fields area ; Scheme 3:WBC Taxi Review at Lower High Street Station</p>
<p>Received Available Use</p> <p>£7,692.00 £7,951.31 Sustainable Transport Towards design consultation and implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1, T4, T7, T9 and T11 of the Watford District Plan 2000</p>	<p>Refund date CS99s issued</p> <p>10th anniversary of notification completion of the development = 18/11/2019</p> <p>£7,917.03 Approved (06/06/2011) 1112/WA/23 Rebuild the interchange at Watford Junction</p>	<p>Possible Schemes</p> <p>Scheme 1: Strategic schemes</p>
<p>Received Available Use</p> <p>£3,427.00 £3,429.89 Sustainable Transport Towards design consultation and implementation of the South</p>	<p>Refund date CS99s issued</p> <p>None</p>	<p>Possible Schemes</p>

West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1, T4, T7 and T9 of the Watford District Plan 2000

2 Victoria Passage, Watford. District ref. 07/01704/FUL

Received	Available	Use	Refund date	CS99s issued	Possible Schemes
£1,282.00	£1,288.40	Sustainable Transport Towards the design consultation and implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1 T4 T7 and T9 of the Watford District Plan 2000	None	£1,282.85 Approved (06/06/2011) 1112/WA/23 Rebuild the interchange at Watford Junction	Scheme 1: CROXLEY RAIL LINK

51 Gladstone Road, Watford. District ref. 07/01709/FUL

Received	Available	Use	Refund date	CS99s issued	Possible Schemes
£1,199.00	£1,199.00	Sustainable Transport Towards the design consultation and implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1 T4 T7 and T9 of the Watford District Plan 2000	None		

29 St Albans Road, Watford. District ref. 08/00017/FUL

Received	Available	Use	Refund date	CS99s issued	Possible Schemes
£2,401.00	£2,401.00	Sustainable Transport Towards the design consultation and implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1 T4 T7 and T9 Of the Watford District Plan 2000	None		Scheme 1: TROs to allow taxis to use bus lanes (if accepted as a principle) in 2012/13 ; Scheme 2: A412 cycle route in 2013/14

Former Highwayman PH , Tolpits Lane, Watford. District ref. 08/00326/FULM

Received	Available	Use	Refund date	CS99s issued	Possible Schemes
£16,657.00	£16,683.82	Sustainable Transport towards the design consultation and implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford	none		Scheme 1: CROXLEY RAIL LINK

51 & 53 Maiden Road, Watford. District ref. 08/00329/FUL

Received	Available	Use	Refund date	CS99s issued	Possible Schemes
£561.00	£561.00	Sustainable Transport Towards the design consultation and implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1 T4 T7 and T9 Of the Watford District Plan 2000	None		Scheme 1: Essex Rd 20mph zone in 2012/13.

11 Cowper Court, Watford. District ref. 08/00338/FUL

Received	Available	Use	Refund date	CS99s issued	Possible Schemes
£1,600.00	£1,632.21	Sustainable Transport	none		Scheme 1: Strategic schemes ;

Towards design consultation and implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T4 T7 and T9 of the Watford District Plan 2000

Scheme 2: 20mph zone on roads west of St Albans Rd between Victoria Rd and Judge St.

173 Hempstead Road, Watford. District ref. 08/00526/FUL

Received	Available	Use
£1,636.00	£1,636.54	Sustainable Transport towards the design consultation and implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1 T4 T7 and T9 of the Watford District Plan 2000

Refund date CS99s issued

None

Possible Schemes

Scheme 1: CROXLEY RAIL LINK

27 Essex Road, Watford. District ref. 08/00551/FUL

Received	Available	Use
£1,500.00	£1,548.94	Sustainable Transport towards the design consultation and implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1 T4 T7 and T9 Of the Watford District Plan 2000

Refund date CS99s issued

none

Possible Schemes

Scheme 1: CROXLEY RAIL LINK ;
Scheme 2: Alexandra Rd 20mph zone preparation in 2011/12, construction in 2012/13

10 Nascot Wood Road, Watford. District ref. 08/00615/FUL

Received	Available	Use
£3,122.00	£3,122.56	Sustainable Transport towards the design consultation and implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1 T4 T7 and T9 of the Watford District Plan 2000

Refund date CS99s issued

None

Possible Schemes

Scheme 1: Nascot Wood Rd traffic calming 2012/13 £3,122.00

Rainbow House, 24 Water Lane, Watford. District ref. 08/00746/FULM

Received	Available	Use
£23,976.00	£24,007.51	Sustainable Transport towards the implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1, T4, T7 and T9 of the Watford District Plan 2000

Refund date CS99s issued

none

Possible Schemes

Scheme 1: CROXLEY RAIL LINK ;
Scheme 2: Watford High St station forecourt ;
Scheme 3: bus stop accessibility improvements in the vicinity of the site

J Sainsbury PLC, Albert Road, Watford. District ref. 08/00823/FUL

Received	Available	Use
£13,000.00	£13,111.25	Sustainable Transport towards design consultation and implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1, T4, T7 and T9 of the Watford District Plan 2000

Refund date CS99s issued

None

Possible Schemes

Scheme 1: Strategic schemes 112/WA/23 Rebuild the interchange at Watford Junction

166 Leavesden Road, Watford. District ref. 08/00828/FUL

Received £3,818.00	Available £3,838.75	Use Towards design consultation and implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1, T4, T7 and T9 of the Watford District Plan 2000	Refund date None	CS99s issued £3,505.49 Approved (06/06/2011) 1112/WA/23 Rebuild the interchange at Watford Junction	Possible Schemes Scheme 1: Strategic schemes
Received £1,264.00	Available £1,264.00	Use Towards design consultation and implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1, T4, T7 and T9 of the Watford District Plan 2000	Refund date none	CS99s issued none	Possible Schemes Scheme 1: Croxley Rail Link £1,264.00; Scheme 2: Grandfield Ave traffic & parking in 2012/13
Received £4,375.00	Available £4,400.63	Use Towards the design consultation and implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in respect of Policies T1 T4 T7 and T9 of the Watford District Plan 2000	Refund date none	CS99s issued none	Possible Schemes Scheme 1: CROXLEY RAIL LINK ; Scheme 2: £4k for Clarendon Rd corridor pedestrian improvements in 2011/ 12 ; Scheme 3: street trees for enhancement of pedestrian environment in Sotherton Rd
Received £1,000.00	Available £1,007.93	Use Towards design consultation and implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1, T4, T7 and T9 of the Watford District Plan 2000	Refund date None	CS99s issued £1,003.58 Approved (06/06/2011) 1112/WA/23 Rebuild the interchange at Watford Junction	Possible Schemes
Received £8,940.00	Available £9,324.22	Use Towards e.g. the design and construction of highway improvement works, traffic management schemes, traffic studies, improvements to public transport or such other measures as will encourage users of the development to travel to and from the development by means of transport other than the private car which will contribute to the improvement of highway conditions on parts of the network affected by traffic associated with the development	Refund date 10 years from notice of completion	CS99s issued £9,284.02 Approved (06/06/2011) 1112/WA/23 Rebuild the interchange at Watford Junction	Possible Schemes
Received £1,500.00	Available £1,504.41	Use Sustainable Transport	Refund date none	CS99s issued none	Possible Schemes Scheme 1: Strategic schemes ;

Towards the design consultation and implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1 T4 T7 and T9 of the Watford District Plan 2000

Scheme 2: WBC TRO request for on-street parking controls / lines on Philippers / York Way

West Herts College, Cassio Campus Sixth Form Centre, Langley Road, Watford. District ref. 08/01378/FULM & 11/00300/FULM

Received Available Use Refund date CS99s issued

£323,653.00 £324,141.04 Sustainable Transport
Towards the design and construction of highway improvement works traffic management schemes traffic studies improvements to public transport or such other measures as will encourage users of the Development to travel to and from the Development by means of transport other than the private car with the Director of Environment in his absolute discretion determines will contribute to the improvement of highway conditions on parts of the network affected by traffic associated with the Development

10th anniversary of completion of development

Possible Schemes

Scheme 1: CROXLEY RAIL LINK ;
Scheme 2: £200k for AVL/ RTPI delivery in 2012/13 ;
Scheme 3: Stratford Rd ped crossing ;
Scheme 4: WBC Nascot parking study ;
Scheme 5: Alexandra Rd traffic calming ;
Scheme 6: bus stop improvements in the vicinity of the site

255 St Albans Road , Watford . District ref. 08/01448/FUL

Received Available Use

£2,586.00 £2,599.72 Sustainable Transport
Towards design consultation and implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1, T4, T7 and T9 of the Watford District Plan 2000

Refund date CS99s issued

none

Possible Schemes

Scheme 1: CROXLEY RAIL LINK ;
Scheme 2: £2.6k for WBC Sandringham Rd parking scheme in 2011/12

Sun Chemical Site, Cow Lane, Watford. District ref. 08/01493/FULM

Received Available Use

£39,750.00 £39,866.95 Sustainable Transport
Towards highway improvements and/or sustainable transport measures identified in the South West Hertfordshire Transport Strategy and sustainable transport measures in Watford in respect of Policies T1, T4, T7, T9 and T11 of the Watford District Plan

Refund date CS99s issued

10th anniversary of notification of Completion of the Development = 17/6/2019
£39,750.00 Approved (06/06/2011)
1112/WA/23 Rebuild the interchange at Watford Junction

Possible Schemes

49 Water Lane, Watford. District ref. 09/00062/FUL

Received Available Use

£415.00 £415.29 Sustainable Transport
towards the design consultation and implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1 T4 T7 and T9 of the Watford District Plan 2000

Refund date CS99s issued

None

Possible Schemes

Scheme 1: CROXLEY RAIL LINK

Land to the rear of 208-210 St Albans Road, Watford. District ref. 09/00217/FUL

Received Available Use

Refund date CS99s issued

Possible Schemes

Scheme 1: A412 cycle route
£2,813.00

None

£2,813.00 Sustainable Transport towards the implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1 T4 T7 and T9 of the Watford District Plan 2000

Land adjacent to 80 Ridge Lane, Watford. District ref. 09/003333/FUL

Received	Available	Use	Refund date	CS99s issued	Possible Schemes
£1,125.00	£1,133.29	Sustainable Transport towards the implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1 T4 T7 and T9 of Watford District Plan	none		Scheme 2: Courtlands Dr ped crossing ; Scheme 1: CROXLEY RAIL LINK

11-17 Garston Drive, Watford. District ref. 09/00359/FUL

Received	Available	Use	Refund date	CS99s issued	Possible Schemes
£9,463.00	£9,472.34	Sustainable Transport towards the implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1 T4 T7 and T9 of the Watford District Plan 2000	None		

46 Green Lane, Watford. District ref. 09/00374/FUL

Received	Available	Use	Refund date	CS99s issued	Possible Schemes
£6,983.00	£7,027.23	Sustainable Transport towards the implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1, T4, T7 and T9 of the Watford District Plan 2000	none		Scheme 1: CROXLEY RAIL LINK ; Scheme 2: WBC measures arising from Oxhey parking study

Former J R Tagger Site, Pinner Road, Oxhey, Watford. District ref. 09/00445/FULM

Received	Available	Use	Refund date	CS99s issued	Possible Schemes
£73,034.00	£73,092.05	Sustainable Transport towards highway improvements and/or sustainable transport measures identified in the South West Hertfordshire Transport Strategy and sustainable transport measures in Watford in respect of Policies T1, T4, T7, T9 and T11 of the Watford District Plan	10th anniversary of notification of completion		Scheme 1: CROXLEY RAIL LINK ; Scheme 2: £73k for AVL/ RTPI in 2012/13

Rear of 164 St Albans Road, Watford. District ref. 09/00504/FUL

Received	Available	Use	Refund date	CS99s issued	Possible Schemes
£1,678.00	£1,683.91	Sustainable Transport towards the implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1 T4 T7 and T9 of the Watford District Plan 2000	none		Scheme 1: CROXLEY RAIL LINK ; Scheme 2: 20mph zone on roads west of St Albans Rd between Victoria Rd and Ridge St

Rear Pinetree House, Butterwick & The Turnstones, Watford. District ref. 09/00576/FUL

Received	Available	Use
£5,250.00	£5,271.05	Sustainable Transport Towards the implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1, T4, T7 and T9 of the Watford District Plan 2000

Refund date CS99s issued

none

Possible Schemes

Scheme 1: CROXLEY RAIL LINK

103 Leggatts Wood Avenue, Watford. District ref. 09/00730/FUL

Received	Available	Use
£2,243.00	£2,250.90	Sustainable Transport Towards the implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1 T4 T7 and T9 of the Watford District Plan 2000

Refund date CS99s issued

none

Possible Schemes

Scheme 1: CROXLEY RAIL LINK

Leggatts Campus, Leggatts Way, Watford. District ref. 09/00835/FULM

Received	Available	Use
£226,832.00	£226,999.10	Sustainable Transport Towards the design and construction of highway improvement works, traffic management schemes, traffic studies, improvements to public transport or such other measures as will encourage users of the Development to travel to and from the Development by means of transport other than the private car which the Director of Environment and Commercial Services in his absolute discretion determines will contribute to the improvement of highway conditions on parts of the network affected by traffic associated with the Development

Refund date CS99s issued

None

Possible Schemes

Scheme 1: CROXLEY RAIL LINK ;
 Scheme 2: £68k towards AVL/ RTPJ in 2012/13 ;
 Scheme 3: old N Western Ave traffic/ safety scheme ;
 Scheme 4: contribution to borough-wide ped and cyclist safety study ;
 Scheme 5: bus stop improvements on routes serving the site ;
 Scheme 6: Courtlands Drive/ The Ridgeway pedestrian crossing

£11,222.00

£11,230.27

None

Other
TRAVEL PLAN CONTRIBUTION: Towards the development, operation and maintenance of the travel plan for the Site**83 The Harebreaks, Watford. District ref. 10/00052/EXT**

Received	Available	Use
£993.00	£993.00	Sustainable Transport Towards the implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1 T4 T7 and T9 of the Watford District Plan 2000

Refund date CS99s issued

None

Possible Schemes

Scheme 1: Elm Gr/ Dell Rd traffic scheme. £993.00

57 Louvain Way, Watford. District ref. 10/00061/EXT

Received	Available	Use
£1,460.00	£1,460.00	Sustainable Transport towards the implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the

Refund date CS99s issued

None

Possible Schemes

Scheme 1: Pedestrian crossing on Horseshoe La near Newhouse Cres in 2012/13 £1,460.00

Borough of Watford in accordance with Policies T1 T4 T7 and T9 of the Watford District Plan 2000

The Beaver Public House, 98 Courtlands Drive, Watford. District ref. 10/00293/FUL

Received	Available	Use
£9,254.00	£9,275.85	Sustainable Transport towards the implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1 T4 T7 and T9 of the Watford District Plan 2000

Refund date CS99s issued

None

Possible Schemes

Scheme 2: Courtlands Dr ped crossing ;
Scheme 3: Chilcott Ave traffic calming ;
Scheme 1: CROXLEY RAIL LINK

212 Harwoods Road, Watford. District ref. 10/00301/FUL

Received	Available	Use
£3,000.00	£3,006.30	Sustainable Transport Towards the implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1 T4 T7 and T9 of the Watford District Plan 2000

Refund date CS99s issued

None

Possible Schemes

Scheme 1: CROXLEY RAIL LINK ;
Scheme 2: Park Ave traffic calming

Land rear of 123-129 Gammons Lane, Watford. District ref. 10/00345/FUL

Received	Available	Use
£10,924.00	£10,924.00	Sustainable Transport Towards the implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1 T4 T7 and T9 of the Watford District Plan 2000

Refund date CS99s issued

None

Possible Schemes

Scheme 1: DDA bus stop improvements £10,924.00

Callowland Place, Callowland Close, Watford. District ref. 10/00663/FULM

Received	Available	Use
£13,125.00	£13,125.00	Sustainable Transport Towards the implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1 T4 T7 and T9 of the Watford District Plan 2000

Refund date CS99s issued

ten years of the date of receipt of the notice of completion of the Development

Possible Schemes

Scheme 1: 20mph zone on roads west of A412 St Abans Rd in 2012/13 ;
Scheme 2: DDA bus stop improvements

13-15 Green Lane, Watford. District ref. 10/00841/FUL

Received	Available	Use
£9,464.00	£9,475.62	Sustainable Transport Towards the implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1 T4 T7 and T9 of the Watford District Plan 2000

Refund date CS99s issued

none

Possible Schemes

Scheme 1: CROXLEY RAIL LINK ;
Scheme 2: bus stop improvements on routes serving the site ;
Scheme 3: measures arising from WBC parking study in Oxhey

141 and 141A Ridge Lane, Watford. District ref. 10/00890/FUL

Received	Available	Use	Refund date	CS99s issued	Possible Schemes
£1,431.00	£1,431.37	Sustainable Transport Towards the implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1, T4, T7 and T9 of the Watford District Plan 2000	none		Scheme 1: CROXLEY RAIL LINK

132-136 High Street, 3-9 King Street and 13 Smith Street, Watford. District ref. 10/01236/FULM

Received	Available	Use	Refund date	CS99s issued	Possible Schemes
£9,635.00	£9,635.00	Sustainable Transport Towards the implementation of the South West Hertfordshire Transport Plan and the design and construction of highway improvement works, traffic management schemes, traffic studies, improvements to public transport or such other measures as will encourage users of the Development to travel to and from the Development by means of transport other than the private car which the Director of Environment and Commercial Services in his absolute discretion determines will contribute to the improvement of highway conditions on parts of the network affected by traffic associated with the Development	14/10/2021		

Land Rear Of 12 Hampden Way Watford, Watford. District ref. 11/00012/FUL

Received	Available	Use	Refund date	CS99s issued	Possible Schemes
£1,125.00	£1,125.00	Sustainable Transport Towards the implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in the Borough of Watford in accordance with Policies T1 T4 T7 and T9 of the Watford District Plan 2000	None		Scheme 1: Courtlands Dr/ Ridgeway pedestrian crossing £1,125.00

Colne Bridge Retail Park (Waterfields Way), Watford . District ref. 9/250/93

Received	Available	Use	Refund date	CS99s issued	Possible Schemes
£51,106.17	£78,022.22	Highway Works towards the cost of such highway improvement works as shall be determined by the Director in his absolute discretion as improving the highway network in Watford affected by traffic arising from the Development.	None		Scheme 1: CROXLEY RAIL LINK ; Scheme 2: Bushey Station improvements

Former Abattoir Site, Vicarage Road, Watford. District ref. 9/318/93

Received	Available	Use	Refund date	CS99s issued	Possible Schemes
£40,200.00	£3,923.04	Signals Towards the improvement of the signal control at the junction of Vicarage Road, Willow Lane and Hagden Lane.	18/07/1999		Scheme 1: Vicarage Rd improvements at Laurence Haines school. (Extension of pay-back date confirmed) Construction due Feb 2010. Balance to be used to settle account in 2010/11.

Lotkeep Ltd, 201 Lower High Street, Watford. District ref. 96/0403/9

Received £103,577.00	Available £162,326.28	Use Other Implementation of the transportation strategy resulting from the South-West Herts Transportation Study and/or improvement of public transport measures in the vicinity of the Development.	Refund date CS99s issued None	Possible Schemes Scheme 1: CROXLEY RAIL LINK ; Scheme 2: Clarendon Rd corridor ped improvements ; Scheme 3: Transport improvements arising from WBC Cultural Quarter study
Tesco Stores, Waterfields Way, Watford. District ref. 97/0318/9				
Received £104,625.25	Available £1,093.19	Use Sustainable Transport towards the implementation of the South West Herts Transportation Study and/or improvements of public transport measures in the vicinity of the Development	Refund date CS99s issued 12/04/2011	Possible Schemes Scheme 1: DDA Bus Stop Improvements - Lower High Street. One-year extension of pay-back date confirmed.
Former Salt Store, Local Board Road/ Dalton Way, Watford. District ref. 97/0563/9				
Received £226,304.48	Available £24,678.77	Use Sustainable Transport towards the implementation of the South West Hertfordshire Transportation Strategy or other public transport measures/highway initiatives will contribute to the improvement of highway conditions on parts of the network affected by traffic associated with the Development;	Refund date CS99s issued 5th anniversary of receipt (extension agreed by WBC as land owner)	Possible Schemes Scheme 1: CROXLEY RAIL LINK ; Scheme 2: Oxhey Cycle Link - foot/cycle bridge over River Colne. (Bridge construction delayed by Environment Agency concerns.) ; Scheme 3: £25k for DDA bus stop improvements in 2011/ 12 ; Scheme 4: Transport improvements arising from WBC Cultural Quarter study
£31,142.82	£2,172.13	Signals towards an extension of the traffic signal control' scoot' system in Watford Town Centre/Lower High Street	5th anniversary of its respective receipt (extension agreed by WBC as land owner)	Scheme 1: £2k for revalidation of traffic signals in the vicinity of the site in 2011/12
£20,761.88	£25,665.97	Transport Studies towards a traffic study of the Bushey Arches area	£25,665.97 Approved (12/09/2011) 1112/WA/81 Oxhey Station Parking Study (parking measures & CPZ)	Scheme 1: Parking study in vicinity of Oxhey station in 2010/ 11

Received	Available	Use	Refund date	CS99s issued	Possible Schemes
£119,454.00	£70,785.77	Passenger Transport Improvement works arising out of the South West Hertfordshire Transportation Study and to make improvements to public transport in the vicinity of the site.	17/08/2012	£70,228.38 Approved (06/06/2011) 1112/WA/23 Rebuild the interchange at Watford Junction	Scheme 1: St Albans Road Regeneration scheme 2010/11 & 2011/12 - £1000 for Monitoring & Review

Viking Autos, 291-293 Lower High Street, Watford. District ref. 99/00192/FUL

Received	Available	Use	Refund date	CS99s issued	Possible Schemes
£5,017.00	£7,566.06	Sustainable Transport Implementation of the South West Hertfordshire Transportation Strategy	02/03/2007		Scheme 1: Croxley Rail Link ; Scheme 2: Bushey station bus stop improvements ; Scheme 3: transport improvements arising from WBC Cultural Quarter study

Timms Meadow, Water Lane, Watford. District ref. 99/00324/FUL & 00/00076/FUL

Received	Available	Use	Refund date	CS99s issued	Possible Schemes
£20,000.00	£9,523.02	Traffic Calming Towards controlled parking in the local road network and/or other measures identified within the South West Herts Transportation Strategy.	None		Scheme 1: CROXLEY RAIL LINK ; Scheme 2: Watford Fields recreation area pedestrian improvements

2034 Caxton Way, Watford. District ref. 99/0626/FUL

Received	Available	Use	Refund date	CS99s issued	Possible Schemes
£50,000.00	£26,536.78	Sustainable Transport Towards any of the proposals in the South West Herts Transportation Study with the emphasis on passenger transport initiatives which the Director in his absolute discretion determines will contribute to the improvement of highway conditions on parts of the network affected by traffic associated with the Development.	None	£26,330.83 Approved (06/06/2011) 1112/WA/23 Rebuild the interchange at Watford Junction	Scheme 1: Bus / Pedestrian Link ; Scheme 2: Watford Junction NSIP scheme 2010

Grand totals: £3,636,694.62 £2,541,240.50 Agreements 94 Financial Contributions 99

Green - no refund date OR more than 5 years remain
Amber - 3-5 years remain before refund date
Red - less than 3 years remain before refund date
No colour - exceeded refund date

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**HERTFORDSHIRE HIGHWAYS
WATFORD JOINT MEMBER PANEL
Thursday 27th October 2011**

JMP DISCRETIONARY BUDGET AND LOCAL WORKS PROGRAMME

Report of the Lead Assistant District Manager

1. PURPOSE OF REPORT

- 1.1 This report provides information about local works programmes that are client managed by the Herts Highways Watford area team. This includes the Discretionary budget, approved section 106 funds for local schemes and the Super CAT2 maintenance budget. The report also has additional information items on works financed through extra DfT funding and current progress on jet patching.

2. DISCRETIONARY BUDGET PROGRAMME

Discretionary Programme 2011/12

- 2.1 The list of suggested works for 2011/2012 year is contained in Appendix B. The list contains new suggestions put forward by members, plus schemes continuing and progressing from the previous year.
- 2.2 Scheme number 1 is a proposed scheme to improve the grass area outside 196–200 Leggatts Rise. Following a meeting in May with the County Member it has been proposed to upgrade the existing area of damaged verge with grass-crete blocks for vehicles and to install post and rail fencing to prevent vehicles overriding other areas of the verge. Members agreed to place the scheme on hold during 2010/11 and reconsider the proposals in 2011-12. Estimated cost is £13,000, of which the local member has agreed to fund £1000 from his locality budget. Works completed.
- 2.3 Scheme 2 is Phase 2 of the streetscape proposals in Buckingham Road which comprises construction of block paving. Estimated cost is £ 7,500. Works completed.
- 2.4 Scheme 3 is the Environmental Deep Cleaning Project jointly undertaken with the Borough Council comprising of 26 roads, of which eight are in the Sandringham Road area, four in the Watford Fields Area, seven in the West Watford area, and seven in the Nascot area. Estimated costs from the Discretionary budget are £25,000. This will be topped up with £17,000 from CAT2 budget. Works ongoing.

- 2.5 Scheme 4 is for completion of the schemes for Zones 2 (Smith Street area inside ring road) and Zone 3 (Elfrida Road area) of the 20mph Limits. Provision has been made for £200 of design fees to complete post site work activities.
- 2.6 Scheme 5 is for completion of the Francis Road and Percy Road one-way scheme. Provision has been made for £800 of design fees to complete post site work activities. "After" speed counts show 85percentile speeds are below 24mph, so both roads are suitable for 20mph limits.
- 2.7 Scheme 6 is Fairview Drive No Entry scheme. Site works are completed, apart from minor snagging works. Early observations show residents are coping with and complying with new layout.
- 2.8 Scheme 7 is Dell Road and Elm Grove Traffic Management scheme. The Feasibility study is completed and informal consultation is underway on the recommended option.
- 2.9 Scheme 8 is the 20mph Zone scheme for Cecil Street / Judge Street area. This is being funded as an IWP scheme under the speed management strategy. The feasibility study is now complete. Details of progress can be read in the IWP Progress Report, which is Item 9 Appendix C of the Agenda.
- 2.10 Scheme 9 is the A41 North Western Avenue VA signs. Details of the scheme are included as Appendix I. Fixed warning signs were installed in May. The speed and volume counts were repeated in Oct 2011, results expected soon. If speeds have not fallen, then S106 funding has been secured for design and installation of VA warning signs and coloured surfacing during 2012.
- 2.11 Scheme 10 is for DDA compliant dropped kerbs for a disabled resident in Ebury Road to facilitate use of electric buggy. Works Cost estimated at £1300. Works completed.
- 2.12 Scheme 11 is for DDA compliant dropped kerbs for several locations in Chesham Way and Croxley View. Estimated works costs are £1500. Works completed.
- 2.13 Scheme 12 is for DDA compliant dropped kerbs at the Windsor Road / Sandringham Road junction. Estimated works costs are £1500. To be carried out during Deep Clean programme during Oct.
- 2.14 Scheme 13 is for construction of 3 to 4 parking bays outside Nos. 287/289 Sheepcote Lane. Estimated works costs are £8000. Job cancelled. – replaced with Scheme 21. Abortive costs of £3000 need to be found as contractor had already received delivery of "grasscrete" materials.

- 2.15 Scheme 14 is for lighting enhancement of 18 No. footway luminaires between Water Lane and Shaftesbury Road (Phase 1 – Estimated works cost £5400), and 9 No. footway luminaires in the Reed Walk / Trinity Hall Close areas (Phase 2 – Estimated cost is £4700, including cost of Temporary TRO for footpath closure).
- 2.16 Scheme 15, promoted by Watford Borough, is for traffic and parking management measures in Greenbank Road in the vicinity of Holyrood School. Most of the measures would be waiting restrictions and school keep clear yellow markings, and it is also intended to convert the bus layby into a bus boarder. Estimated costs are £20000 works and £2500 design fees to cover safety auditing, design checks and health and safety risk assessment obligations under the Construction Design and Management Regulations. [Chair and vice-chair have agreed to fund only 50% from Discretionary Budget ; Members requested joint funding arrangements for the other 50% should be explored before the scheme can proceed. Safer Routes to School are not able to contribute as the school is not high enough in the countywide priority list. Watford Borough have agreed to fund the TROs and lining and signing works for waiting restrictions and bus clearways. This still leaves approx. £10k. to be secured] A recent meeting of key stakeholders on 10th Oct. failed to secure the additional funding. It was agreed that consultation processes for the waiting restrictions and school keep clear yellow markings should be done before the bus boarder works. Safety Audit advice is being sought before reconvening the next stakeholder meeting and before making any decisions on scheme progress. It is now unlikely the £10,000 works costs from Discretionary can be spent this financial year.
- 2.17 Scheme 16 is a gateway feature on the entrance to Waterfield Recreational Ground area comprising coloured surfacing. Works estimate is £1500. [Note : funding from Neighbourhood and Locality Budget could also be considered]
- 2.18 Scheme 17 is a safety or traffic calming scheme on Old North Western Avenue to reduce the impact of a substantial number of damage only accidents occurring on the bend near the junction with Courtlands Drive. The District Manager commissioned a feasibility study from his discretionary budget. Member and resident consultation has revealed a preference for a local traffic calming scheme. The District Manager has submitted a CS99 application for S106 funds from the Leggatts Campus development which has been sanctioned by the Officer Steering Group. Final approval for S106 funds takes place in the first quarter of 2012. Whilst awaiting funds for the traffic calming scheme, Chair and Local members are requesting £3200 of Discretionary funding to install Treiff kerbing in place of the post and rail fence to prevent reoccurrence of the property damage.
- 2.19 Scheme 18 is the pedestrian enhancements for the footway on Orphanage Road and Radlett Road under the railway bridges. An

application for S106 funding has been made for the estimated works costs of £5000, which has been successful.

- 2.20 Scheme 19 is for the ongoing drainage investigations to reduce flooding and increase capacity of drainage network on Orphanage Road under the railway bridge. Estimate for these works is £20,000.
- 2.21 The current estimate of fees and works costs totals £105,050 which is above the current confirmed budget of £100,000.
- 2.22 There is a strong possibility the £10,000 allocated to the Greenbank Road scheme will not be spent this year, which would bring the Discretionary total estimates back below budget.
- 2.23 Members are asked to consider all the technical advice and reports provided and confirm a programme to the Lead Assistant District Manager.

3. SUPER CAT 2 WORK PROGRAMME – 2011/12

- 3.1 The Super CAT2 budget is an enhanced CAT2 budget used to support local highway maintenance initiatives and includes larger areas of work which fit in between the minor CAT 2 operational maintenance works and the larger scale IWP maintenance work programmes. Consideration has been given to maintenance issues in developing this work programme and the need to accord with the overall asset management principles of Herts Highways but with a degree of local flexibility and judgement.
- 3.2 Appendix C outlines the suggested Super Cat2 programme for 2011-12. Officers have identified 13 schemes across the Borough. These comprise carriageway surfacing works in Stratford Road, Whippendell Road, Church Road, Franklin Road, Greenbank Road, Wimbourne Grove, Chapel Close, Holland Gardens, Spring Gardens, Butterwick, footway surfacing works in Telford Close, and Structural Maintenance works to structures in Coates Way and Chalk Hill.
- 3.3 Please note the number of schemes which can be delivered is subject to available budgets. The costs estimates from the Works Team have come in below the budget allocated, so this has enabled another 4 suggested schemes to be added, which are footway surfacing schemes in Cuffley Avenue, Lansdown Close and Dell Road, and carriageway surfacing works in Windsor Road.
- 3.4 The footway scheme on Telford Close and carriageway surfacing schemes on Stratford Road, Whippendell Road, Church Road, Franklin Road, Greenbank Road, Wimbourne Grove, Chapel Close, Holland Gardens, Spring Gardens, Butterwick, are now complete.

- 3.5 The Lead Assistant District Manager will be able to answer any queries regarding the programme.

4. WORKS USING DfT EXTRA FUNDING (for information only)

4.1 HCC received additional funding from DfT to address the surface potholes that were caused by the bad Winter. The additional funding will be used on a range of treatments, from resurfacing to jet-patching the holes. The road / treatments chosen will target high usage roads and will prevent further deterioration

4.2 Sites were identified using an appropriate mix of the following information:

- Member feedback on the IWP lists that could not previously be addressed
- Previously identified unfunded winter recovery schemes and Super Cat2 sites (taking into account known Member views)
- Cat 1 referrals / Cat 2 follow on sites not previously funded
- Unfunded sites drawn from the deterioration model
- Sites identified through local knowledge or other feedback

4.3 These sites fall into a number of work streams. We will put them into existing programmes where possible for maximum efficiency. Within each work stream we will focus on:

- Sites that deliver the most impact
- Sites with a high visibility
- Those areas that have the greatest need/will deliver the most benefit/have suffered worst over the last 12 month (not necessarily an even split across the county)

4.4 Proposed Work Streams and Indicative Amounts

a. High Profile Surfacing Sites

Moderate sized schemes (typically £100k per site) targeted predominantly at badly affected sections of important strategic roads especially A & B roads. This will typically be relatively small but significant sections such as roundabouts, junctions and limited areas of significant deterioration.

b. Surfacing Sites

Smaller schemes (typically £30k per site) targeted predominantly at badly affected sections of moderately busy roads - typically C or unclassified local distributor-type roads. Usually resurfacing schemes these will either target a small, very poor area needing an inlay or a larger area needing a surface course replacement.

c. Micro Asphalt or Thin Surfacing sites

Targeted predominantly at local urban collector roads (e.g. estate feeder roads) showing significant deterioration with the objective of restoring the surface.

d. Surface Dressing Pre Patching

Targeted predominantly at sections of roads showing significant deterioration, this will involve patching roads this autumn to help ensure they last through the winter and can then be surface dressed next season.

e. Jet Patching

Targeted predominantly at roads to repair localised defects and help ensure the roads last through the winter and beyond. It is a quick cost effective system of maintaining the integrity of the highway and preventing further deterioration and extending life.

f. Crack & Joint repairs

Over band sealing or Mill out and Infill type repairs to cracks and joints in road surfaces where joints have deteriorated due to winter damage to help prolong the life of the rest of the road surface and head off the need for more substantial treatments.

g. Conventional Patching

Localised patching to roads, especially busy or high profile sites that have deteriorated significantly and where a relatively limited amount of work will deliver immediate and visible benefits.

4.5 Items a to d will be delivered as part of this years IWP, with items e to g dealt with by local area office. Various sites have already been treated with Jet Patching and the area team is currently looking at sites for the remaining treatments.

4.6 For information, the list of sites selected for treatments were:

Micro Asphalt sites (through IWP Programme)

Orchard Drive
Woodland Drive

Jet Patching (delivered locally)

On going – 45 streets treated as at end of August, another 3 on list to do.

Crack / Joint repair sites (delivered locally, awaiting confirmation of dates)

Ascot Road
Greycaine Road

Conventional Patching (delivered locally, expected Oct/Nov)

Watford Field Road
Oakdene Avenue

5. JET PATCHING (for information only)

- 5.1 The current list of sites treated and to be treated is shown in Appendix D.
- 5.2 Remaining streets are considered safe, and can wait until Spring 2012 when there is sufficient volume of work to be economically viable.

6. RECOMMENDATIONS

- 6.1 That members agree a Discretionary programme of works for 2011/12.
- 6.2 That members agree a Super CAT2 programme of works for 2011/12.

7. CONTACT OFFICERS

Andy Melville Lead Assistant District Manager 01923 257000
Email: southwestherts.area@hertshighways.org.uk

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**ITEM 07 – APPENDIX B
DISCRETIONARY PROGRAMME – 2011/12**

	Scheme	Description	Fees (design, supervision)	Works costs	Final costs	Action
1	Leggatts Rise off North Western Avenue – new carriageway (Stanborough)	Extend Leggatts Rise up to cemetery entrance	£0	£12,000		Works completed. Order 2094584. Works cost is £13,000, of which £1000 is from locality budget.
2	Buckingham Road Phase 2 (Ian Brandon)	Block Paving	£0	£7,500		Works Completed. Order 2095289.
3	Deep Cleansing programme (various roads) - Joint Working with Watford Borough Council.	26 Roads within Sandringham Road area, Watford Fields area , Nascot Road area, and Vicarage Wards being targeted.+	£0	£25,000	£0	Placed on 84 day order 2095294. Works ongoing.
4	20mph zones (various)	Undertake snagging works / final accounts for Zones 2 & 3	£200	£0	£0	Continuing from 2010/11.
5	Francis Road and Percy Road - one ways (Central)	Complete snagging, stage 3 safety audit, agree final account	£800	£0	£0	Continuing from 2010/11
6	Fairview Drive - point no entry (Nascot)	Site works , snagging, stage 3 safety audit	£2200	£9,000		Continuing from 2010/11 Site works completed, snagging underway.
7	Dell Road and Elm Road - one ways (Leggatts)	Access problems by Gammons Lane - consider one way working – feasibility study (Cllr Brandon)	£5,000 (including TRO advert)	£0	£0	Feasibility study completed, proceed to outline design, and informal and statutory consultation.
8	Cecil Street / Judge Street area - 20mph limit (Callowland)	Consider 20mph limit – feasibility study (Cllr Brandon)	£0	£0	£0	IWP Scheme – Head Office, combined with Alexandra Road and Park Avenue.

**ITEM 07 – APPENDIX B
DISCRETIONARY PROGRAMME – 2011/12**

	Scheme	Description	Fees (design, supervision)	Works costs	Final costs	Action
9	North Western Avenue - VA signs (Stanborough / Leggatts)	Speeding near West Drive – VA signs– feasibility study (Cllr Giles-Medhurst)	£0	£0	£0	S106 application for signs plus red coloured surfacing successful. Awaiting Oct Speed surveys before proceeding.
10	DDA compliant dropped kerbs (Central)	Disabled access issue in Ebury Road o/s No.57	£0	£1300		Order 2096636. Work completed.
11	DDA compliant dropped kerbs (Holywell)	Disabled access problems in Chesham Way [Nos 32-34 and beyond No.35 and parking bay] and No 33 Croxley View. (Cllr Bell)	£0	£1500		Order 2094565. Work completed.
12	DDA compliant dropped kerbs (Leggatts)	Windsor Road / Sandringham Road junction (East side) (Cllr Brandon)	£0	£0		To be carried out within deep cleansing programme
13	Sheepcot Lane (Woodside)	Parking Bays outside Nos. 287/289. (Cllr Scudder) for 3-4 vehicles	£0	£3000		Placed on 84 day order 2094572. JOB CANCELLED. Abortive costs for materials.
14a	Waterfields Recreational Ground (Central)	Lighting Enhancement (Phase 1) 18 luminaires between Water Lane and Shaftesbury Road (Cllr Giles-Medhurst)	£0	£5400	£0	84 day order placed 1 Aug. for Phase 1 (£5400). Phase 2 order to be placed pending Panel decision
14b	Reeds Walk / Trinity Hall Close footpaths (Central)	Lighting Enhancement (Phase2) 9 luminaires (Cllr Giles-Medhurst)	£0	£4700	£0	

**ITEM 07 – APPENDIX B
DISCRETIONARY PROGRAMME – 2011/12**

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	Scheme	Description	Fees (design, supervision)	Works costs	Final costs	Action
15	Greenbank Road (Nascot Ward)	Traffic and Parking Management measures in vicinity of Holyrood School (Cllr Watkins)	£1250	£10000	£0	Discretionary budget to fund max of 50%. Look for joint funding before scheme can proceed.
16	Water Lane (Central Ward)	Gateway entrance to Waterfield Recreational Ground area	£0	£0	£0	Consider Neighbourhood & Locality Budget (£1500)
17	Old North Western Avenue	Traffic Calming measures to reduce accidents / safety barrier	£0	£0	£0	Feasibility report circulated. Choosing Option 3 or 4. CS99 submitted for S106 funding from Leggatts Campus.
18	Old North Western Avenue	Trieff Kerb barrier to prevent property damage.	£2000	£3200	£0	Chair and local member agreed to research options for temporary barrier. Trieff kerbing option chosen. Works Order 2106843 to be placed.
19	Orphanage Road & Radlett Road	Pedestrian Enhancements – buff coloured surfacing, and kerb markings.	£0	£0	£0	CS99 application for S106 funding (£5000) successful. Works expected in Oct.
20	Orphanage Road	Drainage Study and Capacity Improvements, under railway bridge.	£3000			Estimate £20000, comprising £17000 works and £3000 fees, for works to repair existing network and build in extra capacity. Works to be covered from CAT2 drainage budget.
21	Leggatts Rise	Verge protection scheme – 250m of double kerbs. (Cllr Scudder)	£0	£8000	£0	84 day order no. 2107700 placed.
		Totals	£14,450	£90,600	£0	
		Predicted out turn	£105,050			

**ITEM 07 – APPENDIX B
DISCRETIONARY PROGRAMME – 2011/12**

+ List of streets for Deep Cleansing

Sandringham Road area

Sandown Road (part), Osbourne Road, Windsor Road *, Southwold Road, Parkgate Road, Buckingham Road, Neston Road, Sandringham Road

Watford Fields area

York Road, Cannon Road, Hamilton Street, Lammas Road

West Watford area

Addiscombe Road, Fearnley Street, St James Road, Clifton Road, Westby Road, Liverpool Road, Cardiff Road.

Nascot area

Church Road whole length, Stamford Road, Nascot Road, Denmark Street, Nascot Street, Cole Road & Nascot Place

* repairs to be done to Windsor Road out of SuperCAT2 budget

Item 7 - Appendix C SuperCAT2 Works 2011/12

Project name* (location and work type)	Year works will go on ground*	Programme* (from list below)	Sub Prog* (from list below)	Client looking after/briefing the project*	Works cost estimate (£)	All Road Section Ids* (main one first) & approach length	Extent of works	Road Closure (y/n)	Diversion Route	Days	Provisional Start Date	Comments
stratford road	2011	Local Carriageway Super Cat 2 (CSC)	Local Carriageway Surface Inlay (CCS)	allan jewell	20215	9u435/20, 187m	PARK ROAD TO CHURCH ROAD	y	Park Road, Langley Road, Church Road	2	25 July	complete
whippendell road	2011	Local Carriageway Super Cat 2 (CSC)	Local Carriageway Surface Inlay (CCS)	allan jewell	46995	C74/30, 450m	EAST BOUND SIDE CASSIOBRIDGE ROAD TO HAGDEN LANE	y	Rickmansworth Road, Hagden Lane	1 Sunday	31 July	complete
church road	2011	Local Carriageway Super Cat 2 (CSC)	Local Carriageway Surface Inlay (CCS)	allan jewell	31746	9u99/10, 187m	LANGLEY ROAD TO STRATFORD ROAD	y	Stratford Road, Park Road, Langley Road	2	22 July	complete
franklin road	2011	Local Carriageway Super Cat 2 (CSC)	Local Carriageway Surface Inlay (CCS)	allan jewell	11914	9u169/10, 80m	ST JOHNS ROAD TO END	y	n	3	30 July	complete
greenbank road	2011	Local Carriageway Super Cat 2 (CSC)	Local Carriageway Surface Inlay (CCS)	allan jewell	36132	9u198/20/30/40, 185m	SERVICE ROADS TO NOS-- 51-81 AND 115-157	y	n	3	27 July	complete
wimbourne grove	2011	Local Carriageway Super Cat 2 (CSC)	Local Carriageway Surface Inlay (CCS)	allan jewell	24050	9u489/10, 185m	THE RIDGEWAY TO COURTLANDS DRIVE	y	Courtlands Drive, The Ridgeway	2	26 July	complete
chapel close	2011	Local Carriageway Super Cat 2 (CSC)	Local Carriageway Surface Inlay (CCS)	allan jewell	15726	9u82/10, 100m	HIGH ROAD TO END	y	n	3	23 July	complete
holland gardens	2011	Local Carriageway Super Cat 2 (CSC)	Local Carriageway Surface Inlay (CCS)	allan jewell	18149	9u235/10, 150m	ST ALBANS ROAD TO END	y	n	2	20 July	complete
ring gardens	2011	Local Carriageway Super Cat 2 (CSC)	Local Carriageway Surface Inlay (CCS)	allan jewell	18318	9u427/10, 180m	ST ALBANS ROAD TO END	y	n	2	21 July	complete
nuttenwick	2011	Local Carriageway Super Cat 2 (CSC)	Local Carriageway Surface Inlay (CCS)	allan jewell	12005	9u64/10, 200m	GOSSAMERS TO T JUNCTION	y	n	2	29 July	complete
leford close	2011	Local Footway Super Cat 2 (FSC)	Local Footway Reconstruction (FCR)	allan jewell	10813	9u447/10	WOODHURST AVE TO END BOTH SIDES	n	n/a	3	10 May	complete
coates way	2011	Guard Rails, Barriers & Street Furn Super Cat2 (GSC)	Structural Maintenance (DSM)	allan jewell	15000	9u149/10	REPAIRS TO RETAINING WALL OPPOSITE SCHOOL	n	n/a		Nov	84 day order 1.7.11
chalk hill	2011	Guard Rails, Barriers & Street Furn Super Cat2 (GSC)	Structural Maintenance (DSM)	allan jewell	25000	A411/310	REPAIRS TO RETAINING WALL VILLIERS ROAD TO ALDENHAM ROAD	y	A411 through Bushey, A411 Elstree Road, A41. A4008 Stephenson Way, A411 Waterfields Way.		Nov	84 day order 1.7.11
Cuffley Avenue	2011	Local Footway Super Cat 2 (FSC)	Local Footway Reconstruction (FCR)	allan jewell	37000	9u121/10	GARSTON LANE TO CODICOTE DRIVE	n	n/a		Oct/Nov	on site - liaise with Gas board
Lansdown Close	2011	Local Footway Super Cat 2 (FSC)	Local Footway Reconstruction (FCR)	allan jewell	12000	9u269/10	WOODHURST AVENUE TO END	n	n/a		Oct/Nov	
Windsor Road	2011	Local Carriageway Super Cat 2 (CSC)	Local Carriageway Surface Inlay (CCS)	allan jewell	23000	9u490/10/20	SANDOWN ROAD TO ST ALBANS ROAD	y	Sandringham Rd, Balmoral Rd, Sandown Rd		Oct/Nov	
Dell Road	2011	Local Footway Super Cat 2 (FSC)	Local Footway Reconstruction (FCR)	allan jewell	40000	9u123/10	GAMMONS LANE TO THE HAREBREAKS	n	n/a		Oct/Nov	on site

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Item 07 Appendix D - JET PATCHING in WATFORD

Current as at 18th October 2011

(S) denotes Sunday working

Location	Date issued	Date completed	No of potholes Filled
Woodland Drive	15/03/2011	18/03/2011	1
Orchard Drive	15/03/2011	28/03/2011	40
Harebreaks	15/03/2011	20/03/2011	25
Maude Crescent	15/03/2011	28/03/2011	15
Bushey Mill Lane (s)	15/03/2011	03/04/2011	125
Courtlands Drive	15/03/2011	20/03/2011	40
Hempstead Service Road	15/03/2011	28/03/2011 29/03/2011	45 14
Berry Avenue	15/03/2011	07/04/2011	33
Oakdene Avenue	15/03/2011	22/07/2011	36
Goodwood Avenue	15/03/2011	22/07/2011	14
Whippendell Road (s)	15/03/2011	22/05/2011	60
Langley Way	15/03/2011	28/03/2011	25
Devearux Drive	15/03/2011	28/03/2011	6
Sutton Road	15/03/2011		Outstanding – only two small areas
Phillipers	15/03/2011	29/03/2011	10
Bovingdon Crescent	15/03/2011	07/04/2011	40
Garston Lane (s)	15/03/2011		Outstanding – most in centre of road away from wheel tracks
Purbrock Avenue	15/03/2011	07/04/2011	65
Colonial Way (s)	15/03/2011	20/03/2011 03/04/2011	50 75

Location	Date issued	Date completed	No of potholes Filled
Imperial Way (s)	15/03/2011	03/04/2011	75
The Spinney (off Church Road)	06/04/2011		Outstanding – end of cul-de-sac
Elm Grove	05/05/2011	10/05/2011	20
Dell Road	05/05/2011	25/05/2011	1
Woodside	05/05/2011	10/05/2011	27
Chestnut Walk	05/05/2011	10/05/2011	15
Beech Road	05/05/2011	10/05/2011, 17/05/2011	30
Brett Place	05/05/2011	25/05/2011	No access for works vehicle
Fuller Road	05/05/2011	10/05/2011, 17/05/2011	57
Middle Way	05/05/2011	17/05/2011	15
The Square	05/05/2011	25/05/2011	3
The Thrums	05/05/2011	25/05/2011	No access for works vehicle
Nicholas Close	05/05/2011	25/05/2011	No access for works vehicle
Maude Crescent	05/05/2011	25/05/2011	1
Popes Lane	05/05/2011	25/05/2011	4, at j/w St George's
Leggatts Close	10/05/2011	25/05/2011	3
Wellstone	08/06/2011	22/07/2011	39
Ridge Street	10/05/2011	25/05/2011	30, Double parked cars not allowing proper finish
St Georges Road	10/05/2011	17/05/2011	1
High Road (Hill Farm Junction)	10/05/2011	17/05/2011	12
Hill Farm Avenue	10/05/2011	17/05/2011	30
Yarmouth Road	17/05/2011		Micro-asphalt Treatment
Devon Road	17/05/2011	22/07/2011	8

Location	Date issued	Date completed	No of potholes Filled
Sandown Road	17/05/2011	22/07/2011	6
Redheath Close	17/05/2011	25/05/2011	2
Trident Road	17/05/2011	25/05/2011	2
Bucks Avenue	08/06/2011	08/08/2011	9
Sherwoods Road	08/06/2011	08/08/2011	46
Woodside	06/04/2011	10/05/2011	35
Dell Side	06/04/2011	10/05/2011	20
Goodrich Close	06/04/2011	10/05/2011	5

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HERTFORDSHIRE HIGHWAYS

INTEGRATED WORKS PROGRAMME
DRAFT 2 PREPARATION PROGRAMME 2012/13

AND FORWARD WORKS PROGRAMME 2012/13 to 2016/17



REPORT TO THE HIGHWAYS JOINT MEMBER PANEL
OCTOBER 2011

Author: Leigh Cowley
Forward Works Programme Manager
Hertfordshire Highways

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1. Purpose of Report

- 1.1 To present to the Highways Joint Member Panel (HJMP) the current version of the 2012/13 'Preparation Programme' - Draft 2 of the 2012/13 Integrated Works Programme (IWP) – being those schemes that are being investigated and designed during 2011/12 with a view to implementation within the local area in 2012/2013.
- 1.2 To present to the HJMP the current version of the Forward Works Programme (FWP) of schemes planned for 2013/14 to 2016/17 and to seek the Panel's input on this programme.

2. Background

- 2.1 The annual publication of the IWP is a statement of schemes Hertfordshire County Council (HCC) intends to implement or, in some cases, investigate in the following 15 months. The FWP is an outline of the schemes that may be implemented in future years although it will continue to develop year-on-year. Some FWP schemes, especially those identified for implementation in 2013/14 will be under development during 2012/13.

- 2.2 Status of Schemes in the IWP are as follows:

Works in Progress (W) are schemes started during 2011/12 (or earlier) which are planned to continue into, and in some cases be finalised, in 2012/13.

Committed (C) schemes originally planned for implementation during 2011/12 but will not now start on site until 2012/13.

Supported (S) schemes are new schemes for 2012/13 that are proposed for implementation between April 2012 and June 2013.

Under Investigation (I) schemes are those currently being investigated but where no final recommendation has yet been made on when or if the scheme should proceed. These schemes may be implemented during 2012/13 if works are found to be necessary and a priority; alternatively they may be implemented during later years if the works are not a priority or they might not be implemented at all if the investigation shows no works are required.

- 2.3 Status of Schemes in the FWP are generally assigned as follows:

Preparation (P) schemes are schemes where no works are proposed on site during 2012/13 although in some cases investigation, consultation, preparation and/or design will take place during 2012/13 with a view to implementing these works in future years. Some complex schemes may require several years of advance preparation before works are implemented. Some schemes may be deferred or dropped from the programme based on the results of investigation or consultation if, for instance, they are no longer required or an appropriate and viable solution is not available.

3. Main Categories of IWP/FWP Schemes and Prioritisation

- 3.1 The IWP and FWP aim to include all scheme-type works on the highways in the County to assist in communication and coordination of these works.
- 3.2 A summary of the main programmes of work promoted by Hertfordshire Highways each year are included in [Appendix A](#) along with some background on how schemes are identified, categorised, selected and prioritised within each programme.
- 3.3 For further details Members are recommended to refer to the Environment Department's 'Highways and Transport Programme Entry' document for overall guidance and the core procedures of how IWP and FWP schemes are identified, categorised, selected and prioritised.

4. Overall Consultation Programme/Process for the IWP/FWP

- 4.1 The Highways Joint Member Panels in Spring (usually around April):
 - Receive final details of the current year's Delivery Programme endorsed by Cabinet.
 - Make final comments on the current Preparation Programme.
 - Review and comment on the Forward Works Programme and strategic priorities; for instance the balance between different workstreams within the programme, such as Carriageways, Footways and Cycleways, Drainage, Integrated Transport, and Casualty Reduction.
- 4.2 The Highways & Transport Panel in June / July:
 - Receives a review of the previous year's Delivery Programme including a report on Key Performance Indicators (KPIs).
 - Considers the responses from the HJMPs.
 - Makes recommendations for the strategic direction of the Preparation Programme and Forward Works Programme and based on the feedback from the HJMPs and the KPIs including LTP targets.
 - Considers strategic priorities for bidding within the budget setting cycle.
- 4.3 The Highways Joint Member Panels in Autumn (usually around October):
 - Receive a progress report on scheme development within the Preparation Programme.
 - Make final requests that schemes emerging as urgent for implementation the following year that are not within the Preparation Programme are included. These requests will need to be justified by special circumstances and the proposed schemes will need to be prioritised against the other schemes already in the Preparation Programme.
 - Review and comments on the Forward Works Programme, paying particular attention to the proposals for the following year's Preparation Programme.

4.4 The HCC's Cabinet in March / April:

- Receive final details of the proposed current year's Delivery Programme for consideration and endorsement.
- Receive a copy of the comments/feedback from the HJMPs consultation process during the development and refinement of the Delivery Programme, along with Officer responses.
- The endorsement by Cabinet finalises the proposed Delivery Programme, which then moves on to the delivery phase.
- HJMPs will be kept informed, via the normal reports on the progress of delivering the Delivery Programme, and of any changes to that programme throughout the delivery year.
- Receives details of the current Preparation Programme and Forward Works Programme.

4.5 Possible Changes for the Future – Localism

To date we have brought the IWP and FWP to the HJMPs for information and comment twice a year, as stated above usually around April and October.

With the proposed introduction of the Highway Locality Budgets (HLB) countywide from next year, the future of the HJMPs is also being considered. More details of this will be provided to the panels in the form of a presentation about HLB and related issues.

This process may have an impact on how we report the IWP and FWP to Members in the future. There are a number of potential options - for instance, in the Broxbourne and Dacorum pilot areas where HLB have been trialed this year and the HJMPs have been suspended, we have provided County members with individual reports on a Division basis.

We will continue to publish the IWP and FWP to Members and the public in an appropriate way and will be able to provide more details of how this will operate once we know more about the likely future shape of the service.

5. Draft 2 of 'Preparation Programme' of Schemes for Construction in 2012/13

- 5.1 The Preparation Programme forms the first year of the 2012/13 to 2016/17 FWP which is included in outline in [Appendix B](#).
- 5.2 Further investigation and design work on the 2012/13 Preparation Programme, based on Draft 1 of the 2012/13 IWP, started over the Summer of 2011 with a view to construction during 2012/13.
- 5.3 The Panel has seen Draft 1 of the 2012/13 IWP with detailed information on the individual schemes in previous reports but this Draft 2 2012/13 Preparation Programme provided in [Appendix C](#) represents an updated version of this currently proposed for construction during 2012/13.

5.4 Whilst Draft 1 of the 2012/13 IWP was presented at the Spring HJMPs to allow time for consultation and preparation of IWP schemes, this Draft 2 programme update is virtually finalised. Therefore, given that the main consultation opportunity (at Draft 1) for the 2012/13 IWP has passed, this report and the Preparation Programme detailed in [Appendix C](#) represent only limited opportunity for feedback from the Panel.

5.5 Priority for Funding

As a general principle, W and C schemes have first priority for funding as they have been previously approved and promised. S and I schemes have next priority. Any schemes listed for implementation (i.e. those with a status of W, C or S) but not completed during 2011/12 would take first priority in 2012/13.

5.6 Confirmation of Works in Progress and Committed Schemes

In line with the IWP timetable this Draft 2 is being presented this Autumn to allow time to design and prepare schemes so they can start to be implemented immediately upon the start of the 2012/13 financial year commencing April 2012.

However, this does mean that we are currently only half way through the 2011/12 financial year and consequently at present we have less certainty about which 2011/12 delivery schemes will still be 'Works in Progress' (W) at the end of this financial year (end of March 2012) or of which 2011/12 schemes will need to be Committed (C) to 2012/13.

Therefore the 2012/13 IWP presented in this Draft 2 report is prepared on the basis of the best current information, but the list of likely W and C schemes is not yet definitive and there are likely to be further changes as implementation of the 2011/12 Delivery Programme progresses.

5.7 IWP Delivery Time-scales and overlap between Financial Years

The IWP seeks to develop a continuous rolling programme of scheme development and construction, in which financial, design and construction resources are smoothed out and balanced together with road space availability and the need to minimise network disruption.

To this end the 2012/13 Preparation Programme reported here is a 15 month programme, starting in April 2012 and running to June 2013. This is reflected in the number and mix of schemes listed on the IWP. Therefore, whilst the majority of 2012/13 schemes are planned to be implemented within the financial year between the start of April 2012 and end of March 2013 (and will therefore be funded from the 2012/13 budget) it should be noted that it is also deliberately planned that a small proportion of 2012/13 schemes will be implemented between April 2013 to June 2013 (and therefore be funded from the 2013/14 budget).

In summary, the schemes for implementation between April 2013 and June 2013 are deliberately included in the 2012/13 IWP so that they can be investigated, designed and be ready to implement at the very start of the

2013/14 financial year to ensure a continuous programme and to avoid a lull in operations at the start of the year.

No decisions have yet been made about the order in which schemes should be implemented although, where possible, W and C schemes will be implemented ahead of new schemes. However, this will not always be possible due to factors such as ongoing consultations; the need to avoid or link-in with other schemes or school holidays etc. (i.e. to achieve cost and time savings or to minimise network disruption); and the need to balance/smooth the programme throughout the year.

5.8 HJMP Comments and Feedback on Draft 1

In preparing this Draft 2 of the 2012/13 IWP and FWP 2013/14 to 2016/17 Officers have considered the comments and feedback from the HJMP upon Draft 1 presented to the Panel in the Spring of 2011. The District Manager collated and summarised feedback from the Panel and Members on the IWP/FWP resulting from the HJMP meeting and reported it back to the Forward Work Programme Manager and other relevant Officers for consideration. This is included in [Appendix E](#) along with responses resulting from discussions with appropriate Officers.

A final draft of the 2012/13 IWP, together with a summary of the comments and feedback from the HJMP, will be submitted to Hertfordshire County Council's Cabinet in February/March 2012 for final approval/endorsement.

6. **Format and Presentation of the IWP / FWP listings**

Webmaps extra

- 6.1 Work has now been completed to display planned IWP/FWP scheme locations on HCC's Webmaps extra. When they are connected to the HCC systems/network County Members can now view the IWP/FWP by typing (or copy-and-pasting) the following website address as one line into the address bar of their internet browser:


<http://hccims2.hertscc.gov.uk/website/webmapsextra/viewhighways/viewer.htm?Layers=0000000000000000001110000000000000000000100000000001000111000111&ActiveLayer=19>




Note 1: It is appreciated that this is a long series of letters and numbers but it will give direct and best visibility of the colour-coded IWP and FWP over a grey map. Alternatively, below is the shorter link and then you will need to add the 'ticks' in step 2 below yourself and when you zoom in the IWP/FWP will appear over a coloured map so will not stand out so clearly:


<http://hccims2.hertscc.gov.uk/website/webmapsextra/viewhighways/viewer.htm>


Note 2: Whichever route you choose the data is not 'live' and is only updated in mid-March and mid-October. At the time of writing this report the old mid-March data for 2011 to 2016 was on Webmaps. By mid-October this will be

update to the latest data (as contained within the Appendices of this report) for 2012 to 2017.

1. The page that opens shows the whole County and the coloured patches are the IWP/FWP schemes, each depicted by a coloured line. You need to zoom in to your area of interest (by clicking the  button and drawing a window) to see the exact location of the individual schemes.
2. Move down the left hand 'Layers' menu and see:


- Works Programme:
 -  IWP 2012-13
 -  IWP FWP>1scheme
 -  FWP 2013-17


Note 3:  click to make the Layer visible

Note 4: click to make the Layer the active Layer
(clicking the  button in the top menu and then selecting coloured lines (schemes) on this active Layer will display the information about the scheme at the base of the page)

Note 5: IWP 2012-13 = the 2012/13 'Preparation Programme' (i.e. Draft 2 of the 2012/13 IWP).
Single IWP schemes are **thick** coloured lines.

Note 6: FWP 2013-17 = the FWP planned for 2013/14 to 2016/17.
Single FWP schemes are thin coloured lines.

Note 7: IWP FWP>1scheme = where greater than one scheme is planned on the same section of road. These coloured lines are always Red (when this is the active Layer clicking the  button and then selecting a Red line will display the information about all the schemes).

3. To see a colour key switch between the left hand 'Layers' tab by clicking the 'Legends' tab to see the key associated with all visible Layer(s). Or whilst in the 'Layers' tab to see the key associated with a particular Layer click  .

Any comments or feedback regarding the display of the IWP/FWP on Webmaps can be sent to the District Manager for collation for onward submission to the Forward Works Programme Manager (see [Section 8](#)).

ELGIN

- 6.2 In addition Hertfordshire Highways planned works are also displayed on the Electronic Local Government Information Network (ELGIN) website which can be viewed by typing (or copy-and-pasting) the following website address into the address bar of their internet browser:

<http://www.elgin.gov.uk>

6.3 Work is still continuing to progress to give Members electronic web-based access to even more specific information about IWP schemes that are imminently about to be constructed and also electronic access to the IWP/FWP listings so that the latest reported data can be accessed and searched at any time throughout the annual reporting cycle. PMNet (Project Management Network) is the project management software that has been developed, and is being used, within Herts Highways to provide all information and reporting on IWP schemes that are in the process of being implemented. A separate IWP/FWP Database contains our 5 Year Works Programme and when schemes reach year 1 of this programme, and upon final endorsement, these schemes are transferred into PMNet for implementation. To demonstrate how the electronic access might work a PMNet Members Users Group was established and those Members took part in sessions to test and comment upon the developing proposals and usefulness and user-friendliness of the web-based systems. The systems have now been further developed and need to be re-tested and launched before access can be fully implemented.

6.4 For the purposes of this report the current format adopted for the IWP/FWP listings is overviewed below.

IWP and FWP schemes 2012/13 to 2016/17 - Index listing ([see Appendix B](#)):

- The Index listing is divided by County Council Divisions whereas in the past the town and locality descriptions from the National Street Gazetteer (NSG) were used. This change was because the NSG descriptions were not always accurate and the addition of Division information to the highway database now allows us to sort the roads by Division instead. We are not able to sort by other administrative areas such as Wards or Parishes as this information is not available on the database; however a map of the Division is also included in [Appendix B](#) to help those unfamiliar with the Division boundaries.
- Within each Division, schemes in the Index listing are listed alphabetically with the scheme name first (followed by the type of work) to make finding a particular road easier.
- Where possible we have endeavoured to improve this Index listing by detailing the Town or/and Village name too.

2012/13 Preparation Programme – Main listing ([see Appendix C](#)):

- The Main listing is divided by programme (rather than sub-programme) to reduce the number of sub-headings in the listing. This means that, for example, all 'Local Carriageway' schemes are listed together and the lists are not complicated by further sub-division of schemes by the type of work involved.
- Within each programme, schemes in the Main listing are listed alphabetically with the scheme name first (followed by the type of work) to make finding a particular road easier.

- Where possible we have endeavoured to improve this Index listing by detailing the Town or/and Village name too.

2012/13 Preparation Programme and FWP – Map of sites:

- A map displaying the 2012/13 IWP and FWP 2013/14 to 2016/17 scheme locations, coloured by programme, will be available from the District Manager at the HJMP meeting, or an electronic version of the map can be emailed to Members [upon request](#).

2012/13 Preparation Programme and FWP - Spreadsheet of sites:

- An electronic version of the 2012/13 IWP and FWP 2013/14 to 2016/17 listings in the form of a spreadsheet can be emailed to Members [upon request](#) by the District Manager so that those who wish to can search the listings more easily for particular schemes or roads/streets.

2012/13 Preparation Programme - Changes Report ([see Appendix D](#)):

- A list of changes made through the cycle of developing/refining this proposed 2012/13 Preparation Programme since Draft 1 in Spring 2011.

7. Queries from the HJMP

- 7.1 If any Member has any queries or requires any further information on the IWP and/or FWP, any of the proposed schemes, or upon any of the Officer responses given in [Appendix E](#), they are invited to contact the relevant Contact Officer directly, contact details of which are included in [Table 1 below](#) (depending upon the IWP/FWP Number Scheme Code).
- 7.2 It should be noted that numerous Officers are involved in the assessment, preparation, programming and prioritisation of the thousands of individual schemes on the IWP and FWP. Therefore contacts below have been limited to certain key Officers who, if unable to answer queries directly, will know who to forward your enquiry to.

Table 1: Contact Officers for queries

Scheme Code	Programme	Contact Officers
Maintenance schemes:		
ARP	A Road Programme	Senior Project Managers Peter Marshall / Nick Edlin 01707 356200 hertfordshire.highways@hertshighways.org.uk
CWY	Local Carriageway	
DRN	Drainage	
FWY	Footway	
WRC	Winter Recovery - Carriageways	
BRG	Bridge Programme	
Otherwise please contact the <u>Lead Officer for Maintenance</u> : Chris Allen-Smith, Service Manager (Structural Assets & Plans) 01707 356573 hertfordshire.highways@hertshighways.org.uk		
Integrated Transport schemes:		
ITP	Integrated Transport Projects	Programme & Strategy Manager Ian Thompson (Watford) 01707 356200 hertfordshire.highways@hertshighways.org.uk
LGH	Street Lighting and Traffic Control [/ Signals]	Asset Manager (Asset Plans & Improvements) Mark Fell 01707 356200 hertfordshire.highways@hertshighways.org.uk
TIS	Traffic and Information Systems	Service Manager (Asset Plans & Improvements) Sanjay Patel - Intelligent Transport Systems (or Robert SurrIDGE - Traffic Signals) 01707 356200 hertfordshire.highways@hertshighways.org.uk
SAR	Casualty Reduction	Programme & Strategy Manager (Safety Engineering) Paul Selley (or Robert SurrIDGE) 01707 356200 hertfordshire.highways@hertshighways.org.uk
Otherwise please contact the <u>Lead Officers for Integrated Transport</u> : Sanjay Patel & Morag Saunders, Service Managers (Asset Plans & Improvements) 01707 356200 hertfordshire.highways@hertshighways.org.uk		
District Manager and their Local Team's schemes:		
DIS	Discretionary	District Manager David Swan (Watford) 01923 257000 southwest.area@hertshighways.org.uk
Please also contact the District Manager for all enquiries on: <ul style="list-style-type: none"> • Initial identification and nomination of Footway (FWY) schemes (Footway Bids)*. • Initial identification and nomination of Drainage (DRN) schemes (Drainage Bids)*. * see Appendix A – Sections A2 and A3		

8. Feedback from the HJMP

- 8.1 HJMP Members are requested to ensure all feedback is sent in writing to the District Manager within 3 weeks of the date of the HJMP for collating on behalf of all Divisions within the whole District for onward submission to the Forward Works Programme Manager.
- 8.2 The HJMP is asked to collectively and in overall agreement to provide comments and feedback on the Preparation Programme and FWP that can be used to contribute to refining the programme and designing the schemes for future years. In summary:
- to review the Preparation Programme ([Appendix C](#)) which represents Draft 2 of the 2012/13 IWP and to make any final requests regarding any other schemes/works that are currently emerging as urgent to be included for implementation during 2012/13. These final/last minute requests will need to be justified by special circumstances and the proposed schemes will need to be prioritised against the other schemes already in the 2012/13 IWP.
 - to review the later years (2013/14 to 2016/17) of the FWP ([Appendix B](#)) and give comments and feedback on strategic/relative priorities etc., paying particular attention to the proposals for the Draft 2013/14 programme, preparation work on which will be undertaken during 2012/13.
- 8.3 As far as possible comments and feedback should be as specific as possible with detailed reasons and justification for the change or request. Given budget constraints if a '*long list*' of changes or requests for additional maintenance and/or improvement schemes is established by the HJMP then it would be very useful if this could be further refined into a prioritised '*short list*' of the schemes the HJMP would most like considered. Having a '*short list*' of the most important local needs with detailed reasons and justification listed in a priority order will give Officers more direction and will better inform Officers when they are deciding whether HJMP requests should take more, equal or less priority than schemes that are already included in the programme and in turn aid Officer decision making regarding what schemes should be included and excluded. To balance budgets obviously to add additional work to the programme will necessitate removing other work and therefore it has to be ensured that the schemes that are included are the very best use of the budget available.

9. Financial Implications, Budgets and Programme Endorsement

- 9.1 The scale and content of the 2012/13 IWP (i.e. the current Preparation Programme) will be dependant on the budgets to be set by HCC in February / March 2012.
- 9.2 The 2012/13 IWP will not be considered final (i.e. will not become the next Delivery Programme) until endorsed in February / March 2012 and work is still ongoing refining it. Consequently it must be emphasised that this Draft 2

of the IWP presented here is still very much an outline and could be subject to substantial changes over the coming months. The final version of the 2012/13 IWP will naturally also depend substantially on the available budget which will be set when HCC meets, which is scheduled next in February / March 2012.

- 9.3 Therefore Draft 2 of the 2012/13 IWP presented here is based on the financial resources likely to be available in the 2012/13 financial year from various sources including Local Transport Plan (LTP) funding, County Capital, and Section 106 funds (developer contributions) etc. This is subject to HCC budget processes and some of these funding sources are still to be confirmed. HJMPs should be aware, therefore, that the 2012/13 IWP presented here is an indication of what might be implemented based on current estimates of available budgets and variations in the budget will, clearly, be reflected in changes to the programmes of works.

10. Scheme Co-ordination and Packaging

- 10.1 In particular for this report it should be noted that the delivery programmes for the 2012/13 IWP will be influenced by:

- Highways Service Transformation / Contract Re-procurement
- Introduction of the Common Permit Scheme
- The Olympic and Paralympic Games

These may place certain constraints on how and when programmes and individual schemes are delivered. To minimise any disruption to delivery we are planning to deliver more proportion of the work over Summer 2012 in the best weather; to take advantage of the established working practices with existing suppliers prior to the end of the current contract on 30th September 2012; and to have as much work as possible completed prior to the games. We are already deciding which programmes and schemes will be delivered over the summer during which we will also define, plan and programme the schemes which will be delivered under the new contracts to minimise the disruption to delivery during this transition.

Therefore, overall, plans are being made to ensure the 2012/13 IWP delivery taking into account these influences.

- 10.2 When the programmes and individual schemes have been prioritised within the expected budget a combined list of all schemes on the IWP and FWP (particularly those planned to be implemented within the next two years) is analysed to identify potential co-ordination opportunities for works planned on the same road sections.
- 10.3 If possible, co-ordinating/combining schemes can result in increased delivery efficiency (cost and time savings) and reduced network disruption (inconvenience to the travelling public) by implementing numerous improvements in parallel or in series, minimising the need for repeat visits to the same road if schemes had been delivery separately.
- 10.4 This co-ordination process can result in schemes either being brought forward or delayed to gain the cost and time savings associated with co-

ordinating/combining the implementation of numerous works on the same road section. Therefore, it should be noted that where co-ordination opportunities of this nature are identified it may necessitate some changes to programmes and scheme delivery dates.

- 10.5 In addition, another method used to gain time and cost savings is that many schemes are also implemented as part of larger packages of work of a similar type (commonly referred to as 'workstreams'). This allows economies-of-scale to be achieved from 'bulk-buying'. Again, such packaging of schemes may necessitate some changes to programmes and scheme delivery dates.

11. Next Steps

- 11.1 The work on refining the 2012/13 IWP will continue over the next few months, in particular continuing with designing new schemes planned for implementation in 2012/13 and refining the list of those schemes started in 2011/12 that will still be in progress at the end of the financial year (Work in Progress (W) schemes) or couldn't start and will move into 2012/13 (Committed (C) schemes).
- 11.2 A final draft of the 2012/13 IWP, together with a summary of the comments and feedback from the HJMP, will be submitted to HCC's Cabinet in February / March 2012 for final approval/endorsement.

12. Access to Service Implications

- 12.1 Access to service implications will be assessed and addressed individually for each scheme on the programme during the design process. For the vast majority of schemes, there will either be no long-term impact on access to services or the impact will be positive as the network is upgraded to improve accessibility.

13. Conclusion

- 13.1 Members are invited to review the 2012/13 Preparation Programme ([Appendix C](#)) and to make any final requests regarding any other schemes/works that are currently emerging as urgent to be included for implementation during 2012/13 so that these can be considered as part of the process of finalising the 2012/13 IWP and prioritising schemes against the available budget. These final/last minute requests will need to be justified by special circumstances and the proposed schemes will need to be prioritised against the other schemes already in the 2012/13 IWP.
- 13.2 Members are invited to review the later years (2013/14 to 2016/17) of the FWP ([Appendix B](#)) and give comments and feedback on strategic/relative priorities etc., so that these can contribute to refining the later years of the programme and establishing future priorities. Particular attention should be paid to the proposals for the Draft 2013/14 programme, preparation work on which will be undertaken during 2012/13.

14. Summary of Appendices

The following appendices are presented with this report:

Appendix A: Categories of Schemes and Prioritisation

- A summary of the main programmes of work undertaken and the ways in which schemes are identified and prioritised

Appendix B: 5 Year Works Programme Report comprising:

- Index of IWP and FWP schemes 2012/13 to 2016/17 listing
- Map of the Divisions

Appendix C: 2012/13 Preparation Programme

- Draft 2 of the 2012/13 IWP

Appendix D: 2012/13 IWP Changes Report

- List of changes made to the 2012/13 IWP between Drafts

Appendix E: 2012/13 Feedback Report

- Summary of HJMP feedback upon the 2012/13 IWP with Officer responses

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HERTFORDSHIRE HIGHWAYS INTEGRATED WORKS PROGRAMME AND FORWARD WORKS PROGRAMME

Appendix A – Categories of Schemes and Prioritisation

A summary of the main programmes of work promoted by Hertfordshire Highways each year are summarised below with some background on how schemes are identified, categorised, selected and prioritised within each programme.

For full details Members are recommended to refer to the Environment Department's 'Highways and Transport Programme Entry' document for overall guidance and the core procedures of how IWP and FWP schemes are identified, categorised, selected and prioritised.

A1 Carriageway Refurbishment Schemes

The objective of our strategy, using an asset management approach, is to optimise the works programme to keep the average condition of the network as good as possible for a given level of investment.

Condition data is derived from the results of various surveys but most importantly:

- SCANNER (machine-based condition survey) – A,B & C Roads
- CVI (Coarse Visual Inspection) – U Roads

Additional information (used where it is available) is:

- Age of the carriageway
- Historical work undertaken (both schemes and reactive repairs on faults)
- Strength/construction of the road
- Traffic counts

With this data it has been possible to model the likely deterioration of each section of road and identify an optimum programme of maintenance activity that best improves the condition of the network overall with the funding available. By considering the overall condition of the carriageway construction and the rate of deterioration of road sections across the network the maintenance strategy gives a priority to sections whose residual life will be extended substantially with modest intervention. This can mean that the worst looking carriageway surface will not always be prioritised for immediate major refurbishment and the programmed action may involve some low cost short term patching and dressing, for example. In essence the strategy adopts the principle of "a stitch in time saves nine".

Identifying situations where earlier treatments of faults will prevent further deterioration of the asset while returning the asset to better condition entails developing alternative repair strategies over a longer period. This will then

enable cost analysis, which will minimise the whole of life cost over the whole asset.

The early intervention strategy has two advantages:

- The cost of the repairs is lower the earlier in the deterioration process they occur. More assets can be repaired for the same amount of expenditure.
- With early repairs the overall condition of the asset is kept at a higher value.

Carriageway refurbishment schemes are initially identified by using the deterioration modelling; proposed scheme lists are then refined using local engineering judgement.

A2 Footway and Cycleway Refurbishment Schemes

Footway and cycleway refurbishment schemes are initially identified and nominated by District Managers and their local teams (in a manner similar to drainage). They are then prioritised against other nominations across the County by consideration of:

- Hierarchy of the footway/cycleway
- Condition of footway/cycleway
- Proposed treatment
- History of insurance claims
- History of reactive work previously undertaken

A3 Drainage Schemes

Drainage improvement schemes are initially identified and nominated by District Managers and their local teams (in a manner similar to footways and cycleways) to tackle identified drainage problems. These are then prioritised against other nominations across the County by consideration of:

- Severity of the problem for pedestrians
- Severity of the problem for vehicles
- Frequency of the problem
- Repeat maintenance caused by the problem
- Potential pollution caused by the problem
- Accidents and/or claims linked to the problem

A4 Integrated Transport Schemes

Integrated Transport Projects (ITP) cover improvements to the network including provision for buses, cyclists, pedestrians and traffic management. This also includes the Casualty Reduction schemes ([see A5 below](#)).

ITP schemes are identified, selected and prioritised through Target Delivery Groups in line with Hertfordshire's Local Transport Plan (LTP) objectives/targets or to the Corporate Plan priorities, and are devised to deliver specific transportation objectives in areas such as:

- Casualty Reduction

- Speed Limit Compliance
- Congestion
- Accessibility
- Air Quality
- Quality of Life
- Cycling Trips
- Safer Routes to School

For further details Members are recommended to refer to the Environment Department's 'Highways and Transport Programme Entry' document (particularly Section 7: Selection and Monitoring) for overall guidance and the core procedures of how IWP and FWP schemes are identified, categorised, selected and prioritised.

A5 Casualty Reduction Schemes

Casualty Reduction schemes are identified based on analysis of police collision data and the ranking system used prioritises schemes and initiatives in locations where people have been killed or seriously injured. Each location is reviewed to assess if a pattern of collisions has formed that could be reasonably addressed. Schemes can be based around junctions, bends, routes or areas. Links are also made to the wider road safety picture, by combining with enforcement or educational programmes.

A ranking list is run and analysed annually, from which schemes and initiatives are selected. As such the Casualty Reduction programme forms part of the IWP and not the FWP. Because it is necessary to use the most up-to-date accident data possible when prioritising this programme, the decisions regarding the exact schemes to be included in the IWP are normally finalised later than in most other programmes.

A6 Traffic & Environmental Schemes

Traffic and Environmental (T&E) Schemes are initially proposed by communities that perceive a problem with traffic speeds or volumes, pedestrian facilities or quality of life issues on a road. The District Manager and their local teams collect all such requests and produce a local 'long list' on which a ranking exercise is carried out. The top few schemes off the list in each district are then put together centrally to form a County-wide short list. These short-listed schemes are ranked using a well-established formula that takes into account the following factors:

- Hierarchy including:
 - Traffic flows
 - Hierarchy of road
- Safety including:
 - Speed
 - Accident history
 - Presence of vulnerable users
- Environment including:

- Nature of the area
- Visibility & parked vehicles
- Presence of footways and crossing points
- Lorries

Note: Once the need for a T&E scheme is established, it would normally be funded and delivered through one of the other programmes such as Integrated Transport, Casualty Reduction or Discretionary, as appropriate to the scheme in question.

A7 Discretionary Schemes

The Discretionary programme enables the local Highways Joint Member Panels to invest in local priorities. These schemes are generally smaller and more localised.

Any significant Discretionary schemes need to be identified in advance and included within the IWP for coordination.

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Watford		Count of other Divisions for project		
CC Division / Sub Area, Town	Project Name	Start Year	Status	IWP Number
65 Callowland Leggatts				
Watford	1 Leavesden Green Rbt Casualty Reduction Proposals	2012-2013	S	SAR12013
	North Western Avenue Resurfacing	2016-2017	P	ARP16001
	2 Orphanage Road Drainage Improvements	2012-2013	S	DIS12001
Nascot, Watford	1 Courtlands Drive Pedestrian Crossing	2012-2013	S	DIS12003
North Watford, Watford	Ashby Road Thin Surfacing	2016-2017	P	CWY16651
	Beech Road Thin Surfacing	2014-2015	P	CWY14714
	Beech Road Thin Surfacing	2015-2016	P	CWY15606
	Bradshaw Road Thin Surfacing	2015-2016	P	CWY15248
	Brighton Road Thin Surfacing	2016-2017	P	CWY16250
	Brush Rise Footway Reconstruction	2014-2015	P	FWY14011
	Cecil Street Thin Surfacing	2014-2015	P	CWY14699
	Dell Road and Elm Grove Traffic Management	2012-2013	S	DIS12002
	Diamond Road Thin Surfacing	2016-2017	P	CWY14330
	Foxhill Footway Reconstruction	2013-2014	P	FWY13044
	Fuller Road Thin Surfacing	2015-2016	P	CWY15666
	Gammons Lane Drainage Works	2015-2016	P	DRN13036
	Hatfield Road Thin Surfacing	2016-2017	P	CWY16712
	Jubilee Road Thin Surfacing	2013-2014	P	CWY13174
	Lea Road Thin Surfacing	2016-2017	P	CWY16687
	Maude Crescent Thin Surfacing	2014-2015	P	CWY14711
	Middle Way Thin Surfacing	2016-2017	P	CWY16701
	Milton Street Thin Surfacing	2014-2015	P	CWY14710
	Parker Street Thin Surfacing	2015-2016	P	CWY15511
	1 Parkgate Road Thin Surfacing	2015-2016	P	CWY15460
	1 Radlett Road Drainage Works	2012-2013	S	DRN12044
	Ridge Street Thin Surfacing	2014-2015	P	CWY13177
	St Albans Road N Resurfacing	2012-2013	S	ARP11228
	2 St Albans Road Resurfacing	2013-2014	P	ARP13097
	St Albans Road West 20mph Zone	2012-2013	S	ITP12036
	St Georges Road Thin Surfacing	2015-2016	P	CWY15457
	Windsor Road Thin Surfacing	2013-2014	P	CWY13678
	Windsor Road Thin Surfacing	2014-2015	P	CWY14704
	Yarmouth Road Thin Surfacing	2015-2016	P	CWY15184
66 Central Oxhey				
Bushey	1 Chalk Hill Resurfacing	2016-2017	P	ARP14003
	1 Cross Road Resurfacing	2013-2014	P	CWY13584
Watford	Chalk Hill Resurfacing	2015-2016	P	ARP15037

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Watford

└ count of other Divisions for project

CC Division / /Sub Area, Town	Project Name	Start Year	Status	IWP Number
66 Central Oxhey				
Watford	Lower High Street Resurfacing	2015-2016	P	ARP15038
	2 Orphanage Road Drainage Improvements	2012-2013	S	DIS12001
	Stephenson Way Resurfacing	2016-2017	P	ARP15021
Cassiobury, Watford	Rickmansworth Road Resurfacing	2016-2017	P	ARP16003
Central, Watford	Beechen Grove Resurfacing	2013-2014	P	ARP12119
	Beechen Grove Resurfacing	2015-2016	P	ARP15033
	Beechen Grove Resurfacing	2016-2017	P	ARP16014
	Canterbury Road Thin Surfacing	2014-2015	P	CWY14301
	Cassio Road Resurfacing	2016-2017	P	ARP16010
	Cassio Road Surface Inlay	2012-2013	S	ARP10195
	Church Street Thin Surfacing	2016-2017	P	CWY16713
	Clarendon Road Pedestrian Improvements Ph2	2012-2013	S	ITP12037
	Clarendon Road Pedestrian Improvements Ph3	2013-2014	P	ITP13036
	Cross Street Thin Surfacing	2016-2017	P	CWY16647
	Elfrida Road Thin Surfacing	2014-2015	P	CWY14495
	Estcourt Road Thin Surfacing	2016-2017	P	CWY16652
	Exchange Road Footway Works	2012-2013	S	FWY11045
	Francis Road Thin Surfacing	2016-2017	P	CWY16660
	Gartlet Road Thin Surfacing	2015-2016	P	CWY15671
	Gaumont Approach Thin Surfacing	2016-2017	P	CWY16708
	George Street Thin Surfacing	2016-2017	P	CWY14351
	Granville Road Thin Surfacing	2016-2017	P	CWY16722
	Halsey Road Thin Surfacing	2016-2017	P	CWY16689
	Kings Close Thin Surfacing	2016-2017	P	CWY16428
	Loates Lane Thin Surfacing	2016-2017	P	CWY16715
	Lord Street Thin Surfacing	2013-2014	P	CWY13789
	Lower High Street Resurfacing	2015-2016	P	CWY15541
	Lower High Street/Chalk Hill Footway Works	2012-2013	S	FWY11048
	Marlborough Road Casualty Reduction Proposals	2013-2014	P	SAR10014
	1 Merton Road Resurfacing	2016-2017	P	ARP15026
	Percy Road Thin Surfacing	2016-2017	P	CWY16692
	Queens Road Resurfacing	2012-2013	S	CWY12280
	Radlett Road Surface Dressing	2012-2013	S	CWY12484
	Sotheron Road Thin Surfacing	2016-2017	P	CWY16694
	Southeron Road Drainage Works	2014-2015	P	DRN13027
	St Johns Road Resurfacing	2015-2016	P	CWY15522
	St Marys Road Thin Surfacing	2015-2016	P	CWY15489
	Sutton Road Thin Surfacing	2015-2016	P	CWY15103

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Watford

Count of other Divisions for project

CC Division / Sub Area, Town	Project Name	Start Year	Status	IWP Number
66 Central Oxhey				
Central, Watford	Water Lane Bridge HCC No. 1053	2013-2014	P	BRG11007
	Water Lane Drainage Works	2012-2013	S	DRN12024
	Watford Gas Works Bridge HCC No. 120	2013-2014	P	BRG12020
	Wellington Road Thin Surfacing	2016-2017	P	CWY16704
	Wellstones Thin Surfacing	2016-2017	P	CWY16686
	1 Wiggshall Bridge HCC No. 620	2013-2014	P	BRG12021
	Wiggshall Road Resurfacing	2013-2014	P	ARP14042
	Woodford Road/Station Road Casualty Reduction Proposals	2012-2013	S	SAR12027
Central Watford, Watford	Beechen Grove Resurfacing	2014-2015	P	ARP14061
North Watford, Watford	St Albans Road Resurfacing	2013-2014	P	ARP13104
	2 St Albans Road Resurfacing	2013-2014	P	ARP13097
Oxhey, Watford	Aldenham Road Resurfacing	2013-2014	P	ARP13094
	Blackwell Drive Footway Works	2015-2016	P	FWY15032
	Blackwell Drive Thin Surfacing	2015-2016	P	CWY15459
	Caroline Place Thin Surfacing	2014-2015	P	CWY14700
	Field Road Footway Works	2013-2014	P	FWY13023
	Firbank Drive Thin Surfacing	2016-2017	P	CWY16653
	Haydon Road Thin Surfacing	2015-2016	P	CWY15454
	Kingsfield Road Thin Surfacing	2014-2015	P	CWY14712
	Lime Close Thin Surfacing	2013-2014	P	CWY13660
	Oxhey Avenue Thin Surfacing	2016-2017	P	CWY14180
	Pinner Road Resurfacing	2013-2014	P	ARP13071
	1 Riverside Road Drainage Works	2013-2014	P	DRN10023
	Sheridan Road Thin Surfacing	2014-2015	P	CWY14385
	Sherwoods Road Thin Surfacing	2014-2015	P	CWY14173
	The Coppice Thin Surfacing	2014-2015	P	CWY14485
	The Larches Thin Surfacing	2016-2017	P	CWY16721
	Thorpe Crescent Thin Surfacing	2015-2016	P	CWY15490
	Villiers Road Thin Surfacing	2016-2017	P	CWY16684
	Warneford Place Thin Surfacing	2016-2017	P	CWY16677
West Watford, Watford	1 The Hornets Resurfacing	2014-2015	P	ARP14058
67 Meriden Tudor				
Watford	2 North Orbital Road Local Resurfacing and Surface Dressing	2012-2013	W	ARP11225
	North Western Avenue Resurfacing	2013-2014	P	ARP13095
	North Western Avenue Resurfacing	2016-2017	P	ARP16012
	North Western Avenue Resurfacing	2016-2017	P	ARP14026

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Watford

Count of other Divisions for project

CC Division / Sub Area, Town	Project Name	Start Year	Status	IWP Number
67 Meriden Tudor				
Watford	North Western Avenue Resurfacing	2016-2017	P	ARP16008
	2 Orphanage Road Drainage Improvements	2012-2013	S	DIS12001
Garston, Watford	Biddenham Turn Thin Surfacing	2016-2017	P	CWY16679
	Bowmans Green Thin Surfacing	2012-2013	S	CWY12396
	Fifth Avenue Thin Surfacing	2014-2015	P	CWY14505
	Fourth Avenue Thin Surfacing	2015-2016	P	CWY15677
	Garston Lane Drainage Works	2014-2015	P	DRN13042
	Garston Park Parade Thin Surfacing	2016-2017	P	CWY16678
	Kilby Close Thin Surfacing	2015-2016	P	CWY15608
	Kilby Close Thin Surfacing	2016-2017	P	CWY16696
	1 Kytes Drive Surface Dressing	2012-2013	S	CWY12397
	St Albans Road Resurfacing	2015-2016	P	ARP15056
	St Albans Road Thin Surfacing	2013-2014	P	CWY13681
Leavesden, Watford	1 Lavinia Avenue Thin Surfacing	2014-2015	P	CWY14743
North Watford, Watford	1 Bushey Mill Lane Drainage Works	2012-2013	C	DRN11011
	Clive Way Thin Surfacing	2016-2017	P	CWY16702
	Eastfield Avenue Thin Surfacing	2016-2017	P	CWY15255
	Greycaine Road Thin Surfacing	2015-2016	P	CWY15602
	Hibbert Avenue Surface Dressing	2012-2013	W	CWY11897
	1 Parkgate Road Thin Surfacing	2015-2016	P	CWY15460
	1 Radlett Road Drainage Works	2012-2013	S	DRN12044
	Tudor Avenue Thin Surfacing	2015-2016	P	CWY15496
68 Nascot Park				
Sarratt	1 Grove Mill Lane Surface Dressing	2016-2017	P	CWY16187
Watford	Hampden Way Footway Works	2013-2014	P	FWY13020
Cassiobury, Watford	Beechpark Way Thin Surfacing	2016-2017	P	CWY16683
	Bellmount Wood Avenue Thin Surfacing	2015-2016	P	CWY15588
	Cassiobury Drive Thin Surfacing	2015-2016	P	CWY15506
	Cassiobury Park Avenue Resurfacing	2016-2017	P	CWY16337
	Coningsby Drive Drainage Works	2014-2015	P	DRN12033
	De Vere Walk Thin Surfacing	2016-2017	P	CWY16666
	Gade Avenue Resurfacing	2013-2014	P	CWY13566
	Gade Avenue Resurfacing	2013-2014	P	CWY13593
	Gade Avenue Thin Surfacing	2016-2017	P	CWY15288
	Grove Mill Lane Drainage Works	2014-2015	P	DRN12035
	Harford Drive Thin Surfacing	2012-2013	S	CWY12597
	Hempstead Road Drainage Works	2015-2016	P	DRN15002

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Watford

Count of other Divisions for project

CC Division / Sub Area, Town	Project Name	Start Year	Status	IWP Number
68 Nascot Park				
Cassiobury, Watford	1 Hempstead Road Resurfacing	2015-2016	P	ARP15029
	Hyde Road Resurfacing	2013-2014	P	ARP13112
	Langley Way Thin Surfacing	2016-2017	P	CWY16685
	Orchard Drive Thin Surfacing	2012-2013	C	CWY111020
	Parkside Drive Drainage Works	2012-2013	S	DRN12037
	2 Rickmansworth Road Major Patching	2012-2013	S	ARP10204
	Rickmansworth Road Surface Inlay	2015-2016	P	ARP11166
	Stratford Way Thin Surfacing	2014-2015	P	CWY14708
	Swiss Close Thin Surfacing	2014-2015	P	CWY14671
	Woodland Drive Thin Surfacing	2012-2013	C	CWY111021
Nascot, Watford	Alexandra Road Area 20mph Zone	2012-2013	S	ITP12035
	Baytree Walk Thin Surfacing	2016-2017	P	CWY16682
	Baytree Walk Thin Surfacing	2016-2017	P	CWY16681
	Bellamy Close Thin Surfacing	2016-2017	P	CWY16688
	Bromet Close Thin Surfacing	2016-2017	P	CWY16707
	Broom Grove Thin Surfacing	2014-2015	P	CWY14702
	1 Courtlands Drive Pedestrian Crossing	2012-2013	S	DIS12003
	Hawthorn Close Thin Surfacing	2015-2016	P	CWY15612
	Langley Road Major Patching and Surface Dressing	2012-2013	S	CWY11745
	Melrose Place Thin Surfacing	2013-2014	P	CWY13696
	Nascot Road Thin Surfacing	2016-2017	P	CWY16690
	Park Road Thin Surfacing	2015-2016	P	CWY15583
	Stamford Road Thin Surfacing	2015-2016	P	CWY15491
	Terrace Gardens Thin Surfacing	2013-2014	P	CWY13617
	The Avenue Resurfacing	2014-2015	P	CWY14359
	The Spinney Thin Surfacing	2016-2017	P	CWY16711
	Wentworth Close Thin Surfacing	2016-2017	P	CWY16705
	West Street Thin Surfacing	2014-2015	P	CWY14688
	Woodville Court Thin Surfacing	2016-2017	P	CWY16706
	North Watford, Watford	2 St Albans Road Resurfacing	2013-2014	P
West Watford, Watford	1 Hagden Lane Thin Surfacing	2016-2017	P	CWY13392
	1 Park Avenue 20mph Zone	2012-2013	S	ITP12066
69 Vicarage Holywell				
Batchworth, Rickmansworth	2 Hagden Lane/Tolpits Lane Casualty Reduction Proposals	2012-2013	S	SAR11033
Cassiobury, Watford	Rickmansworth Road Carriageway Reconstruction	2013-2014	P	ARP13107
	2 Rickmansworth Road Major Patching	2012-2013	S	ARP10204
Central, Watford	1 Merton Road Resurfacing	2016-2017	P	ARP15026

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Watford

Count of other Divisions for project

CC Division / Sub Area, Town	Project Name	Start Year	Status	IWP Number
69 Vicarage Holywell				
Central, Watford	1 Wigenhall Bridge HCC No. 620	2013-2014	P	BRG12021
West Watford, Watford	Addiscombe Road Thin Surfacing	2013-2014	P	CWY13403
	Ascot Road Resurfacing	2013-2014	P	CWY13551
	Burton Avenue Thin Surfacing	2015-2016	P	CWY15483
	Charlock Way Thin Surfacing	2016-2017	P	CWY16714
	Cherrydale Thin Surfacing	2016-2017	P	CWY16724
	Croxley View Thin Surfacing	2014-2015	P	CWY14497
	Croxley View Thin Surfacing	2015-2016	P	CWY15643
	Durban Road East Thin Surfacing	2014-2015	P	CWY14510
	Durban Road West Thin Surfacing	2014-2015	P	CWY15267
	Hagden Lane Thin Surfacing	2013-2014	P	CWY13691
	1 Hagden Lane Thin Surfacing	2016-2017	P	CWY13392
	Holywell Road Thin Surfacing	2015-2016	P	CWY14310
	Kings Avenue Thin Surfacing	2014-2015	P	CWY14318
	Liverpool Road Thin Surfacing	2012-2013	S	CWY12402
	1 Park Avenue 20mph Zone	2012-2013	S	ITP12066
	Pretoria Road Thin Surfacing	2015-2016	P	CWY15461
	Rose Gardens Thin Surfacing	2013-2014	P	CWY15098
	Rose Gardens Thin Surfacing	2015-2016	P	CWY15458
	1 The Hornets Resurfacing	2014-2015	P	ARP14058
	Tolpits Close Thin Surfacing	2013-2014	P	CWY13619
	Tolpits Ln Nr Croxley View S347 Signal Refurbishment	2012-2013	S	TIS12002
	Vicarage Road Thin Surfacing	2014-2015	P	CWY14705
	Watford General Hospital DDA Bus Stop	2012-2013	S	ITP12068
70 Woodside Stanborough				
Leavesden, Abbots Langley	1 Hill Farm Avenue Resurfacing	2013-2014	P	CWY13583
Watford	Kingsway North Orbital Road Surface Dressing	2012-2013	W	ARP10208
	1 Leavesden Green Rbt Casualty Reduction Proposals	2012-2013	S	SAR12013
	Loweswater Close Thin Surfacing	2016-2017	P	CWY16720
	2 North Orbital Road Local Resurfacing and Surface Dressing	2012-2013	W	ARP11225
Leavesden, Watford	Avon Close Footway Works	2015-2016	P	FWY15030
	Cobb Green Thin Surfacing	2012-2013	S	CWY12580
	Crown Rise Thin Surfacing	2016-2017	P	CWY16648
	Ganders Ash Thin Surfacing	2013-2014	P	CWY13748
	Ganders Ash Thin Surfacing	2016-2017	P	CWY16665
	High Road Footway Works	2013-2014	P	FWY13001

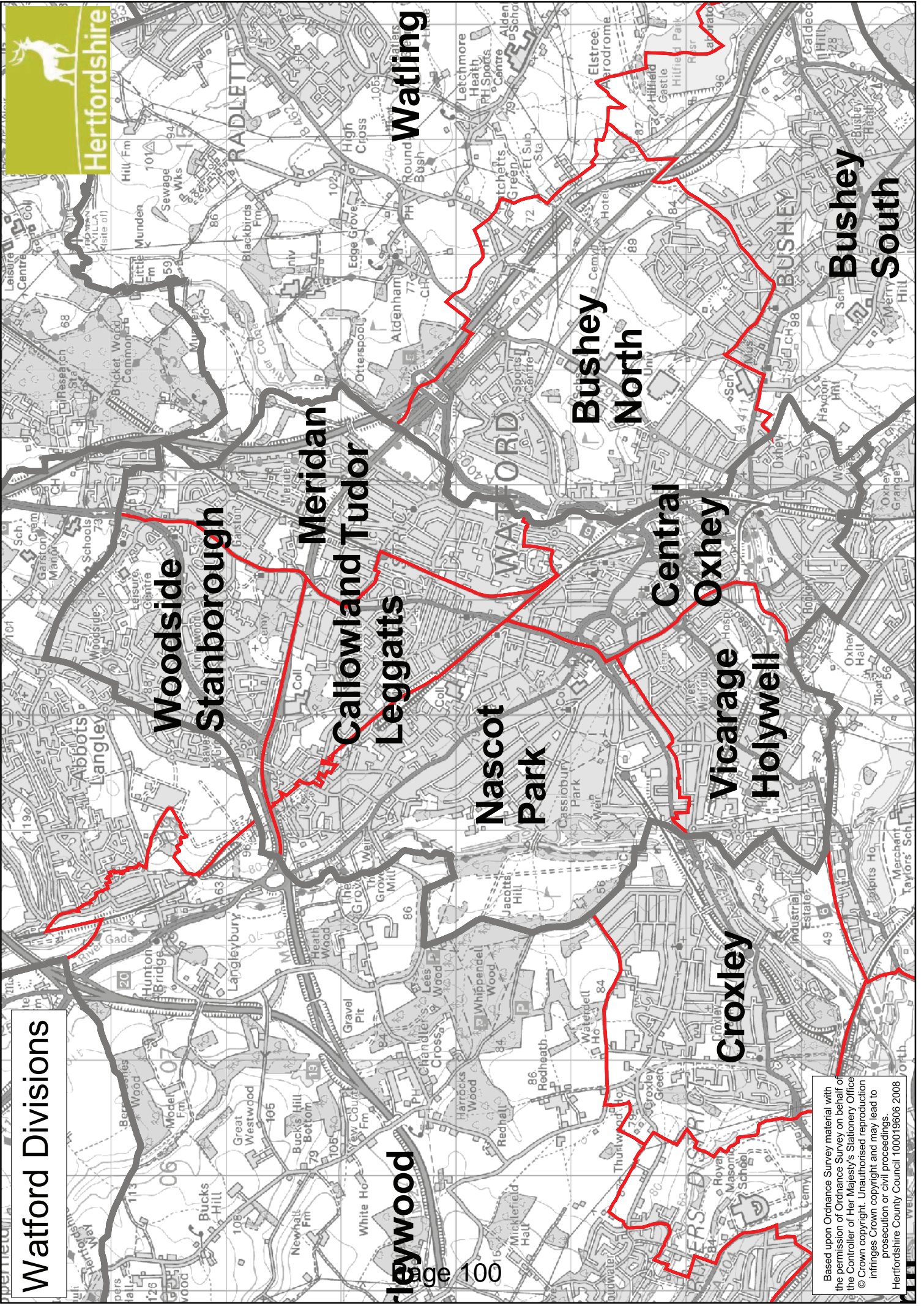
Watford

└ count of other Divisions for project

CC Division / /Sub Area, Town	Project Name	Start Year	Status	IWP Number
70 Woodside Stanborough				
Leavesden, Watford	High Road Resurfacing	2013-2014	P	CWY13549
	1 Hill Farm Avenue Thin Surfacing	2014-2015	P	CWY14717
	Horseshoe Lane Pedestrian Crossing	2012-2013	S	ITP12065
	1 Horseshoe Lane Surface Dressing	2012-2013	W	CWY101495
	Horseshoe Lane Thin Surfacing	2016-2017	P	CWY16710
	Kenford Close Thin Surfacing	2013-2014	P	CWY13694
	Lavinia Avenue Thin Surfacing	2013-2014	P	CWY13684
	1 Lavinia Avenue Thin Surfacing	2014-2015	P	CWY14743
	1 Orchard Avenue Footway Works	2015-2016	P	FWY15031
	Poundfield Thin Surfacing	2016-2017	P	CWY16693
	Ridgehurst Avenue Drainage Works	2013-2014	P	DRN12026
	1 Ridgehurst Avenue Thin Surfacing	2014-2015	P	CWY14436
	Trevellance Way Thin Surfacing	2014-2015	P	CWY14706
	Valley Rise Thin Surfacing	2014-2015	P	CWY14147

Notes:

- 1: This report is a summary of the draft Integrated Works Programme and Forward Works Programme. Much of the Forward Works Programme is still under development and will be subject to many changes as the programme is defined. This may lead to schemes being added or removed from the list. In particular, this may affect the later years of the programme, as they are not yet defined.
- 2: Please note, in some cases roads can appear more than once within the same programme. This is due to several different sections of the road being identified for a scheme. These may be grouped together for delivery once the process of refining the programme is advanced.
- 3: Projects in this report are ordered by division, town where primary road section is, then project name, which usually starts with the street name.
- 4: Some schemes appear in more than one division, either because they include several roads or because the road spans or is immediately adjacent to more than one division. Where this is the case the scheme appears in all relevant divisions. This is indicated by the number in front of the project name.



Watford Divisions

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Scheme Delivery Plan

36 schemes

MaintenanceA Road Programme

Cassio Road Surface Inlay Central, Watford	Central Oxhey	Merton Road: Market St To The Hornets(one Way System); Cassio Road: Marlborough Rd South To Market St; Cassio Road: Upton Road South To Marlborough Road	ARP10195	S
Kingsway North Orbital Road Surface Dressing Watford	Woodside Stanborough	Kingsway North Orbital Road: A412 St Albans Road Junction To Garston Longabout; Kingsway North Orbital Road: Garston Longabout; Kingsway North Orbital Road: Garston Longabout To A412 St Albans Road Junction; Kingsway North Orbital Road: Garston Longabout To Leavesden Green Rbt; Kingsway North Orbital Road: Leavesden Green Rbt To Garston Longabout	ARP10208	W
North Orbital Road Local Resurfacing and Surface Dressing Watford	Abbots Langley, Meriden Tudor, Woodside Stanborough	North Orbital Road: A412 St Albans Road Junction To Coates Way; North Orbital Road: Coates Way To A412 St Albans Road Junction; St Albans Road: Coates Way To Longabout At M1 Junction 6; St Albans Road: Longabout At Jct 6 Of M1 To Coates Way	ARP11225	W
Rickmansworth Road Major Patching Cassiobury, Watford	Croxley, Nascot Park, Vicarage Holywell	Rickmansworth Road: Ctr River Gade Bridge To Whippendell Rd Roundabout; Rickmansworth Road: Rbt Junc C74 Whippendell Road	ARP10204	S
St Albans Road N Resurfacing North Watford, Watford	Callowland Leggatts	St Albans Road: Balmoral Road To Longspring; St Albans Road: Leavesden Road To Balmoral Road	ARP11228	S

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Local Carriageway

Bowmans Green Thin Surfacing Garston, Watford	Meriden Tudor	Bowmans Green: No 1 To The Gossamers; Bowmans Green: Phillipers To Hammerhead	CWY12396	S
Cobb Green Thin Surfacing Leavesden, Watford	Woodside Stanborough	Cobb Green: Newhouse Crescent To No 21; Cobb Green: No 23 To No 2	CWY12580	S
Harford Drive Thin Surfacing Cassiobury, Watford	Nascot Park	Harford Drive: Langley Way To Devereux Drive	CWY12597	S
Hibbert Avenue Surface Dressing North Watford, Watford	Meriden Tudor	Hibbert Avenue: Balmoral Road To Knutsford Avenue	CWY11897	W
Horseshoe Lane Surface Dressing Leavesden, Watford	Abbots Langley, Woodside Stanborough	Horseshoe Lane: Boundry Post At Jct High Rd-service Road	CWY101495	W

Report Criteria: Excludes District Wide, District is Watford, Statuses = S,C,W,I

C: Committed

I: Under Investigation

P: Preparation

S: Supported

W: Work In Progress

Data Generated: 30 September 2011 Page 1 of 7

Integrated Works Programme 2012-2013 Draft 2

South West Herts

Watford

Scheme Delivery Plan

36 schemes

Maintenance

Local Carriageway

Kytes Drive Surface Dressing Garston, Watford	Abbots Langley, Meriden Tudor	Kytes Drive: Coates Way To No 44; Kytes Drive: No 11 To Side Of No 9; Kytes Drive: No 32 To No 7; Kytes Drive: No 44 To No 32; Kytes Drive: Rear Of No 11 Coates Way To No 1; Kytes Drive: Side Of No 1 To Lodge	CWY12397	S
Langley Road Major Patching and Surface Dressing Nascot, Watford	Nascot Park	Langley Road: St Albans Road To Hempstead Road	CWY11745	S
Liverpool Road Thin Surfacing West Watford, Watford	Vicarage Holywell	Liverpool Road: Cardiff Road To Clifton Road; Westbury Road: St James Road To Liverpool Road	CWY12402	S
Orchard Drive Thin Surfacing Cassiobury, Watford	Nascot Park	Orchard Drive: The Gardens To Langley Way	CWY111020	C
Queens Road Resurfacing Central, Watford	Central Oxhey	Queens Road: Lord Street To Radlett Road	CWY12280	S
Radlett Road Surface Dressing Central, Watford	Central Oxhey	Radlett Road: Queens Road To Roundabout Orphanage Road	CWY12484	S
Woodland Drive Thin Surfacing Cassiobury, Watford	Nascot Park	Woodland Drive: Stratford Way To Langley Way	CWY111021	C

Local Drainage

Bushey Mill Lane Drainage Works North Watford, Watford	Bushey North, Meriden Tudor	Bushey Mill Lane: Radlett Road To District Boundary (near Bridge)	DRN11011	C
Parkside Drive Drainage Works Cassiobury, Watford	Nascot Park	Parkside Drive: Cassiobury Drive To Langley Way Project Location : Junction Stratford Way	DRN12037	S
Radlett Road Drainage Works North Watford, Watford	Callowland Leggatts, Meriden Tudor	Bushey Mill Lane: Tudor Avenue To A412 Project Location : Bushey Mill Lane To Rugby Club	DRN12044	S
Water Lane Drainage Works Central, Watford	Central Oxhey	Water Lane: A411 Exchange Road To East Side Of Railway Bridge	DRN12024	S

Scheme Delivery Plan

36 schemes

Maintenance

Local Footway

Exchange Road Footway Works Central, Watford	Central Oxhey	Exchange Road: Lower High Street To Malborough Road; Exchange Road: Malborough Road To Beechen Grove	FWY11045	S
Lower High Street/Chalk Hill Footway Works Central, Watford	Central Oxhey	Lower High Street: A411 Waterfields Northwards To Junction With A411 ; Chalk Hill: Boundary Haydon Road To Aldenham Road; Lower High Street: Eastbury Road To Start Of Dual Carriageway	FWY11048	S

Integrated Transport Programme

Integrated Transport Programme

Alexandra Road Area 20mph Zone Nascot, Watford	Nascot Park	Essex Road: Alexandra Road To Malden Road; Malden Road: Essex Road To Alexanra Road; Nascot Street: Langley Road To Malden Road; Denmark Street: Malden Road To Langley Road; Alexandra Road: The Avenue To Langley Road	ITP12035	S
Clarendon Road Pedestrian Improvements Ph2 Central, Watford	Central Oxhey	Clarendon Road: A411 Beechen Grove To Station Road; Clarendon Road: Clarendon Rd Subway	ITP12037	S
Horseshoe Lane Pedestrian Crossing Leavesden, Watford	Woodside Stanborough	Horseshoe Lane: Service Road To A405 Project Location : By Newhouse Crescent	ITP12065	S
Park Avenue 20mph Zone West Watford, Watford	Nascot Park, Vicarage Holywell	Park Avenue: A412 Rickmansworth Road To Whippendell Road	ITP12066	S
St Albans Road West 20mph Zone North Watford, Watford	Callowland Leggatts	Ridge Street: A412 St Albans Road To Gammons Lane; Regent Street: A412 St Albans Road To Leavesden Road; Victoria Road: Leavesden Road To A412; Cecil Street: Leavesden Road To A412 St Albans Road; Judge Street: Leavesden Road To A412 St Albans Road; Lowestoft Road: Leavesden Road To A412 St Albans Road	ITP12036	S

Scheme Delivery Plan

36 schemes

Integrated Transport Programme

Integrated Transport Programme

Watford General Hospital DDA Bus Stop West Watford, Watford	Vicarage Holywell	Vicarage Road: Hagden Lane To Farraline Road	ITP12068	S
Comments	Project Description: Investigating the possibility of providing easy-access kerb and provision of shelter at bus stop opposite Watford General Hospital			

Traffic and Information Systems

Tolpits Ln Nr Croxley View S347 Signal Refurbishment West Watford, Watford	Vicarage Holywell	Tolpits Lane: 30 Mph Sign To Hagden Lane	TIS12002	S
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Safety & Movement

Accident Reduction

Hagden Lane/Tolpits Lane Casualty Reduction Proposals Batchworth, Rickmansworth	Oxhey Park, Rickmansworth, Vicarage Holywell	Tolpits Lane: 30 Mph Sign To Hagden Lane; Tolpits Lane: Eastern Bridge Boundary To 30mph Sign; Moor Lane: Junc Sandy Lodge Rd To Junc Olds Approach; Tolpits Lane: Moor Lane To Dwight Road Roundabout; Tolpits Lane: Roundabout At Dwight Road To Railway Bridge (easte	SAR11033	S
Comments	Project Description: Collision investigation along route			
LTP2 Indicators	Primary: Total Killed and Seriously Injured Other: Total Slight Casualties			
Leavesden Green Rbt Casualty Reduction Proposals Watford	Callowland Leggatts, Woodside Stanborough	Gade Side: A405 Offslip To Centre Of Leavesden Green Rbt; High Road: A405 To Ashfields Roundabout; North Western Avenue: Bus Link From Opposite House 393 To A41; North Western Avenue: Centre Of Leavesden Green Rbt To A405 Onslip; Gade Side: Centre Of Leavesden Green Rbt West To A405 Onslip; North Western Avenue: Eastbound Onslip From A405 Roundabout; North Western Avenue: From A41 Exit For A405 West To Centre Of Underpass; Kingsway North Orbital Road: Garston Longabout To Leavesden Green Rbt; Kingsway North Orbital Road: Leavesden Green Rbt To Garston Longabout; North Western Avenue: Offslip From A41 Westbound To A405 Rbt; Leavesden Green Roundabout: Rbt At A41 Gade Side And Kingsway North Orbital Rd Project Location : A405 J/w A405 Kingsway	SAR12013	S

Scheme Delivery Plan

36 schemes

Safety & Movement

Accident Reduction

Woodford Road/Station Road Casualty Reduction Proposals	Central Oxhey	Clarendon Road: A411 Beechen Grove To Station Road; Woodford Road: Queens Road To Station Road; Station Road: Woodford Road To Bridle Path	SAR12027	S
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Other Works

JMP Discretionary Budget

Courtlands Drive Pedestrian Crossing Nascot, Watford	Callowland Leggatts, Nascot Park	Courtlands Drive: A411 Hempstead Road To Courtlands Close Roundabout	DIS12003	S
Dell Road and Elm Grove Traffic Management North Watford, Watford	Callowland Leggatts	Dell Road: Gammons Lane To The Harebreaks; Elm Grove: Gammons Lane To The Harebreaks	DIS12002	S
Orphanage Road Drainage Improvements Watford	Callowland Leggatts, Central Oxhey, Meriden Tudor	Orphanage Road: Queens Road To Reeds Crescent Roundabout	DIS12001	S

Full Description of Status Codes:

W Work In Progress

Approved by Cabinet in 2011/12 IWP, work has started or is likely to start during the 2011/12 financial year and will be completed in the 2012/13 financial year.

C Committed

Approved by Cabinet in 2011/12 IWP, in most cases design and consultation will be completed during the 2011/12 financial year; works on site likely to be implemented in the 2012/13 financial year.

S Supported

New project, not previously approved by Cabinet supported for funding during 2012/13 in line with current policies and priorities; likely to be implemented during 2012/13 or the first quarter of 2013/14.

P Preparation

Scheme identified within the Forward Works Programme for future delivery in 2013/14 or beyond. These schemes may be under development during 2012/13.

I Under Investigation

Scheme is currently under investigation to decide if works are required. If found to be necessary works may be carried out during 2012/13 or during subsequent years.

Notes:

- 1) Listing of Schemes: Schemes in this main report are grouped into programmes. Within each programme they are arranged in project name order. However, the Five Year Works Programme is arranged by division, town, then by project name and can be used as an index to help the reader find specific sites.
- 2) Scheme Development: Some of the schemes on the list are still at the outline design stage; consequently the extent of the scheme and the proposed treatment may be refined during the final design stage. This information has been included for guidance and may be amended as the design develops.
- 3) Reading the IWP listing:
 - The **first column** gives the title of the scheme and the sub area/town of the primary road section. The title is usually the name of the road affected and some idea of the type of work (e.g. "Park Road resurfacing")
 - The **second column** gives county division information.
 - The **third column** includes two pieces of information.
 - The top line(s) give the road name followed by the description of the road section in question as it appears in the highway gazetteer. This is the description for the whole section of road, even though works may only affect part of that section.
 - The bottom line(s) give the Project Location where this has been determined - the specific part of the road section affected by the works. This is followed by road section numbers for the cabinet version only as this constitutes a key decision.
 - The **fourth column** gives the unique IWP number that refers to that individual scheme.
 - The **fifth column** is a single letter indicating the current status of the project (e.g. S for 'supported'). The status codes are summarised at the bottom of each page.
- Underneath the main information on a project, there may be further supporting information such as LTP2 targets or project description once this is available.

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Changes Report - lists projects whose statuses have changed during the entire process

Watford

r count of other Divisions for project

2012-2013

CC Division / Sub Area / Town Project Name IWP Number Draft 1 Draft 2 Cabinet Current Reason for change

65 Callowland Leggatts

Watford	1	Leavesden Green Rbt Casualty Reduction Proposals	SAR12013			S	Project brought forward from 13/14
Nascot, Watford	1	Courtlands Drive Pedestrian Crossing	DIS12003			S	Project added since start of process
North Watford, Watford		Gammons Lane Thin Surfacing	CWY12304	S		X	Project excluded during refinement of programme
	1	St Albans Rd nr Bushey Mill La Casualty Reduction Proposals	SAR12015	S		S (11/12)	Project brought forward from 12/13
		St Albans Road Resurfacing	ARP11230	S		X	Project excluded as combined with another

66 Central Oxhey

Watford

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		Chalk Hill Footway Works	FWY12042	S		X	Project excluded as combined with another
		Dalton Way Resurfacing	ARP12100	S		X	Project excluded as works not needed
		Lower High Street Surface Inlay	ARP12057	S		X	Project excluded as works not needed
		Waterfields Way Resurfacing	ARP12099	S		X	Project excluded as works not needed
Central, Watford		Cassio Road Surface Inlay	ARP12054	S		X	Project excluded as combined with another
		Clarendon Rd/Woodford Rd Junc Casualty Reduction Proposals	SAR11031			D	Project identified as complete as no works after study
		Franklin Road Thin Surfacing	CWY12558	S		X	Project excluded as works not needed
		Merton Road Resurfacing	ARP14008	S		X	Project excluded as combined with another
		Queens Road Resurfacing	CWY12280			S	Project brought forward from 13/14
		Woodford Road/Station Road Casualty Reduction Proposals	SAR12027			S	Project added since start of process
Oxhey, Watford	1	Riverside Road Drainage Works	DRN10023	S		P (13/14)	Project deferred from 12/13

Changes Report - lists projects whose statuses have changed during the entire process

Watford

Γ count of other Divisions for project

2012-2013

CC Division / Sub Area / Town Project Name IWP Number Draft 1 Draft 2 Cabinet Current Reason for change

67	Meriden Tudor							
	Watford	2	North Orbital Road Local Resurfacing and Surface Dressing	ARP11225			W	Project identified as work in progress from 11/12
	North Watford, Watford	1	Bushey Mill Lane Drainage Works	DRN11011			C	Project carried over from 11/12
			Hibbert Avenue Surface Dressing	CWY11897			W	Project identified as work in progress from 11/12
		1	St Albans Rd nr Bushey Mill La Casualty Reduction Proposals	SAR12015	S		S (11/12)	Project brought forward from 12/13

68 Nascot Park

Cassiobury, Watford

			Orchard Drive Thin Surfacing	CWY111020			C	Project carried over from 11/12
		1	Rickmansworth Road Resurfacing	ARP13027	S		X	Project excluded as combined with another
			Woodland Drive Thin Surfacing	CWY111021			C	Project carried over from 11/12

Nascot, Watford

		1	Courtlands Drive Pedestrian Crossing	DIS12003			S	Project added since start of process
			Stratford Road Pedestrian Crossing	ITP12038	S		D	Project identified as complete as no works following feasibility study

West Watford, Watford

		1	Park Avenue 20mph Zone	ITP12066			S	Project added since start of process
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69 Vicarage Holywell

West Watford, Watford

		1	Park Avenue 20mph Zone	ITP12066			S	Project added since start of process
			Watford General Hospital DDA Bus Stop	ITP12068			S	Project added since start of process

70 Woodside Stanborough

Watford

			Kingsway North Orbital Road Surface Dressing	ARP10208			W	Project identified as work in progress from 11/12
		1	Leavesden Green Rbt Casualty Reduction Proposals	SAR12013			S	Project brought forward from 13/14

Data Generated: 30 September 2011

(Sort order is as for 5 Year Index)

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Changes Report - lists projects whose statuses have changed during the entire process

Watford

r count of other Divisions for project

2012-2013

CC Division / Sub Area / Town	Project Name	IWP Number	Draft 1	Draft 2	Cabinet	Current	Reason for change
70 Woodside Stanborough							
Watford	2 North Orbital Road Local Resurfacing and Surface Dressing	ARP11225				W	Project identified as work in progress from 11/12
Leavesden, Watford	Cobb Green Thin Surfacing	CWY12598	S			X	Project excluded as combined with another
	1 Horseshoe Lane Surface Dressing	CWY101495				W	Project identified as work in progress from 11/12
	Ridgehurst Avenue Drainage Works	DRN12026	S			P (13/14)	Project deferred from 12/13

<< End of list for Watford >>

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HERTFORDSHIRE HIGHWAYS INTEGRATED WORKS PROGRAMME AND FORWARD WORKS PROGRAMME

Appendix E – Member Feedback

Background

Draft 1 of the 2012/13 IWP and subsequent 2013/14 – 2015/16 FWP was presented to the Highway Joint Member Panels (HJMPs) at their meetings around April 2011 and feedback from the Panels has been used to help inform the refining of the programme over the summer of 2011 to produce Draft 2 presented in this report.

As part of the decision making process a summary of this feedback on Draft 1, along with any further feedback on Draft 2 from these HJMP meetings around October 2011, will be submitted with a Final Draft IWP to Hertfordshire County Council's Cabinet in February/March 2012 for final approval/endorsement.

Queries from the HJMP

If any Member has any queries or requires any further information or elaboration regarding any of the Officer responses given they are invited to contact the relevant Contact Officer directly, contact details of which are included in [Section 7 Table 1 of the covering report](#) (depending upon the IWP/FWP Number Scheme Code).

Watford

1. Feedback on the Draft 1 and responses

The Panel noted the report.

General

1.1 Councillor Giles-Medhurst wanted clarification of what was meant by these phrases within previous Officer Responses:

a. what does "*shuffled*" refer to in the sentence '*Either already on the FWP or have been bid for this year and are currently being shuffled on the prioritising process*'?

- Officer's Reply: Members will appreciate that numerous requests are made for sites throughout the County and that there is insufficient funds to fulfil all aspirations. With this in mind '*shuffled on the prioritising process*' was meant to refer to the process of re-prioritising schemes to ensure that the most deserving sites, in terms of best value for money, are dealt using the available budget.

b. what does "*modelling process has not resulted in the schemes inclusion*" refer to in the sentence '*Unfortunately the modelling process has not resulted in this scheme's inclusion in the programme*'?

- Officer's Reply: The modelling process is the use of a deterioration model, a specialist computer programme, which takes many pieces of data about every road section in the County including condition survey data, fault reports, surface type, location, traffic volumes, location, hierarchy etc. and works out what would be the appropriate improvement treatment given its condition and roughly how much that would cost. It then takes the total budget available and calculates the roads which would provide the best value for money in the next ten years to extend the life of the whole network within that budget. The model may add, remove or change the priority (and therefore the proposed delivery year) of any scheme in the previously created programme. Therefore if this modelling process does not identify that a road is a deserving site, in terms of best value for money, then a scheme will not be included.

c. what does "*additional bids outside the agreed system*" refer to in the sentence '*Do not appear on this years bid. Either they have already been filtered out by the local team as lower priority or these are additional bids outside the agreed system*'?

- Officer's Reply: The agreed system is that currently all IWP footway schemes are initially selected and prioritised based solely on bids submitted by all Herts Highways District Teams for consideration for use of the available Countywide footway funding. The District Teams are asked for candidates each year (over the summer period) and are asked to rank the condition of the site and suggest the type of treatment required. These bids are then prioritised Countywide based on the submitted bids, condition, treatment and hierarchy of the footways. We do not visit the footway sites at this stage as we are creating and ranking the programme up to five years in advance. For this outline stage of the programme we rely on what the District Teams have told us about the condition and treatment required. Only the 6 months before intended delivery (so between autumn to spring) do we go out and look at the sites in detail, review the treatment to see if its still correct, finalise the design and work with WT to prepare the final work for delivery. Therefore if the proposed footway works have not been bid for by the District Teams then they would attract the Officer response '*additional bids outside the agreed system*'.

Feedback on the Draft 1 12/13 IWP to 15/16 FWP and responses

1.2 Members would like the work requested in Table 1 in the programme.

- Officer's Reply: Officers from the local and strategic teams have considered the feedback jointly and responses are included in the last column of Table 1. While it has not been possible to accommodate everything Members have suggested within the current programmes, some changes have been possible following the feedback, as noted.

Table 1:

Councillor	Road Location	Ward Location	Comments	Officer Response
Councillor Giles-Medhurst	Lower High Street Footways 1 (FWY11047 planned for 2013-2014)	Central	Footpath in poor condition, deferred from 11/12 to 13/14. Why? Would like works brought forward.	This scheme has been combined with FWY11048 Lower High Street Footway Works 2 and FWY12042 Chalk Hill Footway Works, and brought forward to 12/13 (new combined scheme name is FWY11048 Lower High Street/Chalk Hill Footway Works)
Councillor Giles-Medhurst	Lower High Street Footways 2 (FWY11048 planned for 2012-2013)	Central	Footpath in poor condition, deferred from 11/12 to 12/13. Why? Would like works brought forward.	Budgetary pressures meant this scheme could not be carried out in 11/12. It remains programmed for 12/13 combined with FWY11047 Lower High Street Footway Works 1 and FWY12042 Chalk Hill Footway Works (new combined scheme name is FWY11048 Lower High Street/Chalk Hill Footway Works)
Councillor Giles-Medhurst	Marlborough Road Casualty Reduction Proposals (SAR10014 planned for 2013-2014)	Central	Deferred from 11/12 to 13/14. Why? Would like works brought forward	This scheme was a study to review the effectiveness of the works that were carried out at Marlborough Road junction with Cassio Road. This review identified collisions to the north and west of the junction. Having reviewed the situation there are no clear patterns that could be treated with remedial measures at this time. The actions identified as part of the study are to review cycle routes in this particular area and to monitor the works recently implemented at the Marlborough / Cassio junction
Councillor Giles-Medhurst	Queens Road Resurfacing (CWY12280 planned for 2013-2014)	Central	Deferred from 11/12 to 13/14. Why? In poor condition.	In September 2009 the asset modelling moved this scheme to 11/12, but it could not be accommodated in that year and was moved to 13/14. It has now been brought forward to 12/13
Councillor Giles-Medhurst	Franklin Road Thin Surfacing (CWY12558 planned for 2012-2013)	Central	In poor condition.	This scheme has been brought forward and will now be delivered during 11/12 by the area team under the Super Cat 2 process
Councillor	Loates Lane footways	Central	In poor condition.	Please see the response under Section 1.1c

Councillor	Road Location	Ward Location	Comments	Officer Response
Giles-Medhurst				above . All IWP/FWP footway schemes result from annual bids from the area teams. Loates Lane was not included in the area team's bid this year
Councillor Giles-Medhurst	Sutton Road Thin Surfacing (CWY15103 planned for 2015-2016)	Central	In poor condition. Can it be brought forward from 15/16?	The recent asset modelling run moved this scheme out beyond the present FWP, however due to Member concerns it has been reinstated to 15/16 as originally planned
Councillor Giles-Medhurst	Sotheron Road resurfacing	Central	In poor condition, especially junction with Prince Street and ponding outside No.122.	This road was identified on the recent asset modelling run and has been indicated for treatment in 16/17
Councillor Giles-Medhurst	Chilcott Road footways	Leggatts	Some in poor condition, despite Super CAT2 works.	Please see the response under Section 1.1c above . All IWP/FWP footway schemes result from annual bids from the area teams. Chilcott Road was not included in area team's bid this year
Councillor Giles-Medhurst	Radlett Road Thin Surfacing (CWY12484 planned for 2012-2013)	Central	In poor condition, especially from Queens Road to railway bridge and junction with Ebury Road.	This scheme remains programmed for 12/13 when the opportunity will be taken during the design process to review the necessity to retain the existing anti skid surfacing on the bends
Councillor Giles-Medhurst	Orchard Avenue (Footway Works, FWY15031 planned for 2015-2016) (also in Three Rivers District)	Woodside	In poor condition. Can it be done sooner and moved from 15/16 to 12/13?	Please see the response under Section 1.1c above . All IWP/FWP footway schemes result from annual bids from the area teams. Orchard Avenue was not included in the area team's bid to advance this year
Councillor Brandon	Dell Road footways	Leggatts	Footways in poor condition.	Please see the response under Section 1.1c above . All IWP/FWP footway schemes result from annual bids from the area teams. Dell Road was not included in the area team's bid this year
Councillor Brandon	Elm Grove footways	Leggatts	Footways in poor condition	Please see the response under Section 1.1c above . All IWP/FWP footway schemes result from annual bids from the area teams. Elm Grove was not included in the area team's bid this year
Councillor Johnson	Foxhill Footway Reconstruction (FWY13044 planned for 2013-2014)	Leggatts	Footways in poor condition. Would like	Please see the response under Section 1.1c above . All IWP/FWP footway schemes result from

Councillor	Road Location	Ward Location	Comments	Officer Response
			brought forward from 13/14.	annual bids from the area teams. Foxhill was not included in the area team's bid this year
Stephen Johnson	Brush Rise Footways Reconstruction (FWY14011 planned for 2014-2015)	Leggatts	Footways in poor condition. Would like brought forward from 13/14.	Please see the response under Section 1.1c above . All IWP/FWP footway schemes result from annual bids from the area teams. Brush Rise was not included in the area team's bid this year
Stephen Johnson	Berry Avenue footways	Leggatts	Footways in poor condition.	Please see the response under Section 1.1c above . All IWP/FWP footway schemes result from annual bids from the area teams. Berry Avenue was not included in the area team's bid this year
Stephen Johnson	Middle Way footways	Leggatts	Footways in poor condition.	Please see the response under Section 1.1c above . All IWP/FWP footway schemes result from annual bids from the area teams. Middle Way was not included in the area team's bid this year
Councillor Oaten	The Gossamers footways	Meriden	Footway in poor condition. Heavily used by Senior Citizens going to shops.	Please see the response under Section 1.1c above . All IWP/FWP footway schemes result from annual bids from the area teams. The Gossamers was not included in the area team's bid this year
Councillor Oaten	The Turnstones footways	Meriden	Footway in poor condition.	Please see the response under Section 1.1c above . All IWP/FWP footway schemes result from annual bids from the area teams. The Turnstones was not included in the area team's bid this year
Councillor Oaten	Garston Lane footways	Meriden	Footway in poor condition. Slabs are showing wear.	Please see the response under Section 1.1c above . All IWP/FWP footway schemes result from annual bids from the area teams. Garston Lane was not included in the area team's bid this year
Councillor Oaten	Gaddesden Crescent footways	Meriden	Footway in poor condition. Some areas have been patched.	Please see the response under Section 1.1c above . All IWP/FWP footway schemes result from annual bids from the area teams. Gaddesden Crescent was not included in the area team's bid this year
Councillor Oaten	Phillipers resurfacing	Meriden	Road in poor condition.	To date Phillipers has not been identified as suitable for inclusion in the FWP. It will be assessed during the annual survey to take place at end 2011/early 2012

Councillor	Road Location	Ward Location	Comments	Officer Response
Councillor Oaten	Felden Close road and footways	Meriden	Road and footway in poor condition.	Felden Close carriageway has not, to date, been identified as suitable for inclusion in the FWP it will however be surveyed and reassessed at the end of this year/beginning of next Please see the response under Section 1.1c above . All IWP/FWP footway schemes result from annual bids from the area teams. Felden Close was not included in the area team's bid this year
Councillor Oaten	Garston Lane Resurfacing (CWY13110 planned for 2011-2012)	Meriden	Road in poor condition. Can it be brought forward from 14/15?	Garston Lane is currently programmed for resurfacing in November 2011
Councillor Oaten	Kytes Drive Thin Surfacing (CWY12397 planned for 2012-2013)	Meriden	Road in poor condition. Disabled estate. Can the thin surfacing be brought forward from 12/13?	Kytes Drive could not be accommodated in the 11/12 programme but remains on the programme for 12/13
Councillor Oaten	Widgeon Way footways	Meriden	Footway in poor condition. Used by Senior Citizens.	Please see the response under Section 1.1c above . All IWP/FWP footway schemes result from annual bids from the area teams. Widgeon Way was not included in the area team's bid this year
Councillor Oaten	Tudor Walk footways	Meriden	Footway in poor condition.	Please see the response under Section 1.1c above . All IWP/FWP footway schemes result from annual bids from the area teams. Tudor Walk was not included in the area team's bid this year
Councillor Oaten	Douglas Avenue footways	Meriden	Footway in poor condition.	Please see the response under Section 1.1c above . All IWP/FWP footway schemes result from annual bids from the area teams. Douglas Avenue was not included in the area team's bid this year
Councillor Oaten	Hibbert Avenue footways	Meriden	Footway in poor condition.	Please see the response under Section 1.1c above . All IWP/FWP footway schemes result from annual bids from the area teams Hibbert Avenue was not included in the area team's bid this year
Councillor Oaten	A41 North Western Avenue	Meriden / Tudor	High friction surface needs replacing on	The use of High Friction Surfacing (HFS) is reviewed each time a scheme is designed to

Councillor	Road Location	Ward Location	Comments	Officer Response
			northbound carriageway on approach to Asda signals	ensure it is an appropriate treatment or whether a high Polished Stone Value (PSV) stone surfacing may be better value and longer lasting for maintaining skid resistance. There are a number of schemes in the FWP which will provide the opportunity for a review of the HFS
Councillor Oaten	Devon Road	Meriden	Carriageway in poor condition	This site has been inspected as a result of Member and public representations and found to suffer from surface cracking and some local delamination but no signs of underlying overall structural failure. It would possibly benefit from a Micro Surfacing treatment. It will be assessed during the annual survey to take place at end 2011/early 2012 for possible inclusion in the programme
Councillor Watkin	Park Road (between Stamford Road and Nascot Road)	Nascot	Carriageway in poor condition.	To date Park Road has not been identified as suitable for inclusion in the FWP. It will be assessed during the annual survey to take place at end 2011/early 2012
Councillor Watkin	Blackley Close	Nascot	Carriageway in poor condition.	To date Blackley Close has not been identified as suitable for inclusion in the FWP. It will be assessed during the annual survey to take place at end 2011/early 2012
Councillor Watkin	Hawthorn Close	Nascot	Carriageway in poor condition.	To date Hawthorne Close has not been identified as suitable for inclusion in the FWP. It will be assessed during the annual survey to take place at end 2011/early 2012
Councillor Scudder	Rother Close	Stanborough	Carriageway in poor condition.	To date Rother Close has not been identified as suitable for inclusion in the FWP. It will be assessed during the annual survey to take place at end 2011/early 2012

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**HERTFORDSHIRE HIGHWAYS
WATFORD JOINT MEMBER PANEL
Thursday 27th October 2011**

INTEGRATED WORKS PROGRAMME & PROGRESS REPORTS

Report of the Lead Assistant District Manager

1. PURPOSE OF REPORT

- 1.1 This item summarises progress on the delivery of the Integrated Works Programme and other programmed works on the highway network in and around the borough carried out by Hertfordshire County Council, Watford Borough Council and third parties.

2. ACTIVE WORKS LIST

- 2.1 Appendix A gives details of the programmed work being undertaken by Hertfordshire Highways, Developers, Third Parties and Major Events that have been planned. The Lead Assistant District Manager will be available to answer questions from Members on these programmes.

Hertfordshire Highways

- 2.2 Part 1 of Appendix A outlines significant schemes being undertaken by Hertfordshire Highways, Developers and Third Parties on the network. The Lead Assistant District Manager will provide Members with an update on the progress of the schemes at the meeting.
- 2.3 Part 2 of Appendix A provides Members with the information on the remaining Hertfordshire Highway schemes programmed for delivery within the financial year.

Forthcoming Works

- 2.4 The following larger works are occurring over the next month:

Resurfacing of Rickmansworth Road from junction with Ascot Road to junction with Cassiobury Park Avenue. Works carried out at night.

Continuation of the superCAT2 Deep Cleansing programme.

3. CASUALTY REDUCTION SCHEMES (IWP)

- 3.1 Appendix B provided by the Programmes & Strategy Manager (Safety Engineering) shows a table indicating the current status for casualty reduction schemes in the programme for Watford. Members are asked to consider the information provided and advise the Programmes & Strategy Manager of their views.

4. INTEGRATED TRANSPORT SCHEMES (IWP)

- 4.1 Appendix C provided by the Programmes & Strategy Manager shows the current situation with regard to all the integrated transport schemes in the programme for Watford. Members are asked to consider the information provided and advise the Programmes & Strategy Manager of their views.

5. PASSENGER TRANSPORT WORKS

- 5.1 Appendix D details an update report on the New Station Improvement Project at Watford Junction. Members are asked to consider the information provided and advise the Passenger Transport Unit representative of their views.

6. WATFORD BOROUGH COUNCIL HIGHWAY WORKS

- 6.1 Appendix E details an update report on parking and other highway works being undertaken by Watford Borough Council provided by officers from that authority. Members are asked to consider the information provided and advise the Borough Council representative at the meeting of their views.

7. RECOMMENDATIONS

- 7.1 Members are asked to note this information and provide feedback where requested in the report to the relevant officer.

8. CONTACT OFFICERS

Andy Melville Lead Assistant District Manager 01923 257000
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(Safety Engineering)

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Jane Custance Head of Planning 01923 278044
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Watford Borough Council

Justin Bloomfield

Parking Services Manager
Watford Borough Council

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APPENDIX A Part 1 Hertfordshire Highways WATFORD - Active Works Bulletin - October 2011

Works on site or due to start on site within the next 6 weeks

Hertfordshire Highways - Scheme Works

Scheme Name	Roads Affected	Town / Parish	Planned Start Date	Planned Finish Date	Works Promoter	Works Ref.	CC Division	District	Works Description	Works status	Herts Highways Contact	Traffic Management / Comments
St Albans Rd Nr Bruce Grove S288 Signal Refurbishment	St Albans Road	Callowland Leggatts	19 September 2011	26 September 2011	Herts Highways	TIS12001	65	WA	Signals for Pedestrian Crossings	On site	Andy Melville	Traffic Ctl (Stop/Go Boards)
North Orbital Road Local Resurfacing and Surface Dressing	North Orbital Road Local Resurfacing and Surface Dressing	Abbotts Langley	24 October 2011	02 November 2011	Herts Highways	ARP11225	59,70,67	TR,WA	Carriageway Scheme	Site works dates reprogrammed, date of change 17/8/2011	Julie Munro	Road Closure
Rickmansworth Road Resurfacing	Rickmansworth Road Resurfacing	Nascot Park	03 October 2011	21 October 2011	Herts Highways	ARP11227	68,69	WA	Carriageway Surface Inlay	Site works dates reprogrammed, date of change 10/8/2011	David Swan	Road Closure
Whippendell Rd / Hagden Rd S398 Signal Refurbishment	Whippendell Rd / Hagden Rd S398 Signal Refurbishment	Vicarage Holywell	R F Y -20011/12	R F Y -20011/12	Herts Highways	TIS12003	69,68	WA	Signal Junctions	Site works dates reprogrammed, date of change 07/09/2011	David Swan	Locally Agreed Scheme

Hertfordshire Highways - Significant local CAT 2 Works

Works Name / Road Name	Roads Affected	Town / Parish	Planned Start Date	Planned Finish Date	Works Promoter	Works Ref.	CC Division	District	Works Description	Works status	Herts Highways Contact	Traffic Management / Comments
Buckham Road	buckingham road, watford	Watford Borough	12 October 2011	14 October 2011	Herts Highways (South West)	4015402	69	SW: 9-Watford Area	street scene c/way works	Site of Proposed Street Works	A Melville	Road Closure
Liverpool Road	cardiff road, watford	Watford Borough	13 October 2011	15 October 2011	Herts Highways (South West)	4015390	69	SW: 9-Watford Area	street scene c/way works	Site of Proposed Street Works	D Swan	Road Closure
Westbury Road	westbury road, watford	Watford Borough	13 October 2011	15 October 2011	Herts Highways (South West)	4015397	69	SW: 9-Watford Area	street scene c/way works	Site of Proposed Street Works	D Swan	Road Closure
Clifton Road	clifton road, watford	Watford Borough	20 October 2011	22 October 2011	Herts Highways (South West)	4015388	69	SW: 9-Watford Area	street scene c/way works	Site of Proposed Street Works	D Swan	Road Closure
Liverpool Road	liverpool road, watford	Watford Borough	20 October 2011	22 October 2011	Herts Highways (South West)	4015389	69	SW: 9-Watford Area	street scene c/way works	Site of Proposed Street Works	D Swan	Road Closure
Southwold Road	southwold road, watford	Watford Borough	26 October 2011	28 October 2011	Herts Highways (South West)	4015408	66	SW: 9-Watford Area	street scene c/way works	Site of Proposed Street Works	A Melville	Road Closure
Windsor Road	windsor road, watford	Watford Borough	26 October 2011	28 October 2011	Herts Highways (South West)	4015407	65	SW: 9-Watford Area	street scene c/way works	Site of Proposed Street Works	A Melville	Road Closure
Lammas Road	lammas road, watford	Watford Borough	27 October 2011	29 October 2011	Herts Highways (South West)	4015391	66	SW: 9-Watford Area	street scene c/way works	Site of Proposed Street Works	D Swan	Road Closure

Part 1
Works on site or due to start within the next 6 weeks

Works Name / Road Name	Roads Affected	Town / Parish	Planned Start Date	Planned Finish Date	Works Promoter	Works Ref.	CC Division	District	Works Description	Works status	Herts Highways Contact	Traffic Management / Comments
Eastlea Avenue	JUNCTION OF WESTLEA AVE TO OUTSIDE 69 EASTLEA AVE	Watford Borough	26 September 2011	28 November 2011	East of England Network EALDZ	EIE5412850	67	SW: 9-Watford Area	LAY 467MTRS X 63MM/90MM BY INSERTION /OPEN CUT AND ABANDON	Site of Proposed Street Works	A. Melville	None/Signing Only
Pinner Road	Outside Former Garage, Pinner Road in NW	Watford Borough	19 October 2011	21 October 2011	EPLSR	46164/EPLR	68	SW: 9-Watford Area	Excavate, locate and connect to NG/SGN Gas Main, providing gas supply to new housing	Site of Proposed Street Works	D Swan	Lane Closure

Significant Special Events (Fairs, Street Parties etc. that will affect the operation of the highway)

Event	Roads Affected	Town / Parish	Planned Start Date	Planned Finish Date	Works Promoter	Works Ref.	CC Division	District	Works Description	Works status	Herts Highways Contact	Traffic Management / Comments
Watford Football Club	Vicarage Road	Vicarage/ Holywell	09 October 2011	09 October 2011	Saracens RFC		69	SW: 9-Watford Area	Football/ Rugby	Proposed	D Swan	Road Closure

Hertfordshire Highways

WATFORD - Active Works Bulletin - October 2011

Remaining schemes programmed for delivery within the financial year

Scheme Name	Town / Parish	Works Ref.	CC Division	District	Works Description	Herts Highways Contact
Watford Journey Time Monitoring	(district Wide)	TIS10003		WA	Automatic Number Plate Recognition/CCTV	Andy Melville
Watford Congestion CCTV	(district Wide)	TIS10001		WA	Automatic Number Plate Recognition/CCTV	Andy Melville
St Albans Rd Nr Cromer Rd S277 Signal Refurbishment	Callowland Leggatts	TIS12005	65	WA	Signals for Pedestrian Crossings	Andy Melville
St Albans Rd nr Bushey Mill La Casualty Reduction Proposals	Callowland Leggatts	SAR12015	65,67	WA	Single Site - 6 Accidents in 3 Years	Andy Melville
Radlett Road - Drainage	Central Oxhey	DRN10004a	66	WA	Local Drainage Scheme	David Swan
Clarendon Road Pedestrian Improvements	Central Oxhey	ITP11022	66	WA	South West Herts Area Plan	David Swan
Woodford Road On-Street Parking Review	Central Oxhey	ITP10100s	66	WA	Passenger Transport	David Swan
St Albans Road Safety Fence Upgrade	Central Oxhey	GBS11002	66,68,65	WA	Safety Fencing Upgrade	David Swan
Wiggenhall Road Drainage Works	Central Oxhey	DRN10029w	66,69	WA	Local Drainage Scheme	David Swan
Garston Lane Resurfacing	Meriden Tudor	CWY13110	67	WA	Local Carriageway Surface Inlay	Andy Melville
Hibbert Avenue Surface Dressing	Meriden Tudor	CWY11897	67	WA	Local Carriageway Surface Dressing	Andy Melville
North Western Avenue resurfacing	Meriden Tudor	ARP11236	67	WA	Carriageway Surface Inlay	Andy Melville
Hempstead Road nr Ridge Lane S329 Signal Refurbishment	Nascot Park	LGH10044	68	WA	Signals for Pedestrian Crossings	David Swan
The Ridgeway resurfacing	Nascot Park	CWY11981	68	WA	Local Carriageway Surface Inlay	David Swan
Ganders Ash Resurfacing	Woodside Stanborough	CSC10099	70	WA	Local Carriageway SC2 Surface Inlay	Andy Melville
Horseshoe Lane DDA Bus Stop	Woodside Stanborough	ITP11048	70	WA	Passenger Transport	Andy Melville
Kingsway North Orbital Road Surface Dressing	Woodside Stanborough	ARP10208	70	WA	Carriageway Surface Dressing	Andy Melville
Horseshoe Lane Surface Dressing	Woodside Stanborough	CWY101495	70	WA	Local Carriageway Surface Dressing	Andy Melville

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**WATFORD PROGRAMME 2011/12
CASUALTY REDUCTION SCHEMES**

Update	Site	IWP Ref.	Site Characteristics and Scheme Proposals	Proposed Works / Comments	IWP Stage / End Date / Contact
	A411 Hempstead Road at junction with Langley Road and Langley Way	SIS002	Urban traffic signal controlled crossroads. Separate stage for right turns from A411 and controlled crossing facilities for pedestrians introduced.	Construction works are complete but options are now under consideration to reduce the queue lengths on the A411 northbound approach.	Stage 1 / Feb 03 / G Beviss Stage 2 / Feb 07 / L Lightbody Stage 3 / Oct 07 / L Lightbody Stage 5 / Complete / B Joseph / Works Team
	Whippendell Road / Queens Avenue		Traffic signal controlled crossroads. Investigation of possible pedestrian crossing facility has been requested.	No construction works are programmed before 2012/13. Addition of crossing facility cannot be justified on casualty reduction criteria.	Stage 1 / N/A Stage 2 / On Hold / Traffic signals Stage 3 / 2010/2011 / Traffic signals Stage 4 / 2011/2012 / Works Team
	A412 St Albans Road Nr Bushey Mill Lane	SAR12015	Urban signal controlled crossroads junction and single carriageway.	Investigation of street lighting provision has identified potential improvements. These are programmed for implementation during February 2012.	Stage 1 / Oct 10 / G Beviss Stage 2 / Oct 11 / Street Lighting Stage 3 / Oct 11 / N Sanudo Stage 4 / Feb 12 / Works Team
	Hagden Lane / Tolpits Lane	SAR11033	Single carriageway link road	Remedial proposals have been designed and discussed during Sept 2011. The works are programmed for construction in 2012/13.	Stage 1 / Dec 10 / G Beviss Stage 2 / Nov 11 / N Sanudo Stage 3 / Feb 12 / N Sanudo Stage 4 / May 12 / Works Team
	A405 Leavesden Green Roundabout	SAR12013	Urban roundabout junction and dual carriageway approaches.	Collision investigation has been submitted to HCC. No Construction works are programmed before 2012/13.	Stage 1 / Dec 10 / G Beviss Stage 2 / Mar 12 / G Beviss Stage 3 / Jun 12 / Traffic signals Stage 4 / Oct 12 / Works Team
	A412 St Albans Road / Balmoral Road	SAR08018	Urban signal controlled junction with single carriageway approaches.	Collision investigation has been submitted to HCC. Construction works will need to be implemented with other UTP proposals. Construction programme is not assumed before 2013/14.	Stage 1 / Complete / G Beviss

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APPENDIX C - INTEGRATED TRANSPORT PROJECTS – SCHEME UPDATE
OCTOBER 2011

Table 1: Schemes being delivered in 2011/12

Target / County Wide Theme	Location of Scheme	Scheme & Update
Accessibility	Clarendon Road Pedestrian Enhancements Phase 1 (ITP11022)	<p><u>Scheme:</u> Scheme to improve the pedestrian environment between the town centre and Junction station. Links into the NSIP works and WBC aspirations for the town centre. Phase 1 works include</p> <ul style="list-style-type: none"> ▪ improved signage, including street name plates with directional signage and map based interpretation at the station and town centre. ▪ Removal of street clutter and rationalisation of signs. (The location of variable message signs and signs for the new short stay station car park are being incorporated) ▪ Level access across all side road junctions <p><u>Update:</u></p> <ul style="list-style-type: none"> ▪ SNP's: WBC have now ordered the street name plates which are due to be erected in September / October. ▪ Main Highway Works: Construction dates for the works are now being confirmed for the fourth quarter and will start in January 2012. ▪ Clarendon Road / Beechen Grove Subway: A brief has now been agreed between HCC, WBC and the college to provide a design to cover the ramp walls and subway. There will be an overarching theme of 'Transport in Watford.' It is intended to launch the competition in October with a winner selected in December. The vinyl will be applied between January and March 2012. We intend to use the same company that provided the enhancements on the Town Hall subway earlier this year.
Congestion	Intelligent Transport Strategy: <ul style="list-style-type: none"> ▪ Watford Variable Message Signs & Car Park Guidance (TIS 10006) ▪ Watford ANPR Journey Time 	<p><u>Automatic Number Plate Recognition Cameras (ANPR):</u></p> <ul style="list-style-type: none"> ▪ The ANPR cameras are scheduled to be installed wc. 19 September 2011, so should all be installed at the time of the JMP meeting. ▪ These will solely be used to measure journey times to assist movement of traffic with information relayed to the VMS signs.

	<p>Monitoring (TIS 10003)</p> <ul style="list-style-type: none"> ▪ Watford Congestion CCTV (TIS 10001) 	
	<p>ITS Junction Refurbishments:</p> <ul style="list-style-type: none"> ▪ Hempstead Road nr Ridge Lane, Watford (LGH10044) ▪ St Albans Rd nr Bruce Grove, Watford (TIS 12001) ▪ Whippendell Road / Hagden Road Watford (TIS 12003) ▪ St Albans Road nr Cromer Road (TIS 12005) 	<p>Besides the refurbishment works taking place at the locations listed additional works will take place at the locations highlighted in black. These additional works follow the recommendations from the 'Quick Wins' section in the Watford Congestion Study.</p> <p>Works are scheduled to take place later in 2011/12.</p>

Table 2: Schemes being investigated in 2011/12

Target / County Wide Theme	Location of Scheme	Brief Background
Accessibility	Clarendon Road Enhancements Phase 2 (ITP12037)	<p>Design and consultation on the 2nd phase which will include:</p> <ul style="list-style-type: none"> ▪ A better crossing facility across Clarendon Road near the railway station and Woodford Road ▪ Improved cycling facilities on road including advanced stop lines

	<p>Horseshoe Lane Pedestrian Crossing (ITP12065)</p> <p><i>Feasibility summary sent to Cllr Giles-Medhurst</i></p>	<p>A feasibility study has now been completed investigating the installation of a crossing facility across Horseshoe Lane between Boundary Way (one way) entry side and Newhouse Crescent.</p> <p>It recommends that a puffin crossing should be installed at this location and is supported by the pedestrian crossing data collected. A pelican and zebra crossing were also considered.</p> <p>The study also recommends:</p> <ul style="list-style-type: none"> ▪ Pedestrian footway links are made with the nearby bus stop lay-by works proposed for the north side of Horseshoe Lane. ▪ Between 3 and 4 on street parking spaces will need to be removed to provide the required visibility ▪ Associated signs, anti-skid and road markings <p>The next steps will be member & public consultation, a stage 2 safety audit, and a detailed statutory undertakers plant check. Then detailed design work can commence. The scheme will be put forward for build funding in 2012/13.</p>
<p>Quality of Life</p>	<p>Watford 20mph Limits & Zones</p> <ul style="list-style-type: none"> ▪ West of St Albans Road (ITP12036) ▪ Alexandra Road Area (ITP12035) ▪ Park Avenue (ITP12066) <p><i>Feasibility summary sent to Cllr Brandon</i></p> <p><i>Feasibility summary sent to Cllr Watkin</i></p>	<p>The feasibility studies have been completed for the three locations. Next steps will include member & public consultation, stage 2 safety audits, street lighting assessments, and preparation of traffic regulation orders. The schemes will be put forward for 2012/13 build funding. The recommendations are summarised below:</p> <p><u>West of St Albans Road (ITP 12036):</u> <i>Victoria Road, Regent Street, Cecil Street & Judge Street.</i></p> <ul style="list-style-type: none"> ▪ A 20mph zone encompassing the roads listed above. ▪ Existing vehicle speeds will require traffic calming features in the roads to bring speeds down to the necessary level. ▪ Speed tables at junctions will also provide step free access across these junctions for pedestrians. ▪ The report identified other roads which could be considered for a 20mph limit / zone west of Leavesden Road. However, at present the priority will remain with the streets listed above. <p><u>Alexandra Road Area (IT 12035):</u> <i>Alexandra Road, Denmark Street, Nascot Street, Essex Road & Malden Road</i></p> <ul style="list-style-type: none"> ▪ A 20mph zone encompassing the road listed above.

	<p><i>Feasibility summary sent to Cllr Watkin</i></p>	<ul style="list-style-type: none"> ▪ This will be lines and signs only in all roads except in Alexandra Road which will require 4 flat top humps. ▪ The study has also identified the option of considering Stamford Street and Nascot Road as a 20mph zone between Langley Road and Park Road. Speed checks undertaken show that 3 flat top humps would be required in Nascot Road <p><u>Park Avenue (ITP 12066):</u> <i>Park Avenue only – other surrounding roads already a 20mph limit.</i></p> <ul style="list-style-type: none"> ▪ Expanding the 20mph zone to include Park Avenue with the installation of flat top humps ▪ Signage alterations to expand the existing zone, requiring removal of some signs and new signs in Park Avenue.
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APPENDIX D - UPDATE ON WATFORD JUNCTION--NATIONAL STATION IMPROVEMENT PROJECT (NSIP)

Progress Update provided by Andy Gipson, consultant to HCC Passenger Transport Unit

1. PURPOSE OF REPORT

In view of the importance of this scheme regular updates will now be provided to Members at Panel meetings. Since the last Panel meeting on 12th July, 2011 the current status of NSIP at Watford Junction is as follows:-

2. STATUS OF NSIP

2.1 Drop Off Facility

London Midland will provide 10 marked bays in the long-stay car park near to the entrance to platforms 9 and 10. This will be used by season ticket holders and disabled passengers. Signage indicating this facility will be included in the schedule of new signs to be provided for the short-stay car park in Woodford Road (See 2.2 below).

An investigation into an alternative egress for private cars onto St. Albans Road has commenced and is now subject to preliminary and full design work being undertaken by Hertfordshire Highways. If these proposals are affordable and can be agreed with London Midland and Network Rail, implementation will be sought before the end of 2012/13.

The installation of automatic gates and a ticket vending machine at the entrance to platforms 9 and 10 with CCTV controls are subject to review by LM and will be dependent on funding being sought from the Department of Transport's Minor Access Programme during 2012/13.

2.2 Woodford Road

Network Rail made the Planning Application for the short-stay car park in Woodford Road on 7th March and approval was made by Watford Borough Council on 10th May, 2011.

The lease agreement between Hertfordshire County Council and Network Rail has been agreed.

LM will install a ticket machine for the enforcement of the 20 minute time to park; no charges will be made.

LM will install a real time train arrivals/departures display for car park users. The proposal to review the bus stand and provide limited waiting in Woodford Road for approximately 9 vehicles has been approved in principle by Watford B.C., Hertfordshire Police and the bus operator, Arriva. Hertfordshire Highways have commenced consultation on the proposal which requires a Traffic Regulation Order.

This proposal will be jointly funded between HCC and Watford B.C. and would be implemented at the same time as the short-stay car park becomes operational. This is expected to be around March/April 2012. (See 2.6 below).

2.3 Public Information

LM plan to post information at the station and on their website www.londonmidland.com during November 2011. Members will be provided with this information in advance of the general public.

2.4 Bus Drivers Mess Room

LM has agreed to provide this facility for bus drivers. Currently a parked bus is used by Arriva staff. A licence agreement to agree the level and maintenance of the facility is required with LM and discussions between LM and Arriva continue.

2.5 Platform 11 (Abbey Line)

There has been a delay to the installation of the heated waiting room for Platform 11 because of the allocation of costs between HCC and LM/NR. Discussions with LM/NR continue to resolve this issue.

2.6 Station pedestrian area—gateway design

Agreement has reached with British Transport Police to proceed with a design that complies with anti-terrorist requirements. No soft landscaping will now be included.

2.7 Programme

There has been a delay to the programme because the main contractor will not be appointed by LM until the end of October. A programme of work will then be agreed, which is expected to start with the short-stay car park in Woodford Road.

Times have now been revised as follows:-

January 2012--Start works

July 2012---Finish works

3. FURTHER INFORMATION

If further information becomes available from London Midland this will be reported orally at the meeting.

APPENDIX E - WATFORD BOROUGH COUNCIL HIGHWAY WORKS

Traffic Regulation Order -- Update

Cassiobury Controlled Parking Zone Review

Additional consultation with residents outside the current zone has led to changes to the proposed expansion from 3 to 8 roads. Traffic Orders and detailed plans to enable this expansion to take place are currently being developed. The target date for implementation of this expansion is the end of 2011.

Nascot Area

New controls in Kildonan Close, Oaklands Court and Kenilworth Court became enforceable on 10 October 2011.

Proposals for 'commuter ban' restrictions in Bellamy Close, Grandfield Ave, Langwood Gardens and Maple Grove are currently the subject of a consultation exercise with residents on a draft detailed scheme. Subject to the outcome of the consultation it is hoped to implement a scheme in late 2011 or early 2012.

Oxhey Ward parking Consultation

A Ward wide consultation with residents and businesses in relation to parking issues took place during July and August. At the time of writing of this report, results were still being collated. The outcomes will be used to identify areas where further work may need to be done to address issues highlighted by residents.

Queens Road/ The Broadway

Traffic surveys have taken place in Queens Road/ The Broadway to determine the level of parking demand and the duration of stay. Face to face interviews with drivers also took place in July and September to build a picture of where people are visiting, how long they are staying and whether they believe the current parking arrangements in Queens Road are satisfactory. Subject to the outcome of the survey work, proposals to amend the current parking scheme will be developed.

Shaftesbury Road – Waterfields Recreation Ground car park

Consultation with residents in Ebury Road, Shaftesbury Road and Ottoman Terrace indicated broad support for the proposals to manage the car park at the end of Shaftesbury Road to protect parking opportunity for residents permit holders and short term visitors to Waterfields Recreation Ground. The proposals will be implemented as part of the next variation to the Controlled Parking Zone Traffic Order.

Horseshoe Lane and Eastbury Road

Proposals to implement new yellow lines in Eastbury Road, Oxhey and Horseshoe Lane Garston have been advertised formally. No objections have been received and it is anticipated that the new parking controls will be in place and operational before the end of the year.

Various Road Traffic Orders

A Traffic Order introducing new parking controls in the following roads has been completed. Site work has been completed and the lines are now enforceable. Croxley View

Crusader Way

Faraday Close

Milton Street

The Roundway

Shakespeare Street

A Traffic Order to introduce new or extended controls in the following roads was advertised in July. Objection was received on the Lavinia Ave site and at the time of writing this report efforts were being made to negotiate the objections away . If this is successful it is hoped that all the proposals will be installed by the end of 2011.

Beechwood Rise

Bushey Mill Lane (Tudor Parade) – disabled bay

Courtlands Drive (Goodwood Parade) – disabled bay

Lavinia Close

Longspring/ Thrums

Tolpits Lane service road

Under s115 of the Highways Act

The Borough Council can undertake works on the highway where they are providing an amenity.

A) Highway related

1) Cassiobury Park

Improvements to cycle and pedestrian route signage from existing walking and cycle routes. Sign design options under consideration. Implementation late 2011.

2) The Parade Events Market space

The section of The Parade from Clarendon Rd to Gade Access Rd. Works to create a more viable market space by removing certain items of street furniture are now complete. The final specialist event market of the season will take place in Dec 9/10/11/12.

Herts Highways are drafting traffic orders to enable market vehicles to be driven in the pedestrianised section of The Parade and to suspend the cycle lane. Watford Council will make an Order under Town Police Clauses Act for the suspension of the cycle route for the December market if the permanent TRO is not made.

3) Town Hall subway facelift

Works to refurbish the subway lighting, paint the roof and brighten the tiled walls by applying a vinyl anti graffiti coating with images is complete.

4) Gade Access Road – removal of planter D

Works to remove the redundant planter at the side of Gade House commence are complete. A new loading bay has been created primarily to assist the setting up of the events markets.

5) Town Centre Cultural Study – Rickmansworth Rd to Albert Rd Sth

The Council is currently awaiting the return of tenders for the provision of consultancy services for the feasibility, design and supervision of the public realm works. This element will develop the concept design in the Town Centre Cultural Study for public consultation in Spring 2012

B) Transport related projects on Council owned land

1) Woodside Leisure Centre

a) A WBC 106/capital funded project for pedestrian and cycle access improvements to and across the site. Works are underway to construct a footpath to link the top car park to the running track and leisure centre. Phase 2 is complete and phase 3 has recently commenced. It is anticipated that all works will be completed late October 2011. A TRO to control parking in the top car park will also be made.

2) Oxhey Park pedestrian and cycle bridge

a) Following completion of the bridge additional works to upgrade the path and install direction signage on part of fp56 and the permissive path from the bridge to Lower High St are currently underway

3) Whippendell Woods Bridleway conversion

a) The existing Council owned permissive horse track has been upgraded to adoptable standard and access improvements made at the Rousebarn Lane and Grove Mill Lane entrances. HCC are in the process of finalising legal orders to adopt it as a Bridleway thus permitting cycling on it. Expected completion date Nov 2011

C) RIGHTS OF WAY WORKS BY THE LOCAL PLANNING AUTHORITY

The Council is required to carry out footpath diversions under the s.257 Town and County Planning Act 1990 to enable developments to take place.

1) Watford Springs site FP50 and 52

Planning consent was granted in August 2009 and the development necessitates the diversion of definitive footpaths 50 and 52. Preparation of draft legal orders has commenced. It is anticipated that they will be published for consultation in Nov 2011 (subject to HCC rights of way approval). A temporary diversion for the duration of the works will be in place for the duration of construction works.

2) Oxhey Park Bridge FP56

The siting of the bridge necessitates the permanent diversion of 60m of definitive footpath on the east bank of the river. Informal consultation has taken place with The Ramblers Association and draft legal orders are expected to be published in Nov 2011 (subject to HCC rights of way approval).

D) Watford Town Centre Cultural Study Programme

On October 5th WBC received competitive tenders for the production of design options for public realm improvements to the Pond area of the Parade together with a long term design solution for the Town Hall subway. Subject to completion of the tender evaluation process, it is hoped that a report will go to the November 7th meeting of WBC Cabinet recommending an appointment. The aim is to create space for temporary outdoors events, such as Imagine Watford, and to generally improve the streetscape in this area. Consultants have been asked to produce two design options for public and other stakeholder consultation: one based on the AECOM concept designs and the other retaining the pond at its current size. WBC has earmarked c. £4.3m for the scheme. It is anticipated that public consultation will take place next Summer and works will commence in 2013. A joint WBC / HCC programme board has been set up to steer this and other Cultural Study projects.

WATFORD HIGHWAYS JOINT MEMBER PANEL Thurs 27th October 2011

INFORMATION NOTE

Local Sustainable Transport Fund

Author: Andy Summers

Tel: 01992 556193

1 Purpose of information note

1.1 To inform the Panel of:

- The award by the Department for Transport (DfT) of £1.99m to Hertfordshire County Council for 2011/12 from the Local Sustainable Transport Fund (LSTF).
- The short-listing by the DfT of the County Council's stage 2 bid of £10.755 for 2012/13 to 2014/15.

2 Summary

- 2.1 On 15th March 2011, the County Council Highways and Transport Panel recommended the submission of a bid to the LSTF for a package of measures within the geographical triangle comprising Watford, Hemel Hempstead and St Albans.
- 2.2 On 5th July, the DfT announced that Hertfordshire's stage 1 bid was successful and awarded £1.99m for a package of sustainable transport interventions, entitled **BIGHERTSBIGIDEAS**, which could be implemented by 31st March 2012.
- 2.3 The DfT announced in August 2011 that Hertfordshire's stage 2 proposal, for a £10.755m package of measures to be implemented over 2012/13 to 2014/15, had been short-listed for further development. The County Council now has to submit a full business case to the DfT by 20th December 2011.

3 Conclusion

- 3.1 It is important that the £1.99m awarded for the stage 1 bid is all spent this financial year on the delivery of the measures set out in the bid document, to ensure Hertfordshire is in a strong position to be awarded the stage 2 bid of £10.755m over 2012/3 – 2014/15.
- 3.2 The County Council must submit a full business case for the stage 2 bid by 20th December 2011. Evidence of District Council and other partner support for the package within this business case will be important in demonstrating a local commitment to delivering the package (one of the DfT's key requirements for the LSTF).

4 Background Information

- 4.1 The Department for Transport announced the formation of the Local Sustainable Transport Fund in December 2010. The fund of £560m is for local authorities in England (outside London) to bid for packages of sustainable transport measures that assist the two key objectives of enhancing economic growth and reducing carbon emissions.
- 4.2 On 15th March, the County Council Highways and Transport Panel agreed that Hertfordshire should submit a bid for Watford, Hemel Hempstead and St Albans, consisting of a range of complementary measures, including walking and cycling infrastructure, passenger transport infrastructure, travel planning and Intelligent Transport Systems.
- 4.3 There were a number of entry points to the LSTF, however HCC decided upon the following bidding option:
- A stage 1 bid (i.e. the *Key Component* bid) for £1.99m for 2011/12 was submitted to the DfT on 18th April 2011, and;
 - An *Initial Proposal* for a stage 2 bid of £10.755m was submitted on 6th June 2011.
- 4.4 The bid was well supported by a range of partners. Written evidence of support 'backing the bid' was received from over 40 businesses, organisations and community groups, including the Local Enterprise Partnership, the district councils, the University of Hertfordshire, Hertfordshire NHS, the Maylands Partnership and three local MPs. In order to make the bid identifiable to partners and to stand out from the other bids received by the DfT, the package was branded **BIGHERTSBIGIDEAS**.
- 4.5 The DfT announced on 5th July 2011 that Hertfordshire's stage 1 '*Key Component*' bid for £1.99m for 2011/12 had been approved. It was reported by DfT that competition for funding was very high, and at a national level only 39 out of 73 bids were approved in stage 1.
- 4.6 Following this, on 3rd August 2011, the DfT announced that Hertfordshire's stage 2 initial proposal for £10.755m had been short-listed. This means that a full business case, including a full economic appraisal and credible delivery programme, needs to be submitted to the DfT by 20th December 2011. Hertfordshire is the only local transport authority in the East of England to have been short-listed in the stage 2 'Large Project' category.

References

LSTF Key Component Bid, Hertfordshire County Council, 18th April 2011

and

LSTF Large Project Initial Proposal, Hertfordshire County Council, 6th June 2011

Both at:

<http://www.hertsdirect.org/services/transtreets/transplan/ltp/lstfund2011/>

'Transport boost of over £150M to create growth and cut carbon', Press Release, Department for Transport, 5th July 2011

<http://www.dft.gov.uk/news/press-releases/dft-press-20110705>

Local Sustainable Transport Fund - Successful bidders and guidance on the application process (website), Department for Transport, 5th July 2011

<http://www.dft.gov.uk/publications/local-sustainable-transport-fund-guidance-on-the-application-process/>

22nd September 2011

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**HERTFORDSHIRE HIGHWAYS
WATFORD JOINT MEMBER PANEL
Thursday 27th October 2011**

OPERATIONAL PERFORMANCE OF HERTFORDSHIRE HIGHWAYS

Report of the District Manager

1. PURPOSE OF REPORT

- 1.1 This report advises the Panel of the performance of Hertfordshire Highways in the Borough of Watford.

2. PERFORMANCE INDICATORS

- 2.1 The latest complete set of performance information available at the time of preparing this report was up to August 2011. Appendix A therefore shows the operational performance indicator report for the 3 month period from June 2011 to August 2011. The report compares performance for the Borough, the south west Hertfordshire area and the County as a whole.

3. RECOMMENDATIONS

- 3.1 Members are requested to note the performance figures and provide any comments to the District Manager.

3. CONTACT OFFICERS

David Swan District Manager 01923 257094

4. BACKGROUND PAPERS

HCC Environment Department (Hertfordshire Highways) performance scorecard for June 2011 to August 2011.

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**ITEM 11 - APPENDIX A
OPERATIONAL PERFORMANCE OF HERTFORDSHIRE HIGHWAYS**

Indicator	Target		Jun 11	Jul 11	Aug 11
Repair potholes within 24 hours of being reported		Received	35	31	14
CSF 1.3 - 13		Achieved	35	29	14
District Performance (Watford)	100%		100.0%	93.5%	100.0%
		Received	201	184	174
		Achieved	197	181	171
Regional Performance (South West Herts)	100%		98.0%	98.4%	98.3%
		Received	734	762	544
		Achieved	685	708	514
Countywide performance	100%		93.3%	92.9%	94.5%

Repair footway trips within 24 hours of report		Received	36	32	26
CSF 1.3 - 14		Achieved	36	29	25
District Performance (Watford)	100%		100.0%	90.6%	96.2%
		Received	101	109	93
		Achieved	100	94	88
Regional Performance (South West Herts)	100%		99.0%	86.2%	94.6%
		Received	333	334	274
		Achieved	296	287	254
Countywide performance	100%		88.9%	85.9%	92.7%

Make safe exposed wires within 24 hours of report		Received	11	17	10
CSF 1.3 - 15		Achieved	11	17	10
District Performance (Watford)	100%		100.0%	100.0%	100.0%
		Received	32	47	43
		Achieved	32	47	43
Regional Performance (South West Herts)	100%		100.0%	100.0%	100.0%
		Received	121	143	152
		Achieved	121	143	151
Countywide performance	100%		100.0%	100.0%	99.3%

Repair street lights within 5 days of report		Received	27	31	33
CSF 1.3 - 16		Achieved	27	31	32
District Performance (Watford)	100%		100.0%	100.0%	97.0%
		Received	106	138	136
		Achieved	106	136	128
Regional Performance (South West Herts)	100%		100.0%	98.6%	94.1%
		Received	478	567	655
		Achieved	469	556	639
Countywide performance	100%		98.1%	98.1%	97.6%

ITEM 11 - APPENDIX A
OPERATIONAL PERFORMANCE OF HERTFORDSHIRE HIGHWAYS

Indicator	Target		Jun 11	Jul 11	Aug 11
Street lights working as planned		Surveyed	740	824	424
CSF 1.3 - 21		Working	738	821	421
District Performance (Watford)	98%	% working	99.7%	99.6%	99.3%
		Surveyed	2,117	2,032	2,036
		Working	2,085	2,012	2,011
Regional Performance (South West Herts)	98%	% working	98.5%	99.0%	98.8%
		Surveyed	8,357	8,233	8,184
		Working	8,271	8,133	8,045
Countywide performance	98%	% working	99.0%	98.8%	98.3%