

C1 ALL SCHEMES CONSIDERED

Scheme number	Location	District	Issues and Opportunities	Source	Scheme	Commentary
W1	A405/A41 junction (Watford)	Watford	Severance issue for pedestrians and cyclists trying to access housing area between the two roads	Scheme developed in response to identified issue	Convert current footbridge to shared use.	Not recommended as scheme priority due to cost of expanding footbridge.
W2a	A41 from Leggatts Rise to Roundabout	Watford	Speed of traffic deters cyclists. Central reservation gradient also unattractive to cyclists.	Scheme developed in response to identified issue	Consider cycle lane on or off road, potential for toucans and off carriageway cycle lanes	Possible longer term scheme
W2b	Roundabout to junction with Woodmere Avenue (Watford)	Watford	Speed of traffic deters cyclists, central reservations gradient	Watford Cycling Strategy	Consider cycle lane on or off road, potential for toucans and off carriageway cycle lanes	Possible longer term scheme
W3	Wiggenhall Road/the Hornets gyratory around pedestrian zone (Watford)	Watford	Concerns about cyclist safety and hazard of merging vehicles. Junction has been reviewed as part of the Watford Network Congestion Study.	West Watford Transport Plan	Green surface junction treatment. Upgrade crossings to toucans to facilitate cycle movements, improve signage.	Recommended as core route (Proforma 3)
W4	Hospital access/parking (Watford)	Watford	Poor cycle access and a lack of cycle parking	Scheme developed in response to identified issue	Build in cycle lane into hospital and to high quality cycle storage (covered parking) current parking is inadequate and over flowing. Contra flow lane to get out of hospital.	This scheme is located outside of the highway boundary so would need to be taken forward by the landowners

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W5	A41 from roundabout to Leggatts Rise	Watford	Difficult cycling conditions and adverse gradient discourage cycling	Scheme developed in response to identified issue	Implement uphill cycle lane and possible scope for a separate cycle lane.	This scheme has been replaced by Scheme 2a
W6	Chalk Hill junction (Aldenham Road, A4008, A4125, A411) (Bushey)	Watford	Junction is not currently cyclist friendly and could be improved to allow cyclist right turn onto Aldenham Road	South West Herts Transport Plan	Engineering and junction works (ASL, right turning movements)	Recommended as core route
W7	Eastbury Road (A4125) Lower High Street (A411) roundabout under railway (Bushey Arches)	Watford	Roundabout is currently very difficult to navigate for cyclist - opportunity to improve cycle provision.	Watford Cycle Strategy	Needs detailed design.	Possible longer term scheme. Would require detailed feasibility/design study
W8	Southern access to town centre (Watford)	Watford	From end of High Street to end of Lower High Street, potential to create a high quality contra flow lane for cyclists to get direct access to and from Watford town centre from the south. Current cycle infrastructure could be improved.	Scheme developed in response to identified issue	Extend contra flow lane on Lower High Street to provide a southbound contraflow for cyclists only. Continue on to Lower High Street and Watford High Street Station. Signage required on contraflow lane near B&Q.	Recommended as improvement to town centre permeability (Proforma 5)
W9	Greater cyclist permeability in southern business park/retail park - Ebury Way (Watford)	Watford	Current off road/on pavement cycle routes are inadequate, resulting in gaps in the network.	Scheme developed in response to identified issue	Add signage, create an easier environment for those crossing this section on the Ebury Way	Possible longer term scheme which would require consultation with retail park.

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W10	Pinner Road/Oxhey Lane/Little Oxhey Lane/Prestwick Rd (Bushey)	Watford/Three Rivers	Opportunity to create a high quality cycle route, currently central reservations and speed of traffic creates hazardous conditions for cyclists	Scheme developed in response to identified issue	Build in cycle lanes using road space, reduce speed.	Possible longer term scheme
W11a	Cycle access to Croxley Link - part 1	Watford	Opportunity to provide link from existing cycle network to Croxley Link proposed station at Watford Hospital	Scheme developed in response to identified opportunity	On road cycle link on Vicarage Road from junction with Merton Road to Watford Hospital Station (location TBC).	Recommended as part of quiet route network
W11b	Cycle access to Croxley Link - part 2	Watford	Opportunity to provide link from existing cycle network to Croxley Link proposed station at Watford Hospital and onward to the Ebury Way	Scheme developed in response to identified opportunity	On road cycle link on Hagden Lane and Tolpits Lane from junction with Vicarage Road to the Ebury Way (NCN route 6)	Recommended as part of quiet route network
W11c	Cycle access to Croxley Link - part 3	Watford	Opportunity to provide link from existing cycle network to Croxley Link proposed station at Ascot Road	Scheme developed in response to identified opportunity	Cycle link on Ascot Road from junction with A412 to Ascot Road station (location TBC). There is also the opportunity to provide a link from the west to the proposed Ascot Road Station via a quiet green corridor that makes use of the disused railway bridge over the Grand Union Canal	Recommended as part of quiet route network

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W12	Watford inner ring road (Exchange Road/Beechen Grove) (Watford)	Watford	Look into building safer links across the road for cyclists, and make the ring road cyclist friendly - especially for movements to the west.	Scheme developed in response to identified issue	Engineering/cycle lane interventions, especially to the west. Redistribute road space to cycle lanes, improve access to underpass to access town centre from road/ potential contra flow lane and Toucan upgrade to access directly. Segregated cycle route to West Herts College to be provided.	Not recommended at this time due to identified deliverability issues
W13	Hempstead Road (Watford)	Watford	Difficult cycling conditions and safety concerns. Hempstead Road is a key cycle route and has potential for infrastructure and safety improvements.	Scheme developed in response to identified issue		Recommended as lower cost scheme
W14	St. Albans Road (Watford)	Watford	Opportunities for improvements along this key route (from A412 junction with A405 to Balmoral Road junction)	Scheme developed in response to identified issue	Implement continuous on road cycle lane on A41.	Recommended as core route (Proforma 2)
W15	St. Albans Road (Watford)	Watford	Opportunities for improvements along this key route (Balmoral Road junction to junction with Leavesden Road). Currently a very difficult stretch of road for cyclists, narrow road widths frequently congested with traffic. Accident hot spot for cyclists do to the hostile nature of this stretch of road for cyclists.	Scheme developed in response to identified issue	Implement continuous on road cycle lane on A41 in difficult and constrained area. Will need an innovative solution which may require the removal of some on-street parking, or potentially peak hour only lanes.	Recommended as core route (Proforma 2)

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W16	St. Albans Road (Watford)	Watford	Opportunities for cycle infrastructure improvements along this key route (Leavesden Road junction to junction with A411).	Scheme developed in response to identified issue	Implement continuous on road cycle lane on A41. Take account of plans for Watford Junction station.	Recommended as core route (Proforma 2)
W17	Regent and Cecil Street (off St. Albans Road) and possibly Judge Street (Watford)	Watford	Used as rat runs, should be blocked and turned into cul-de-sac, with cyclist/pedestrian access (as with Victoria Road).	Scheme developed in response to identified issue	Road blocking/cycle plugs	Not recommended as part of this study due to identified deliverability issues
W18	St. Albans Road junction with Balmoral Road (Watford)	Watford	Gyratory currently very difficult for cyclist manoeuvres to the right also potential to improve cycle signage and legibility.	Watford Cycle Strategy	Engineering/road reallocation - Cyclist right turn, ASLs on other signals with feeder lanes if possible.	Recommended as core route (Proforma 2)
W19	St. Albans Road Dome roundabout (Watford)	Watford	Potential to improve right turn and access to superstore for cyclists.	Scheme developed in response to identified issue	Cycle lane and contraflow cycle lane right into Asda down past Asda petrol station, then allow toucan access onto A41, both giving access to superstore and mitigating right turn on roundabout. Cyclist improvements to roundabout arms.	Recommended as core route (Proforma 2)

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W20	St. Albans Road junction with A405 (Garston)	Watford	Key junction for cyclists going from Abbots Langley/Woodside - already some cyclist infrastructure provided but more on-road space could be allocated to cyclists. Very wide junction with lots of road space which can be daunting for cyclists crossing just before amber phase.	Scheme developed in response to identified issue	Space allocation/junction design A wide cycle lane could traverse this junction, this would encourage the cyclist to take the correct position across the road, as well as advertising to other road users that cyclists do use this junction and maybe slower than other traffic to cross. Cyclist warning signs at signals on A405 would emphasise this.	Recommended as core route (Proforma 2)
W21	Leavesden Road/Gammons Lane (Watford)	Watford	Current cycle safety issue observed due to speed of vehicles.	Scheme developed in response to identified issue	Speed reduction along route/potential contraflow cycle lane from St Albans Road to Ashby Road. Signage on the Leggatts Way if funding permits.	Recommended as core route
W22	Abbots Langley - Watford link	Watford/Three Rivers	Opportunity to improve link between Abbots Langley and Watford as current cycle provision is poor. Horseshoe Lane also identified as a Hazardous Site.	Scheme developed in response to identified issue	Improve access via College Lane/Horseshoe/St Albans Rd.	Recommended as core route (Proforma 6)
W23	Abbots Langley- Watford link	Watford	Opportunity to improve link between Abbots Langley and Watford as current cycle provision is poor.	Watford Cycle Strategy	Potential off road route from Horseshoe lane through leisure area to cinema/bowling venues	Possible longer term scheme

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W24	Watford Junction Station to Watford Centre link via Woodford Rd, Queens Rd and The Broadway	Watford	Already good connection from Watford Junction via Clarendon Road to Centre, but no signage provided.	Scheme developed in response to identified issue	Improve signage, improve exit from station for cyclists wanting to go to town centre. Feeder lane and ASLs to be examined at junction of Clarendon Rd and Ring Road.	Recommended as improvement to town centre permeability (Proforma 4). Will need to be compatible with recommendations of Watford Cultural Study.
W25	Watford Junction Station to Watford Centre link via Clarendon Rd and Beechen Grove Junction	Watford	Potential to provide alternative route, and also connection from north to Watford centre via Woodford rd, Queen's Rd, The Broadway (or Loates Lane) then under Beechen Grove to Watford Centre via underpass.	Scheme developed in response to identified issue	Potential cycle contraflow lane on Woodford Rd from Watford Junction station. Would need to allow cyclist access to underpass.	Recommended as improvement to town centre permeability (Proforma 4). Will need to be compatible with recommendations of Watford Cultural Study.
W26	Cow Lane (Watford)	Watford	Opportunity to improve cycle facilities, especially through subways.	Scheme developed in response to identified issue	Wide paths - may be suitable for shared usage. Also assess the cycle usage of the subway. £25-30k of funding available for improvements.	Possible longer term scheme
W27	Off road link to North (Watford)	Watford	Currently excellent access to Watford Town Centre via underpass from the south. However, cyclist movements further north are restricted due to significant roundabout (Rickmansworth Road/Beechen Grove.) with no cyclist facilities.	West Watford Transport Plan	Off road link from recently completed off road cycle lane from Rickmansworth rd to underpass, continuing along verge, toucan crossing over roundabout arms, following shared use path and then joining Malden Road before	Recommended as core route (Proforma 2)

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					merging with main road further up.	
W28	Market Street - Eastern access to Town Centre (Watford)	Watford	The ring road creates a barrier for cyclists travelling into the town centre from the west.	Watford Cycle Strategy	Market Street identified as potential key cycle access to Town Centre. Route could be improved through a combination of cycle lanes, ASLs and upgrade of existing crossing facilities.	Recommended as improvement to town centre permeability (Proforma 1)
W29	Dome Roundabout to Woodmere Avenue (Watford)	Watford	Speed of traffic, central reservations and gradient make environment difficult for cyclists	Scheme developed in response to identified issue	Very large road with significant roadside verges, potential to use this width for cycle lanes	This scheme has been replaced by Scheme 2b.
W30	St Albans Road Retail (between Leavesden Road and Balmoral Road (Watford))	Watford	This is a very difficult stretch of road for cyclists, with narrow road widths frequently congested with traffic.	Scheme developed in response to identified issue	Will need an innovative solution which may require the removal of some on-street parking or potentially peak hour only lanes.	This scheme has been replaced by Scheme 15b.

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W31	Access to Grand Union Canal from Hempstead Road(A411) and Neighbourhoods (crossing to footpath) (Watford)	Watford	Very difficult to cross Hempstead Road (major) and currently designated cycle path leads to canal from Hempstead Road but is in very poor repair and access is difficult. School lies just off Hempstead Road (minor).	Scheme developed in response to identified issue	A toucan crossing Hempstead Road (main) from Hempstead Road (minor) to access canal would both improve access for neighbourhood/school/pedestrians but also cyclists. Toucan would provide many benefits and link communities.	Possible longer term scheme
W32	Aldenham Road (From roundabout junction of Bushey Grove Road, Woodlands Road and Aldenham Road to A411)	Watford	Potential to link existing scheme which runs down the B462 from the A41 to the core network at the A411. A gap in the network between Woodlands Road/Bushey Grove Road.	Scheme developed in response to identified issue	Improve cyclist conditions along this stretch of road. Potential interventions include adding in cycle symbols and reducing the speed of traffic. Depending on carriageway widths, a cycle lane on the uphill gradient would improve cyclist safety.	Scheme would link key aspects of the proposed cycle network and improve cyclist permeability.
TR1	Cycle route crossing the A41 (to Gypsy Lane) (Kings Langley)	Three Rivers	Opportunity to improve the crossing for cyclists and provide some additional signage.	Scheme developed in response to identified issue	Engineering to make crossing easier, widen central reservation for both cyclists and pedestrians. Add signs to warn traffic of potential cyclist/pedestrian crossing. Resurfacing of existing off road route.	Possible longer term scheme

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TR2	Chorleywood Station parking (Chorleywood)	Three Rivers	Opportunity to provide additional cycle parking in front of station.	Scheme developed in response to identified issue	Add in 6 Sheffield stands to north side, and 4 to southern platform.	Recommended as lower cost scheme
TR3	Chorleywood - to Berry Lane link via Station Approach and Chorleywood Common	Three Rivers	Currently difficult to cycle between two settlements, choice of either fast, narrow rural route or main road (Rickmansworth)	Scheme developed in response to gap in current cycle network	Aspiration to provide route across Chorleywood Common between Old Common Road junction with Station Approach and Berry Lane. Links with scheme TR4	Possible longer term scheme.
TR4	-Berry Lane to Rickmansworth link - via Valley Road, The Drive and Nightingale Road.	Three Rivers	Currently difficult to cycle between two settlements, choice of either fast, narrow rural route or main road (Rickmansworth)	West Watford Transport Plan	Provision of link between Berry Lane and Rickmansworth to provide alternative to using Chorleywood Road. Links with scheme TR3.	Possible longer term scheme
TR5	Rickmansworth Centre (Rickmansworth)	Three Rivers	Rickmansworth centre currently not cycle friendly, with extremely narrow cycle lanes in places (40cm), one way streets and busy on street parking areas. Difficult to reach Rickmansworth train station or depart from it to the town centre. Opportunity to improve road surface which is currently poor.	Scheme developed in response to identified issue	Would need a suit of interventions to help cyclists traverse Rickmansworth. Would be useful to have a route through Rickmansworth from Ebury roundabout to Park Road roundabout continuing to Scots Hill. Innovative re-design would be needed.	Recommended as improvement to town centre permeability (Proforma 7)

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TR6	Rickmansworth cycle signage (Rickmansworth)	Three Rivers	Opportunity to improve signage to Ebury Way as current provision is not clear enough.	Scheme developed in response to identified issue	Improve signage from Rickmansworth to Ebury Way.	Recommended as lower cost scheme (Proforma 7)
TR7	A412 Watford to Croxley Green station	Three Rivers	Main road link from Uxbridge Road to Croxley Green continuing to Watford centre is difficult for cyclists as little cycle infrastructure provided.	Scheme developed in response to identified issue	Improve cyclist facilities between Watford and Croxley Green	Possible longer term scheme (Proforma 8)
TR8	A412 Rickmansworth to Croxley Green Station	Three Rivers	Main road link from Uxbridge Road to Croxley Green continuing to Watford centre is difficult for cyclists as little cycle infrastructure provided.	Scheme developed in response to identified issue	Improve cyclist facilities between Rickmansworth and Croxley Green	Recommended as improvement to town centre permeability (Proforma 8)
TR9	Rickmansworth Centre Link (Rickmansworth)	Three Rivers	Opportunity to improve difficult cycling conditions around Rickmansworth on A412.	Scheme developed in response to identified issue	Potential separate link between Ebury Roundabout and Park Road going through Rickmansworth, this would need a contraflow but would bypass A412 on easier to traverse route.	Recommended as improvement to town centre permeability (Proforma 7)

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TR10	Rickmansworth - Watford Centre alternative links (Rickmansworth)	Three Rivers	Poor cycle link between Croxley Green/Rickmansworth to Watford centre. Frequently congested road. Potential for alternative (less direct) route.	Scheme developed in response to identified issue	<p>Improve cycle lanes but may not be possible to provide continuous provision. Link with quiet road route via Swiss Avenue. Connect with underpass to Watford centre. Sign alternative route via Swiss Avenue. Provide link to Metropolitan Line station from Rickmansworth Rd.</p> <p>Provide ASLs and feeder lanes on junction with St Albans Rd near station. Cophorne Road is a possible through route - permission required from residents. Extend existing cycle lane on both sides of road to Rickmansworth.</p> <p>Provide links to the potential new secondary school that could be built east of Links Way near Baldwins Lane</p>	Possible longer term scheme
TR11	St Clement Danes School to Rickmansworth	Three Rivers	Opportunity to extend existing cycle route from St Clement Dane's School to Rickmansworth.	Scheme developed in response to identified issue	Existing cycle route from St Clement Dane's School to Chorleywood - extend to Rickmansworth	Possible longer term scheme

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TR12	Chorleywood Station to St Clement Danes School - route via St Clement Danes cycle path, Green Street and Station Approach	Three Rivers	Opportunity to extend existing cycle route from St Clement Dane's School to Chorleywood.	Scheme developed in response to identified issue	Existing cycle route from St Clement Dane's School to Chorleywood - provide missing link to Rickmansworth station	Possible longer term scheme
TR13	Abbots Langley - Croxley Green link via Gypsy Lane, footpath and Grand Union Canal Towpath	Three Rivers	Improve access, currently fragmented and in places dangerous link via canal (Gypsy Lane, Hempstead Rd) Possible link with TR14.	Scheme developed in response to identified issue	Widen traffic island and provide short section of off road route to improve safety of A41 crossing. Improve maintenance and signage on Gypsy Lane.	Possible longer term scheme. Feasibility work has already been undertaken on some route options by HCC/TRDC. Further investigation required to determine most suitable route.
TR14	Hunton Bridge link to existing bridleways and The Grove	Three Rivers	Scheme consists of two routes - one via the Grand Union Canal towpath from Hunton Bridge to M25 and a second from Hunton Bridge to The Grove via Langlebury Lane. This would link with the existing bridleway from Home Farm/Langlebury Lane to Sheepcote Spring. Possible link with TR13.	Scheme developed in response to identified issue	Surface quality and signage along canal route would need improving.	Possible longer term scheme. Feasibility work has already been undertaken on some route options by HCC/TRDC. Further investigation required to determine most suitable route.
TR15	Abbots Langley Centre	Three Rivers	Only one cycle parking stand, limited access for cycling	Scheme developed in response to identified issue	Increase cycle parking.	Recommended as lower cost scheme

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TR16	Rickmansworth Road link	Three Rivers	Poor cycle link between Croxley Green/Rickmansworth to Watford centre.	West Watford Transport Plan	Implement full cycle lane, connecting with underpass to Watford centre	Possible longer term scheme
TR17	Link from Springwell Lane to Field Way (Rickmansworth)	Three Rivers	A412 is currently busy and additional cycle provision would help to improve connectivity to Ebury Way.	Scheme developed in response to identified issue	Provision of signed route on A412 between Springwell Lane and Field Way.	Possible longer term scheme
TR18	Link from A412 to Riverside Drive via Aquadrome and Frogmore Lane and Harfield Rd (Rickmansworth)	Three Rivers	A412 is currently busy and provision of an off-road route would help to improve connectivity to Ebury Way.	Scheme developed in response to identified issue	Off-road route between A412 and Riverside Drive. Link this path with the Ebury Way via Aquadrome	Possible longer term scheme
TR19	Improve access to Kings Langley station via Station Rd (Kings Langley)	Three Rivers	Opportunity to improve access to Kings Langley station which is currently restricted due to road under motorway.	Scheme developed in response to identified issue	Cyclist/pedestrian improvements along Station Road to Kings Langley Station.	Possible longer term scheme
TR20	Improve access to Kings Langley station via Footpath (Kings Langley)	Three Rivers	Opportunity to improve access to Kings Langley station which is currently restricted due to road under motorway.	Scheme developed in response to identified issue	Potential bridleway access from Abbots Road	Possible longer term scheme
TR21	High Elms Lane - Woodside Road to Off Road route	Three Rivers	Opportunity to provide missing link between Parmiters School and the existing cycle network in Abbot's Langley.	Scheme developed in response to identified issue	Partially on road/off road segregated link between Woodside Road/East Lane junction alongside High Elms Lane to Parmiters School. Also	Possible longer term scheme

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TR22	High Elms Lane - Off Road route to A405 North Orbital Rd	Three Rivers	Opportunity to provide missing link between Parmiters School and the existing cycle network in Abbot's Langley.	Scheme developed in response to identified issue	Partially on road/off road segregated link between Woodside Road/East Lane junction alongside High Elms Lane to Parmiters School. Also provide onward link between Parmiters and the North Orbital Road.	Possible longer term scheme
TR23	Junction of Metropolitan Station Approach, Hagden Lane and Rickmansworth Road.	Three Rivers	Key link between the Metropolitan Station which is to be closed, and the new stations along the Croxley Rail Link. Improving crossing facilities at this junction will improve cyclist movements between the old and new stations.	Scheme developed in response to identified issue	Scheme to improve junction for cyclists, including ASLs and feeder lanes on Metropolitan Station Approach and Hagden Lane to support cyclist movements.	Scheme could be included within the new station developments.

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H1	Alternative route from Bushey to Watford (avoiding A411) (Bushey)	Hertsmere	This route would provide a longer but quieter route to Watford town centre	Scheme developed in response to identified issue	Use an alternative route (less direct) on quieter streets to Watford centre, missing Bushey arches/difficult south entrance. Potential for an additional link via path to Bushey. Add ASL at the junction before tunnel; into Watford. Quiet road route via Falconer Rd, Coldharbour Lane and Catsey Lane	Possible longer term scheme. Further liaison with Hertsmere Parks Team is required on this scheme together with investigation to determine the most suitable route.
H2	High Road, Sparrows Herne, High Street, London Road to junction of Windmill Lane and High Road (A411 Bushey to Watford)	Hertsmere	Current issues of gradient, speed of vehicles, many 'pinch points' where central reservations have been put in create very difficult cycling conditions on a route that would be ideal for commuter cyclists	Scheme developed in response to identified issue	Reduce speed and add in cycle lanes both ways. Create an advisory cycle route between Bushey and Watford Centre. Also sign alternative route on footway. Link with proposal for Oxhey Bridge and conversion of permissive path to cycling.	Possible longer term scheme
H3	Quiet road alternative to A411 (Bushey) Attenborough's Fields via Haydon Rd to Merry Hill via footpath	Hertsmere	Opportunity to provide a quiet road route alternative to A413	Scheme developed in response to identified issue	Link Merry Hill Road with the end of Haydon Road/Cross Road	Possible longer term scheme. Further liaison with Hertsmere Parks Team is required on this scheme together with investigation to determine the most suitable route.

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H4	Quiet road alternative to A411 (Bushey) Fields End Close to bridleway	Hertsmere	Opportunity to provide a quiet road route alternative to A412	Scheme developed in response to identified issue	Develop signed route linking Upper Paddock Rd to Merry Hill Road.	Possible longer term scheme. Further liaison with Hertsmere Parks Team is required on this scheme together with investigation to determine the most suitable route.
H5	Quiet road alternative to A411 (Bushey) Fields End Close to Merry Hill Rd via footpath	Hertsmere	Opportunity to provide a quiet road route alternative to A411	Scheme developed in response to identified issue	Develop signed off-road route linking Fields End Close and the existing bridleway.	Possible longer term scheme. Further liaison with Hertsmere Parks Team is required on this scheme together with investigation to determine the most suitable route.
H6	Quiet road alternative to A411 - via Merry Hill Road	Hertsmere	Opportunity to provide a quiet road route alternative to A411	Scheme developed in response to identified issue and opportunity	Develop signed on road route linking London Road/High Street and Sparrows Herne via Merry Hill Road.	Possible longer term scheme. Further liaison with Hertsmere Parks Team is required on this scheme together with investigation to determine the most suitable route.

