

Watling Chase Greenways Strategy

NATIONAL DEMONSTRATION PROJECT

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Watling Chase Greenways Strategy

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Watling Chase Greenways Strategy

1. Introduction

The Vision for Watling Chase Greenways is:

'A community partnership to develop an accessible network embracing town and countryside for non-motorised' local journeys.'



Official opening of Allum Lane Spinney, Borehamwood

Watling Chase Greenways is one of the original eight national Greenways demonstration projects² chosen by the Countryside Agency to develop the idea of a Greenways network over a period of three years. The project is located just north of London in the area of Watling Chase Community Forest³, chosen to help the Forest achieve its own full potential, particularly in terms of sustainable access.

Already during the period of the pilot the project has successfully completed important missing links in the Greenway network, totalling 8km in length, which are proving very popular. For details of specific routes and a brief history of the project see Appendix B.

This Strategy will detail how Watling Chase Greenways will go forward in the next ten years (after the pilot period has ended in March 2002) to implement the rest of the proposed network.

¹ Powered wheelchairs and scooters for disabled use, with a maximum speed of 4mph, are not included in the category of motorised use. Their use on Greenways for people with disabilities will be encouraged.

² Full list in Appendix A.

³ Included in the Community Forest area are Hertsmere Borough Council, St Albans City and District Council, Welwyn & Hatfield District Council and Watford Borough Council as well as parts of the London Borough of Barnet and Harrow.

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What are Greenways?

Greenways are primarily car-free, off-road routes that connect people to facilities and open spaces in and around towns and out to the countryside. The focus is on providing a network for walkers, cyclists and horse riders of all abilities to encourage sustainable commuting to school and work, and also to provide opportunities for leisure (see Appendix A for a fuller description).

Who is involved?

The project is based on a partnership consisting of:

- **Watling Chase Community Forest**
- **The Countryside Agency**
- **A Community Steering Group** incorporating representatives from different user groups (full list of members in Appendix C)
- **Hertsmere Borough Council**

This partnership is a vital aspect of Watling Chase Greenways and with the particular emphasis on local involvement is what has set it apart from the other national demonstration projects, proving the project to be a model of good practice⁴.

This document focuses on the Hertsmere area of the Forest as the Borough Council has provided the lead for the project. It is hoped that in the future further co-ordination with the surrounding districts will ensure that the network of Greenways routes proposed here will be one that connects with routes beyond the boundaries of Hertsmere and Watling Chase Community Forest (see Map 1 in Appendix D).

The document is divided into a further nine **chapters**:

2. Objectives

Sets out the objectives of Watling Chase Greenways.

3. Policy

Shows how the objectives are justified in policy, at national, regional and local levels.

4. Benefits

Details the benefits of realising the objectives.

5. Demand

Assesses the demand for a non-motorised network, using the Demand Study (Scott Wilson,2000) and 'Assessment of Watling Chase Demonstration Area' (ajt, 2000), and looks at the importance of the monitoring of routes.

6. Network Development

Looks at how routes are chosen/prioritised, including the possible barriers to development.

⁴ Appendix M lists the Steering Group's comments on the project itself and on their own involvement, collected in the end of pilot review for the Countryside Agency, November 2001.

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7. Action Plan and Costs

Shows an action plan of prioritised routes and an estimation of overall costs.

8. Funding

Identifies potential sources for capital and revenue funding, as well as possible agencies that could work in partnership with Watling Chase Greenways.

9. Promotion

Outlines the different types and purposes of promotion.

10. The Way Forward

Details future courses of action using the PACE process (Plan, Action, Check, Enable -ajt Consultants) as a guide.

2. Objectives

Watling Chase Greenways aims to:

- facilitate shared use of off-road routes, 'quiet roads/lanes' and busier roads, where appropriate, by non-motorised traffic
- create a continuous 'connected' network
- improve access to a variety of destinations including work, school, leisure facilities, shops, bus stops, train stations
- provide routes that fulfill more than one journey purpose
- connect towns with the countryside and vice versa
- enable people to start their trip from home or to provide links with passenger (formerly public) transport
- make links to networks beyond Hertsmere and Watling Chase Community Forest e.g. the National Cycle and Bridleroute Networks

It is expected that Greenways routes will be used for both utility/transport and leisure/recreational purposes, within which this project aims to:

Transport

- increase non-motorised travel, reducing reliance on the car
- increase the choice of means of getting about other than by private car
- integrate with other forms of transport
- reduce the overall distances travelled by car
- create direct linear routes

Leisure

- encourage the public to return to or take up walking, cycling or horse riding
- encourage the public to walk, cycle and horse ride more often
- provide attractive routes for leisure and recreational purposes
- encourage tourism, attracting visitors both from the local area and, by linking with national networks, from further afield
- provide areas, or links to areas, to facilitate enjoyment of the countryside for other activities such as fishing, bird watching
- provide circular routes of varying lengths
- provide routes suitable for family use and others of varying abilities
- link out from urban areas to the countryside
- help Watling Chase Community Forest reach its full potential



Merryhill Greenway, Bushey



Allum Lane Spinney, Borehamwood

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Greenways in this project have been, and will continue to be, developed for the local community. To maximise the usefulness of the routes the project therefore aims to:

- create routes where the local community needs them
- include routes for users of all abilities from all sections of the community
- create links between communities
- develop a consensus between different users
- encourage a more positive attitude towards travelling by means other than by car
- encourage use through good publicity, etc.

Other aims of the project are to:

- assist with the improvement and extension of the current provision of the rights of way network and the safe use of suitable parts of the road network
- provide network facilities, e.g. crossings, cycle storage
- create routes that are in harmony with different types of land use
- develop and maintain routes to an agreed standard
- work in partnership with others who have similar aims or who can benefit from route development in different ways, e.g. landowners, neighbouring districts
- provide Hertsmere Borough Council with a Walking Strategy and updated Cycling Strategy

3. Policy

The aim of Watling Chase Greenways is to provide a safer and healthier alternative way of getting about for people of all abilities, be it for a leisurely Sunday outing into the countryside or for getting to school, work or the shops. It is hoped that people will feel encouraged to leave their cars at home, and therefore reduce congestion and pollution, and walk or cycle more.

Routes will be selected according to local need, determined in consultation with actual members of the local communities involved, and will eventually provide a comprehensive off-road network throughout Hertsmere and the area of Watling Chase Community Forest.

The 'Assessment of Watling Chase Greenways Demonstration Area' (ajt, 2000) has shown that this broad aim fits in well with policy set at several levels.

Watling Chase Greenways will go some way in helping to realise Central Government's aims for:

- **increasing non-motorised travel, especially cycling and walking, by providing more opportunities to use other forms of transport besides the car,**
(Road Traffic Reduction Act, 1997; National Cycling Strategy, 1996; 'Encouraging Walking'; Planning Policy Guidance 17, Sport, physical recreation and open space),
- **increasing access for all to the countryside by creating new routes, improving existing rights of way and by providing information about access opportunities,**
(Rural White Paper 'Our Countryside - The Future', November 2000; Countryside and Rights of Way Act 2000; Disability Discrimination Act 1995)
- promoting sustainable development by providing access to new and existing developments for cyclists and walkers,
(Planning Policy Guidance 13, Transport & Planning),
- **fulfilling targets it has set to improve the Nation's health by encouraging people to take more exercise,**
(‘Saving Lives: Our Healthier Nation’).

At Local and County levels Greenways will help in:

- **achieving sustainable transport targets by reducing dependence on the car,**
(The Hertfordshire Structure Plan Review 1991-2011; Hertfordshire Local Transport Plan; Hertsmere Local Plan (Post Inquiry Modifications Version 2000)),
- **addressing integrated transport provision by making connections with bus and train stations, etc,**
(Hertfordshire Structure Plan Review; Local Transport Plan; Local Plan; Hertsmere Environment Policy),
- **tackling traffic safety issues by enabling 'safe routes to school' and work,**
(Hertfordshire Structure Plan Review; Local Transport Plan; Local Plan; Watling Chase Community Forest's Forest Plan),
- **asserting and protecting the rights of the public to use the rights of way network,**
(County Council Rights of Way Good Practice Guide- Operational procedures and standards for the rights of way network (April, 2001))

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- **developing leisure and tourism, particularly countryside recreation,**
(An Action Plan for Hertfordshire - 'Working together for leisure' 1997-2002; County Rights of Way Improvement Plan (to be developed as a requirement of the Countryside and Rights of Way Act 2000); County Access Strategy (also to be developed in the future); 'Leading leisure to the new millennium, for the future of leisure in Hertsmere),
- **providing urban/rural links to increase the opportunities for recreation and employment and improving access to services for rural people,**
(PPG 17, Sport, physical recreation & open space; County Council Rights of Way Good Practice Guide - Operational procedures and standards for the rights of way network; Local Transport Plan; Local Agenda 21).
- **contributing towards environmental improvement by helping in the reduction of pollution and congestion, and by playing its part in the protection and enhancement of natural habitats,**
(The Hertfordshire Structure Plan Review; Local Transport Plan; Hertsmere's Environmental Policy),
- **addressing health issues by providing more opportunities for exercise,**
(Local Transport Plan; 'Leading leisure to the new millennium, for the future of leisure in Hertsmere; Hertsmere Primary Care Trust's Health Improvement Plan),
- **educating new generations by creating safer routes to school, by providing areas for nature study and by promoting non-motorised transport as an alternative to the car,**
(Hertfordshire Structure Plan Review; Hertsmere Primary Care Trust's Health Improvement Plan),
- **contributing to the local economy by attracting visitors who spend in shops, etc, and who increase the need for economic development,**
(Local Transport Plan; Hertsmere Local Plan),
- **facilitating employment opportunities through economic development/regeneration and enabling access to more jobs,**
(Local Transport Plan; Hertsmere Local Plan),
- **achieving Local Agenda 21 policy - local people working in partnership to make a difference to their environment,**
(the Hertfordshire Structure Plan Review also emphasizes the importance of increasing community awareness and involvement),
- **pursuing 'access for all' by catering where possible for people of all abilities from all sections of the community,**
(Local Transport Plan; 'Leading leisure to the new millennium, for the future of leisure in Hertsmere; Watling Chase Community Forest's 'Forest Plan'; Hertsmere Primary Care Trust's Health Improvement Plan).

Watling Chase Greenways can therefore be clearly seen to go a long way in meeting policy that is already in existence (see also Appendix E). Working in partnership with other agencies who have similar aims, such as the Health, Education and Highways Authorities, will facilitate this and will also help them realise their own full potential.

It is hoped in the longer term that Greenways itself will become fully integrated into the policy framework (see Appendix F for further details) by becoming part of national and regional Transport Policy.

Within the borough of Hertsmere this Strategy will replace the existing Watling Chase Greenways Policy Statement and the existing Cycle Strategy and also serve as a walking strategy.

4. Benefits

One of the benefits for Watling Chase Greenways is the meeting of local, regional and central government policy and targets as set out in the previous chapter. Other benefits, some of which may already been introduced, are as follows:

- **Integrated sustainable transport system**

A Greenways network can help to achieve this by encouraging a reduction in car use by providing alternative ways of getting about, such as walking and cycling, which reduce congestion and pollution. This will be particularly useful at peak rush hour times when people are travelling to work or school.

Promotion of the use of non-motorised transport as an alternative to the car will also help in the realisation of sustainable travel and connections with passenger transport will mean that the system is an integrated one.

Greenways will help in tackling safety for non-motorised users by reducing their danger from motorised traffic via shared use of footways or off-road routes and through improved road crossings. This will in turn help in minimising the number of accidents on the roads, a transport priority for Hertfordshire County Council.

- **Value for money leisure provision**

With limited available resources for new leisure developments Greenways can be more cost effective than small sports centres (Scottish Sports Council - Scottish National Heritage). They are cheaper to implement and to maintain and can still meet the demands of many, especially those who prefer more informal sporting activities.

Greenways can also add value to existing facilities by increasing their use. For example by linking parks and open spaces together (e.g. the Gateway sites of Aldenham Country Park, Shenley Park) or by adding loops to established long distance routes (e.g. the Timberland Trail, the Alban Way, National Cycle Network route 6) making them more available to local residents.



Parkfields, Borehamwood

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- **Environmental enhancement and protection**

As well as reducing congestion and pollution Greenways will generate opportunities for biodiversity in the development of new routes. With consideration of wider environmental issues such development can ensure minimal impact to existing habitats, including those of crops and livestock. New opportunities for environmental enhancements along existing routes will also be possible.

Greenways funding will benefit areas currently lacking green spaces provision to provide enhanced access opportunities to the wider countryside.

- **Health improvements**

Health will not only be improved through the reduction in pollution from exhaust fumes but also by providing more opportunities for exercise, be they for commuting or for recreation. With routes available doctors will be able to prescribe 'walking for health' to help in combating heart, circulatory and obesity disease.

- **Economic development/regeneration and support**

By attracting visitors who spend and use services, such as pubs, shops and passenger transport, the local economy is reinforced and, where demand outstrips supply, developed. New businesses will provide greater job opportunities for the local population and Greenways can provide the routes to get there.

- **Social inclusion**

Greenways can be used by all sections of the community, regardless of age, ability or income, with costs for trips being free or minimal. Urban residents, who had previously been neglected in terms of safe leisure routes, will benefit from increased provision. Local Government Act (1994) emphasises councils' obligation to:

'ensure that there is adequate provision of facilities for the inhabitants of their area for recreational, sporting, cultural and social activities.'

In areas where there is little or no passenger transport provision and/or where there is low car ownership, Greenways will enable:

- people to access a wider range of jobs and facilities
- employers to take on staff from a wider area



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- **Community development**

Involving the local community in the development of the network will mean that they will have a feeling of local ownership and pride. By coming together to make decisions about their own environment they can strengthen their communities and feel empowered. Relations between Hertsmere Borough Council and the people they represent can also be reinforced.

All the above contribute to the overall benefit of **improved quality of life**. This means better health, safer journeys and a greater feeling of well-being for the residents of Hertsmere and Watling Chase Community Forest (and beyond).

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5. Demand

This chapter assesses the demand, both actual and potential, for a non-motorised network within Watling Chase Community Forest. The information will be used to justify the development of a network per se (together with Policy and Benefits) and will also help (in later chapters) to prioritise the type and location of routes as well as give some idea of their likely use.

Demand has been demonstrated through the two following studies: the Assessment of Watling Chase Greenways Demonstration Area (ajt, 2000) and Watling Chase Greenways Demand Assessment (Scott Wilson 2000).

Assessment of Watling Chase Greenways Demonstration Area (ajt, 2000)

This document provided a comprehensive 'SWOT' (Strengths, Weaknesses, Opportunities, Threats) analysis of Watling Chase Greenways and as part of this study a user and interest group consultation exercise was carried out.

This showed that there was very strong support for the concept of Greenways (98%) and that the demand was primarily for recreation. However the existing relatively high use of roads and urban routes suggested that there was real potential for using Greenways for transport/utility as a means of avoiding traffic.

The survey also highlighted the poor links with (and the provision of) public transport, and the lack of provision for horse riders, despite demand and interest. Car dominance was also emphasised with the high recorded use of private vehicles.

With fairly positive opinions of the current network (including rights of way) the study concluded that there were opportunities to build on what already exists via improvements and increased provision. Addressing safety issues and ease of access/use were emphasised above all as requirements for Greenways.

Watling Chase Greenways Demand Assessment (Scott Wilson 2000)

This document concentrated on identifying the existing and potential demand in both Hertsmere and Watling Chase Community Forest for a Greenways network. The assessment was based on four surveys: household, schools, businesses and consultation with a wide range of individuals and organisations. (See Appendix H for further details).

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The household survey, involving 446 telephone interviews, found:

Interest in using Greenways

	Definite	Possible	TOTAL
Leisure	61 %	23 %	84 %
Health & fitness	52 %	19 %	71 %
Shopping	48 %	16 %	64 %
Work	22 %	14 %	36 %
School	29 %	10 %	39 %

Interest in using Greenways for leisure was particularly high in cyclists (88% of those asked) and horse riders (78% of those asked).

A high demand for leisure reflects the above average participation of walking, cycling, horse riding and jogging in the area (compared with national rates in Living in Britain- 1996 General Household Survey). Horse ownership is also above average with 4% having regular access to a horse.



Great North Cycle Route, near Potters Bar

It is expected that people who start by using Greenways for leisure will in turn be encouraged to use them for utility and transport.

Findings in the Demand Study that suggest the potential for developing the transport and utility use of Greenways are:

- 68% of respondents indicated that a member of their household already walked/cycled to the shops
- around 20% of respondents indicated that a member of their household already walked/cycled either to work or to school
- the current frequency of cycling/walking trips was strongest for work (58% daily) and for school (85% daily)
- 80% of households with children and 38% of adult only households had at least one bicycle

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The main factors stated that would encourage use of a non-motorised network include:

- improving safety (19%)
- reducing traffic (10%)
- creating more cycle ways (10%)
- improving pavements/paths (8%)

From the school survey (in which 19 primary and 4 secondary schools responded) it was found that:

- 44% of primary school pupils currently walk/cycle to school. 48% of schools actively encouraged walking to school
- 5 out of 23 schools had a school travel plan to identify more sustainable movement of pupils to school
- 50% of respondents felt that the provision of safe cycle/walking routes would encourage pupils to walk/cycle (only one of the schools taking part in the survey had a cycle track leading to it)

Currently only 5% of secondary school pupils walked/ cycled to school...the rest coming by bus or by car. This is partly due to the wider catchment area of such schools. However there is some potential here to increase the numbers of walkers and cyclists who live close to their school.

Responses from the business survey⁵ largely focused on the barriers to their employees walking/cycling to work but those with a local catchment area showed a stronger interest in developing more sustainable transport options. Some already had cycle tracks and facilities in place and one had a travel plan. It must be noted however that only a small number of businesses replied.

Consultation with the Steering Group and with other interested parties found that:

- there was a strong and growing demand for leisure
- routes were needed to link places and services together, including residential areas, passenger transport
- a range of routes was needed to cater for the needs of all ability and user
- circular routes were favoured for leisure and direct linear routes for commuting
- safe routes into/out of urban areas were required
- improvements should be sought for dangerous crossings
- traffic calming should be implemented where appropriate
- the potential for more effective use of the current rights of way network should be realised
- routes could serve as an introduction to both non-motorised transport itself and also to accessing wider areas
- routes should be local (1-1.5 miles)
- the main demand for cycling was off-road for families and novices
- provision for horse riders was disjointed because the existence of major roads

⁵ Information was collected from 29 of the 100 top businesses (based on employee numbers) that were approached in the area.

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When the Demand Study was carried out the responses from the surveys were largely relevant to using Greenways for leisure. Since then transport and utility use has been considered by the Steering Group to be as important. Further study on current and potential transport use will therefore need to be conducted in the future to augment the information gathered from the present Demand Study.

Monitoring

Monitoring is useful in establishing current and potential demand on specific routes and in general, and is an important tool for assessing the success of routes after they have been upgraded or developed. It can also provide a rough guide to the amount and type of use a route of a similar nature and situation could attract.

Monitoring usually consists of counting different types of user over a selected period/s and/or asking users a series of questions. It must be noted that to be able to make direct comparisons, between before and after work or between different routes/locations, surveys and counts must be carried out under as similar circumstances as possible. To get a true feel for the number of users on a given route for transport and leisure purposes both weekday and weekend counts/surveys need to be undertaken, as well as a spread of time slots.

So far monitoring has been carried out on three completed sections of Greenway: Allum Lane Spinney in Borehamwood, Merryhill Greenway in Bushey and Potters Bar Bridleway 24 in South Mimms. Users were counted and also surveyed between 7.30-10am and 2-4.30pm on a weekday in December, 2001. Findings included:

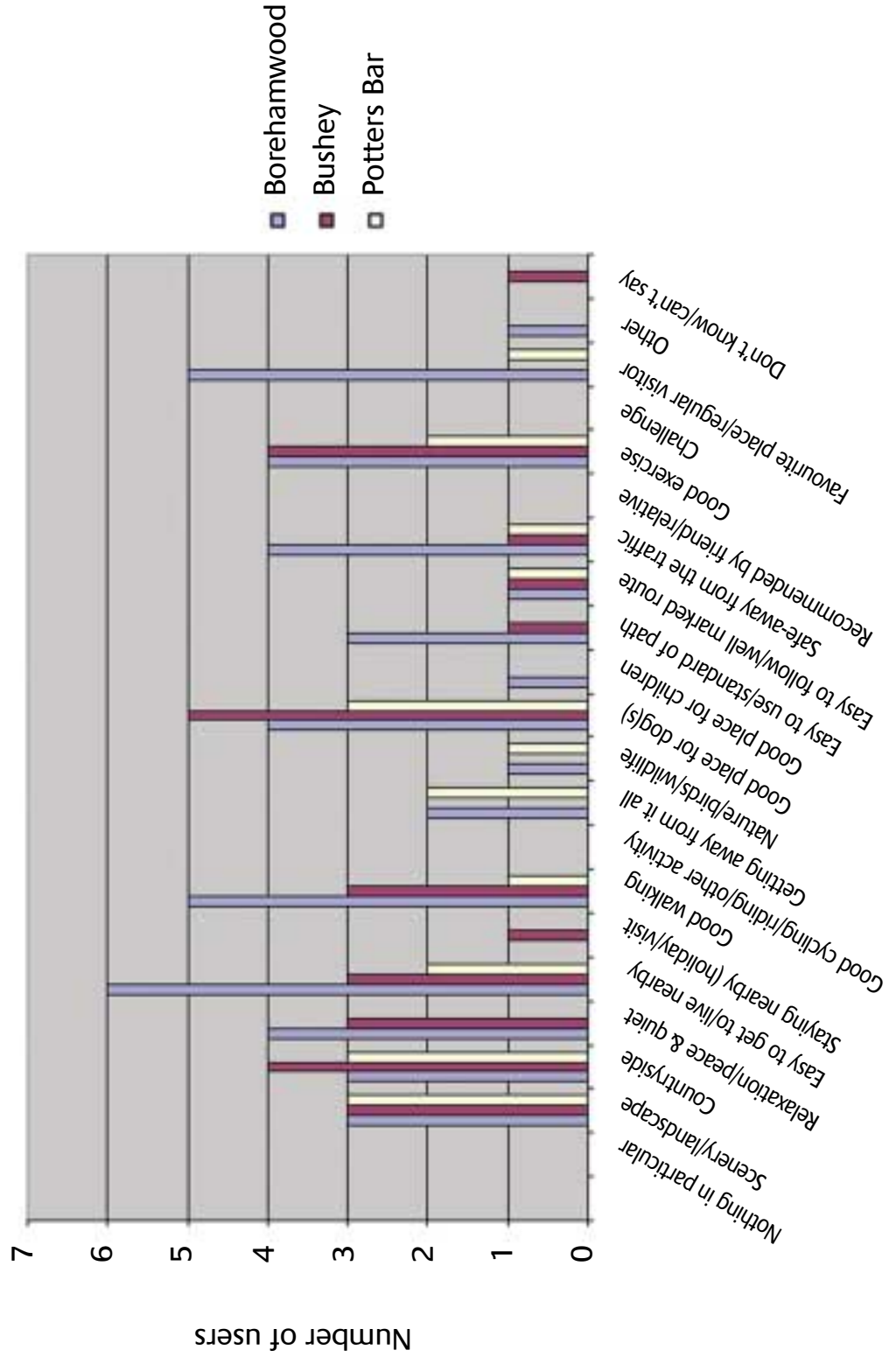
- dog walkers were the most frequent user of all three routes,
- Merryhill Greenway was the most frequented of the three routes with a good spread of use but being particularly busy between 8.30-9am and 2.30-3.30pm,
- most people walked to the start of the route,
- most people either visited the route daily or at least 4/5 times/week both in the summer and the winter,
- most users rated the Merryhill and the Allum Lane Spinney routes as being good to excellent overall,
- nearly all users lived within 1 mile of the track and usually used the path for leisure,
- easy to get to, good exercise, good place for dogs were the main factors that attracted the users to the routes.

Although numbers were limited it would seem from these results that routes such as Merryhill Greenway, which directly connect settlements and facilities as well as providing an opportunity for leisure, are the most frequented.

One count was also undertaken at Allum Lane Spinney on an afternoon at the weekend which showed greater and more varied use of the path than on a weekday. To get a fuller picture therefore it is intended that the above monitoring be repeated in the summer and at the weekend, when there may be greater use by cyclists and horse riders and by other types of walker. (See Appendix J for further details of the results of the monitoring).

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Graph to show what attracted users to our Greenways



6. Network Development

Justification of route selection and prioritisation

Routes are selected and prioritised according to several criteria including:

- **Current and potential demand** (see previous chapter) - this is important in terms of creating a network of routes that the community actually wants and will benefit from. It is hard to ascertain exactly how many more people will use a route (potential demand) once it has been implemented but previous experience (ajt) has shown that often it is more than predicted estimates.
- **Existing routes** - these include within Watling Chase Community Forest (see map 2 in Appendix D):
 - public rights of way (footpaths, bridleways, BOATs⁶, RUPPs⁷ (restricted byways))
 - cycle tracks
 - shared use footways
 - long distance routes (e.g. Great North Cycle Route, National cycle network 6 from Watford to St Albans and H25)
 - traffic-calmed roads

How well a proposed route links in with the existing network of routes or how easy it would be to improve an existing route to multi-user status will play a part in determining its priority. Connecting with routes outside of Watling Chase Community Forest is also important if continuity between areas is to be encouraged.



Allum Lane Spinney before work began



Work in progress



The completed Greenway at Allum Lane Spinney

⁶ A BOAT is a Byway Open To All Traffic

⁷ A RUPP is a Road Used as a Public Path

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- **Circular/linear routes** - the Demand chapter shows that both circular and linear routes are important: the first largely for leisure and the latter mainly for transport/utility.

The directness and ability to connect communities of linear routes is particularly important if people are to be encouraged to give up their cars to use the routes for commuting, either by cycling or by walking. Circular routes are favoured for leisure to encompass several sites of interest and also to enable returning back to the user's home, horse stable, public transport connection or car.

Longer distance opportunities can also be achieved by threading through the sides of the circular routes/circuits.

Circuits have been proposed based on each of the following residential areas:

- North Bushey
- Aldenham
- Radlett
- Elstree
- Shenley
- Ridge
- Potters Bar

Borehamwood has no complete circuit, but a semi-circular route, using parts or several of the others, makes a Borehamwood loop.

Maps 3 and 4 demonstrate the key linear and circular routes. The parts of the proposed Greenways network (full breakdown in chapter 7- Action Plan) that fulfill these will be given the highest priority. The order of priority is as follows:

1. Being part of a circular and a linear route simultaneously
 2. A linear route connecting communities
 3. A circular leisure route
 4. A route that is not part of a linear or circular route
- **Routes with a purpose** - routes must have a purpose if they are to be used. This will vary but routes that link communities and meet a variety of purposes will receive priority. Purposes might include:
 - Commuting to work (key employment destinations include several industrial parks and three large laboratories)
 - Commuting to school
 - Shopping
 - Recreation/leisure
 - Sport/fitness
 - Getting to passenger transport connections

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- Getting to various facilities including places of interest, leisure centres, libraries, churches, etc

See map 5 for the location of key origins/destinations in the area.



Parkfields, Borehamwood

- **Accessibility** - routes should be as accessible as possible to the communities they serve, in terms of:
 - Getting to them, either by being on people's doorsteps or by having links with other rights of way or with public transport
 - Meeting the needs of those with a disability or those who find it difficult to get around, where practicable
- **Safety** - routes will need to be perceived as safe to enable use, particularly for families, the elderly, people with disabilities and novice cyclists and riders.
- **Quality of routes** - in order for Greenways routes to be used to their full potential they must be developed to an agreed consistent standard, which will vary according to location (urban routes are more likely to be surfaced with tarmac which would not be appropriate for a route in a more rural setting). Factors important to quality are:
 - Providing a surface and gradient that is appropriate to the surroundings and likely use
 - Providing adequate width to minimize conflict between users
 - Providing consistent and continuous signage
 - Providing lighting, gates, seating, secure storage for bicycles as appropriate
 - Creating an environment that is attractive through landscaping and planting

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- Providing good information with leaflets, route information, maps etc, and on site via interpretation boards
- Continuing to maintain the site



Shenley Road, Borehamwood

It must also be noted that:

'All routes which are also public rights of way will be constructed (at least) to the minimum standards as set out in the current version of the Hertfordshire County Council Rights of Way Good Practice Guide'.

Potential barriers to route selection/implementation

- **Legal issues** - existing footpaths and bridleways to be improved to multi-user status will also need their legal status upgraded, to include rights of passage for cyclists and horse riders as appropriate⁸. Changes in status require a legal order to be made which relies on resources being available within the County Council Rights of Way Unit. Cases will be prioritised according to principles of public safety, levels of use or potential use and the impact on the overall network. It is vital to get the landowners agreement and where possible asking them to dedicate the higher rights. Other processes are available but are likely to result in a Public Enquiry, costing £10,000, and taking several years to conclude. Negotiations with landowners to achieve an alternative route (either dedicated or permissive), e.g. round field boundaries, are also something to be considered and could be to the landowner's benefit as well as to Greenways.

⁸ According to the Highways Act and the Countryside Act, work on a route that is detrimental to horses to use as a bridleway is not considered an improvement. It must also be noted that cross field footpaths and bridleways can legally be allowed to be left in a deep ploughed condition for up to fourteen days in each cultivation cycle. Upgrading the route to a cycle track could remove this right but landowners do have the right to veto such an upgrade.

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Enforcement of the legal use of a right of way may be an issue, particularly in areas where there is potential for illegal access e.g. by motorcycle riders. Avoiding increased crime in the countryside through improved access is also a factor to be considered.

- **Severance** - gaps or difficult road crossings. These are difficult to avoid and will mean that some routes will be chosen to complete the Greenways network which are not and could not be classed as Greenways, e.g. sections of B road which are busier than 'Quiet roads/lanes' and which might also contain difficult road crossings. These routes and crossings will need to be assessed to determine how they could be made safer for non-motorised user traffic and the necessary improvements, such as traffic calming measures, segregating traffic, installing road islands, made.
- **Archeological/ecological importance** – areas may be designated as nature reserves, Sites of Special Scientific Interest (SSSI's), etc and so may not permit route development near or within them or may have restrictions on such development.
- **Cost** - routes will vary in the amount of funding needed to develop or improve them and indeed maintain them. Some may be more expensive than others and not demonstrate as good value for money in terms of satisfying the above criteria for selection.
- **Time** - may limit the ability to create an inter-connected network.
- **Access** - not all routes will be able to include access for all due to the nature of the route or information.

Types of route to develop

- **Off-road Greenways** - including the development of existing footpaths and bridleways, as well as the creation of entirely new routes, depending on their feasibility. (See map 6). These will have the legal status of bridleway if suitable for horses or else as footways/footpaths with cycle track orders on or beside them.
- **Quiet roads/lanes** - serving as important links with other parts of the Greenways network (see Appendix B for further details). Regulations for 'quiet roads' have yet to be established. Some physical work on the ground may be needed such as signs to maximize the quietness of the road and traffic speeds reduced. (See map 7 of proposed quiet roads)

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- **On/beside roads** - as mentioned above there are areas in the network where there is no alternative but to use a stretch of road busier than a quiet road in order to ensure the network is a connected one. (See map 8 for proposed links on /beside busy roads). Where possible dedicated non-motorised routes on existing pavements and/or landscaped into wide verges will be used and/or developed. Where this is not possible measures such as traffic-calming will need to be considered to facilitate safer passage for non-motorised users



Great North Cycle Route, near Potters Bar

- **Schemes as part of development** - limited in the area of Watling Chase Community Forest given its green belt nature but nevertheless an opportunity to be considered.

It must be noted that whilst Greenways aim to encompass the needs of pedestrians, cyclists, horse riders and those with impaired mobility, their needs are not necessarily the same and it may not always be possible, or desirable, to try to meet their needs on the same stretch of Greenway.

7. Action Plan & Costings

The Network

Using the criteria outlined in the Network Development chapter a comprehensive network for Watling Chase Greenways has been proposed (see map 9 in Appendix D).

This includes *existing routes*:

- ✓ On/beside road/byway open to all traffic (BOAT)- including long distance cycle and horse routes, and RUPPs (30.883km)
- ✓ Traffic-calmed roads (9.289km)

And *proposed routes for development*:

- off-road greenways, including existing bridleways and footpaths (56.313km)
- quiet roads/lanes (6.844km)

The total length of this part of the proposed network (within Hertsmere) is therefore 103.329km. Sections of roads busier than quiet roads/lanes will be used where necessary to connect the network.

Route priority

Each major link in a route has been initially assessed according to whether it is part of:

1. A circular and a linear route simultaneously
2. A linear route
3. A circular route
4. A route that is not part of a linear or circular route

1 has the highest and 4 the lowest priority to be developed.

The resulting map (Map 10) in Appendix D and table in Appendix K form the basis of Watling Chase Greenways development *Action Plan*.

The links listed will also expand and bring up-to-date the list in the Movement chapter of the Hertsmere Local Plan (Post Inquiry Modifications Version 2000) to be used as Supplementary Planning Guidance when dealing with development issues.

Route assessment

A more detailed Action Plan will be achieved when a fuller assessment of each individual link in a route has been carried out. Information gathered will help to determine each link's relative priority within its respective category and will be entered into a database. Details for each link will include:

- Legal Status on the Definitive Map
- Legal status desired
- Current length & width of route
- Current surface

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- Current ownership of land
- Current land use
- Ecological and/or archeological significance (including Environmental Impact Assessment)
- Land needed
- Strategic importance - where it is and what it links
- Physical problems including drainage, surfacing
- Estimated costs

It must be emphasised that the Action Plan is intended only as a base from which to work and that the local community will be consulted on the development of any proposed route in their area. Comments will be invited on such factors as the precise location of a route, its proposed use and its construction and maintenance. It must also be noted that priorities of routes may change with the passage of time as circumstances alter, creating new problems and other opportunities.

Costings

The type of work needed for each proposed off-road greenway will vary and so costs per kilometre can range from £25 000 to £100 000 (ajt). Working however with an average figure of £60 000 it can be estimated that to develop 56.313km of off-road routes approximately £3.4 million of capital will be needed.

The quiet roads/lanes will also need funding but it is hoped that work will be mainly limited to signage, with minimal construction costs. It is estimated therefore that a further £125 000 will be needed to develop these routes.

The total amount of capital required to develop the network of Watling Chase Greenways is therefore approximately £3.5 million. This figure is based on costs current at the time of writing and so should be used only as a ballpark figure.

Measures to be implemented on/beside busy roads to facilitate safer passage for non-motorised users will require separate costings.

8. Funding

During the three years of the pilot, Watling Chase Greenways has made use of grants from the Countryside Agency and found match funding from sources such as the Rights of Way maintenance budget and the Cycling fund⁹ of Hertfordshire County Council, and Section 106 agreements with developers. This has meant that it has been possible for a number of routes and missing links in the network to be developed or improved.

Such funding will continue to be important in the future, together with further monies obtained via the Local Transport Plan. Additionally accessing a broader range of resources will help with the development of the network of Greenways over the next ten years. These are varied (suggested list, including Local Authority finance, in Appendix L) and could include the Lottery Fund, European Union finance, local businesses and forms of taxation designed to encourage 'greener' practices, e.g. landfill tax.

The chances of securing financial backing could be further increased if agencies with the common goal of promoting walking, cycling and horse riding, be it for leisure or sustainable transport purposes, were to work together. This would be beneficial for all those involved not only in terms of attracting funding but also in terms of sharing knowledge and experience, and also by providing a potentially broader target audience.

Potential partners are the Health, Education and Highways Authorities and organizations concerned with Tourism, Sport or the Environment.

It is also important to recognise, when looking for funding, that money is needed for maintaining the project in years to come (revenue) as well as for setting it up in the first place (capital). This will also help to ensure greater commitment and enthusiasm, from those involved, for the particular project in question and also for Watling Chase Greenways as a whole.

As well as financial backing, support in kind, in terms of volunteers' time, can be used as match-funding. This can reduce the amount of actual money required and will again help to secure local ownership of the project.

The Steering Group will be useful in providing access to such volunteers as well as helping in the drafting of applications for funding and where relevant serving as a channel for them.

⁹ Part of the sustainable transport programme at Hertfordshire County Council.

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9. Promotion

The aim of promotional material produced for Watling Chase Greenways will be to win the 'hearts and minds', feet, wheels and hooves (!) of as wide an audience as possible, to encourage access for non-motorised users of all abilities by outlining the numerous positive benefits. It is hoped therefore that information will be available both locally and nationally, and that it will be produced for users from all sections of the community, including ethnic minorities and those with a disability. Material will also include details of local passenger transport provision.

Publicity will be of two types:

- **general promotion** of Watling Chase Greenways as a sustainable transport alternative and also as a leisure facility, with attendant benefits,
- **promotion of specific routes.**



Official opening of Allum Lane Spinney, Borehamwood

Examples of material are:

- **leaflets** (user guides; general background - useful for inclusion in funding bids)
- **maps** (showing routes and geographical contexts)

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- **interpretation boards** (large signs giving information about the route and also the project in general, to be located at key positions along the route, eg at Gateway sites, passenger transport interchanges)



Launch of Timberland Trail, Shenley Park

- **signage** - general Greenways sign with logo (national sign may be developed by the Countryside Agency)
 - inclusive sign to show walkers, cyclists and horse riders where appropriate, and signs clearly indicating which users are allowed to go where
 - route signs, showing mileage to destinations where appropriate
- **newsletter** (already in production, possibly widen distribution in the future)
- **internet** (Watling Chase Greenways web-page on the Hertsmere Borough Council web site is currently in development; will include background details and regularly updated route information and also links to other related web sites including that of the Countryside Agency, where the project also has a web-page).
- **partnership intranet** (to make maps, photos, interpretations, signage, etc, readily available).
- **workshops/outdoor events** (eg sponsored cycle ride)
- **inclusion in other organisations' promotional materials**, (eg on bus timetables)
- **other** eg badges, display boards (for conferences, etc).

The name of Watling Chase Greenways was agreed by the Steering Group to reflect the geographical context of the project and the involvement of Watling Chase Community Forest. Careful promotion will need to be undertaken to ensure that the public know where the Forest is, as this too is a relatively new project and public awareness of it is still growing.

The Steering Group will be key to any promotion/awareness-raising that is undertaken, particularly as they have access to a network of interested individuals via their user groups.

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10. The Way Forward

There is much to do both in the short and longer terms over the forthcoming ten years, and the Steering Group and their input to the project will be integral. As part of the PACE process (Plan, Action, Check, Enable), proposed as a methodology by ajt Consultants, the following table details future courses of action to be realised:

PACE	Activity/Details	Person(s) responsible	Timescale
Plan	This to a large extent will be covered by this document, the Watling Chase Greenways Strategy. However as part of the 'Checking' of the PACE process there will be regular assessments of progress made and new plans will be developed accordingly.	Hertsmere Borough Council (HBC)/Steering Group (SG).	Ongoing informal assessments and more formal assessments at yearly intervals.
Action	Pursue funding for the post of Greenways Project Officer to take the project forward.	HBC/SG.	Now - December 2002.
	Identify funding opportunities and make applications for new routes and their future maintenance.	HBC/SG.	Ongoing.
	Identify maintenance costs and liabilities.	HBC/SG.	According to route development.
	Create route assessment criteria.	HBC/SG/CMS/ County Archaeology.	Now - December 2002.
	Assess new routes for development.	HBC/SG/CMS/ County Archaeology.	Ongoing.
	Carry out safety audits of routes.	Highway Authority.	Ongoing.
Check	Regular assessment of progress on Action Plan ¹⁰ .	HBC/SG.	See above.
	Monitor completed routes.	HBC/SG.	Ongoing.
	Devise and implement measures to assess if and how well the project has achieved its objectives.	HBC/SG.	
	Continue to develop further links with Hertfordshire County Council, in terms of Highway Authority Initiatives and also wider Transport Management Strategies. This includes working with STRAP (Sustainable Transport in Rural Areas Project) to create a Sustainable Transport Network, incorporating Greenways and 'Quiet Lanes' and also contributing to the development of the County Access Strategy.	HBC.	Ongoing.

¹⁰ Yearly action plans will be set and reviewed in conjunction with the Steering Group.

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PACE	Activity/Details	Person(s) responsible	Timescale	
Check	Continue regular Steering Group meetings to ensure local ownership of and support for any actions proposed or undertaken.	HBC.	Meeting for the foreseeable future as appropriate.	
Enable	Monitor proposed routes.	HBC/SG.	Ongoing.	
	Conduct a second Demand Assessment, to gather more information on potential transport/utility use.	HBC.	In the next 2 years.	
	Design and produce promotional material.	Design a Watling Chase Greenways logo.	HBC/SG.	By December 2002.
		Design Watling Chase Greenways route signs.	HBC/SG. HBC/SG/CMS.	By December 2002.
		Design interpretation boards, leaflets, maps, etc for specific routes.	HBC/SG/CMS.	According to route development.
		Update leaflet detailing general background of Watling Chase Greenways. Produce leaflets for other sections of the community.	HBC/SG.	By December 2002.
		Develop Greenways web page on HBC web site.	HBC/Web design firm.	By December 2002.
		Develop partnership intranet.	HBC/SG.	In the next 2 years.
		Continue production of newsletter and increase distribution (as appropriate) and regularity.	HBC.	Aim to produce at 6 monthly intervals.
		Conduct workshops and outdoor events to promote WCGW.	HBC.	In the next 3 years.
	Seek 'Accreditation' for completed routes.	HBC.	Ongoing - as soon as the Countryside Agency has formalised their Accreditation scheme.	
	Further/forgo links with Health, Education and Highways Authorities, adjacent districts, local businesses, organisations concerned with Tourism, Sport and the Environment.	HBC.	Ongoing.	
	Further/forgo links with other national Greenways pilots to share lessons learnt.	HBC.	Ongoing.	
Develop further links with passenger transport.	HBC/SG	Ongoing.		

APPENDICES

Section	Title
A	Definition of Greenways
B	History of Watling Chase Greenways Project
C	List of contributors
D	Maps
E	How the objectives of Watling Chase Greenways meet national, regional and local policy
F	Policy framework
G	Other relevant policies & initiatives
H	Summary of Watling Chase Greenways Demand Assessment
J	Summary of on-site monitoring
K	Route priority table
L	Potential sources of funding
M	Summary of responses to questionnaire for Greenways Review

Bibliography

Glossary

APPENDIX A

Greenways Definition

The Countryside Agency defines Greenways as a :

“ network of largely car free off road routes connecting people to facilities and open spaces in and around towns and cities and to the countryside. For shared use by people of all abilities and on foot, bike or horseback, for commuting, play or leisure. (GREEN + WAY).”

The national concept is to make Greenways 'the way to go', so that every town and city has a network. These routes are intended to encourage walking, cycling and horse riding, be safe, high quality routes that cater for all needs, as well as offering a sustainable transport alternative.

Greenways can link to/incorporate other off-road networks such as public rights of way, park paths, cycle lanes and can also include stretches of 'quiet' minor roads¹ designed to be safer for people who cycle, horse-ride and walk.

Often routes will link open spaces, country parks, schools, leisure facilities and other features of interest. The aim is to provide well- designed facilities where they are most needed locally.

It must be noted that whilst Greenways should encompass the needs of pedestrians, cyclists and horse riders, their needs are not necessarily the same and it may not always be possible, or desirable, to try to meet their needs on the same stretch of Greenway.

Watling Chase Greenways is one of the eight original projects chosen by the Countryside Agency to develop the idea of a Greenways network. Two have subsequently dropped out leaving:

- South East Dorset Link
- Mersey Forest
- Lincoln
- Furness Peninsula
- Swindon

¹ It is essential to appreciate that any network in a local area will have to use both off road and on road routes to get to destinations. A 'Quiet Road' must be convenient to use in terms of traffic volume, traffic speed and type of traffic using the road. A 'Quiet Road' is inevitably going to vary depending on locality. In Hertfordshire a 'Quiet Road' will be significantly busier than a one in a rural county outside of the South East. Another term for a 'quiet road' is a 'quiet lane'. The Countryside Agency use the former definition and the DTLR and HCC use the latter.

APPENDIX B

History of the Watling Chase Greenways Project

The need for a Greenways network was first identified in 1997 through the Local Agenda 21¹ process of Hertsmere Borough Council and became part of 'An Action Plan for the 21st Century'². In 1998 the idea was prioritised as a project to be realised ('ACT' Quality of Life One Year on Review Conference Report³).

At the same time the Countryside Agency (formerly the Countryside Commission) wanted to set up national demonstration projects to develop both Greenways and Quiet Road networks over a period of three years.

A number of features about the Borough of Hertsmere ensured that it was chosen as a pilot:

- It is situated on North London's urban fringe with high development pressures and dominated by Green Belt. It was foreseen that a Greenways network would link in with routes outside the Borough and would also create non-motorised links between Hertsmere's four settlements, which were almost non-existent.
- The Greenways project would be located within the area of Watling Chase Community Forest and therefore help the Community Forest achieve its full potential, particularly in terms of sustainable access. This is why the project was named 'Watling Chase Greenways'.
- The project would develop as a Local Agenda 21 initiative with involvement from local community groups and individuals.
- Hertsmere is part of the 'South West Herts Transportation Study' and so a Greenways network would play a vital strategic role in developing and linking non-motorised transport initiatives across the whole of south west Hertfordshire.
- Hertsmere had already developed a cycling strategy involving a range of users.

As a pilot the project would benefit from expert resources and also funding from the Countryside Agency. It was therefore decided, in consultation with the LA21 Steering Group, that a Greenways network be developed in the area of Watling Chase Community Forest and become one of the pilots.

The process was officially launched in January 1999, with a meeting of interested individuals, groups and organisations. From this original meeting a community based Steering Group was established (see Appendix C for details).

As part of the pilot Greenways national consultants, ajt, carried out a 'SWOT' Analysis (Strengths, Weaknesses, Opportunities, Threats) which concluded that:

“an exciting opportunity exists to build upon the strengths and weaknesses of the Demonstration Area and create a strategic network of Greenways serving local needs that continues to be a model of good practice”.

¹ Local Agenda 21 involves working in partnership with local people and communities to achieve a vision of what they want their area to be like in the future.

² 'An Action Plan for the 21st Century' forms part of the Local Agenda 21 Strategy, produced by Hertsmere Borough Council in partnership with the local community.

³ ACT is the name of the Local Agenda 21 process in Hertsmere and stands for **A**genda 21 **C**onference for **T**omorrow. Both documents are available from the Council.

Following this report a Demand Assessment was conducted by Scott Wilson Consultants which was a study to provide the hard facts as to the scale and nature of demand for Greenways from within the local community. The findings are examined in greater detail in the Demand section of this document but a strong demand for Greenways particularly for leisure use within the area was identified.

During this two year process the Steering Group met regularly and fed valuable information into both reports. Concurrently they also considered possible routes that could be improved to begin the development of a good quality non-motorised network.

Following the Demand Assessment a small sub-group was formed from the Steering Group to examine possible routes that could be improved during the life of the pilot. A number of alternatives were examined and the first route development began towards the end of 2000.

Although these routes were developed ahead of the Strategy it was considered important to begin implementation while monies were available from the Countryside Agency and to also maintain the Steering Group's enthusiasm for the project. These routes include:

- Allum Lane Spinney, Borehamwood (0.5km)
- Blackhorse Lane, near South Mimms (0.1km)
- Potters Bar bridleway 24, South Mimms (1.8km)
- Tylers Farm Greenway, Bushey (0.4km)
- Blackhorse Lane/Bell Lane, near South Mimms/London Colney (3km)
- Wash Lane, South Mimms Service Area (0.3km)
- Swanland Road, near Potters Bar (1.8km)

The next stage in the process is the completion of this Strategy which will identify how a localized network can be developed. The beginning of this Strategy involved a workshop session with the Steering Group to formulate a vision statement which united the Steering Group and also involved consideration of network objectives for each of the different users. The findings of this workshop are incorporated into this document.

APPENDIX C

List of Contributors

Name	Organisation/Interest	Steering Group Member
Maureen Bates	Hertsmere Cycle Forum	✓
Chris Beney	Bushey & District Footpaths Association; Open Space Society	✓
Andy Chittenden	Hertsmere Police	✓
Jonathan Clarke	Countryside Agency	✓
Rich Cooke	Hertsmere Borough Council	
Richard Crooks	Hertsmere Borough Council	
Christina Domingo	Equal Opportunities & Access Officer, Community Shop	✓
Frances Fakes	University of Hertfordshire	✓
Tony Ferrari	Welwyn & Hatfield District Council	✓
Stephen Freeman	Cyclist	✓
Jacque Grant	Rural Transport Partnership	✓
Sue Hardy	Hertsmere Borough Council	✓
Carol Hyland	Hertsmere Borough Council	✓
David Hope	Hertfordshire County Council	✓
Roger Keyworth	South Herts Footpath Association	✓
Bob Kynaston	Cyclist	✓
Chris Mason	Hertsmere Borough Council	Former
Trevor Mose	Hertfordshire County Council	
Aaron Niblett	Hertsmere Borough Council	✓
Andrew Patterson	Watling Chase Community Forest	✓
Ralston Perera	Hertsmere Borough Council	✓
Doreen Scivyer	Potters Bar in Focus	✓
Sarah Shah	Hertsmere Borough Council	Former
Gill Taylor	Groundwork Trust (Hertfordshire)	✓
John Turner	ajt Consultants	✓
Lee Tyson	Countryside Management Service	✓
Phil Wadey	British Horse Society	✓
Bill Wilson	CPRE	✓

Other contributions include from:

- Hertfordshire County Council
- Three Rivers District Council
- St Albans City & District Council
- Countryside Management Service
- Sustrans
- Hertsmere Police Division
- Council for Protection of Rural England
- Pedestrian Association (Watford)
- Patchetts Green, Round Bush and Aldenham Conservation Society
- Elstree & Borehamwood Greenbelt Society
- Potters Bar Rambling Society
- St Albans Community Forest Association
- Fisher Field LNR
- Patchetts Green Riding Club
- Bucks Meadow Riding School
- Friends of Attenborough Fields
- West Watford & Oxhey Garden & Allotment Society
- Merryhill Farm Stakeholder Committee
- Lombard Network Services

APPENDIX D

Maps

1. Boundaries of Watling Chase Community Forest and Hertsmere
2. Existing routes
3. Key linear town to town routes
4. Key circular routes
5. Key destinations
6. Proposed off-road Greenways
7. Proposed 'Quiet roads/lanes'
8. Proposed routes on/beside roads
- 9. The proposed Watling Chase Greenways network**
10. Priorities for route development

APPENDIX E

How the objectives of Watling Chase Greenways meet national, regional and local policy

Key Objectives of Watling Chase Greenways	National policy					
	National Cycling Strategy/ 'Encouraging Walking'	PPG 17 Sport, physical recreation & open space	Rural White Paper: 'Our Countryside - the future'	Countryside and Rights of Way Act 2000	PPG 13 Transport & Planning	'Saving Lives: Our healthier nation'
Safe/ healthy				*		✓
Alternative way of getting about/ walk & cycle more	✓	✓	✓	*	✓	✓
Access for all			✓	✓		
Leisure	✓	✓		*		✓
Transport	✓			*	✓	✓
Reduce car use and therefore reduce congestion, pollution, protect the environment etc	✓			*	✓	✓
Local involvement			✓	✓		
Integrated transport	✓	?		*	✓	
Urban/rural links		✓	✓	*	✓	
Sustainable	✓		✓	*	✓	

* Apply where 'future needs of public' meet these objectives.

Key Objectives of Watling Chase Greenways	Hertfordshire County Council Policy			
	Hertfordshire Structure Plan Review	County Council Rights of Way Good Practice Guide	Hertfordshire Local Transport Plan	County Access Strategy
Safe/ healthy	✓	✓	✓	✓
Alternative way of getting about/ walk & cycle more	✓	✓	✓	✓
Access for all	✓	✓	✓	✓
Leisure	✓		✓	✓
Transport	✓		✓	
Reduce car use and therefore reduce congestion, pollution, protect the environment etc	✓		✓	✓
Local involvement		✓		✓
Integrated transport	✓		✓	✓
Urban/rural links	?	✓	✓	✓
Sustainable	✓	✓	✓	✓

Key Objectives of watling Chase Community Forest	Hertsmere Borough Council & Other Local Policy							
	Local Agenda 21	Hertsmere Local Plan	Environment Policy	Action Plan for Hertfordshire - 'Working Together for Leisure'	'Leading Leisure to the new millennium, planning for the future of leisure in Hertsmere	Hertsmere Cycling /Walking Strategies	WCCF Forest Plan	Primary Care Trust Health Improvement Plan (Hertsmere)
Safe/ healthy		✓	✓			✓		✓
Alternative way of getting about/ walk & cycle more		✓	✓		✓	✓	✓	
Access for all					✓		✓	✓
Leisure		✓		✓	✓	✓	✓	✓
Transport		✓	✓			✓		
Reduce car use and therefore reduce congestion, pollution, protect the environment etc		✓	✓			✓		
Local involvement	✓				✓		✓	✓
Integrated transport		✓	✓			✓		
Urban/rural links	?	?	?	?	?	?	?	
Sustainable	✓	✓	✓			✓		

APPENDIX F

Policy framework

National policy

Non-motorised travel

Policies have been developed to promote non-motorised travel and to improve the safety of vulnerable road users, as set out in the ***National Cycling Strategy (1996)*** and ***'Encouraging Walking'***.

For example:

- Targets have been set for the number of bike journeys to double by 2002 and double again by 2012. A Greenways network would be instrumental in helping to achieve these by providing a safer off-road alternative to encourage new and experienced cyclists onto their bikes.
- ***Planning Policy Guidance (PPG17), 'Sport, physical recreation and open space'***, calls upon Councils to not only maintain current access networks but also to assess where and how they could be improved to meet the growing demand for recreation. This could be done in the short term by identifying gaps in the network and in the longer term by taking a broader strategic approach.
- All local authorities are expected to produce/update both ***a cycling and a walking strategy*** as part of their Local Transport Plan (see Regional Policy). This strategy document for Watling Chase Greenways will provide both of these for Hertsmere Borough Council.

Access to the countryside

- **Rural White Paper 'Our Countryside – The Future'** (November, 2000) sets out government policy to enable access to the countryside by all people and stresses that people 'need to know where they can go'.
- **Countryside and Rights of Way Act 2000** sets out the requirement on the Highway Authority to produce a right of way improvement plan (not yet in force when this was written). These plans will need to address:
 - The extent to which the rights of way network meets the present and future needs of the public
 - The accessibility of the rights of way network to people with disabilities.

Sustainable development

Planning Policy Guidance (PPG13), Transport and Planning, emphasises that new developments be accessible by cyclists and walkers, as well as by car. Greenways could provide the links to make this possible.

Health

The Government has set ***'Saving Lives : Our Healthier Nation'*** targets¹ to encourage the public to adopt a healthier lifestyle. Greater opportunities for exercise and less reliance on the car, which Greenways could provide, would go some way in helping to achieving such a lifestyle.

¹ These include preventing 300 000 untimely and unnecessary deaths, and reducing heart disease and strokes in people under the age of seventy-five by at least 2/5ths by 2010.

Children would also be able to benefit from a Greenways network of 'safe routes to school'. They could travel by foot, making use of 'walking bus' schemes, or by bike, and get fit at the same time.

Regional/county policy

- ***The Hertfordshire Structure Plan Review (1991-2011)***, adopted in 1998, demonstrates full commitment to the idea of sustainable development and alternative modes of transport. Aims relevant to our Greenways project are to:
 - reduce the adverse effects of movement, particularly through reducing the use of the private car and by encouraging other forms of transport,
 - improve the sport and recreational opportunities available,
 - improve the overall quality of life within a safe, healthy, diverse and pleasant environment,
 - protect critical natural habitats and the green corridors that link them, as well as creating new habitats,
 - reduce pollution and its effects on the environment and on human health,
 - protect and enhance the air and water environment,
 - improve community awareness and involvement.

The document also supports the establishment of long distance bridleways and the improvement of highways to enable more effective use by horse riders. Specific reference is also made to the concept of Greenways.

- ***County Council Rights of Way Good Practice Guide¹ - Operational procedures and standards for the rights of way network (April 2001, Hertfordshire County Council.)*** This document sets out clear operational procedures and standards that apply to work conducted on or affecting the public rights of way network. It contains a set of policies for the management of the public rights of way network in Hertfordshire and sets out an approach for prioritising work on the basis of public safety, levels of use and the contribution to the wider network.
- Hertsmere Borough Council and Hertfordshire County Council are working closely together to create a comprehensive '**connected**' **sustainable transport network**, based on an idea developed by HCC and tested by ajt Consultants. Development of the network will be based on expertise gained from the Greenways and the STRAP (Sustainable Transport in Rural Areas Project, HCC) pilots. This will mean that Watling Chase Greenways will be considered as part of a bigger picture and not in isolation (see Government Guidance below).
- ***County Access Strategy Rights of Way Improvement Plans.*** A recommendation of the HCC Environmental Management Best Value Review (2001/2) was "**The County Council will engage with partners to produce an Access Strategy for Hertfordshire in order to co-ordinate and guide investment in informal outdoor recreation in the county by September 2003.**" This document should set out a framework for delivery and investment in access in the county in the longer term. The

¹ Publicly available via the County Council's website www.hertsdirect.org

County Council as Highways Authority is also required by virtue of the Countryside and Rights of Way Act 2000 s60 to produce a Rights of Way Improvement Plan setting out how the network will be improved to enable access for all and to meet the future needs of the public. The plan must be produced within five years of the clause coming into effect and will need to be reviewed at least every ten years.

- The **Hertfordshire Local Transport Plan** (over a rolling five year period, 2001-6) proposes the development of an integrated transport system that encourages reduction in car use. This will help in the reduction of congestion and pollution and will also address the priority of minimising the number of accidents on the County's roads.

Evidence of this includes its support of four rural schemes:

- STRAP (Sustainable Transport in Rural areas Project - St Albans Rural Area)
- Central Chilterns Area Traffic Management Project (West Hertfordshire and Buckinghamshire)
- Hertfordshire Rural Transport Partnership (developing work of the Hertfordshire Rural Transport Co-ordination Project in north and east Hertfordshire)
- Watling Chase Greenways

Greenways also have relevance to urban plans which mention sustainable transport measures such as cycling schemes, passenger interchange facilities and 'safer routes to school'. LEARN (Local Educational Access Route Network) is a continuation of the latter and is a key theme in HCC's LTP. It aims to reduce child casualties, promote sustainable transport, enable schools to develop their own solutions and to reduce school-related car journeys.

The LTP addresses horse-riding with the two pronged strategy of supporting the establishment of strategic bridleways within the rights of way network and of ensuring that the needs of horse riders are considered in new schemes.

Government guidance on the production of Local Transport Plans suggests that:

'Traffic management in rural areas should aim to produce better and safer local road conditions for those who live, work and visit there and help protect the character of the countryside and its communities. A strategic approach should be adopted so that areas are looked at as a whole and consideration is given to the impact on the economy of an area. It is also important that LTPs consider the transport interactions between urban and rural areas.'

'For some roads in rural areas, opportunities exist to improve the conditions for vulnerable road users, such as walkers, cyclists and horse riders....it is possible for schemes to be developed which give greater priority and protection for vulnerable users from the worst excess of motor traffic...'

Local Policy

Watling Chase Greenways Project was born out of the **Local Agenda 21**¹ process at Hertsmere Borough Council in 1997. It was therefore selected by local people, as a project they wished to develop in their local area. Since then it has continued to abide by these LA21 principles through the involvement of the Steering Group, who help to decide where and what sort of routes their community require.

¹ Local Agenda 21 involves working in partnership with local people and communities to achieve a vision of what they want their area to be like in the future. ACT is the name of the Local Agenda 21 process in Hertsmere and stands for **A**genda 21 **C**onference for **T**omorrow.

Further to LA21 this project can help Hertsmere Borough Council fulfill a number of other policies including those within:

- **Hertsmere Local Plan (Post Inquiry Modifications Version 2000)**. The Local Plan embraces the concept of sustainability, to which Greenways is integral in areas of housing, development, transport and rights of way. In addition Greenways can support plan policies for Countryside, Business and Employment, Liaison, and Recreational Movement. A Greenways Policy Statement (July 2000) is included in the Local Plan which outlines the Council's commitment to a Greenways network and the development of a non-motorised user transport strategy. This Statement will be replaced by the Watling Chase Greenways Strategy. It is also intended that Supplementary Planning Guidance be produced to assist developers in implementing Greenways policy.
- **The Environment Policy**. This supports sustainable development and environment issues, including policies to reduce travel and to promote alternative modes of transport to the car and also states that a balance be struck between future development needs and environmental interests.
- **An Action Plan for Hertfordshire (1997-2002) - 'Working Together for Leisure'** outlines general proposals for leisure, which could include Greenways. A section on tourism addresses the issue of sustainability.
- **Leading Leisure to the New Millennium, Planning for the Future of Leisure in Hertsmere'** (not dated) sets out policies to develop leisure in the Borough, including countryside recreation, particularly Watling Chase Community Forest and Aldenham Country Park (a key 'gateway destination for Greenways). Health benefits and the concept of access for all are also highlighted.
- The key aims of the **Hertsmere Cycling Strategy** are to create intersettlement links within Hertsmere and to make connections to the network beyond. These will serve as safe routes to work, school and leisure facilities. The need for adequate facilities at destinations is also emphasized. Hertsmere Cycling Strategy will be integrated into this document.
- Hertsmere's developing **Community Strategy**.

Watling Chase Greenways also helps in meeting the aims of Watling Chase Community Forest's **'Forest Plan'** in encouraging access for all and by supporting the development of the rights of way network. Greenways can also help the Primary Care Trust in Hertsmere to fulfil its aims for promoting physical activity and for reducing weight and obesity via its **Health Improvement Plan** (HIMP).

APPENDIX G

Further policies or initiatives that have similar aims to Watling Chase Greenways:

- Environment Agency - 'An Environmental Strategy for the Millennium and Beyond'
- Health Education Authority - 'Making the Links'
- DETR - 'Air Quality Strategy'
 - Integrated Transport White Paper
 - LTP Guidance 2000/2001
- National Cycle Network
- Urban White Paper - 'Our Towns and Cities: The Future - Delivering the Urban Renaissance'
- Rural Transport Partnership
- Sustainable development - the UK strategy
- National Walking Strategy (to be published shortly)
- The Environment Act 1995
- National target for rights of way 2000
- Rights of way : looking beyond 2000
- Disability Discrimination Act 1995
- School Travel Plans
- 'Safer routes to school' projects
- 'Walking bus' initiatives
- 'Walk to school', 'Car free day' and 'Bike to work' events
- National Bridleroute network

APPENDIX H

Summary of Watling Chase Greenways Demand Assessment

1. From the **household survey** of 446 respondents the Assessment found that:

- participation rates for leisure activities in Hertsmere are above the national average

	National average (Living in Britain - The General Household Survey- 1996)	Hertsmere
Walking	68%	85%
Cycling	21%	32%
Horse riding	3%	7%
Jogging	8%	17%

- the level of participation is consistently higher within households that contain children under the age of sixteen.
- using figures, showing the average frequency of each type of trip, estimations were made for the number of participants and trips per year for the four main activities in Hertsmere:

	Participants	Trips	Average/year
Walking	64,158	5,442,787	85
Cycling	22,252	950,557	43
Horse riding	3,004	159,433	53
Jogging	6,986	291,397	42
Total	96,400	6.844,174	

- most trips are local and less than 2 hours for all four activities
- walking is the main interest with cycling being more popular in family households
- 62% of respondents favoured circular routes
- the type of transport used to get to leisure areas was evenly split between car and walking from home (46% and 44% respectively) with much smaller numbers using public (passenger) transport and bikes (2% and 8% respectively)
- the level of car ownership at 90% is higher than the national average of 70% (General Household Survey, 1996)
- 80% of households with children and 38% of adult only households had bikes
- 4% had regular access to horses
- interest in using Greenways for leisure was high, with 84% of respondents showing a definite or possible interest. Interest amongst cyclists and horse riders was particularly strong (88% and 78% respectively).
- Interest for health and fitness use was 71% (definite and possible)
- The most discouraging factors were overgrown routes (52%) and personal safety (54%). Sharing the route with other types of user was only a problem for 25% of respondents, although nearly half of cyclists had concerns.
- Requirements seen as important to Greenways were:
 - links to public transport services (70%)
 - link into sites of interest (79%)

- refreshment stops (70%)
- Incorporating an educational element in terms of interpretation of sites (68%)
- disabled access (88%)
- car parking (78%)
- 20% of respondents indicated that a member of their household walked/cycled to school, work or to a leisure centre
- 68% indicated that a member of their household walked/cycled to the shops
- frequency of trips was strongest in relation to work (58% daily) and schools (85% daily)
- compared to general leisure (see above) there is less interest in using Greenways to travel to school (29% definite and 10% possible) or work (22% definite and 14% possible)
- interest for shopping was stronger with 48% definitely interested and 16% possibly interested
- preferred journey times were:
 - walking- 20-30 minutes
 - cycling- 20-30 minutes
- the four most suggested improvements to encourage use of Greenways were:
 - improved safety (19%)
 - traffic reduction (10%)
 - more cycleways (10%)
 - improve pavements/paths (8%)
- 22% of respondents were aware of Watling Chase Community Forest

It must also be noted that figures above are averages across the Watling Chase Community Forest and the Borough of Hertsmere. The Demand Assessment shows that percentages of interest and activity vary amongst the four main settlements of Borehamwood, Radlett, Bushey and Potters Bar.

2. From the **school survey** of 23 schools (19 primary and 4 secondary), with a total of 7595 pupils, the Demand Assessment found:
 - 44% of primary school pupils walk to school but only 5% of secondary school pupils do so/cycle.... the rest coming by bus or car
 - the numbers of pupils who walk/cycle varies significantly according to season
 - 5 out of 23 schools had a school travel plan to identify more sustainable movement of pupils to school
 - 11 out of the 23 schools actively encouraged walking to school. Cycling was felt to be too dangerous/inappropriate for primary school children
 - only one school had a cycle lane leading to it and 2 had secure cycle racks
 - 50% of respondents felt however that the provision of safe cycle/walking routes would encourage pupils to walk/cycle
3. From the **survey of businesses** in which 29 responded (covering a total of 5137 employees) the Demand Assessment found:
 - most of the businesses did not think that special walking/cycling routes would increase the number of employees walking/cycling to work
 - businesses with a more local catchment area showed a stronger interest in developing more sustainable transport options
 - only a small percentage of employees currently walked (7%0 or cycled to work (2%)
 - most businesses did not have a travel plan
 - 2 businesses actively encouraged their employees to walk/cycle

- 6 had a cycle route to the site
- 10 had secure cycle storage facilities
- most however focused on the barriers to changing the habits of their employees

4. Discussions took place with the Steering Group and other interested parties, focussing on the evidence of current demand and particular concerns and opportunities for Greenways. The main themes were:

- walking
- cycling
- horse riding
- issues of safety

Walking

- Generally a strong demand for leisure walks, not so much for work
- Need for cycle lanes from residential areas to train stations
- Routes should provide access to residential areas within and surrounding Hertsmere
- Limited number of key routes rather than spread across whole area
- Routes should connect places together
- User friendly sign posting
- Promotional campaigns directed to those that are not regular walkers
- Desire for gateway points
- Build on existing rights of way, providing new links where there is significant demand
- Demand is very local (1- 1.5 miles)
- Greenways to be used as introductory routes to wider area
- Practical measures should be taken to protect different users
- Range of routes should be provided to cater for the needs of different users
- High attendance figures for Aldenham Country Park demonstrate strong demand for recreation in the area

Routes to consider:

- Potters Bar to Watford and Hatfield
- Circular walk around Potters Bar to have complete linkages
- Finch Lane- useful link to schools
- Wall Hall Campus to Watford

Cycling

- Growing demand for leisure
- Main demand is for off-road routes with a good surface for novices and families
- Surfacing and drainage should be considered at key points
- Safe routes out from urban areas
- Routes to have a start and a finish
- Dangerous crossing points must be addressed to avoid limiting touring routes
- Links should enable people to cycle from home
- Commuter demand is for direct route between urban areas
- Leisure demand wants to avoid such routes and incorporate places of interest
- Traffic calming measures need to take cyclists into account
- Promotion of benefits of cycling

Routes to consider:

- Potters Bar to Barnet
- Strategic link routes (Great North Road, Sustrans, National Byways)

- Connect with schools
- Access from populations neighbouring Hertsmere/WCCF
- Shenley Park as focal point for routes between urban areas
- Mountain bike route

Horse riding

- High level of horse ownership and participation (3000 riders with 75% of their trips in Hertsmere/WCCF)
- current provision is disjointed due to the existence of major roads
- safety at dangerous road crossings needs to be improved
- simple linkages are required to connect stables etc to current bridleway network
- main demand is for improving and maintaining existing routes
- hard surfacing is not appropriate for horses
- broad support for a spinal route (Timberland Trail) with circular side routes linking bridleways to stables

Safety

- fear of being attacked, mainly for walkers
- fear of accidents with cars, especially for cyclists and horse riders
- safety concerns mainly related to urban/urban fringe
- design recommendations included:
 - avoid sharp bends
 - avoid tall/dense hedges
 - lighting key sections on urban/fringe routes
 - avoid routing through certain areas
 - route through well walked areas

The need for **post-development work** was also stressed:

- route clearance
- on-going marketing campaign
- monitoring of user activities/satisfaction
- good information.

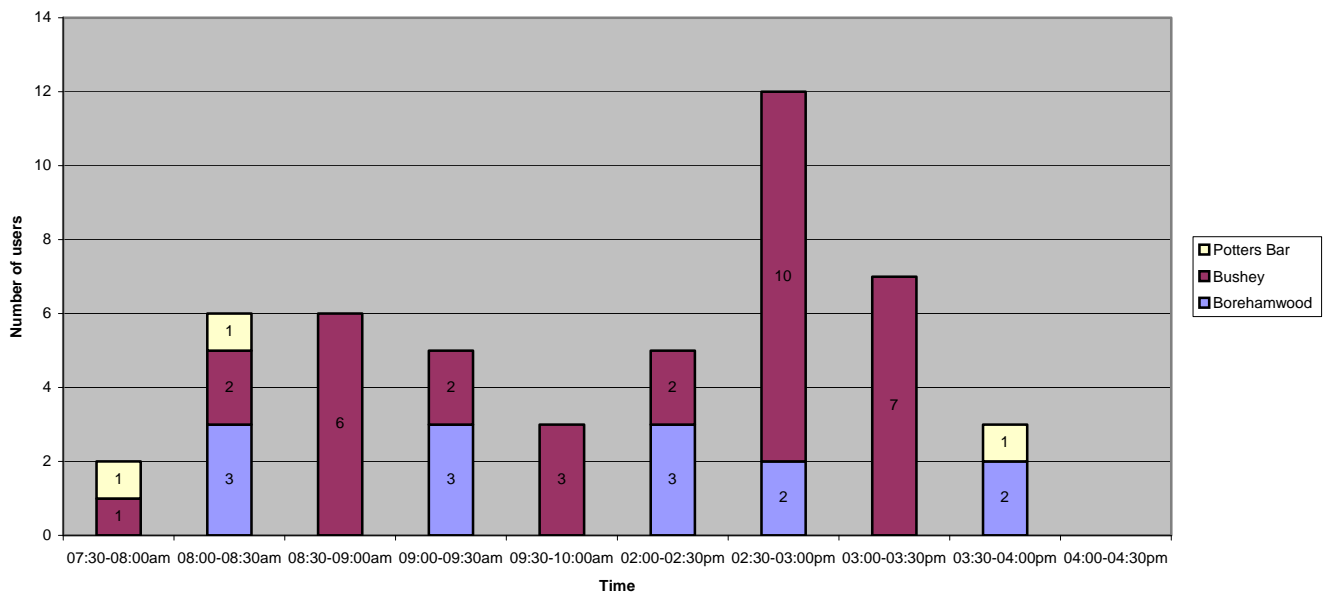
APPENDIX J

Summary of on-site monitoring

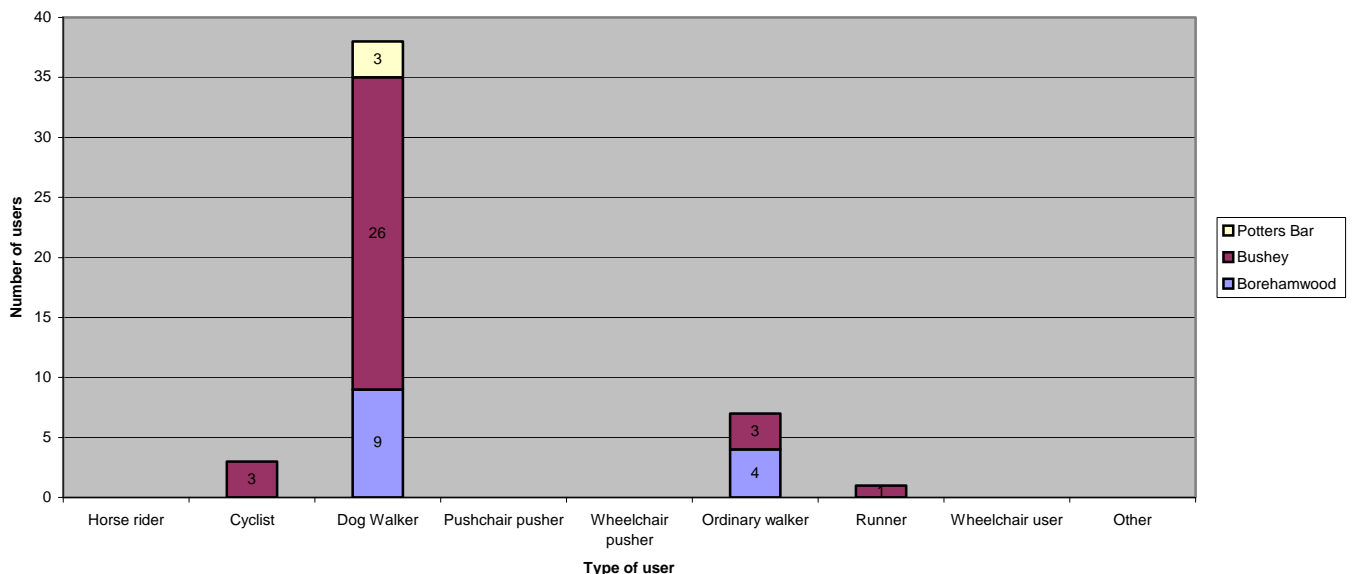
At Allum Lane Spinney (Borehamwood), Merryhill Greenway (Bushey) and at Potters Bar Bridleway 24 (South Mimms).

Users were counted and surveyed between 7.30-10am and 2-4.30pm on a weekday in December, 2001. One weekend count/survey was conducted between 2-4.30pm at Allum Lane Spinney.

Graph to show the number of users for each half hour of monitoring



Graph to show the total number of different types of user for the morning and afternoon monitoring periods combined



Summary of data from the Greenways User Survey Forms

Questions	Weekday am/pm			Weekend pm
	Borehamwood	Bushey	Potters Bar	Borehamwood
1.The user's mode of travel	Borehamwood	Bushey	Potters Bar	Borehamwood
Walking	9	8	3	10
Cycling	0	0	0	0
Horse-riding	0	0	0	0
Other	0	0	0	0
2.How long is your journey?	Borehamwood	Bushey	Potters Bar	Borehamwood
Less than 30 minutes	1	5	3	9
30 minutes - 4 hours	8	3	0	1
Over 4 hours	0	0	0	0
3.What are the things that attract you to this path?	Borehamwood	Bushey	Potters Bar	Borehamwood
Nothing in particular	0	0	0	0
Scenery/landscape	3	3	3	4
Countryside	3	4	3	5
Relaxation/ peace & quiet	4	3	0	4
Easy to get to/ live nearby	6	3	2	7
Staying nearby (holiday/visit)	0	1	0	0
Good walking	5	3	1	6
Good cycling/riding/other activity	0	0	0	4
Getting away from it	2	0	2	5
Nature/birds/wildlife	1	0	1	4
Good place for dog(s)	4	5	3	4
Good place for children	1	0	0	4
Easy to use/standard of path	3	1	0	4
Easy to follow/well marked route	1	1	1	4
Safe-away from the traffic	4	1	1	4
Recommended by friend/relative	0	0	0	0
Good exercise	4	4	2	5
Challenge	0	0	0	4
Favorite place/regular visitor	5	0	1	5
Other	1	0	0	1
Don't know/can't say	0	1	0	1
4.Do you think that there is too much, too little, or enough sign posting or waymarking in the path?	Borehamwood	Bushey	Potters Bar	Borehamwood
Too much	0	0	0	1
Enough	4	5	0	7
Too little	2	1	2	2
Don't know/can't say	3	2	1	0
5.What is the MAIN type of transport you used to get where you joined the path today?	Borehamwood	Bushey	Potters Bar	Borehamwood
Walked	9	6	3	9
Car/van	0	2	0	1
Private minibus/coach	0	0	0	0
Public transport: bus	0	0	0	0
Public transport: train	0	0	0	0
Cycled	0	0	0	1
Horse-back	0	0	0	0
Motor-cycle	0	0	0	0
Other	0	0	0	0

Questions	Weekday am/pm			Weekend pm
	Borehamwood	Bushey	Potters Bar	Borehamwood
6.Is this your first visit to this path?	Borehamwood	Bushey	Potters Bar	Borehamwood
Yes	2	1	0	0
No	7	7	3	10
7.If NO, how often do you visit this path during the summer?	Borehamwood	Bushey	Potters Bar	Borehamwood
Daily	7	6	3	4
4-5 times a week	1	1	0	2
2-3 times a week	0	1	0	2
Weekly	0	0	0	0
Once a fortnight	1	0	0	0
Once a month	0	0	0	1
2-3 times the summer	0	0	0	0
Once in the summer	0	0	0	1
Less often	0	0	0	0
Don't know/can't say	0	0	0	0
8.Do you visit this path during the winter months(October to March)?	Borehamwood	Bushey	Potters Bar	Borehamwood
Daily	5	5	3	4
4-5 times a week	2	3	0	2
2-3 times a week	0	0	0	1
Weekly	0	0	0	1
Once a fortnight	1	0	0	0
Once a month	0	0	0	0
2-3 times the summer	0	0	0	1
Once in the summer	0	0	0	1
Less often	0	0	0	0
Don't know/can't say	1	0	0	0
9.Did anything spoil your enjoyment of this path?	Borehamwood	Bushey	Potters Bar	Borehamwood
Yes	4	2	2	4
No	5	6	1	6
10.If YES, What was that?	Borehamwood	Bushey	Potters Bar	Borehamwood
Condition of path-muddy/boggy	1	0	1	0
Condition of path-uneven/rutted/stony	0	0	0	0
Could not find the way	0	0	0	0
Litter	0	0	0	0
Dog fouling	1	0	0	0
Bad weather	0	0	0	0
Road traffic	0	0	0	0
Traffic noise	0	0	0	0
Aircraft noise	0	0	0	0
Horses	3	2	1	4
Too many people	0	0	0	0
Mountain bikes	0	0	0	0
Too many gates/stiles	0	0	0	0
Poor condition of gates/stiles	0	0	0	0
Other	0	0	0	4
Don't know	0	0	0	0
11.How satisfied are you with the path over all? Please circle one number (1=poor, 5=excellent).	Borehamwood	Bushey	Potters Bar	Borehamwood
1	0	0	0	0
2	0	0	0	0
3	2	1	1	0

Questions	Weekday am/pm			Weekend pm
	4	3	3	1
5	4	4	1	8
12. Did you know that the path was recently improved?	Borehamwood	Bushey	Potters Bar	Borehamwood
Yes	8	3	3	10
No	1	5	0	0
13. If YES how would you rate its:	Borehamwood	Bushey	Potters Bar	Borehamwood
SURFACE				
1	0	0	1	0
2	1	0	2	0
3	2	0	0	1
4	5	2	0	0
5	1	1	0	8
WIDTH	Borehamwood	Bushey	Potters Bar	Borehamwood
1	0	0	0	0
2	0	0	0	0
3	1	1	0	0
4	5	0	2	0
5	3	2	1	9
APPEARANCE	Borehamwood	Bushey	Potters Bar	Borehamwood
1	0	0	0	0
2	0	0	0	0
3	4	1	1	0
4	3	0	1	0
5	2	2	1	9
14. How far do you LIVE from the path?	Borehamwood	Bushey	Potters Bar	Borehamwood
0-1 mile	7	7	3	10
1-5 miles	1	1	0	0
5-10 miles	1	0	0	0
Other	0	0	0	0
15. Do you usually use this path for:	Borehamwood	Bushey	Potters Bar	Borehamwood
Leisure	8	8	3	10
Getting to work	0	0	0	0
Getting to school	0	0	0	0
Other	1	0	0	0
16. Are you using the path today for:	Borehamwood	Bushey	Potters Bar	Borehamwood
Leisure	9	8	3	10
Getting to work	0	0	0	0
Getting to school	0	0	0	0
Other	0	0	0	0
17. Which of the following best describes your group?	Borehamwood	Bushey	Potters Bar	Borehamwood
Single person	6	8	3	3
Adults only (15 years and over)	2	0	0	5
Adults and children (under 16 years)	1	0	0	2
Children only (under 16 years)	0	0	0	0

APPENDIX K

Route priority

It must be emphasised that the prioritised Action Plan is intended only as a base from which to work and that the local community will be consulted on the development of any proposed route in their area. Comments will be invited on such factors as the precise location of a route, its proposed use and its construction and maintenance. It must also be noted that priorities of routes may change with the passage of time as circumstances alter, creating new problems and other opportunities.

Level of importance	Category of route that link is part of	Town to town route/circuit it is part of	Description/location of link	Grid references (OS Landranger Map 166)
1	Circular & linear routes (See maps 3 & 4 respectively)	Chipping Barnet - Potters Bar; Potters Bar circuit	A1000 from M25 to junction with A411	257999 - 260008
		Borehamwood - Potters Bar; Ridge circuit	From footpath at Trotters Bottom to Dancers Hill (includes Missing Link P10)	216984 - 236993
		Radlett to Potters Bar, Shenley and London Colney; Radlett and Shenley circuits	Radlett Lane via Shenley Park to Shenleybury with a spur to 176015 (Extra Link E5)	184006 - 183019
		Radlett - Potters Bar via Shenley, Potters Bar to London Colney; Potters Bar circuit	Lane from A1(M) to railway line	230032 - 242032
		Bushey/Watford - Borehamwood; Elstree, Borehamwood, Aldenham & Bushey circuits	American university in Bushey to Allum Lane, Borehamwood via Elstree aerodrome & Aldenham Country Park. (Some sections already complete; Missing Links P4, P14)	132961 - 184960
		Chipping Barnet to Borehamwood	Dollis Brook to Trotters Bottom via Woodlands Farm	240952-217984
2	Linear routes (See map 3)	Chipping Barnet - Potters Bar	High Barnet tube station to Ganwick Corner	250363 - 255996
		" " "	A1000 to Potters Bar railway station	260008 - 250014
		Borehamwood - Potters Bar	Dancers Hill to Potters Bar railway station	241994 - 250014
		Potters Bar - Hatfield & Welham Green, Shenley & London Colney	PB railway station to outskirts of PB (upgrade from footpath needed; Missing Link P1)	250014 - 244024
		Potters Bar - Hatfield & Welham Green	Near RVC to Brookmans Park railway station	242032 - 241040
		Borehamwood to Oxhey via Bushey	American university to Haydon Hill (some already in existence?)	132961 - 129948
		Borehamwood to Oxhey via Bushey	Merryhill Greenway to outskirts of Watford Heath/Oxhey	127945-124947

Level of importance	Category of route that link is part of	Town to town route/circuit it is part of	Description/location of link	Grid references (OS Landranger Map 166)
		Watford/Bushey to Borehamwood	Allum Lane to Elstree railway station	184960 - 191964
		Borehamwood to Radlett & Potters Bar	Borehamwood town centre to Radlett town centre (one section already in existence as cycle paths; Link C1))	197970 - 165995
		Radlett to Shenley, London Colney & Potters Bar	Radlett railway station to Shenley Park (last section already exists?)	164998 - 184006
		Radlett to Colney Street/St Albans	Radlett town centre to Colney Street	163005 - 154025
		Radlett to Watford	Radlett railway station to Water Lane, Watford, via Aldenham	164000 - 117963
		Edgware, etc to Watford	Centennial Industrial Park to North Watford along A41 (most of it already complete except at Sandy Lane & at the B462/A41 roundabout to Otterspool Way))	175945 - 123987
		Potters Bar	New Cottage Farm to railway line, via Hook Wood, Northaw, Leggatts Park, Swanley Bar (bit of new creation needed)	273000 - 242032
		Potters Bar	Northaw Place to Leggatts Park Drive, via Queenswood School	274026 - 262032
		Potters Bar	Railway line to A1(M), via Warrengate Farm (Extra Link E2)	244024 - 231024
3	Circular routes (See map 4)	Potters Bar	A1000 - New Cottage Farm BW (bit of new creation needed)	260004 - 274008
		Potters Bar	Dancers Lane	236993-234997
		Potters Bar	South Mimms Service Station to Bentley Heath (partially complete)	227007-249995
		Ridge	Trotters Bottom to Ridgehill via Ridge, Catherine Bourne (including bit of new creation)	216984-204024
		Shenley	Crossoaks Farm to Shenley Park via Green Street	207998-185006
		Shenley	Shenley via Woodhall Farm to Elstree railway line (Missing LINK P6)	190000-175994
		Aldenham, Borehamwood, Radlett	Dagger Lane to Riverside Way, via Butterfly Lane, railway line, Radlett, Netherwylde Farm (Extra link E7)	164964-143014
		Elstree	Allum Lane to Aldenham Country Park, via Centennial industrial Park (some new creation needed; includes Missing Link P13, Extra Link E3b)	184959-171957
		Elstree	Spur off Elstree circuit	180945-180950

Level of importance	Category of route that link is part of	Town to town route/circuit it is part of	Description/location of link	Grid references (OS Landranger Map 166)
		Aldenham	Aldenham Country Park to Otterspool Lane via Patchetts Green	150964-126987
		Bushey	American University to Otterspool Way via junction 5 (some new creation needed; Extra Link E1)	132961-125983
		Bushey, Aldenham, Radlett	Otterspool way to London Colney via right bank of River Colne, Riverside Way, Colney Street and river bank (Missing Link P8)	122981-181036
		Bushey	Merryhill Road, etc with spur to 148945	129948-145945
			Bentley Heath to Ganwick Corner	249995-253997
			PB railway line to Potters Bar railway station with spur to school ending at 240017	244024-255021
			A1(M) to Bell Bar via Welham Green, with spur into village ending at 232053	231031-253053
4	Not part of linear or circular route (See map 10)		Wash Lane to Bridgefoot	230006-232007
			Near Dyhram Park to NorthMymms Park via Blanche Farm, South Mimms, Hawkshead Wood	225989-223045
			South Mimms to M25/A1(M) interchange	222007-225004
			Ridge to Southridge8	220005-206022
			Hawkshead Wood to Blackhorse Lane	217027-209022
			Near Rabley Park Farm to Shenley Park	207011-185006
			Shenley Hall to hotel	193008-202015
			Bell Lane, with spur to A405(T) ending at 190035	179026-196031
			London Colney to Park Corner & a spur to Coursers Farm ending at 205049 (Missing Link P9)	185040-198058
			Radlett to Shenleybury via Harperbury hospital?	168000-181017
			Around Harperbury Hospital	176015-168018
			Netherwylde Farm to A5183	153013-156015
			High Cross to Munden House	146986-135004
			Near sewage works with spur to at 146998 Blackbirds Farm	146995-151004
			Aldenham to Otterspool Lane (some sections already done)	143995-132990
			Route under M25 to Old Fox pub	123000-125003
	Round Bush to Patchetts Green	145995-142974		
	Round Bush to Butterfly Lane, with spur to Radlett (ending at 163990) from Letchmore Heath	146985-164968		
	Elstree Aerodrome	156965-155967		

Level of importance	Category of route that link is part of	Town to town route/circuit it is part of	Description/location of link	Grid references (OS Landranger Map 166)
			Hilfield Castle to Caldecote Hill	150963-156950
			Bushey	135959-140950
			2 parallel roads in Bushey?	132953-133955
			Centennial Industrial Park	175947-170950
			Haberdashers Askes School to Elstree	165964-177953
			Parkfield Open Space, Borehamwood	185966-182975
			Borehamwood (railway to Theobald Street)	186968-189967
			Organ Hall, Borehamwood with a circular spur(Missing Links P2&3)	175975-184977
			Theobald Street, Borehamwood	181981-186975
			B5378, Borehamwood	195988-198982
			Trotters Bottom to B3578	216984-201976
			Trotters Bottom	219987-214991
			Holmshill House to Well End with spur to 203987	213990-205984
			Trotters Bottom to Barnet	217982-240952
			Film Studios to near Stirling Corner, Borehamwood	199970-210958
			Near Elstree railway station with spur ending at 194964	191964-197961
			Tennyson Avenue, Borehamwood	196958-198961
			Near Elstree Station (Missing Link P11)	193957-197958
			Bushey School	143961-144958

Missing Links are those currently listed in Hertsmere's Local Plan as routes to develop.
Extra links have been suggested by various user groups as extra to those in the Local Plan.

APPENDIX L

Potential sources of funding

Type	Source	Details	Capital	Revenue
Local Transport Plan (Rolling 5 year plan (April 2001- March, 2006, etc))	Cycling Fund		✓ (Mainly)	
	Safety Funds	Including 'Safe Routes to School'	✓	
	Public Transport Information		✓	
	Rural Bus Subsidy Grant		✓	
	Rural Bus Challenge Fund		✓	
	Rural Funding		✓	
	Rural Transport Partnership (Countryside Agency)	Funding up to 75% of rural transport projects; 10% must be cash from partners, rest can be volunteers' time. Funds of £250k over 3 years from April 2001.	Will consider	✓ (mainly)
	Parish Partnerships	Parish Transport Grant Scheme: parishes can apply for grants up to £10k over 3 years (from June 2001) to support small scale transport projects, identified as meeting local transport needs. 25% match funding must be found, of which 5% minimum should be cash. Parishes can group together to multiply funding. Parish towns must have a population of under 25 000.	✓	
Rail Passenger Partnership (RPP)	Funds projects that promote integrated transport & modal shift to rail. Fast track bidding process for smaller schemes. £105m over 3 years to 2002. (In partnership with government agencies, local authorities, private sector).	✓ For stations	✓ For information	
Community Rail Partnerships	Additional £220k over 3 years.			
Other Local Authority Finance (County)	Rights of Way Budget	For maintenance.		✓
	Single Standard Spending Assessment		✓	✓
	Single Regeneration Budgets (SRB)		✓	
	Travelwise			
	Parish Paths Partnership	Projects must be community led and achieved via existing agreement (usually with the Parish in question) and administered by the Countryside Management Service (CMS).	✓	

Type	Source	Details	Capital	Revenue
	Countryside Management Service			
Government Departments/ Agencies	Regional Development Agencies	Market Towns; £37m over 3 years. Market town= up to 25 000 people. Must have rural element.	✓	✓
		Rural Enterprise Scheme.	✓	✓
		Rural Development Programme	✓	✓
		Rural Challenge		✓
	Countryside Agency	Countryside on Your Doorstep, Wider Welcome, Local Heritage Initiative, Walking Your Way to Health, Section 9 funding via Watling Chase Community Forest.	✓	
	DTLR	Funds Highways Agency.	✓	✓
	Department of Education & Employment (DFEE)		✓	✓
	Department of Health	Including 'Walking Your Way To Health', Primary Care Trust		✓
	Arts Council	Artwork	✓	
	DEFRA (formally MAFF)	Countryside Stewardship (management of land, extra for ROW)		✓
	Environment Agency		✓	
Tourist Board	For information.		✓	
	Forestry Commission	Extra money for routes running through woodland. Most likely source is WIG1, a discretionary payment of 50% of agreed costs towards provision of recreation in woodlands. If new planting then possible funding from Community Woodland Supplement.	✓	✓
European Union Funding	Interreg IIIB	2002-2006, focusing on 'Missing Links' in NMU network for walkers & cyclists for transport & leisure.	✓	
	LIFE		✓	
Private Sector Funding	Railtrack's successor	Facilities at stations eg storage.	✓	
	Bus operators		✓	
	Green Transport Plans	Possible partnership with other sections above.	✓	✓
	Local Authority Private Finance Initiative	Partnership funding for green transport initiatives.	✓	✓
	Section 106 agreements with developers		✓	
	Landfill Tax Credits	Related to HELP (Hertfordshire Environmental Landfill Partnership).	✓	
	Aggregates Tax	From April, 2002, via the Countryside Agency.		

Type	Source	Details	Capital	Revenue
	Private Sector Sponsorship of particular routes eg Timberland Trail.		✓	✓
	Local businesses		✓	?
	Charities	Groundwork Hertfordshire	✓	
		British Horse Society	✓	✓
	Lottery Funds	Heritage	✓	
		New Opportunities Fund (NOF)	✓	
		The Community Fund	✓	
		Awards For All	✓	
		Sport England	✓	

To maximize the success of a grant application for a project the following need to be clearly demonstrated:

- need/community involvement
- aims/objectives
- strategic importance
- partnership support
- benefits/outcomes
- action plan with attendant costs
- timetable
- best value for money

Potential sources of support in kind

Source	Details
Parish Councils	Help from working groups, British Horse Society access groups, etc
Probation Service	Work parties
BTCV	NVQ work placements
Local colleges	Work placements
Youth groups	

Health and safety issues must be considered if volunteers are worked with.

APPENDIX M

Summary of responses to questionnaire

(Based on responses by the Steering Group to a questionnaire devised for the Countryside Agency's Review of Greenway pilots, November 2001)

Partnership working

- Successful in achieving the interest & concerns of a representative public on an important environmental issue (in limited time that have attended)
- Moderately
- Very successful
- Only involved for a short time but impressed by range of groups involved and level of commitment in attending meetings
- Very successful - taking forward an agreed body of work
 - Way in which has influenced others to think about Greenways
 - Change in attitude towards Hertfordshire County Council
(final measure of success will be the delivery of a bidding application to secure significant funding to implement on the ground projects to complete the strategic network)
- Good project leadership by professionals and input by experts at national, county and local levels, enabling/strongly supporting the achievement of partnership working
- Built on 'partnership' - Agenda 21 is a recognized Hertsmere strength
- Achieved some understanding of the Greenways standards being developed and the ways in which partners measure success
- Demand study process informed the Steering Group, enabling discussions in developing the Strategy, etc
- Greater awareness of changes at Hertsmere and County structures that might support the development of Greenways and 'Value for Money' processes

Project Successes

- Wide representation from most sectors of the community
- Exchange of views and ideas
- Being open to change ie leisure to transport, services & facilities
- Addressing the need to reduce travel by car/education & awareness of different modes
- Involving the community
- Practical solutions implemented is a good best practice example
- A great project!
- Links and negotiations between such a wide range of groups
- Attracting a wide range of consultees from various user groups/interested parties
- The Allum Lane Project
- Establishing demand in general
- Negotiations to improve the Colne/Ver crossing with Thames water, etc
- Potential re-routing of national cycle route 6 between Watford and St Albans to bring into Hertsmere along Colne valley
- Establishment of Greenway standard routes at Merryhill and Allum Lane Spinney
- Work towards A41 crossing by M1
- Action plan for ongoing development
- Good personal skills, good organisation, including management of meetings and leadership by Hertsmere officer

Consideration of the views of individual Steering group members

- Through allowing the representation of disabled users I feel my views have been considered
- Most of the time
- Well
- Views (limited to practical advice on implementation) considered well
- Views will be most relevant to the specifics of future implementation and potential impacts on individual sites
- Limited in terms of geographical area and user group member
- Fully

Benefits for individuals and/their organisation

- Good networking and increasing in community profile
- Enjoyed being at the start of projects (although would have liked to be more involved in the practicalities)
- Broadening the outlook of organisation: motivated to set up projects of a similar nature to incorporate Greenways thinking and pull together all other routes & initiatives in an integrated network at local levels in rural areas
- Assisting in development of projects as well as implementation
- Profile for organisation within the world of access users and interest groups
- Delivery of specific projects of value to the pilot as well as contributing to those of member's organisation
- Opportunity to hear of potential/planned developments within existing areas of work
- Potential for partnership network development
- Increased awareness of potential routes and existing barriers to the ROW network for cycling
- Opportunity to shape own views by working with professionals as well as volunteers
- Could continue learning about environmental issues and apply knowledge, building on environments qualifications
- Has informed organisation's environmental strategy group and other staff with an interest

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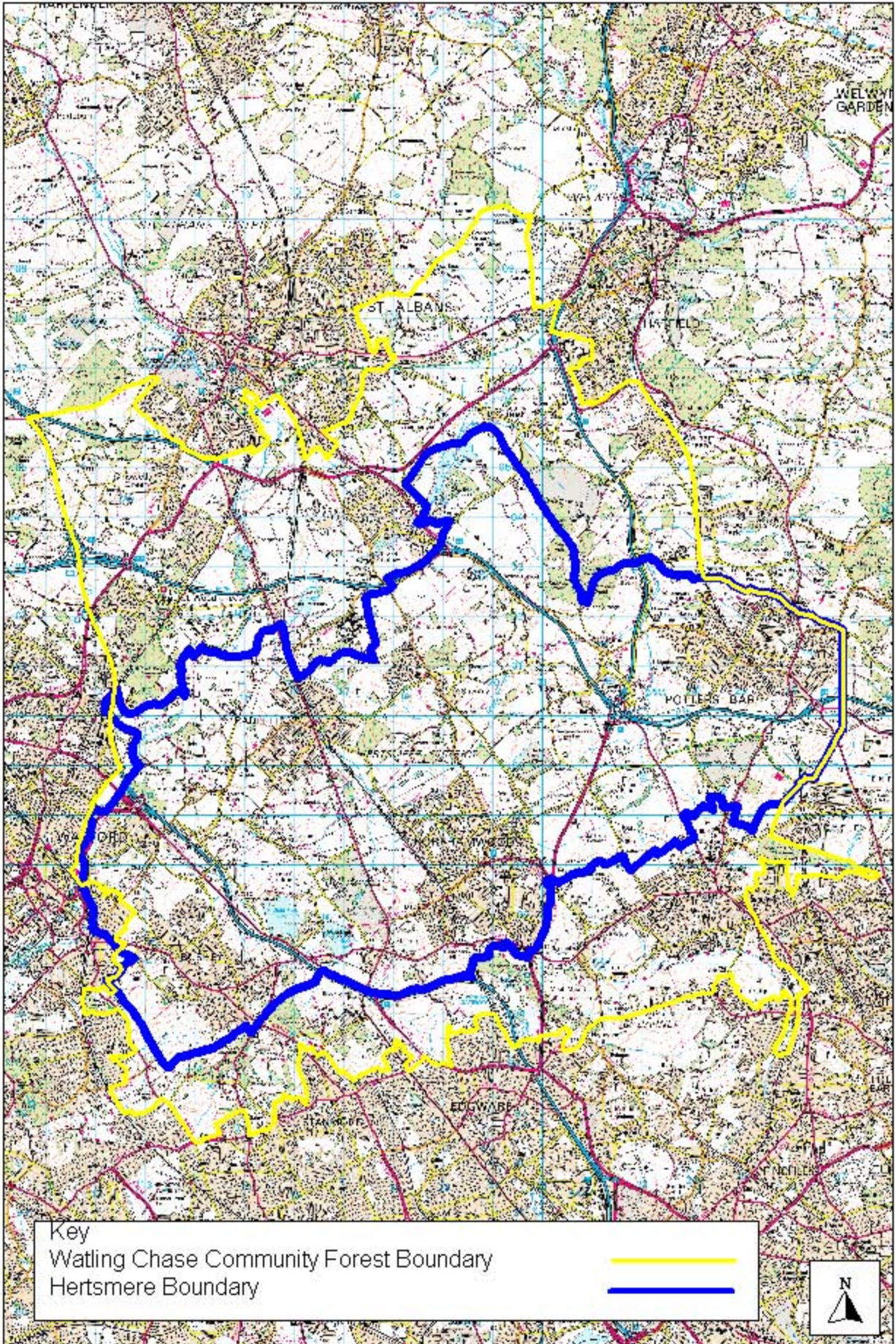
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GLOSSARY

Abbreviation	In full	Definition
ACT	A genda 21 C onference for T omorrow	The name of the Local Agenda process in Hertsmere.
BOAT	B yway o pen to a ll t raffic	An off-road route for horse riders, walkers, cyclists and motorised vehicles.
CMS	C ountryside M anagement S ervice	
DETR	D epartment of the E nvironment, T ransport and the R egions	The Government Department responsible for legislation, and advice on planning and design of highways and the transport system in general.
HBC	H ertsmere B orough C ouncil	
HCC	H ertfordshire C ounty C ouncil	
LA21	L ocal A genda 21	Involves working in partnership with local people and communities to achieve a vision of what they want their area to be like in the future. Concept originates from the United Nations Earth Summit held in Rio in 1992.
LTP	L ocal T ransport P lan	Sets out the transport policies for the county in question.
NMU	N on- m otorised u se/ u ser	For walkers, cyclists, horse riders, runners, etc and also for those with a disability who use powered wheelchairs and scooters with a maximum speed of 4mph.
OS	O rdnance S urvey	
PACE	P lan, A ction, C heck, E nable	Project methodology devised by ajt Consultants.
PPG	P lanning P olicy G uideline	
PROW	P ublic R ights of W ay	Legally defined routes for walkers, cyclists and horse riders, including footpaths, bridleways, BOATs and RUPPs.
ROW	R ights of W ay	As above.
RUPP	R oad u sed as a p ublic p ath	Private road with access for walkers only or walkers, cyclists and horse riders.
SG	S teering G roup	Group of interested people from the local community who help to decide key decisions on the project.
STRAP	S ustainable T ransport in R ural A reas P roject	A pilot project being developed by Hertfordshire County Council and funded by the Countryside Agency. It is running for 3 years and aims to develop and test new approaches to the problems surrounding traffic and transport in rural areas. Part of this is to encourage people to use their car less through such things as improving public transport, increasing mobile services in the community and improving facilities for walking and cycling. The latter embraces the 'Quiet Lanes' project being carried out in the north of the County.
SUSTRANS	S ustainable T ransport	National charity aiming to bring about a more sustainable transport system in the UK and beyond. Includes practical projects such as the National Cycle network and Safe Routes to School.
WCCF	W atling C hase C ommunity F orest	
WCGW	W atling C hase G reenways P roject	



Word/phrase	Definition
'Access for all'	Facilitating use of Greenways for people of all abilities from all sections of the community.
'Accreditation' scheme (national)	A scheme currently being developed by the Countryside Agency to set minimum standards for Greenways to ensure that routes are safe, accessible and of the highest quality.
Alban Way	A non-motorised route from St Albans to Hatfield on a disused railway line.
Bridleway	An off road route for horse riders and also walkers and cyclists.
Byway	An off-road route for horse riders, walkers, cyclists and motorised vehicles.
Capital funding	Money required to set up a project.
Community Steering	Group of interested people from the local community who help to decide key decisions

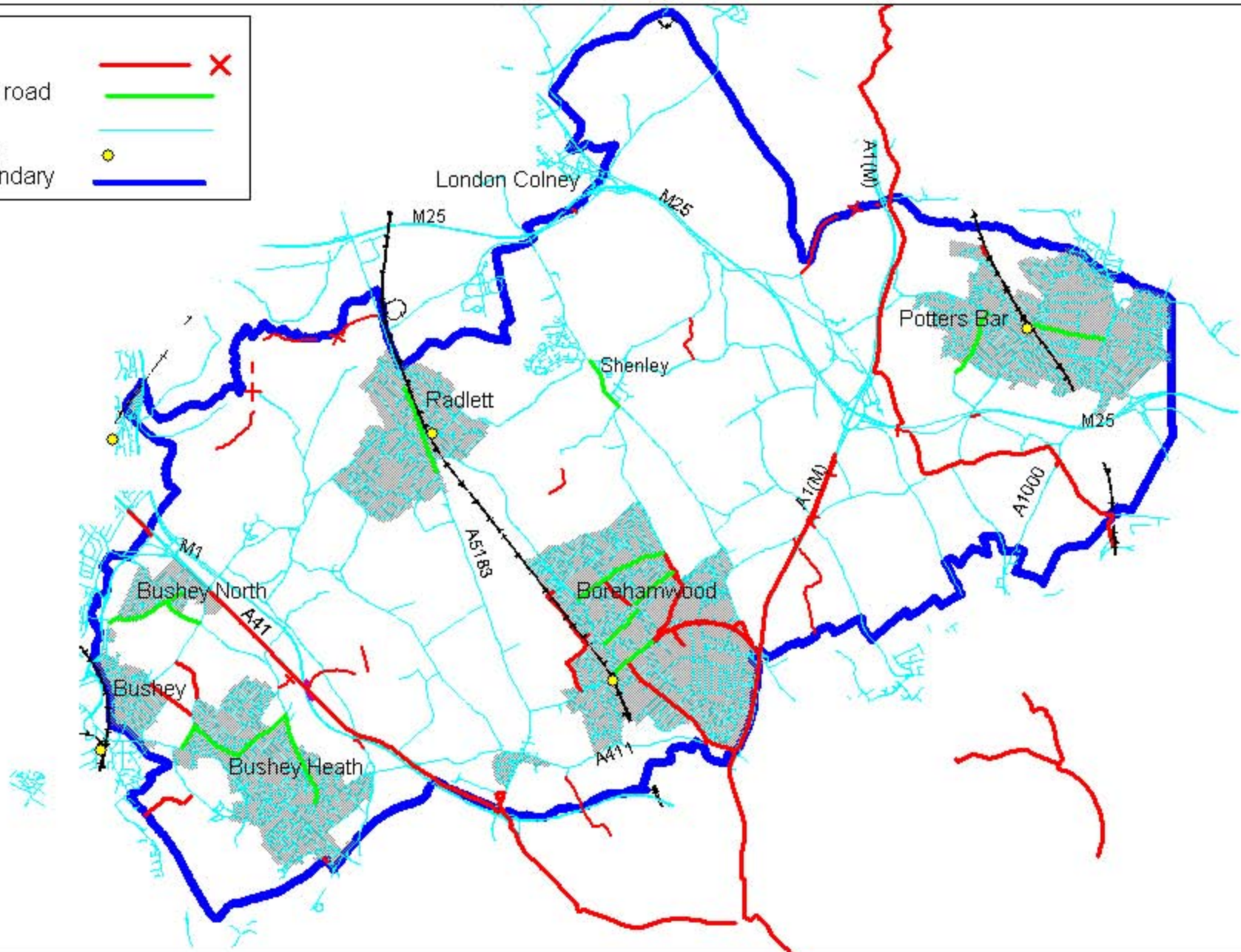
Group	(see Appendix C for full list of members).
Countryside Agency (Commission)	Funded by the DETR, its role is to protect the English countryside and promote sustainable recreation.
Extra links	Suggested by various local user groups as extra to those in Hertsmere's Local Plan.
Footpath	Route for use by walkers.
Gateway site	A site of interest that facilitates access to the countryside, e.g. Shenley Park, Aldenham Country Park, Bowmans Green Farm, South Mimms Service Area.
Green belt	Open land surrounding a town or city where building or development is strictly controlled.
Greenway	Primarily car-free, off-road routes that connect people to facilities and open spaces in and around towns and out to the countryside, mainly for walkers, cyclists and horse riders.
Integrated transport system	Where all modes of transport are inter-connected, including public transport, to enable continuous journeys.
Interpretation board	Large sign on route giving information on the route in question and on the project in general.
Legal status	Each right of way has a legal status which indicates who is permitted to use it by law.
Linear route	The most direct route between two or more places – in the form of a line.
Match-funding	Sources of funding often only provide a percentage of the money (usually 50%) needed for a project and do so on the understanding that the remainder be made up, or matched, from another source.
Missing links	Links that are currently listed in Hertsmere's Local Plan (Pre-Inquiry Version, 1999, Deposit Version 1998, adoption late 2001) as routes to develop.
Mode of travel	Way of getting about, e.g. bike, horse, bus, etc.
Multi-user status	A route with this can be used by all non-motorised users and also by those with a disability who use powered wheelchairs and scooters with a maximum speed of 4mph.
National demonstration	A pilot project.
Passenger interchange facilities	Facilities provided at bus and train stations such as information boards, toilets, refreshments, etc.
Passenger transport	Formerly known as public transport, now amended to take account of the privatisation of services.
'Quiet' road/lane	A minor road, safe for use by cyclists, walkers and riders in terms of traffic volume, traffic speed and type of traffic.
Revenue funding	Money used to maintain a project.
Rights of way (Public)	Legally defined routes for walkers, cyclists and horse riders, including footpaths, bridleways, BOATs and RUPPs.
Section 106 agreement	A financial planning obligation (under Section 106 of the Town and Country Planning Act) to be met by a developer when seeking planning permission for the development or the change of use of land. Funds obtained in this way are specified to be used for improvements in the area of the development which may include rights of way.
Severance	Occurs where a route cannot be easily continued e.g. at difficult road crossings or where there is no route at all.
Shared footway	A pavement or track divided in half, for use by walkers on one side and cyclists on the other.
Shared road space	Part of the road is dedicated for use by cyclists.
Sustainable	Capable of being maintained or kept in existence with minimal adverse effects on the environment and its occupants.
Timberland Trail	A 17km route sponsored by the outdoor clothing company, Timberland, from Allum Lane in Borehamwood north to the Alban Way, east of St Albans. It has been created for use by walkers with some multi-use sections.
Traffic calming	Measures taken on roads to slow down motorised traffic, e.g. speed humps, chicanes, road narrowing, etc.
Travel plan	A plan devised by an organisation setting out how it plans to encourage its workers/pupils, etc to travel in a more sustainable way.
Urban plan	A plan to deliver sustainable transport for the whole settlement, concentrating on measures such as cycling schemes, safer routes to school, passenger interchange facilities.
'Walking bus' scheme	Where a group of children walk to school in a long line supervised by one or more adults.



Existing routes, including public rights of way, cycle tracks, shared footways and traffic-calmed roads

Map 2
Scale NTS

Key	
Existing routes	
Traffic-calmed road	
Road network	
Railway station	
Hertsmere boundary	



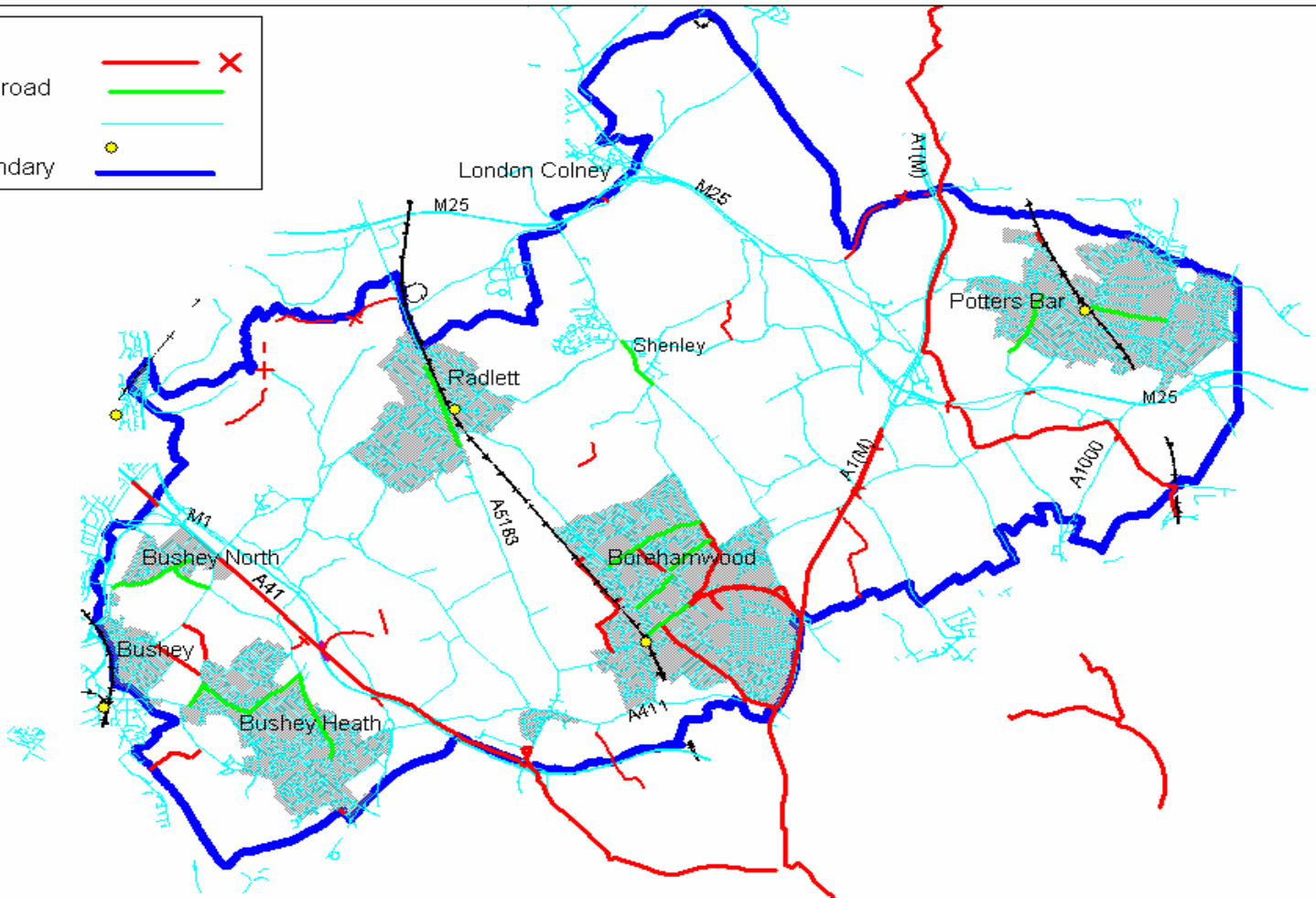
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Existing routes, including public rights of way, cycle tracks, shared footways and traffic- calmed roads

Map 2
Scale NTS

Key	
Existing routes	Red line with 'X' symbol
Traffic- calmed road	Green line
Road network	Light blue line
Railway station	Yellow circle
Hertsmere boundary	Thick blue line







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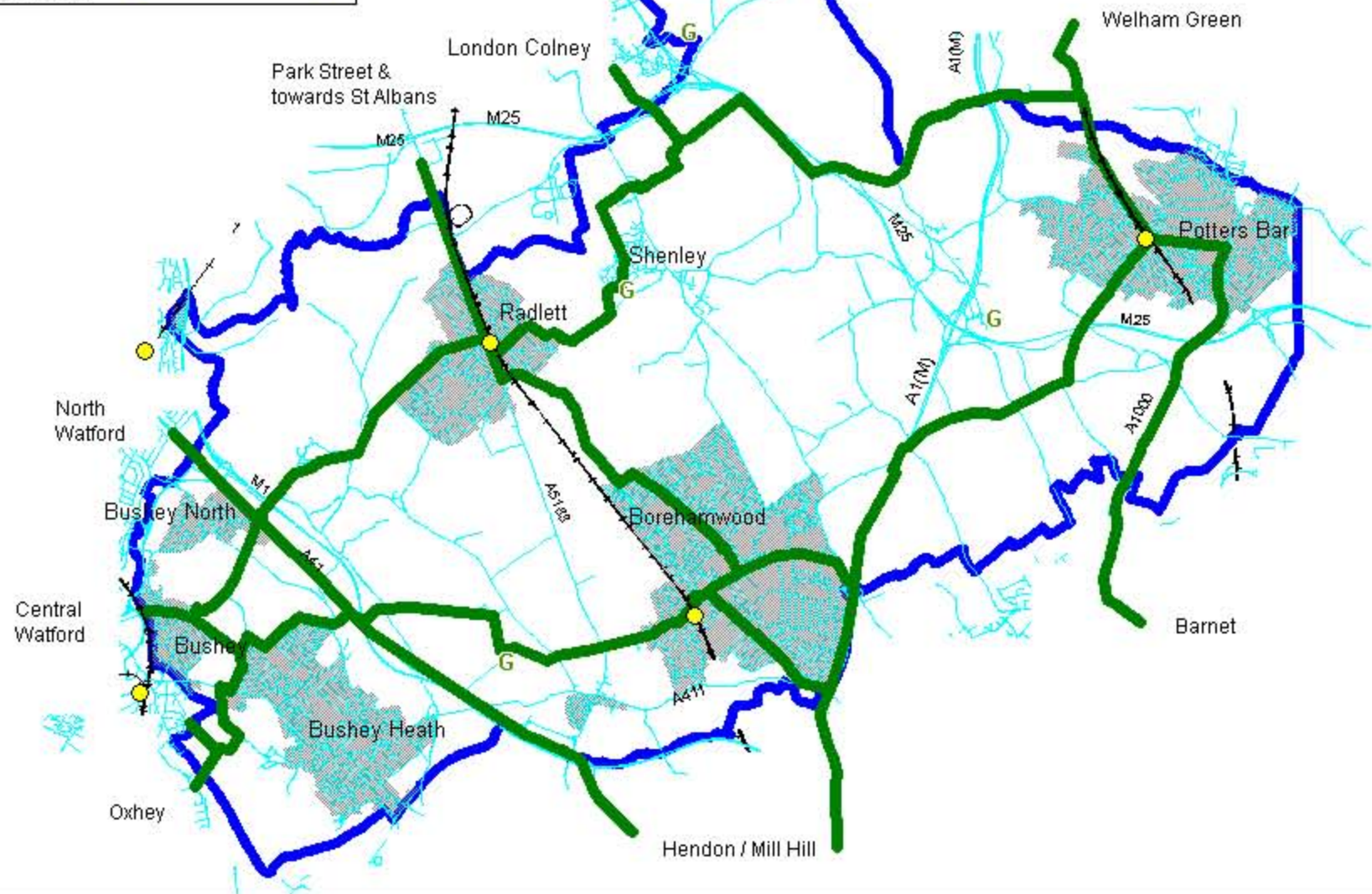


Proposed linear town-to-town routes

Map 3
Scale NTS

Key

- Town to town routes 
- Road network 
- Railway station 
- Hertsmere boundary 







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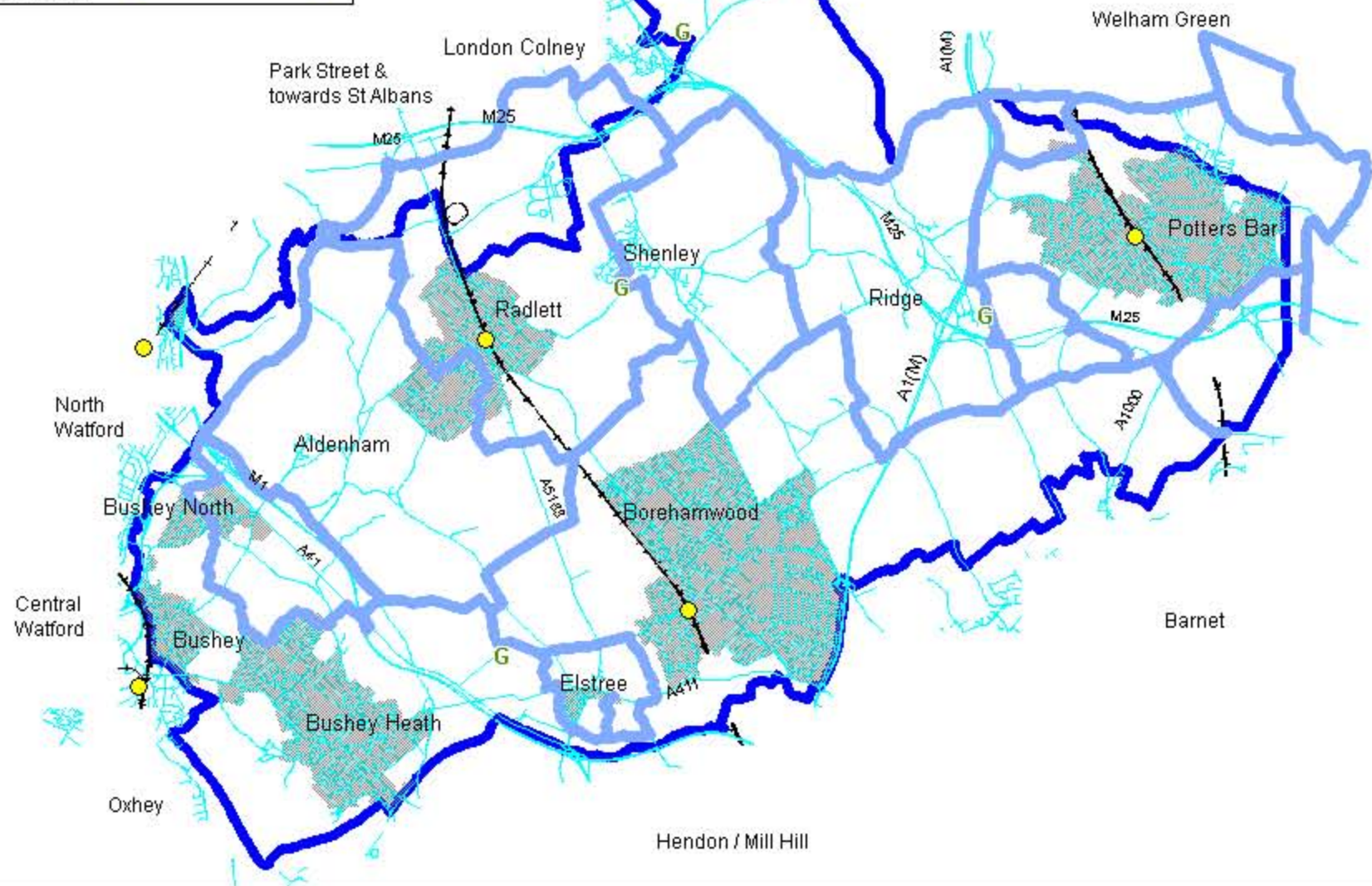


Proposed circular routes

Map 4
Scale NTS

Key

- Circular routes 
- Road network 
- Railway station 
- Hertsmere boundary 








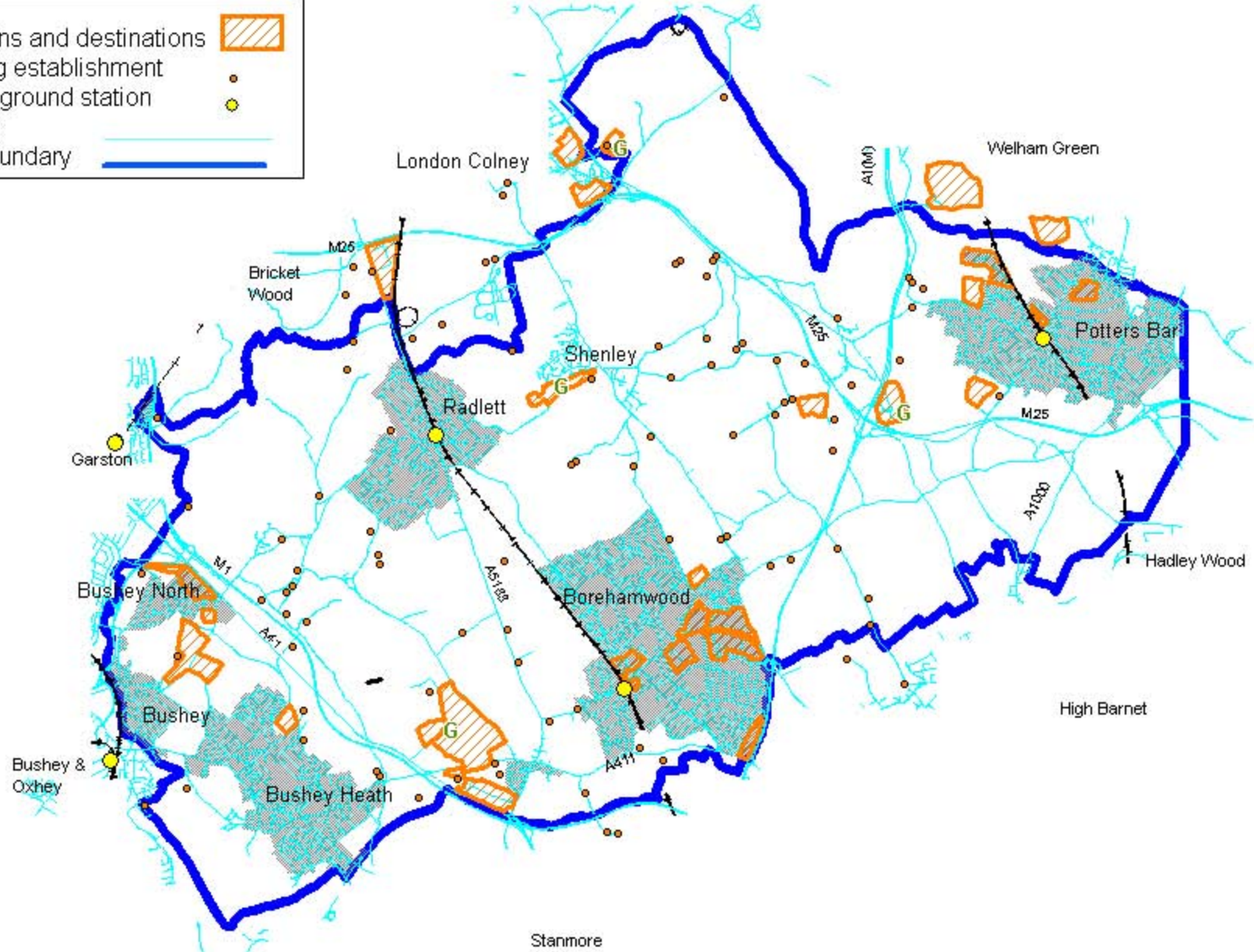
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Possible origins and destinations Including those for work, school and leisure

Key






- Possible origins and destinations 
- Horse keeping establishment 
- Railway/underground station 
- Road network 
- Hertsmere Boundary 

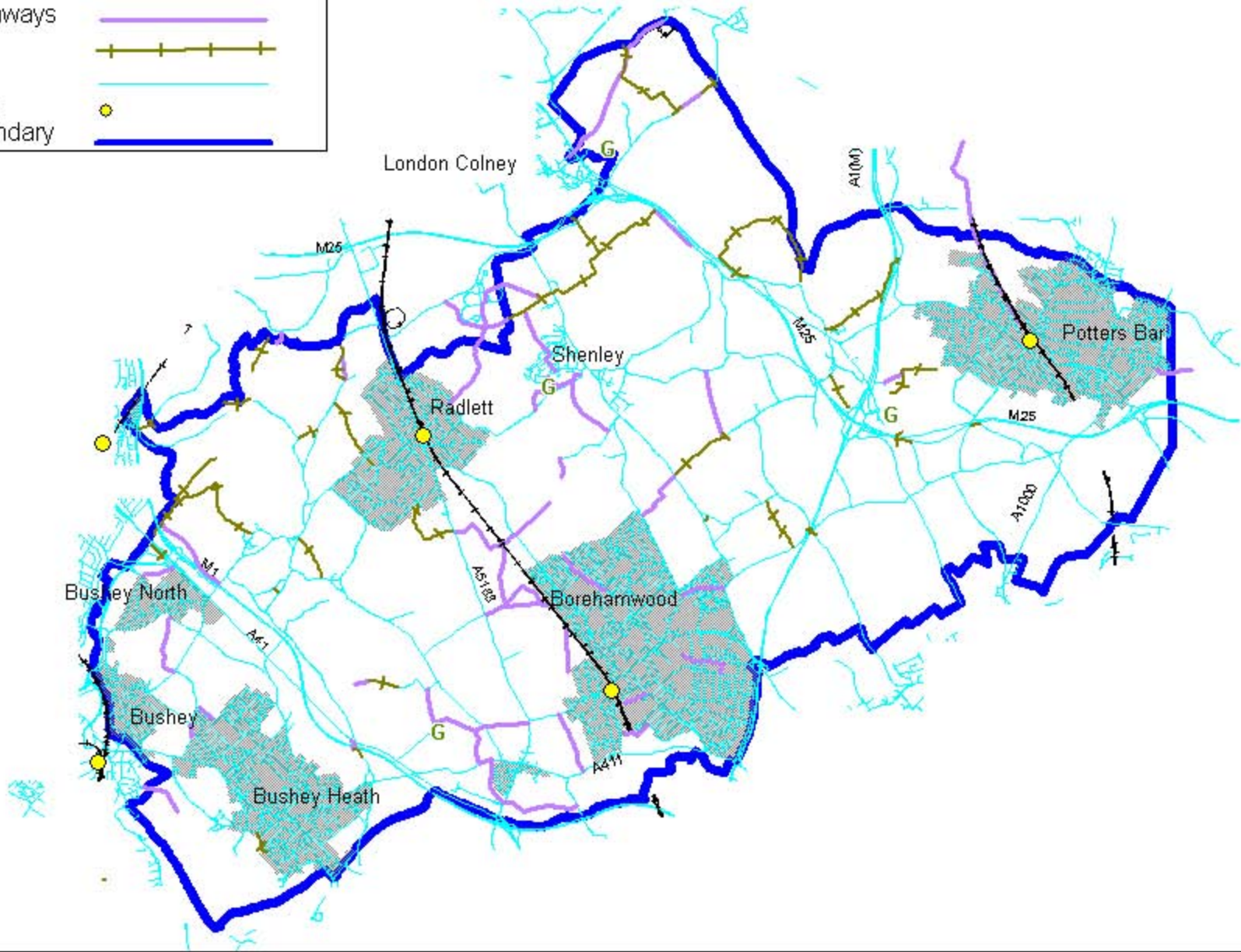


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Proposed off-road Greenways including brideways

Key	
Off- road Greenways	
Bridleways	
Road network	
Railway station	
Hertsmere boundary	



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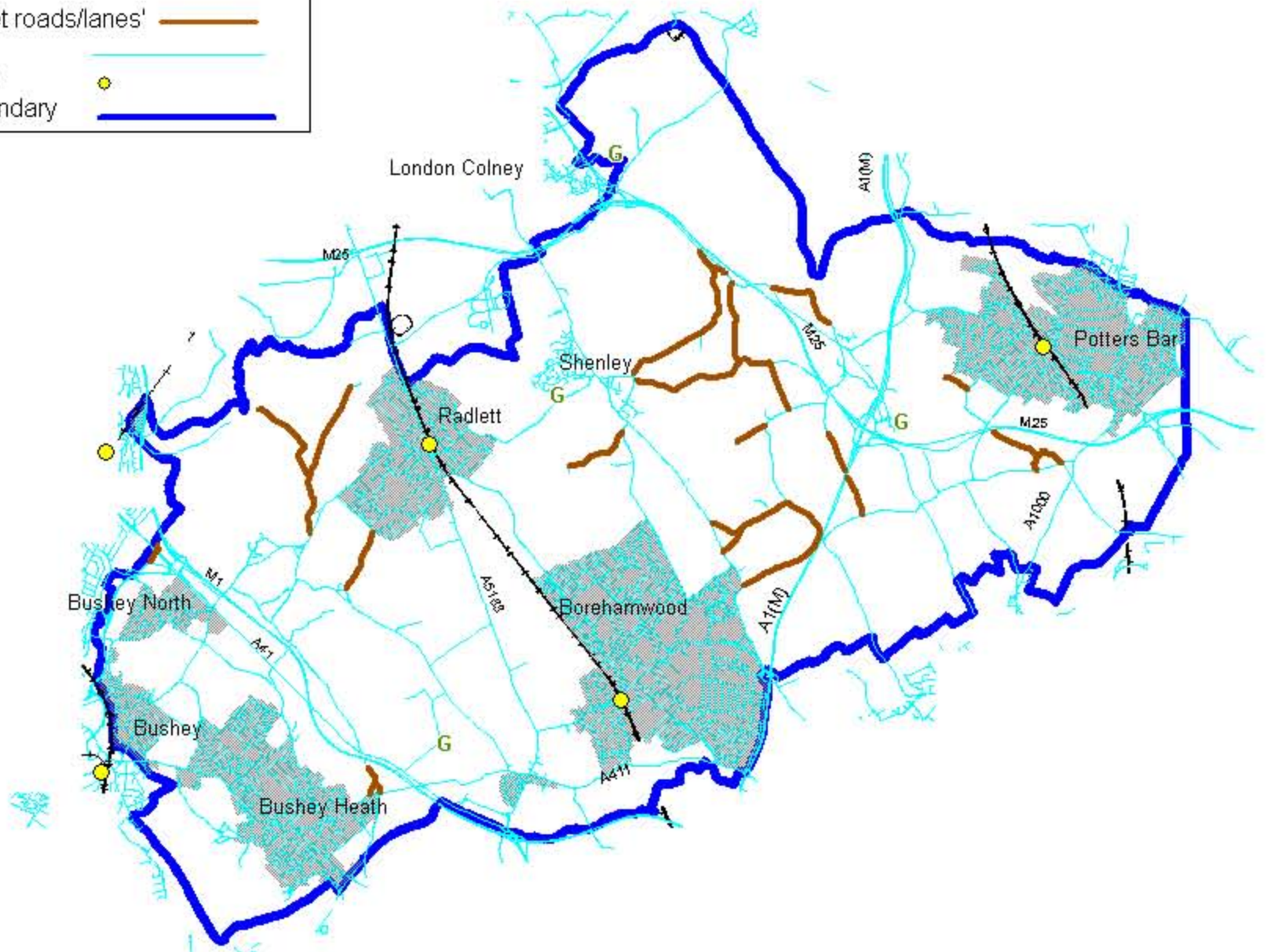


Proposed 'Quiet Roads/Lanes'

Map 7
Scale NTS

Key

- Proposed 'quiet roads/lanes' ———
- Road network ———
- Railway station ●
- Hertsmere boundary ———

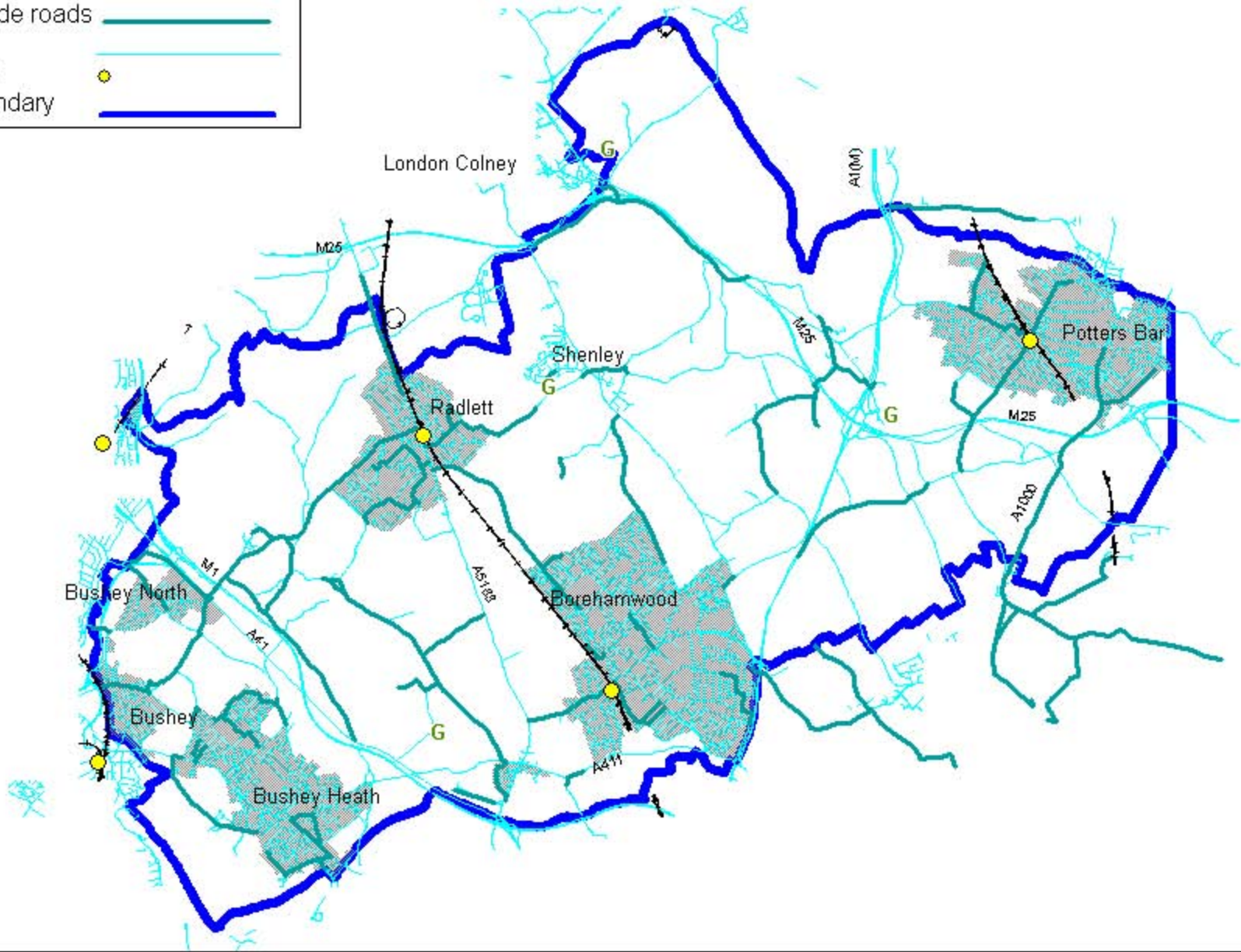


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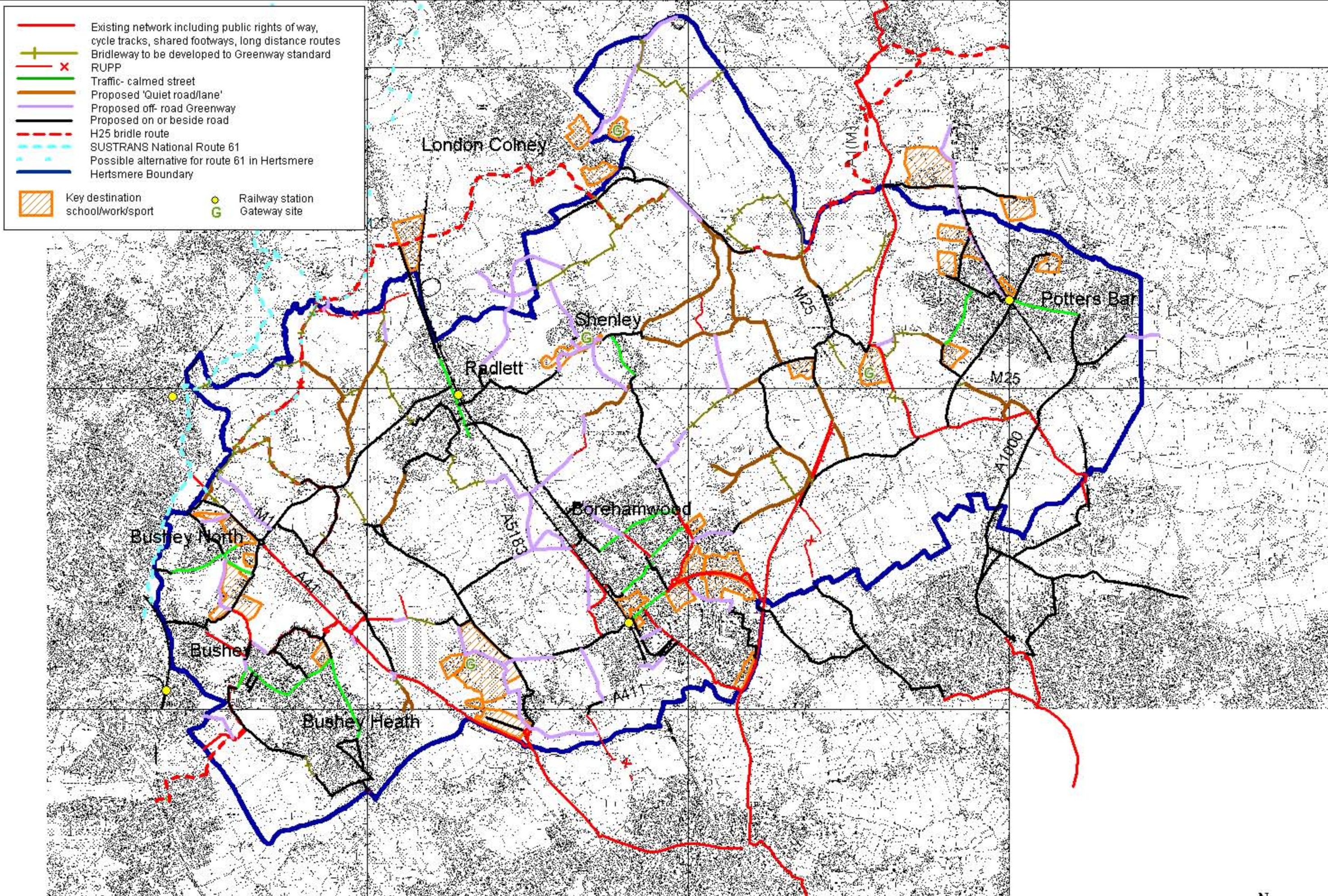


Proposed links on or beside roads

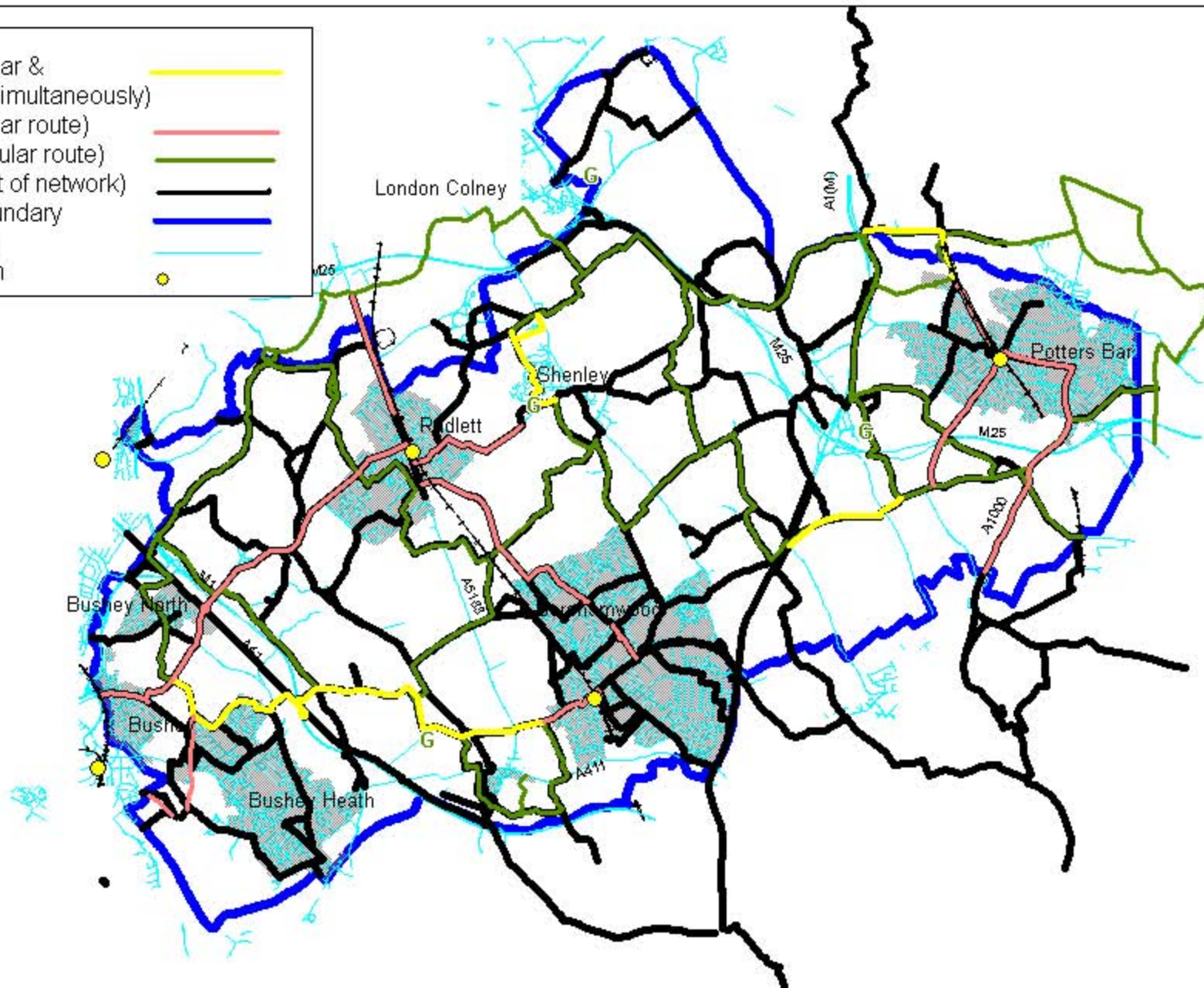
Key	
Routes on/beside roads	
Road network	
Railway station	
Hertsmere boundary	



Map 9 - The proposed network for Watling Chase Greenways



Key	
Priority 1 (Linear & circular route simultaneously)	
Priority 2 (Linear route)	
Priority 3 (Circular route)	
Priority 4 (Rest of network)	
Hertsmere boundary	
Road network	
Railway station	



Map 9 - The proposed network for Watling Chase Greenways

-  Existing network including public rights of way, cycle tracks, shared footways, long distance routes
-  Bridleway to be developed to Greenway standard
-  RUPP
-  Traffic-calmed street
-  Proposed 'Quiet road/lane'
-  Proposed off-road Greenway
-  Proposed on or beside road
-  H25 bridle route
-  Sustrans National Route 61
-  Possible alternative for route 61 in Hertsmere
-  Hertsmere Boundary
-  Key destination school/work/sport
-  Railway station
-  Gateway site

