

ELSTREE and BOREHAMWOOD TOWN COUNCIL



Fairway Hall,
Brook Close,
Borehamwood,
Herts. WD6 5BT

NOTICE is hereby given that the next meeting of the
TRANSPORT AND ROAD SAFETY FORUM

will be held at Fairway Hall, Brook Close, Borehamwood, WD6 5BT
on **Wednesday 21 February 2018 at 7.00pm to 9.00 pm**
[Whilst the meeting will conclude at 9.00 pm – every effort will be made to
provide 20 minutes for the Open Session item on the agenda]

[Meeting Open to Press & Public]

AGENDA

1. **Apologies:** To receive any apologies for non-attendance.
2. **Declarations:** To:
 - a) receive declarations of interest from Councillors on items on the agenda;
 - b) receive written requests for dispensations for declarable interests; and
 - c) grant any requests for dispensation as appropriate.
3. **Minutes:** To confirm and sign the Minutes of the Meeting held on 25 October 2017 (any update reports on issues discussed to be raised in the Public Session unless covered elsewhere on the agenda).

- Attached
4. **Hertfordshire's Traffic and Transport Data Report 2017:** To receive report from Hertfordshire County Council based on 2016 data (available online at www.hertfordshire.gov.uk/ttdr) and to consider any representations to the Authority from the Forum based on the findings.

- Attached
5. **Bus Services in Elstree and Borehamwood:** To consider Operators' Reports and any matters concerning service changes (20 Minutes).

6. **Traffic and Road Safety Report: Hertfordshire Constabulary:** To receive an update report from Hertfordshire Constabulary, if available, on local traffic and road safety issues and to answer questions from Forum Members (20 Minutes).
7. **Train Services:** Members are asked to receive update statement, if available, from GTR - Elstree and Borehamwood railway station (20 Minutes).
8. **Open Session :** To consider items raised by attendees or items for further discussion by the Forum at a future meeting.
(Attendees are kindly asked to state their name and their interest in the Forum) (20 Minutes).
9. **Date of next meeting:** Wednesday 9 May 2018 at 7.00 pm at Fairway Hall, Brook Close, Borehamwood, WD6 5BT.
10. **Meeting Close:** To close meeting at 9.00 pm.



T Malton
Deputy Clerk
6 February 2018

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[Distribution List attached]

[NOTE: As a Council Policy to conserve paper and postage costs, hard copy agendas are not posted to those on the distribution list who have not attended at least one of the previous three meetings (unless requested to do so). It is understood that attendance at meetings will fluctuate as diverse topics are considered by the Forum]

Name	Organisation	post	e-mail
Cllr C Butchins	EBTC Transport Forum (Chairman)	x	x
Cllr Mrs S Parnell	EBTC Transport Forum	x	x
Cllr V Eni	EBTC Transport Forum	x	x
Cllr S Rubner	EBTC Transport Forum (Vice-Chairman)	x	x
Cllr G Silver	EBTC Transport Forum	x	x
Cllr E Silver	Town Mayor	x	x
Cllr Mrs P Strack	EBTC	X	X
Cllr Mrs S Parnell	EBTC Leader of Council	X	X
Cllr G Franklin	EBTC Opposition Leader		
Cllr A Coleshill	EBTC		X
Cllr Mrs A Mitchell	EBTC		X
Cllr E Silver	EBTC		x
Cllr Mrs F Turner	EBTC		x
O Dowden MP	Hertsmere MP		x
A Dismore	London Assembly: Barnet & Camden		x
M Silverman	HBC Policy & Transport		x
L Lucas	HCC Policy & Transport		x
G Brigden	HCC Policy & Transport	x	
D Tancock	HCC Policy & Transport		
M Goodyear	HCC Policy & Transport		x
S Parnell	HCC Highways Environment Dept.		
S Davies	BW Driving Instructors Association		
A Aresti	Triple A School of Motoring		
J Cartledge	Resident	x	
M Finn	University Bus (Uno)		
A Dunn	Sovereign Buses (London) Ltd		
J Brown	Pensioners' Rights	x	
S Simmonds	Sullivan Buses	x	x
D Sullivan	Sullivan Buses	x	x
B Godfrey	Arriva Buses		
L Heyman	GT Railway	x	x
S Bowler	GT Railway	x	x
H Matereke	GT Railway (Station Manager)	x	
C Izzard	Metroline	x	x
E Aherne-Sime	Metroline	x	
CI S O'Keeffe	Hertfordshire Constabulary		
PCSO A Gibson	Hertfordshire Constabulary		x
PCSO Hainsworth	Hertfordshire Constabulary	x	
Station Commander	Herts Fire and Rescue		
M Condon	Borehamwood Times	x	
Borehamwood Library	96 Shenley Road	x	
Cllr M Bright	HBC Leader and HCC		

V Kane	HBC		x
Cllr M Vince	HBC Councillor		x
P Childs	Nationwide Handling Ltd		x
A De Swarte	Resident	x	
N Skultela	GT Snacks		x
R Redman	First Impressions		x
Cllr W Prentice	London Borough of Barnet		x
Cllr R Cornelius	London Borough of Barnet		
J Shipman	London Borough of Barnet		x
P J Stonie	Resident		
L Stack	Resident	x	
S Alford	Resident		x
J Berkowitz	Resident		x
C Blake	Resident		x
R Goodall	Resident		x
S Teacher	Resident		x
G Teacher	Resident		x
C Barker	Resident		x
D Gupta	Resident		x
D Barton	Resident		x
P Mirams	Resident		x
C Mooring	Resident		x
P Stone	Resident		x
A Samuelson	Resident		x
P Elsen	Resident		x
N Clark	Resident		x
P Page	Resident		x
J Newmark	Resident		x
Cllr S Brown	Hertfordshire County Council		
Cllr D Ashley	Hertfordshire County Council		x
Cllr R Sangster	Hertfordshire County Council		x
Cllr A Plancey	Hertfordshire County Council	x	
Cllr C Clapper	Hertfordshire County Council		x

ELSTREE AND BOREHAMWOOD TOWN COUNCIL (EBTC)

TRANSPORT FORUM

MINUTES of a meeting held at Fairway Hall, Brook Close, Borehamwood, WD6 5BT on Wednesday 25 October 2017 at 7.00pm

Present:

- Cllr C Butchins (Transport Forum Chairman - EBTC)
- Cllr V Eni (EBTC)
- A Plancey (Hertfordshire County Council)
- D Sullivan (Sullivan Buses)
- C Izzard (Metroline)
- E Aherne-Sime (Metroline)
- PCSO 6344 T J Hainsworth (Hertfordshire Constabulary)
- L Heyman (GTR)
- H Matereke (GTR - Elstree and Borehamwood Station Manager)
- J Cartledge (Resident)
- N Clark (Resident)
- S Alford (EBRA)
- P Ravin (Resident)
- A de Swarte (Resident)
- S Melinek (Residents)
- 2 other residents
- T Malton (Deputy Town Clerk)

[Only those residents wishing their names to be included in the Minutes are recorded above.]

09. APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

Apologies were received from Cllr S Rubner (EBTC- Deputy Chairman), Cllr Mrs S Parnell (EBTC), Cllr G Silver (EBTC), O Dowden MP (Hertsmere MP), A Dismore AM (London Assembly: Barnet and Camden), G Brigden (Hertfordshire County Council), M and C Blake (Residents), R Redman (First Impressions Group) and S Simmonds (Sullivan Buses).

10. DECLARATIONS OF COUNCILLORS' INTERESTS

There were none.

11. TRANSPORT FORUM MINUTES

The Minutes of the meeting of the Forum held on 5 July 2017 were approved and duly signed as a true record by the Chairman.

12. SIGNAGE

The Transport Forum received a report from J Cartledge in connection with signage problems at the intersection at Hillside and Cardinal Avenues in Borehamwood (photographs attached at **APPENDIX A**).

He indicated: *"The stop lines, warning triangles and "slow" markings in Hillside Avenue are badly eroded, and approaching drivers may be distracted by the more obvious markings associated with the adjacent speed tables. As it is not immediately clear to drivers using Hillside Avenue that they do not have priority at this crossroads, the situation is potentially hazardous. I believe that, in addition to renewing the carriageway markings, it would be helpful to install "Give Way" signs as well."*

It was noted that the matter had been reported to both Hertfordshire County Council and Hertfordshire Constabulary.

It was AGREED that:

Hertfordshire County Council Highways Department be informed of the Forum's support for renewed/enhanced markings at the intersection at Hillside and Cardinal Avenues in Borehamwood be reported to Hertfordshire. Cllr A Plancey would make similar representations, and the Forum be kept informed of developments, as appropriate.

13. PARKING MATTERS

The Chairman referred Forum Members to the PetrolPrices.com Ltd publication appended to the agenda, *'1 in 5 car parking spaces wasted due to bad parking'*. It was generally accepted that parking etiquette and instances of nuisance or illegal parking were national problems not peculiar to Elstree and Borehamwood. Particular areas of concern included:

- Parking on grass verges (causing damage);
- Parking on junction corners;
- Use of mobile telephones whilst parking;
- Parking on double and single yellow lines;
- Parking at bus stops/bays;
Vehicles not correctly positioned because bays arranged at right angles to the direction of approach (instead of diagonally) are difficult to manoeuvre into and out of; and
- Insufficient availability of parking spaces (for residents and visitors alike).

It was recognised that parking was likely to continue to be a topic of concern due to the closure of parking facilities locally and the anticipated increase in development.

14. BUS SERVICES IN ELSTREE AND BOREHAMWOOD

C Izzard (Metroline) and D Sullivan (Sullivan Buses) provided reports, indicating that a new timetable was in place for the 306 and 398 services. It was noted that one change to the Uno service 601 took place in September (affecting Journeys between St Albans and Welwyn Garden City).

Information on new Bus Timetables could be found at:

Sullivan' Buses	www.sullivanbuses.co.uk
Metroline	www.metroline.co.uk
Uno	www.unobus.info

Some members of the Forum commented that bus service operators could be made aware of issues for users including:

- Buses leaving stops earlier or later than the advertised departure time;
- Roadwork delays especially at the Barnet bypass with resulting consequences for Borehamwood and road resurfacing affecting the B3 service (a recognised and often reported matter at the Transport Forum);
- Irresponsible parking by parents near schools; and
- Reports that the 107 service had improved were welcomed.

15. TRAFFIC AND ROAD SAFETY REPORT: HERTFORDSHIRE CONSTABULARY

Members the Forum received a report from PCSO 6344 T J Hainsworth (Hertfordshire Constabulary) (a copy of the report is appended to these Minutes at **APPENDIX B**).

Particular areas of concern included:

- irresponsible cycling (especially a long term problem reported in Hillside ward);
- road traffic collisions – particularly in Hillside and Kenilworth wards including:
 - damage only
 - suspected injury
 - road offence
 - vehicle nuisance or inappropriate use;
- School run traffic congestion; and

- congestion at Elstree and Borehamwood railway station roundabout (junction of Shenley Road and Allum Lane).

16. TRAIN SERVICES

The Forum received a report from L Heyman (GTR) (copy of slides attached at **APPENDIX C**) who introduced Mr H Matereke as the recently-appointed Elstree and Borehamwood station manager. The Forum welcomed Mr Matereke to the community.

Matters raised in response to the report included:

- Trains 'overshooting' platforms at Elstree and Borehamwood station;
- Last minute track changes at West Hampstead with no prior warning or announcements and associated consequences for passengers further north;
- Un-discernible signage on platforms; and
- Insufficient ticket machine information re concessionary fares.

L Heyman agreed to note the concerns and report back to colleagues, where appropriate. It was also reported that improvements to the ticket hall experience for passengers were scheduled to be completed by March 2019. J Cartledge observed that the station had had six footbridges and four ticket halls in its existence.

17. 150 YEARS OF ELSTREE AND BOREHAMWOOD RAILWAY STATION

The Transport Forum received a report from J Cartledge deputising for R Redman of "All Change" on plans to mark the 150th anniversary of the opening of Elstree and Borehamwood railway station (Photographs attached at **APPENDIX D**). Some of the salient points made were:

- The "All Change" group (a partnership between First Impressions and Elstree and Borehamwood Museum put forward the proposal that 150 years of railway services should be marked locally in some way;
- 'All Change' had received a substantial grant from the National Lottery fund to finance an exhibition project (with an additional £3,000 being budgeted for a Festival Event by Elstree and Borehamwood Town Council);

- The display at the museum would include interesting artefacts and images relating to the history and evolution of the station and recorded talks by past and present users and employees;
- Other events planned included school visits, film shows and a guided walk;
- The Bedford to London line opened on 13 July 1868 triggering the rapid development of the town and the transformation of the local economy;
- A major partner in “All Change” is “Elstree Screen Heritage” which raises the awareness of the history of the TV and film studios in the town whose presence was originally due in part to its ease of rail access from London.
- ‘Elstree Screen Heritage’ is responsible for the film-related enhancement that can be seen at the station and in the town, including the station planters and, station benches, photo images mural, high street plaques and banners. The maintenance of the plaques is the responsibility of the Town Council); and
- The project should also raise awareness of the interaction between town TV/films and the railway station.

Anyone who would like to contribute in any way should contact R Redman as soon as possible.

18. OPEN SESSION

[For clarity and context, questions raised in the Open Session but relating to other agenda items are recorded in the text of the relevant minute above].

Depression in Station Road

Responding to an observation by C Izzard (Metroline), the Forum noted that a depression in the road surface near the railway station continued to be problematic for vehicle drivers especially buses.

It was AGREED that:

A Plancey (Hertfordshire County Council) would be requested to notify the Highways Department of the forum’s concern in relation to the depression on Station Road by Elstree and Borehamwood Railway station.

Traffic Lights Exiting Tesco's Store, Borehamwood

S Alford (EBRA) observed that the management of the traffic lights at the Tesco' store in Borehamwood did not appear to be the most efficient insofar as exit times for vehicles were unduly long. The issue had been raised previously by the Forum but the site was in Tesco's control and there was no obligation for the road markings and lights to conform with those that would be permitted on a public highway.

19. CLOSURE AND DATE OF NEXT MEETING

The meeting closed at 9.00pm.

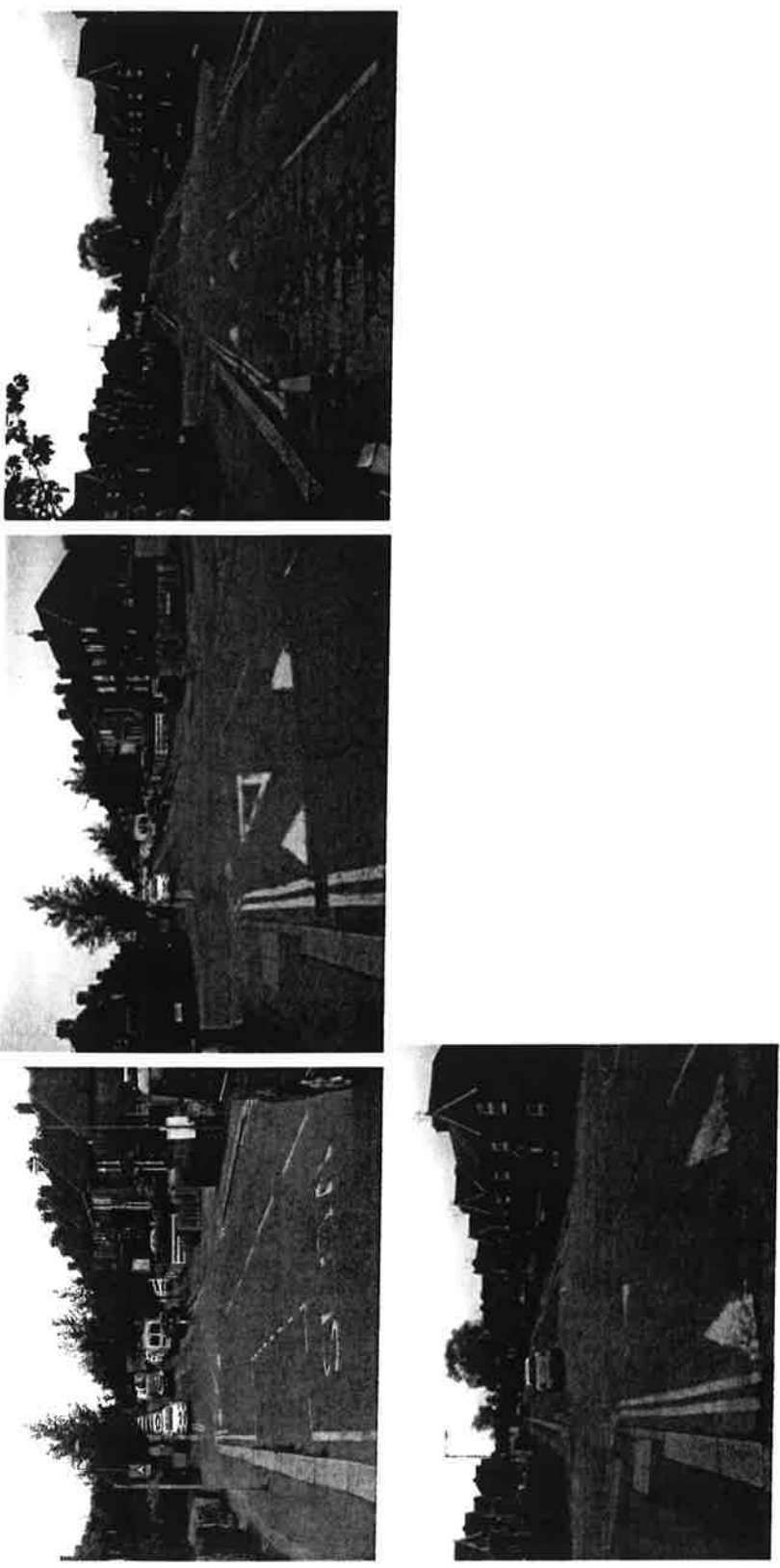
It was noted that the next meeting was scheduled for Wednesday 21 February 2018 at 7.00pm at Fairway Hall, Brook Close, Borehamwood, WD6 5BT.

Date:..... CHAIRMAN.....

Transport Forum 25 October 2017

Minute 12 - SIGNAGE

Issues at Hillside / Cardinal Avenues



APPENDIX B

ELSTREE & BOREHAMWOOD TOWN COUNCIL

TRANSPORT AND ROAD SAFETY FORUM WEDNESDAY 25 OCTOBER 2017

The following is a summary of the number of incidents reported for six consecutive two month periods under the following headings. All of these categories include all types of vehicle, including bicycles:

- Road Traffic Collision, Damage Only
- Road Traffic Incident, Suspected Injury
- Road Offence
- Vehicle Nuisance Or Inappropriate Use

Road Traffic Collision, Damage Only

Ward	01.03.2016 30.04.2016	01.05.2016 30.06.2016	01.07.2016 31.08.2016	01.09.2016 31.10.2016	01.11.2016 31.12.2016	01.01.2017 28.02.2017	Totals
Elstree	2	2	3	4	6	10	27
Brookmeadow	6	3	5	4	7	11	36
Cowley Hill	1	4	0	7	6	3	21
Hillside	7	7	9	9	8	17	57
Kenilworth	7	6	8	9	10	9	49
Totals	23	22	25	33	37	50	190

Ward	01.03.2017 30.04.2017	01.05.2017 30.06.2017	01.07.2017 31.08.2017	01.09.2017 22.10.2017	01.11.2017 31.12.2017	01.01.2018 28.02.2018	Totals
Elstree	1	5	7	7			
Brookmeadow	3	4	2	5			
Cowley Hill	1	3	1	4			
Hillside	9	9	12	9			
Kenilworth	7	4	9	4			
Totals	21	25	31	29			

Road Traffic Incident, Suspected Injury

Ward	01.03.2016 30.04.2016	01.05.2016 30.06.2016	01.07.2016 31.08.2016	01.09.2016 31.10.2016	01.11.2016 31.12.2016	01.01.2017 28.02.2017	Totals
Elstree	7	5	0	4	6	4	26
Brookmeadow	3	0	2	1	5	3	14
Cowley Hill	2	1	2	1	2	2	10
Hillside	8	5	6	7	3	1	30
Kenilworth	3	1	7	11	5	3	30
Totals	23	12	17	24	21	13	110

Ward	01.03.2017 30.04.2017	01.05.2017 30.06.2017	01.07.2017 31.08.2017	01.09.2017 22.10.2017	01.11.2017 31.12.2017	01.01.2018 28.02.2018	Totals
Elstree	2	1	2	2			
Brookmeadow	1	1	4	6			
Cowley Hill	1	1	5	3			
Hillside	4	7	3	1			
Kenilworth	2	3	0	4			
Totals	10	13	14	16			

Road Offence

Ward	01.03.2016 30.04.2016	01.05.2016 30.06.2016	01.07.2016 31.08.2016	01.09.2016 31.10.2016	01.11.2016 31.12.2016	01.01.2017 28.02.2017	Totals
Elstree	5	9	5	8	8	2	37
Brookmeadow	3	4	7	3	9	8	34
Cowley Hill	5	7	3	1	4	3	23
Hillside	11	11	11	10	11	15	69
Kenilworth	6	7	8	11	11	7	50
Totals	30	38	34	33	43	35	213

Ward	01.03.2017 30.04.2017	01.05.2017 30.06.2017	01.07.2017 31.08.2017	01.09.2017 22.10.2017	01.11.2017 31.12.2017	01.01.2018 28.02.2018	Totals
Elstree	3	5	3	4			
Brookmeadow	8	9	3	5			
Cowley Hill	2	10	4	5			
Hillside	16	10	11	10			
Kenilworth	13	7	9	3			
Totals	42	41	30	27			

Vehicle Nuisance Or Inappropriate Use

Ward	01.03.2016 30.04.2016	01.05.2016 30.06.2016	01.07.2016 31.08.2016	01.09.2016 31.10.2016	01.11.2016 31.12.2016	01.01.2017 28.02.2017	Totals
Elstree	3	2	4	3	5	3	20
Brookmeadow	7	8	14	7	6	14	56
Cowley Hill	12	14	6	5	7	7	51
Hillside	23	19	11	21	13	19	106
Kenilworth	10	11	7	8	5	7	48
Totals	55	54	42	44	36	50	281

Ward	01.03.2017 30.04.2017	01.05.2017 30.06.2017	01.07.2017 31.08.2017	01.09.2017 22.10.2017	01.11.2017 31.12.2017	01.01.2018 07.02.2018	Totals
Elstree	4	2	2	2			
Brookmeadow	10	20	8	7			
Cowley Hill	12	14	17	6			
Hillside	26	24	15	10			
Kenilworth	9	10	4	0			
Totals	61	70	46	25			

Govia Thameslink Railway (GTR)

Elstree & Borehamwood Town Council Transport Forum

Larry Heyman, Local Development Manager, Thameslink and Great Northern
Hilton Matereke, Station Manager

25 October 2017

1



ThamesLink/

Our unique contract

- All farebox revenue is passed to the DfT, who determine the level of all fares increases
- All performance income from Network Rail is passed to the DfT
- The DfT funds all payments against Delay Repay claims but GTR funds the necessary administration costs
- GTR receives a payment from the DfT for running the franchise.
- The payment varies and depends on performance against Service Delivery, Customer Experience and Ticketless Travel benchmarks

2



ThamesLink/

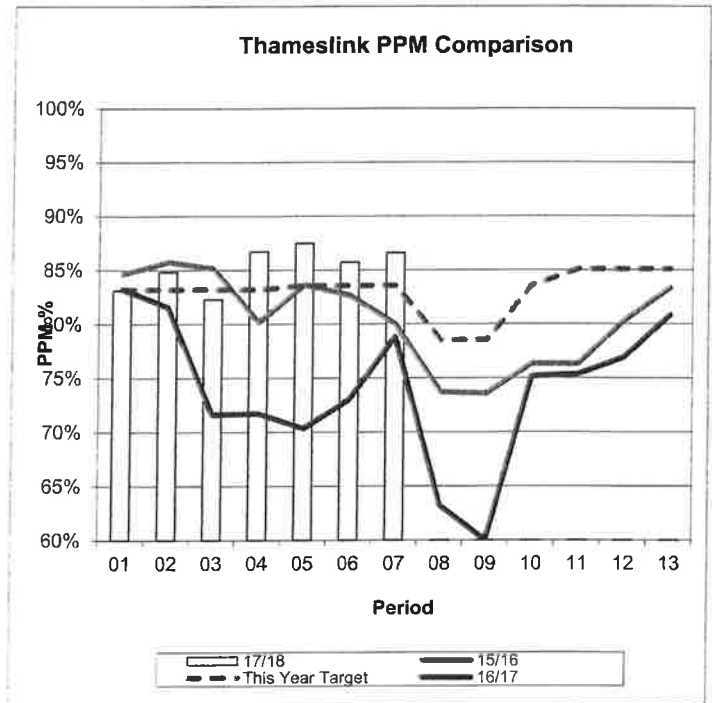
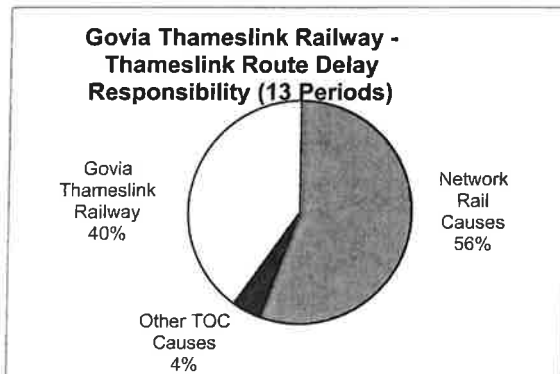
Performance – Thameslink- Period 7

Public performance measure (PPM)

86.6% PPM (17 September to 14 October)

Main incidents affecting performance

- 23 Sept: Track circuit failure near Balcombe tunnel – 960 delay mins and 43 cancellations
- 2 Oct: Track defect near Stoats Nest Jn – 340 delay mins and 10 cancellations
- 2 Oct: Suspect package at East Croydon – 700 delay mins and 42 cancellations



GN
SOUTHERN EXPRESS

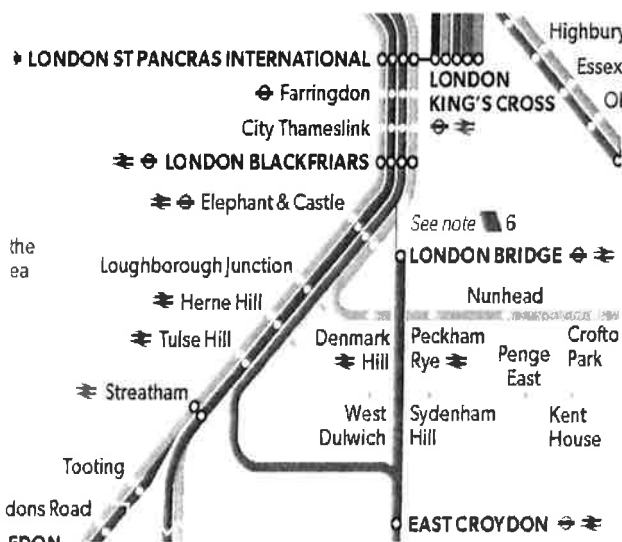
Great Northern

SOUTHERN

ThamesLink/

3

London Bridge impact on performance



- Since 20 December 2014 the Thameslink cross-London route through London Bridge has been closed to allow the station to be rebuilt
- It will reopen to cross-London Thameslink services in May 2018
- Since December 2014 all trains to and from the Brighton Main Line have to go via the heavily congested route through Herne Hill and Tulse Hill
- The impact of any performance issues on the Brighton Main Line on the Public Performance Measure (PPM) was greatly underestimated by the DfT and Network Rail.

GN
SOUTHERN EXPRESS

Great Northern

SOUTHERN

ThamesLink/

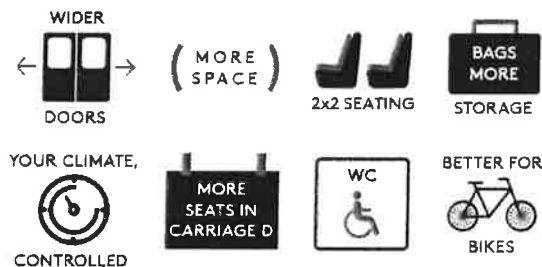
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Siemens Class 700 trains

- 115 fixed formation trains on order – 55 x 12-car and 60 x 8-car, built and maintained by Siemens
- 56 units (16 x 12-car and 40 x 8-car) currently in traffic
- Since 18 September the entire Thameslink fleet has been composed of the Class 700s
- The DfT have agreed that Wi-Fi and seat back tables will be installed.
- Reliability has improved in recent months but is still not where it should be. Following successful testing of the latest software download, it is now being rolled out to all units in the expectation that there should be a rapid improvement in performance. This will be measured by a reduction in technical failures and a resolution of issues with the air conditioning on some peak services.



Key features



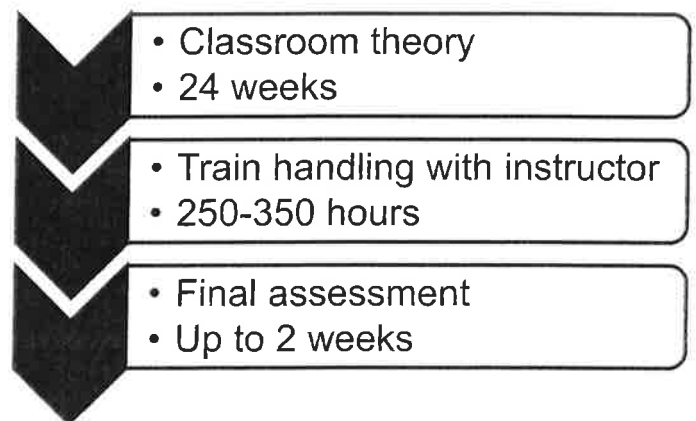
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ThamesLink/

Thameslink driver recruitment and training

Date	Qualified drivers	Trainee drivers	Driver Target
Jan-15	327	18	356
May-15	327	59	366
Dec-15	330	83	371
May-16	343	96	371
Aug-16	354	91	371
Dec-16	370	134	390
31-Jan-17	369	148	390
14-Mar-17	372	159	390
17-Apr-17	374	183	390
08-Jun-17	384	180	390
04-Jul-17	389	168	390
06-Sep-17	398	171	390



It takes 12-14 months to train a driver from scratch

6



ThamesLink/

Modernising the south east rail network

- Most congested railway in the UK
- Doubling on passenger journeys in the last 16 years
- We are transforming and future proofing the busiest part of the UK network
- Halfway through our challenge to modernise & enhance rail experience across four interconnected networks
- New trains, UK's biggest ever driver recruitment programme, joint working with Network Rail to realise benefits of infrastructure investment
- Investing in new technology and trains to improve performance
- Modernising working practices to improve customer experience



7



ThamesLink/

Gibb review

- Chris Gibb's review assessed the performance on the Southern network
- It was commissioned by DfT
- It makes clear that industrial action was the most significant reason for disruption
 - It also recognised many long standing issues re maintenance, timetable & rapid growth
 - Relevant recommendations are now being implemented (e.g. the allocation of £300m and longer overnight access to the infrastructure for Network Rail)
- Chris Gibb now heads the Industry Readiness Board for 2018



Changes to improve the performance of the Southern network and train services, and restore passenger confidence

An independent report by Chris Gibb
30th December, 2016

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3	Appendix 2 – The Plan
4	Appendix 3 – The Overnight Railway
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6	Appendix 5 – Modernising the Lickfield line
7	Appendix 6 – Future Commercial Strategy for dTR
8	Appendix 7 – Objectives, Incentives and Performance Metrics
9	Appendix 8 – Thamesline 2015 Industry Readiness Board
10	Appendix 9 – Recommendations regarding the 3TR franchise agreement
11	Appendix 10 – The status of the £22m NR fund to tackle problems on the line
12	Appendix 11 – List of recommendations contained in the Review

8



ThamesLink/

2018 timetable consultation – phase 2

The biggest overhaul of the rail service since the 1960s; £7bn of investment and three years of preparation are coming to a head. In May 2018 we will see the launch of an entirely new rail service.

Phase 2 of the timetable consultation has now closed – Over 10,000 responses

Next steps:

- Responding to enquires sent in
- Overnight & weekend timetables consultation in autumn



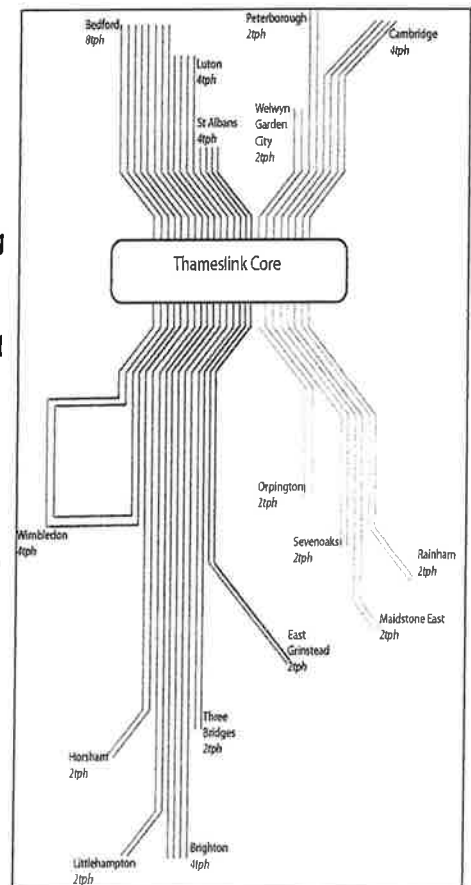
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ThamesLink/

GTR vision for 2018 and beyond

- Govia presented extensive proposals to revise the 2018 Thameslink network to the Department for Transport in December 2015 to address specific industry concerns
- Our proposals represent our firm vision and strategy for meeting outputs of the Government sponsored Thameslink Programme delivering significant passenger benefits
- Our proposals are based on addressing passenger demand and current weaknesses in the operation
- Timetable consultation is an important step within this process and:
 - ✓ Has given stakeholders and passengers 'sight and say' into tangible plans to improve our service upon completion of the Thameslink Programme and how we are going to do it
 - ✓ Has been phased in a way that passengers can comment on the proposed structure early in the process so that our proposals can be dynamically altered as issues arise and before timetable is set
- Dedicated teams established with extensive experience of designing and operating train services over complex and intensive networks
- Determination to succeed and leave a lasting legacy



12



ThamesLink/

Network Rail Improvement Fund

£300m additional funding confirmed for NR to boost resilience of infrastructure on GTR routes.

- £200m London - South Coast
- £100m main routes north of London

Work will include:

- replacing tracks and signalling and renewing key junctions;
- improving security by the railway to help prevent trespass;
- improving drainage in old tunnels to prevent water damage to electrical equipment;
- shoring up cuttings and embankments to reduce the risk of landslides.



Anticipated reduction in delay minutes of up to 15%

9



ThamesLink/

Automated Delay Repay & Delay Repay 15

- Introduced on Thameslink and Great Northern in June 2017
- Extended to Southern in mid August
- Uses algorithms after customer has tapped in and out to calculate if the journey made was delayed by 15 minutes or more.
- It will send an automatic claim to the customer's online account. Customers review the claim for accuracy and confirm preferred method of payment



10



ThamesLink/

Our consultation – setting new industry standards

An industry first	Earliest a train operator has gone out to consultation in advance of major change.
Phased approach	Phase one ran last year between September to December 2016 and detailed the proposed structure, calling patterns and frequency. Following feedback phase two was launched with Monday to Friday timetables. Phase two ran from Monday 26 June to Thursday 27 July. Further phases will be run for weekends and overnight services.
Consulted the consultation process	We sought expert views from Transport Focus, London Travelwatch, Transport for London, Network Rail and select independent user group representatives to evaluate the process ensuring it would be fit for purpose. All suggestions were implemented prior to launch.
Range of communication channels	Learning from phase one we had a dedicated website (mobile friendly), leafleted 50 stations most affected by the proposals, emails and twitter. MP drop in arranged and 2018 team at meet the manager sessions. Roadshows at Watton-at-Stone and Hertford North as they will be affected by the lack of infrastructure and bus replacement.
Accessible	Fully accessible to all. Journey planner on website, pdfs of timetables and hard copies available on request. Over 40 meetings with stakeholders.
Real and genuine	Opportunity for stakeholders and passengers to shape their future train service. All feedback will be considered prior to finalising timetable structure however not all suggestions will be possible.
Once in a generation timetable change	Opportunity to have open and honest transparent conversations about what the train service should be in the future addressing weaknesses in the current timetable structure.
Dedicated project management	As with phase one, the same dedicated project manager for phase two.

Next steps & milestones

Action	Provisional date
Ensure stakeholders are updated	Ongoing discussions with stakeholders will continue. Formal feedback by mid October 2017
Ensure passengers are updated	Feedback on website (transformingrail.com) by end October 2017
Consultation on weekend services	End October to mid December 2017

APPENDIX D



"All Change!"



1



The Midland Railway Company opened its new line from Bedford to St. Pancras in July 1868

WHAT IF

it had NOT opened a station at Elstree & Borehamwood ?

2



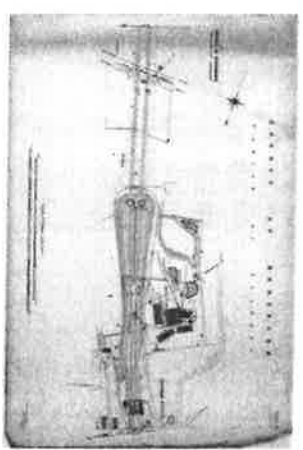
Always a problem.....

- 1868 Elstree
- 1869 Elstree & Boreham Wood
- 1904 Elstree
- 1953 Elstree & Borehamwood
- 1974 Elstree
- 1988 Elstree & Borehamwood

3



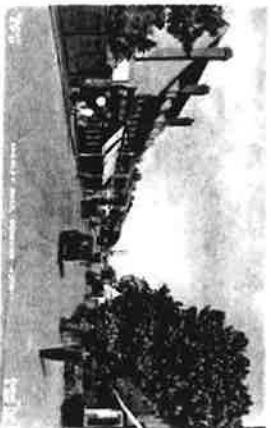
An (almost) empty corner of Hertfordshire



4



Became a small village close to London



5



And in 1914 The Neptune Studios started



6



7



8

First IMPRESSIONS



9

First IMPRESSIONS



10

First IMPRESSIONS



11

First IMPRESSIONS



12



Today.....

Passengers make 4,000,000 journeys a year through Elstree & Borehamwood Station

It's one of the busiest 5% of all mainline stations in the UK

It has the second highest projected growth in footfall on Thameslink

13



To celebrate this milestone.....

A programme of events and activities in 2018:

Museum Exhibition (Jan.-July)

School Visits

Reading Programmes

A brief documentary film

Screening railway films "Made At Elstree"

The Summer Civic Festival

..... and more

14



Can we do this ?



15



From the past into the future



16

First IMPRESSIONS



17

First IMPRESSIONS

Memories? Photos? Memorabilia?

Please contact us at

contact@ElStreetScreenHeritage.org

18

Environment & Commercial Services
Chief Executive & Director of Environment: John Wood



Elstree and Borehamwood Town Council
Huw Jones
Fairway Hall
Brook Close
Borehamwood
WD6 5BT



Hertfordshire County Council
CHN204
County Hall
Hertford
Herts
SG13 8DN

Tel: 0300 123 4047
Date: 22 January 2018

Hertfordshire's Traffic and Transport Data Report 2017 (based on 2016 data)

Dear Huw Jones ,

Please find enclosed the leaflets: '*Hertfordshire Transport Facts 2017 (based on 2016 data)*' and '*Hertfordshire Road Casualty Facts 2017 (based on 2016 data)*'.

The full 2017 Traffic and Transport Data Report (based on 2016 data) can be found at: www.hertfordshire.gov.uk/ttdr

Please do not hesitate to contact me if you require any further information.

If you are not the correct contact or do not wish to receive this information then please contact me on the details below and I will update our records.

Yours sincerely

Gary Beaumont

Gary Beaumont
Transport Planning & Data Officer
Transport Programmes & Strategy
Highways, Hertfordshire County Council
Postal Point CHN204 (North East Block)
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Hertfordshire
Transport Planning
& Data Team

Hertfordshire Road Casualty Facts 2017

(Based on 2016 data)



Key Statistics

Year 2016

2628 accidents

3650 casualties

458 KSI casualties

NO CHILD FATALITIES

In this Factsheet

Killed & Seriously Injured (KSI) Casualties	p2
Casualties by Road Type	p3
Casualties by Road User Class	p4
Pedestrians	p5
Cyclists	p6
Powered Two Wheelers (PTW).....	p7
Casualties by Age	p9
Child Casualties (0-5 yrs).....	p10
Young Casualties (17-24 yrs).....	p11
Older Casualties (60+ yrs)	p12
Further Information	p13

About this Release

Only Personal Injury Road Traffic Accidents reported to the Police within Hertfordshire and on the Highway are included

Definitions

Fatal - An accident in which a person is killed

Serious - An injury for which a person is detained in hospital or injuries causing death 30 days or more after an accident

PSV - Public Service Vehicles

Child - Aged 0-15, inc

KSI - Killed or seriously injured

The table below shows the number of reported accidents and casualties for Hertfordshire and for Great Britain

	Accidents	Casualties				
	Total	Fatal	Serious	KSI	Slight	Total
2010-2014 average	2589.6	32.0	358.6	390.6	3183.6	3574.2
2015	2510	24	380	404	3068	3472
2016	2628	20	438	458	3192	3650
% change over 2010-2014 average	1.5	-37.5	22.1	17.3	0.3	2.1
% change over 2015	4.7	-16.7	15.3	13.4	4.0	5.1
National % change over 2010-2014 average	-7.2	-0.4	6.4	5.9	-10.0	-8.1
National % change over 2015	-2.5	3.6	8.8	8.5	-4.2	-2.6

Key Facts

There were 2628 accidents in Hertfordshire in 2016, an increase of 4.7% compared with 2015.

The casualty total increased by 5.1% compared with 2015 to 3650. Despite this rise the total is still the 4th lowest on record. National totals reduced by 2.6%

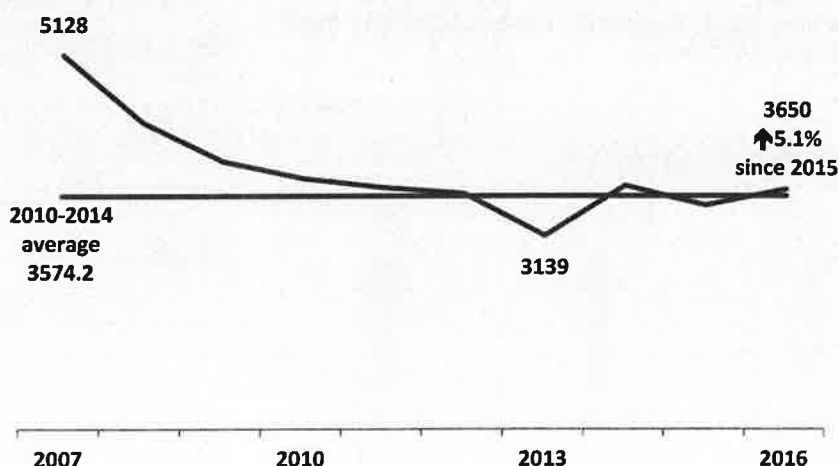
Child casualties (aged 0 to 15 years) decreased by 3.3% (10) to 295.

Pedestrian casualties decreased by 11.8% compared with 2015. Moped casualties decreased by 17.1%. Other road user casualties increased.

Hertfordshire KSI (Killed or seriously injured) casualty totals were 13.4% higher than in 2015, National KSI totals were 8.5% higher.

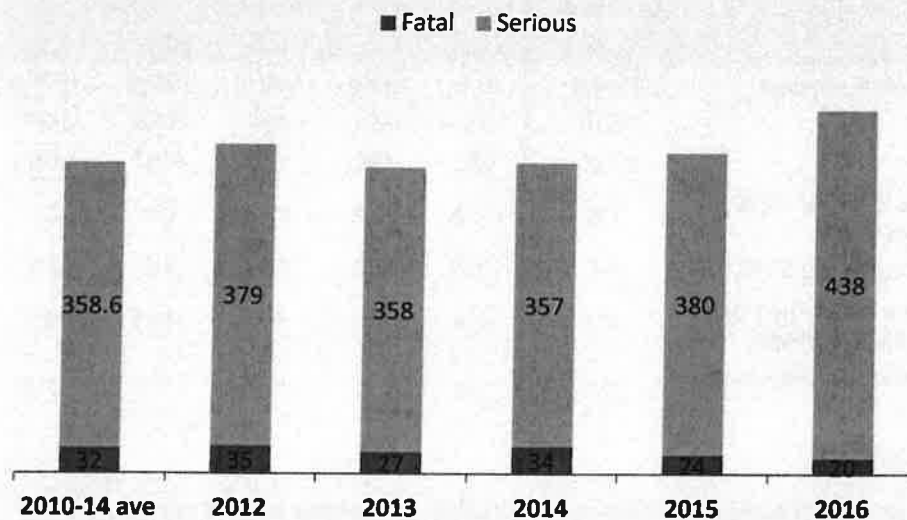
Note that changes in national systems to collate road traffic accidents have affected the number of serious casualties. As a result comparisons with previous years should be treated with caution, this applies to both National and Hertfordshire data. In Hertfordshire the effect is of an approximate increase of 21% in the proportion of non fatal casualties recorded as serious.

Casualties per Year



Killed & Seriously Injured (KSI) Casualties

Fatal and Serious casualties



Key Statistics

Year 2016

20 Fatalities, lowest total on record

438 Serious casualties

458 KSI casualties

Key Facts

2016 had the lowest number of fatalities on record

Serious casualties rose by 15.3% from 380 in 2015 to 438 and KSI by 13.4% from 404 in 2015 to 458.

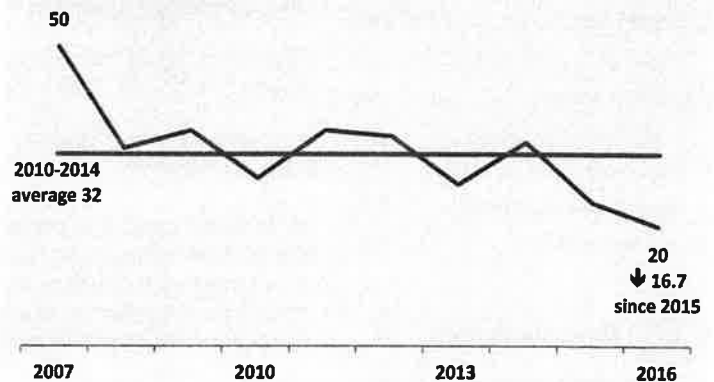
There were no child fatalities

Child KSI increased by 28.1% in 2015, from 32 to 41

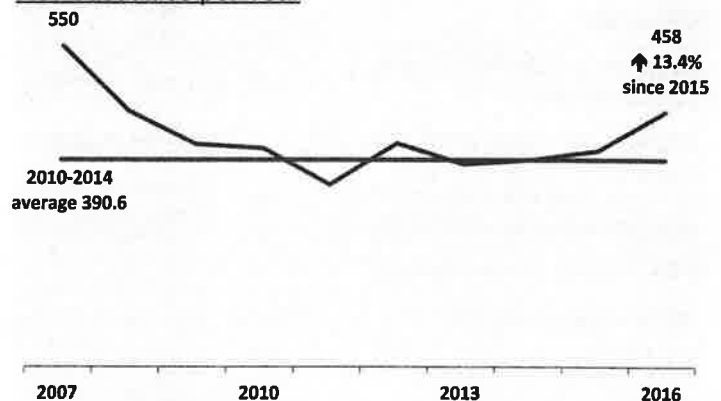
In fatal accidents the contributory factor most often selected was 'loss of control' with 'impaired by alcohol' the next most common

For KSI accidents 'driver failed to look properly' was most often selected, (159 uses) second was 'loss of control' (86 uses) and 'misjudged other person's speed or position' third most common (82 uses).

Fatal Casualties per Year



KSI Casualties per Year



Change from 2010-2014 average



Casualties by Road Type

Key Statistics

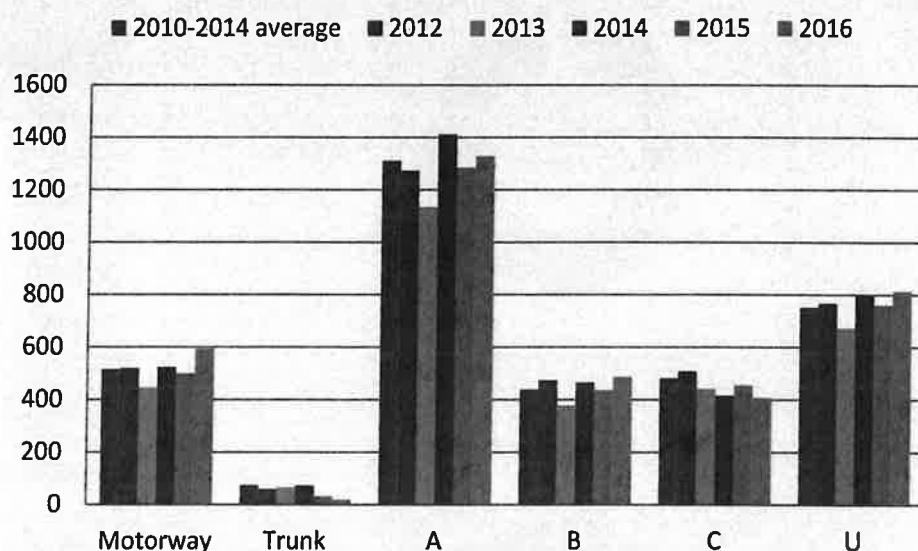
KSI Casualties

2016	KSI
Motorway	49
Trunk	0
A Road	184
B Road	48
C Road	67
U Road	110

All Casualties

2016	Total
Motorway	594
Trunk	19
A Road	1329
B Road	486
C Road	408
U Road	814

Casualties by Road Type



Key Facts

In 2016 Highways England (HE) roads (Motorway and Trunk) accounted for 10.7% of KSI casualties and 16.8% of all casualties in Hertfordshire.

In 2016 on Hertfordshire maintained roads (A,B, C and U roads) KSI casualties increased by 13.0%. There was an increase on A roads of 30.5% and on U roads of 25.0% but a decrease on B and C roads.

Total casualties increased on all Hertfordshire maintained road types except C roads when compared with 2015 where there was a decrease of 10.5%.

2015 - 2016 % and absolute change

KSI Casualties

Motorway	Trunk	A Road	B Road	C Road	U Road
↑	↓	↑	↓	↓	↑
Up 19.5%	Down 100%	Up 30.5%	Down 12.7%	Down 14.1%	Up 25.0%
8	-1	43	-7	-11	22

All Casualties

Motorway	Trunk	A Road	B Road	C Road	U Road
↑	↓	↑	↑	↓	↑
Up 18.8%	Down 40.6%	Up 3.3%	Up 11.5%	Down 10.5%	Up 6.8%
94	-13	43	50	-48	52

Definitions

Motorway and Trunk Roads

- Roads maintained by Highways England (HE)

A,B,C & U Roads

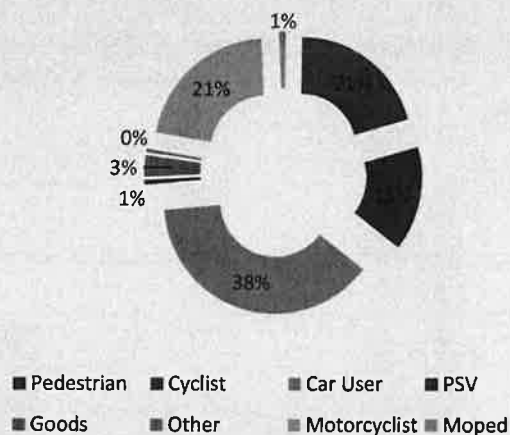
- Roads maintained by Hertfordshire County Council (HCC)

Note - Accidents on Private Roads are excluded from the dataset

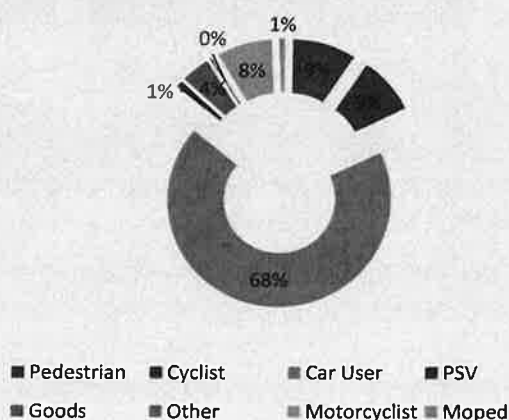
* Trunk roads account for only 23.3km in the county

Casualties by Road User Class

KSI Casualties by Road User Class Percentage



Total Casualties by Road User Class Percentage



Key facts

Vulnerable users, Pedestrians, Cyclists and Powered Two Wheeler casualties accounted for 57.6% of KSI casualties but 26.5% of total casualties

KSI casualties rose in all user classes except Goods, Mopeds.

In all accidents the most frequently selected contributory factor was 'driver failed to look properly' (selected 1078 times), 'misjudged other person's path or speed' was next (selected 669 times) and third was 'careless reckless in a hurry' (selected 439 times).

Factors vary between user classes, age groups and accident severities.

Total Casualties by Road User Class and Severity

	Fatal	Serious	KSI	Slight	Total
Pedestrian	7	87	94	242	336
Cyclist	1	67	68	246	314
PTW	2	100	102	216	318
Car User	7	168	175	2313	2488
PSV	0	3	3	31	34
Goods	3	11	14	134	148
Other	0	2	2	10	12

Key Statistics

Change from 2010-2014 average

		Change	Count
KSI		↑ 19.9%	16
ALL		↓ -4.8%	-17
KSI		↑ 44.1%	21
ALL		↑ 14.8%	40
KSI		↑ 16.7%	14
ALL		↑ 12.8%	33
KSI		↓ -52.4%	-4
ALL		↓ -45.3%	-24
KSI		↑ 13.9%	21
ALL		↑ 2.3%	55

Change from 2015

		Change	Count
KSI		↑ 17.5%	14
ALL		↓ -11.8%	-45
KSI		↑ 23.6%	13
ALL		↑ 11.0%	31
KSI		↑ 24.1%	19
ALL		↑ 5.5%	15
KSI		↓ -50.0%	-4
ALL		↓ -17.1%	-6
KSI		↑ 11.5%	18
ALL		↑ 7.1%	164

Casualties by Road User Class, Pedestrians

Key Statistics

94
Pedestrian KSI casualties

336
Pedestrian casualties

Age band as a percentage of total pedestrian casualties

Age Band*	% ped casualties	Count
0 to 14	25.3%	85
15-19	10.4%	35
25-29	8.0%	27
30-34	6.3%	21
35-39	6.6%	22
50-54	6.6%	22
60 & over	16.1%	54

* Not all age bands shown. There are 8 casualties with an unknown age.

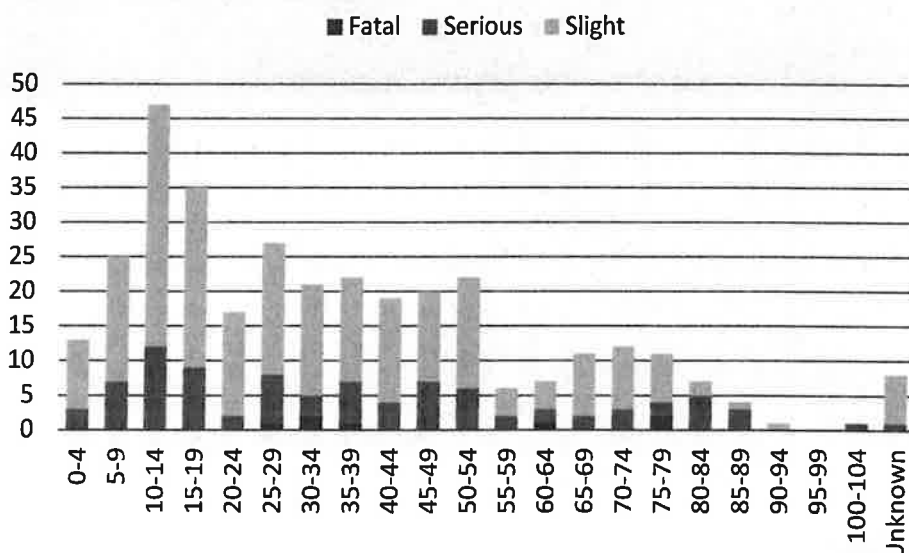
Change from 2010-2014 average

	Change	Count
KSI	↑ 19.9%	16
All	↓ -4.8%	-17

Change from 2015

	Change	Count
KSI	↑ 17.5%	14
All	↓ -11.8%	-45

Pedestrian Casualties by Age Band



Key Facts

20.5% of all KSI casualties were pedestrians and 28.0% of all pedestrian casualties were KSI.

There were 336 pedestrian casualties, 9.2% of total casualties.

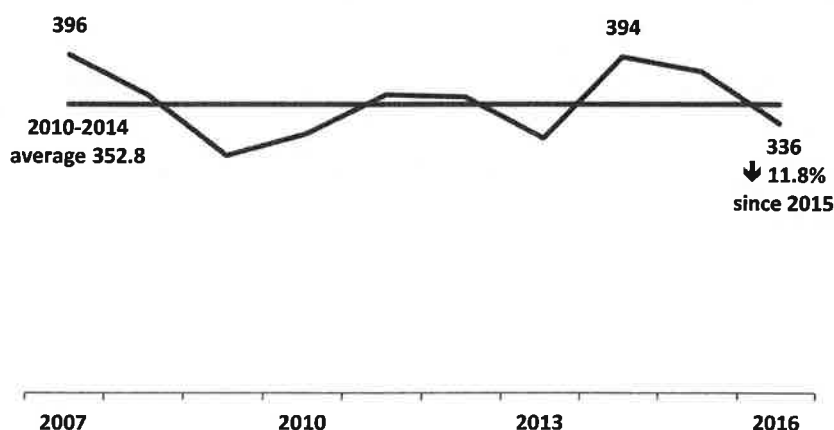
The number of pedestrian casualties has fluctuated with peaks occurring in 2007 and 2014. Casualty numbers have declined in the last two years with 2016 totals 11.8% lower than in 2015 (45 casualties).

Pedestrian casualties aged over 80 are more vulnerable to severe injury 9 out of 12 casualties are KSI. The highest totals by age group are 10 to 14 year olds and 15 to 19 years.

The most commonly used contributory factor for pedestrian casualties was 'failed to look properly' (122 uses), 'misjudged vehicle speed or position' was the second most common (38 uses) and 'careless/reckless/in a hurry' was third (37 uses).

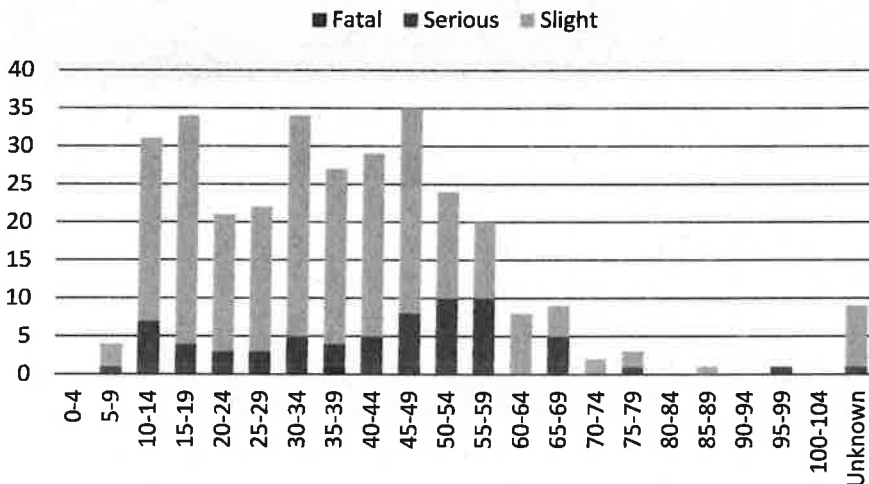
For the vehicles which were in collision with pedestrians 'driver failed to look properly' was the most common factor (86 uses) and second 'careless reckless in a hurry' (39 uses).

Pedestrian Casualties per Year



Casualties by Road User Class, Cyclists

Cyclist Casualties by Age Band



Key Facts

The total number of cyclists casualties was the highest since 2004 and a higher number & percentage were KSI (21.7%) than in previous years since 1998 (22.0%).

The highest number of casualties were in the 45 to 49 age band (35), next highest was 15-19 years and 30-34 years (both 34).

The highest number of KSI casualties were in the 50 to 54 and 55 to 59 age bands (10).

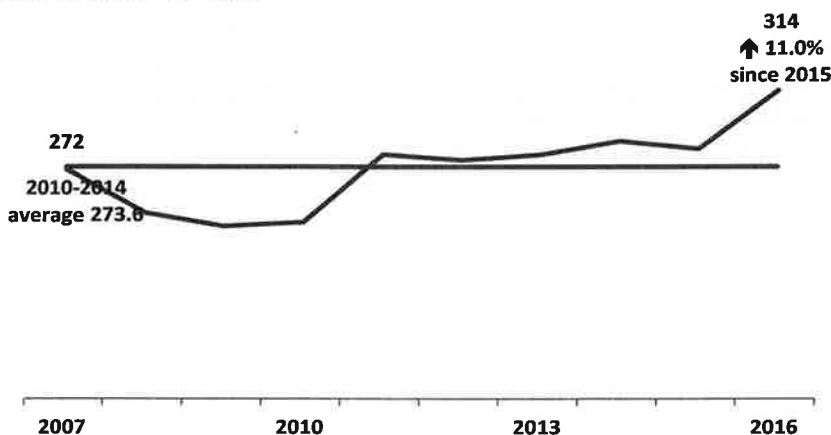
The most common contributory factor for cyclists was 'failed to look properly' (51 uses), second was 'entering road from footway' (25 uses) and third was 'misjudged other person's speed or position' (22 uses).

For the other vehicles involved the most often selected was 'failed to look properly' (144 uses), second 'misjudged other person's speed or position' (43 uses), third 'careless reckless in a hurry' (33 uses) and fourth 'passing too close' (31 uses).

35.4% of cyclists casualties were on A roads, 33.1% on U roads, 16.9% on B roads and 14.3% on C roads.

76.8% of cyclists were at a junction at the time of the accident, 81.3% of these were going ahead.

Cyclist Casualties Per Year



Key Statistics

314

Cyclist casualties

68

Cyclist KSI casualties

Age band as a percentage of total cyclist casualties

Age Band	% cyclist casualties	Count
0 to 14	11.2%	35
15-19	10.8%	34
30-34	10.8%	34
35-39	8.6%	27
40-44	9.2%	29
45-49	11.2%	35
over 60	7.6%	24

* Not all age bands shown. There are 9 casualties with an unknown age.

Change from 2010-2014 average

	Change	Count
KSI	↑ 44.1%	21
All	↑ 14.8%	40

Change from 2015

	Change	Count
KSI	↑ 23.6%	13
All	↑ 11.0%	31

Casualties by Road User Class, Powered Two Wheelers (PTW)

Key Statistics

102 PTW KSI casualties

318 PTW casualties

PTW Change from
2010 - 2014 average

	Change	Count
--	--------	-------

KSI ↑ 10.4% 10

All ↑ 2.9% 9

PTW Change from 2015

	Change	Count
--	--------	-------

KSI ↑ 17.2% 15

All ↑ 2.9% 9

Definition

Powered Two Wheelers - includes Motorcycles and Mopeds

Key Facts

There were 318 PTW casualties, 8.7% of total casualties.

PTW users were 10.0% of all fatal casualties and 22.8% of all serious casualties.

There were 102 KSI PTW casualties, 22.3% of all KSI casualties.

18.6% of PTW KSI casualties were aged 20-24 years, 17.7% were aged 40-44 years and 14.7% were aged 15-19 years..

From a peak of 471 in 2000 motorcyclist casualties decreased to a low of 218 in 2013 but have since risen again to 289 in 2016.

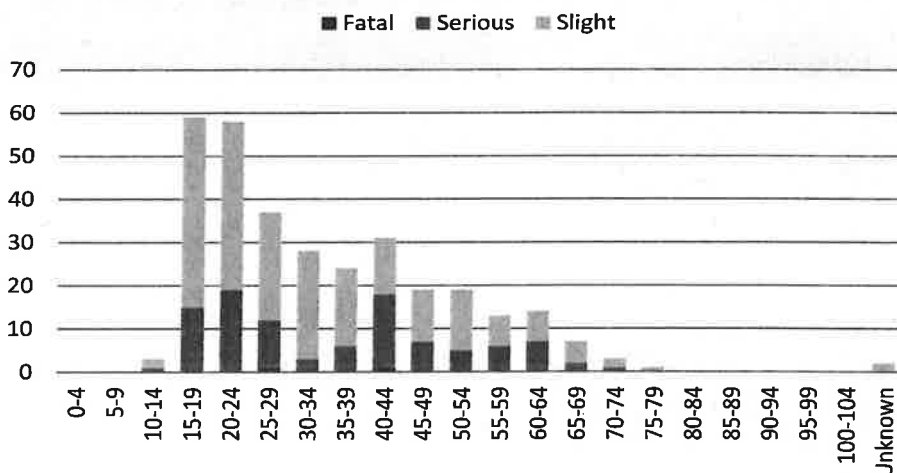
Moped casualties have continued to decrease from a peak of 159 in 2004 to 29 in 2016.

In 2008 there were 80 casualties on bikes 50 to 125cc. This total has been generally rising to 131 in 2016 and this is now the largest group of PTW casualties accounting for 8.3% of total KSI casualties. The next highest group of casualties with a total of 99 in 2016 were on bikes over 500cc. These bikes continue to have a higher percentage of KSI and were 9.0% of all KSI casualties.

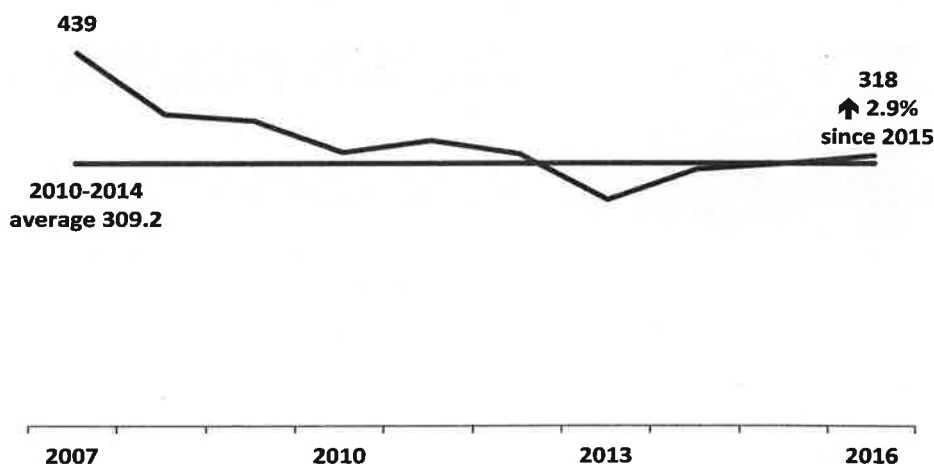
For the first time in 2016 there were 4 casualties riding electric bikes.

In 2016 there were 33 casualties on unknown cc bikes including 12 KSI casualties (total was 5 in 2015, none in previous years).

PTW Casualties by Age Band and Severity



PTW Casualties per Year



Casualties by Road User Class, Powered Two Wheelers (PTW)

Key Statistics

Age band as
percentage of total

Age Band*	% Moped casualties	Count
-----------	--------------------	-------

15-19	58.6%	17
20-24	17.2%	5
45-49	6.9%	2

Age Band*	% MC <125cc casualties	Count
-----------	------------------------	-------

15-19	30.5%	40
20-24	25.2%	33
25-29	15.3%	20
30-34	9.2%	12
40-44	6.1%	8

Age Band*	% MC <500cc casualties	Count
-----------	------------------------	-------

20-24	22.7%	5
35-39	22.7%	5
45-49	13.6%	3
50-54	13.6%	3

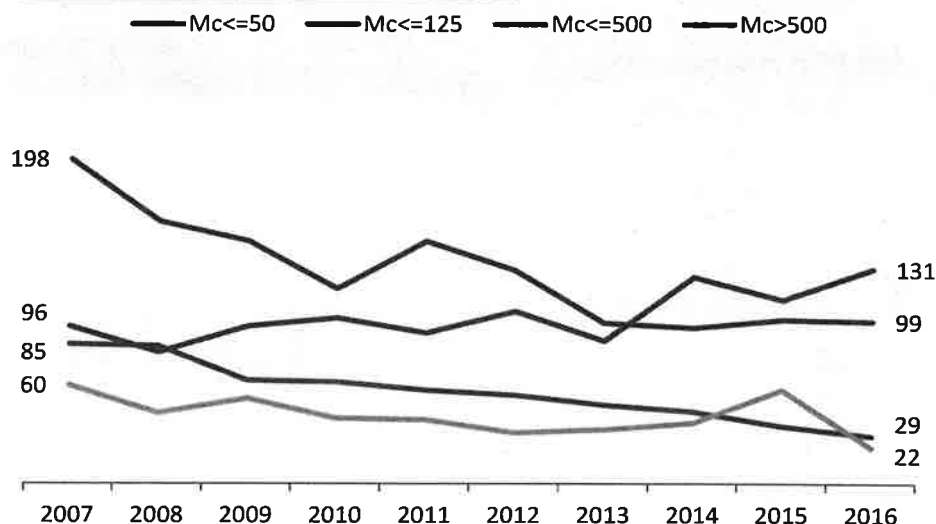
Age Band*	% MC >500cc casualties	Count
-----------	------------------------	-------

25-29	12.1%	12
30-34	12.1%	12
40-44	18.2%	18
60 and over	16.2%	16

Age Band*	% MC U/Kcc casualties	Count
-----------	-----------------------	-------

20-24	18.2%	6
35-39	18.2%	6
60 and over	15.2%	5

PTW Casualties by Year and Vehicle Type



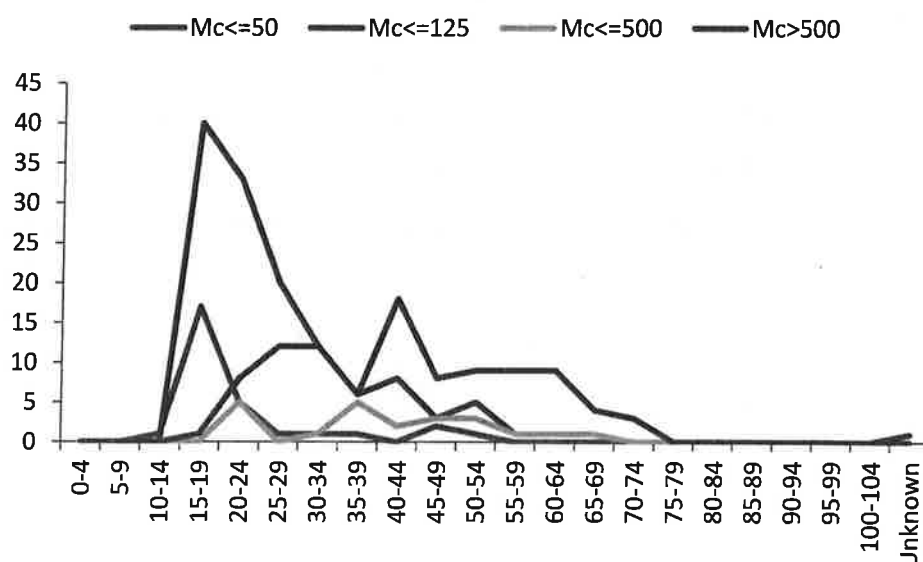
Key Facts (continued)

58.6% of moped casualties were aged 15-19 years, 55.7% of 50-125cc bike casualties were aged from 15 to 24 years and 18.2 % of 500cc bike casualties were aged 40-44 years..

For 50cc and 125cc bikes the 2 most commonly used contributory factors were 'loss of control' and 'inexperienced rider' (23 uses each) and third 'slippery road due to weather' (22 uses). For bikes between 125cc and 500cc, plus those over 500cc 'loss of control' was most common (24 uses) 'misjudged other persons speed or position' second (22 uses) and 'failed to look properly third (16 uses).

For the other vehicles involved in PTW accidents, the most common factors were 'failed to look properly' (203 uses) and 'misjudged other person's speed or position' (57 uses), third was 'poor turn or manoeuvre (31 uses).

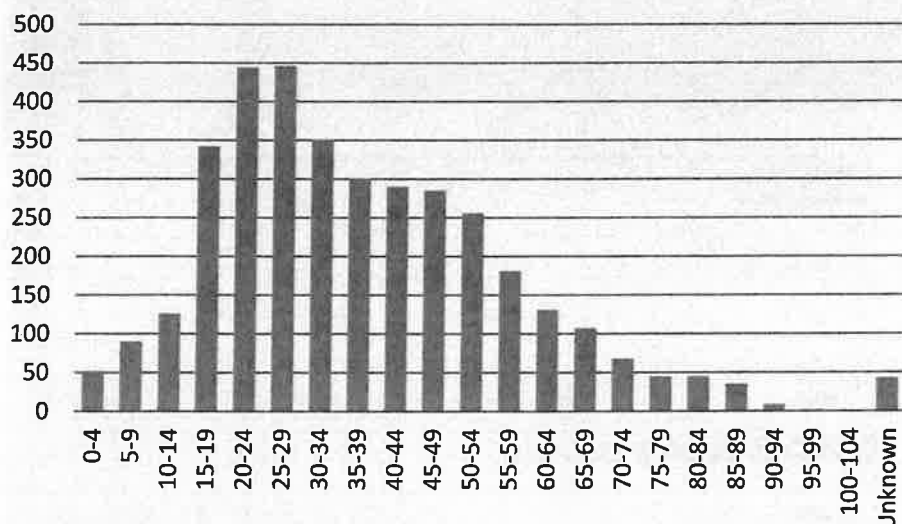
PTW Casualties by Age and Vehicle Type



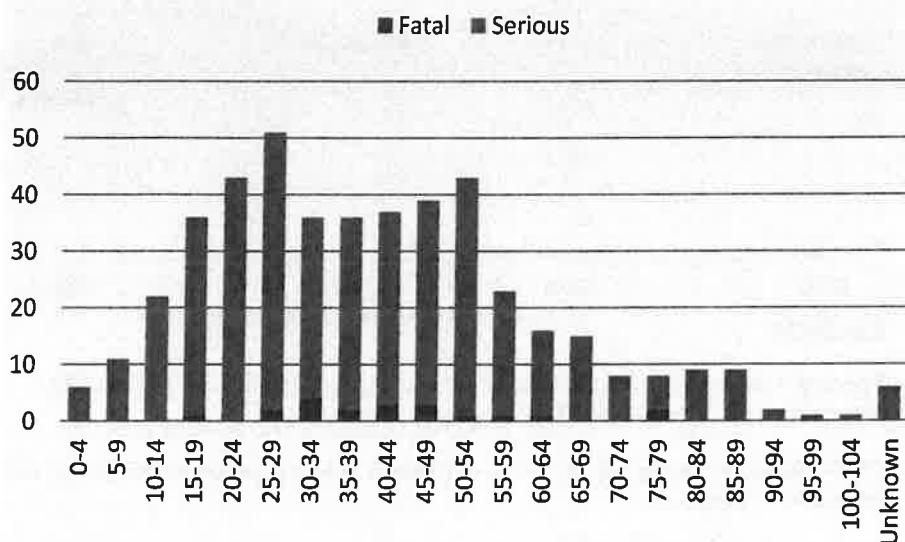
* Not all age bands shown. There are 2 casualties with an unknown age.

Casualties by Age

Casualties by Age



KSI Casualties by Age



Key facts

The age band with the most casualties was 25-29 year olds with a total of 446 casualties and second largest group was 20-24 year olds with 444 casualties, between them these age groups accounted for 24.4% to total casualties.

43.4% of total casualties were aged between 15 and 34 years.

There were 268 child casualties aged 0-14 years, 7.3% of total casualties, and 443 casualties aged 60 years or over, 12.1% of the total.

For KSI casualties the age group with the most casualties was 25-29 year olds, 11.1% of the KSI total. The second largest groups were 20-24 year olds and 50-54 year olds each with 9.4% of the total.

The age bands with the highest percentages of KSI casualties were 10-14 years, (17.5%), 50-54 years, (16.8%), and all bands over 75 years, from 17.8% to 50.0% increasing with age.

Key Statistics

458 KSI casualties

3650 casualties in total

12.5% of total casualties were KSI

Age band as percentage of total casualties

Age Band*	% total	Count
0 to 14	7.3%	268
15 to 19	9.4%	342
20 to 24	12.2%	444
25 to 29	12.2%	446
30 to 34	9.6%	351
60 and over	12.1%	443

* Not all age bands shown - There are 43 casualties with an unknown age

Age band as percentage of total KSI casualties

Age Band*	% total	Count
0 to 14	8.5%	39
20 to 24	9.4%	43
25 to 29	11.1%	51
45 to 49	8.2%	39
50 to 54	9.4%	43
60 and over	15.1%	69

* Not all age bands shown - There are 6 casualties with an unknown age.

Casualties by Age

Child Casualties (0-15 yrs)

Key Statistics

295 Child Casualties
8.1% of Total Casualties
NO CHILD FATALITIES
41 Child KSI casualties

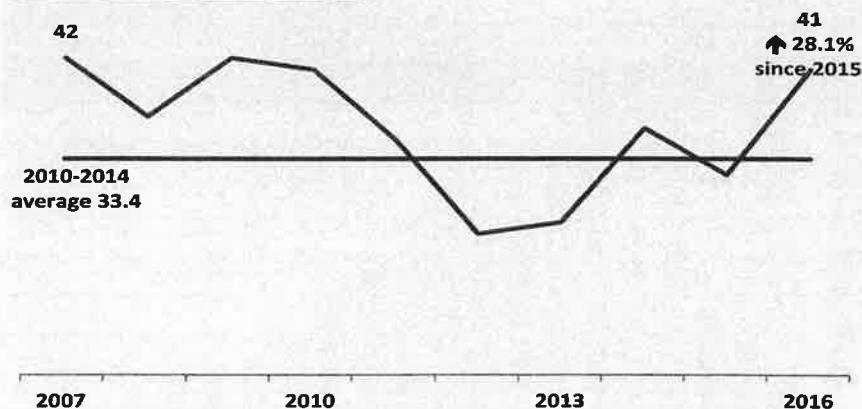
Change from 2010-2014 average

	Change	Count
KSI	↑ 22.8%	8
All	↑ 3.7%	11

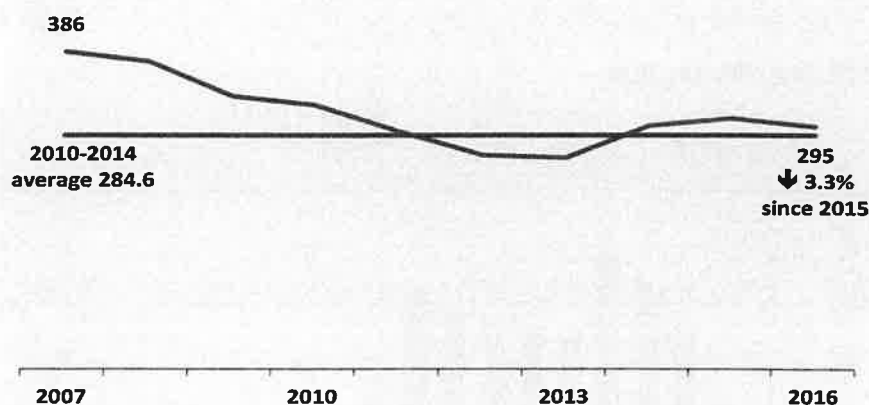
Change from 2015

	Change	Count
KSI	↑ 28.1%	9
All	↓ -3.3%	-10

Child KSI Casualties per Year



Total Child Casualties per Year



Key Facts

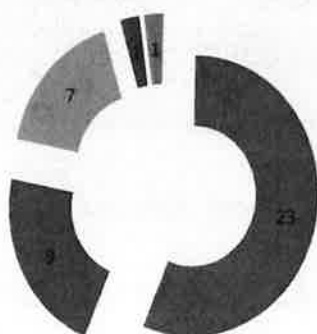
The total number of Child casualties decreased from 2015 by 3.3% (10) to 295. However, the number of child KSI casualties increased by 28.1%

Child casualties accounted for 27.7% of all pedestrian casualties and 24.5% of KSI pedestrian casualties.

56.1% of child KSI casualties were pedestrians.

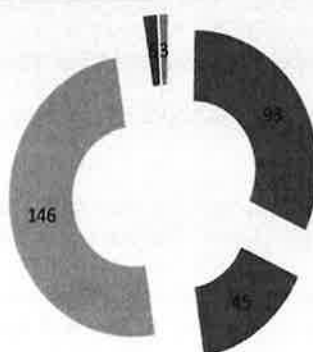
49.5% of all child casualties were car passengers and 31.5% were pedestrians.

Child KSI Casualties



■ Pedestrian
 ■ Cyclist
 ■ Car User
 ■ PSV
 ■ PTW

Total Child Casualties

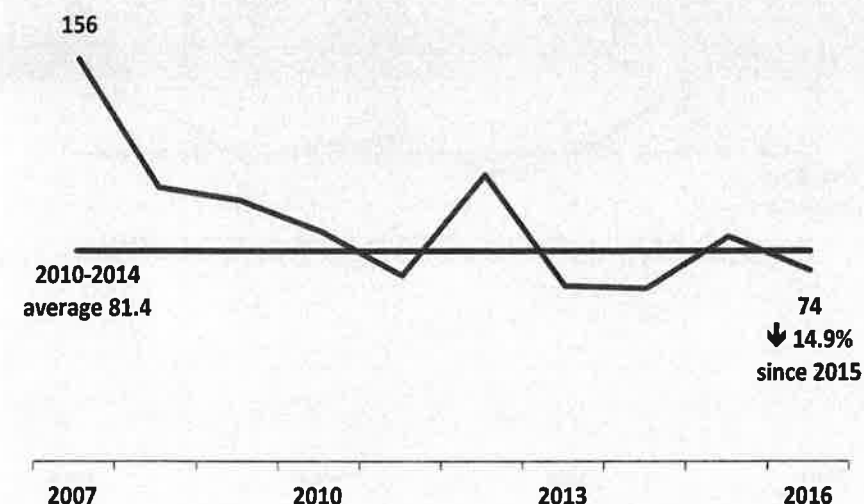


■ Pedestrian
 ■ Cyclist
 ■ Car User
 ■ PSV
 ■ PTW

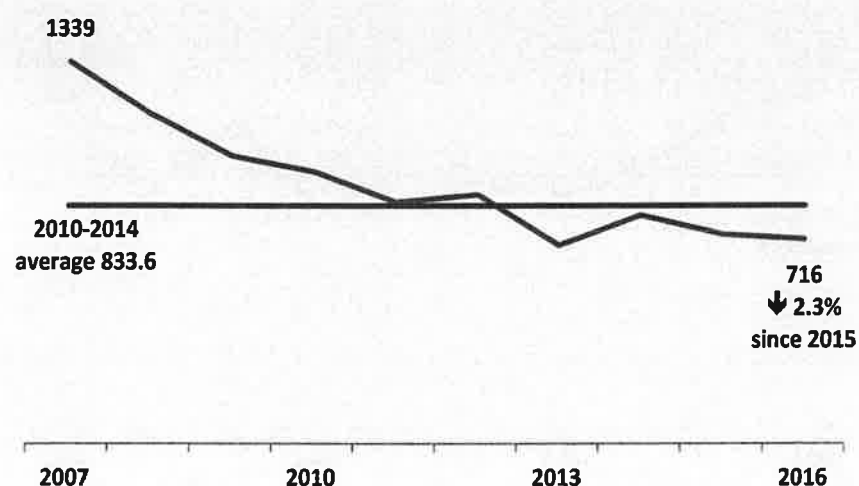
Casualties by Age

Young Casualties (17-24 yrs)

Young KSI Casualties



Young Casualties



Key Statistics

716 Casualties
19.6% of Total Casualties
74 KSI casualties
16.2% of all KSI casualties

Change from 2010-2014 average

	Change	Count
KSI	↓ -9.1%	-8
All	↓ -14.1%	-118

Change from 2015

	Change	Count
KSI	↓ -14.9%	-13
All	↓ -2.3%	-17

Key Facts

The Young KSI casualty total decreased by 14.9% (13) from 2015.

44.6% of young KSI were PTW users (33), 30 were male and 3 female. 35.1% of young KSI were car users (26), 16 were male and 10 female.

In most recent years there have been more young male KSIs than females. In 2016 there were 58 males and 16 females. In total for all vehicle types there were 315 young male drivers and 178 female, 91 male passengers and 92 female.

71.9% of total young casualties were car users and this group made up 20.7% of all car user casualties. 14.8% of total young casualties were PTW users, 33.3% of total PTW casualties.

The most commonly used contributory factor for young drivers was 'failed to look properly' (166 uses), second was 'misjudged other person's speed or position' (110 uses), third 'careless reckless or in a hurry' (104 uses) and fourth 'loss of control' (96 uses). 'Learner or inexperienced driver' was fifth (compared with fourteenth for all drivers).

Casualties by Age

Older Casualties (60+ yrs)

Key Statistics

443 Casualties
12.1% of Total Casualties
69 KSI casualties
15.1% of all KSI casualties

Change from 2010-2014 average

	Change	Count
--	--------	-------

KSI ↑ 20.6% 12

All ↑ 12.4% 49

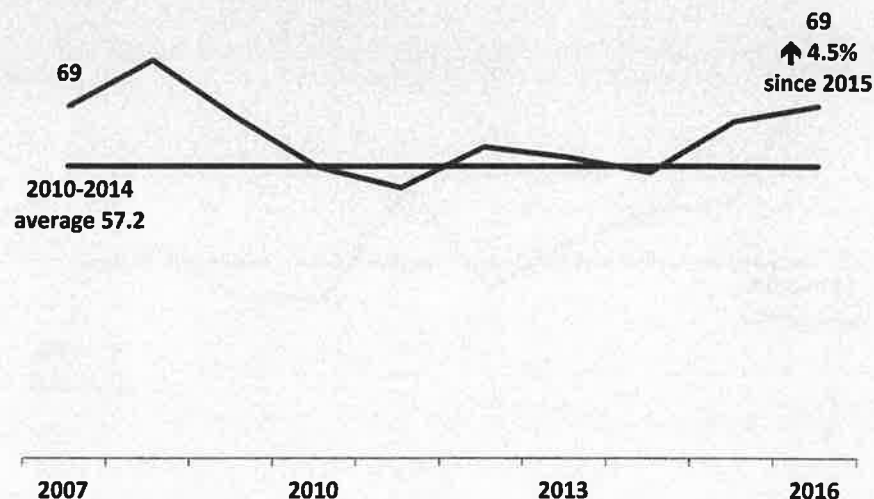
Change from 2015

	Change	Count
--	--------	-------

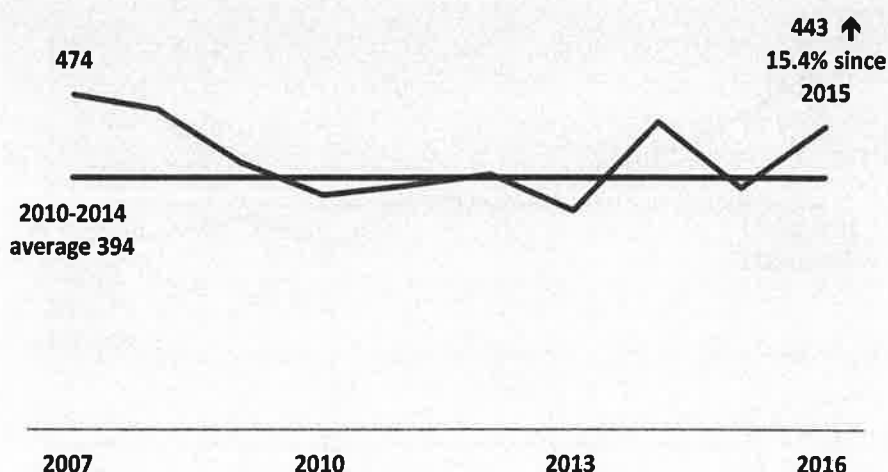
KSI ↑ 4.6% 3

All ↑ 15.4% 59

KSI Casualties Aged 60 and over



Casualties Aged 60 and over



Key facts

60 years and over KSI casualties increased by 4.6% (3) from 2015 and total casualties increased by 15.4% (59).

43.4% of KSI casualties were car users, 30.4% were pedestrians, 14.5% motorcyclists and 10.1% cyclists.

71.8% of total casualties were car users and 12.2% were pedestrians.

More car users casualties were female (57.9%) than male (42.1%). For pedestrian casualties the gender split was equal.

The most frequently selected contributory factor was 'driver failed to look properly' (139 uses), 'misjudged other person's path or speed' was second (86 uses) and third 'poor turn or manoeuvre' (44 uses).

A number of contributory factors were more often selected in relation to older drivers than all drivers. 'Illness' was 5th for older drivers, (18th for all); 'nervous / uncertain / in a panic' was 19th (31st for all); 'dazzled by sun' was 11th (21st for all); 'uncorrected defective eyesight' was 23rd (68th for all).

Further Information



Further Information

The Local Transport Plan contains further statistics and the action being taken to reduce casualty numbers. It can be found at <https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/planning-in-hertfordshire/transport-planning/local-transport-plan>

Definitions

Please see Department for Transport (DfT): Reported Road Casualties Great Britain 2016: <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2016>

Useful Links

Previous Data reports available on www.Hertfordshire.gov.uk as follows:

Traffic Transport and Data Report:
Accident Factsheets:

<http://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/speed-awareness-and-driver-training/transport-and-accident-data>

Department for Transport (DfT): <https://www.gov.uk/government/collections/road-accidents-and-safety-statistics>

For more detailed information on the statistics in the leaflet please visit:

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

Alternatively you can either telephone on

0300 123 4047

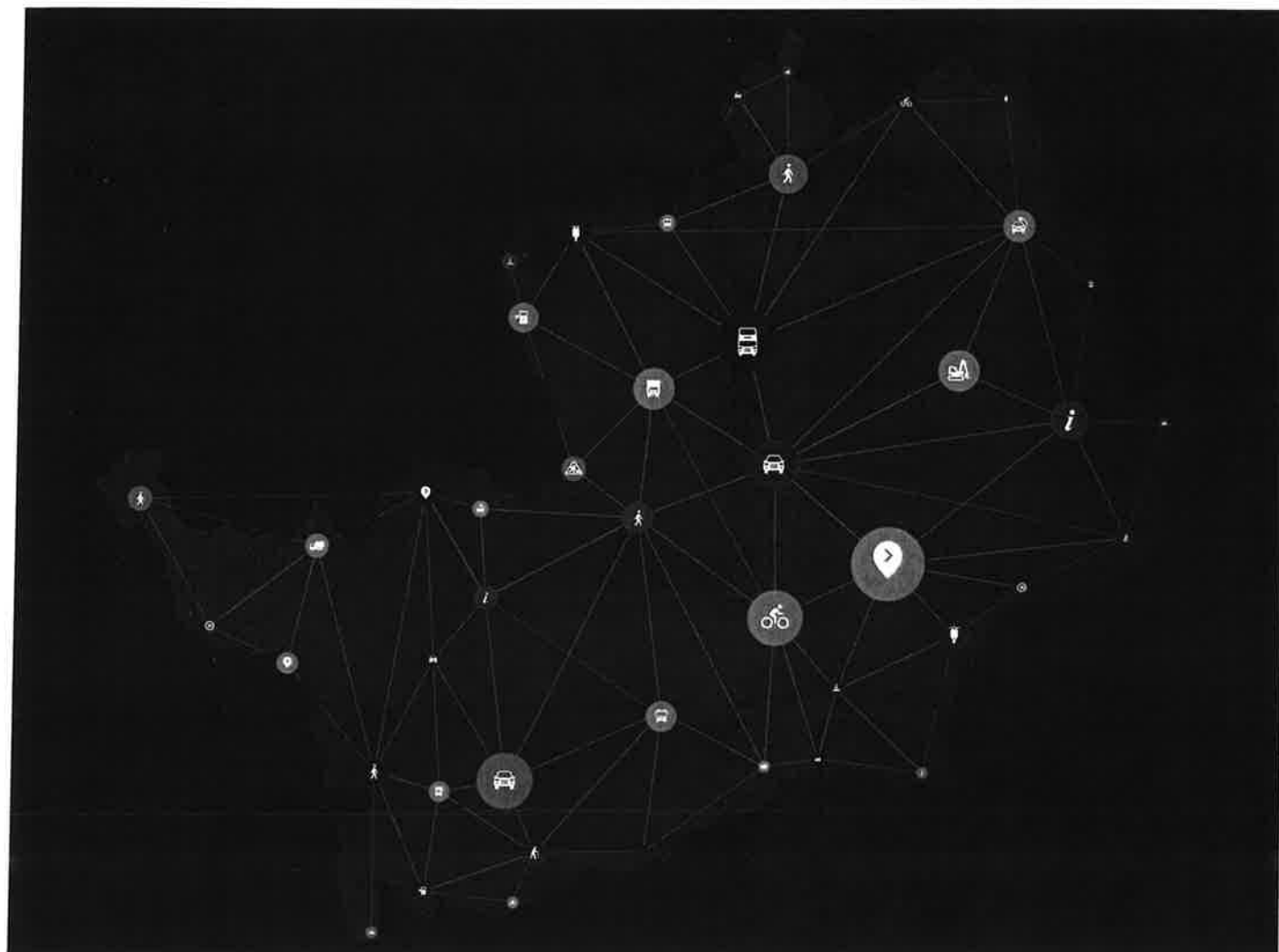
or email us at:

tpdata@hertfordshire.gov.uk

Transport Planning & Data Team
Highways
County Hall
Hertford
SG13 8DN

Hertfordshire Transport Facts 2017

(Based on 2016 data)



For more detailed information on the statistics in the leaflet please visit:

<http://www.hertfordshire.gov.uk/services/transtreets/hertscounttrav-surv/>

Alternatively you can either
telephone on

0300 123 4047

or email us at:

tpdata@hertfordshire.gov.uk

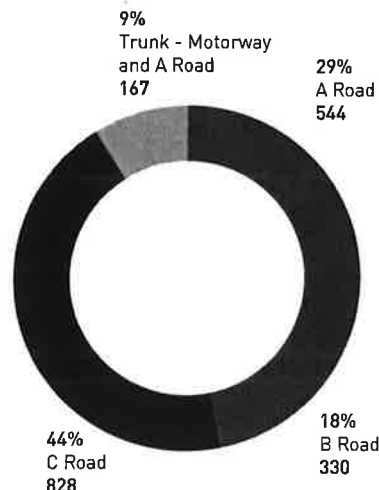
Transport Planning & Data Team
Highways
County Hall
Hertford
SG13 8DN

Traffic Transport and Data Report: <http://www.hertfordshire.gov.uk/services/transtreets/hertscounttravsurv/factsheetstrafandacc/>

Road Network in Hertfordshire

Hertfordshire's Classified Road Length (km)

The Road network in Hertfordshire consists of motorways and trunk A-roads which are managed by Highways England and Principal A roads, B roads, C roads and unclassified roads which make up the network managed by Hertfordshire County Council.



Source: HCC's TRACAS database (annual traffic count programme) - Excludes unclassified roads

The highest daily flow flows are recorded on the motorway network but a number of key A roads such as the A414, A4008 and A41 carry traffic volumes well in excess of National averages.

Hertfordshire Road Hierachy

Highway England (HE) Roads

Trunk Road - (Motorway & Principal A Roads)

HCC Roads

Primary A Road

Main Distributor (Other A Roads)

Secondary Distributor

Urban

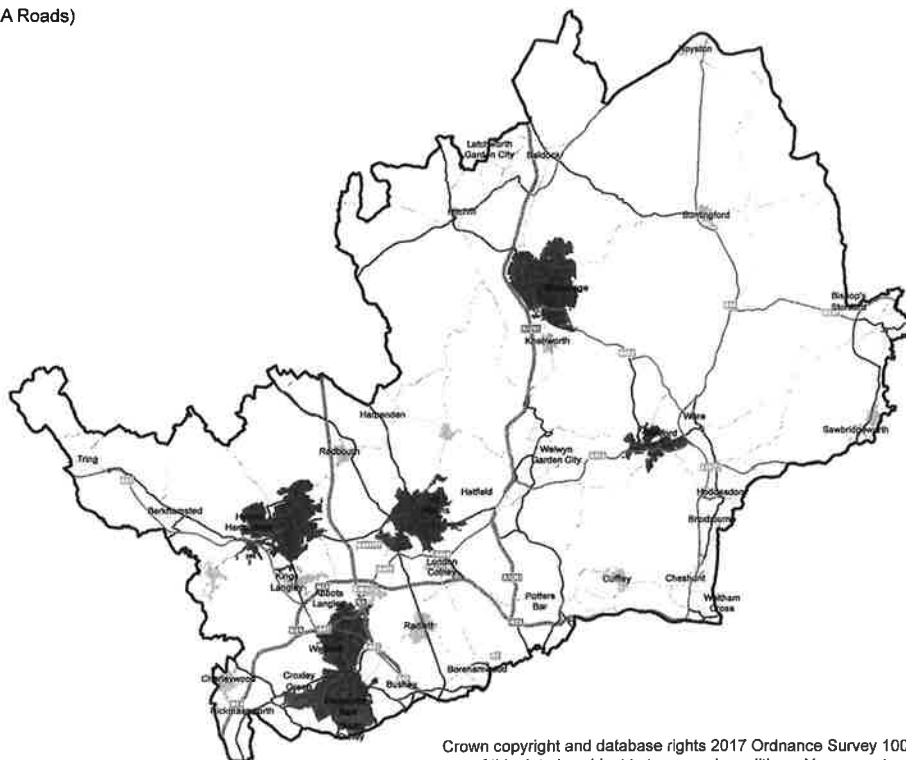
Primary Urban Destination

Main Urban Town

Rural

Important Rural Settlement

Other Rural Settlement



Source: LTP and TRACAS

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Hertfordshire Rail Network

Hertfordshire is served by 5 key rail lines; East Coast, West Coast, Midlands, West Anglia and Chiltern main lines.

The busiest stations are St Albans City and Watford Junction which each had in excess of 7 million passenger entries and exits in 2016

Hertfordshire's Rail Network

Station entries & exists (15/16)

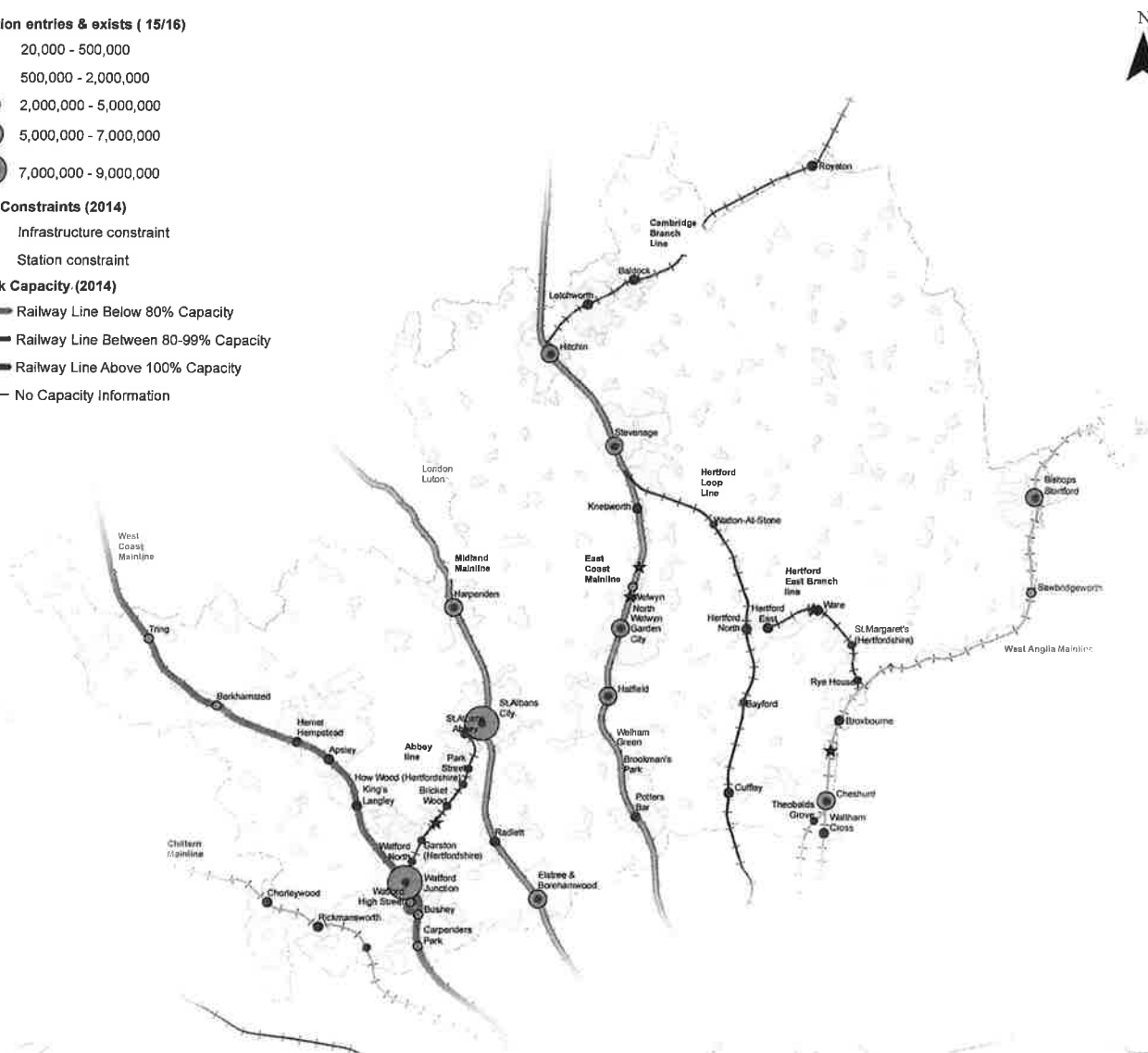
- 20,000 - 500,000
- 500,000 - 2,000,000
- 2,000,000 - 5,000,000
- 5,000,000 - 7,000,000
- 7,000,000 - 9,000,000

Rail Constraints (2014)

- ★ Infrastructure constraint
- Station constraint

Track Capacity (2014)

- Railway Line Below 80% Capacity
- Railway Line Between 80-99% Capacity
- Railway Line Above 100% Capacity
- No Capacity Information



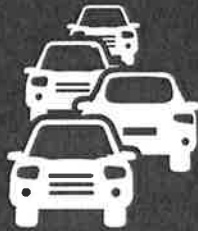
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Source: Draft Rail Strategy

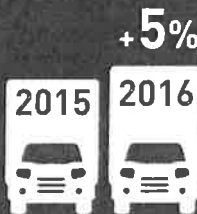
Traffic Flow

1.7% rise

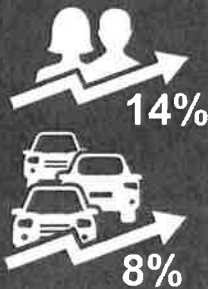
Traffic levels grew by 1.7% between 2015 and 2016



HGV traffic increased by 5% from the previous year; however they are still lower than pre-recession levels



Between 2001 and 2016 population in Hertfordshire has grown by 14%, whilst traffic has grown by 8% during this period

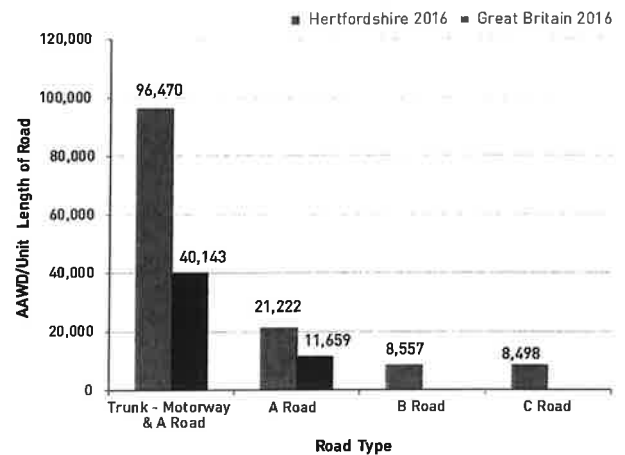


Average AAWD per Unit Length of Road by Road Type

The Hertfordshire Motorway, trunk and Principal A road network carry traffic flows which are double the national average

Source: *DfT (2016 Transport Statistics Great Britain) Tables: TRA0204, RDL0201

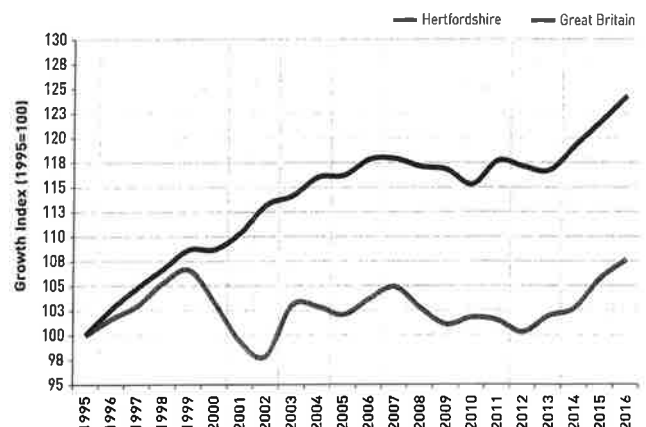
HCC's TRACAS database (annual traffic count programme)



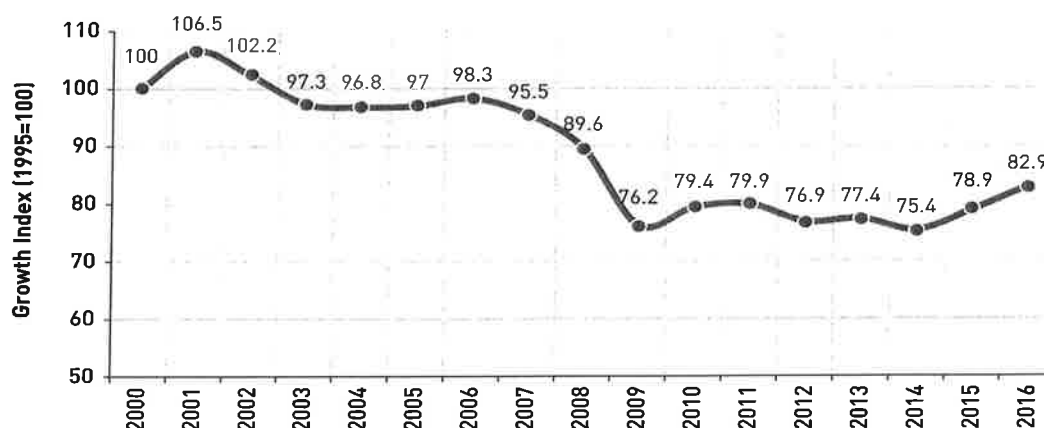
Historical Trends of County and National Traffic

Traffic increased by 1.7% from 2015 to 2016 across the country overall

Source: DfT (2016 Transport Statistics Great Britain) Table TRA0204. HCC's TRACAS database



Historical Trends of HGV Flows



Source: HCC's TRACAS database (annual traffic count programme)

Definitions

LGV - 4-wheel vehicles constructed for transporting goods. Must have a gross weight of 3.5 tonnes or less

HGV - Larger vehicles constructed for transporting goods. Must have a gross weight more than 3.5 tonnes

Congestion and Traffic Growth

AM peak journey times on key routes into urban areas increased in 2016 it now takes just under 3 minutes to travel a mile



All of Hertfordshire's main towns suffer with congested junctions. Frequent link queuing occurs on many of Hertfordshire's A Roads



Journey time into the counties main urban areas have increased and now take on average just under 3 minutes per mile (equivalent to 21.4 mph) in the weekday morning peak

Peak Hour Congestion

CRF Congestion Ratio (2016 data)

0 - 0.49

Very little congestion during peak hour

0.5 - 0.79

Occasional congestion during peak hour

0.8 - 0.99

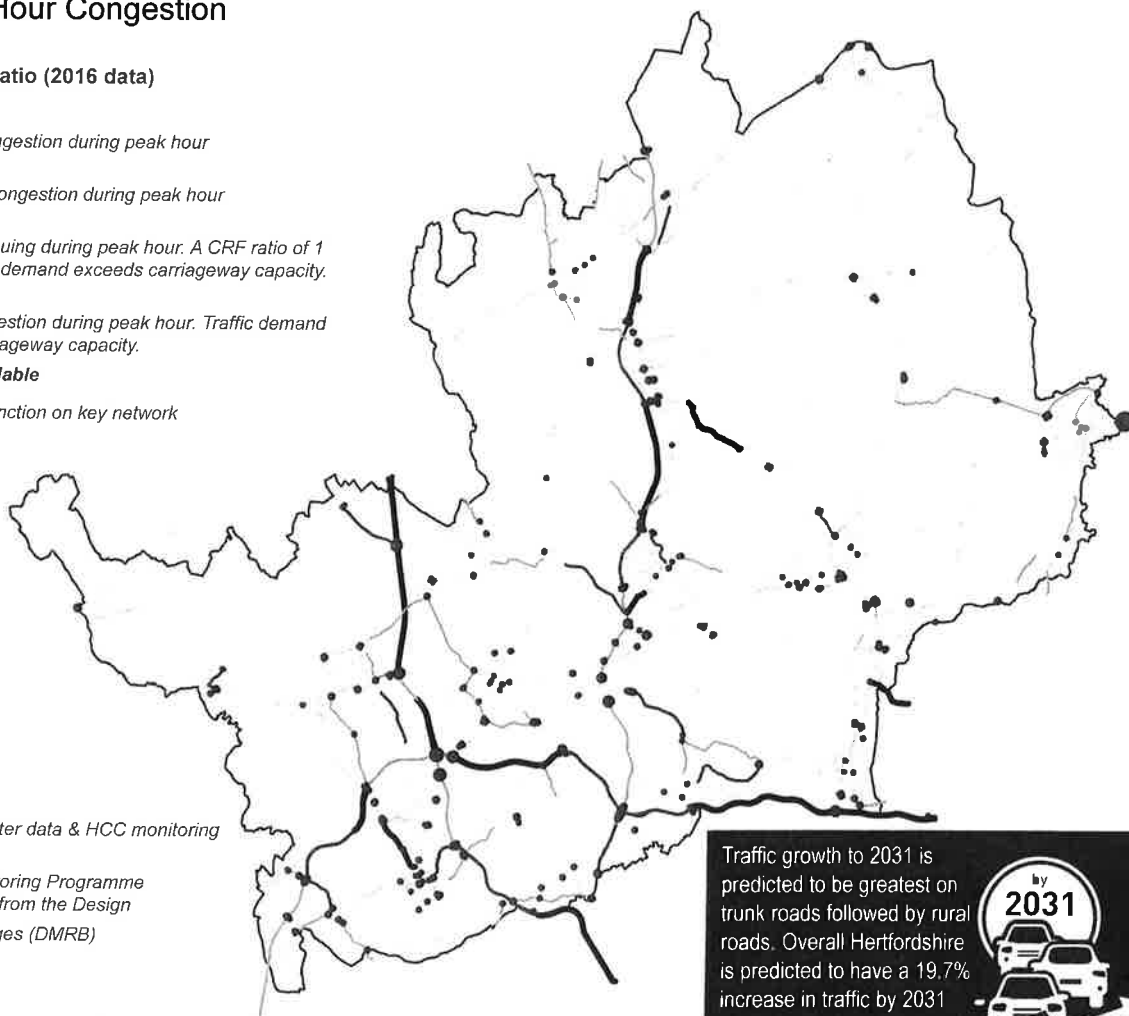
Frequent queuing during peak hour. A CRF ratio of 1 means traffic demand exceeds carriageway capacity.

>1.0

Serious congestion during peak hour. Traffic demand exceeds carriageway capacity.

No data available

Congested junction on key network



Source: 15/16 TrafficMaster data & HCC monitoring programme

HCC Annual Count Monitoring Programme and DfT CRF calculation from the Design Manual for Roads & Bridges (DMRB) Vol 5 Section 1 Annex D

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Source: DfT TrafficMaster data - weekdays, term time only

Traffic growth to 2031 is predicted to be greatest on trunk roads followed by rural roads. Overall Hertfordshire is predicted to have a 19.7% increase in traffic by 2031



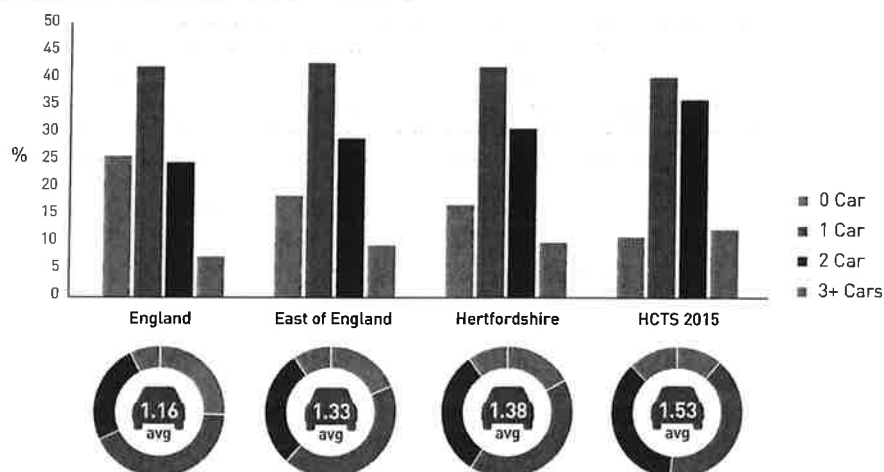
Travel Behaviour

Hertfordshire has some of the highest car/van ownership levels in the Country.

87% of residents have access to a car compared to 74% nationally.

There are also high levels of multiple car ownership

Breakdown of Car Ownership



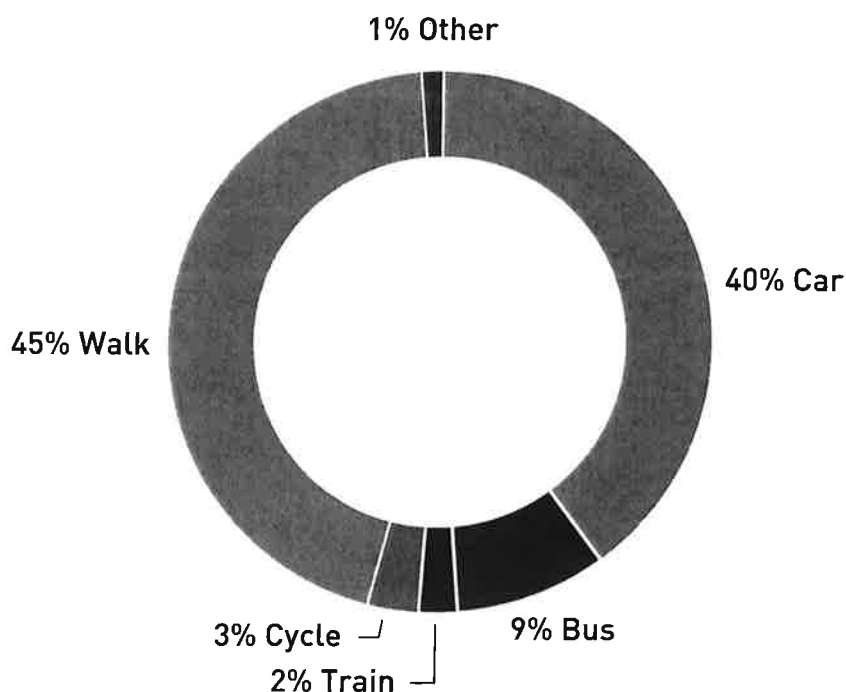
Source: Census 2011 Table - KS404EW and HCTS 2015 Table 3.9 HCTS Based on sample of 2,801

Car ownership has increased in Hertfordshire since the 2011 Census, with the highest levels found in East Herts. The lowest levels of car ownership are in Stevenage and Watford



The most common mode of travelling to school is walking followed by travel by car. Overall 60% of pupils travel to school by sustainable modes

Travel to School Mode Share



Source: HCTS 2015 Table 4.44

Furthermore the category of car driver and car passenger has been combined from previous surveys and taxi comes under other.

>60%

of Hertfordshire residents use the car to travel to work



89%

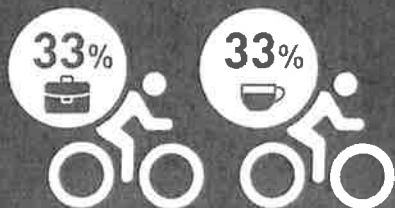
of all journeys, for all purposes, are less than 20 miles and 26% were less than 3 miles



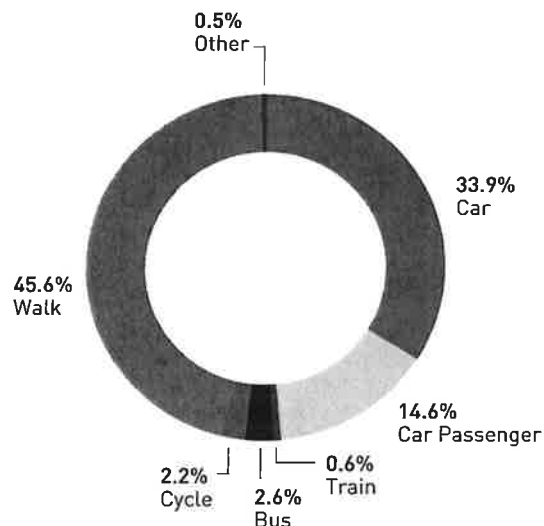
Active Travel

Cycling Journeys

33% of cycle journeys are for work and 33% are for social or leisure purposes

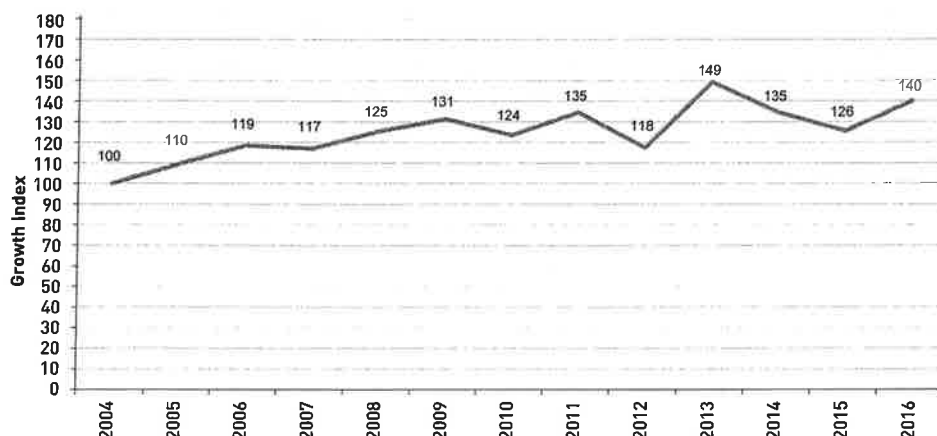


Mode Share of Journeys Under 3 Miles



Source: HCTS 2015 Table 5.3. Excludes home journey.

Cycle Levels Trends

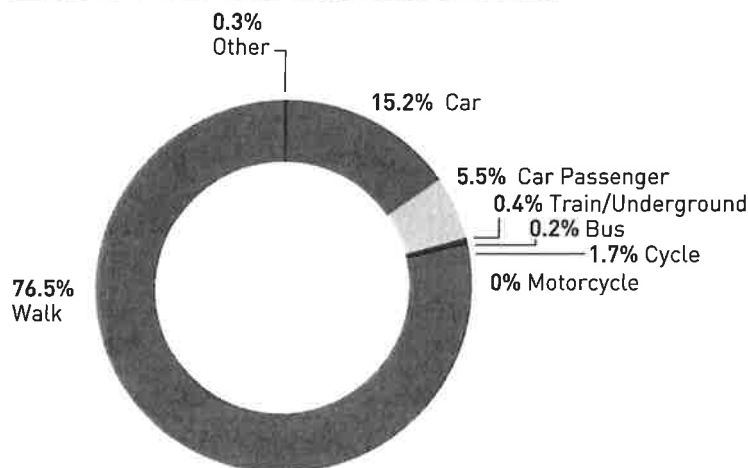


Cycling levels have increased since 2004 with levels peaking in 2013.

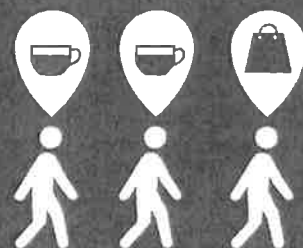
Source: HCC's cycling monitoring programme. Average percentage change across all sites, using the sites inception year as the base. A further 10 sites were added in 2015/16 as part of the LSTF programme.

Walking Journeys

Mode Share of Journeys Under 1 Mile



38% of walk trips are for social or leisure, with 18% for shopping



Source: HCTS 2015 Table 5.6

Passenger Transport

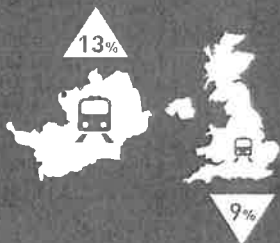
The bus is used for 7% of journeys between 3 and 10 miles and 2.4% of journeys overall



Rail station usage grew in Hertfordshire by 5% from 2015 to 2016.



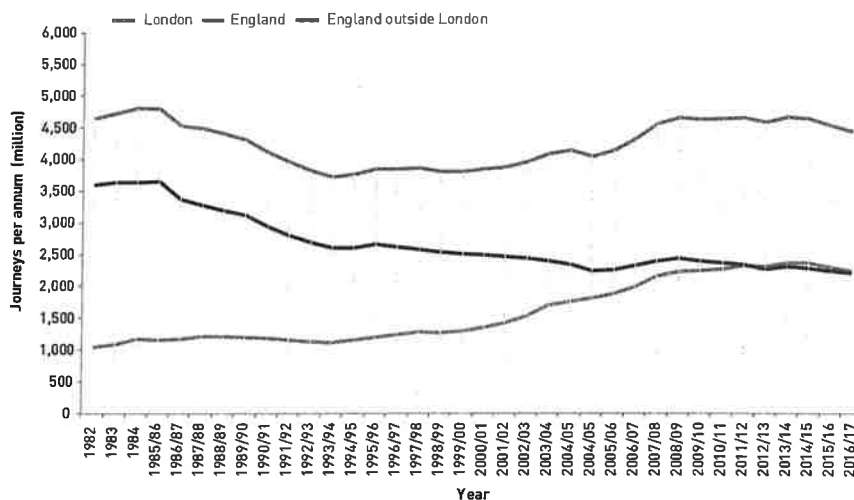
Rail use in Hertfordshire is significantly higher (13%) than the national average (9%)



Most of Hertfordshire's rail network suffers with constraints, whether from line capacity or from infrastructure, such as service frequencies or platform length.



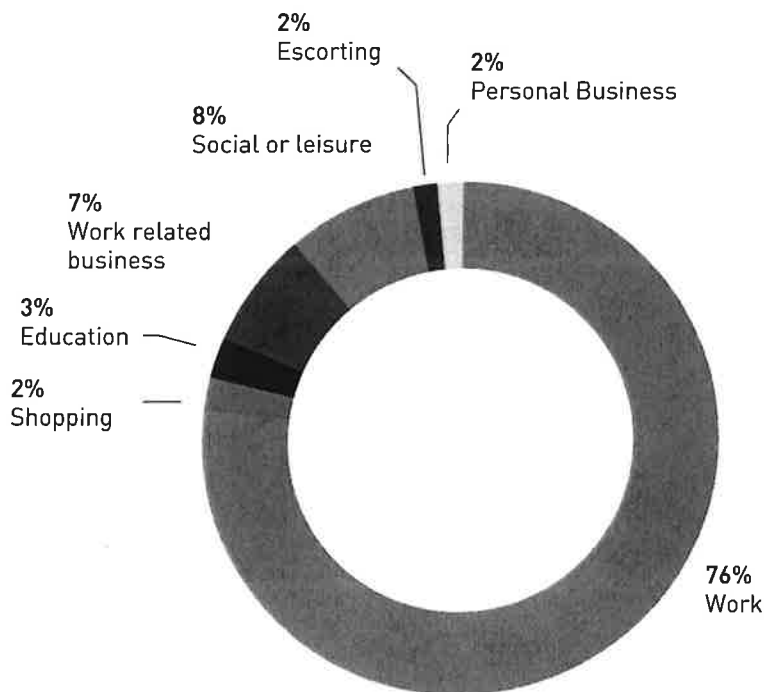
Historical Trends in Bus Passenger Journeys



Source: Table BUS0103
Local Bus Passenger Journeys

76% of rail journeys were for work purposes

Purpose of Rail Trips



Source: HCTS 2015 Table 5.9