

ELSTREE AND BOREHAMWOOD TOWN COUNCIL (EBTC)

TRANSPORT FORUM

MINUTES of a meeting held at Fairway Hall, Brook Close, Borehamwood, WD6 5BT on Wednesday 26 October 2016 at 7.00pm

Present:

- Cllr C Butchins (Transport Forum Chairman - EBTC)
- Cllr S Rubner (Vice Chairman in the Chair - EBTC)
- Cllr V Eni (EBTC and Hertsmere Borough Council)
- PCSO 6344 T J Hainsworth (Hertfordshire Constabulary)
- J Gillett (Thameslink)
- L Heyman (Thameslink)
- S Simmonds (Sullivan Buses)
- J Cartledge (Resident)
- L Stack (EBRA)
- R Redman (First Impressions and Elstree Screen Heritage)
- A de Swarte (Resident)
- N Clark (Resident)
- S Hayman (Resident)
- S Alford (EBRA)
- J Brown (Pensioners' Rights)
- R Butchins (Resident)
- E Butchins (Resident)
- H Jones (Town Clerk)

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

11. APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

Apologies were received from, D Sullivan (Sullivan Buses), M and C Blake (Residents), Cllr Mrs S Parnell (EBTC), Cllr G Silver (EBTC), Cllr Mrs P Strack (EBTC), Cllr C Barker (EBTC), O Dowden MP (Hertsmere MP), S Davies (BW Driving Instructors' Association), Cllr C Kelly (Hertsmere Borough Council), Cllr L Reeve (Hertfordshire County Council), A Goddard (Green Belt Society) and A Dismore AM (London Assembly: Barnet and Camden).

12. DECLARATIONS OF COUNCILLORS' INTERESTS

There were none.

13. TRANSPORT FORUM MINUTES

The Minutes of the meeting of the Forum held on 13 July 2016 were approved and duly signed as a true record by the Chairman.

14. TRAIN SERVICES

The Forum received a report from L Heyman, Thameslink, concerning problems experienced by the company since the last meeting in relation to passenger delays. It was noted that the overall performance was showing signs of improvement. J Gillett, Thameslink, described how Elstree and Borehamwood station would be trialling barrier funnelling at the entrance in order to seek to relieve congestion at peak times.

Turning to the Thameslink's 2018 timetable consultation, the Forum unanimously welcomed in principle the proposals for enhanced frequencies from Elstree and Borehamwood, especially if the changes resulted in a 200% increase in Sunday services. It was noted that the consultation could be viewed and responses could be submitted on line (www.thameslinkrailway.com/your-journey/timetable-consultation).

Members received a detailed report from J Cartledge on the implications of the proposals in this consultation (a copy of the revised report is appended to these Minutes at **APPENDIX A**).

It was AGREED that:

a submission be made to GTR drawing attention to the briefing paper and indicating that:

- **the enhanced level of service to/from Elstree & Borehamwood proposed in GTR's 2018 timetable consultation was welcomed, and**
- **GTR's consideration of the timetable modifications proposed in paragraph 16 of the briefing paper was invited.**

[The modifications referred to were that, in order to match the level of service more closely to the level of demand at each station :

- (a) the number of route TL1/2 calls at Harlington should be reduced from 4 to 2 tph, and these calls should be inserted at Elstree & Borehamwood instead, and**
- (b) the 2 tph route TL10 calls at Radlett should be replaced by calls at Kentish Town.]**

15. TRAFFIC AND ROAD SAFETY REPORT: HERTFORDSHIRE CONSTABULARY

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**).

A particular problem had been identified since the last meeting surrounding anti-social behaviour by some young cyclists causing deliberate traffic disruption. Much work had been undertaken in the Cowley Hill ward to resolve the matter. Some members of the public raised concerns about parking on pavements at Morpeth Avenue and Berwick Road. Cllr V Eni thanked the Constabulary for the helpful report and asked whether these could be produced for all Parish wards, if possible.

16. BUS SERVICES IN ELSTREE AND BOREHAMWOOD

Members received a report from S Simmonds (Sullivan Buses). The only confirmed timetable change was on route 107 from 8 October 2016. This was a restored “every 15 minute service” in the morning peak hour. However, it was reported that there was a significant contrast between the school day and school holiday times. The latter only operated when all schools in the localities served by the 107 were closed and the school day service might operate during school holidays if there were roadworks along the route.

It was noted that the perennial problem of cars parking in bus laybys continued and that this was having consequences for timetable performance. PCSO 6344 T J Hainsworth took due note of these concerns.

17. TRAFFIC FLOW IN BOREHAMWOOD AND ELSTREE

The Forum received a written report of progress made to date in implementing the Elstree and Borehamwood Urban Transport Plan 2013 from Hertfordshire County Council (a copy of the report is appended to these Minutes at **APPENDIX C**).

In principle, the Forum welcomed the proposal to investigate means of relieving congestion at the roundabout next to Elstree & Borehamwood station. It was noted that minor improvements had been made in 2015 to address safety issues at the Elstree Way - Shenley Road roundabout.

It was AGREED that:

Hertfordshire County Council be thanked for providing an update report on the Borehamwood Urban Transport Plan 2013 and the Forum request to be kept informed of developments in implementing the schemes listed.

18. PEDESTRIAN SAFETY SHENLEY - BOREHAMWOOD

It was AGREED that:

a representation be made to Hertfordshire County Council to seek to improve (a) the cleanliness and visibility of road signage (including bus stops), (b) the cutting back of foliage and (c) the width of pavement space between Shenley and Borehamwood - especially on Green Street and Cowley Hill (noting that the representation from the Transport Forum had the support of Elstree and Borehamwood Town Council's Environment and Planning Committee and Shenley Parish Council).

19. TRANSPORT VISION 2050: PUBLIC CONSULTATION ON A NEW LOCAL TRANSPORT PLAN FOR HERTFORDSHIRE

Members noted the opportunity to comment on Hertfordshire County Council's "Transport Vision 2050" project, which would be used to shape the long term development of Hertfordshire's transport system over the next 35 years. It was noted that the Chairman of the Forum had prepared a personal submission and that those members wishing to follow this lead could do so by accessing the consultation material online (www.hertfordshire.gov.uk/transportvision2050).

20. 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].

Variable Message Signs (VMS)

Some members expressed concerns about the usefulness of the information displayed on the newly installed VMSs in and around Borehamwood (e.g. deer hazard on roads). A hope was expressed that the relevance of the information would improve in the future.

Painting Mini Roundabouts

An email comment to the Forum from a regular attendee suggested that whilst a number of mini roundabouts in the area had been repainted, two important ones required attention - at Elstree and Borehamwood railway station and by the entrance to Borehamwood Shopping Park on Theobald Street.

[Post Meeting Note: Hertfordshire County Councillor L Reeve had indicated in November that three out of four roundabouts recently identified for repainting had now been re-whitened. However, the roundabout at the entrance to Borehamwood Shopping Park on Theobald Street remained to be completed but was nevertheless on a work schedule.]

21. CLOSURE AND DATE OF NEXT MEETING

The meeting closed at 9.05pm.

It was noted that the next meeting was scheduled for Wednesday 22 February 2017 at 7.00pm at Fairway Hall, Brook Close, Borehamwood, WD6 5BT.

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

ELSTREE & BOREHAMWOOD TOWN COUNCIL

TRANSPORT & ROAD SAFETY FORUM

26 OCTOBER 2016

THAMESLINK 2018 TIMETABLE CONSULTATION

1. Govia Thameslink Railway (GTR) is the company which operates the rail concession which includes the Thameslink service between St Pancras, St Albans, Luton and Bedford. It has launched a public consultation exercise on the revised timetable which it proposes to introduce in 2018 - i.e. when resignalling and track remodelling will allow the capacity of the "core" section through central London to be raised to 24 trains per hour (tph) in each direction. Half of these trains would serve the existing Thameslink route, the other half being rerouted Great Northern trains to/from Cambridge and Peterborough which currently terminate at Kings cross.
2. The details of GTR's proposals can be found at <http://www.thameslinkrailway.com/your-journey/timetable-consultation>, and the deadline for responses is 8 December 2016.
3. As far as Elstree & Borehamwood station is concerned, the essential feature of the proposed timetable is that the current basic 4 tph all-stations off-peak weekday service between St Albans and London (continuing to Wimbledon/Sutton) would be retained, but this would be augmented by a 2 tph service calling intermediately between Elstree & Borehamwood and St Pancras only at Mill Hill Broadway and West Hampstead (and continuing to Rainham in north Kent).
4. The number of morning peak trains to London between 0700 and 0959 would rise by 6 from 18 to 24, and the number of evening peak trains from London between 1600 and 1859 by 8 from 16 to 24.
5. The total number of weekday trains from/to Elstree & Borehamwood arriving at/departing from St Pancras between 0700 and 2159 would rise from the current total of 137 to 192, an increase of 55 (or 40%). In percentage terms, this would be the third largest increase among the 15 stations north of St Pancras, exceeded only by Mill Hill Broadway and Radlett.
6. Total train capacity could rise by a somewhat larger margin, because the trains to Rainham could be operated by the new 12-car Class 700 trains currently coming into service. Unfortunately, the Wimbledon/Sutton service will remain an 8-car operation, because the platforms at many of the stations it serves are not built to accommodate longer trains, but the Class 700 trains have a 2+2 instead of 2+3 seating layout allowing more passengers to be carried, albeit with a smaller proportion seated.
7. It is proposed that the weekday off-peak service of 6 tph between Elstree & Borehamwood and central London would also operate on Saturdays and Sundays. This would represent at 50% increase on the current Saturday train frequency and a 200% increase on the current Sunday frequency.
8. It is instructive, however, to compare the current and proposed levels of service with the usage of the various stations along the line. The following table shows, for each station :
 - (a) the most recent (2014-15) average weekday passenger usage data available,
 - (b) the number of trains currently timetabled to arrive at St Pancras between 0700 and 2159 or to leave it between the same times,
 - (c) the proposed number of trains between the same times in 2018,
 - (d) the average number of passengers currently departing or arriving per train, and

- (e) the average number of passengers per train in 2018, assuming no change in total usage.

Station	Weekday passengers	Train calls per day 2016	Trains calls per day 2018 (proposed)	Passengers per train 2016	Passengers per train 2018
Kentish Town	7 155	145	168	49	43
W Hampstead Tlk	13 936	225	240	62	58
Cricklewood	4 774	110	120	43	40
Hendon	4 187	110	120	38	35
Mill Hill Bdwy	8 549	131	192	65	45
Elstree & Bwd	12 925	137	192	94	67
Radlett	3 832	130	186	29	21
St Albans City	24 212	275	330	88	73
Harpenden	10 600	206	240	51	44
Luton Airport Pkwy	7 933	201	192	39	41
Luton	10 212	216	214	47	48
Leagrave	6 055	126	132	48	46
Harlington	1 039	115	120	9	9
Flitwick	4 638	135	132	34	35
Bedford	8 504	145	142	59	60

Note : In addition to Thameslink services, Luton Airport Parkway, Luton and Bedford are served by East Midlands Trains. For the purposes of this analysis, it is assumed that passengers per train are the same for both companies' services, and that the number of East Midland trains will be unaltered in 2018 (although it is understood that the timetable has been planned to allow this company to run 6 tph instead of 5). The passenger totals per station have been adjusted pro rata to show only Thameslink passengers, but include those interchanging at these and other stations. Weekend usage is assumed to equal one weekday's usage. No deduction has been made to allow for journeys made between 2200 and 0700, but this will not affect the relative position of individual stations unless any of them attracts a disproportionate share of night-time travellers.

9. Scrutiny of this table reveals that under the current service pattern, the number of trains serving each station is, in some cases, poorly matched to passenger demand. Elstree & Borehamwood and Harlington are the extreme cases, with the former having more than ten times as many passengers per train as the latter. In the proposed 2018 timetable, this discrepancy has been reduced somewhat (for the statistically minded, the standard deviation is reduced from 42.7 to 37.5). Nevertheless, the variation remains wide, with (e.g.) Harlington and Radlett being notably better served, relative to passenger demand, than St Albans City and Elstree & Borehamwood – even though all trains on the route call at St Albans.
10. It is not possible to construct a timetable in which the level of service to each station is precisely matched to the volume of demand (which is, in any case, subject to change over time – and is itself influenced by the service level). There are a number of reasons for this. For example, there are only five of the 15 stations (Kentish Town, West Hampstead Thameslink, St Albans City, Luton and Bedford) at which the track layout allows trains to be terminated and reversed, and there are only a limited number of crossover points at which trains can be switched between the fast and slow lines. Some stations have platforms which are too short to accommodate full length (12 car) trains. Many passengers are making journeys between intermediate stations, rather than to/from St Pancras and points south, so the stopping pattern must allow for their requirements. In order to maximise effective use of track capacity, faster trains must be separated in time and/or space from slower ones, so that the latter do not impede them. Passengers making longer journeys are liable to be deterred by the extended journey times which result from numerous intermediate stops. The more variegated the stopping pattern of individual trains, the more

difficult it is to maintain regular "clockface" intervals. Timetable paths have to be reserved for long distance express trains to the east Midlands and for freight. And there is a minimum frequency of service (say, one tph) below which it becomes so unattractive, at least for short journeys, that there is little point in providing it.

11. Despite these constraints, it is nevertheless worth considering whether any possible alternative service pattern(s) might offer a better fit with the known spread of demand.
12. The proposed 2018 off-peak service frequency north of St Pancras would be 12 tph each way. This would be achieved by means of four overlapping "routes" :
 - (a) TL1/2 (4 tph) which would serve all stations between Bedford and St Albans and then run fast to St Pancras,
 - (b) TL9 (2 tph) which would originate at Kentish Town,
 - (c) TL10 (2 tph) which serve all stations from Luton to Mill Hill Broadway and then run semi-fast to St Pancras stopping at West Hampstead Thameslink, and
 - (d) TL11/12 (4 tph) which would serve all stations from St Albans to St Pancras.
13. In each case, the northbound service would mirror the southbound. Additional trains would run during the weekday peak periods in the with-peak direction to provide the total number of trains per station shown in the table.
14. The stations from Bedford to Leagrave (inclusive) account for 16% of the passengers and would receive 19% of the train calls. Those from Luton to Harpenden have 22% of the passengers and would receive 24% of the calls. Those from St Albans to Kentish Town have 62% of the passengers and would receive 57% of the calls. By this measure, in which stations are grouped geographically, the fit of calls to passenger demand appears fairly close, though there is some bias towards those at the northern end of the line (which tend to generate more revenue per trip, because most journeys are to/from London).
15. An alternative approach is to rank the stations by usage. There are five stations (St Albans City, West Hampstead Thameslink, Elstree & Borehamwood, Harpenden and Luton) which are each used by more than 10,000 passengers daily. These stations handle 56% of all of the passengers, but would be served by only 45% of the scheduled train calls. Conversely, there are five stations (Harlington, Radlett, Hendon, Flitwick and Cricklewood) which are each used by fewer than 5,000 passengers per day. These handle only 14% of the passengers but would receive 25% of the scheduled calls. So the least-used stations would be proportionately better-served than the busiest ones.
16. As the least- (and most-) used stations are not geographically clustered, this discrepancy would not be easy to resolve entirely. However, a better fit of station calls to passenger numbers could in theory be achieved by
 - (a) reducing the number of TL1/2 calls at Harlington from 4 to 2 tph, and inserting these calls at Elstree & Borehamwood instead, and
 - (b) removing the 2 tph TL10 calls from Radlett and inserting them at Kentish Town, thus also enhancing opportunities for interchange with the Underground.
17. Whether the changes proposed in paragraph 17 would be operationally feasible may depend, however, on pathing (i.e. track assignment) considerations and planned train lengths, as platforms 3 and 4 at Elstree & Borehamwood and all of the platforms at Kentish Town are not currently designed to handle 12-car trains. By use of selective door opening and double-stopping, it is possible for long trains to serve short platforms when necessary, but this is not an arrangement of which train planners normally wish to make regular use, as it lengthens station dwell times and thus reduces line capacity. There would be little net benefit to Elstree & Borehamwood passengers if the times at which any additional trains could call were very close to those of the 6 tph proposed, and – although this is not a

consideration which would weigh with users – extra stops at Kentish Town would probably result in a net transfer of passengers to the Underground south of that point, which would have revenue sharing implications for the operators or their political sponsors. Nevertheless, the Forum is invited to submit these possible changes to GTR for its consideration, since if they are practicable, they would further enhance the benefits of the new timetable to Elstree & Borehamwood passengers.

18. Conclusions

(a) The enhanced level of service to/from Elstree & Borehamwood proposed in GTR's 2018 timetable consultation is welcomed.

(b) GTR's consideration of the timetable modifications proposed in paragraph 16 of this paper is invited.

ELSTREE & BOREHAMWOOD TOWN COUNCIL

TRANSPORT AND ROAD SAFETY FORUM WEDNESDAY 26 OCTOBER 2016

The following is a summary of the number of incidents reported for four consecutive two month periods under the following headings:

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

All of these categories include all types of vehicle, including bicycles. The "Vehicle Nuisance Or Inappropriate Use" category has been added following concerns expressed at the last Transport Forum about nuisance caused by youths riding bicycles and motorcycles.

Ward	Road Traffic Collision Damage Only				Road Traffic Incident Suspected Injury				Road Offence				Vehicle Nuisance Or Inappropriate Use			
	01.03.16 30.04.16	01.05.16 30.06.16	01.07.16 31.08.16	01.09.16 25.10.16	01.03.16 30.04.16	01.05.16 30.06.16	01.07.16 31.08.16	01.09.16 25.10.16	01.03.16 30.04.16	01.05.16 30.06.16	01.07.16 31.08.16	01.09.16 25.10.16	01.03.16 30.04.16	01.05.16 30.06.16	01.07.16 31.08.16	01.09.16 25.10.16
Elstree	2	2	3	3	7	5	0	4	5	9	5	8	3	2	4	2
Brookmeadow	6	3	5	4	3	0	2	1	3	4	7	2	7	8	14	7
Cowley Hill	1	4	0	5	2	1	2	1	5	7	3	1	12	14	6	4
Hillside	7	7	9	9	8	5	6	7	11	11	11	10	23	19	11	20
Kenilworth	7	6	8	9	3	1	7	11	6	7	8	7	10	11	7	8
Totals	23	22	25	30	23	12	17	24	30	38	34	28	55	54	42	41

Examples of transport and road safety work carried out by Safer Neighbourhood Team since last Transport Forum:

- **Stay Safe presentations** (Fulton Court residents, Aston Lodge residents, Hertsmere Mencap members, Woodlands School, Kenilworth School)
- **Bicycle security marking** (Leeclyffe Big Local BMX event)
- **Obstructive parking** (Clifton Way, Greenside, Berwick Road, Brook Road, Kensington Way, Aycliffe Road, Gateshead Road)
- **School patrols** (Woodlands School)
- **Speed operations** (Stapleton Road, Furzehill Road)
- **Street lighting not operational** (Grosvenor Road)
- **Abandoned vehicles** (Aycliffe Road, Milby Court, Leeming Road)
- **Gathering evidence in respect of nuisance riding** (McDonalds, Caishowe Road)
- **Uninsured drivers** (Allerton Road, Shenley Road)
- **Air weapons being used near public highway** (Hartforde Road, Caishowe road)
- **Attending Neighbourhood Watch Meeting** (Stapleton Road)
- **Delivery lorries causing obstruction** (Bracken Close)

NUISANCE RIDING

Safer Neighbourhood Officers have been educating young people about cycling safety and have issued four Community Protection Notices (CPNs) to deal with the neighbourhood priority of anti-social cycling in Borehamwood and Bushey.

Cyclists have been riding four abreast, doing wheelies, cutting cars up on purpose and riding very slowly down the roads and round and round roundabouts, causing lots of disruption.

Following a number of calls from residents, it became a neighbourhood priority for the Borehamwood & Elstree and Bushey & Radlett Safer Neighbourhood Teams.

The four CPNs were issued to teenage boys for their anti-social and dangerous cycling at the end of August in Bushey. We also involved their parents. If they are caught again, they will receive a full CPN. If they breach that, it becomes a criminal offence and they may be arrested.

Neighbourhood Officers have spoken to pupils at school about cycling safety as part of their road safety talks. The young people aged under 16 riding anti-socially will be given Acceptable Behaviour Agreements (ABAs).

Claire Morris from the Hertsmere Community Safety Unit said:

“Photos and footage have been coming in and we would like to thank the public for assisting us with this, please continue to do so if you can and feel free to email these directly to me:

Claire.morris@herts.pnn.police.uk

stating the time, date and road that this occurred on. The number of offences, which peaked over the summer, has dramatically decreased, but we are still keen to hear from anyone who sees anti-social riding and we will continue to monitor and deal robustly with any offences compromising the safety of all road users.”

A review of the Borehamwood and Elstree UTP by Hertfordshire County Council.

The Borehamwood and Elstree (UTP) was adopted by Hertfordshire County Council (HCC) in 2013. The aim of the UTP is to develop a range of schemes and interventions, across all modes of transport, to address existing problems across the area with a view to providing a major contribution towards meeting HCC's targets and objectives as detailed in the Local Transport Plan. The UTP identifies a number of transport improvement schemes for further consideration over the life of the plan to help deal with existing and possible future traffic issues.

It is intended that schemes in the plan will be developed over the life of the plan subject to funding being available.

The transport solutions and improvements are set out within the context of Hertfordshire County Council's overall transport objectives set out within Hertfordshire's Local Transport Plan.

Schemes have been developed and packaged within the following six themes:

Accessibility:

Highways and Congestion:

Cycling:

Walking:

Parking Management:

Speed Compliance:

21 schemes were identified in the UTP. Following the adoption of the UTP, these schemes have been put forward to be ranked for funding from the HCC LTP budget. Schemes are ranked against other schemes from across the County and funding is given to the highest ranked schemes that best meet the objectives of the LTP. Use is also made of s106 funding, if available. Most of the existing s106 funds held for the Borehamwood and Elstree area have been earmarked for two specific projects Elstree Crossroads and Elstree Way Corridor. The table below shows the progress on the 21 schemes in the UTP. To date, 3 schemes have been completed, 2 schemes have been partially completed, 2 have been started and are ongoing, 2 are on hold and 12 have not secured funding.

UTP Schemes

Scheme ID	Scheme Name	Scheme Description	Theme	Officer Comments
1	Centennial Park Accessibility	Centennial Way-Waterside Park sustainable link; Elstree Hill South/A41 Watford Bypass/Brockley Hill roundabout cycle crossing improvements; Convert Elstree Hill South/A41 Watford Bypass/Brockley Hill junction to signalised crossroads; Improved cycle crossing facilities at Centennial Way access roundabout; Improve bus stop facilities within Centennial Way site; Improve/implement cycle provision on Elstree Hill South between Centennial Way and Sullivan Way junction	Accessibility	Scheme has not been identified for funding to date
2	Composers Estate, Elstree - Sustainable Connections	Cycle bypass route on Coates Road one-way section / in conjunction with one-way enforcement ; Convert Pelican crossing on Watford Road to Toucan standards On-road cycle route on Sullivan Way with access in vicinity of Schubert Way/Watford Road and Elstree Hill South junctions	Cycling	Scheme has not been identified for funding to date

3	Elstree Crossroads Junction Improvement	Preferred Scheme only	Highways and Congestion	Scheme was completed in 2014
5	Elstree-Borehamwood Inter-Urban Cycle Spine	Station Road-Allum Lane service road link ; Allum Lane service road on-road cycle provision; Allum Lane service road on-road cycle provision; Cemetery access junction - Elstree Hill North a) Via Elle-Dani Farm route; Cemetery access junction - Elstree Hill North b) Via Aldenham Park route ; Elstree Hill North route; Physical Gateway Measure (north of A5183 cottages) ; Gateway Measure - road markings / signage	Cycling	Scheme has not been identified for funding to date
6	Station Road/ Allum Lane/ Theobald St/ Shenley Road Junction Improvements	Committed Scheme; Additional Cycle Enhancements	Highways and Congestion	Initial feasibility report completed. Subject to funding, detailed design to be carried out in 2017/18 with delivery to follow when funding has been secured. Applying for CIL funding.
7	Elstree Way-Shenley Road Roundabout	Preferred Scheme - Significant Scheme (longer term); Increase size of splitter islands/hatching and circulatory markings with the aim of reducing vehicle speeds and pedestrians'/cyclists' safety - interim scheme.	Cycling	Changes at this junction will be picked up as part of Elstree Way Corridor. Minor improvements were carried out in 2015 to address safety issues
8	Kenilworth Park-Maxwell Park Sustainable Link	Cycle crossings/speed tables/buildouts on Manor Way (traffic to have priority); Address cycle provision on Bullhead Road - park link (dog-leg approach)	Accessibility	Scheme has not been identified for funding to date
9	Elstree Way East Cycle Gateway	Increase cycle lane widths; Make eastbound cycle lane route (address Rowley Lane junction in vicinity of splitter island); Improve westbound cycle lane route (improve jug-handle commencement of cycle lane) ; Provide combined east/westbound off-road cycle route	Cycling	Scheme has not been identified for funding to date
10	Well End-Borehamwood Sustainable Connections	Rowley Lane-Denham Way - make route cycle compliant; Denham Way-Potters Way offroad shared cycle/footpath provision and crossing facilities; Rowley Lane-Studio Way-Shenley Road link - make route cycle compliant (including crossing facilities and potential relocation	Cycling	Scheme has not been identified for funding to date

		of bus stop on Studio Way)		
11	Stirling Corner Roundabout - Safer Navigation for Pedestrians and Cyclists	Reduce exit width on Barnet Lane / expand splitter island to improve cycle/pedestrian crossing and potentially reduce speeds on exit; Nearside hatching on exit and introduce give-way line on Mobile Home access to give it greater presence	Walking	Scheme has not been identified for funding to date
12	Cycle parking at Key Local Destinations	Introduce cycle stands at Manor Way shopping parade (1 option) ; introduce cycle stands at Leeming Road shopping parade (1 option) ; Introduce cycle stands at Hartforde Road shopping parade (1 option) ; Introduce cycle stands at Rossington Avenue shopping parade (1 option) ; Introduce cycle stands at Croxdale Road shopping parade (1 option)	Cycling	ITP 13085 Manor Way scheme consisted of improving the environment around the shopping area with improved uncontrolled pedestrian crossings points, improved paving, new cycle stand, new carriageway surfacing on the service road and new footway surfacing. Other schemes have not been identified for funding to date.
13	Balmoral Drive/Ashley Drive Parking Management	Double yellows protecting speed cushions ; Bollards adjacent to bus stops ; Bus stop improvements	Parking	Scheme has not been identified for funding to date
14	Car Parking Variable Message Signs	VMS on Allum Lane (between Deacon's Hill and Station Road); VMS on Theobald Street (north of Shopping Park access); VMS on Furzehill Road (e.g. between Oakwood Ave and Hillside Ave) ; VMS on Shenley Road (upstream of Hertsmere BC council office car park access); VMS on Elstree Way (east of Shenley Road/Brook Road roundabout); VMS on Brook Road	Parking	Completed. Car parking VMS signs and traffic information signs were installed around Borehamwood in early 2014
15	Newark Green Width Restriction Refresh	Scheme refresh (committed scheme already in progress) ; Supplementary scheme enhancement - additional/replacement signage	Highways and Congestion	Completed
16	HGV weight restriction review and signage strategy	Review HGV weight restrictions including A411 Barnet Lane; HGV route signage	Highways and Congestion	Scheme has not been identified for funding to date
17	Borehamwood Shopping Park – Cycle Access	Implement cycle route (mixture of on/off-road provision)	Cycling	Scheme has not been identified for funding to date

18	Allum Lane-Deacons Hill Footway Enhancements	Introduce dropped kerbs/speed tables at junctions on Deacons Hill ; Improve pedestrian crossing facilities at Allum Lane/Deacon's Hill mini roundabout	Walking	Scheme has not been identified for funding to date
19	Managing Disruptive Parking (CPZ displacement)	Area Wide review of parking displacement (ongoing)	Parking	Hertsmere Borough Council have been reviewing CPZ's across the district
20	Safe and sustainable access to Hertswood School	Improve pedestrian environment on Thrift Farm Lane; Implement parking management measures on Shenley Road adjacent to Thrift Farm Lane; Introduce speed reduction measures adjacent to schools	Accessibility	Feasibility study to look at issue of speed compliance in Shenley Road completed, however due to potential development proposals at Hertswood School sites. Funding has not been identified.
21	Cycle Wayfinding - Promoting the Connections	Elstree - Composers Estate - Centennial Way; Elstree - Borehamwood ; Borehamwood	Cycling	Scheme has not been identified for funding to date
22	Speed Compliance Response	Well End Road Gateway and Build Outs; Melrose Avenue - HCC scheme in preparation; Tempsford Avenue - 2 speed humps/uncontrolled pedestrian crossings (improved access to Tempsford Green) ; Theobald Street - various route measures ; Shenley Road Town Centre Signage	Speed Management	Melrose Avenue completed. Currently, working on a scheme for placing a Solar Speed Indicator Device (SID) in Well End which is an HLB scheme sponsored by the local member Alan Plancey.

In a post-recession economy, delivering economic growth has become one of the government's main priorities. Competition for funding is increasing and large-scale residential and employment development is coming forward within Hertfordshire and surrounding areas.

In this context, it has been recognised that a new plan-making approach is needed which helps position Hertfordshire County Council to respond pro-actively to funding opportunities and facilitate planned development.

Growth and Transport Plans ('GTP') will gradually replace UTPs and will be spatial transport plans developed in partnership with key stakeholders. A Growth and Transport Plan is a spatial transport plan which is developed by the County Council in partnership with key stakeholders for the purpose of distilling the policies and principles of the Local Transport Plan to a growth-focused area; assembling a robust evidence base to help identify and justify packages of multi-modal schemes and actions; and aligning these packages to growth objectives and quality of life priorities in order to maximise funding opportunities and to deliver positive change

A GTP will identify multi-modal schemes which address transport issues affecting urban areas or inter-urban corridors. A range of short, medium and long term schemes and actions will be proposed.

It is not expected that GTPs will follow district boundaries but will be based on growth corridors, for example the first Growth and Transport Plan being developed covers Watford, Hemel Hempstead, Bushey and some parts of Three Rivers and St Albans. At this time it is not known when a GTP covering Borehamwood and Elstree will be developed. Until that time schemes in the UTP can be put forward for funding.