

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 26 October 2016 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]

VENUE

Limited parking is available at the Town Council Offices. In the event of the car park being full, please park in the Brook Road Car Park (FREE after 6.30 pm).

AGENDA

1. **Apologies:** To receive any apologies for non-attendance. At the time of agenda despatch, apologies for absence have been received from Mrs P Strack (EBTC) and A Dismore (Assembly Member).
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 13 July 2016 (any update reports on issues discussed to be raised in the Public Session unless covered elsewhere on the agenda).

- Attached

4. Train Services: Members are asked to:

- (a) receive update statement, if available, from GTR - Elstree and Borehamwood train station; and
- (b) consider Thameslink's 2018 timetable consultation (together with attached note from J Cartledge):

www.thameslinkrailway.com/your-journey/timetable-consultation

The consultation document is 71 pages long and therefore the note only is appended to the agenda.

- Attached

5. 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.

6. Bus Services in Elstree and Borehamwood: To consider Operators' Reports and any matters concerning service changes, if available from Sullivan Buses.

7. Traffic Flow in Borehamwood and Elstree: To consider update report on progress made to date in implementing the Elstree and Borehamwood Urban Transport Plan 2013 from Hertfordshire County Council.

- To Follow

8. Pedestrian safety Shenley - Borehamwood: To consider a Transport Forum backed representation to Hertfordshire County Council 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. The representation has the support of Elstree and Borehamwood Town Council and Shenley Parish Council.

9. Transport Vision 2050: Public Consultation on a new Local Transport Plan for Hertfordshire: To note or comment on Hertfordshire County Council's Transport Vision 2050 project, which will be used to shape the long term development of Hertfordshire's transport system over the next 35 years:

"We would like to invite you to provide your views and comments on the Local Transport Plan Summary document which includes proposed strategic transport objectives and principles as well as proposed policy options and

major schemes. We are also seeking views on how we can achieve modal shift and increased investment in sustainable transport provision.

Your views and comments on this consultation will help us to define and shape the full transport strategy and accompanying policies. A separate consultation on the full draft Local Transport Plan will take place later in 2017.

To assist you in consulting on the Local Transport Plan Summary, and giving your feedback on it, we have set up a consultation page accompanied by a small number of questions. A Strategic Environmental Assessment accompanies the Transport Vision 2050 Summary document. Please visit www.hertfordshire.gov.uk/transportvision2050 to access the consultation material.

If you have any queries on this consultation, or require any of the materials in an alternative format or language, please contact the Transport Policy and Growth Team (Email: LTP@hertfordshire.gov.uk, Tel: 0300 123 4040)."

10. **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).
11. **Date of next meeting:** Wednesday 22 February 2017 at 7.00 pm at Fairway Hall, Brook Close, Borehamwood, WD6 5BT.
12. **Meeting Close:** To close meeting at 9.00 pm.



H R O Jones
Town Clerk
10 October 2016

Town Council Offices
Fairway Hall
Brook Close
Borehamwood
Hertfordshire
WD6 5BT

Tel: 020 8207 1382
Fax: 020 8953 7645
clerk@elstreeborehamwood-tc.gov.uk

[Distribution List attached]

Name	Organisation	post	e-mail
Cllr C Butchins	EBTC Transport Forum (Chairman)	x	x
Cllr C Barker	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 R Butler	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	x
A Dismore	London Assembly: Barnet & Camden	x	x
M Silverman	HBC Policy & Transport		x
L Lucas	HCC Policy & Transport	x	x
G Brigden	HCC Policy & Transport	x	
D Tancock	HCC Policy & Transport	x	
M Goodyear	HCC Policy & Transport	x	x
S Parnell	HCC Highways Environment Dept.	x	
S Davies	BW Driving Instructors Association	x	
A Aresti	Triple A School of Motoring	x	
P Bradley	Transport for London	x	
J Cartledge	Resident	x	
M Finn	University Bus (Uno)	x	
A Dunn	Sovereign Buses (London) Ltd	x	
J Brown	Pensioners' Rights	x	
S Simmonds	Sullivan Buses	x	x
D Sullivan	Sullivan Buses	x	x
B Godfrey	Arriva Buses	x	
L Heyman	GT Railway	x	x
J Gillett	GT Railway	x	x
Operations Support Manager	Metroline	x	
CI S O'Keeffe	Hertfordshire Constabulary	x	
PCSO A Gibson	Hertfordshire Constabulary	x	x
PC P Chalkely	Hertfordshire Constabulary	x	x
PCSO Hainsworth	Hertfordshire Constabulary	x	
Station Commander	Herts Fire and Rescue	x	
S Brown	Borehamwood Times	x	
Borehamwood Library	96 Shenley Road	x	
Cllr M Bright	HBC Leader and HCC	x	
V Kane	HBC		x
Cllr M Vince	HBC Councillor	X	x
Cllr J Heywood	HBC Councillor	x	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	x	
J Shipman	London Borough of Barnet	x	x
P J Stonie	Resident	x	
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 L Reeve	Hertfordshire County Council	x	
Cllr D Ashley	Hertfordshire County Council	x	x
Cllr T Douris	Hertfordshire County Council	x	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 13 July 2016 at 7.00pm

Present:

- Cllr S Rubner (Vice Chairman in the Chair) (EBTC)
- Cllr V Eni (EBTC and Hertsmere Borough Council)
- Cllr R Butler (EBTC and Hertsmere Borough Council)
- Cllr D Burcombe (Hertsmere Borough Council)
- PCSO 6344 T J Hainsworth (Hertfordshire Constabulary)
- G Brigden (Hertfordshire County Council)
- J Gillett (Thameslink)
- L Heyman (Thameslink)
- D Sullivan (Sullivan Buses)
- S Simmonds (Sullivan Buses)
- J Cartledge (Resident)
- L Stack (EBRA)
- R Redman (First Impressions and Elstree Screen Heritage)
- A De 'Swarte (Resident)
- S Alford (EBRA)
- S, J and B Melinek (Residents)
- N Clark (Resident)
- J Brown (Pensioners' Rights)
- H Jones (Town Clerk)

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

01. APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

Apologies were received from Cllr C Butchins (Transport Forum Chairman - EBTC), Cllr Mrs S Parnell (EBTC), Cllr G Silver (EBTC), O Dowden MP, (Hertsmere MP), S Davies (BW Driving Instructors' Association) and A Dismore AM (London Assembly: Barnet and Camden).

02. DECLARATIONS OF COUNCILLORS' INTERESTS

There were none.

03. TRANSPORT FORUM MINUTES

The Minutes of the meeting of the Forum held on 4 May 2016 were approved and duly signed as a true record by the Chairman.

04. TRAIN SERVICES

The Forum received a 40 minute presentation from L Heyman (GTR). It was noted that a copy of the presentation slides would be appended to the minutes of the meeting (**APPENDIX A**).

Responding to queries from some Forum Members about the car park space changes, L Heyman clarified that with regards to “pick up” and “drop off” parking at Elstree and Borehamwood railway station, with the exception of the Premier Bays and disabled bays, vehicles could park in any bay for a period of 20 minutes provided that the driver remains with the vehicle. He reported that traffic consultants would be hired by GTR in order to advise on how the company might better address congestion on access routes to the station.

The Chairman queried whether the “night gate” at Elstree and Borehamwood train station could be opened in the peak morning times (or for the “disabled” ticket gate be left open) to allow better flow of passengers entering and leaving the station. L Heyman (GTR) stated that the company was investigating innovative solutions to the congestion problem and he would be better able to report on this topic at a later meeting.

Responding to a query from L Stack (EBRA), L Heyman (GTR) clarified that there was no time limit restriction on the parking bays for blue badge holders (disabled use) at Elstree and Borehamwood train station.

J Cartledge (Resident) reported that at a recent presentation to rail user groups, GTR had indicated that its provisional timetable for 2018 onwards (i.e. after completion of the Thameslink enhancement programme) provided for the retention of the current 4 trains per hour (tph) weekday off-peak all-stations service from Elstree and Borehamwood to the Wimbledon Loop, which would continue to be operated with 8-coach units because the platforms at stations on the Loop could not accommodate longer trains. This would be augmented by a 2 tph semi-fast service (calling only at Mill Hill Broadway and West Hampstead between Elstree & BW and St Pancras) which would continue via London Bridge to Rainham in north Kent. This could be run with 12-coach trains. There was also the prospect of a doubling of the Sunday service frequency to 4 tph. These plans would be the subject of a forthcoming consultation exercise in which Elstree & BW Town Council would be included.

05. TRAFFIC AND ROAD SAFETY REPORT: HERTFORDSHIRE CONSTABULARY

PCSO Hainsworth (Hertfordshire Constabulary - Borehamwood Safer Neighbourhood Team) provided an update report on the following transport and road safety operations between May and June 2016:

- Parking operation Caishowe Road (for Cowley Hill School)
- Parking operation Allerton Road (for Parkside School)
- Parking operation Leeming Road
- Parking operation Shenley Road
- Stay Safe assembly Cowley Hill School
- Stay Safe assembly for Year 8 Hertswood Academy
- Stay Safe talk for Nursery and Reception classes Cowley Hill School
- Speed operation Barnet Lane
- Adjustment to timing on Pelican crossing Allum Lane railway bridge
- Adjustment to timing on Pelican crossing near Morrisons.

In addition, PCSO Hainsworth provided updated data on comparisons between the periods of 1 March 2016 to 30 April 2016 and 1 May 2016 to 30 June 2016 in relation to road traffic reported incidents in Elstree and Borehamwood. The results were:

Ward	Road Traffic Collision Damage Only	Road Traffic Incident suspected injury	Road Offence
Elstree	2 (2)	5 (7)	9 (5)
Brookmeadow	3 (6)	0 (3)	4 (3)
Cowley Hill	4 (1)	1 (2)	7 (5)
Hillside	7 (7)	5 (8)	11 (11)
Kenilworth	6 (7)	1 (3)	7 (6)
Totals	22 (23)	12 (23)	38 (30)

[Explanatory Note: the number in brackets () relates to the 1 March 2016 to 30 April 2016 period].

Responding to queries from Forum Members, it was reported that eight tickets had recently been issued using the speed gun in Barnet Lane. A technical assessment was scheduled to be carried out in October 2016 to further investigate the possibility of having double yellow lines in Barnet Lane east of Deacons Hill Road.

Other matters reported included:

- speeding in Arundel Drive;
- anti-social behaviour by young cyclists (Leeming Road and Shenley Road, especially in early evening);
- visibility for pedestrians by building hoardings near Scratchwood (Barnet Lane);

Responding to a specific query from S Alford (EBRA), PCSO Hainsworth indicated that dangerous driving on motorbikes was an issue being tackled by the Constabulary. An initial warning had been provided to an identified group who were riding in an inconsiderate way in Borehamwood and at the nearby Scratchwood open space (in LB Barnet). In issuing a Section 39 Order, the next stage was to seize and crush the vehicles in question. It was understood that the dangerous riding of motorbikes caused alarm and stress to the public. As such, this was a matter taken with the greatest seriousness.

Forum Members thanked PCSO Hainsworth for reporting back to the meeting with answers to the queries raised at the previous meeting and for his helpful and informative report.

06. BUS SERVICES IN ELSTREE AND BOREHAMWOOD

Operators' Reports

Forum Members received an update report from S Simmonds (Sullivan Buses) concerning changes to Sullivan Bus services from 3 September 2016. It was noted that no changes to other companies' services had been announced at the time of the meeting.

It was noted that a copy of the changes schedule would be appended to the minutes of the meeting (**APPENDIX B**) and published on the Town Council's website (www.elstreeborehamwood-tc.gov.uk).

Responding to an anecdotal account of a delay in service on the 306 route raised by J Brown (Pensioners' Rights), S Simmonds and D Sullivan (Sullivan Buses) provided an explanation of how the traffic flow problems in and around Borehamwood were affecting the company's targets for meeting timetable performance. Passengers experiencing problems were encouraged to visit the website (www.sullivanbuses.co.uk) and to report incidents to Sullivan staff. It was noted that the number of instances of extreme delay (over 1 hour) were very rare.

Cllr D Burcombe (Hertsmere Borough Council) reported on anecdotal incidents of the Uno bus service "cutting out" journeys on the 655 and 658 routes.

The Bus Services Bill: An Overview

Due to time constraints at the meeting, the Chairman asked for the above item to be deferred for consideration at the next Forum on 26 October 2016. In the meantime, Forum Members were encouraged to read the Bill from the Department for Transport carefully in light of the government's intention that if enacted, the measure would enhance the scope for local transport authorities to assist and promote local bus services. Hertfordshire County Council Members and Officers would be made aware that the

Transport Forum was considering this item in the hope that opportunities for closer partnership working would be fully investigated and embraced as a means of securing future improvements to the local bus service.

07. TRAFFIC FLOW IN BOREHAMWOOD AND ELSTREE

It was noted that Officers at Hertfordshire County Council were aware of the request made by the Forum for an update report on progress made to date in implementing the Elstree and Borehamwood Urban Transport Plan 2013. A written report was scheduled to be submitted to the next meeting on 26 October 2016. It was further noted that Hertfordshire County Council officers were unable to commit to attendance at all Transport Forum meetings but would seek to do so where there was a specific reason (e.g. the recent Hertfordshire County Council consultation document on bus services).

08. TRANSPORT FORUM TERMS OF REFERENCE

Members of the Forum noted the Transport Forum Terms of Reference 2016/17 as agreed by Full Council on 16 March 2016 (Minute Council 2015/16 68 (iv)).

09. 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].

Air Pollution from Traffic

Responding to concerns from some Forum Members about air pollution in Elstree and Borehamwood as a consequence of high volumes of traffic in the local area, Cllr V Eni indicated that he had reported the matter to Hertsmer Borough Council and that he would provide a further report to the next meeting, if available, pending the receipt of data requested from Hertfordshire County Council.

10. CLOSURE AND DATE OF NEXT MEETING

The meeting closed at 9.00pm.

The Chairman thanked Members for attending, especially those who had provided presentations from GTR, Sullivan Buses and Hertfordshire Constabulary.

It was noted that the next meeting was scheduled for Wednesday 26 October 2016 at 7.00pm at Fairway Hall, Brook Close, Borehamwood, WD6 5BT.

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

Govia Thameslink Railway (GTR)

13 July 2016

**Transport & Road Safety Forum
Elstree & Borehamwood Town Council**

Larry Heyman – Local Development Manager, Thameslink

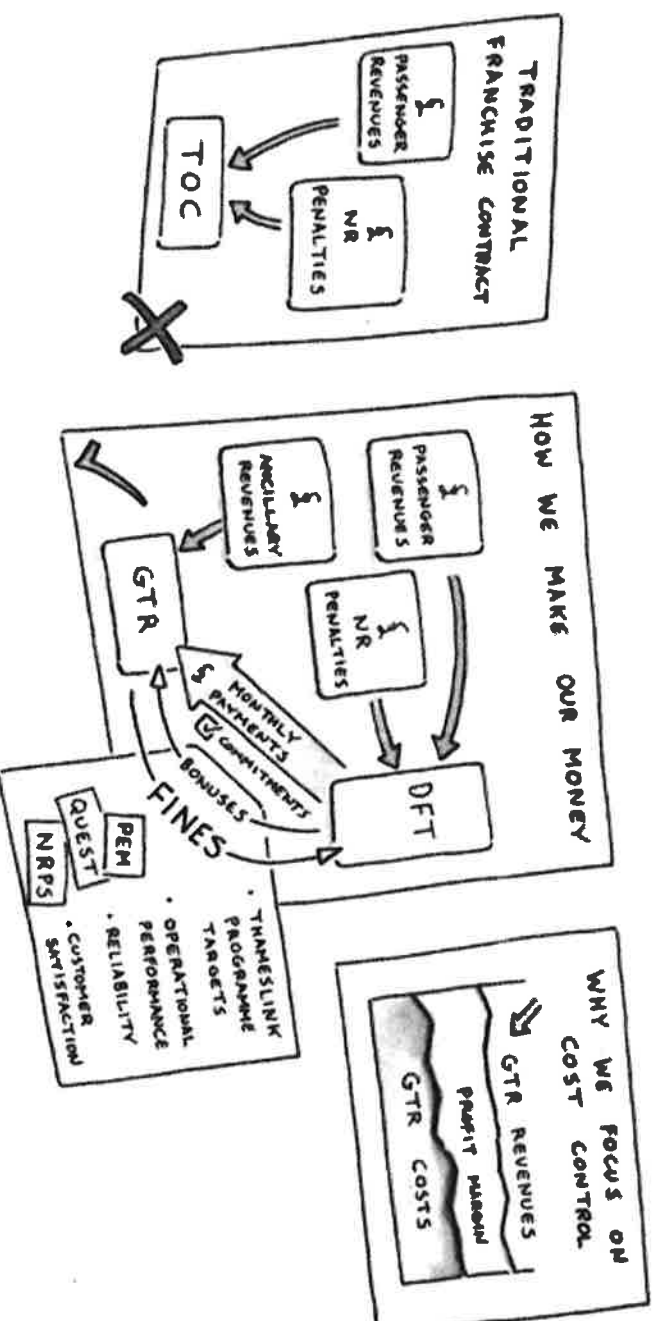
James Gillett – Station Manager, all stations from Radlett to Cricklewood

**gabewick
EXPRESS**



Our unique contract

Farebox revenue and performance income from Network Rail are passed to DfT. GTR receives a payment for running the franchise that varies depending on performance against service delivery, customer experience and ticketless travel benchmarks.



Gatwick
Express

Great Northern

SOUTHERN

Thameslink

Background context

- The south east has seen a phenomenal growth in past 5 years
- A once in a generation transformation of the railway is underway, with the £6.5bn government-sponsored Thameslink Programme
 - we are 21 months into a four year programme
- The GTR franchise aims to manage a huge period of change on the railway, with many committed obligations – projects and improvements to deliver - while working with Network Rail to minimise the impact of Thameslink Programme infrastructure works on passengers
- Passengers will gradually see improvements in the quality and reliability of services and information over the next two years
- The full benefits will materialise in 2018

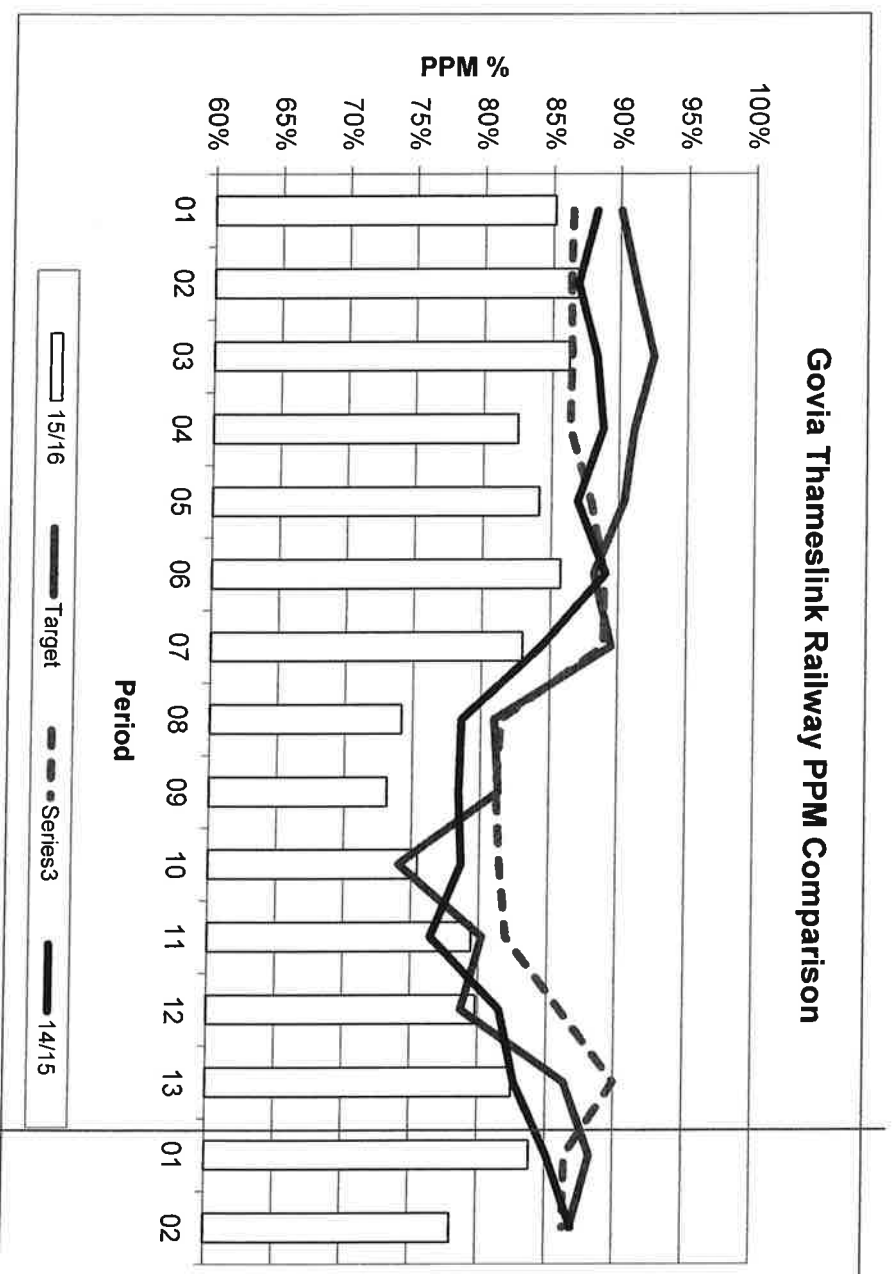
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GTR performance update



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Express**

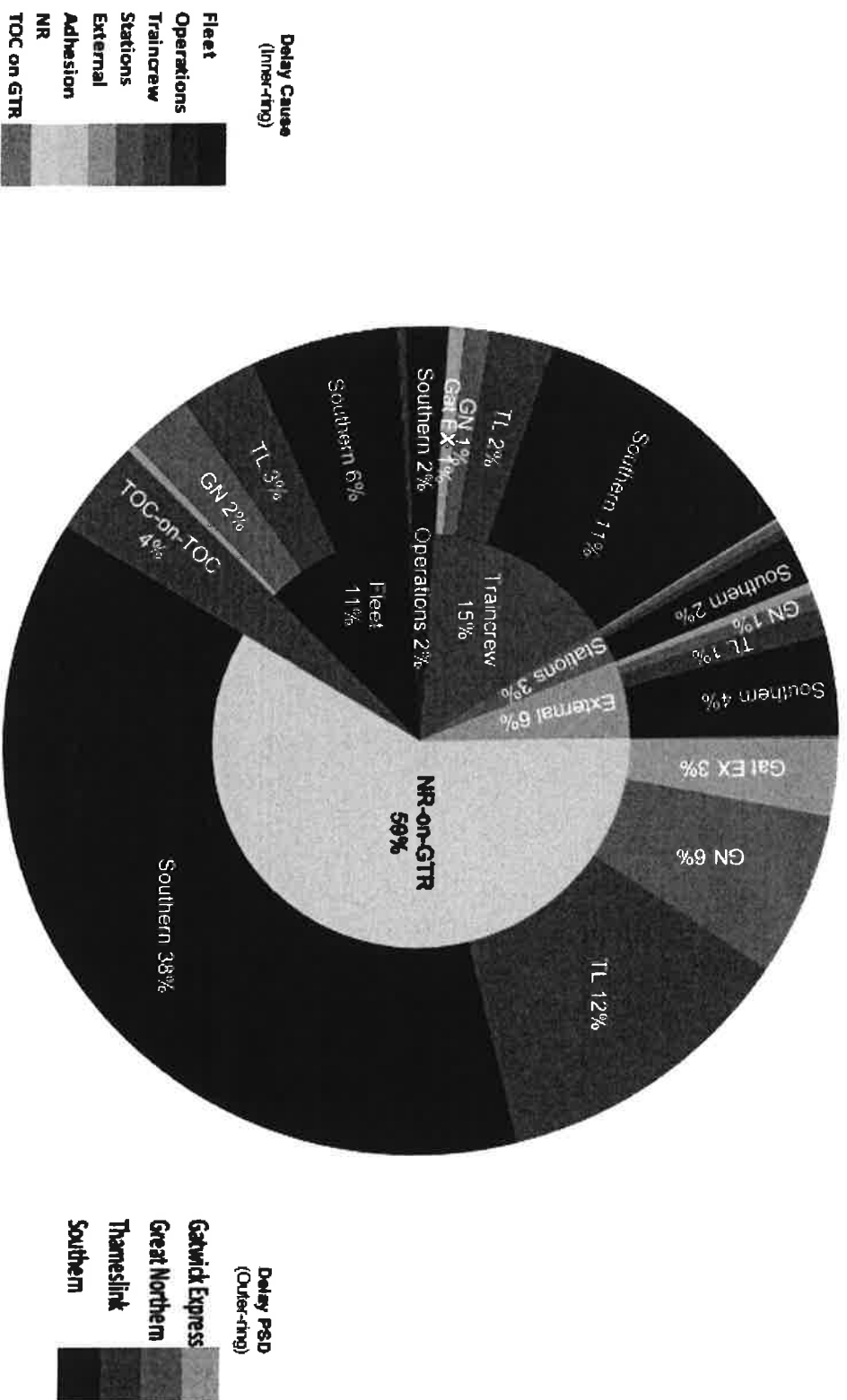
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2015/16 ← → 2016/17

GTR delay minutes split (1613)



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Driver recruitment and training

- Between January and March 2016, we have 51 newly qualified drivers with more drivers continuing to pass out every month.
- There are currently 261 drivers in training including:
 - 74 for Southern
 - 92 for Thameslink including to Brighton
 - 95 for Great Northern
- We are delivering a large training requirement in 2016/17:
 - Class 700 = 6672 days - underway
 - Cricklewood Depot = 322 days - complete
 - Hornsey Depot signalling = 960 days - started
 - Three Bridges route knowledge = 996 days - started
 - Gatwick Express trains = 271 days - started
 - Great Northern trains = 3288 days - started
- More training needs are required and have yet to be agreed with the Unions e.g. expect circa 7000 days of training for ATO.
- The rest day working need fluctuates depending on labour turnover, sickness levels as well as covering for holiday leave and training.



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Steady delivery of improvements

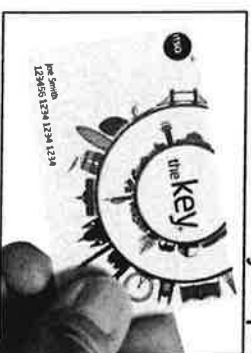
2018

2017

2016

- More qualified drivers
- New Class 700
- New Gatwick Express
- Free WiFi at 104 stations
- Platforms 7-9 open
- From August, Charing Cross services resume calling at London Bridge. Cannon Street services will not call at London Bridge
- Better service information
- Longer trains on Uckfield line

- Reinstate fourth track approach at London Bridge
- Platform 6 re-opens at LB
- Automated delay repay



- Platforms 1 - 5 open

- Completion of track, signalling and major bridges work around London Bridge station
- Station work completes
- Southeastern and Thameslink services to and from Cannon Street resume calling at London Bridge
- 24 tph through central London
- Crossrail interchange at Farringdon

- New Moorgate trains



**GATWICK
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Thameslink

Improving our stations

We are modernising stations to improve our customers' experience, making it easier for them. We want our customers to have access to more modern technology, use improved and secure station environments, be able to seek support from fully trained employees, more readily available to meet their needs.

What we have done so far :

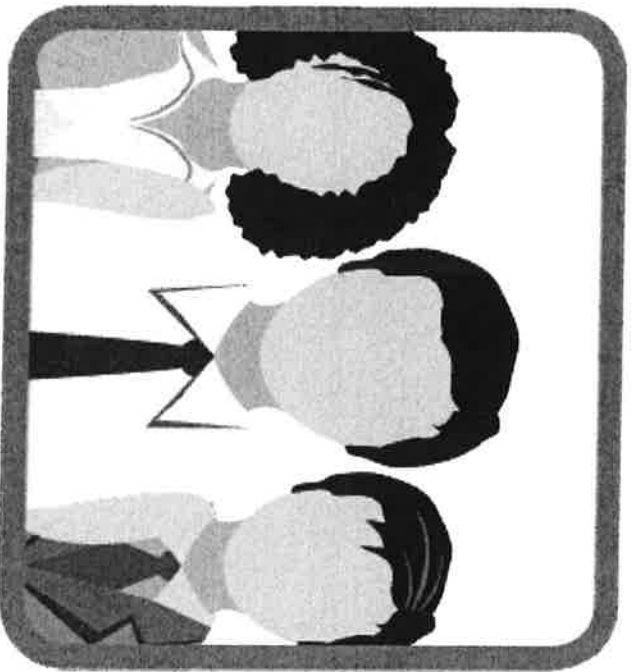
- Staffed 25 more stations from first to last trains (1 million annual football)
 - 23 GN stations, and 22 TL stations
- Safer stations through better ticketless travel initiative
 - reduced from 2.6% in November 2014 to 1.95% in September 2015
- New gates being introduced at 21 stations to improve security
 - 6 TL stations, 8 GN stations, and 7 Southern stations
 - Once operational they will be staffed and allow contactless payments
- Improved online retailing, and rolled out the Key smartcard
- Staff receiving new information devices
 - Able to access the latest travel information

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- GTR will introduce the role of Station Host.
- We have reviewed the use of ticket office opening hours, based on customer demand.
- Less than 30% of all tickets are sold through a ticket office.
- Our plans to change opening hours have gone through a public consultation
- Our Hosts will assist customers when buying tickets, and are able to sell them also.
- They will be available and accessible on the station concourse where our customers need them most
- All Station Hosts will have enhanced customer service training

Gatwick
Express

Great Northern

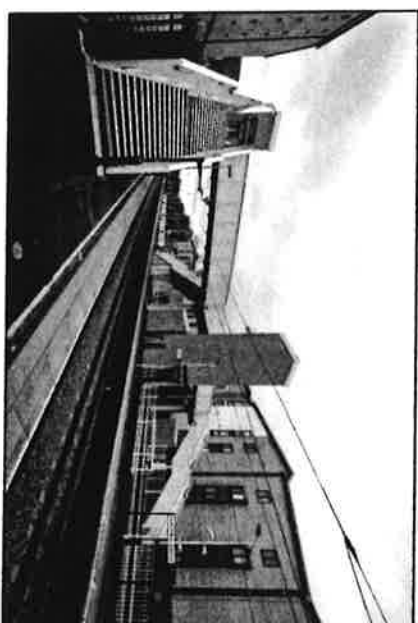
SOUTHERN

Thameslink

- Substantial increase in hours when staff are available to sell tickets, particularly evenings and weekends



- One window of existing ticket office will continue to be used at least at peak times plus a Station Host in the concourse
- Implementation likely to be in late Autumn 2016 and latest by March 2017



Current ticket offices hours		Proposed ticket office hours		Proposed Station Host minimum hours		Additional
Mon-Fri 0600-2030	Sat 0600- 2030	Sun 0630- 2115	Operating from one window of existing ticket office plus Station Host in concourse	Mon-Fri 0500- 2300	Sat 0500- 2300	Sun 0700- 2300 First-last staffing

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Thameslink

Improving customer information

Planning

- Website service updates
- App
- Twitter handles
- Lines of route

At the station

- Departure screens
- Front line team
- Help points
- Info screens
- Announcements

On the train

- Announcements
- Screens
- Twitter
- App

Consistent and reliable communication is key when things don't go to plan.

- Social media team moved to Three Bridges Service Delivery Centre
- New customer '*ambassadors*' being trained
- Real time information devices provided to all our front line teams
- One source of information shared across all our systems
- GTR resource working with TfL since the new year
- TfL/GTR Alliance to deliver benefits that will improve customer experience e.g. interchange with Crossrail at Farringdon

Gatwick
Express

Great Northern

SOUTHERN

Thameslink

CHANGES TO SULLIVAN BUS SERVICES FROM 3rd SEPTEMBER

ROUTE NO.	ROUTE	CHANGES
306	Borehamwood – Watford via Elstree and Little Bushey	Revised timetables to improve reliability following further increases in traffic congestion. As a result slightly reduced frequency Monday to Friday peak hours to approximately every 20 minutes. Due to low patronage at weekends service reduced to every 30 minutes on Saturdays and every 90 minutes on Sundays.
306B	Potters Bar – Borehamwood – Watford	This Saturday service is withdrawn (see 398).
306c	Borehamwood- Garston (St Michaels School) via Elstree, Bushey Village, Watford, Leavesden	This schooldays service is withdrawn between Borehamwood and Watford via Bushey Village. A service 306 journey via Little Bushey is instead extended via Watford to St Michaels Catholic School as a replacement.
398	Potters Bar- Watford via South Mimms, Borehamwood, Radlett	Increased service Monday to Friday peak hours. Reintroduced on Saturdays between Potters Bar and Borehamwood to partially replace route 306B but at a reduced frequency following withdrawal of all funding from Hertfordshire County Council.
303	Potters Bar- Oaklands(Nicholas Breakspear School)	This school service is extended from South Mimms to start in South Borehamwood replacing 358 in order to provide extra capacity.
358	Borehamwood- Oaklands(Nicholas Breakspear School)	This school service is replaced in South Borehamwood by route 303. It starts instead at Tesco's.
823	Borehamwood- Garston (St Michaels School) via Elstree, Little Bushey	This school service now starts and finishes at Balmoral Drive (Ripon Way) instead of Furzehill Road (Ashley Drive) due to lack of use on this section.
B77	Radlett – Kingsbury(JFS) via Borehamwood	Departs earlier in the morning to combat the effects of traffic congestion.

No changes to other companies' services have been announced.

ELSTREE & BOREHAMWOOD TOWN COUNCIL

TRANSPORT & ROAD SAFETY FORUM

26 OCTOBER 2016

NOTE BY JOHN CARTLEDGE

THAMESLINK 2018 TIMETABLE CONSULTATION

1. Govia Thameslink Railway (GTR) is the company which operates the rail franchise 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 from 8 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 its vintage Class 319 trains will be replaced by the relatively recent Class 377 vehicles now used mainly for fast services to Bedford. These 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. **Members of the Forum will no doubt wish to give an in-principle welcome to the enhanced level of service to/from Elstree & Borehamwood which is envisaged.**
9. 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	<i>Trains calls per day 2018 (proposed)</i>	Passengers per train 2016	<i>Passengers per train 2018</i>
Kentish Town	7 155	145	<i>168</i>	49	<i>43</i>
W Hampstead Tlk	13 936	225	<i>240</i>	62	<i>58</i>
Cricklewood	4 774	220	<i>120</i>	43	<i>40</i>
Hendon	4 187	110	<i>120</i>	38	<i>35</i>
Mill Hill Bdwy	8 549	131	<i>192</i>	65	<i>45</i>
Elstree & Bwd	12 925	137	<i>192</i>	94	<i>67</i>
Radlett	3 832	130	<i>186</i>	29	<i>21</i>
St Albans City	24 212	275	<i>330</i>	88	<i>73</i>
Harpenden	10 600	206	<i>240</i>	51	<i>44</i>
Luton Airport Pkwy	7 933	201	<i>192</i>	39	<i>41</i>
Luton	10 212	216	<i>214</i>	47	<i>48</i>
Leagrave	6 055	126	<i>132</i>	48	<i>46</i>
Harlington	1 039	115	<i>120</i>	9	<i>9</i>
Flitwick	4 638	135	<i>132</i>	34	<i>35</i>
Bedford	8 504	145	<i>142</i>	59	<i>60</i>

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. 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.

10. 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.
11. 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. 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. 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.

12. 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.
13. 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.
14. 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.
15. The stations from Bedford to Legrave (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).
16. 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.
17. 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.
18. 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.
19. **Members of the Forum are invited to decide whether they wish to invite GTR's comments on the timetable modifications proposed in paragraph 17.**