

ELSTREE AND BOREHAMWOOD TOWN COUNCIL

TRANSPORT FORUM

MINUTES of a meeting held in the Committee Rooms, Elstree Way Borehamwood on Thursday 7th March 2013 at 7.00pm

Present: Cllr C Butchins (Chairman in the Chair)
Cllr S Rubner (Vice-Chairman)
Cllr G Franklin (Substitution)

In attendance: Cllr C Clapper (Hertsmere Borough Council and Hertfordshire County Council)
L Heyman (First Capital Connect - Integration and Partnership Manager)
P Welton (Video Foundry)
PCSO C Messetter (Hertfordshire Constabulary)
J Cartledge (London TravelWatch)
Mr and Mrs C Blake (Residents)
S Alford (Resident)
P Childs (Nationwide Handling Ltd)
A De Swarte (Resident)
N Skultela (GT Snacks)
G Tibbles (GT Snacks)
J Shipman (London Borough of Barnet)
L Stack (Resident)
Mrs E Butchins (Resident)
N Clark (Resident)
P J Stonie (Resident)
D Sullivan (Sullivan Buses)
H Jones (Town Clerk)

18. APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

Apologies were received from Cllr E Butler (Sickness) (Cllr G Franklin substituted), Cllr S Dobin (School Business), Cllr Ms S Maughan (Other Business), Cllr Mrs S Parnell (Other Business), Cllr Mrs P Strack (Other Business), Cllr Mrs J Heywood (Hertsmere Borough Council), V Kane (Community Safety Partnership), Cllr A Plancey (Hertfordshire County Council), A Scott Norman and J Clappison MP.

19. DECLARATIONS OF COUNCILLORS' INTERESTS

There were none.

20. TRANSPORT FORUM MINUTES

The Minutes of the meeting of the Forum held on 1st November 2012 were approved and duly signed as a true record by the Chairman.

21. STIRLING CORNER (BY MORRISONS)

Forum Members viewed a video prepared as part of the campaign for improvements to the traffic control at Stirling Corner on the A1 near Borehamwood. The video could be seen again on YouTube at <http://www.youtube.com/watch?v=spqsVvjzG3k> and was to be presented to TfL Head Office with a meeting scheduled to take place with Mr Hardy (TfL).

It was reported that in November 2012, some Forum Members had met with local MPs and encouraged them to write to TfL seeking an explanation as to any lawful reasons to prevent traffic lights being reintroduced on a 24/7 basis. The Chairman also reported that he had been liaising with TfL and that they would report back to the meeting scheduled for 18 July 2013.

Forum Members thanked S Alford for her work together with the Chairman and P Welton (Video Foundry) for preparing the video and providing information on the progress, or lack of progress, in resolving the problems at Stirling Corner roundabout. It was noted that Officers from Hertfordshire County Council and Barnet Council had been invited to this meeting.

Forum Members re-emphasised that there were two distinct issues affecting the junction:

- (i) the speed and continuous flow of vehicles which made it difficult at busy times to pull out onto the roundabout from Barnet Lane, Stirling Way and Barnet Road, and
- (ii) the absence of safe crossing facilities over the A1 for pedestrians and cyclists.

22. BOREHAMWOOD AND ELSTREE URBAN TRANSPORT PLAN (DRAFT)

Forum Members had in some cases presented individual consultation responses on the Draft Transport Plan (with a deadline for submissions of 3 March 2013).

The consensus of opinion was that the Plan contained good coverage of most of the key issues. Some Members felt that more progress could have been made in addressing some of the issues raised previously in the earlier version, such as Elstree Crossroads, the station roundabout and Stirling Corner.

There was a call for better signage from the A1 (e.g. 'Borehamwood North' and 'Borehamwood South' turn offs) and improved bus shelters in certain areas (including Furzehill Road) with live updates on the state of the service.

Members expressed various views about the importance of cycling routes in the area and, on balance, it was felt that cycling was an important element of the sustainability agenda and cycling should be promoted as part of a healthy lifestyle.

It was AGREED that:

a representative of Hertfordshire County Council be invited to the Transport Forum meeting scheduled for 11 July 2013 in order to provide an overview of the Plan's analysis and proposals, and to address any issues raised by Members concerning the Urban Transport Plan for Borehamwood and Elstree.

23. ELSTREE CROSSROADS

The Chairman provided an update on the proposals for alterations to traffic flow at Elstree Crossroads and read out a letter from Hertfordshire County Council explaining the changes to the proposed works.

It was AGREED that:

a copy of the explanatory letter and plan (dated 8 March 2013) from the Project Engineer (Hertfordshire County Council) be appended to the Minutes of the meeting

24. FIRST CAPITAL CONNECT PLANS FOR THAMESLINK ROUTE

The Forum received a presentation from L Heyman, the Integration and Partnership Manager at First Capital Connect, concerning the planned improvements at the station and on the Thameslink route generally.

It was also reported that the work on the new footbridge at Elstree and Borehamwood station was scheduled to commence on 24 March 2013. This was a 12 month project and whilst it marked a significant improvement, Forum Members were disappointed with the lack of a roof on the structure. Apparently, this was because the bridge was to be replaced on a 'like for like' basis, although Forum Members argued that the original bridge on the site (approximately the mid point of the platforms) had in fact been roofed.

The new bridge would allow less mobile passengers, including people in wheelchairs, those with baby buggies and anyone with heavy luggage, free access to all platforms at the station via lifts to all platforms. The existing footbridge next to Allum Lane would remain, which would make it easier for passengers to pass through the station to and from both ends of each train.

Forum Members listened to the concerns raised by First Capital Connect about the proposed Radlett Rail Freight Depot (noting that a petition was posted on the Hertfordshire County Council website):

https://consult.hertsdirect.org/petitions/petition?petition_id=74614

The petition stated: *"We the undersigned urge Hertfordshire County Council to maintain their current position as to the ownership of the land on the former Radlett Aerodrome, and not to sell or lease it to HelioSlough, for the development of a Strategic Rail Freight Interchange."*

Mr Heyman publicly recorded his thanks to the First Impressions Team, in particular to Mr Bob Redman, for the work in improving the appearance of Elstree and Borehamwood station. It was noted that further improvements were planned for the future. The involvement of the Town Council's Youth Council was applauded in helping to maintain the shrubs at the station.

J Cartledge reported that because of the difficulties encountered by the Department for Transport in re-letting the West Coast Main Line franchise, all other re-franchising projects had been put on hold.

First Capital Connect had been given a six month extension (until 2014), and was negotiating for a further two years. The new combined Thameslink and Southern franchise would not now come into being until after that. The contract with Siemens for the new Thameslink rolling stock had not reached "financial close".

25. OPEN SESSION

Anti Social Parking and Parking on Pavements

PCSO C Messetter responded to questions on this topic, as previously raised at Forum meetings. Those noting instances of this unwanted activity were encouraged to e:mail him (Christopher.Messenger@Herts.pnn.police.uk) with details.

It was noted that the problem was occurring at peak hours not only outside schools but also at school drop off points such as the top of Beech Drive, Hillside Avenue and the bottom part of Allum Lane.

It was reported that representations had been received (with photographs) at the Town Council Offices and that these were acknowledged and forwarded to the relevant authorities, including PCSO Messetter.

Items to report to Hertfordshire County Council

It was **AGREED** that:

Hertfordshire County Council be notified of reported problems raised by Forum Members in relation to:

- (i) road humps being worn away on Deacons Hill Road;**
- (ii) the need for Disabled Parking Spaces on Leeming Road; and**
- (iii) the need for tickets to be issued to drivers abusing Disabled Parking Spaces (especially at the Library site. However, it was noted that this was not a public highway. Therefore, Hertfordshire County Council and Hertfordshire Constabulary had no enforcement powers and the Library Service lacked funds for this purpose).**

[Post Meeting Note: Hertfordshire County Council has updated on the following issues:

- 1) The two bus stops in Barnet Lane near Stirling Corner will be added to a list of schemes for consideration and delivery in 13/14 capital programme**
- 2) Any erroneous information on HCC's electronic displays at the station is currently being addressed as part of the overall monitoring of the Real Time Information trial programme**
- 3) Better Bus Areas" (BBAs)
The County Council is currently reviewing this document to identify how/whether or not this could be used within Hertfordshire**
- 4) Multi Operator Tickets
As TfL sponsor the Travelcard scheme, it will be for them to decide whether or not it could be linked more specifically to the Plusbus scheme in your area.]**

Elstree & Borehamwood Railway Station

J Cartledge reported that the bus information posted on displays at Stop C was incorrect (in that it related to the timetable/route for the westbound 107 bus) and should be moved to Stop B which was served by all buses running via Allum Lane towards Elstree.

It was AGREED that:

Hertfordshire County Council be asked to put the above requisite action into effect.

Launch of new online highways fault reporting system

The following message from Hertfordshire County Council Highways was noted:

"Hertfordshire County Council has re-launched the online highways fault reporting system (www.hertsdirect.org/highwayfaults) to improve customer experience, reliability and greater functionality. The new system, developed with Serco, was designed in response to feedback about the old system. It has an improved look and feel and is more responsive and intuitive to give customers a better experience. New features include smartphone compatibility and the ability to see, and receive updates on faults that other people have reported. Comments or feedback welcomed via the GovMetric system built into the website."

Hertsmere Parking Management Strategy

It was noted that information on the new Hertsmere Parking Management Strategy could be viewed at:

<http://www.hertsmere.gov.uk/News/Articles/February/Keeping-Hertsmere-moving.aspx>
<http://www.hertsmere.gov.uk/Transport--Streets--Parking/Transport/Proposed-New-Parking-Schemes.aspx>

and

<http://www.hertsmere.gov.uk/Documents/10-Transport--Streets--Parking/Transport/Parking-Management-Strategy.pdf>

26. CLOSURE AND DATE OF NEXT MEETING

It was noted that the next meeting was scheduled for Thursday 11th July 2013 at 7.00 pm, Hertsmere Civic Offices.

The meeting closed at 9.00 pm.

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



Hertfordshire County Council, County Hall, Peg Lane, Hertford, SG13 8DN

To the Resident or Business Manager
Elstree Hill North, Elstree Hill South,
Watford Road and Barnet Lane and
surrounding roads
Hertfordshire

Our Ref:- M/ITP12055/St2 Con/Jan 13/003

Your Ref:-

Please reply to:- Chris Ayerst

Email:- chris.ayerst@hertfordshire.gov.uk

Direct Dial No:- 0121 213 3295

Date:- 8 March 2013

Dear Sir or Madam,

Elstree Crossroads – Proposed Highway Improvements

Further to the public consultation events undertaken in March 2012 in relation to the above scheme Hertfordshire County Council (HCC) are writing to update you on the results of the consultation and the next steps in the scheme's development.

To recap on the history of the scheme, the Borehamwood and Elstree Urban Transport Plan 2007 highlighted Elstree Crossroads as a site with significant congestion and a history of accidents. In addition, it is a registered Air Quality Management Area indicating high levels of pollution in this instance associated with high volumes of slow moving traffic.

A series of site assessments including analysis of traffic patterns, queue length data, pedestrian and cyclist counts and accident data were undertaken to identify the issues arising from the existing junction layout.

As a result of the assessments, a series of options were drawn up and discussed with key stakeholders including County, Borough and Town Councillors, Hertsmere Borough Council officers, Passenger Transport Unit and the Emergency Services.

Following the distribution of two consultation letters and four manned public exhibitions, a total of 259 responses were received, via email, letter or comments cards. Of these responses it was established that there were a number of duplicates, therefore a total of 225 responses were used in the analysis of the feedback. The results revealed that 189 responses agreed with the principle of the scheme, while 36 were against all proposed options; however, further analysis of those responses suggested that the majority were specifically against the right turn ban shown in Option 5, not the principle of the scheme itself. Of those who were supportive, the distribution of Option preferences were as follows:

- 2 of 189 (1.1%) preferred Option 2 - banning the right turn from Watford Road into Elstree Hill South and adding a short right turn lane on the Elstree Hill South approach.
- 125 of 189 (66.1%) preferred Option 4 - no additional banned movements, widening out the Watford Road approach to three lanes and adding a short right turn lane on the Elstree Hill South approach.
- 62 of 189 (32.8%) preferred Option 5 - banning the right turn from Elstree Hill South into Barnet Lane and widening out the Watford Road approach to three lanes.

The results of the consultation were summarised and a meeting was held with representatives of County, Borough and Town Councillors to consider the key points and identify the next steps.

THE PREFERRED OPTION

At the meeting it was agreed that **Option 4** as described above and as shown on attached drawing ITP12055/S2/004/A3 was the preferred scheme that should be progressed through further consultation and design. This letter has therefore been sent to all households informed of the original consultation and anyone who submitted comments via e-mail to make them aware of this decision.

We can also confirm that the proposal to trial Option 5, which included a proposed right turn ban from Elstree Hill South onto Barnet lane over a 6 month period, **will not** be taken forward.

If you would like to comment on the decision please send any comments to us by Thursday 28th March 2013 using the following website:

<https://consult.hertsdirect.org/elstreexroads/>.

The information we receive will be treated confidentially and will only be used for the scheme reporting.

Unfortunately, we will not be able to respond to all comments received but can confirm they will be considered as part of the consultation process.

The next step is to proceed with the formal advertising of the scheme which will include the provision of a limited waiting restriction from 07:30-09:30 and 15:30-18:30 Monday to Friday on Barnet Lane from the crossroads to the highway boundary on Yew Tree Road. Waiting will be allowed outside these times.

The Traffic Regulation Order's (TRO's) will be advertised in the local press and via notices erected on site. During this period, anyone who wishes to object to or support the advertised TRO's will need to do so in writing to the contact details provided on the notice with the scheme reference number.

Following this formal consultation process, any objections to the scheme that are received will be formally acknowledged and we will try to address the points that have been raised; however, if the objections cannot be resolved and are not withdrawn they will be considered by the delegated officer in conjunction with the local County Councillor and a decision will be reached on whether to uphold or overturn any objection.

If you have any questions regarding the project please contact me on the details provided above. If you have any concerns regarding highway issues or wish to report a highway fault, you can do so online via email hertsdirect@hertscc.gov.uk.

Yours faithfully,

Chris Ayerst,
Project Engineer



Advantages

1. 3 Lanes on Watford Road approach to junction with stacking space for 10 vehicles in each lane significantly reduces queue lengths.
2. No additional banned movements, therefore, no additional traffic volumes on surrounding road networks and no increased rat running.
3. Right turn flare provided for vehicles wanting to turn right into Barnet Lane from Elstree Hill South will help to reduce queues.
4. Junction capacity increases.
5. Limited waiting restriction on Barnet Lane will remove obstructions on the carriageway during peak hours and therefore improve traffic flow.

Disadvantages

1. Re-location of BT plant is required at crossroads.
2. Re-location of Virgin Media plant is required on Watford Road.
3. The junction will still operate over capacity.

