

## ELSTREE AND BOREHAMWOOD TOWN COUNCIL

### TRANSPORT FORUM

**MINUTES** of a meeting held in the Council Chamber, Elstree Way Borehamwood on Thursday 11<sup>th</sup> July 2013 at 7.00pm

**Present:** Cllr C Butchins (Chairman in the Chair)  
Cllr E Butler (Vice-Chairman)  
Cllr G Franklin

**In attendance:** N Hardy (TfL)  
I Blackmore (TfL)  
Cllr Mrs S Parnell  
Cllr Mrs F Turner  
J Clappison (MP)  
A Dismore (London Assembly Member)  
Cllr A Plancey (Hertfordshire County Council)  
PCSO C Messetter (Hertfordshire Constabulary)  
J Cartledge (London TravelWatch)  
Mr and Mrs C Blake (Residents)  
P Childs (Nationwide Handling Ltd)  
N Skultela (GT Snacks)  
G Tibbles (GT Snacks)  
J Shipman (London Borough of Barnet)  
L Stack (Resident)  
Mrs E Butchins (Resident)  
J Brown (Pensioners' Rights)  
WD Mooring (Resident)  
G Mooring (Resident)  
P Mirams (Resident)  
Mrs B Cahill (Resident)  
M Cahill (Resident)  
J Kay (Resident)  
P J Stonie (Resident)  
A Goddard (Elstree and Borehamwood Greenbelt Assoc.)  
D Sullivan (Sullivan Buses)  
H Jones (Town Clerk)

#### 1. APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

Apologies were received from Cllr S Rubner (Other Business), Cllr S Dobin (Other Business), A Scott Norman (Resident), L Heyman (First Capital Connect), S Skinner (First Capital Connect), S Simmonds (Sullivan Buses), A De Swarte (Resident) and S Alford (Resident).

## **2. DECLARATIONS OF COUNCILLORS' INTERESTS**

There were none.

## **3. TRANSPORT FORUM MINUTES**

The Minutes of the meeting of the Forum held on 7 March 2013 were approved and duly signed as a true record by the Chairman.

## **4. STIRLING CORNER (BY MORRISONS)**

Forum Members received an update report from Transport for London (TfL) representatives I Blackmore and N Hardy, noting that the Stirling Corner roundabout traffic lights were operating on a 24/7 trial basis. Initial reports on the trial had suggested that an increase in complaints had been received about southbound traffic queuing on the A1 (especially between 7.0 am – 8.30 am on Monday – Friday). TfL would be undertaking queue length surveys. Some Forum members noted that whilst anecdotal reports indicated the 24/7 operation of the lights was a “huge improvement”, the queuing on the Arkley side of the roundabout remained problematic. In addition, the issue of a pedestrian/cyclist crossing remained unaddressed. TfL indicated that the changes made to the scheme in winter 2012 (including the anti skid surfacing) had made a marginal difference (a reduction from 16 to 13 reported personal injury accidents over 11 months).

Forum members once again reiterated the concern that TfL did not take into account in its analysis the high volume of unreported accidents that took place at Stirling Corner, nor that the high level of risk in crossing by a pedestrian or cyclist resulted in the accident figures being artificially low because the virtual impossibility of crossing safely meant that few people would attempt it.

It was noted that a 50mph speed limit was being considered. However, data would first be analysed on the impact of the lights trial (to continue for a further three months from the date of the meeting, i.e. October 2013).

Residents living in Elstree Park reported problems with the speed and noise of traffic at the roundabout especially off Barnet Lane). A petition was handed to the Forum Chairman containing the names of some 90 residents. The Chairman agreed to pass this document on to the responsible authority. Whilst the residents remained dissatisfied with the impact of the traffic on their living condition, they were, on the whole, broadly happy with the improvement that the 24/7 light trial had brought.

Cllr E Butler (Forum Vice-Chairman) thanked all those who had supported the campaign to restore the lights to full time operation.

Cllr A Plancey (Hertfordshire County Council) reported that the lorries and fast food vans parking on the double yellow lines outside Morrisons remained problematic and encouraged the Forum to make representations to Hertsmere Borough Council to take enforcement against parking violations in this area.

PCSO C Messetter reported that (where it was safe for Officers to do so), Hertfordshire Constabulary would seek to deploy a speed gun near Stirling Corner. Most of the junction, however, came under the jurisdiction of the Metropolitan Police. A Dismore agreed to raise the issue to help the Met work together with the Hertfordshire Constabulary on this matter.

A Dismore (London Assembly Member) agreed to take up the issue of speeding on the A1 and “jumping red lights” with the Barnet Police Borough Commander.

I Blackmore and Mr N Hardy were both thanked by the Chairman for attending the meeting and for answering the questions put to them by Members. The Forum looked forward to hearing the outcome of the assessment by TfL once the trial had been completed in three months time.

## **5. PROVISION OF BUS STOPS IN BOREHAMWOOD**

Forum members considered the merits of a westbound bus stop in the vicinity of the new 96 Shenley Road Building.

It was noted that whilst representations should be made to Hertfordshire County Council to look at ways to improve access to the new facility (especially for elderly members of the community), it was also recognised that this should not be at the expense of parking facilities in the town centre (especially disabled parking spaces).

## **6. BOREHAMWOOD AND ELSTREE URBAN TRANSPORT PLAN (DRAFT)**

No report was available at the time of the meeting.

## **7. ELSTREE CROSSROADS**

No report was available at the time of the meeting.

## **8. FIRST CAPITAL CONNECT PLANS FOR THAMESLINK ROUTE**

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

A copy of the Stakeholder Report is appended to these Minutes (**APPENDIX A**).

The delay in building the new footbridge at Elstree and Borehamwood railway station (which resulted from the unexpected discovery of underground cables) was noted. It was further noted that lifts could not be added to the existing bridge but would be a feature of the new one. The contract for new trains for the route, to be built by Siemens, had now been completed. They would be built to current standards which required, *inter alia*, dedicated spaces for wheelchairs and fully accessible toilets. In response to comments about the excessive gap between the trains and the platform at the station, J Cartledge (London TravelWatch) stated that this was a nationwide problem on which the passenger watchdog organisations were in active discussions with the rail industry and its safety regulator.

## **9. OPEN SESSION**

### Bus Service Update

D Sullivan (Sullivan Buses) provided an informative update on scheduled forthcoming bus timetable changes. Water main replacement works on the bridge at the station meant that for most of August all buses would be diverted via Furzehill Road and Barnet Lane, leaving Allum Lane and Elstree Hill North un-served.

A copy of the notice is appended to these Minutes (**APPENDIX B**).

**It was AGREED that:**

**a Bus Service Update would be a designated and recurring item on future Transport Forum agendas.**

### 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:**

- **the need for repainting road markings (including Aycliffe Road);**
- **trees overhanging (especially where branches collided with buses); and**
- **the need to resolve the stopping arrangements for westbound buses on route 107 at Elstree and Borehamwood railway station (the current situation was unsatisfactory because the buses had altered the stop served, from B to C, to**

match the information displayed rather than, as requested by the Forum, a correction to the information being made – with the result that buses heading for Allum Lane no longer departed from a single stop).

Items to report to Hertsmere Borough Council

**It was AGREED that:**

**Hertsmere Borough Council be notified of reported problems raised by Forum Members in relation to:**

- parking control issues in Hartfield Avenue (a written request by a Forum member to extend the existing provision would be forwarded to Officers);
- parking on grass verges by vans in Manor Way; and
- the need for bollards adjacent to the Studio Way estate (resulting from a recent accident involving a car driving into a garden).

Items to report to Hertfordshire Constabulary

**It was AGREED that:**

**Hertfordshire Constabulary be notified of reported problems raised by Forum Members in relation to:**

- the need to enforce against inappropriate parental parking (previously reported at the Forum), especially at the top end of Beech Drive; and
- the need to enforce against inappropriate parking in bus bays (especially at the bottom of Allum Lane).

It was noted that a Hertfordshire County Council initiative was underway to repaint road markings and that the sites identified by Forum members could be on the scheduled plan. These would be forwarded to the authority for information.

Railway Platforms

**It was AGREED that:**

**J Cartledge be asked to provide a short PowerPoint presentation to the next Forum meeting on 31 October 2013 on the problem of train/platform gaps.**

**10. CLOSURE AND DATE OF NEXT MEETING**

It was noted that the next meeting was scheduled for Thursday 31 October 2013 at 7.00 pm, Hertsmere Civic Offices.

The meeting closed at 8.50 pm.

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

**1. Performance update**

Over the last three periods, performance on the Thameslink route has been good.

In railway period 1, from 1 April to 27 April, 91.11% of services were on time. This is slightly below our target of 91.57% due to signal failures on the South Thameslink route.

Period 2, from 28 April to 25 May, saw 92.32% of Thameslink services on time, ahead of our target.

During period 3, from 26 May to 22 June, 91.37% of Thameslink services ran on time, slightly below our target.

**2. FCC Appoints New Managing Director**

In May, FirstGroup appointed David Statham as the new Managing Director of First Capital Connect.

David has an extensive record of leadership and delivery within the rail sector, having held a number of senior roles with a strong focus on customer service and major project delivery. He has considerable experience of close partnership working with a wide range of stakeholders, which will be invaluable in his new position, and was responsible for First Capital Connect's central role in the initial stages of the Thameslink Programme. Most recently, David led the development of FirstGroup's strategy for the expanded Thameslink, Southern and Great Northern franchise, which resulted in the Group being one of the shortlisted bidders for the current competition.

**3. Plans for a Better Rail Service**

Following his appointment as MD, David Statham announced a wide range of improvements that will deliver a more reliable train service, cleaner trains and consistently high quality passenger service information to passengers on FCC services.

Key will be an initiative to help Network Rail improve the reliability of power supplies and signalling which badly affected FCC's passengers over the winter. In particular, overhead wires came down at Hitchin, St Neots, Potters Bar and Radlett in February.

The initiatives include:

**o improve punctuality and reliability**

- Giving Network Rail a one-off programme of additional opportunities in the evening and at weekends to maintain and upgrade the track, power and signalling systems for a more reliable service (last financial year, 63% of delays was attributed to Network Rail and stemmed from faulty infrastructure as well as external factors such as trespass and vandalism, fatalities and bridge strikes). This extra engineering work will be timed to cause the least inconvenience to passengers, for example early on Sunday mornings.
- Working with Network Rail to position mobile engineers at key locations on the south Thameslink route to respond to signal and track faults up to three times faster

**To improve the travelling environment**

- Introducing deep cleaning of train carpets, changing damaged seats in service at terminus stations, more on-board litter picking and trialling new steam cleaning kit to give passengers cleaner trains

**To improve service information**

- Releasing a further update to FCC's text and email service information alerts that provides messages for multi-leg journeys and additional information about the London Underground all of which could also be sent on Twitter
- Building on the 24/7 Twitter information service that is now followed by one-fifth of FCC's passenger and, from FCC's support centre, responding to passengers' queries and monitoring website and station information systems
- Creating a new phone service for drivers to quickly find out the causes of delays so they can inform passengers. This summer, a new system is also being rolled out in all FCC train cabs which, by autumn of 2014, will give drivers a communication link to engineers and the control centres (currently all information has to be channelled through the Network Rail signaller)
- Launching a new passenger board for passengers to tell FCC how they think we can improve the train service
- Creating more opportunities for passengers to talk to FCC directors at meet-the-manager "super sessions" in concourses of large London interchange stations and evening online forums. The first of the new super sessions will be taking place at St Pancras station from 0730 to 0930 on 10 July.

**4. New Thameslink Fleet Approved By DfT**

On 27 June, the Department for Transport awarded the £1.6 billion contract to build the new Thameslink fleet to Siemens. The new fleet will consist of 1,140 state-of-the-art carriages for use on the Thameslink rail line.

The first of the new fleet will be delivered in early 2016. The new trains, which operate as eight or twelve car units, will greatly increase the capacity on all Thameslink services and allow for the operation of 24 trains per hour through central London at peak times.

**5. Elstree & Borehamwood Access for All Footbridge Update**

Work on the new footbridge at Elstree & Borehamwood station has been delayed following the discovery of fibre optic cables underneath the proposed site of one of the lift shafts. A number of the cables relate to safety-critical infrastructure and must be moved with extreme care. Network Rail and their contractors are working to carry this out in the near future.

It remains Network Rail's intention to complete the new bridge by March 2014.



Transport for London

# London Buses

**Event Number: NO131668**

For all enquiries prior to the commencement of this Notice of Event, please contact the Regional Office on the number opposite



## Bus Operations

North Region  
Uxbridge Bus Station,  
Bakers Road,  
Uxbridge, UB8 1RJ

### NOTICE OF EVENT

<b>MAIN LOCATION:</b>	ALLUM LANE	<b>POSTCODE</b>	WD6
<b>JUNCTION:</b>	THEOBALD STREET TO DEACONS HILL ROAD	<b>BUS STOP</b>	OC147
<b>CAUSE OF EVENT:</b>	WATER MAIN WORKS		
<b>EFFECT OF EVENT:</b>	ROAD CLOSURE		
<b>START TIME &amp; DATE:</b>	0800 FRIDAY 9 AUGUST 2013		
<b>END TIME &amp; DATE:</b>	1700 SUNDAY 1 SEPTEMBER 2013		
<b>DURATION:</b>	CONTINUOUS		
<b>ROUTE AFFECTED:</b>	107 306 & 951		
<b>SEVERITY OF EVENT:</b>		<b>SMR NO:</b>	
<b>LTIS EVENT NUMBER (CC use Only)</b>			

To allow contractor to lay a new water main across Alum Lane Bridge the bridge will be closed as above. Buses will divert.

306 buses  
will follow  
the same  
diversion  
as the 107

#### Route 107 towards New Barnet Station

From High Street Elstree (Barnet Lane), right Barnet Lane, ahead Deacons Hill, ahead Woodcock Hill, ahead Barnet Lane, left Furzehill Road, left Shenley Road, left Station Road to Elstree & Borehamwood Bus Station, line of route.

#### Route 107 towards Edgware

From Station Road (Alum Lane), right Furzehill Road, right Barnet Lane, ahead Woodcock Hill ahead Deacons Hill, ahead Barnet Lane, left High Street Elstree, line of route.

Tony Conway  
Area Manager

Emailed on Monday 8 July 2013

Cc: CenCom, Countdown, TICC, Cust Serv, NIRM, Night NTC.

# Borehamwood Bus service changes

**From Saturday 27<sup>th</sup> July 2013**

Route	Current	Changes	
306	Watford Junction – North Borehamwood (every 30 mins)	Monday – Friday Service increased to every 20 mins Watford – North Borehamwood (S106 funding). 1 clockwise, 2 anti clockwise.	Withdrawn Watford Town Centre – Watford Junction
306	Watford Town Centre – North Borehamwood (every 30 mins joint with 306B)	Saturday – For four Saturdays will operate every 20 mins.	Reverts to 30 mins from 31 <sup>st</sup> August
306 (eve & Sun)	Watford Town Centre – Farriers Way via North Borehamwood	Unchanged	
306A (M-F)	Watford Town Centre – Farriers Way	Withdrawn	Number reused in September for Clockwise 306 journeys via Leeming Road
306B (Sat)	Watford Town Centre – North Borehamwood (Via Barnet Lane)	Withdrawn	
306C (M-F Sch)	Borehamwood – Garson (M-F Sch Peaks) 1 journey	Increased to two journeys (one terminates at Watford Town Centre)	
398	Potters Bar – Farriers Way (every 60 mins with additional peak journeys)	Withdrawn between Farriers Way & Borehamwood Tesco. Most off peak journeys via Clare Hall withdrawn	Becomes Borehamwood Tesco – Potters Bar Mon-Sat with peak journeys and some M-F shopping journeys via Clare Hall
B2	Farriers Way – North Borehamwood (every 60 mins)	Withdrawn	Shenley Road – North Borehamwood incorporated into 306 (306A from September)
Uno 655 (HCC Contract)	St Albans – Ripon Park (every 60 mins)	Extended to Farriers Way to replace 398 & B2.	Will operate anticlockwise via Furzehill Road, Farriers Way to Ripon Park.

**From 2<sup>nd</sup> September 2013**

306A	Number used in September for clockwise 306 journeys via Leeming Road	
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Some minor changes to school services (823 extended in Borehamwood). Mullany's BM13 (Borehamwood – Bushey Meads) Withdrawn. No changes to other routes.

M-F Sch = Hertfordshire (or relevant school) Schooldays only, M-F Monday – Friday, Sat = Saturday, Eve = Evening, Sun = Sunday.