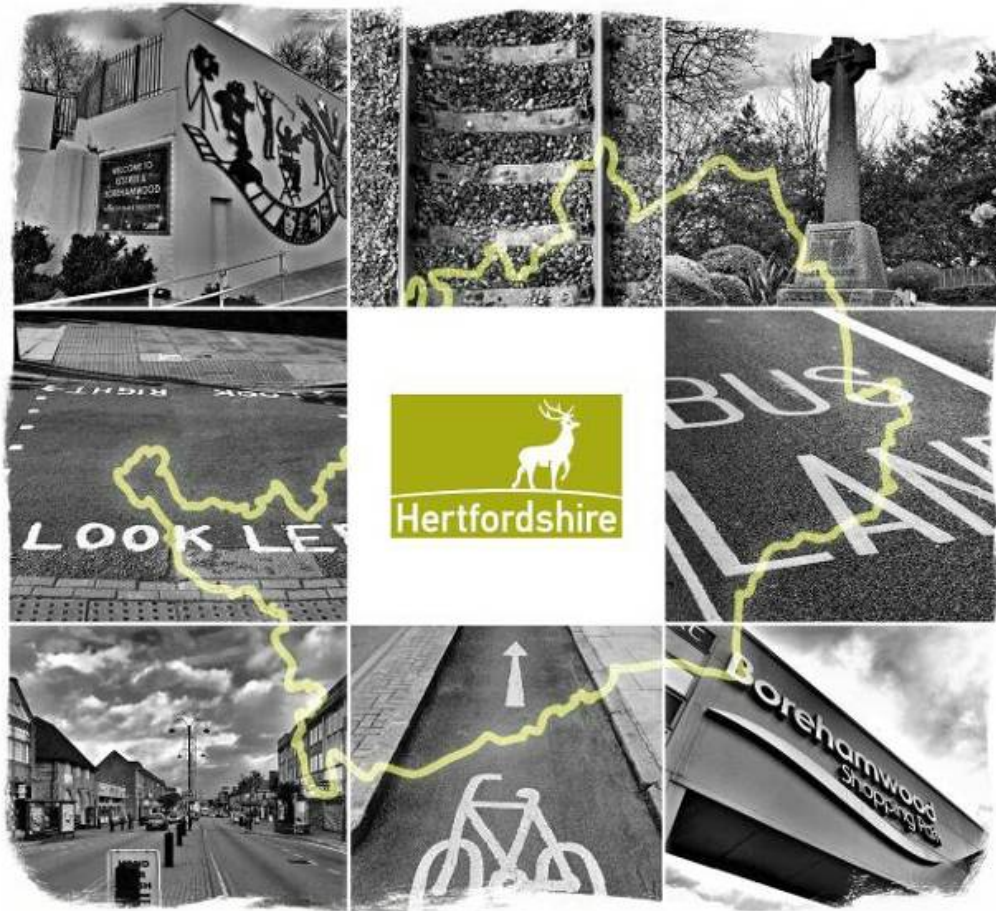


Appendix E: Consultation Comments Log

Borehamwood and Elstree Urban Transport Plan Draft

Consultation Comments Log



Introduction

A public consultation on the draft Urban Transport Plan for Borehamwood and Elstree (incorporating Well End) took place between Monday 21st January 2013 and Sunday 3rd March 2013. This report describes the method adopted for the public consultation, the results obtained (including results from a questionnaire and comments from local people), and the proposed actions to be taken in response to the questionnaire results and local people's comments.

Methodology

The public consultation was based around the following:

- Questionnaire
- Public consultation exhibition

Questionnaire

A questionnaire was prepared comprising of eleven questions. The purpose of the questionnaire was to seek people's views on the proposed UTP schemes, as well as obtain some background information which could help frame people's views, for example where a respondent lives, where they work, and which mode of transport they use to travel to/from work.

The questionnaire was made available online for the duration of the public consultation and received nine responses. Paper copies of the questionnaire were available for visitors to the exhibition to fill in, and this received eight responses.

The structure of the questionnaire is set out in Appendix A. The results of the questionnaire are discussed in the next section of this report.

Public consultation exhibition

A public consultation exhibition was held on Saturday 2nd February 2013 at Allum Lane Community Centre, Borehamwood. The facility is located within a short walking distance of Borehamwood town centre, immediately adjacent to Elstree and Borehamwood railway station, with free parking available. The exhibition was open to the public from 10:00am until 3pm. The UTP project team comprising of three AECOM consultants and Hertfordshire County Council officer were in attendance at the exhibition to answer questions, explain the purpose of the UTP and to discuss the schemes outlined.

Two sets of display boards were provided, displaying background information of how the UTP was developed, and information about the proposed schemes.

A3-sized booklets were available which showed proposed scheme plans in more detail.

Copies of the UTP were also on display.

Paper copies of the consultation questionnaire were available for visitors to fill in.

The exhibition was attended by approximately 30 individuals throughout the day.

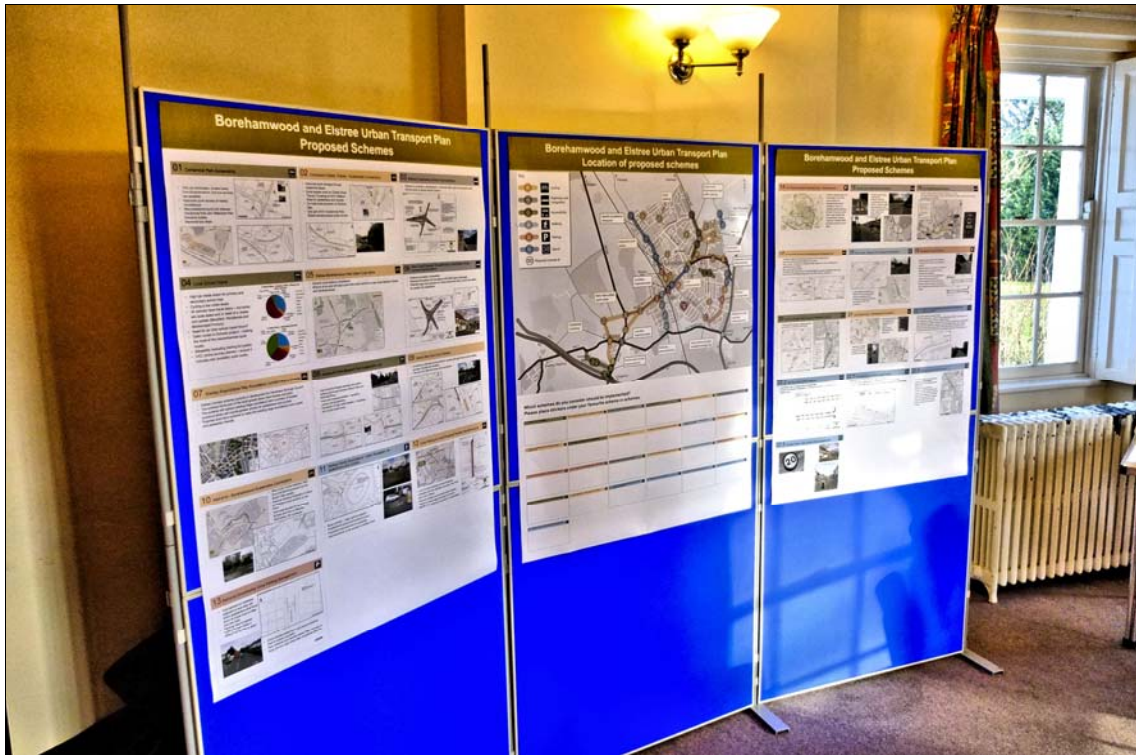


Figure 1: Exhibition Display Boards

Promotion

The public consultation was promoted by the distribution of A5-sized fliers to a variety of locations across the UTP area, including Borehamwood Library, Hertsmere Borough Council Civic Centre, Allum Lane Community Centre and local schools. A3 sized versions of the fliers were also displayed at the exhibition venue, local library and Hertsmere Borough Council Civic Offices (foyer). A copy of the flier is presented in Appendix D.

Two articles were published in the local newspaper, the Borehamwood Times, which advertised the public consultation and exhibition as well as draw attention to particular issues of local concern. The articles were published on Monday 21st January 2013, which notified the reader of the forthcoming public consultation, and on Friday 22nd February, which reminded readers of the public consultation.

Monday 21st January 2013

“Hertfordshire County Council launches urban transport plan”

http://www.borehamwoodtimes.co.uk/news/10175081.Council_launches_transport_consultation/

Friday 22nd February 2013

“Hertfordshire County Council transport consultation ends next week”

http://www.borehamwoodtimes.co.uk/news/10246811.We_need_to_stop_the_boy_racers_just_one_week_left_to_reply_to_transport_consultation/

Consultation Results and Response

The structure of the questionnaire is discussed in the previous section and detailed in Appendix A.

The results from the Questionnaire are summarised in the series pie charts below with supporting commentary. As noted in the previous section, the questionnaire received few responses, thus producing a small sample size which may not be totally representative of the local area. This is demonstrated in the results of Question 3 with the majority of respondents residing in the area with the smallest population.

Whilst results should therefore be treated with caution, they provide an indication of which schemes people support or oppose.

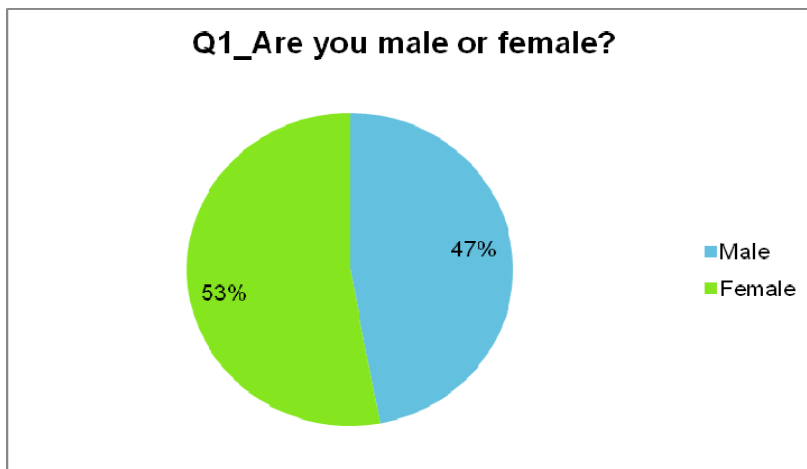


Figure 2

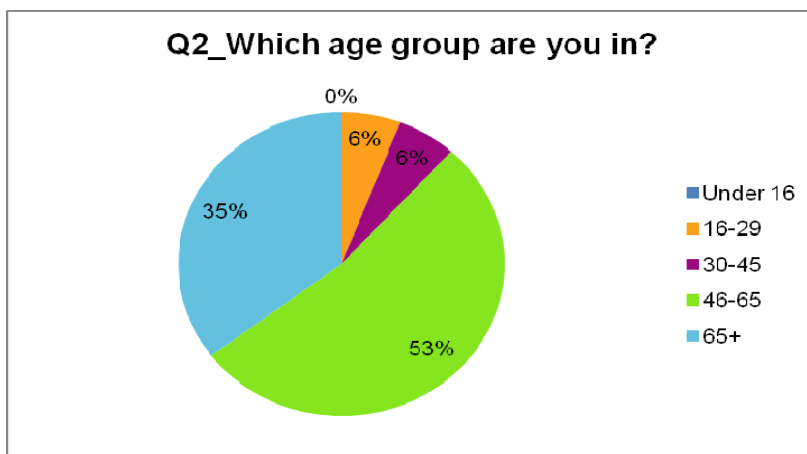


Figure 3

A large proportion of respondents were aged over 65, many of whom indicated they were retired or did not currently work.

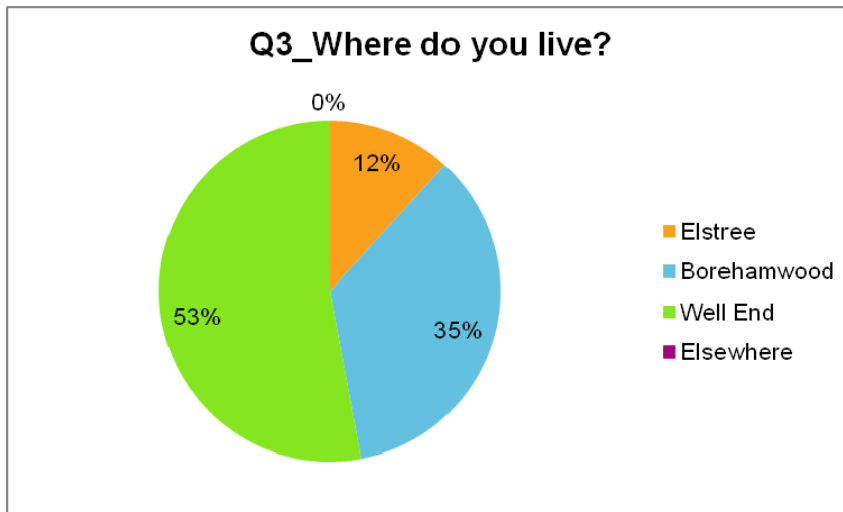


Figure 4

As noted above, the majority of respondents reside in Well End which has the smallest population within the UTP area and this may influence the results of later questions.

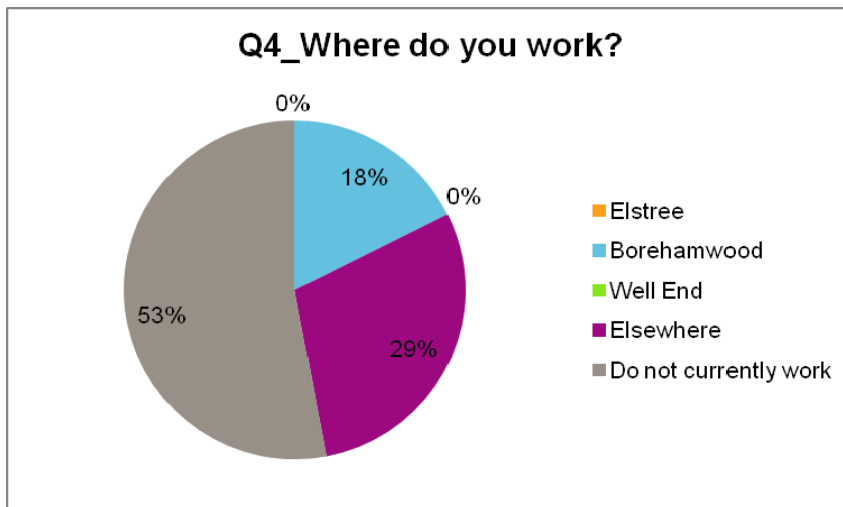


Figure 5

As identified under Question 2, a large proportion of respondents were aged 65 or over. Results from Question 4 indicate that around half of respondents do not currently work. Of those respondents who work, many work elsewhere and some work in Borehamwood with none indicating that they worked in Elstree or Well End.

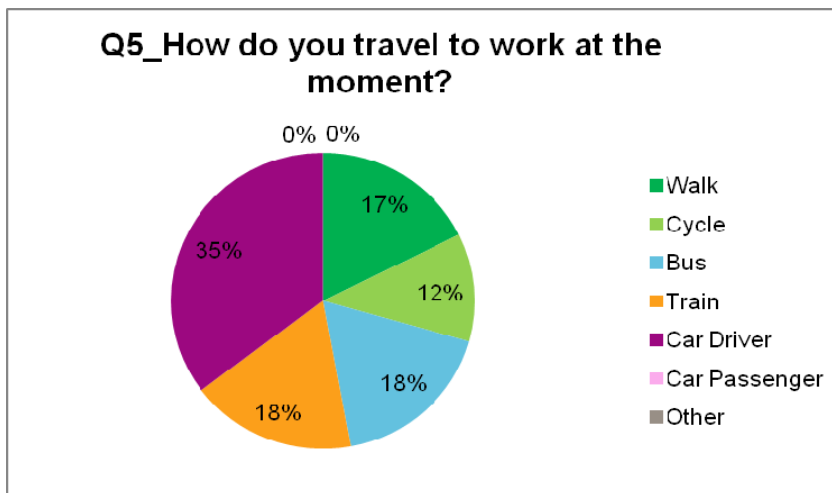


Figure 6

The results indicate that a sizeable proportion of respondents use the car to travel to/from work with travelling on foot, by bicycle, by train or by bus each representing broadly equal proportions.

Some respondents indicated that they use more than one mode of transport to travel to work, and many of these respondents worked elsewhere suggesting they may use one mode to access another, e.g. walk or cycle to the station to then take a train, or that they alternate between different modes by choice.

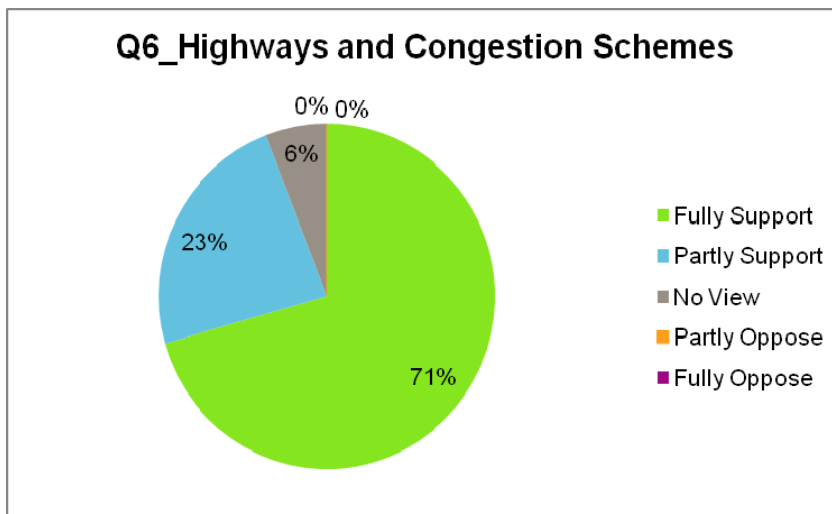


Figure 7

The questionnaire results indicate that the majority of respondents fully or partly support the proposed Highways and Congestion schemes. Notwithstanding this result, some respondents raised concern with traffic congestion at the Stirling Corner junction and how this was not being addressed through the UTP.

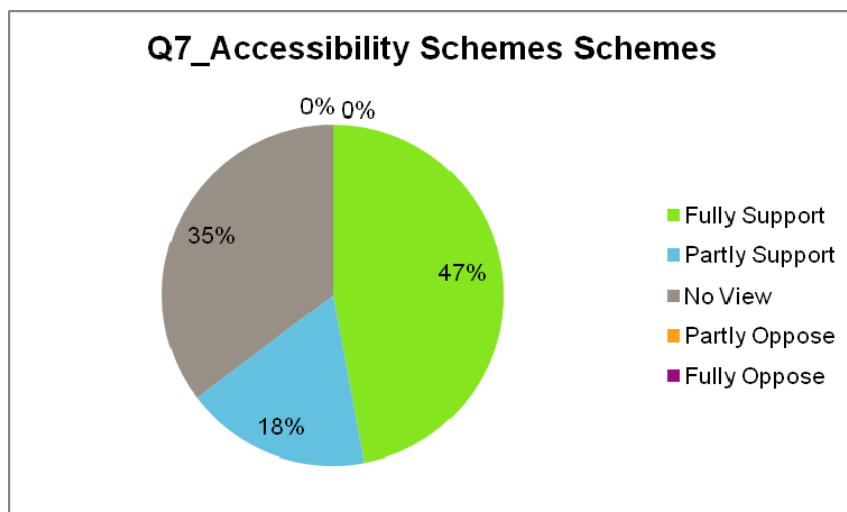


Figure 8

The results indicate that a large proportion of respondents fully or partly support the Accessibility schemes. Respondents specifically commented on the need to improve pedestrian/cycle connections between Well End and Borehamwood for benefit of those who do not drive. Concern was also raised that the factors which contribute to existing mode choice in the area, particularly the preference given to the car, needs to be better understood.

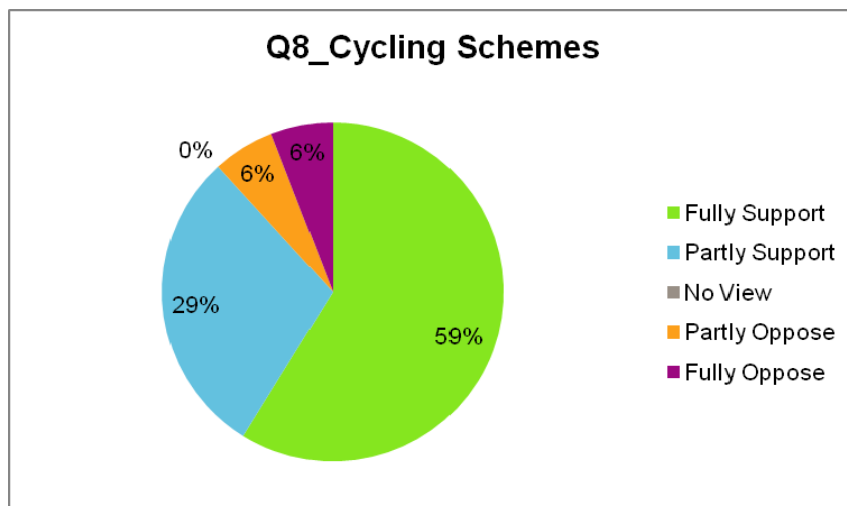


Figure 9

The results indicate that the majority of respondents fully or partly support the proposed Cycling schemes. However, some respondents were unconvinced the level of investment in cycling infrastructure is justified given the mode's current popularity compared with the car. Some respondents questioned the impacts that cycling could have on traffic congestion. Some respondents also commented on the need to improve cycle parking facilities as well as improving cycle routes.

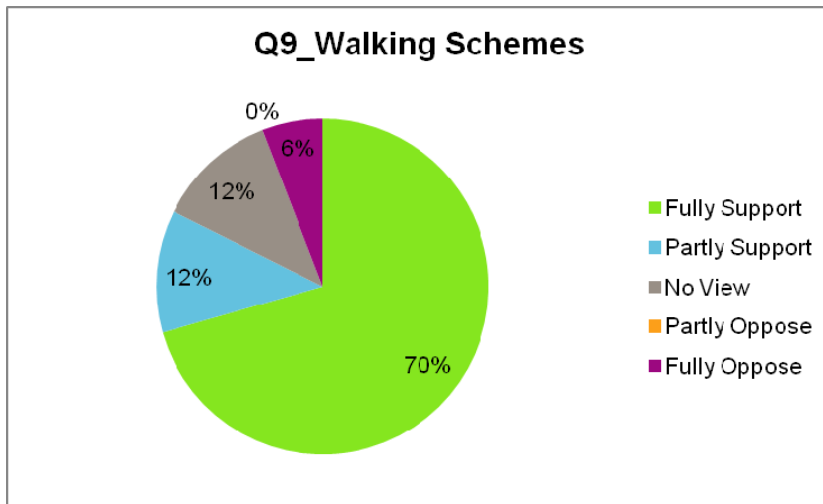


Figure 10

A large proportion of respondents either fully or partly supported the proposed Walking schemes, with specific comments indicating that this mode is currently under-valued.

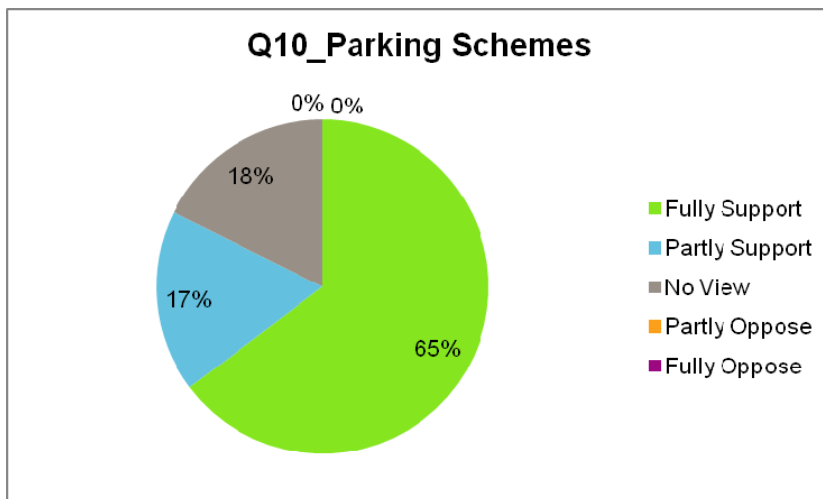


Figure 11

The results indicate that a large proportion of respondents either fully or partly supported the proposed Parking schemes although many expressed no view.

Respondents raised concern that current levels of enforcement are not effective to prevent pavement parking, an issue which has been highlighted in the UTP. Respondents also suggested there is not enough free parking provided in the town centre, and that disabled parking was difficult to access on Shenley Road (adjacent to the shopping parade).

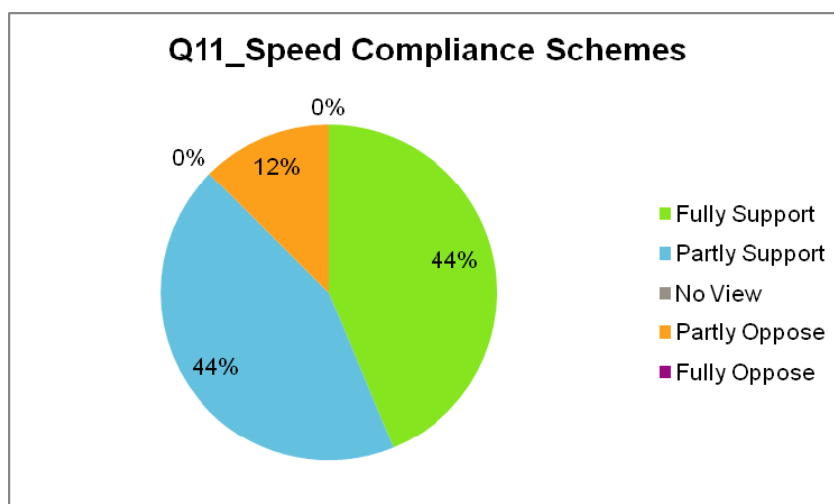


Figure 12

The above results indicate that a large proportion of respondents either fully or partly support the proposed Speed Compliance schemes. However, several respondents raised concern with the proposals set out under Scheme 22.1 Well End Road. Respondents, including local residents, highlighted their concerns regarding traffic speeds through Well End, and views on how traffic speeds should be reduced. Respondents also questioned the effectiveness of enforcing a 20mph speed limit on Shenley Road (Borehamwood high street) especially given the view that traffic currently complies with the speed limit.

Respondents to the questionnaire and visitors to the exhibition were given the opportunity to provide additional comments. Comments are summarised under theme, e.g. related to a particular scheme, issue or transport theme, in the table below. The UTP Project Team's response and proposed set of actions are also set out below.

Comments are not listed in any particular order of priority.

Table 1: Comments Log and UTP project team response

Comment	UTP Project Team Response
1. Scheme 22.1 Well End Road:	
Proposed chicanes (kerb build-outs) would be obstructive, dangerous in fog and not suitable for horse riders	<i>Consideration to be given to alternative physical measures - chicanes are just one option which may not be taken forward</i>
Chicanes would cause traffic to slow-down, stop and then accelerate noisily once the road ahead is clear	
Physical measures are needed, potentially chicanes or something else, traffic signs mostly ineffective	<i>Further options will be considered - the pros and cons of traffic humps will be considered as part of this exercise.</i>
Traffic humps not favoured as an alternative.	
Footpath is not wide enough along Well End.	<i>Consideration could be given to the need and feasibility of widening the footpath. Possible provision of an edge line on the carriageway</i>

A speed camera is needed.	<i>Well End Road does not meet the requirements for a speed camera</i>
Signs warning drivers of the potential presence of horse riders are needed.	<i>Signs warning drivers of horse riders will be considered as part of revised scheme proposals</i>
30mph speed limit is potentially not low enough.	<i>The route would not be suitable for a speed limit lower than 30mph</i>
Existing 'Y-junction' of Well End Road with Potters Lane should be converted to a mini roundabout.	<i>Consideration could be given to simplifying the existing junction arrangement into a simple T-junction. Unless suitable deflection can be achieved on the northern approach to slow drivers down on the approach to the mini roundabout, the introduction of a mini roundabout could pose the risk of collisions with vehicles turning right from Potters Lane into Well End Road. Dense hedgerow on north-western side of the junction obstructs intervisibility.</i>
Flashing sign indicating excessive speed could be effective	<i>Consideration could be given to provision of a flashing sign as one of scheme options</i>
Speed limit should be reviewed on the section between Well End and Shenley – the whole route experiences excessive traffic speeds – there is a need to extend 40mph speed limit all the way to Shenley, and introduce measures to enforce 30mph speed limit within the urban area.	<i>The current section of 40mph acts as a buffer between the derestricted section to the north (between Well End and Shenley) and the 30mph section within Well End. The purpose of the buffer zone is to bring vehicle speeds down on approach to a lower speed limit. It may not be feasible to enforce a 40mph speed limit if it was extended towards Shenley. Due to limited resources, Police prioritise speed enforcement activity at locations with a history of speed related collisions.</i>
Speed reduction measures should extend from Rowley Lane (Elstree Way) to Well End Road – the section of Rowley Lane south of the Studio Way roundabout is wide with little active frontage which could encourage higher traffic speeds.	<i>Consideration could be given to widening the area of interest of Scheme 22.1 to incorporate Rowley Lane, in addition to emphasising the linkage with Scheme 9 which incorporates a measure to reduce traffic speeds on Rowley Lane (southbound) at the junction with the one-way gyratory.</i>
Speed reduction measures also needed on Potters Lane on the section between Well End Road (Y-junction) and Denham Road (roundabout)	<i>Consideration could be given to the need and feasibility introducing speed compliance measures on this section in conjunction with potential measures on Well End Road and Rowley Lane.</i>
Better signage is needed to indicate the HGV drivers of the distribution centre – this will prevent lorries U-turning at the Rowley Lane-Studio Way roundabout and damaging the kerb.	<i>Improved signage has already been implemented. Further consideration could be given to the quality and location of signage as part of Scheme 22.1</i>
Problem with adverse camber when travelling south between Potters Lane and No. 43	<i>Consideration could be given to the investigation of the problem identified and the need and feasibility of possible remedial measures.</i>

2. Public Transport (general comments)	
Improvements to waiting facilities, provision of real-time information screens, introduction of integrated electronic ticketing should all be implemented to enhance network connections.	<i>Improvements to bus stop facilities is on a rolling programme covering the County. Bus stop facilities at the railway station bus interchange should serve as a model template of the form of improvement that could be implemented at other bus stops.</i>
Service B3 does not run into the late evening therefore it cannot be used by commuters returning home from work.	<i>Bus services are run commercially by private operators. The decision to change the timetable for route B3 is a commercial decision.</i>
Additional bus services from Edgware to Centennial Park are needed.	<i>Bus services are run commercially by private operators. The decision to amend timetables and provide additional services is a commercial decision. Proposed improvements to bus stop facilities may in the longer term encourage more use of bus services, which could make the provision of enhanced services commercially more viable .</i>
Additional bus stops are needed on Shenley Road between Furzehill Road junction and Tesco roundabout, and in the vicinity of the junction between Studio Way and Elstree Way.	<i>A scheme to develop the Elstree Way corridor is currently in preparation by Hertsmere Borough Council. The team developing the scheme will be notified of this issue who can explore whether bus stops can be improved as part of the scheme.</i>
Bus stops adjacent to the Venue should be improved.	
Map showing bus routes in the UTP is inaccurate.	<i>Maps showing bus routes within the UTP will be reviewed to ensure they display up to date information.</i>
3. Scheme 22.5 – Shenley Road 20mph speed limit	
The proposed speed limit is not needed. Existing traffic calming is effective enough.	<i>The 20mph speed limit is intended to reinforce the existing traffic calming measures and serve as a further reminder to drivers that they are entering a town centre environment. 20mph speed limit only requires signage at entry/exit points.</i>
4. Scheme 7 – Shenley Road/Elstree Way Roundabout	
Concern that reducing road space will lead to increased congestion.	<i>The interim scheme and long-term scheme are designed to manage traffic flows and improve the provision for pedestrians and cyclists. Both schemes have been developed to ensure there is a better balance between car and non-car modes.</i>
The section of Elstree Way between the A1 and Tesco is viable for cycle path and landscaping improvements	<i>The Elstree Way long-term scheme proposes changes to the link between Tesco and Studio Way. Scheme 9 considers improvements to cycleways along Elstree Way corridor to the A1.</i>
5. Cycling (general comments)	

Cycling represents a low mode share so therefore why should so much money be invested in improving cycle infrastructure?	<i>The objective of cycling measures is to encourage modal shift, especially for shorter distance trips taking place within the urban area.</i>
Cycle parking facilities needs to be improved as well as improving the cycle routes.	<i>Schemes 12 and 17 incorporate measures to improve/increase cycle parking at key local destinations, building on the recent improvements to cycling facilities at Elstree and Borehamwood railway station.</i>
Measures to improve footway/cycleway connectivity between Well End and Borehamwood is welcomed, especially for those who cannot drive or do not have access to a car.	<i>No comment required.</i>
More promotion of cycling is needed.	<i>A campaign to encourage cycling and promote the new cycling measures (if implemented) should be considered in the longer term, to run in parallel with the implementation of proposed improvements</i>
Some proposed routes cross green belt fields (Aldenham Park) which suffers from flooding problems.	<i>This will be identified as a current issue/risk within Scheme 5 proforma.</i>
Cycling to school should be encouraged.	<i>The UTP seeks to support cycling to school. The measures proposed should help to create accessible routes linking schools, including Hertswood School.</i>
Concerned there are no plans to improve cycle facilities on Barnet Lane	<i>This route experiences higher traffic volumes which may discourage cyclists. The section between Deacons Hill Road and Elstree Crossroads could be considered as a further alternative option for improving cycle linkage between Elstree and Borehamwood (Scheme 5)</i>
6. Scheme 18 – Allum Lane/Deacons Hill footway enhancement	
Improvements to footway crossings is needed.	<i>Improvements are proposed along Deacon's Hill Road and at the junction with Allum Lane including dropped kerbs incorporating tactile paving where these are not currently provided.</i>
A controlled crossing is needed adjacent to the mini roundabout junction.	<i>Improvements are proposed to footway crossings at the mini roundabout in the form of non-signalised crossing, to cater for desire lines, particularly in relation to the Allum Lane community centre and nearby station. A controlled crossing is provided on the eastern side of the railway bridge.</i>
'Keep Clear' road markings should be incorporated adjacent to the access to the Allum Lane Community Centre.	<i>This will be considered for incorporation to Scheme 11.</i>
7. Walking (general comment)	
Walking represents a low mode share so therefore why should so much money be invested in improving cycle infrastructure?	<i>The objective of walking measures is to encourage modal shift, especially for shorter distance trips taking place within the urban</i>

	area.
8. A1 Stirling Corner junction (including Scheme 11)	
It is difficult for traffic to enter the roundabout from the Stirling Way (supermarket) arm – traffic circulates the roundabout at high speeds which makes entering onto the roundabout dangerous.	<i>The UTP acknowledges there are bigger issues regarding the A1 Stirling Corner roundabout, including poor pedestrian crossing facilities, with Scheme 11 providing suggestions for improvement. If proposals to narrow the Barnet Lane exit from the roundabout are taken forward, it should be subject to a Road Safety Audit and more detailed design checks. Provision of 24/7 traffic signal operation and grade-separated pedestrian crossing facilities is acknowledged in the UTP and is fully recognised as a major issue that needs more detailed attention in discussion with TfL (who manages the traffic signals) and Barnet Borough Council (the local highway authority).</i>
It is not safe to cross the junction. Grade separated crossing such as a footbridge or subway is needed.	
Traffic signals should be turned on 24/7.	
Stirling Way arm should be closed to reduce traffic through the junction.	
Narrowing the exits could be dangerous.	
9. Scheme 6 – Theobald Street/Shenley Road/Station Road/Allum Lane	
Traffic lights are undeliverable and will create longer traffic queues.	<i>It is acknowledged that the proposed signal crossroads scheme could create queues, however the purpose is to provide greater level of priority to some traffic movements and reduce the risk of conflicts between vehicles.</i>
Potential ramp access is unnecessary and would be expensive.	<i>The ramp access is not recommended to be taken forward, and this is indicated in the UTP.</i>
A scheme to address existing safety issues at this junction is needed.	<i>No comment required.</i>
A double bridge across the railway line is needed to increase road space and reduce traffic queues.	<i>This is unlikely to be feasible at this time. It is likely to require land outside of the highway boundary. Road capacity on both sides of the bridge will still act as a throttle. It is likely to be expensive. Cooperation from Network Rail would be required. Improvements may encourage additional car traffic.</i>
Scheme should include measures to detect and prioritise the movement of buses.	<i>Noted. This should be highlighted in Scheme Proforma 3 and 6</i>
10. Scheme 14 – Car Parking Variable Message Signing	
Proposed signs will not be effective as they will be positioned too far out of the town to notify people who live within Borehamwood of available parking spaces.	<i>Comment noted. No change proposed.</i>
Traffic queuing to enter the Shopping Park is a result of the free parking that is on offer, and people prefer to park at this location over parking at council car parks which are not free.	<i>Comment noted. No change proposed</i>

11. Parking (general comments)	
Disabled parking spaces on Shenley Road (town centre) do not provide sufficient space for more than 1 vehicle.	<i>Comment noted. Matter to be raised with Hertfordshire County Council. No further action is proposed through the UTP.</i>
A-boards from adjacent shops prevent drivers/passengers from opening car doors onto the pavement.	<i>This issues will referred to HCC Highways</i>
1-hours free parking is needed in the town centre for short-term trips.	<i>Comment noted. No change proposed</i>
Absence of a body that is willing to take responsibility for enforcement, e.g. in relation to parking on pavements and near junctions.	<i>Comment noted – Hertsmere BC and HCC to be informed. No change proposed within UTP</i>
12. Scheme 3 - Elstree Crossroads	
Right turn from Elstree Hill South to Barnet Lane should be banned as part of the proposed scheme.	<i>This was considered as part of a public consultation exercise in early 2012, however this specific measure is not being taken forward.</i>
Measures to detect and prioritise the movement of buses should be incorporated within the proposed scheme.	<i>Noted. This should be highlighted in Scheme Proforma 3 and 6</i>
13. Accessibility (general comments)	
For the proposed schemes to be fully effective, a more detailed understanding of the factors driving current modal choice is needed.	<i>It is recognised that more detailed research is needed in the longer term to understand the factors which contribute to high car mode share in the UTP area. The forthcoming results of the most recent County Travel Survey could provide some initial insight into possible reasons for high car dependancy, however a more detailed study may be required. This will not be undertaken prior to the adoption of this UTP.</i>
14. Scheme 22.4 / Scheme 17 – Theobald Street	
Additional traffic islands are not needed. If they are provided, they should incorporate sufficient space for pedestrians.	<i>Noted. See response below.</i>
There are not enough crossing points for pedestrians, particularly on the section of Theobald Street between the Shopping Park and Croxdale Road junctions, e.g. adjacent to the bus stops (in the vicinity of Stratfield Road).	<i>Consideration could be given to providing an additional controlled crossing at a suitable location on Theobald Street between Croxdale Road and the Shopping Park access. The interrelationship between Schemes 17 and 22.4 will be emphasised.</i>
15. Barnet Lane/Furzehill Road Roundabout	
Boy racers love Barnet Lane/Furzehill road roundabout especially when it has been raining - anti skid tarmac is required to improve safety	<i>Comment noted. Matter to be raised with Hertfordshire County Council. Herts Police will be notified of this particular occurrence of anti-social behaviour. No further action is proposed through the UTP.</i>
16. Figure 6 and Figure 9 Census Journey to Work maps	

The travel-to-work maps are poor because they give no indication of the size of the flows involved, and do not include most of London.	<i>Consideration will be given to improving the clarity of the maps</i>
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A series of actions have been developed from the above consultation comments and responses. These are described in the following section of the report.

Actions

The table below lists the actions which reflect the responses to the outcomes of the public consultation. These proposed actions have been initiated and should be reflected in the final UTP.

Table 3: List of Actions

1	Amendment to Scheme Proforma 3 <ul style="list-style-type: none"> Indicate within text that the scheme will include technology to detect and prioritise the movement of buses should be incorporated within the proposed scheme. <p>(Text revised accordingly within the final UTP)</p>
2	Amendment to Scheme Proforma 5 <ul style="list-style-type: none"> Acknowledge the issue regarding flooding and the wooden bridge on Aldenham Park Consideration to be given to Barnet Lane providing a further alternative route linking Elstree and Borehamwood (potentially using Deacons Hill Road) <p>(These amendments included in final the UTP)</p>
3	Amendment to Scheme Proforma 6 <ul style="list-style-type: none"> Removal of the ramp access option (this is already indicated as not being preferred) Indicate within text that the scheme will include technology to detect and prioritise the movement of buses should be incorporated within the proposed scheme. <p>(These amendments included in final the UTP)</p>
4	Amendments to Scheme Proforma 22.1 <ul style="list-style-type: none"> Area of interest to be extended to cover Rowley Lane (north of junction with one-way gyratory) and Potters Lane (east of Denham Way). A number of potential options for addressing speeds will be presented in text form Emphasize linkage with other schemes, e.g. Scheme 9 and Scheme 10. Consideration to be given revising the existing 'Y-junction' of Well End Road and Potters Lane, potentially to a simple T-junction. Acknowledge Well End Road is used by horse riders and the need for options to take this into account potentially including signage. <p>(These amendments included in final the UTP)</p>
5	Amendment to Scheme Proforma 22.4 <ul style="list-style-type: none"> Emphasize linkage with Scheme 17 within text.

	<ul style="list-style-type: none"> Consideration of additional signalised crossing (potentially incorporating a flat top hump) in replacement of proposed traffic islands between Shopping Park and Croxdale Road junctions – potential suitable location to be identified and text/figures to be amended accordingly. <p>(These amendments included in final the UTP)</p>
6	<p>Review of bus maps</p> <ul style="list-style-type: none"> All maps contained within the UTP relating to bus services will be checked and amended where necessary to ensure they reflect current service provision. <p>(Text revised accordingly within the final UTP)</p>
7	<p>Table 8: Public Transport Issues</p> <ul style="list-style-type: none"> Reference to bus route 107 conversion to double-decker to be checked and amended as appropriate <p>(Text revised accordingly within the final UTP)</p>
8	<p>Figure 6 and Figure 9 – 2001 Census Journeys to Work maps</p> <ul style="list-style-type: none"> Clarity of the map will be improved. <p>(Text revised accordingly within the final UTP)</p>
9	<p>Disclaimer</p> <ul style="list-style-type: none"> The following disclaimer will be inserted on page 84 of the UTP and before the Scheme Proformas in Appendix D to emphasize that the proposed schemes could be subject to change: <p><i>The scheme proformas included within the UTP are intended to provide an initial indication of the scale and form of potential measures that could be implemented in the future. All schemes intended to be taken forward will be subject to further more detailed investigations prior to implementation. There is potential that not all of the schemes will be taken forward, and those that are taken forward may eventually vary in scale and form to those outlined in the UTP. Schemes which are to be taken forward for further development will be subject to public consultation prior to being included in the County Council's forward programme of works, and implementation.</i></p> <p>(Text revised accordingly within the final UTP)</p>

Appendix E1 – Online Questionnaire

Borehamwood and Elstree Urban Transport Plan

Draft Plan Questionnaire January 2013

This is your opportunity to influence the direction of the Borehamwood and Elstree Urban Transport Plan. Please fill in this questionnaire so we can take your views into account

Are you male or female? (please circle)

Male	Female
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Which age group are you in? (please circle)

Under 16	16-29	30-45	46-65	65+
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Where do you live? (please circle)

Elstree	Borehamwood	Well End	Elsewhere
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Where do you work? (please circle)

Elstree	Borehamwood	Well End	Elsewhere	Do not currently work
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How do you travel to work at the moment? (please circle)

More than one can be circled if different modes are used for different parts of your journey.

Walk	Cycle	Bus	Train	Car driver	Car passenger
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Other (please specify)

Please tick your opinions overleaf on each of the following topics stated within the Urban Transport Plan.

Highways and Congestion Schemes

Do you support the proposed schemes to improve key junctions, including Elstree Crossroads and the Station Road/Allum Lane/Theobald Street/Shenley Road junction?

(Scheme numbers 03, 06, 15 and 16)

Fully Support	Partly Support	No View	Partly Oppose	Fully Oppose
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Additional Comments:

Accessibility Schemes

Do you support the proposed schemes for improving Accessibility to key facilities including Centennial Park and Hertswood School?

(Scheme numbers 01, 04, 08 and 20)

Fully Support	Partly Support	No View	Partly Oppose	Fully Oppose
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Additional Comments:

Cycling Schemes

Dou you support the proposed schemes to improve and enhance the cycle network?

(Scheme numbers 02, 05, 07, 09, 10, 12, 17 and 21)

Fully Support	Partly Support	No View	Partly Oppose	Fully Oppose
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Additional Comments:

Walking Schemes

Do you support the proposed schemes for improving Walking facilities?

(Scheme numbers 11 and 18)

Fully	Partly	No	Partly	Fully
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Support	Support	View	Oppose	Oppose
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Additional Comments:

Parking Schemes

Do you support the proposed schemes to address parking?

(Scheme numbers 13, 14 and 19)

Fully Support	Partly Support	No View	Partly Oppose	Fully Oppose
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Additional Comments:

Speed Compliance Schemes

Do you support the proposed schemes to tackle traffic speeds?

(Scheme number 22)

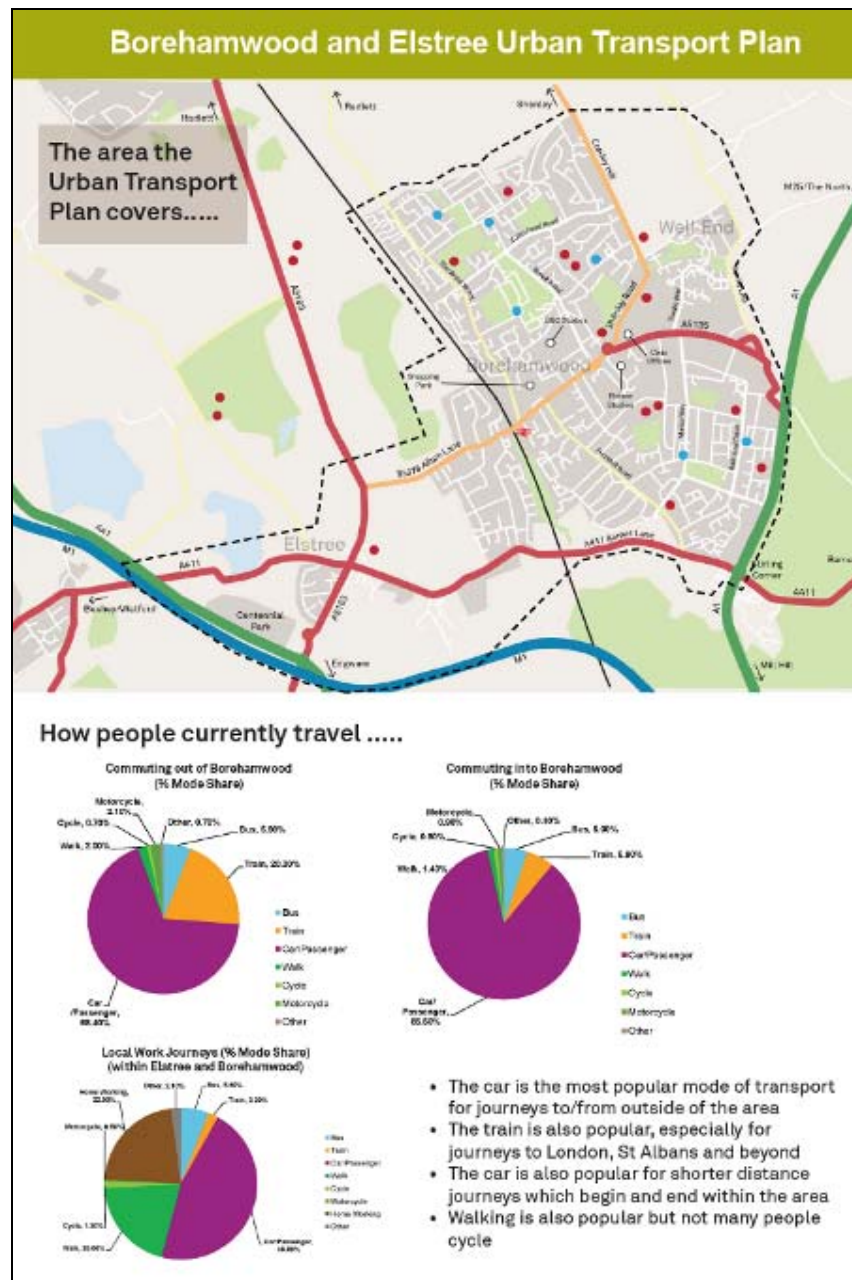
Fully Support	Partly Support	No View	Partly Oppose	Fully Oppose
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Additional Comments:

Please let us know if you have any further comments

Thank you for taking time to share your views with us.

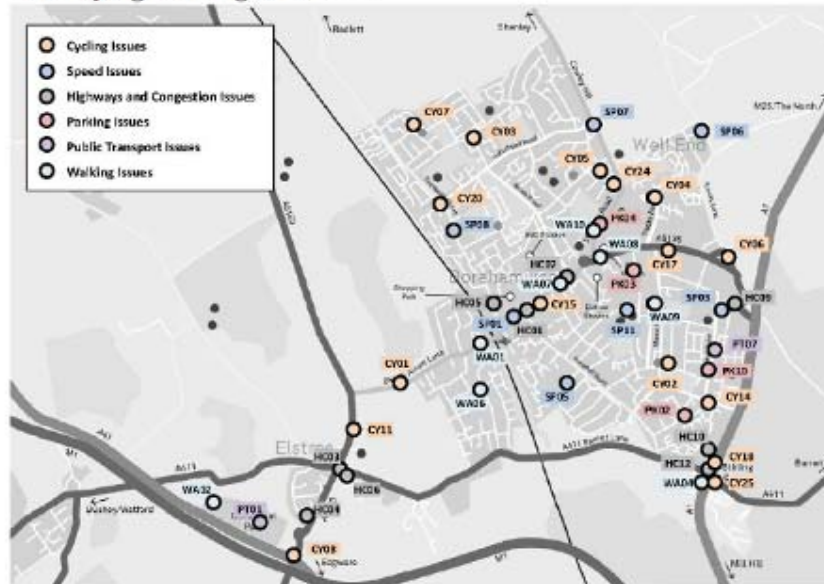
Appendix E2 – A1/A0-sized Exhibition Display Panels



Introductory Display Panel 1

Borehamwood and Elstree Urban Transport Plan

Identifying existing issues.....



Cycling issues

Issue ID	Issue Name
CY01	Alan Lane cycling improvement
CY02	Manor Way shops - lack of cycle parking
CY03	Leaving Road shops - lack of cycle parking
CY04	Rowley Lane (Cheney Road via Denham Way) shops - lack of cycle parking
CY05	Hartnolls Road shops - lack of cycle parking
CY06	Heavy Lane (Cheney Road) via Denham Way - lack of cycle parking
CY07	Heavy Lane (Cheney Road) via Denham Way - lack of cycle parking
CY08	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
CY09	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
CY10	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
CY11	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
CY12	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
CY13	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
CY14	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
CY15	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
CY16	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
CY17	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
CY18	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
CY19	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
CY20	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking

Public Transport issues

Issue ID	Issue Name
PT01	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
PT02	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking

Highways and Congestion issues

Issue ID	Issue Name
HC01	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
HC02	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
HC03	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
HC04	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
HC05	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
HC06	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
HC07	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
HC08	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
HC09	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
HC10	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
HC11	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
HC12	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking

Parking issues

Issue ID	Issue Name
PK01	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
PK02	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
PK03	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
PK04	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
PK05	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
PK06	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking

Speed issues

Issue ID	Issue Name
SP01	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
SP02	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
SP03	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
SP04	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
SP05	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
SP06	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
SP07	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
SP08	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
SP09	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
SP10	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
SP11	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking

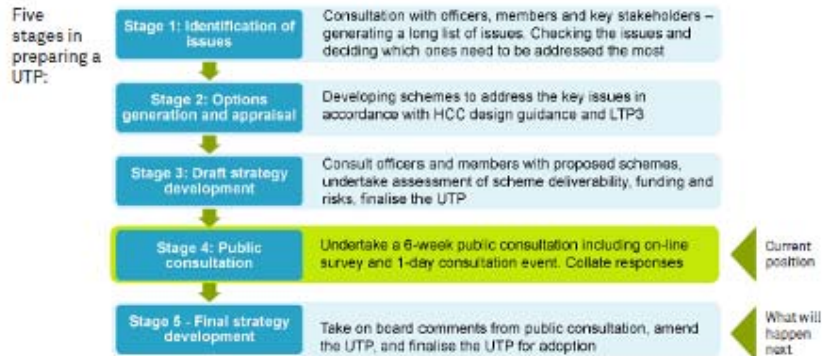
Walking issues

Issue ID	Issue Name
WA01	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
WA02	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
WA03	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
WA04	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
WA05	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
WA06	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
WA07	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
WA08	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
WA09	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking
WA10	Cheney Road (Cheney Road) via Denham Way - lack of cycle parking

Introductory Display Panel 2

Borehamwood and Elstree Urban Transport Plan

How the UTP has been developed.....



Objectives of the Urban Transport Plan.....

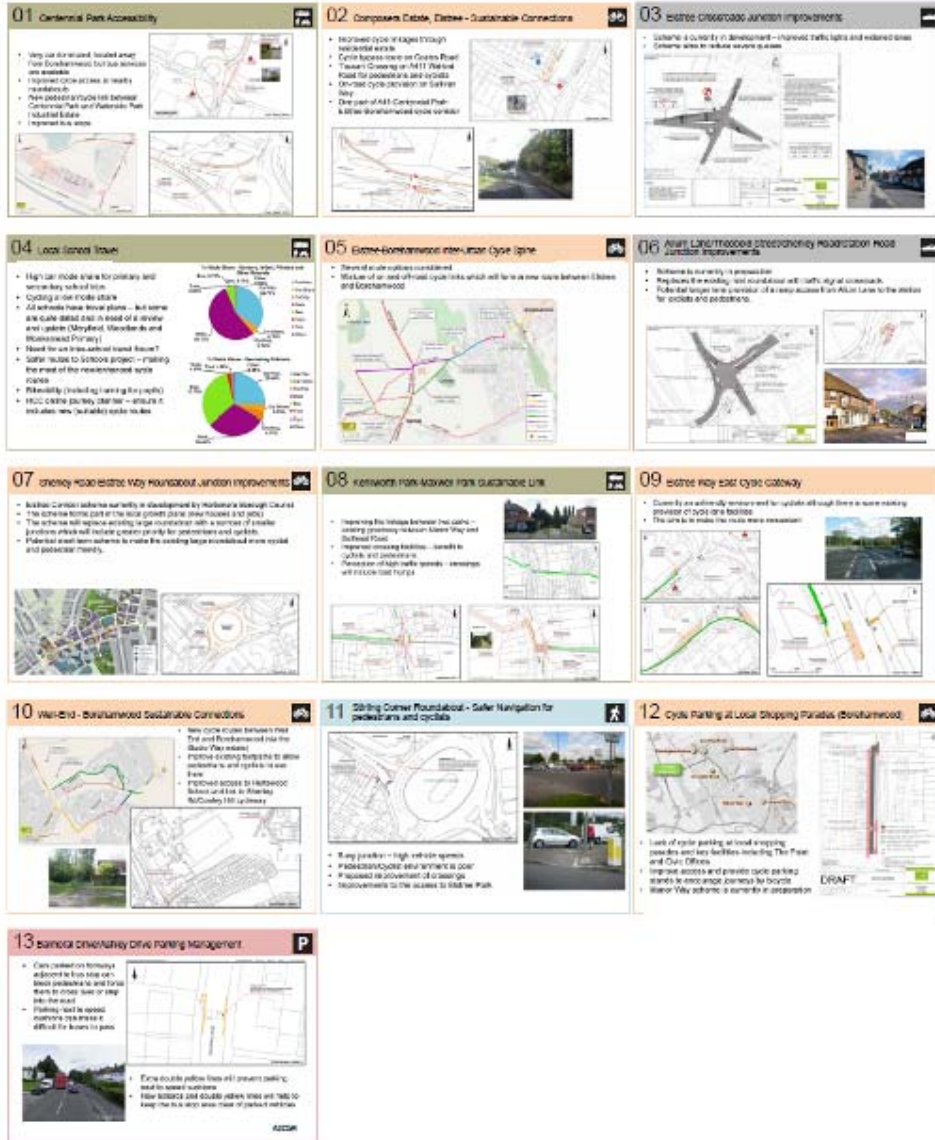
UTP Objectives	
1	Support economic growth and local housing development through the delivery of transport improvements
2	Improve transport connectivity between transport modes to allow for greater transport flexibility
3	Improve public transport provision and accessibility
4	Improve connectivity across Elstree, Borehamwood and Well End through a cohesive and attractive network of walking and cycling facilities
5	Promote active travel modes throughout the study area to encourage active and healthy lifestyles
6	Encourage reliability of travel through sustainable travel alternatives
7	Reduce congestion at key traffic hotspots throughout the study area

Developing schemes to tackle these issues.....

	Highways and Congestion Schemes aim to improve the operation of the local highway network, including tackling congestion at key junctions.
	Cycling Schemes aim to enhance and extend cycle infrastructure including the provision of cycle parking facilities at key destinations, new/improved cycle routes and new 'way-finding' signage to help cyclists navigate safely.
	Walking Schemes aim to improve the pedestrian environment, particularly in areas of interaction with traffic by improving road crossings.
	Parking Management Schemes aim to address the impact of obstructive parking through targeted management schemes, which will improve access for pedestrians, cyclists and public transport.
	Speed Compliance Schemes aim to address high traffic speeds on local roads, with the aim of increasing compliance with speed limits especially in locations where high traffic speeds could be considered dangerous or pose a risk to pedestrians, cyclists and other road users.

Introductory Display Panel 3

Borehamwood and Elstree Urban Transport Plan Proposed Schemes



Scheme Description Display Panel 1

Borehamwood and Elstree Urban Transport Plan Proposed Schemes

14 car parking variable message signs - Borehamwood



15 Newson Green West Junction Highway



16 HGV Weight Restrictions Review



17 Sustainable Access to Borehamwood Shopping Park



18 Alum Lane - Deacons Hill Footway Enhancements



19 Managing Disruptive Parking



20 Safe and Sustainable Access to Harewood School



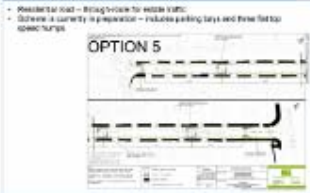
21 Cycle Wayfinding - Promoting the Connections



22.1 New End Road Footway Enhancement and Single Lane Working Scheme



22.2 Marissa Avenue (HCC Scheme)



22.3 Transporters Avenue (Full Stop Speed Humps)



22.4 Throckmold Street (Control Scheme)



22.5 Shenley Road - Town Centre (20mph Speed Limit)




Scheme Description Display Panel 2

Appendix E3 – A3/A5-sized Consultation Leaflet

This consultation leaflet was designed by AECOM and printed in A3/A5 landscape.

Borehamwood & Elstree Urban Transport Plan (Incorporating Well End)



A public event is being held at Allum Lane Community Centre, Borehamwood, on **Saturday 2nd February 2013 from 10am to 3pm**

At the event you will be able to speak to officers from Hertfordshire County Council and the team developing the Urban Transport Plan.

Hertfordshire County Council is developing an Urban Transport Plan for Borehamwood and Elstree, including Well End, which sets out the priorities for transport investment for the next five years and beyond.

Whether you are a local resident, work in the town, run a local business or use the local shops and services, we would like your views on the proposals that are being put forward in the draft version of the Borehamwood and Elstree Urban Transport Plan.

An online version of the draft Urban Transport Plan and a questionnaire will be available from Monday 21st January 2013 at the website:-
<https://consult.hertsdirect.org/borehamwoodelstreeutp>

The online consultation will run from Monday 21st January 2013 to Sunday 3rd March 2013. Hard copies of the Urban Transport Plan are available to view at Borehamwood Library and at Hertsmere Borough Council Civic Offices for the duration of the consultation.

AECOM

