

Project:	Elstree Way Corridor	Job No:	60278138
Subject:	Scheme Summary		
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1.0 Background

AECOM has prepared scheme proposals on behalf of Hertsmere Borough Council and Hertfordshire County Council (HCC) to introduce improvements for all modes Elstree Way Corridor (EWC). In particular the scheme aimed to reduce severance and encourage a modal shift towards more sustainable modes. The scheme additionally sought to provide (or retain) adequate capacity for proposed residential redevelopments on the frontages of Elstree Way and future expected traffic growth in the area. This note sets out the key features and benefits of the proposal.

2.0 Proposed Scheme - Key Features

- 4m wide, shared use footways on both sides of Elstree Way to promote safe 2-way cycling on both sides of the corridor and provide and better connectivity for pedestrians and cyclists;
- Consistent off-carriageway provision for cyclists along the corridor including removing the needs for cyclists to join the carriageway at the roundabouts;
- Improved permeability through introduction of additional toucan crossings and relocation of existing crossing as detailed below:
 - Relocation of the existing pedestrian crossing at Maxwell Road west towards Shenley Road Roundabout to be on the desire line for the new Civic Centre main entrance.
 - Introduction of a new toucan crossing on the desire line outside The Venue.
 - Existing subway at Bullhead Road replaced with a controlled crossing (toucan)
- Improved uncontrolled crossings for pedestrians, closer to desire lines at the Shenley Road and Tesco Roundabouts, combined with alterations to approach geometries to slow traffic speeds;
- Improved bus stop arrangements with bus stop layout to be designed for full accessibility;
- Improved, more desirable environment for all users achieved through hard and soft landscaping;
- An enlarged and improved public space opposite Elstree Studios in the area surrounding the War Memorial;
- A reduction in the number of private accesses along the southern side Elstree Way and introduction of raised entry treatments over the accesses on the northern side to provide better continuity for pedestrians and cyclists;
- Carriageway/lane narrowing may lead to a reduction in average vehicle speeds; and
- Capacity designed to accommodate expected future growth on the local road network.

3.0 Next Steps

Traffic modelling is to be undertaken to allow any refinements to the scheme to be identified. Following this the scheme should be progressed to Preliminary/detailed design with road safety audits undertaken appropriate points.