

**Chief Executive and  
Director of Environment: John Wood**

Strategic Planning and Regeneration  
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**SPATIAL AND LAND USE  
PLANNING**

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Date: 31 March 2014

Dear Sir

**ELSTREE WAY CORRIDOR – CONSULTATION ON AREA ACTION PLAN**

Thank you for consulting the County Council on the Borough Council's Elstree Way Corridor Area Action Plan. This response represents the County Council's position as a strategic infrastructure provider and is made on behalf of the Environment Department (in the County Council's capacity as Local Transport Authority and Local Highway Authority). At this time these are officer views only.

**Background**

The redevelopment of the Elstree Way Corridor will provide at least 800 residential dwellings and a range of community and cultural facilities. The Area Action Plan (AAP) has been prepared to achieve a number of objectives designed to change the function and character of the area to integrate the corridor with the town centre.

The development principles seek to improve the connectivity and accessibility with the town centre and employment areas with significant highway improvements. To promote the sustainable development objective the proposal will incorporate a range of transport options, including passenger transport measures.

**Movement Framework**

The movement framework is supported by traffic modelling. The model has been developed with the using the predicted growth figures from the Elstree Way Corridor and wider growth from across the area.

The proposed highway layout includes increased capacity at the existing junctions whilst strengthening sustainable transport links. As stated in the in the AAP the key measures included in the design alongside the capacity improvements are,

- Improved pedestrian and cycle movement across Shenley Road roundabout with new and improved crossings.
- Minor realignment of the carriageway to allow for improved pedestrian and cycle movements.
- Improved pedestrian and cycle movement across Tesco roundabout with new and improved crossing facilities.
- Improved off carriageway cycle lanes in Elstree Way and Brook Road.
- Possible relocation of vehicle access to Elstree Studio and improvements to pedestrian access.
- A series of measures to facilitate movement across Elstree way and Shenley Road.
- New bus shelters, street furniture and landscaping.

The layout included in the AAP is indicative and represents the preliminary feasibility stage of the design process. The final detailed designs will lead to a further review.

### **Wider Impact**

The AAP concentrates on the area within the boundary. Although the strategy actively promotes sustainable transport, further consideration should be given to trip destinations to ensure a similar level of infrastructure is available throughout the journey. Therefore, to reinforce the conductivity across the area for sustainable transport the provision of enhanced facilities should not just be restricted to the area within the boundary. To ensure the area is fully integrated with the surrounding area,

- Review cycling facilities across Borehamwood.
- Review where additional long/short term convenient/secure cycle storage facilities are required at key locations outside AAP.
- Upgraded bus stops and real time information from key destinations and throughout the routes serving the area.

### **Public Realm**

Improvements to public realm are a key theme running through the AAP. It should be noted that any enhancement to land classified as public highway will require a specific supporting maintenance strategy.

### **Parking**

The AAP proposes to adopt an average minimum standard of 1 car parking space per residential unit for 1 to 3 bed units, and 1.5 car parking spaces per 4 bed units or more. All parking requirements are to be met on site.

The amount, type and location of car parking in any development can have a major influence on how well the development works. It can also have a major influence on the visual appearance.

As a principle, car parking should be provided for both residents and visitors at an adequate level. When parking is provided in individual allocated spaces the usage and occupancy is restricted. When parking is unallocated the flexibility of occupation rises. Hence the total number of spaces used for the same number of dwellings is reduced. New guidelines emphasise the advantage of unallocated parking spaces as they are more efficient in terms of land use than allocated parking spaces.

The AAP considers the expansion of the public car park which may help with the availability of further flexible parking spaces. The residential parking standards within the AAP area requires specific attention to ensure the appropriate level and type is provided.

### **Travel Plans**

It is noted that Travel Planning is not specifically referred to in the document. Hertfordshire County Council has prepared new guidance relating to Travel Plans in support of sustainable transport relating to new development. It is currently in the process of being formally adopted. Each residential greater than 80 dwellings will be required to provide a residential Travel Plan.

### **Funding Infrastructure**

The AAP states that the funding for all highway and public realm works is to be provided through developer contributions via S106. The AAP does not appear to go into any further detail regarding this issue.

The relatively high cost of the highway improvement scheme may require a significant proportion of S106 financial contributions from a majority of the redevelopment of the area.

The AAP indicates Hertsmere Borough Council will negotiate financial contributions on a site by site basis and hold/manage/monitor and issue the money to infrastructure providers.

It is assumed the complete highway scheme will consist of smaller deliverable phases as the sites come forward. It is not clear at this stage whether the overall scheme has been broken down into smaller phases and in which order they should be delivered to ensure sufficient capacity is created and appropriate sustainable transport measures are in place to facilitate development.

It should be noted that HCC deliver these types of schemes over a full two year programme with sufficient lead in period.

The layout included within the AAP is indicative. In order to develop the scheme to detailed design stage will require a significant additional phase in taking this proposal forward.

Yours sincerely,

James Dale  
**Development Manager Mid Herts**