**BOREHAMWOOD RADLETT (EXECUTIVE SUMMARY)**

**Introduction**

A series of town based evidence packs have been developed to support the emerging Growth and Transport plans. These include analysis of a range of socioeconomic factors; land use; demographic factors; consideration of current transport provision; usage to identify issues and constraints in relation to travel to / from and within the towns.

An assessment is also included of likely future transport pressures taking into account proposed growth and predictions from modelling work using the countywide transport model COMET.

The key findings from Borehamwood Radlett evidence pack are outlined below.

**Community Characteristics**

This section looks at the current land use, employment, education and social characteristics of the study area drawing on a variety of information sources including; Address Base Premium, ONS census 2011, Business Registrations and Employment Survey, DCLG Indices of Deprivation, Experian Mosaic profile and the Hertfordshire County Travel Survey.

Borehamwood Radlett has three main employment centres (Borehamwood town centre & Business area, Centennial park business area and Stirling way business area); 3 secondary schools (Hertswood; Yavneh and Haberdashers’ Aske’s) and a variety of sports and leisure facilities.

The study area is mixed with affluent areas in Radlett and Elstree and pockets of deprivation within Borehamwood.

**Economic Portrait**

This section investigates the current economic climate in the study area drawing on information sources such as the East of England Forecasting Model, ONS Census 2011 and the Business Registrations and Employment Survey.

Hertsmere district has around 103,310 inhabitants and around 57,600 jobs with key employment sectors identified as wholesale & retail; construction and broadcasting & telecoms.

There are three main clusters of large employers, around the Elstree Way corridor area and Stirling Way in Borehamwood and there is a large business park (Centennial Park) in the south west of the study area .

There are relatively little disparity between the job types provided in the study area and the types of jobs and skills study area residents work in. Potentially this means there should be shorter distances travelled to work.

**Transport Network**

This section summarises existing transport infrastructure in the study area drawing on a variety of map based information sources held by HCC.

The study area is surrounded by 3 key strategic routes; the A1(m) corridor to the east, the M1 to the west and the M25 to the north. The A411 (East to west) and the A5183 (north to south) are also key routes.

There are a large number of car parks around the study area that provide in total over 1500 car parking spaces. Most are controlled by the district council although there are also a number of supermarket car parks and a private car park close to the town centre.

Borehamwood & Radlett is located on the Thameslink line with direct rail services to London St. Pancras and Blackfriars in London and St Albans, Luton and Bedford to the North. There are 2 stations within the study area (Elstree and Borehamwood and Radlett) which are within the London travel card zone 6. Elstree and Borehamwood Station is also within the London oystercard system.

Bus services connect Borehamwood & Radlett with Watford, St Albans and Potters Bar. There are also London buses providing connections to locations in north London such as Colindale, Edgware and New Barnet.

There are a few off road cycle paths located within Borehamwood. In the North of the study area, there are lots of advisory on road sections but no dedicated cycling facilities

**Network Analysis**

This section summarises current transport performance in the Study area drawing heavily on census journey to work data as well as Trafficmaster journey time analysis, TRACC analysis and collision data.

The study area has a relatively equal number of in and out commuters. Whilst Radlett is a dormitory town with a high level of out commuting to London there are also large employment areas in Borehamwood and at Centennial Park which draw work trips into the area.

Most commuting into the area is from Greater London (particularly Harrow & Barnet). Other notable locations include St Albans district (9%) and the rest of Hertsmere (9%). Over three quarters of trips are by private car and sustainable travel is low considering the good transport links between the study area and London.

Out commuting is dominated by travel to London and there is a stronger level of out commuting travel between the study area and north London (Barnet and Harrow), rather than other areas of Hertfordshire. 60% of trips out are by car and over a quarter of trips are by rail / underground reflecting the high proportion of trips to Central London. A large proportion of trips to North London are however by car.

Around 13% of work trips are internal (ie people live and work in the study area) which is relatively low compared to other areas within Hertfordshire. Despite the relatively short distances involved, over half of these trips are by car with a further 30% of trips made by foot and 7% by bus or coach. The level of cycling is however low (2%).

Centennial Park is a key employment area and around three quarters of trips there are by car reflecting its location next to junction 4 of the M1 and its relative isolation from residential areas.

Congestion hotspots are evident at the key junctions with the strategic road network (A1 junctions and M1 junction 4) as well as at Elstree Crossroads and in the centre of Borehamwood and Radlett.

Bus service provision is relatively good with frequent services on Borehamwood and a number of bus connections to North London and surrounding areas. Accessibility is generally good with all areas of Elstree and Borehamwood within a 20 minute bus journey of Borehamwood town centre.

The stations are within the town centres and generally have good accessibility. The majority of the study area is within a 15 minute cycle journey time of the stations.

The majority of Borehamwood is within a 25 minute walk and 10 minute cycle ride of the town centre reflecting the relatively compact nature of the town.

**Future Transport**

This section draws comparisons between 2014 and 2031, using data from the COMET strategic transport model as well as data from the local council regarding development and growth statistics.

Hertsmere borough is set to experience a 17% growth in population over the next 15 years and a 8% growth in employment with main growth seen in construction, health & care and accommodation & food services sectors.

Proposed housing growth is relatively limited within the study area with the largest development sites in the vicinity of Elstree Way corridor in the centre of Borehamwood. There are however a number of development sites proposed around the study area and within neighbouring districts and it should be noted that Hertsmere are currently reviewing housing provision in their Local Plan.

Growth in traffic flows between 2014 and 2031 is forecast on Elstree Way A5135, at the Elstree Way/Shenley Road Roundabout & on Watford Road during the peak.

Journey time comparisons between the AM & PM peak area shows increases in journey times are forecast to destinations in the South (Harrow) and the West (Bushey).