



Boxmoor Community

Plan 2026

Index

Page 2: Introduction

Page 4: Methodology and Evidence Framework

- This section outlines the sources of evidence used, including community surveys, traffic counts, resident consultations, and previous technical studies. It explains how data collected over multiple years has been combined.

Page 5: Analysis of issues

The core of the report examines specific roads that have repeatedly been highlighted through evidence and resident feedback. For each location, the report sets out:

- the nature of the problem
- supporting quantitative and qualitative evidence
- lived experience and historical management
- potential interventions (with visualisations where available), including benefits, drawbacks, resident opinions and delivery considerations

Page 18: Prioritisation and next steps

The report will conclude with a list of solutions and their prioritisation according to both known and speculative sources of funding

Appendices and Supporting Evidence

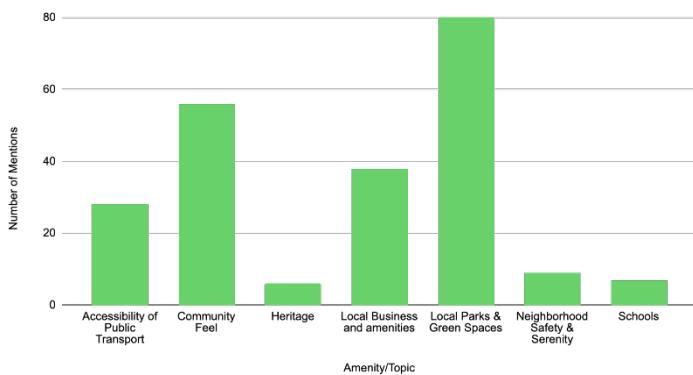
- Detailed data, survey results, consultation records, and technical material that underpin the analysis and conclusions presented in the main report.

Introduction

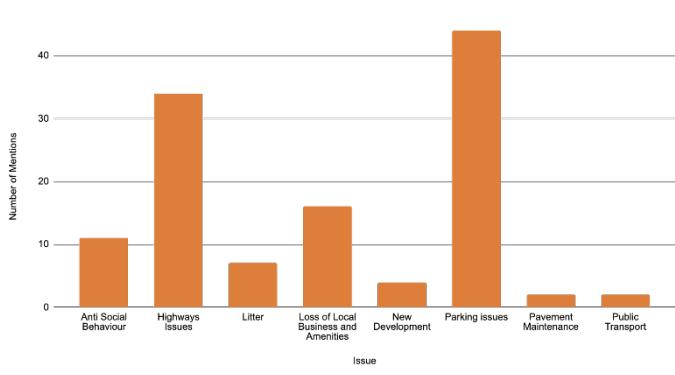
This plan brings together a substantial body of evidence collected over several years so as to inform a coherent, ward-wide approach to traffic, parking, and road safety issues in Boxmoor. Drawing on door-to-door surveys, traffic studies and opinion shared in public meetings, the plan presents an evidence-led understanding of the challenges and possible solutions facing the ward of Boxmoor. The plan will arm ward representatives with the evidence needed to respond promptly with schemes when funding becomes available. Also, solutions built up from the grassroots rather than imposed from above are more effective. The rejected one-way, bus-only system proposed by Herts County Council for Fishery Road compared to the successful and popular Fishery Road traffic calming built up from resident consultation, is proof of this.

Boxmoor residents consistently express strong attachment to the village's character, walkability, green spaces, and sense of community (Appendix D). At the same time, recurring concerns have been identified in relation to traffic volumes, vehicle speeds, and parking pressure on local roads. These issues are not new, nor are they confined to a single location. Instead, the evidence demonstrates that a small number of roads repeatedly emerge as particular problem areas, where the interaction of through-traffic, school-related travel, parking layout, and road design creates ongoing safety and accessibility challenges (Appendix A).

What Residents Like About Boxmoor



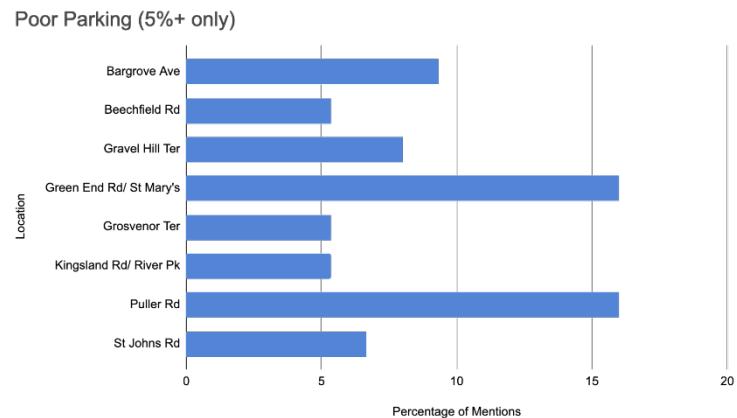
What Residents Dislike About Boxmoor



The three most commonly identified themes are:

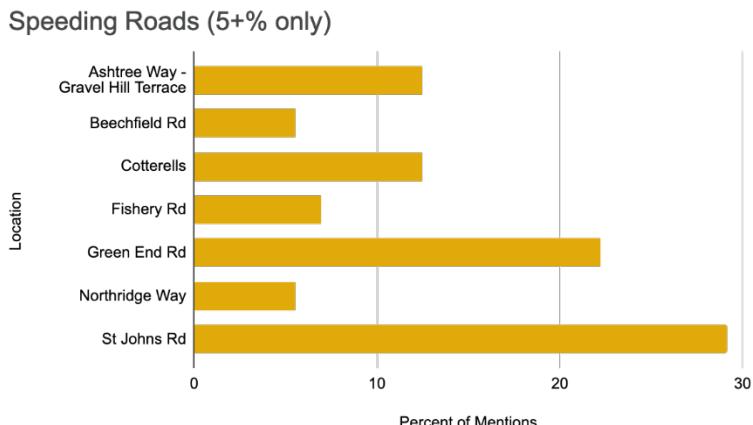
Parking

The ever-growing number of cars on the roads and people's increasing dependence on them has put pressure on a road infrastructure that was not designed to accommodate high levels of parking. It is important to strike a balance between prohibiting parking where it is dangerous or anti-social and enabling it where it is needed. Controlled Parking Zones can be effective but opinion on them is very mixed with as many people strongly opposed to them as want them. Enforcement needs to strike a balance between too much enforcement being an excessive burden on taxpayers and too little enforcement being ineffective in dealing with the problems bad parking throws up.



Speeding

Easier transport has enabled many people to do more and go further and as a result, the pace of life and speeding has increased. This is, sadly, not limited to the main routes through Boxmoor. Speeding enforcement has a very high bar to satisfy and attempts to encourage slower speeds are often short-lived and are not effective with all drivers. Interventions to slow cars down are often expensive and some, such as speed humps, are unpopular.



Road Safety Near Schools

Parking and speeding issues often combine to create a complex headache for residents and families at concentrated times of day. Parkers behave when wardens are present, but the public purse cannot afford wardens to be present at all times. In several locations speeding makes walking routes to schools extremely hazardous.

As suggested by the broad diagnosis of the three issues above, this Plan will not solve every problem. Firstly, it will not magic up extra resources and secondly, no amount of local government intervention will solve these problems entirely. Only changes in human behaviour will offer lasting solutions! The plan intends, however, to identify ways in which improvements can be maximised.

Methodology and Evidence Framework

This plan is based on a range of evidence gathered by Boxmoor's three Borough representatives and one County representative between 2020 and 2025. Information is layered to build a balanced understanding of traffic, parking, and road safety issues in Boxmoor, ensuring that technical data is informed by lived experience and local knowledge. Crucially, this work reflects continuous engagement, not just formal consultations, including concerns raised through emails, and annual Neighbourhood Action Group meetings (see example publicity alongside). The full data behind this plan can be found in the following appendices (This does not include the very extensive staged consultations that were undertaken to support the Fishery Road traffic calming scheme, as this has been completed):

A. Boxmoor Village Traffic Surveys (March 2021, Updated 2022)

An umbrella strategy bringing together traffic data and road-specific evidence in response to resident concerns.

- **A.1** - Village Traffic Flow Survey (2022)
- **A.2** - Business Reliance Assessment (2022)
- **A.3** - Lockers Park Lane Traffic and Resident Survey (January 2022)
- **A.4** - Melsted Road, Sunny Hill and Glenview Road Resident Survey (2022)
- **A.5** - Green End Road and Gravel Hill Terrace analysis, plan and progress report (2021, updated 2022).
- **A.6** - Beechfield Road analysis and plan.

B. Beechfield Road Parking Consultation (2023)

A targeted consultation on Beechfield Road to understand residents' experiences of parking pressure and verge damage, and to gather views on potential solutions and support an application to DBC's new Parking Solutions Fund.



C. Data from Drive Safe Scheme (2021-24)

Volunteers (photo alongside) undertook a Herts Constabulary speed-check scheme at three approved locations on Green End Road and Gravel Hill Terrace. These were the only three locations that met the constabulary's stringent safety and visibility criteria.

D. Door-to-door Surveys (2020-2025)

A village-wide community survey carried out to understand what residents value about Boxmoor and which issues most affect day-to-day life. This is a very labour-intensive activity and not possible to reach every resident. Surveys have focused on roads which have known issues so as to better understand those issues. (See map below)

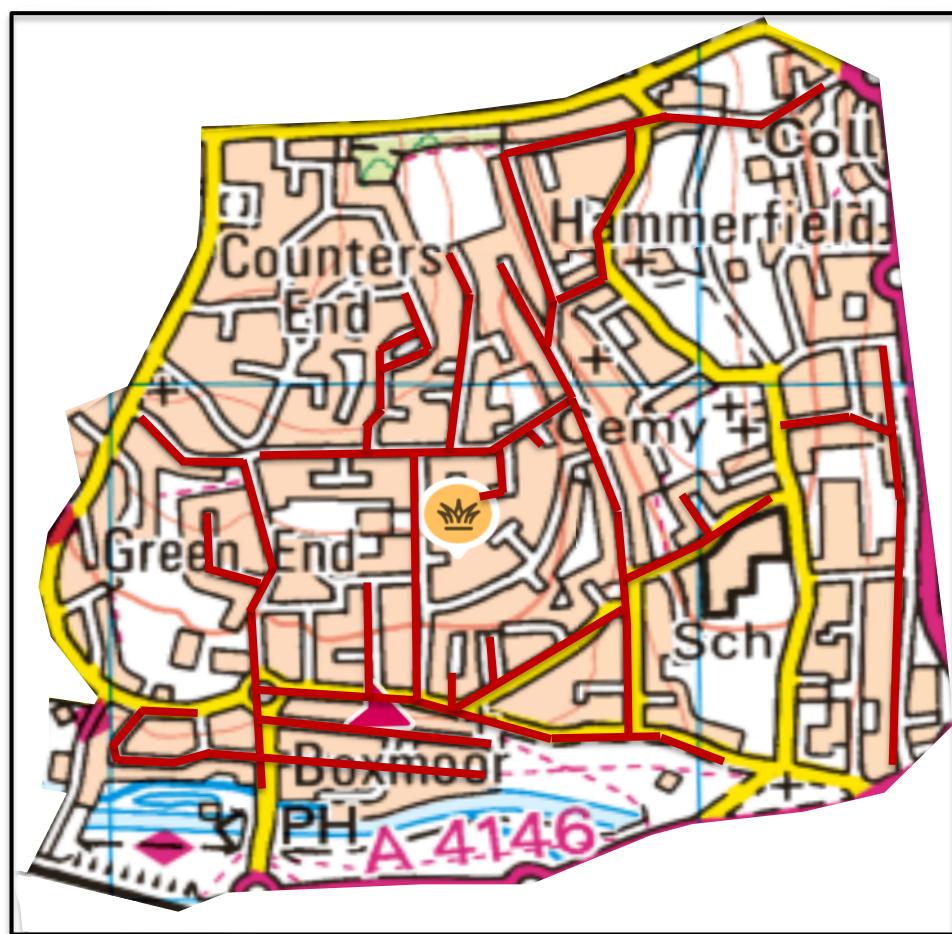
E. Road Specific Community Engagement (2025)

Focused meetings with residents and councillors to explore traffic, parking, and road safety issues and discuss potential solutions.

- E.1 - St John's Road community meeting (20/10/2025)
- E.2 - Green End Road Community Meeting (06/11/2025)
- E.3 - Gravel Hill Terrace and Ashtree Way Focused Community Meeting (17/11/2025)

F. Ongoing councillor-resident communication

A body of correspondence between residents and councillors, used to inform a fuller picture of the issues faced in Boxmoor and residents' appetite for change. It has not been possible to reproduce every email exchange, but a snapshot of recent ones has been provided.



Analysis of Identified Issues

Presented in no particular order, these issues will be analysed below on a street by street basis.

1. GREEN END ROAD

Nature of the Issues

Green End Road (GER) is a residential street that acts as a key cut-through between the north-east of Boxmoor, the Old Town and further afield, with onward access to the station and routes to the west (Appendix A). The road serves multiple functions, including access for residents and customers of The Grapes pub, and access to **St Rose's Infant School**. As a result of St Rose's faith-based intake and consequent wide catchment, a high proportion of pupils arrive by car, with some families managing two school drop-offs and others arriving very early to ensure they can secure a parking space. The School drop off and pick up, as well as commuters cutting through results in a very high volume of vehicle movements at peak periods. This, alongside parking for the pub, can result in blocked drives, poor parking on corners and visibility being impeded. These are compounded by the arrangement of the parking bays on the road, an example of which is included in Appendix E.

Although most properties have off-street parking, a **Controlled Parking Zone (CPZ)** was introduced in 2016 to manage school-related parking and deter commuters. While this has reduced parking for much of the day, pressure remains concentrated during school drop-off and pick-up. The **placement of parking bays exacerbates safety issues**: bays are located on opposite sides of the carriageway and close to the roundabout at the bottom of the road and to the junction at the top. When occupied, they restrict visibility for vehicles exiting the roundabout and turning at the junction, and can force vehicles towards or across the centre line (Appendix E.1). Outside peak periods, the carriageway remains **wide and visually open**, particularly on the downhill section, encouraging higher speeds. Intermittent bay occupancy leads to weaving and reduced predictability.

As a result, Green End Road experiences **binary safety issues**, with parking-related visibility problems during school-run periods and increased speeding outside those times. Councillors have worked with residents and the School on both of these but with limited success.

Evidence

- Green End Road represents **35% of all speeding mentions** recorded in the 2025 village-wide survey (Appendix D)
- Green End Road / St Mary's / Bargrove Avenue emerged as a cluster area accruing the most mentions about problem **parking on corners** in the 2025 survey (Appendix D)
- The Boxmoor Village Traffic Report (2021–2022) identifies Green End Road as part of a wider movement corridor, with heightened interaction between traffic flow, parking layout, and pedestrian activity (Appendix A).
- Green End Road has been identified as a 'snag point' and has been the focus of specific community meetings (Appendix E.2 and E.3)

Previous Interventions

- **Extra parking warden patrols at busy times**

Extra warden visits lead to brief improvements in parking which, regrettably, then revert to bad practice when the warden is not there. This common problem is not isolated to St Rose's.

- **Drive Safe speed awareness scheme (2020-23):**

Volunteers worked on police scheme to monitor speed and issue advisory letters for cars exceeding 35mph. Residents' willingness to engage with the issue recognises the scale of their concerns. It was intended the Drive Safe data would support the installation of a speed sign, but the Police and Crime Commissioner suspended funding for these in April 2022.

- **School access improvements:**

St Rose's school has introduced a second entrance on Northridge Way, intended to reduce pressure outside the main school gates. This has improved matters on GER and the School reports fewer complaints from residents of that road. This has spread the problem with residents on Northridge Way and Cangels Close reporting anti-social parking.

- **Use of nearby car parks:**

The Grapes pub and Camelot Rugby Club have allowed and encouraged parents to use their car parks during school drop-off and pick-up times, increasing off-street parking capacity. Families have expressed concern about the safety of crossing Northridge Way.

At the November 2025 public meeting, residents felt these measures had helped to some extent with parking, but had not addressed speeding or resolved wider safety concerns (Appendix E.1).

Potential Interventions

Several of the parking measures are interdependent and would be most effectively progressed as part of a single, coordinated package since they require a Traffic Regulatory Order (TRO). While the process is well-established, it involves statutory consultation and associated costs, and is therefore, best progressed where proposals are clearly defined and supported by evidence.

Intervention	Potential Benefits	Potential Drawbacks	Notes
Introduction of a Speed Indicator Device (SID)	Increase drivers' awareness of their speed, especially when going downhill	Evidence suggests that these only slow local drivers for around 6 months.	Subject to speed and movement survey results and site suitability
Removal of two parking bays at the top of Green End Road near the	Replacing bays with double yellows will increase visibility at both the Gravel Hill Terrace and Bargrove junctions.	Increased road speed by making the road clearer.	Strong resident support (Appendix E.2) Requires TRO

junction and one just south of Bargrove			
Remove ½ a bay at the top and bottom of the bays by the roundabout.	<p>Removing ½ bays at both ends is more likely to prevent illegal stopping than removing a whole bay.</p> <p>Improved visibility coming off the roundabout and coming out of St Mary's Place.</p>	<p>Increased road speed by making the road clearer.</p> <p>Not guaranteed to prevent illegal parking.</p> <p>Reduces amount of parking available for residents</p>	<p>Strong resident support (Appendix E.2 and E.3)</p> <p>Requires TRO</p>
Review of parking bay rules and 'no return' periods	Reduction of repeated short-stay parking during school run periods	Requires in-person enforcement, which is expensive, especially when time-dependent.	<p>Part of the wider CPZ and permit scheme</p> <p>Requires TRO</p>
Replace the unofficial double yellow lines over Vine Court with enforceable lines	Allow residents to challenge those blocking their drives, which is <u>continually</u> happening (Appendix F)	Difficulty of installation at just one property.	Requires a TRO
Introduction of a 20mph speed limit and a 'Speed Identification Device'	Slow speeds on a road that has been continually identified as problematic.	Long-term policy, because progress is subject to a review of the Hertfordshire County Council's speed management policy.	Strong resident support (Appendix E.2)

2. ASHTREE WAY, GRAVEL HILL TERRACE & WOODLAND AVE.

Nature of the Issues

Ashtree Way, Gravel Hill Terrace (GHT) and Woodland Avenue are connected roads forming a key east-to-west corridor through Boxmoor. Their proximity to Boxmoor Primary School and The Hemel Hempstead School results in high levels of pedestrian activity, particularly school children.

The corridor has long been identified by residents and data as an **area of concern for vehicles speeding**, for a number of different reasons that apply at various stages of the three roads:

- Ashtree has some tricky bends and the dangers of speeding are exacerbated by parked cars (often commuters 'pushed back' by permit schemes nearer the station (Appendix A)) impeding driveways. These obstruct visibility and make vehicle manoeuvres unsafe.
- The chicane at the top of Green End Road is especially dangerous for cars coming out of GER and out of GHT often at speed.

- GHT is long and straight with little parking meaning cars can pick up speed, especially when they have accelerated up the hill on Woodland Ave. Narrow and one-sided (between Cardy Road and Wrensfield) pavements without crossings create **risks for pedestrians**.
- Parking and **reduced visibility** are also problematic at the junctions where GHT/Woodlands Ave meets Cowper Road, Cardy Road, Woodland Close and Beechfield Road, especially resulting from parking created by the development at Adrian Close.

Evidence

- Gravel Hill Terrace and Ashtree Way were identified as the third-worst roads for speeding in the 2025 Traffic Survey, approximately 15%. (Appendix D)
- GHT and Ashtree Way ranked fourth out of 18 problem roads in 2025 for resident reports of parking on corners. (Appendix D)
- Drive Safe identified that over 20% of vehicles speed along GHT- many over **35mph**.
- A resident 2022 survey highlighted that 42% of respondents are in favour of traffic calming on this road (Appendix A)
- At its narrowest point, and with a pavement on only one side, the pavement is only **43 inches** across (Appendix F)

Previous Interventions

- **Drive Safe speed awareness scheme (2022-24):**
A volunteer-run police scheme to monitor vehicle speed reflects recognition of speeding concerns and the willingness of residents to engage with this issue.
- **Speed Indicator Device (SID)**
Placed on the Northern Side of the road going downhill to try and deter speeding.

At the November 2025 meeting, residents felt these had not made a significant impact on road speed (Appendix E.3). Residents strongly feel that more road calming strategies are needed.

Potential Interventions

These measures are interdependent and would be most effectively progressed as a coordinated package since they require a Traffic Regulatory Order (TRO). This involves statutory consultation and associated costs, and is best progressed once a clearly-defined proposal is established.

Intervention	Potential Benefits	Potential Drawbacks	Notes
Introduction of specific bays and double yellow lines to control parking and potentially slow traffic	Control parking for those who need it and prevent cars from blocking corners and driveways Parking bays will narrow the road to deter speeding.	Reducing the amount of parking available could impact residents of developments who rely on this parking.	Yellow lines require a TRO Strong resident support for parking bays in 'sensible' locations, unlike those which were added on GER
Two pinch points specifying priority	Slow down traffic by narrowing the road.	Some drivers race other cars against the	Residents generally felt a crossing would be

<p>on Gravel Hill Terrace. These will slow traffic and will provide narrower pedestrian crossing points</p>	<p>Would aid residents of Wrensfield and Cardy Road crossing the road.</p> <p>Deter motorists from using the road as a throughway.</p>	<p>priority to get through before an oncoming vehicle approaches. This breeds road rage.</p> <p>Pinch points and or crossings are very expensive</p>	<p>good, but some had concerns about pinch points. (Appendix E.3)</p>
<p>Addition of a roundabout an island at the junction between Ashtree, Green End and Gravel Hill.</p>	<p>Vehicles have to slow to check for priority.</p> <p>An island would help pedestrians coming out of the upper part of Green End Road</p>	<p>If no-one turning right out of GER, vehicles coming straight from Ashtree would not need to slow. Same for GHT drivers going straight if no-one turning right out of Ashtree.</p>	<p>Strong resident support (Appendix E.3)</p>

Below is an example for using parking to control speeding presented at the November public meeting. Residents felt Ashtree's alternating bays were too muddled and could make things worse.

- Teal lines represent parking bays, with yellow lines between them.
- The yellow circle and rectangle represent a mini-roundabout and island.
- Red triangles represent pinch points



3. BEECHFIELD ROAD/ANCHOR ROAD

Nature of the Issues

Beechfield Road is a wide residential route and is a key link into the centre of Boxmoor and access to surrounding roads, including Glenview Road, Glendale, Sunnyhill Road, and Anchor Lane. Its width allows vehicles to travel at higher speeds, which is a recurring concern for residents.

Councillors receive frequent complaints about anti-social parking on the Road. While some parking pressure comes from sixth form students attending **The Hemel Hempstead School**, much of it is due to limited on-street parking for residents. This has led to regular parking on grass verges, causing damage and reducing the quality of the open amenity space.

The double mini roundabout at the Anchor Lane junction provides pedestrian refuge for people travelling between Boxmoor village and the town centre and is also used by pupils accessing the nearby Schools. Ongoing issues include nuisance parking linked to school use, and inconsistent verge hardening along the road, which continues to generate resident concern.

School-related parking often by sixth formers and parents waiting for children to come out from South Hill School causes multiple problems in the eastern leg of Anchor Road and the cul-de-sacs on Beaumayes Close and Hilmay Drive. This is even worse at weekends when the School is rented out and when the School runs events.

Evidence

- A 2022 survey of residents identified that **49% of respondents would welcome traffic calming** on Beechfield Road (Appendix A). A 2023 survey of resident revealed **45% struggle to park near their house** (Appendix B)
- The same 2023 consultation revealed that, alongside parking and speeding, 20% felt that drives being blocked is a problem, and 8% identified HCC refusal to drop kerbs as a problem.
- There are regular resident complaints about bad parking at the corners of Bishops Mead and Castle Mead. Residents of Beaumayes Close, Hilmay Drive and eastern Anchor Road are united in being overwhelmed by parking. Enforcement does not have any long-term impact.
- The Traffic Survey identified large numbers of Hemel School pupils being driven to School along Anchor Road

Previous Interventions

- **Extra parking warden patrols at busy times**

Extra warden visits lead to brief improvements in parking which, regrettably, then revert to bad practice when the warden is not there. Some of the South Hill parents parking on Anchor Road have disability badges and so are exempt from parking restrictions. DBC does not have the resources to have wardens at the location permanently, which would be the only guaranteed solution.

- **Double yellow lines**

Problem parking around the double roundabout has been addressed over time, particularly by applying double yellow lines (see picture of latest double yellow lines implemented – in red). This has helped visibility, safety and verge quality at this junction.

- **Parking Solutions**

The light blue box in the image alongside has been approved as a scheme within DBC's Parking Solutions scheme. This will both protect the verge and increase parking by rotating it to being perpendicular to the road. 96 streets were submitted and Beechfield's score is not likely to get it prioritised in the first or even second tranche of projects.



Potential interventions

There are no easy solutions to enforcement at Schools, but it is important to persist with what measures are available.

Intervention	Potential Benefits	Potential Drawbacks	Notes
Beechfield Road - rotate existing verge parking so cars park perpendicular to the carriageway. (see image on previous page)	Would increase parking capacity within the same footprint which could prevent further damage to grass verges.	This will encourage verge parking elsewhere on the road	70% of respondents to the 2023 survey support this – rising to 100% of residents living between 73 and 91 Beechfield (Appendix B)
Work with the Hemel Hempstead school to develop stronger travel planning with Sixth Formers	Addresses known issues - 13% of respondents identified 6th form parking as a problem (Appendix B)	Relies on voluntary compliance of pupils as the School is unable to impose sanctions	The School already strongly encourages families to walk and not drive
Place double yellows at the corners of Castle Mead/ Bishops Mead	Deters parkers often associated with the Playhouse, Cricket Club and Steamcoach	Will push anti-social parking further up the road	
Introduce more double yellow lines & Instigate more regular warden visits / targeted campaigns	More regular or concerted visits will create reluctance to breach restrictions	The problem parking is pushed further away and returns when visits return to normal	

Traffic calming measures on Beechfield	Speeds are reduced	Schemes are expensive and often unpopular	
---	--------------------	---	--

4. LOCKERS PARK LANE / MELSTED ROAD / SUNNYHILL ROAD

Nature of the Issues

Lockers Park Lane and Sunnyhill/Melsted Roads are residential roads that also function as a key local connector between Boxmoor village and the surrounding areas. The junction of Warners End Road and Lockers Park Lane is particularly busy and drivers struggle to turn out of the road. Although traffic speeds are generally constrained by on-street parking, frequent junctions, and road geometry, the route experiences relatively high traffic volumes. This reflects its use as a through-route between the railway station, westward routes including the A4251/A41, and areas such as the Old Town, Highfield, Grovehill, and Woodhall Farm (Appendix B).

Traffic levels on these roads are further influenced by school-related travel. The road is regularly used by private vehicles and taxis accessing several nearby schools, including The Collett School, journeys between the St Rose's Infant School and St Cuthbert Mayne Junior School, and travel to and from Lockers Park School. These movements contribute to increased traffic demand during peak school drop-off and pick-up periods.

Outside of these times, traffic volumes on Lockers Park Lane are generally lower and do not typically present significant difficulties for pedestrian movement or road crossing.

Evidence

- A comparative study carried out in 2022 revealed that traffic on Lockers Park Lane increased by **6.5 times** on a school day (Appendix A)
- Collett School and Lockers Park only account for approximately 30% of this increase, suggesting the rest is linked to school-based through traffic (Appendix A)
- Nearby roads (Melsted and Glenview) are also affected by school-based traffic, but Lockers Park Lane gets 50% more Southbound traffic travelling on it (Appendix A)

Potential Interventions

It is worth noting that the 2022 survey of Melsted and Sunnyhill roads revealed a much lower level of resident support for any traffic measures than other locations (Appendix A)

Intervention	Potential Benefits	Potential Drawbacks	Notes
--------------	--------------------	---------------------	-------

Create a one-way system using Lockers park Lane in one direction and Melsted/Sunnyhill in the other	Could reduce traffic flow and reduce road noise, and pollution	Residents will have to travel further to get out of these roads - only supported by a small minority of residents (Appendix A)	School traffic will still exist.
Implementation of a 20mph zone	<p>Slow down traffic and reduce noise pollution for residents who live where cars accelerate hard.</p> <p>It could deter parents on the school run from using Lockers Park Lane as a through road.</p>	<p>School traffic will still exist.</p> <p>Long-term policy, because progress is subject to a review of the Hertfordshire County Council's speed management policy.</p>	Only 21% of residents favour a 20MPH zone being implemented on Melsted / Sunnyhill / Glenview (Appendix A)

5. ST JOHNS ROAD

Nature of the Issues

St Johns Road (SJR) is a key route to the town centre for residents of Boxmoor village and southern Chaulden. It includes a 20 mph zone, shops, and a zebra crossing, but experiences high traffic volumes, particularly at peak and school drop-off and pick-up times. Pedestrian safety is a significant concern. Families regularly cross the road to access nearby schools, yet the main crossing sits at a contested pinch point where drivers often disregard priority. Vehicles frequently accelerate when leaving the 20 mph zone, increasing the risk for pedestrians crossing away from formal crossing points. Additional concerns exist near Blackbirds Moor and Beechfield Road, where downhill gradients encourage higher speeds, and residents report near misses involving children.

The informal pinch point at The Blackbirds relies on driver behaviour rather than formal controls, while the busy Anchor Lane and Fishery Passage crossing lacks pedestrian infrastructure. Ongoing issues also include poor compliance with the 20mph limit, frequent use by heavy goods vehicles despite weight restrictions, and parking pressures associated with local shops.

Evidence

- St John's Road was identified as the **single worst road for speeding** in the 2025 community survey, making up 46% of all mentions about problematic roads (Appendix D).
- 80% of residents of St John's between the Green End roundabout and the Catholic Church signed a petition about parking in 2016 (Appendix A)
- The Survey of Traffic Flow in the village (Jan 2022) revealed that approximately 80-90% of traffic is through traffic (Appendix A).

Previous Initiatives

- **Survey of parking for the shops (January 2022)**

Surveys of the Cowper Road car park and the restricted bay outside the convenience shop intended to understand how increasing traffic calming and reducing flow might impact St John's Road Businesses. These surveys showed that a large number of parkers breach time restrictions. Wardens report being unable to enforce the parking restrictions because the parking is visible to parkers who move their cars when wardens arrive.

- **Nearby residents providing parking for shopkeepers**

Councillors ran a scheme for nearby residents to lend their drives to shopkeepers. Many of the arrangements have fizzled out or been withdrawn.

- **Controlled Parking**

There have been two consultations on controlled parking and both have been rejected because they protected parking for the shops but did not help residents. Over 50% of houses on SJR do not have drives. Some controlled parking was introduced for the convenience store and the Church, but this has disadvantaged residents in that part of St Johns Road.

- **Electric Vehicle Charging Points**

The installation of six EV points in Cowper Road car park has had a highly undesirable effect on the availability of parking for shoppers. Councillors have explored every avenue possible to introduce flexibilities on parking in those bays, but the government funding that paid for them and the contract in place to operate them are completely unalterable.

Potential Interventions

Intervention	Potential Benefits	Potential Drawbacks	Notes
Addition of a roundabout and island at the junction between SJR and Beechfield.	Vehicles have to slow to check for priority. An island would help pedestrians crossing onto Blackbirds Moor	If no-one turning right out of Beechfield, SJR drivers would not need to slow. Same for cars from village if no-one turning into Beechfield.	Strong resident support (Appendix E.1)
Turn the hump at the Blackbirds into an official pedestrian crossing. Add a traffic island to help crossing into Fishery passage.	Increase pedestrian crossing points and formalise an 'unofficial' crossing, which often causes confusion.	Could be issues with drivers speeding through the chicane and ignoring the crossing.	Requires TRO
Extend the 20mph zone to include all of SJR from Heath Lane to Green End roundabout.	Slow down traffic and reduce noise pollution for residents who live where cars accelerate hard. It could deter traffic flow	A 20mph limit could have an impact on local businesses, which rely on through traffic (Appendix A)	HCC 20mph zones prioritise locations near schools

	on the road.	Progress is subject to a review of the HCC's speed management policy.	
Deter motorists from using SJR by prioritising cycling and walking. Eg. cycle lanes and road islands.	<p>Decrease traffic flow and air, and noise pollution.</p> <p>Improve pedestrian safety at crossing points and make the village greener.</p> <p>If greater footfall were encouraged, this could have a positive impact on businesses.</p>	<p>While footfall may increase, there could still be an impact on passing trade</p> <p>Drastically reducing traffic on SJR could increase congestion on London Road, which is often busy already.</p>	Long-term rethinking of the road as a whole/
To make up for lost EV bays, create a new parking bay on the Blackbirds Moor side of SJR opposite numbers 162-178 or change restrictions on Wharf Road			
	Increased parking would be welcomed by residents in that area.	It would be difficult to put in place restrictions that both deter commuters and work for residents and the shops	Strong resident support (Appendix E.1)

6. COWPER ROAD, PULLER ROAD & GROSVENOR TERRACE

Nature of the Issues

Puller Road is a short, narrow residential street located off the High Street. The majority of properties do not have off-street parking and therefore rely heavily on on-street parking provision. Parking pressure is significantly increased by the road's proximity to the railway station, Boxmoor Primary School, and nearby local amenities on SJR. As a result, demand for parking regularly exceeds capacity. The absence of a controlled parking leads to ongoing concerns for residents regarding parking availability, access, and congestion. A key issue on Puller Road is that residents are polarised about controlled parking on their road and in the centre of the village.

Evidence

- In the 2025 Survey, 10% of parking-related free-text responses mentioned Puller Road, despite respondents not being prompted to name specific streets (Appendix D)
- When asked to name roads where parking on corners was of most concern, Puller Road received the joint highest mentions (alongside St Mary's, Bargrove, and GER cluster)

Previous Initiatives

- **Controlled Parking Zone consultation (2016):**

Consultation with Puller Road and Grosvenor Terrace residents was inconclusive. Whilst many objections were about white lines instead of double yellow lines, which might have been easily resolved, there was limited support for the scheme. The scheme for Cowper Road was unpopular because the amount of parking was significantly reduced as a result of HCC engineers' safety concerns. The 2025 residents' survey revealed that whilst many residents are strongly in favour of controlled parking, an equal number strongly oppose this.

Intervention	Potential Benefits	Potential Drawbacks	Notes
Review and reconsider the 2016 CPZ consultation with Puller Road residents	The volume and consistency of concerns raised about parking in 2025 suggest that reconsideration is timely.	Two schemes have been rejected and a third would be a waste of public money	DBC does not currently have any budget for new CPZs
Double yellow lines for corners of Puller Road and Grosvenor Terrace	Visibility at both ends of Puller would be improved.	Difficult to enforce during all the chippy opening hours.	
One-way system for Puller/Cowper	Reduce the competition for 'turns' on these roads	Might increase speeds. Number of cars on Puller increased Expensive	Popular with residents (Appendix E.1)

Potential Initiatives

7. Cotterells

Nature of the Issues

Cotterells is a long and straight road running alongside the busy Leighton Buzzard Road and close to the town centre and Hemel Hempstead and South Hill Schools. As a frequently cut-through to bypass Plough Roundabout, it sees a high degree of speeding. This creates safety risks for students walking to and from nearby schools, particularly up Charles Street and Cemetery Hill.

Evidence

- In the 2025 Survey, Cotterells ranked joint third among roads most affected by speeding. (Appendix D)

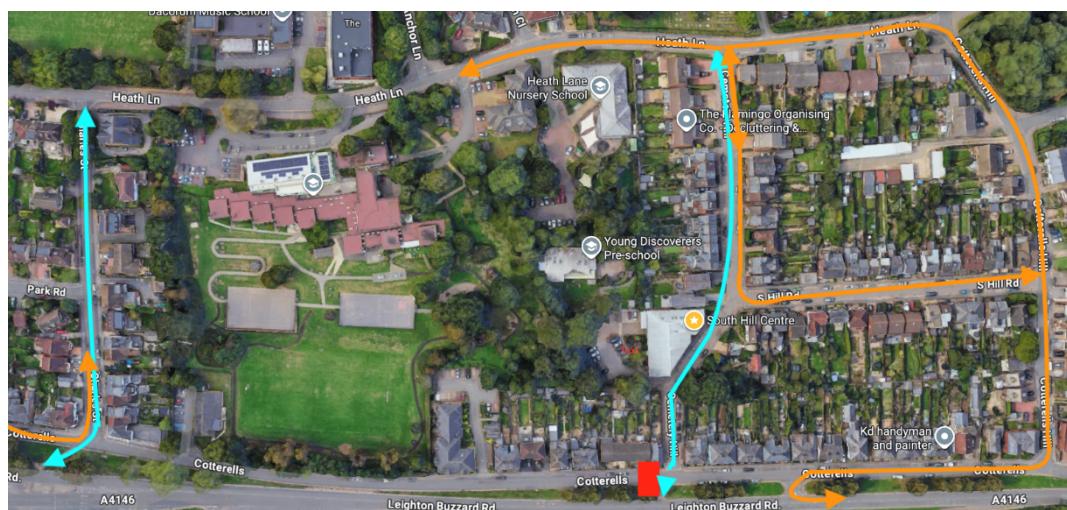
Potential Interventions

Resident surveys show that one-way systems are unpopular (Appendix A), and funding is not available for measures such as speed cushions. As a result, it is proposed to introduce a modal filter to prevent through-traffic while maintaining access for residents.

Intervention	Potential Benefits	Potential Drawbacks	Notes
Introduce bollards to 'stop off' the road	<p>The road would cease to be a cut through, reducing speeding</p> <p>Pedestrians walking up Charles Street and Cemetery Hill would not be at risk of fast-moving north-south traffic</p>	<p>Residents heading southwards from South Hill Road and the north end of Cotterells and those travelling northwards from Park Road and the south end of Cotterells would have to travel further.</p>	<p>On the doorstep and in other resident surveys, measures like speed pillows and one-way systems have been unpopular (Appendix D)</p>

The plan below shows how the suggested introduction of bollards could reduce speeding and improve pedestrian safety on Cotterells and the surrounding roads.

- **Red line** represents the new bollards
- **Orange lines** represent the alternative routes for vehicles
- **Teal lines** represent the safer pedestrian routes



Prioritisation & next steps

The table below shows the prioritisation of the various schemes in relation to the £60k available in the Boxmoor Community Infrastructure Levy pot.

Schemes for which there is an urgent need and there is money available	<p>Yellow lines and bollards to stop bad parking on Fishery Road, Ashtree Way, Woodland Avenue, Puller/Grosvenor, St Johns Road, Reson Way, Thorne Close, Halwick Close, Clementine Way & Wharf Road.</p> <p>Improvements to the CPZ restrictions and bays on GER, Bargrove, Cangels, Moorland, Kingsland, Horsecroft & Wharf Road</p> <p>Improved parking for the shops on St Johns Road/Wharf Road</p>
Schemes which are in the 'queue' for DBC attention under the 'Parking Solutions' scheme	Improved verge parking on Beechfield Road
Expensive schemes which need the support of Herts County Council Highways budget but are priorities	<p>Crossing or protected island on Northridge Way to aid pedestrian movement to St Roses</p> <p>Pinch points on Gravel Hill Terrace to aid pedestrian safety and reduce speeds</p> <p>Mini Roundabout / island at the top of GER and at the bottom of Beechfield</p> <p>Island / crossings on SJR</p>
Expensive schemes which need the support of Herts County Council Highways budget but are not priorities	<p>One-way system in Lockers Park/Sunnyhill</p> <p>One-way system in Puller/Cowper</p>
Controversial schemes or ones for which there is not currently any budget or a local policy for delivery	<p>Controlled Parking Zones in SJR, Puller, Ashtree or further afield</p> <p>SID sign for GER</p>

Before any scheme proceeds, there will be extensive informal consultation with residents of the relevant roads before a scheme goes to formal consultation. To avoid wasted money, a scheme will only proceed to a formal consultation and a traffic regulatory order (TRO), a legal process costing about £10k, when it has the majority backing of residents through:

- a) Door-to-door surveys
- b) Face-to-face public meetings

To input into this draft or provide feedback, please email
boxmoorcouncillors@gmail.com

1st Draft published: 18th January 2026