

Hertfordshire's Local Transport Plan 2006/07 – 2010/11

Rail Strategy

**John Wood
Director of Environment
Hertfordshire County Council
County Hall
Pegs Lane
Hertford
SG13 8DN**

March 2006

The Ordnance Survey mapping included within this publication is provided by Hertfordshire County Council under licence from the Ordnance Survey in order to fulfil its public function to provide information relating to its activities, services and plans. Persons viewing this mapping should contact Ordnance Survey copyright for advice where they wish to license Ordnance Survey mapping for their own use.

See the Ordnance Survey site for more information:
www.ordnancesurvey.co.uk.

All maps are based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office. © Crown copyright.

Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

Hertfordshire County Council 100019606 2006.

Hertfordshire's Rail Strategy 2006/7 – 2010/11

Foreword

This year, the County Council has carried out a major exercise to review its transport strategies in preparation for the new Local Transport Plan.

The County's Rail Strategy is an important document which sets out the role that the rail network should play in meeting the transport needs of Hertfordshire. Its sister document – *Hertfordshire's Bus Strategy* – fulfils a similar function for the bus network. Together they represent a combined vision for passenger transport in our county for the next 5 years.

The County Council's role in respect of the railway network is fundamentally different from that in respect of the bus network. It helps to set the strategic context in which rail services operate, but (with the exception of one special case) has no direct influence on the specification of those services, nor control over their operation. It does however have some influence over facilities and improvements at stations, and on the marketing and promotion of services, through its revenue and capital programmes, and above all, it has an important role in integrating the bus and rail networks wherever possible, to the benefit of the customer.

Therefore, the document serves another purpose. It sets out clearly how we are prepared to engage with the railway industry to ensure that these objectives are met. Hopefully this engagement will result in partnership projects that bring mutual benefit, and of course our common objective is a high quality rail service that is a major asset to Hertfordshire.

We look forward to working with the railway industry to ensure a positive future for rail travel in our county.

CONTENTS

	Page
1. Introduction	1
2. The Role of the Railway in Hertfordshire's Transport Strategy	2
3. Growth and Capacity of the Network	2
4. Franchises	3
5. Major Projects	4
6. Basic Service Parameters	4
7. Fares and Ticketing	6
8. Access to Stations	6
9. Station Improvements	7
10. Passenger Information	8
11. Freight on Rail	8
Route Strategies:	
West Anglia	9
East Coast Main Line	12
Midland Main Line	15
West Coast	18
Metropolitan Line	22
Appendix 1 Passenger Numbers at Hertfordshire Stations	24

1. Introduction

- 1.1 This Rail Strategy covers the period of the second Local Transport Plan from 2006 to 2011. Since the last rail strategy document was published in July 2000, there have been considerable changes in the rail industry. The overwhelming themes are now the control of costs and the improvement of reliability. Plans for expansion of the network have largely been replaced by programmes to make the best use of the existing capacity and resources.
- 1.2 The Railways Act 2005 brought about a major review of the structure of the industry, with the strategic planning and franchising functions passing back to the Department for Transport, and Network Rail assuming a wider planning role in addition to its prime function as manager and maintainer of network assets. The same legislation offers some prospect of special arrangements covering the Greater London area, and confirms the emergence of the Community Railway, with one of six national pilot projects focusing specifically on Hertfordshire's Abbey Line.
- 1.3 In terms of service provision, the franchise map for Hertfordshire and the southeast is gradually being amended. The new combined Thameslink and Great Northern franchise has recently been let, and control of Silverlink Metro services will pass to TfL in 2007.
- 1.4 All of these factors have contributed to a significant opportunity for the County Council to reassess and re-present its overall rail strategy. The aim of the strategy is to provide a realistic, yet challenging view of what can be achieved in the next five years. A wide range of consultees – ranging from the industry itself to regional and local authorities, rail users and community groups – have helped to shape this vision. It highlights many of the issues and aspirations for the county's network and provides a framework on which further detailed discussions with the industry can proceed.
- 1.5 In the route strategy section of this document, opportunities are identified within the Local Transport Plan programme for partnership working and investment with the railway industry. In determining this programme, the County Council has considered local priorities for funding, based on the government's shared priorities of congestion, accessibility, safety and air quality. We urge a similar commitment from the railway industry to help in delivery of these programmes.

2. The Role of the Railway in Hertfordshire's Transport Strategy

2.1 The rail network undertakes the following roles:

- Providing access to employment in London and other key centres in Hertfordshire and the surrounding counties (including Milton Keynes, Luton, Harlow and Cambridge).
- Enhancing the economic and social vitality of Hertfordshire's close network of towns by providing access to education, employment, leisure, health and shopping facilities.
- Connecting Hertfordshire with other parts of the East of England region, through strategic connections between regional interchange centres.
- Linking Hertfordshire with other parts of the country through long-distance services operating from the main railheads at Watford Junction and Stevenage (also Luton outside the county).
- Enabling access to international services through links to major airports (Luton and Stansted) and to future Eurostar services from St Pancras.

2.2 The railway operates within an overall transport system. As such it should integrate with other modes such as buses, cycling and walking, as well as with the private car, at many of its stations. To date, it has not always done so to best effect. In setting out this strategy, the County Council expects Hertfordshire's train operators to take a more proactive stance on issues of integration, and urges them to participate in initiatives with local authorities and the bus industry to bring more value to their businesses.

3. Growth and Capacity of the Network

3.1 Significant growth in population is expected across the East of England and the southeast in the period up to 2021. Whilst the overall strategy is to make this growth as sustainable as possible, the London employment market will inevitably have a big impact on future commuting patterns, where the railway is the prime mover.

3.2 Whilst Hertfordshire will have to accommodate some of this growth, significant increases are also proposed for Communities Plan Growth Areas outside the county (Milton Keynes, Northampton, Harlow, Cambridge). In all of these areas, additional numbers of commuters will put further pressure on already congested services and routes. In many cases, there are insufficient provisions in place to ensure that capacity on rail services will be available.

3.3 Within Hertfordshire, the main population growth is expected to be in the Stevenage and Bishop's Stortford areas. Significant commercial developments are expected in Stevenage, Watford and Hemel Hempstead, which are likely to promote relocation of businesses and employment from areas such as central and north London.

3.4 The County Council's strategy on growth is therefore to:

- Continue to press for adequate rail capacity to be provided to meet the future needs of Hertfordshire commuters and off-peak travellers
- Ensure through discussions with the rail industry that the appropriate balance is maintained on each corridor between different types of service (including local passenger, long distance passenger and freight)
- Promote service improvements that have direct benefits for the county's rail users.
- Act as a broker in promoting rail travel to new businesses relocating to Hertfordshire, with the support of the train operators.

4. Franchises

4.1 The franchise map is in a transitional period, at the end of which the overall number of passenger franchises is set to reduce. Whilst the County Council understands the principle that larger franchises may be able to operate with lower overheads, and may be better placed to deliver investment in levels and quality of service, this has to be balanced with the need for local accountability and attention to customer needs.

4.2 In addition to this, the Railways Act suggests that Transport for London (TfL) might be given new powers to specify and fund services within the Greater London area. Furthermore, there is a suggestion that this area may be extended, following consultation, into the shire county areas around London. The County Council wishes to play a full part in the ongoing dialogue, and to work positively with TfL to identify how such proposals might benefit Hertfordshire rail users. However, in all cases, this must not be at the expense of the Council's current role as passenger transport authority and part funder of facilities and services. Consultation on the extension of powers was expected at the time of writing.

4.3 Hertfordshire's strategy on franchising issues is to:

- Maintain a constructive dialogue with DfT Rail, franchise bidders and other stakeholders at all stages in the bidding process, and with the franchise operator throughout the franchise period.
- Support franchise structures that are in the best interests of the county's rail users, especially in terms of local management and accountability.
- Press for improvements to quality of service, with franchises expected to contribute to the concept of an integrated network of bus and rail services in the county.
- Support any elements of the new rail role for TfL which have direct benefits to rail users in Hertfordshire, principally through formal partnerships for individual routes or stations, in which the undertakings

and responsibilities of both parties are clearly defined. These will not be at the expense of any elements of the Council's role as the statutory transport authority for the county.

5. Major Projects

5.1 The County Council continues to support a number of major rail investment projects and proposals that have an impact on the county:

- Croxley Rail Link (jointly promoted by HCC and LUL)
- Thameslink 2000
- CrossRail (in as much as this could release additional capacity for West Anglia services from Liverpool Street, or provide direct services from this route to central London stations and Heathrow Airport)
- Channel Tunnel Rail Link (including the Kings Cross / St Pancras terminal and Stratford International station)
- Upgrades of the West Coast and East Coast Main Lines.
- Upgrade of the West Anglia route in support of growth in the London - Stansted - Cambridge - Peterborough corridor, and the development of Stansted Airport.

5.2 Hertfordshire's strategy on major rail projects is to:

- Act as promoter of schemes where it is appropriate to do so.
- Join forces with other local authorities, regional bodies and business interests to lobby for schemes to be progressed.

6. Basic Service Parameters

6.1 The combination of Route Utilisation Studies and Franchise Specifications will set future service levels. Usually, the outputs will result from a prioritised view of the needs along a complete route. However, as the county nearest to the Greater London area, Hertfordshire will have more acute problems of capacity on its rail network, as both long distance and London commuter services, as well as freight, share limited network capacity. In such circumstances, the County Council sees its role as representing local rail users in ongoing discussions with the industry about this balance.

6.2 For local services at Hertfordshire stations, the County Council will press for:

- Minimum frequencies of half-hourly from all stations, increasing to a minimum quarter-hourly at major stations in towns (see route strategies section). All stations to receive a Sunday service of at least one train per hour. First arrivals in London before 0600 (M-Sat) and 0800 (Sun). Last trains between 0001 and 0100 from London termini.

- Clockface standard hour timetable to be maintained throughout the day, except for peak period services in the up (morning) and down (evening) directions (see below).
- Peak services provided to allow sufficient capacity for passengers travelling further than a 15-minute journey to be guaranteed a seat. Train formations should be lengthened to 6, 8 or 12-car to provide additional capacity, and rolling stock should be made available to achieve this.
- Service patterns to ensure provision of direct services to and from principal centres within the county, without the need for connections. Where connections are necessary (for example between outer and inner suburban services) they should be same- or cross-platform and with a maximum of 10 minutes delay.
- Special services (for example to airports) should be integrated where possible into the local service pattern, to ensure the most effective use of track and rolling stock capacity.

6.3 In terms of long distance services (primarily from Watford Junction and Stevenage stations):

- Incoming services should allow arrivals at Hertfordshire stations from all major routes, both before 0800 and between 0900 and 1000 for business travel, with corresponding return journeys between 1600 and 1900.
- Outgoing services should provide several departures from Hertfordshire stations to all major destinations on the route for business travel between 0600 and 0900, with corresponding return journeys arriving between 1800 and 2100.
- Between the peaks, there should be a minimum hourly service from each Hertfordshire railhead, giving an even spread of destinations and the ability to change at other key points on the network (for example Crewe, Doncaster) where there is no direct train. There should be at least one through return journey per day on extensions to core routes (Aberdeen, Inverness, Glasgow, etc.)

6.4 In determining their franchise commitments, TOCs should be aware of the limitations imposed by the largely north-south network of rail routes in Hertfordshire. In order to improve accessibility to the rail network, they are encouraged to work with local bus operators to develop feeder bus services that linking settlements on east-west corridors to adjacent rail routes. The County Council will expect its PlusBus ticketing schemes to be used in support of such initiatives. Opportunities for integration will also be examined in the context of the Bus Strategy, and the Bus Network Reviews carried out as part of that strategy. The County Council's programme of audits and improvements to interchanges is also designed to facilitate this improved accessibility.

6.5 The County Council also believes that high quality coach services might also be used in special circumstances to supplement rail services

along the line of route (for example to provide a "through the night" service to airports at times when Network Rail would expect to carry out routine maintenance on their infrastructure). However, the County Council will vehemently object to any attempts to reduce rail services on a permanent basis and replace them with substitute buses.

7. Fares and Ticketing

7.1 The County Council encourages train operators to adopt innovative approaches to fares and ticketing schemes, within the limits of franchise agreements. These include:

- Special fares packages and promotions for contra-peak and flexible business travel.
- The introduction of carnet tickets for frequent travel that does not justify a season ticket.
- Participation in *Intalink* sponsored ticketing schemes such as PlusBus or local travelcards
- Season ticket options for school or college travel.
- Wide availability of ticket sales from other outlets, or through the internet.

7.2 The County Council will therefore expect all local train operators in the county to become *Intalink* partners and to participate fully in the development and operation of ticketing schemes and associated marketing activity.

8. Access to Stations

8.1 Because Hertfordshire has a dense network of stations, generally the journey to the station is relatively short. The County Council's strategy is that rail users should be encouraged, where feasible, to use sustainable transport modes for this purpose, principally bus, taxi, cycling and walking.

8.2 As the transport and highway authority, the County Council will prioritise those stations where it feels that access needs to be improved, and will work with the train operator and Network Rail to identify an appropriate package of measures for each station. A joint funding approach will be required to deliver the package, reflecting the objectives and responsibilities of each of the partners. The immediate priorities for attention are highlighted in the route strategy section of this document.

8.3 In respect of taxis, the County Council will expect the train operator to determine the requirements for taxi provision at each station, in consultation with the appropriate taxi licensing authority (usually the District or Borough Council). Facilities for taxis or private hire cars will be included in the specification for any station forecourt improvements.

8.4 Car parking at stations is viewed as a commercial activity within the remit of the train operator. It is recognised that in many locations, provision of suitable car park capacity is an essential ingredient in the attractiveness of the rail service and that in itself it influences modal choice for the principal element of the journey. However, there needs to be a dialogue between the TOC and the County and District Council in each case, to establish compatibility between capacity and charging policies in the station and on the surrounding streets.

9. Station Improvements

9.1 The County Council wishes to work with TOCs and Network Rail to development improvement schemes for station facilities. These will be funded through the franchise agreement, through the Local Transport Plan (where specific LTP outcomes can be achieved), or through developer contributions where appropriate. Schemes that have been prioritised are indicated in the route strategy section of this document.

9.2 The County Council has a specific interest in:

- Improved access for bus services to stations
- Secure cycle storage facilities and signage to cycle routes
- Safer access for pedestrians
- Access for taxis and sheltered waiting accommodation for their passengers
- Alterations to forecourt layouts to improve circulation and reduce conflict
- DDA improvements, subject to agreement on priorities with TOCs and Network Rail
- Improved signing and information displays through the *Intalink* partnership.

9.3 In terms of improvements required under the terms of the Disability Discrimination Act 1995 (as amended), the County Council supports the principles outlined in the Strategic Rail Authority's consultation document "Railways for All" (February 2005). This proposes that improvements be focussed on step-free access, visible and aural information, and staff assistance, with funding prioritised according to a combination of footfall and geographical infill.

9.4 However, its support is conditional on the following issues being resolved:

- A clear baseline being established, including definition of step-free access and an audit of those schemes already committed.
- Priorities being agreed across the industry and with local authorities for those stations which shall be "fully accessible".

- A joint programme being agreed for Hertfordshire, taking account of County Council and other third party funding in such a way that it supplements rail industry funding, rather than displacing it elsewhere outside the county.

10. Passenger Information

10.1 Hertfordshire has a separate strategy for passenger information, based on the activities of the *Intalink* partnership. To date most local TOCs have played an active role in development of the partnership and the products and services it offers. Therefore, in order to ensure continuity and further development, the County Council expects these TOCs, and their successors to remain partners. All other TOCs, including those providers of long distance services, are encouraged to become full and active members of the partnership.

10.2 The principal elements of the strategy are:

- Provision of printed information in a variety of formats and distributed through the partnership's own network of outlets
- An increasing reliance on electronic information for journey planning and at all stages during the journey, in real-time
- Wider use of the internet and mobile phone networks for information and product purchase
- Development of integrated ticketing schemes and products to stimulate growth in patronage of bus and rail services
- A stronger emphasis on strategic and tactical marketing for both the bus and rail networks, to increase ridership.

10.3 Full details of the *Intalink* Partnership and its programme can be found in the *Intalink Strategy* and *Intalink Business and Marketing Plan*.

11. Freight On Rail

11.1 The County Council supports the transfer of more freight from road to rail, and will give appropriate emphasis to freight in ongoing discussions relating to network capacity in Hertfordshire.

11.2 The value of transit railfreight across the county is recognised in terms of its positive impact on congestion on the primary road network.

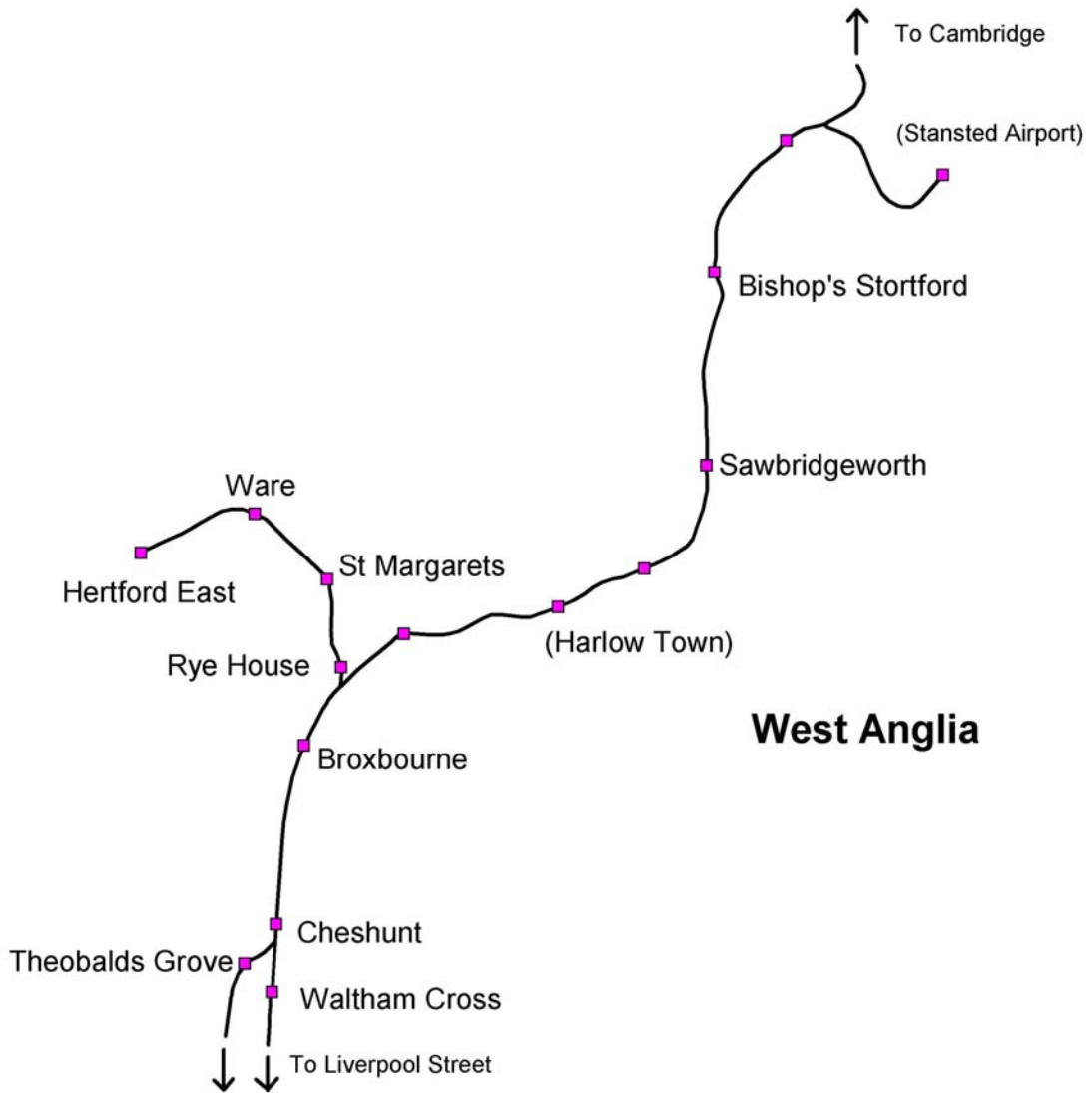
11.3 It continues to be difficult to identify key sites for potential rail freight terminals in Hertfordshire, largely because of land use pressures and the need to preserve green belt. The County Council will however continue to work with industry partners to identify opportunities for new sites for freight transfer, where they are feasible and meet planning guidelines.

ROUTE STRATEGY – WEST ANGLIA

Strategic	<ul style="list-style-type: none"> • Growth on London – Stansted – Cambridge corridor (including airport expansion) requires a clear strategy for development of the rail network, with proposals for consultation and key dates for delivery. Predicted growth is expected to result in overcrowding on the network in the short to medium term, unless 12-car operation is achieved at key locations (Stansted Airport, Bishops Stortford, Harlow, etc). • Support for CrossRail - either on the basis of through services to the West Anglia line, or through release of additional capacity from the West Anglia line into Liverpool Street.
Service Roles	<ul style="list-style-type: none"> • Employment access - London, Docklands, Stansted Airport, Cambridge • Linking Regional Interchange Centres - Stansted Airport, Harlow, Cambridge • Local economic and social vitality - Bishops Stortford, Harlow, Hertford, Hoddesdon, Cheshunt, Waltham Cross.
Service Development	<ul style="list-style-type: none"> • Airport growth should not be at the expense of domestic traffic – use of Stansted Express to supplement the employment and local economic roles. • Full potential of 12-car trains should be achieved, with investment in platform extensions where appropriate. • Improved access to Stratford and Docklands for employment (and international services from 2007). • Good interchange required between inner and outer services at Broxbourne & Cheshunt. • Better connections required at Broxbourne, from Hertford East branch to Harlow, Bishop’s Stortford and Stansted Airport.
Ticketing	<ul style="list-style-type: none"> • PlusBus expansion required to all stations with a local bus service. • Reduced price contra-peak commuting should target new developments and employment growth areas (e.g. Stansted Airport, Park Plaza at Waltham Cross) • Peak shoulder pricing should be introduced to spread the morning peak and reduce impacts of overcrowding.
Information & Marketing	<ul style="list-style-type: none"> • CIS improvements in progress. Systems should show bus departures from interchanges. • Options should be identified for experiments on real-time information at interface with bus network. • Continued involvement of One in <i>Intalink</i> Partnership is essential.

Stations	<ul style="list-style-type: none"> • Bishop’s Stortford – Goods Yard redevelopment will deliver improved bus interchange and station parking. The County Council will specify requirements for bus infrastructure through the planning process. Future maintenance responsibilities need to be resolved. • Sawbridgeworth – Car parking capacity issues and better interchange required with local buses. • Broxbourne – Upgrading of lifts required to give passenger operation. Car park expansion will necessitate improvements to exit onto Station Road, possibly with traffic signals. Options for planning gain may arise through adjacent sports facility development. • Cheshunt – Major redevelopment of station, bay platform extension and forecourt improvement due to be delivered in 2005/6. (LTP1) • Waltham Cross – Options to be identified for forecourt improvements to tackle bus access and parking issues. S106 funding being progressed through nearby Park Plaza development. • Out-county – Improvements required at Seven Sisters to facilitate better interchange with Victoria Line.
Other Network	<ul style="list-style-type: none"> •
LTP2 Programme	<ul style="list-style-type: none"> • Accessibility audits to be undertaken at interchanges, with recommendations for an ongoing programme of minor works. • Upgrades of station cycle parking facilities (locations to be prioritised with train operator) • CIS improvements to show bus departures (scheduled or real-time) • Feasibility study for lifts at Broxbourne to be converted to passenger operation. Possibility for future funding through the LTP programme.

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Hertfordshire County Council, 100019606 ,2006



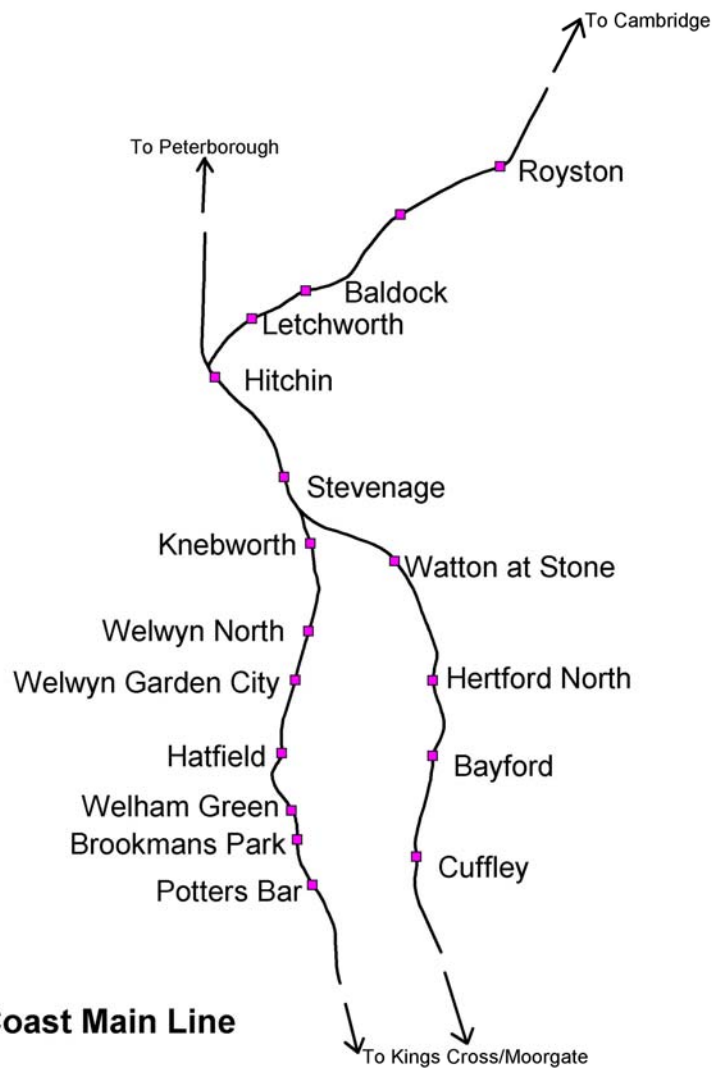
ROUTE STRATEGY – EAST COAST MAIN LINE

Strategic	<ul style="list-style-type: none"> • Strategy for the route needs to be re-established and clarified through completion of the ECML RUS. • Support in principle for the Hitchin fly-over scheme as a generator of additional capacity for north Hertfordshire stations. • Continuing support for Thameslink 2000 implementation at the earliest possible opportunity. • Shorter-term responses will be required to current and future growth issues - within the new Thameslink / Great Northern franchise. • Stevenage is expected to be a major growth area, both in terms of housing and employment, and as a sub-regional commercial / shopping centre.
Service Roles	<ul style="list-style-type: none"> • Employment access - London, Hatfield, Welwyn Garden City, Stevenage, Peterborough, Cambridge. • Linking Regional Interchange Centres - Stevenage, Peterborough, Cambridge. • Local economic and social vitality - Potters Bar, Hatfield, Welwyn Garden City, Hertford, Stevenage, Hitchin, Letchworth, Baldock, Royston. • Long-distance for business and leisure - Stevenage to the East Midlands, Yorkshire, the Northeast and Scotland.
Service Development	<ul style="list-style-type: none"> • A review of the timetable is required, based on the requirements of the new franchises. • It should reinforce Stevenage's status as Regional Interchange Centre, by reinstating calls in fast Cambridge services. • Growth should also support further development of long-distance services from Stevenage. With the advent of Thameslink 2000 it should be the main interchange point with GNER services on the ECML. • Inner / outer suburban services should interchange at Stevenage and WGC. Improved connections should be provided to/from the Hertford Loop – with the option of a reinstated semi-fast service to Kings Cross via Hertford North. • Present service levels are broadly acceptable. Discussions are needed with TfL and DfT on the former's "metro" proposals.
Ticketing	<ul style="list-style-type: none"> • PlusBus expansion required to all stations with a local bus service. • Reduced price contra-peak commuting should target new developments and employment growth areas (e.g. Hatfield and Stevenage). • Peak shoulder pricing should be introduced to spread the morning peak and reduce impacts of overcrowding.

Information & Marketing	<ul style="list-style-type: none"> • CIS improvements in progress. Systems should show bus departures from interchanges. • Options should be identified for experiments on real-time information at interface with bus network. • Continued involvement of the local franchisee in the <i>Intalink</i> Partnership is essential. GNER is encouraged to participate in respect of its operations at Stevenage. • Hatfield and Stevenage important growth areas for business relocation and contra-peak commuting.
Stations	<ul style="list-style-type: none"> • Royston –Pedestrian access scheme across line to north of station under development, to reduce trespass risk. Car park capacity enhancements required. • Letchworth – Priority for DDA access improvements. Ramps to both platforms seen as the best option, unless 12-car platforms require a second footbridge. • Hitchin – Disabled access scheme for up platform is required, also improved pedestrian access from Benslow and Station Road. Better management of improved forecourt will reduce conflicts between buses and cars. • Stevenage – A major redevelopment of the town centre is scheduled to commence in 2007, including significant improvements to bus rail interchange at the station and delivery of a new 1000 space multi-storey car park for station use. The project should be delivered through a mix of developer funding and HCC/TOC investment. • Welwyn Garden City - Improvements are required to access from the east side of the station, as the footbridge provides an important through pedestrian route between the industrial area and the town centre. • Hatfield – Phases 2-4 of previously determined station improvements remain to be delivered, including a better taxi rank, improvements to the station buildings, and options for car parking on reserved land to the west of the station. There are still some opportunities for significant S106 funding from the development of the Hatfield BAe site. • Potters Bar – New forecourt layouts have been discussed to improve station access and reduce conflicts between vehicles and pedestrians. A funded package of measures needs to be agreed with the new franchisee. Personal security remains a serious issue at this station in the evenings. • Out county – The County Council supports the proposed improvements for Kings Cross and Finsbury Park stations.

LTP2 Programme

- Accessibility audits to be undertaken at interchanges, with recommendations for an ongoing programme of minor works.
- Upgrades of station cycle parking facilities (locations to be prioritised with train operator)
- CIS improvements to show bus departures (scheduled or real-time)
- Stevenage Interchange
- Preferred options for DDA access scheme at Letchworth
- Funded package to be confirmed for forecourt improvements at Potters Bar

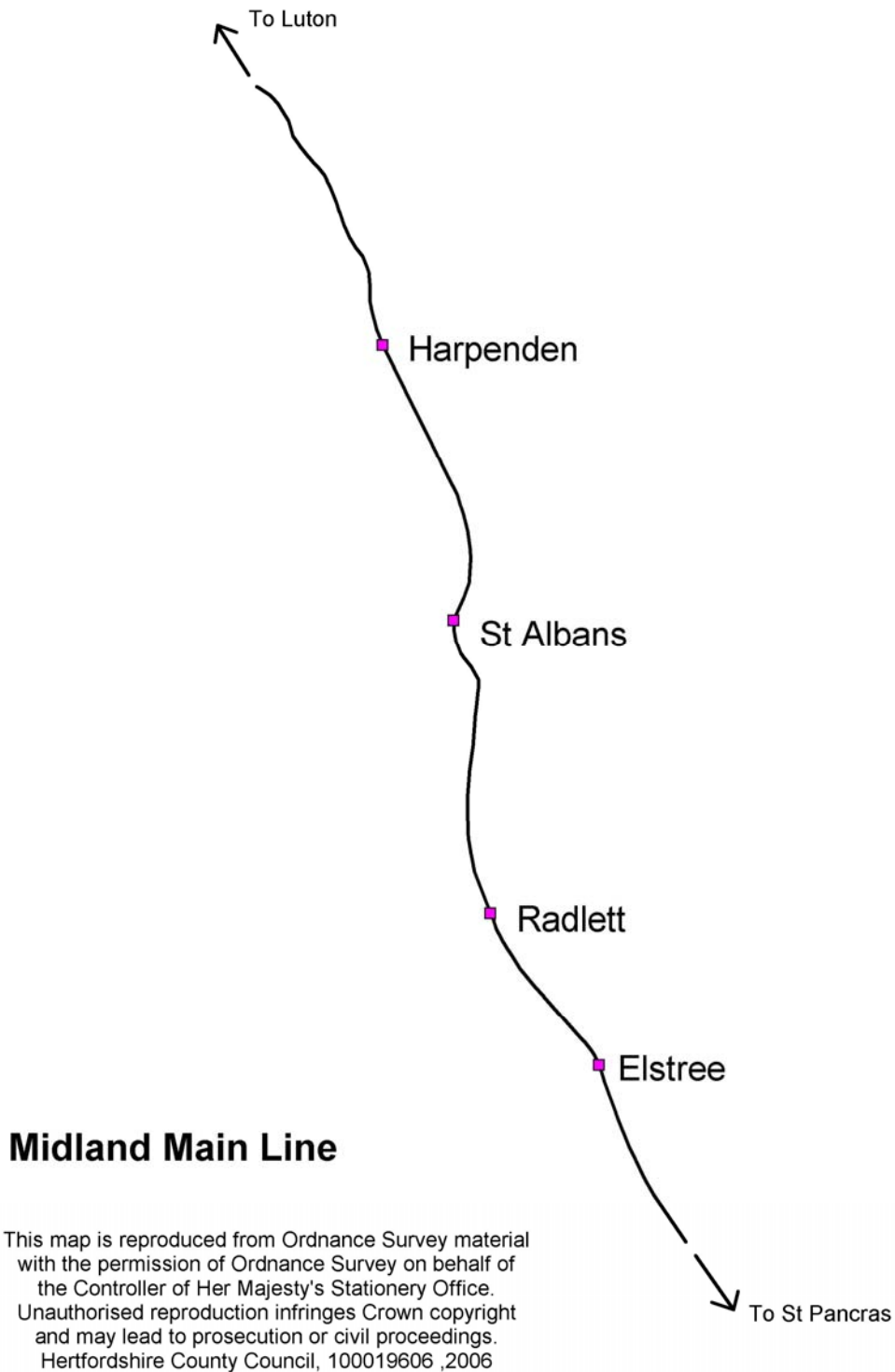


This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Hertfordshire County Council, 100019606 ,2006

ROUTE STRATEGY – MIDLAND MAIN LINE

Strategic	<ul style="list-style-type: none"> • Continuing support for Thameslink 2000 implementation at the earliest possible opportunity. • All Thameslink stations should have 12-car platforms for Thameslink 2000. The present proposals do not include Radlett, which will place this station at a disadvantage in terms of service provision. • A medium term strategy is needed for growth over TL/GN franchise period. This relates specifically to the rolling stock required to ensure all trains are operated as 8-car in the interim period before Thameslink 2000. • Luton Airport growth must be accompanied by an increase in mode share for rail, above the present 17% • Support for CTRL at St Pancras, but the new Thameslink station must be completed and available for use in time for the introduction of CTRL services in 2007.
Service Roles	<ul style="list-style-type: none"> • Employment access - London, St Albans, Luton Airport, Luton, Bedford • Linking Regional Interchange Centres - Luton / Dunstable, Bedford • Local economic and social vitality - Borehamwood, St Albans, Harpenden
Service Development	<ul style="list-style-type: none"> • Support for principles of MML RUS, including options to increase the number of peak Thameslink trains over the period of the new franchise. • Service performance needs to improve to levels achieved during the recent central London blockade. • All services should be 8-car in the peak. • Restoration of 15-minute headway off-peak “metro” service between St Albans and Luton. • All Hertfordshire stations should have direct services to Gatwick Airport, or same platform interchange in central London.
Ticketing	<ul style="list-style-type: none"> • PlusBus expansion required to all stations with a local bus service. • Reduced price contra-peak commuting should target new developments and employment growth areas. • Peak shoulder pricing should be introduced to spread the morning peak and reduce impacts of overcrowding.
Information & Marketing	<ul style="list-style-type: none"> • CIS systems should show bus departures from interchanges. • Options should be identified for experiments on real-time information at interface with bus network. • Continued involvement of the local franchisee in the <i>Intalink</i> Partnership is essential. St Albans is still the county's premier station for take up of through ticketing. • BAe Hatfield an important growth site for business relocation and contra-peak commuting.

Stations	<ul style="list-style-type: none"> ● Harpenden – County Council developing proposals for bus-rail interchange on up side car park. Car parking will need review in the light of local CPZ proposals. DDA access recommended for attention in "Access for All" programme. ● St Albans – Major station enhancement funded through Network Rail sponsored development on present station car park, including forecourt improvement and installation of lifts. Better bus access proposed between City and Abbey stations as part of Abbey Line community rail project. ● Radlett – Improved interchange required with buses. All Thameslink stations should have 12-car platforms for Thameslink 2000. The present proposals do not include Radlett, which will place this station at a disadvantage in terms of service provision. ● Elstree & Borehamwood – Minor forecourt improvements proposed to reduce pedestrian / vehicle conflicts. Refurbishment of bus shelters will be required during the LTP period. DDA access recommended for attention in "Access for All" programme. ● Out of county - Essential that Thameslink new station at St Pancras operational by 2007. Support for West Hampstead Interchange.
Other Network	<ul style="list-style-type: none"> ● Railfreight – Discussions are underway with the promoters of the suggested Radlett rail freight terminal. The County Council's response is likely to be influenced by planning and environmental issues.
LTP2 Programme	<ul style="list-style-type: none"> ● Accessibility audits to be undertaken at interchanges, with recommendations for an ongoing programme of minor works. ● Upgrades of station cycle parking facilities (locations to be prioritised with train operator) ● CIS improvements to show bus departures (scheduled or real-time) ● Funded package to be confirmed for interchange improvements at Harpenden. ● St Albans station lifts (funding contribution to NR scheme). ● Establish feasibility and funding for DDA access schemes at Harpenden and Elstree & Borehamwood.

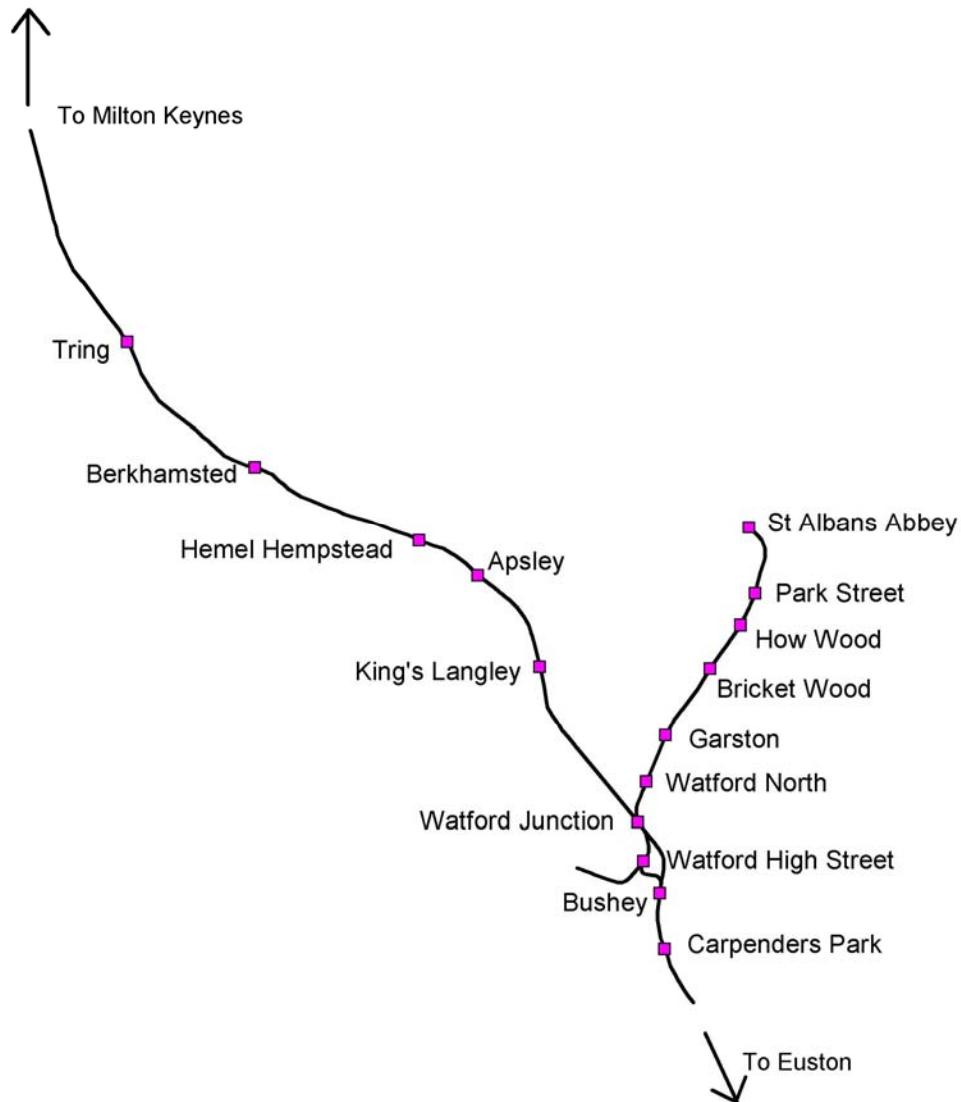


ROUTE STRATEGY – WEST COAST

Strategic	<ul style="list-style-type: none"> • Broad support for the principles of the West Coast Strategy, although optimum conditions have still to be achieved for local services that now have to operate principally on the slow lines. A strong locally based TOC is needed to develop commuter and local services. • Major growth will occur to the north of Hertfordshire (Beds, Bucks, Milton Keynes). There are consequent concerns about future capacity on this route for Hertfordshire commuters. • There is also concern that peak freight paths import considerable performance risk to Silverlink services. • The County Council places a major emphasis on the development of Watford Junction as a regional railhead – Croxley Rail Link, Watford Junction Interchange, Abbey Line Community Rail Pilot – all projects promoted & part funded by HCC.
Service Roles	<ul style="list-style-type: none"> • Employment access - London, Watford, St Albans, Hemel Hempstead, Milton Keynes. • Linking Regional Interchange Centres - Watford, (Milton Keynes). • Local economic and social vitality - Watford, St Albans, Hemel Hempstead, Berkhamsted, Tring. • Long-distance for business and leisure - Watford to the West Midlands, the Northwest, North Wales, and Scotland.
Service Development	<ul style="list-style-type: none"> • Increased Virgin calls at Watford Junction are essential to hub status. • Restructuring of the timetable has been at the expense of connectivity between intermediate stations and links to the West Midlands – improvement is required in future development of the timetable. • Abbey Line Pilot Project aims to deliver 30-minute frequency and later finish of service. • Support for TfL metro principles on DC lines, provided that Croxley Rail Link proposals not compromised. • Strong support for retention of Watford – Gatwick service, preferably at enhanced half-hourly frequency.
Ticketing	<ul style="list-style-type: none"> • PlusBus expansion required to all stations with a local bus service. • Reduced price contra-peak commuting should target new developments and employment growth areas. • Peak shoulder pricing should be introduced to spread the morning peak and reduce impacts of overcrowding. • Specific products for the Abbey Line required as part of community rail promotions, potentially including carnets and travelcards.

<p>Information & Marketing</p>	<ul style="list-style-type: none"> • CIS systems should show bus departures from interchanges. • Options should be identified for experiments on real-time information at interface with bus network. The Abbey Line is seen as a potential pilot scheme, covering the proposed bus links at Watford and St Albans. • Continued involvement of Silverlink in the <i>Intalink</i> Partnership is essential. Virgin is encouraged to participate in respect of its operations at Watford Junction. • Watford and Hemel Hempstead are important growth sites for business relocation and contra-peak commuting. • Specific marketing activity is established as a key part of the Abbey Line CRP Action Plan.
<p>Stations</p>	<ul style="list-style-type: none"> • Tring – This station is now designated as a Gateway station in the national programme. Proposals have been developed for a new station building incorporating a visitor centre for the Chilterns AONB. A funding package is being examined. • Berkhamsted – DDA access to the island platform needs to be resolved. • Hemel Hempstead – DDA access to all platforms needs to be resolved. This should be a priority station in the programme for the county. • Watford Junction – The County Council's major interchange scheme has been approved for LTP funding, commencing in 2006-7. Eastern access, car parking and better bus / taxi access to both sides of the station will all be provided. Options exist within the adopted planning guidance for more extensive development on the eastern side of the station in the future. The partners will examine options for this before finalising the detail of the interchange scheme, to ensure that compatibility is achieved. The Croxley Rail Link project will deliver improvements to platforms 1-4 on the west side of the station. • Watford High Street – Platform lengthening and access improvements will be provided through Croxley Rail Link. • Abbey Line – The Community Rail Pilot Project will investigate provision of a passing loop at Bricket Wood, and Abbey station enhancement through potential development. Minor improvements at other stations will be identified and funded through the CRP, primarily to improve accessibility. • Carpenders Park & Bushey – Options for these two stations will be examined in the context of the proposed strategic partnership covering Silverlink Metro services (see below).

Other Network	<ul style="list-style-type: none"> • The County Council is a member of the North Orbital Rail Partnership (NORP) which is a strategic partnership to promote improvements to DC line stations. Other partners include TfL and the London Boroughs.
LTP2 Programme	<ul style="list-style-type: none"> • Croxley Rail Link (Major scheme – included in the Category 1 regional prioritisation list provided by EERA, as advice to government for funding decisions) • Watford Junction Interchange (Major scheme – approved) • Abbey Line Pilot Project – passing loop and CRP • Accessibility audits to be undertaken at interchanges, with recommendations for an ongoing programme of minor works. • Upgrades of station cycle parking facilities (locations to be prioritised with train operator) • CIS improvements to show bus departures (scheduled or real-time) • Funded package to be confirmed for station building improvements at Tring. • Establish feasibility and funding for DDA access scheme at Hemel Hempstead.

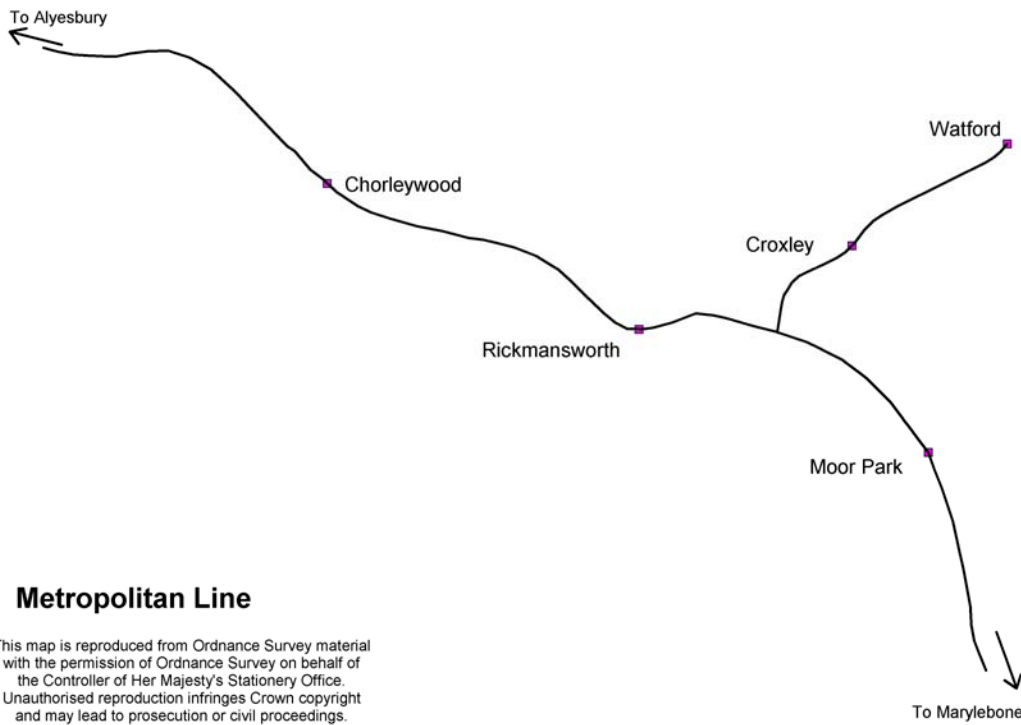


West Coast Main Line

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Hertfordshire County Council, 100019606 ,2006

ROUTE STRATEGY – METROPOLITAN LINE

Strategic	<ul style="list-style-type: none"> • The County Council supports investment in the Metropolitan Line through the PPP process, with refurbishment of stations by 2009 and new rolling stock between 2009 and 2013. • The County Council places a major emphasis on the development of Watford Junction as a regional railhead – with Metropolitan Line services diverted to Watford Junction via Croxley Rail Link.
Service Roles	<ul style="list-style-type: none"> • Employment access - London, Watford, • Local economic and social vitality - Watford, Rickmansworth
Service Development	<ul style="list-style-type: none"> • It is assumed that all present Watford Met services are re-routed to Watford Junction under the Croxley Rail Link proposals. • Option should also be investigated for a Metropolitan Line service from Watford Junction to Amersham or Chesham via Croxley Rail Link (not assumed in project business case). • At least the present levels of Chiltern services to be maintained from Chorleywood and Rickmansworth preferably with peak calls at Rickmansworth reinstated. Interchange to Metropolitan Line services should be provided at these stations and Harrow-on-the-Hill.
Ticketing	<ul style="list-style-type: none"> • LUL Metropolitan Line is encouraged to participate in the <i>Intalink</i> partnership and ticketing schemes. • Through bus-rail ticketing is sought at all Metropolitan Line stations in Hertfordshire.
Information & Marketing	<ul style="list-style-type: none"> • See above.
Stations	<ul style="list-style-type: none"> • Chorleywood – The County Council wishes to determine options for improvements at this station, in conjunction with LUL. • Rickmansworth – Proposals have been made for a supermarket on the station car park to be accompanied by new parking facilities and enhanced bus stops. • Croxley Rail Link – As part of this project, Watford Met station would be closed. A new station would be built at Ascot Road. Options are under consideration for refurbishment of Watford West or provision of a new station to serve the Health Campus and football ground. For Watford High Street and Watford Junction, see West Coast Main Line.
LTP2 Programme	<ul style="list-style-type: none"> • Croxley Rail Link (Major scheme – included in the Category 1 regional prioritisation list provided by EERA, as advice to government for funding decisions) • Minor schemes options at Met Line stations – identification of potential partnership schemes.



Appendix 1 Passenger Numbers at Hertfordshire Stations (2002/03)

Station	UK Rank	Entries	Exits
Apsley	833	123,064	124,457
Baldock	701	162,243	169,489
Bayford	2029	7,977	9,018
Berkhamsted	277	518,665	523,743
Bishop's Stortford	107	1,084,301	1,082,374
Bricket Wood	1670	22,423	24,207
Brookmans Park	1140	67,581	68,813
Broxbourne	205	680,227	675,066
Bushey	526	241,434	253,021
Carpenders Park	643	180,780	171,303
Cheshunt	208	662,022	659,595
Chorleywood	n/a	n/a	n/a
Croxley	n/a	n/a	n/a
Cuffley	493	265,413	263,038
Elstree & Borehamwood	145	900,381	905,417
Garston	1474	35,823	37,603
Harpenden	90	1,222,696	1,206,756
Hatfield	254	562,504	567,642
Hemel Hempstead	225	624,879	648,461
Hertford East	730	151,767	123,391
Hertford North	251	565,539	590,944
Hitchin	148	898,544	908,345
How Wood	1810	15,516	16,774
Kings Langley	673	170,026	173,292
Knebworth	707	160,659	167,352
Letchworth	264	541,998	549,231
Moor Park	n/a	n/a	n/a
Park Street	1901	12,165	12,950
Potters Bar	201	694,669	687,377
Radlett	298	476,027	475,890
Rickmansworth	n/a	n/a	n/a
Royston	300	465,708	469,730
Rye House	811	130,065	134,517
Sawbridgeworth	628	186,247	187,898
St Albans	33	2,700,815	2,682,777
St Albans Abbey	1046	81,073	82,134
St Margarets	754	144,808	149,955
Stevenage	61	1,639,869	1,627,162
Theobalds Grove	785	136,122	132,518
Tring	582	208,748	213,203
Waltham Cross	395	349,109	345,608
Ware	390	354,202	346,031
Watford High Street	517	247,757	252,565
Watford Junction	50	1,940,814	1,934,565

Station	UK Rank	Entries	Exits
Watford Metropolitan	n/a	n/a	n/a
Watford North	1486	34,849	36,378
Watton At Stone	1347	44,916	48,350
Welham Green	1242	55,204	59,497
Welwyn Garden City	164	862,636	854,798
Welwyn North	635	182,893	185,896

Data from Office of Rail Regulation