

# Rail Strategy

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Environment & Commercial Services  
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## 1.1 Role of the Rail Strategy

The role of this Rail Strategy is to set out the County Council's aspirations for the development of the rail network in Hertfordshire. It will form the basis of any dialogue between the County Council and the train operating companies, Network Rail, Department for Transport and other organisations with an interest in rail matters.

This strategy also sets out the County Council's role, defining how it will engage with the rail industry to help ensure that the aspirations are met. In doing so, it is hoped that partnership projects can be delivered to the benefit of all parties.

This Rail Strategy is a supporting document to the Local Transport Plan that sets out the policies and measures required to improve transport across all modes. The aim is to deliver the rail element of the Passenger Transport policy which is as follows:

The County Council will:

- Work with the rail industry to seek improvements to train services and station facilities for Hertfordshire residents and visitors
- Work with the Train Operating Companies (TOCs) to establish quality rail partnerships
- Support Community Rail Partnerships (CRP) in the County

Measures to help deliver the policy may include service improvements, infrastructure and interchange opportunities.

The Rail Strategy also supports elements of other Local Transport Plan policies, including Access to Services, Airports, Climate Change, Reduction of Travel Need and Car usage and Sustainable Distribution and Freight.

The Local Transport Plan can be found on the County Council's website at [www.hertsdirect.org/ltp](http://www.hertsdirect.org/ltp).

Whilst there are no specific performance indicators for rail services in the Local Transport Plan, the following indicator for reducing crime and fear of crime on the transport network should be considered:

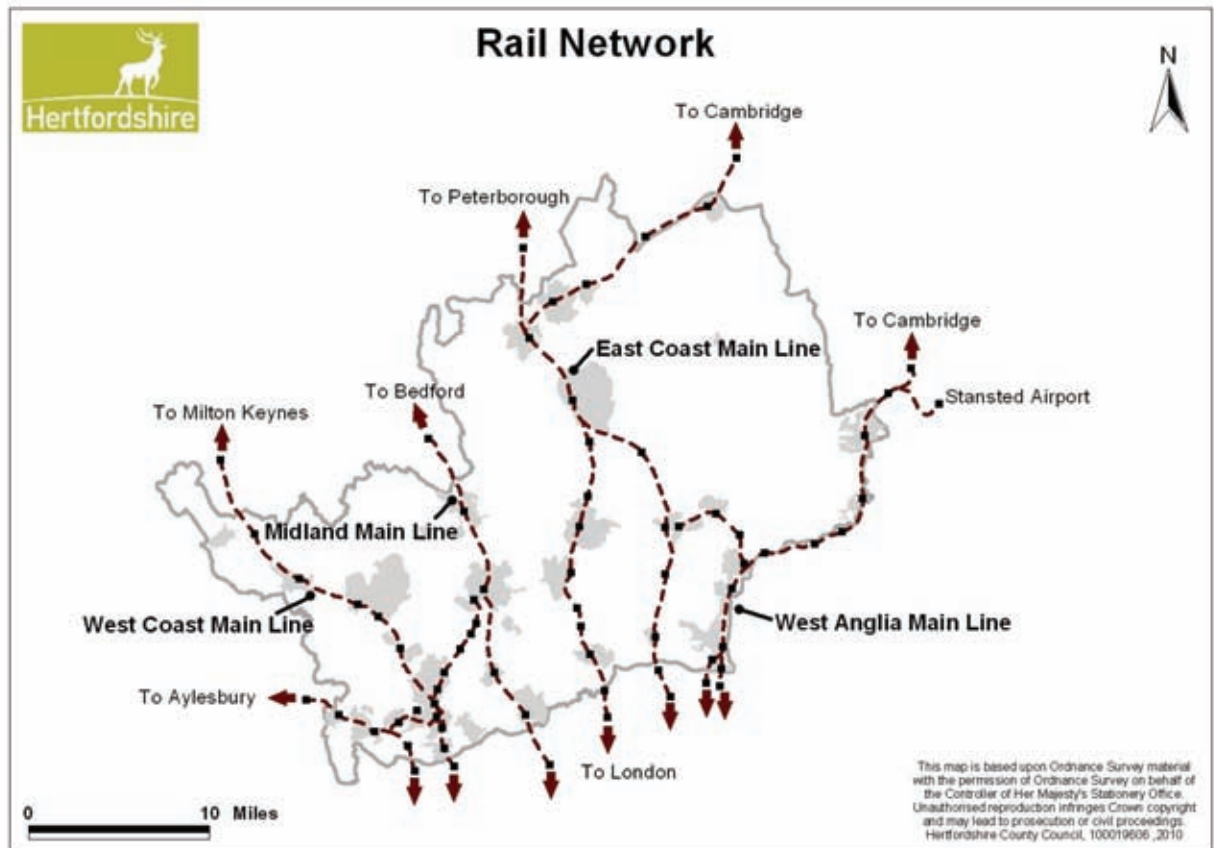
Total crimes per 100,000 passenger journeys at rail stations in Hertfordshire.

## 1.2 The Rail Network in Hertfordshire

The rail industry in Hertfordshire is complex. Routes are predominantly arranged to serve London, and therefore the system is more a series of discrete lines rather than a joined-up countywide network. The rail industry is also set up to serve the radial routes and there are many different rail organisations and divisions of national organisations that cover Hertfordshire. A total of 11 train operating companies provide services to Hertfordshire, details of which can be found in Appendix 3.

The general picture of the rail network is shown in Figure 1. The 50 stations range in footfall from 32,000 passengers per year at Park Street to over 6 million at St Albans, and 18 stations each handle over 1 million passengers per year. A full list of stations is included in Appendix 1.

**Figure 1 Hertfordshire Rail Network**



The use of the rail network is heavily dominated by commuting trips, accounting for 70% of all rail journeys by Hertfordshire residents. The main destination for these is, not surprisingly, London, accounting for 85% of the total. There are significant flows to north London, but the majority of work journeys are to central London (City 37%, Westminster 22%, Camden 11% of London-bound trips).

Of the remaining work journeys, 7% are within Hertfordshire, 6% are to Essex (including 3% to Harlow) and 2% are to other destinations.

However, there are increasing numbers of contra peak flows. One of the main examples of this is Hatfield, where increasing business and student flows to the town have resulted in the station footfall increasing by 26% over the last five years. Other stations showing significant growth over the same period include Elstree and Borehamwood (+ 29%), Hertford East (+ 38%) and King's Langley (+ 26%). There are also significant commuting flows into the county from surrounding counties.

Capacity on the rail lines remains a key issue, as local trains compete for capacity with regional, InterCity and freight services. The railway lines in Hertfordshire are key to the national network, with journeys between London and the next eight largest UK cities requiring transit through the county.

The County Council, with its partners in Intalink, is working hard to ensure that the rail network links with other transport provision. For example, 37 stations are now covered by the PlusBus scheme.

Rail travel in Hertfordshire is expected to continue to grow in the long-term, leading to further problems with track capacity on all of the main lines.

### **1.3 Hertfordshire County Council's Role**

The set up of the rail industry is such that the County Council has no statutory powers or duties that are directly related to the provision of rail services. However, the County Council, in partnership with the ten district councils, is keen to ensure that the rail needs of Hertfordshire are adequately served. Therefore, as well as seeking improvements from the rail industry, the County Council also undertakes the following activities to support rail growth:

- Providing contributions to small improvements at stations;
- Delivering interchange improvements;
- Promoting Major schemes through the Local Transport Plan;
- Establishing Quality Rail Partnerships with local rail operators;
- Supporting Community Rail Partnerships;
- Delivering the Intalink partnership to promote rail services and links with bus operations, and the development of PlusBus;
- Responding to DfT / Network Rail consultations to promote improvements for the benefits of Hertfordshire residents and businesses;
- Working with other authorities to seek improvements to rail services.

In order to deliver these activities, the County Council will continue to strengthen its links with district councils, neighbouring authorities, train operating companies, Network Rail, the Department for Transport and Transport for London.

Details of the County Council's programme of improvement schemes are set out in Section 5.

## **1.4 The Vision for Rail in Hertfordshire**

The overall vision for rail is an integrated network of affordable, efficient, comfortable and safe services that provides a real alternative to car travel. Rail services should be integrated into the wider transport network so that they become an easy option for commuting and longer-distance travel, and an attractive option for leisure trips.

The rail network must provide for the needs of Hertfordshire residents and businesses, whilst also catering for through services between London and the regional centres.

The main aims of the County Council are to ensure that the rail network achieves the following:

- Provides for commuting into London, ensuring that overcrowding is kept within acceptable limits;
- Provides for local commuting trips;
- Provides Inter City services from Hertfordshire stations to a wide range of destinations;
- Provides direct connections to neighbouring areas, including airports;
- Provides for leisure journeys by delivering a frequent service outside of peak periods;
- Makes rail journeys safe, comfortable and easy from door-to-door, and part of a sustainable transport system.

The County Council will look for opportunities to expand the rail network where appropriate, including consideration of light rail schemes.



## **PART 2      OVERALL ASPIRATIONS**

This section sets out the overall standards that the County Council wishes to see adopted across the rail network in Hertfordshire. Part 3 of this document identifies where there are gaps between these standards and the current situation.

### **2.1      Franchises**

The County Council supports the principle of franchises as the basis for providing long-term stability for the rail user whilst encouraging the train operators to provide improvements to services and facilities. It also recognises the need for the franchisees to make a return on their investment. The County Council therefore wishes to see franchise lengths of at least 10 years, but with appropriate break points if clearly defined performance levels are not met.

The franchise system should also be complemented by provision for open access operators where they can provide new services. Therefore the County Council welcomes open access operators where they provide direct services to Hertfordshire stations. However, the Department for Transport and Office of Rail regulation are urged to ensure that open access operations do not diminish the attractiveness of franchisee investment or reduce the number of train paths available for local services.

The County Council is an active participant in the franchise consultation process. However, it would welcome the opportunity to have a direct influence on the franchise specification and on the operator selected.

The County Council would also welcome the involvement of Transport for London in influencing rail services beyond the Greater London boundary where this is undertaken on the basis of the current Transport Plan for London and where there is no detrimental effect to any local service in Hertfordshire.

### **2.2      Service Levels**

The County Council wishes to see the following train service levels as the minimum across the county:

For local services:

- Minimum frequency of half-hourly from all stations (Mon – Sat) and at least hourly on Sundays;
- Aspiration of at least four trains per hour in each direction from all stations on all routes serving London;
- First arrivals in London before 06:00 (Mon – Sat) and 08:00 (Sun). All services to begin by 06:00 (Mon – Sat);
- Last trains no earlier than 01:00 from London termini;
- Clockface timetable to be maintained throughout the day, except for peak period services;
- Appropriate mix of semi-fast and all-stations services.

For InterCity services:

- Incoming services should allow arrivals at Hertfordshire stations from all major routes between 08:00 and 10:00 for business travel, with corresponding return journeys between 16:00 and 19:00;
- Outgoing services should provide departures from Hertfordshire stations to all major destinations between 06:00 and 09:00;
- Services provided to a wide range of destinations throughout the day, including weekends;
- Stevenage and Watford Junction to be maintained as InterCity rail heads, recognising their importance for Hertfordshire and the wider region.

### **2.3 Fares and Ticketing**

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.

However, fare structures should be as simple as possible, and should be widely publicised.

Train operators should allow interoperability of tickets where appropriate e.g. on services to London from Hertford North and Hertford East.

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.

The extension of the London-wide Oyster card system to more stations within Hertfordshire would be welcomed.

## **2.4 Stations**

The County Council has developed a set of standards for railways stations based on the draft “Better Rail Stations” work published by the Department for Transport. These standards are set out in Appendix 2.

Where the existing conditions fall short of these standards, the aspirations for improvements are set out in Part 3 of this document.

The County Council will work with the train operating companies and Network Rail to seek these improvements.

## **2.5 Access to Stations**

The County Council’s strategy is that rail users should be encouraged, where feasible, to use sustainable transport modes for access to stations, principally bus, taxi, cycling and walking.

As the transport and highway authority, the County Council will prioritise those stations where access needs to be improved, and will work with the train operator, Network Rail, bus operators and other relevant partners to identify an appropriate package of measures for each station. Many of these issues will be identified through the programme of Urban Transport Plans that cover all of the main settlements in the county.

A joint funding approach will be required to deliver the package, reflecting the objectives and responsibilities of each of the partners. Increasingly, the development and delivery of access improvements will be through Station Travel Plans jointly owned by the rail industry, local authorities and local transport providers.

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.

## **2.6 Car Parking**

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 and neighbouring car parks.

The County Council has particular concerns where additional car parking capacity is built on railway land under permitted development rights. In these

situations the County Council would welcome early dialogue with the rail industry to ensure that the additional traffic generated by the parking will not have an adverse impact on the immediate highway network or on access for buses, pedestrians and cyclists.

The County Council also wishes to see a more flexible approach to car parking provision, especially within franchise agreements. Opportunities to replace parking spaces by bus interchanges or other sustainable transport provision should be allowed and encouraged where this will not have a negative impact on the overall numbers of passengers accessing the station.

## **2.7 Passenger Information**

Hertfordshire has a separate strategy for passenger information, based on the activities of the *Intalink* partnership. To date most local train operating companies 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 train operating companies, and their successors to remain partners. All other train operating companies, including those providers of long distance services, are encouraged to become full and active members of the partnership.

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.

Full details of the *Intalink* Partnership and its programme are in the *Intalink Strategy* and *Intalink Business and Marketing Plan*. ([www.intalink.org.uk](http://www.intalink.org.uk)).

## **2.8 Interchanges**

The County Council actively seeks to enhance interchange facilities at railway stations to provide better connections with other transport (principally buses), to improve the environment for passengers waiting to transfer to other modes, and to ensure that the station is attractive for in-bound passengers. This can include facilities such as secure cycle parking, taxi ranks and timetable co-ordination.

The County Council will therefore work with train operating companies, Network Rail, local transport providers and the local community to develop schemes. However, it should be noted that ownership of the land is often split

between the rail industry and private landowners, and access is often a mixture of public highway and private roads, making project development more complex.

## **2.9 Freight**

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.

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

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.

## **2.10 Engineering Works and Emergencies**

It is recognised that from time to time the need for engineering works will require the use of replacement bus services. Where this is necessary, the County Council wishes to see that:

- The engineering works and replacement services are advertised widely and well in advance;
- The location of replacement bus stops is clearly marked and signposted from the station;
- The buses used are accessible to all users, including disabled passengers and those with luggage or cycles;
- Sufficient staff are available to guide and provide information to passengers.

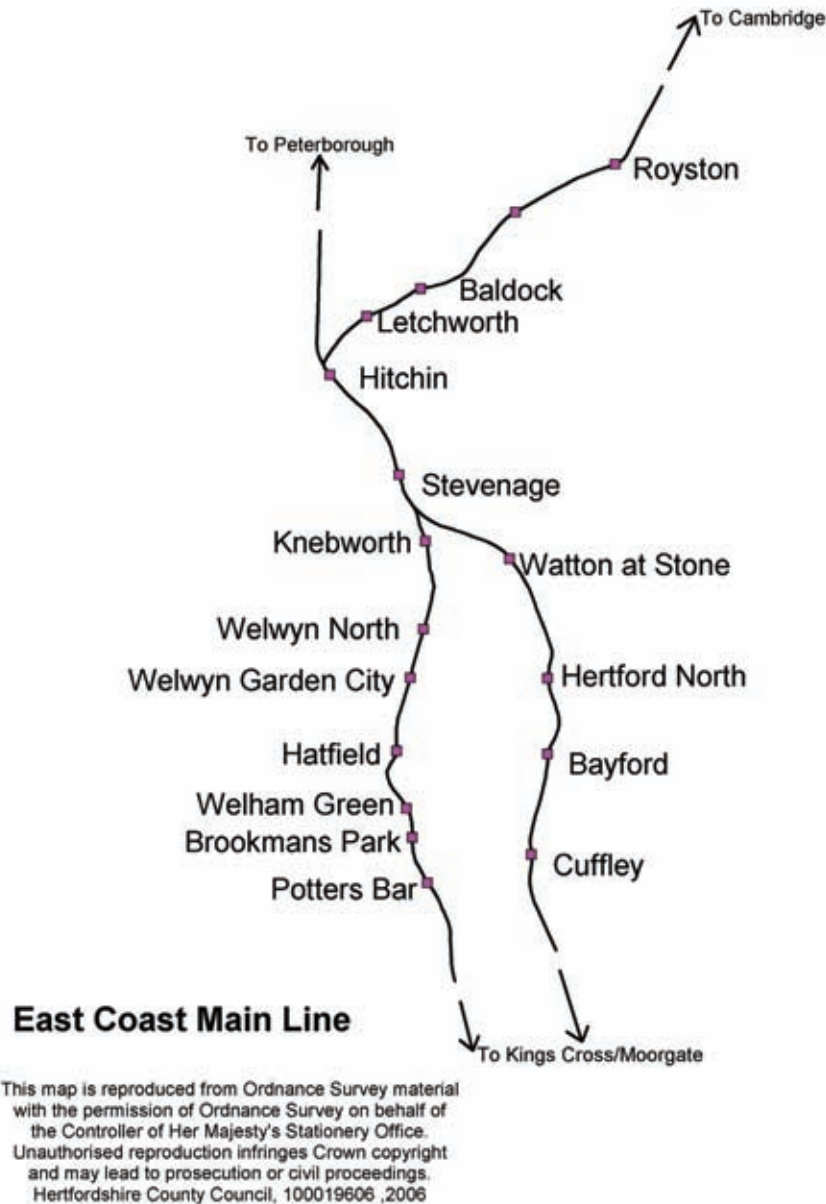
Wherever possible, passengers should be able to remain on trains without the need for transfer to buses, even where this means that journeys will take longer. However, where services are diverted onto alternative routes, the needs of local services should not be disadvantaged by provision for through services.

## **2.11 Passenger Safety**

Stations and trains should provide personal security for all passengers. The County Council wishes to see adequate levels of staff presence at stations and on trains, particularly on late night services, and will work with the British Transport Police to improve security. Help points should be prominently located on all platforms. CCTV should be provided on stations and in car parks, and adequate lighting and visibility should be provided on routes to stations.

## PART 3 ISSUES AND ASPIRATIONS BY ROUTE

### 3.1 East Coast Main Line



#### 3.1.1 Current Operations

The current operation is a mixture of InterCity services calling at the Stevenage local and regional rail head, semi-fasts on the mainline to Stevenage/Hitchin/Peterborough and on the Cambridge branch via Royston, and local stopping (“inner suburban”) services from London to Welwyn Garden City and Stevenage via Hertford North. Stevenage is also served by a limited number of services by open access operator First Hull Trains.

### 3.1.2 Key Priorities

The key priorities on the East Coast Main Line are:

- (a) To maintain and enhance the InterCity service at Stevenage;
- (b) To ensure that services are fully integrated into the Thameslink Project from 2016;
- (c) To develop a new interchange at Hatfield station.

### 3.1.3 Aspirations

#### (a) Strategic Infrastructure

The County Council supports Network Rail's proposals to construct a flyover at the junction between the main line and the Cambridge branch at Hitchin. The current timetable is for the scheme to become operational in December 2013.

In the longer term, additional capacity may be required on the two-track section between Welwyn Garden City and Knebworth.

#### (b) Service Levels

The role of Stevenage as an InterCity rail head and interchange with local services needs to be retained and enhanced. InterCity services need to be provided to a wide range of destinations and on a frequent basis.

Services from 2016 should be fully integrated with the Thameslink project to provide direct services to south of London.

Measures are required to address overcrowding on London commuter services.

Improve the number of fast trains calling at Hatfield station.

An adequate level of local services needs to be maintained on the Hertford North loop whenever mainline trains are diverted onto this route.

#### (c) Stations

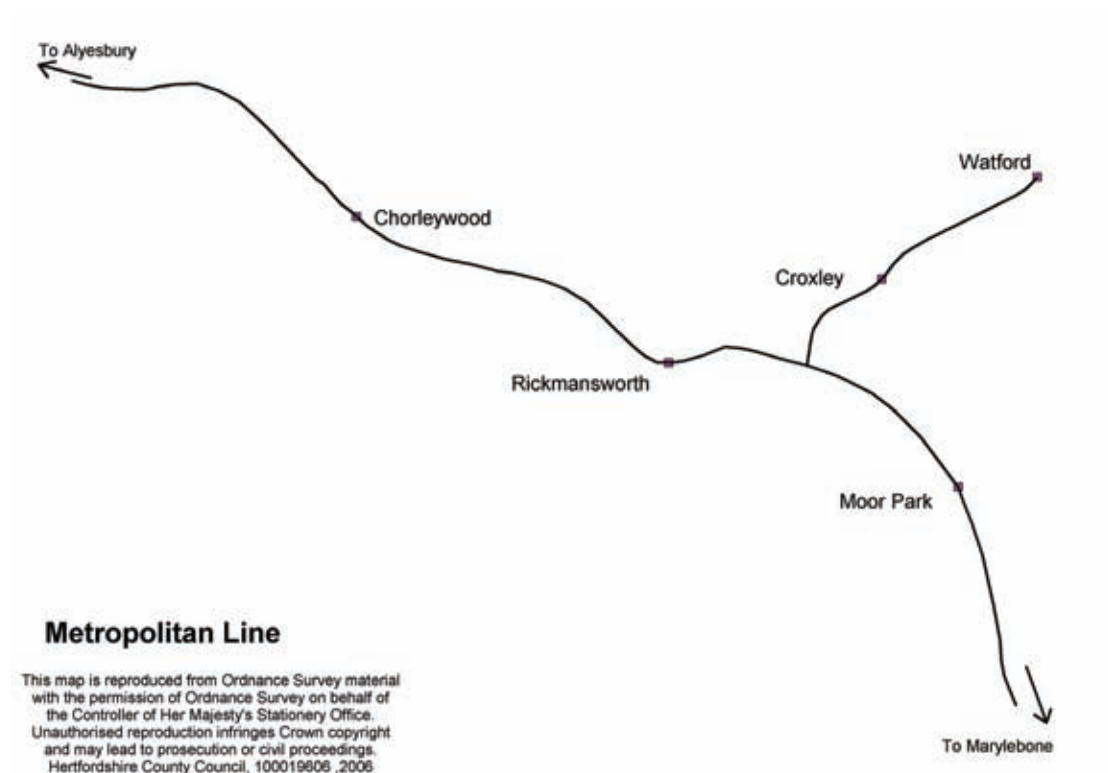
	<b>Issues and Aspirations</b>
Baldock	Increase platform lengths. Investigate increasing bus services. Increase car parking provision. Increase cycle parking and make secure. Increase security at station.
Bayford	No issues identified.
Brookmans Park	Poor access from car park. Lack of covered cycle parking.

Cuffley	Need DDA at the bus stop.
Hatfield	Included in DfT Access for All major schemes programme. Interchange facilities no longer adequate for level of bus services. Proposals are currently being developed to deliver a new station interchange.
Hertford North	No lift access to Platform 1. Update from 'Next Bus' Screen and Electronic Passenger Information Point (EPIP) to Real Time Passenger Information (RTPI).
Hitchin	Included in DfT Access for All major schemes programme. Update from Next Bus Screen and EPIP to RTPI. Needs to be DDA compliant at all bus stops. Cycle spaces in poor condition. Parking facilities at rail station at capacity. Pedestrian access between rail station and town centre is poor.
Knebworth	Covered cycle parking, RTPI at bus stops, 20 cycle parking spaces in poor condition.
Letchworth Garden City	Included in DfT Access for All major schemes programme. Need DDA at two bus stops, need covered cycle parking, could update from Next Bus to RTPI at bus stops. Cycle spaces in poor condition, Limited bus stops and interchange. Increase platform lengths.
Potters Bar	Improvements required to cycle parking. Premier parking area used for car picking up / dropping off.
Royston	Need RTPI, need DDA at 3 bus stops. Improve bus/rail interchange Improve signage to rail station, bus station and town centre. Improve pedestrian access to station (crossing).
Stevenage	Improvement to general passenger facilities. Improvements to lifts to platforms and taxi area. Platforms and stairways need to be widened.



	<p>Improvement needed for kiss and ride facilities.</p> <p>Overall improvements to interchange facilities may be possible in future urban regeneration schemes.</p> <p>Bus stops to be DDA compliant. RTPI at stations.</p> <p>Needs increased cycle parking.</p> <p>Over-bridge needs refurbishing. Poor co-ordination of bus/rail timetables.</p>
Watton at Stone	No issues identified.
Welham Green	Covered cycle parking, RTPI at bus stops.
Welwyn Garden City	<p>Improvements required to the footbridge providing access from the east side of the station.</p> <p>Network Rail &amp; FCC signs need cleaning, footbridge and steps in very poor condition. Signage to rail station lacking. Better cycle parking.</p> <p>Improved walking/cycling links between bus and rail stations. Better interchange between rail/bus, rail/cycle needed.</p>
Welwyn North	RTPI at bus stops

## 3.2 Metropolitan Line



### 3.2.1 Current Operations

The route is a mixture of Chiltern services from London Marylebone to Aylesbury via Rickmansworth and Chorleywood, and of London Underground Metropolitan Line services to Watford / Amersham.

### 3.2.2 Key Priorities

The key priorities on the Metropolitan Line are:

- (a) to deliver the Croxley Rail Link;
- (b) to improve the forecourt at Croxley station.

### 3.2.3 Aspirations

#### (a) Strategic Infrastructure

The County Council is promoting the Croxley Rail Link project which will link London Underground Metropolitan Line services into Watford Junction. Details of this project are set out in Section 5.1

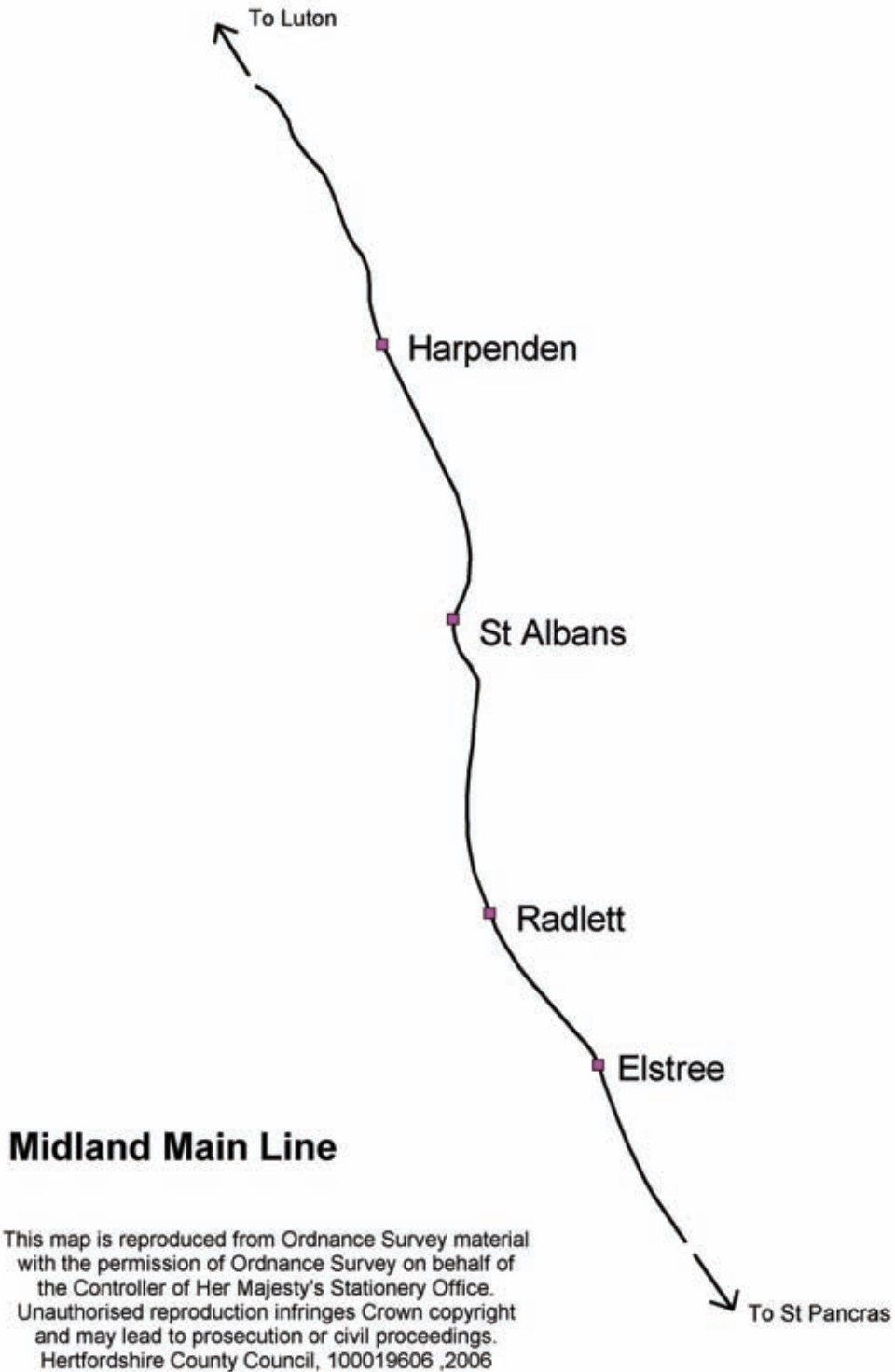
#### (b) Service Levels

Options should be considered for running Metropolitan Line services from Watford Metropolitan (and from Watford Junction when Croxley Rail Link is opened) to Amersham or Chesham.

**(c) Stations**

	<b>Issues and Aspirations</b>
Chorleywood	Needs improved highway signing. Needs improved integrated information between TfL and other services. Cycle parking could be improved.
Croxley	Currently planned to provide DDA compliant bus stop. Need to provide dropped kerb access in front of station. Need improved highway signage to car park. Improved cycle parking needed.
Moor Park	Needs improved cycle parking.
Rickmansworth	Cycle parking needs to be increased. Needs better signage to car parks.
Watford	<i>No issues identified.</i>

### 3.3 Midland Main Line



### 3.3.1 Current Operations

The current operation is of local Thameslink services. InterCity services on the line do not stop in Hertfordshire.

### 3.3.2 Key Priorities

The key priorities on the Midland Main Line are:  
(a) to ensure DfT Access for All major schemes are delivered;  
(b) to improve forecourt at Elstree and Borehamwood station.

### 3.3.3 Aspirations

#### (a) Strategic Infrastructure

The County Council supports the Thameslink Project which will allow for 12-car trains from 2012.

Possible need for new station at Napsbury.

#### (b) Service Levels

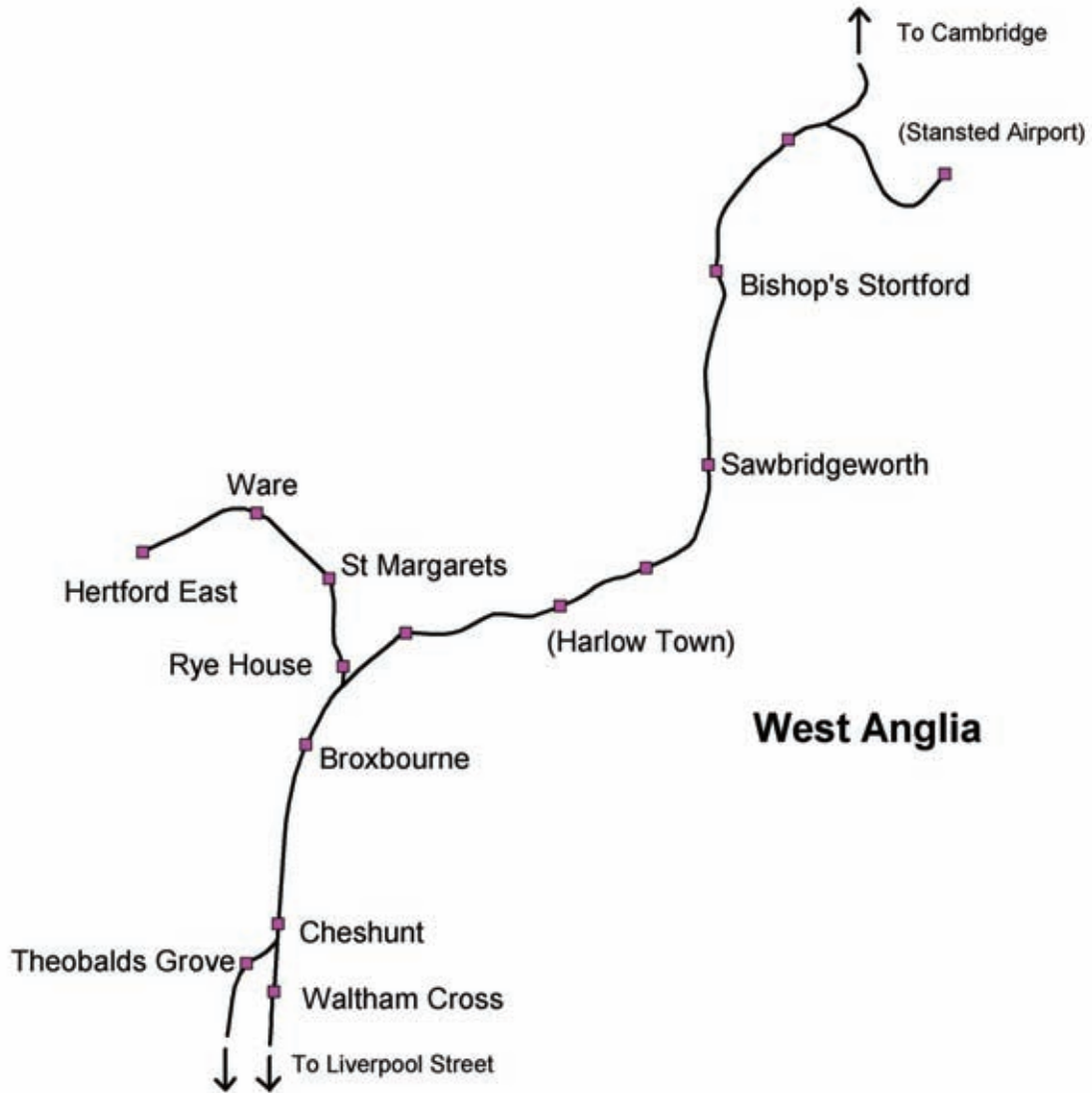
The County Council would welcome the introduction of InterCity stops at St Albans. This aspiration is included within the East Midlands Route Utilisation Strategy.

#### (c) Stations

	<b>Issues and Aspirations</b>
Elstree and Borehamwood	Includes in DfT Access for All major schemes programme. Current plans to improve station forecourt.
Harpenden	Includes in DfT Access for All major schemes programme. Access plan for station being developed as part of Urban Transport Plan. No bus stops at station.
Radlett	Platforms to be lengthened to accommodate 12-car trains under Thameslink programme. Need RTPI, need DDA at bus stops
St Albans	Car park and pedestrian footbridge would benefit from refurbishment.

### 3.4 West Anglia Main Line

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### 3.4.1 Current Operations

The current operation is a mixture of local services to Hertford East and semi-fasts on the main line locally and to key destinations such as Cambridge. The line also provides local and express services to Stansted Airport.

### 3.4.2 Key Priorities

The key priorities on the West Anglia Main Line are:

- (a) four-tracking between Tottenham Hale and Broxbourne Junction;
- (b) to ensure delivery of National Station Improvement Programme works at Waltham Cross;
- (c) delivery of platform extensions for 12-car trains.

### 3.4.3 Aspirations

#### (a) Strategic Infrastructure

The conflicting service patterns and growth in passenger numbers requires additional track capacity on the two-track section to the north of Tottenham Hale. The County Council wishes to see four-tracking between Tottenham Hale and Broxbourne Junction to ensure that future growth can be accommodated.

Possible new station at Wormley or Turnford between Broxbourne and Cheshunt.

#### (b) Service Levels

Enhanced service levels on Hertford East branch to 4 trains per hour, with some of the additional trains serving Stratford to access employment in Canary Wharf.

Improved access required from Hertfordshire stations to Stansted Airport.

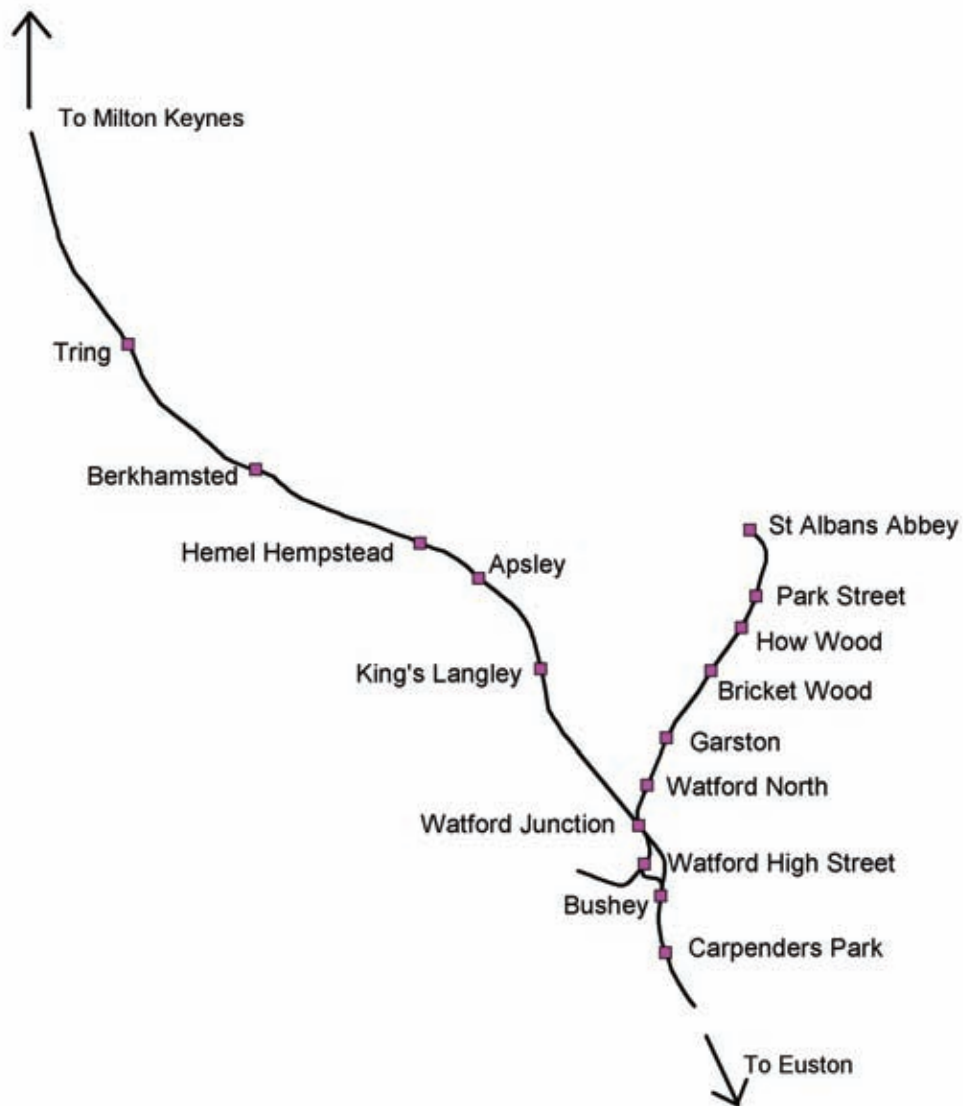
#### (c) Stations

	<b>Issues and Aspirations</b>
Bishop's Stortford	Bus interchange and car parking is poor. RTPI at bus stops. Bus stations to be DDA compliant. Needs covered cycle parking, cycle / moped area needs refreshing and resurfacing.
Broxbourne	Improvements being developed in conjunction with National Express. Platforms due to be lengthened for 12-car trains as part of West Anglia Main Line upgrade.

	Needs CCTV on platforms. Needs covered cycle parking. Bus stations to be DDA compliant, RTPI at bus stops.
Cheshunt	Access to Lea Valley Regional Park inadequate. Improvements needed to accommodate passenger movements to Olympic white water canoeing venue. RTPI at bus stops. Limited bus services. Cycle route to Theobalds Grove station to be developed.
Hertford East	RTPI at bus stops
Rye House	Car parking facilities inadequate. Access for disabled passengers required for northbound platform. Poor pedestrian access on road bridge which links the two platforms. Covered cycle parking. RTPI at bus stops
St Margarets	RTPI at bus stops
Sawbridgeworth	RTPI at bus stops
Theobalds Grove	Improvements required to station access road, stairwells and lighting within the station buildings. Need covered cycle parking. Need DDA at one stop. Theobalds Grove Station Masterplan - joint working with Network Rail - cycle facilities, RTPI, CCTV.
Waltham Cross	Requires overall improvements to station facilities and access. Station included in National Station Improvement Programme. This will include improved accessibility, new station facilities, improved security and interchange enhancements with the town centre and bus station. Construction is due to begin in September 2010.
Ware	Need RTPI. Need covered cycle parking.



### 3.5 West Coast Main Line



### West Coast Main Line

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### 3.5.1 Current Operations

The current passenger operations are a mixture of four main service patterns:

- InterCity services calling at Watford Junction;
- Local services on the main line;
- The Watford Junction to St Albans Abbey branch;
- All stations services from Watford to Euston.

### 3.5.2 Key Priorities

The key priorities on the West Coast Main Line are:

- (a) to convert the Abbey Line to light rail operation to enhance service levels;
- (b) to deliver the Croxley Rail Link;
- (c) restoration of full InterCity services at Watford Junction;
- (d) delivery of the Watford Junction Interchange scheme.

### 3.5.3 Aspirations

#### (a) Strategic Infrastructure

The County Council is promoting the scheme to convert the Abbey Line (St Albans Abbey to Watford Junction) to light rail operations in order to provide a higher frequency service. Details of this project are set out in Section 5.1

The County Council is promoting the Croxley Rail Link project which will link London Underground Metropolitan Line services into Watford Junction. Details of this project are set out in Section 5.1

The County Council is promoting the Watford Junction Interchange scheme to enhance interchange with all transport modes and to assist the economic regeneration of the area. Details of this project are set out in Section 5.1

In the longer term, the High Speed 2 proposals (see Section 4.1) will relieve capacity issues on the line. The County Council wishes to see this released capacity to be used for local services and for enhanced conventional speed InterCity services calling at Watford Junction.

#### (b) Service Levels

The recent introduction of revised timetables has reduced the number of InterCity services calling at Watford Junction. The County Council wishes to see these services restored to enhance Watford Junction's role as a key interchange and rail hub.

Service levels via the West London Line should be enhanced, including restoring through services to Gatwick Airport.

### (c) Stations

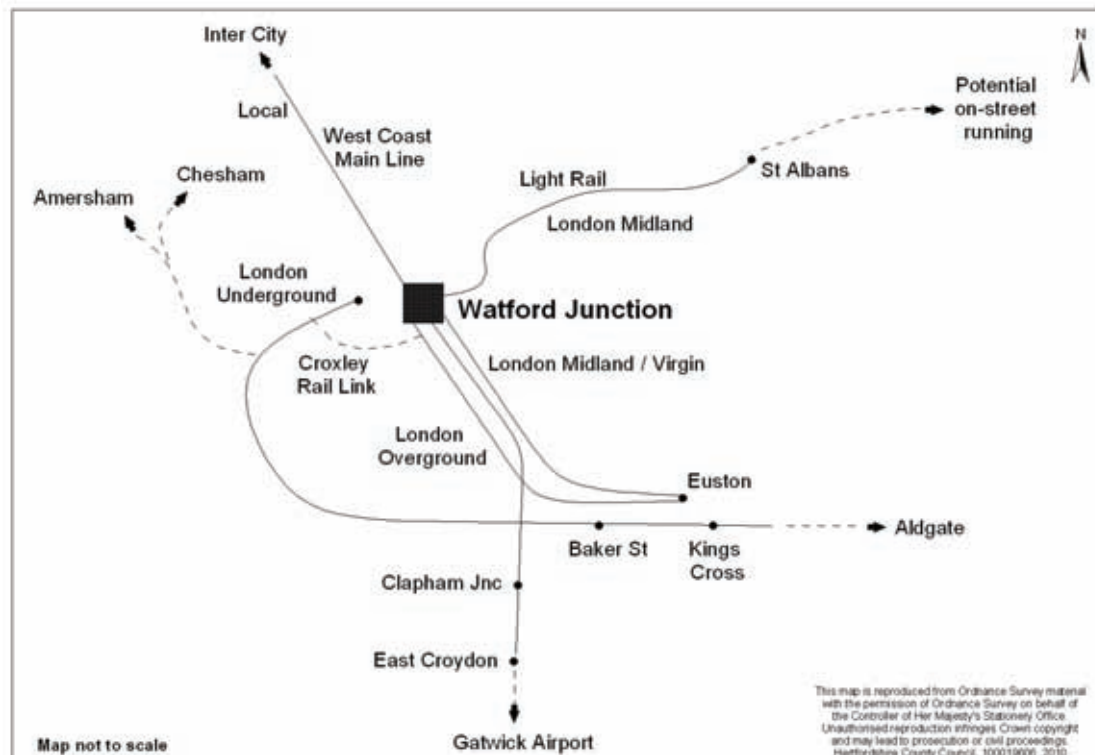
	<b>Issues and Aspirations</b>
Apsley	RTPI at bus stops
Berkhamsted	Includes in DfT Access for All major schemes programme. RTPI at bus stops, DDA compliant, Station area to be brightened up.
Bricket Wood	No direct access from western side of station. RTPI at bus stops.
Bushey	Need cycle parking provision as there is none. RTPI at bus stops.
Carpenders Park	RTPI at bus stops. Maintenance of the cycle shelter
Garston	No direct access from western side of station. Cycle parking (minimum of 4 spaces). Small car park if practical. RTPI at bus stops. No DDA access (drop kerbs) across junction.
Hemel Hempstead	Includes in DfT Access for All major schemes programme. Update stations with Next Bus Screen and EPIP to RTPI. Primarily vehicular access to Rail Station. Improved access to rail (walking/cycling). Improved public transport at rail station, linking to rest of town. Integrated timetabling of bus and rail services. Increase number of taxis and motorcycle parking facilities. Expand CPZ's around rail stations, CCTV at rail stations.
How Wood	Need cycle parking (minimum of 4 spaces), small car park if practical. RTPI at bus stops.
King's Langley	Need PLUSBUS. RTPI at bus stops,
Park Street	RTPI at bus stops, No DDA access to bus stop, Car Park has no marked bays, and end of footway is not DDA compliant.
St Albans Abbey	RTPI at bus stops.
Tring	Aspirations to develop station to become a gateway to the Chilterns AONB. 68 cycle parking spaces are in poor condition. Need DDA compliance at bus stops and RTPI.
Watford High Street	Need RTPI, need DDA at all stops.

Watford Junction	Needs major improvements to access and interchange for all modes. There are plans to address this through current National Station Improvement Plan scheme and longer-term LTP interchange scheme. Need DDA at all stops; no information provision at bus stops so should have RTPI.
Watford North	Need cycle parking (minimum of 4 spaces), small car park if practical, RTPI at bus stops. Community Rail Partnership currently looking at general improvements to the station.

### Overall Aspirations for Watford

The combination of schemes for Watford will ensure that Watford Junction will enhance its status as a major rail head, providing rail interchange and direct services to a wide range of destinations. The overall aspirations are set out in Figure 2 below.

**Figure 2 Aspirations for Watford**



## **PART 4 STRATEGIC PROJECTS**

The County Council supports strategic rail projects where they will benefit Hertfordshire residents or where any negative impacts for the county are outweighed by national benefits. Schemes promoted by third parties (principally DfT and Network Rail) are set out below, with schemes promoted by the County Council covered in Part 5.

### **4.1 High Speed 2**

High Speed 2 (HS2) is a Department for Transport (DfT) project to build a new high speed line between London and Birmingham, with later extensions to Manchester and Leeds. The County Council supports this scheme in principle, but awaits further details on the proposed route.

The scheme will remove many intercity services from the existing West Coast Main Line, thereby releasing capacity. The County Council wishes to see priority for capacity reallocation given to services at current intercity speeds but providing intermediate stops at Watford Junction and other similar stations that have seen reduced InterCity services in recent years.

It is noted that the scheme will not open until 2026 at the earliest.

Details of the project can be found at [www.hs2.org.uk](http://www.hs2.org.uk).

### **4.2 East West Rail**

The East West Rail Consortium, of which Hertfordshire County Council is a member, is promoting a new rail service on the Oxford to Cambridge corridor. The County Council supports this scheme in principle, and is working to influence the route such that there are direct benefits for Hertfordshire residents.

The western end of the scheme is well developed and is due to begin services in 2017, but the route for the eastern section has yet to be determined, and therefore new services are a long-term aspiration. The current options for linking the Midland Main Line with the East Coast Main Line are either a restoration of the link between Bedford and Sandy, or a new link between Luton and Stevenage.

Details of the project can be found at [www.eastwestrail.org.uk](http://www.eastwestrail.org.uk).

### **4.3 West London Line**

There is local authority interest in improving the services using the West London Line, including inter-regional services from the West Coast Main Line to the Brighton Main Line (including Gatwick Airport). The County Council would support any proposal that increases semi-fast services on this route providing that it does not adversely affect local services within Hertfordshire.

#### 4.4 Hitchin Flyover

Network Rail is developing a scheme to remove conflicting train movements across the flat junction between the East Coast Main Line and the Cambridge branch at Hitchin. The scheme has been through public inquiry, and is scheduled to become operational in December 2013.

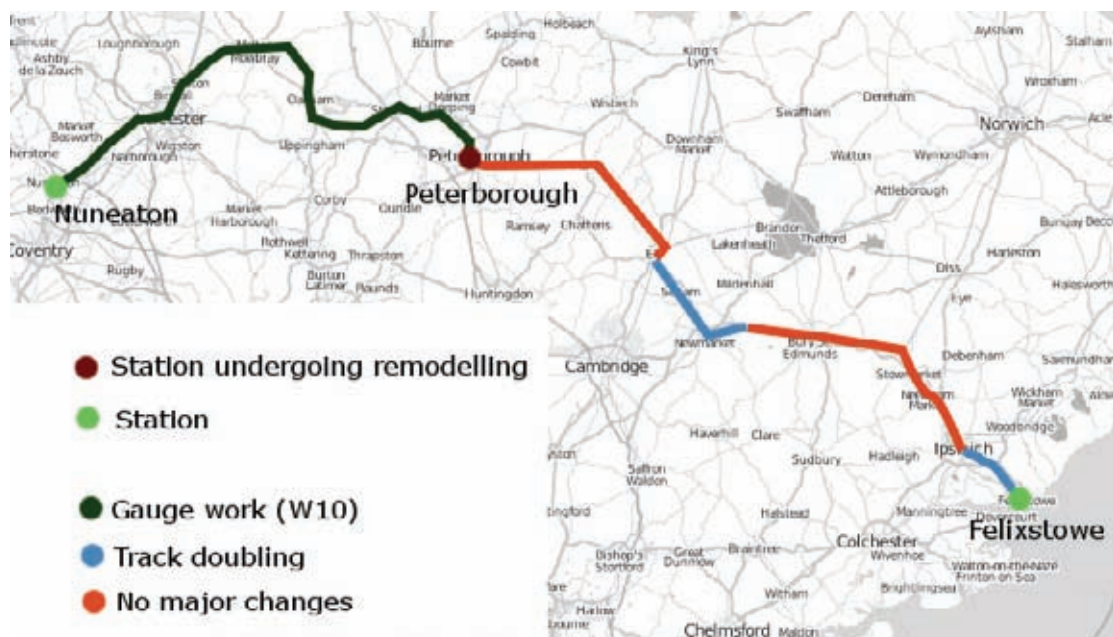
The County Council supports the scheme as it will improve line capacity and service reliability, but is concerned about the impact on local residents during construction.

Details of the project can be found at [www.networkrail.co.uk/asp/6397.aspx](http://www.networkrail.co.uk/asp/6397.aspx).

#### 4.5 Felixstowe to Nuneaton Freight Improvements

The County Council supports capacity enhancement for freight services on the Felixstowe to Nuneaton route. This will allow freight trains to avoid using the West Coast main Line south of Nuneaton in order to reach Felixstowe port, thus providing opportunity to improve passenger services within Hertfordshire.

**Figure 3 Felixstowe-Nuneaton railway improvement plans**



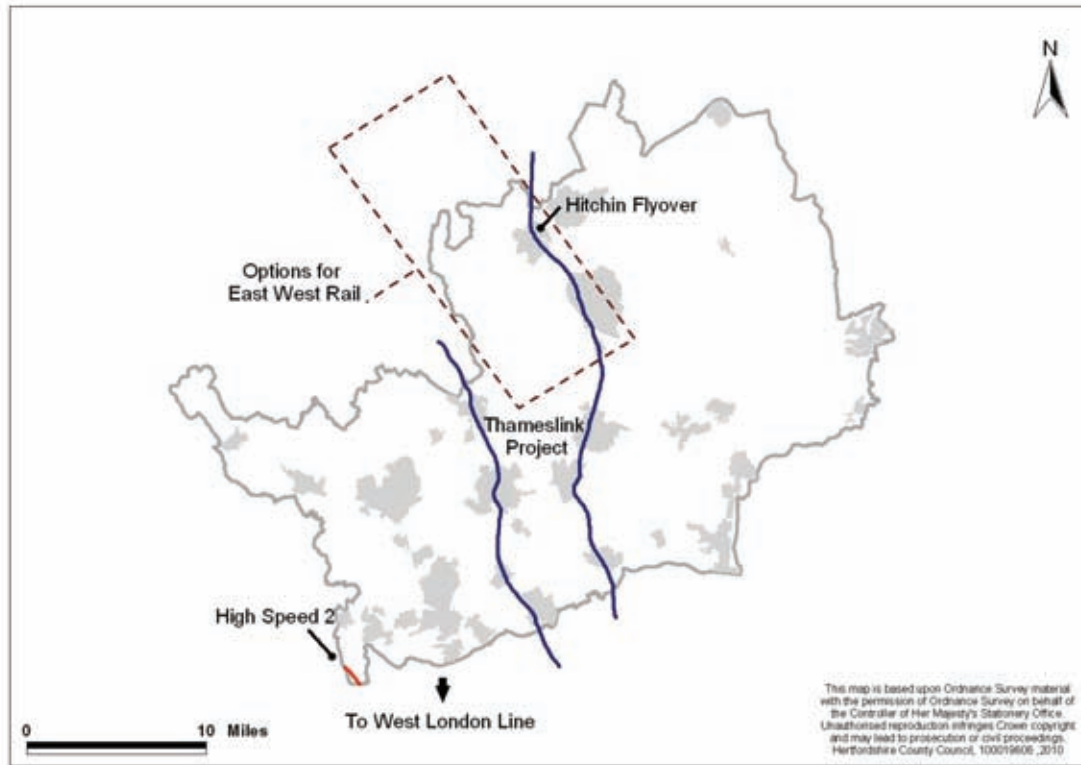
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#### 4.6 Thameslink

The £5.5 billion Thameslink programme will provide increased capacity and improve journey experience on the line serving, Elstree and Borehamwood, Radlett, St Albans and Harpenden. Longer trains on this route will be

introduced by 2012. The second phase, due for completion by December 2016 will link the Great Northern line into the Thameslink network, allowing direct services from places such as Stevenage via St Pancras / Blackfriars to the south of London.

**Figure 4 Strategic Projects**





## PART 5 DELIVERY OF PLAN BY HERTFORDSHIRE COUNTY COUNCIL

### 5.1 Major Projects

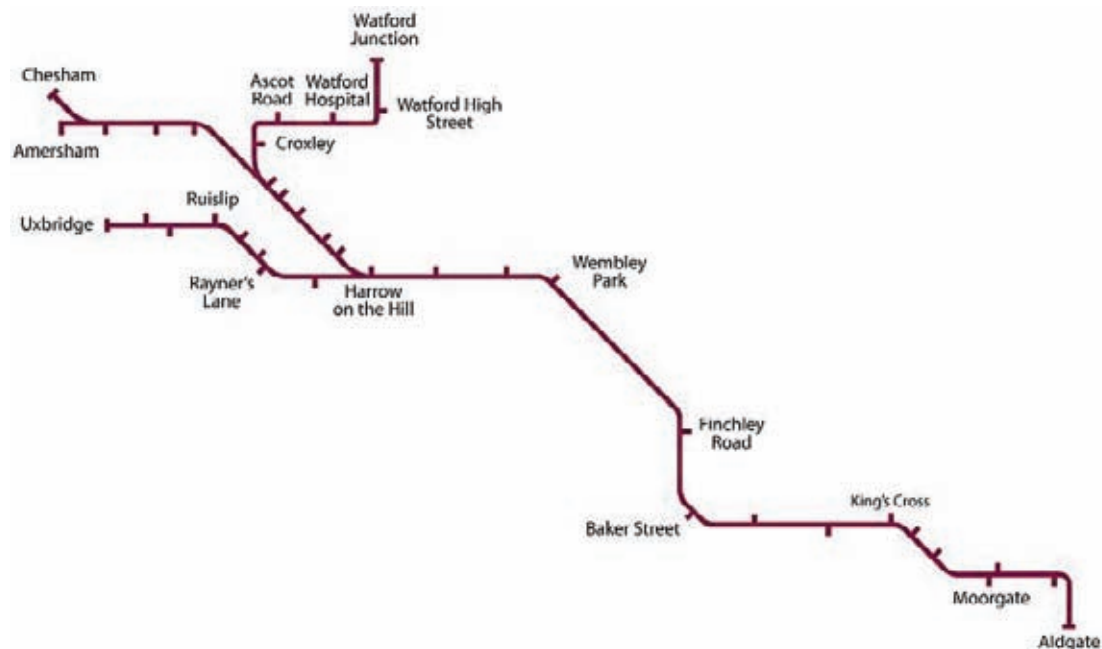
#### 5.1.1 Croxley Rail Link

The Croxley Rail Link is the proposed extension of the London Underground Metropolitan line from Croxley, to Watford Junction via Watford High Street. The proposals include the construction of a 400 m viaduct to connect the existing Metropolitan line to the currently disused Croxley Green Branch Line, with the provision of two new stations. Ascot Road station will serve the local community and provide a valuable new transport link for businesses in the area. A second station will be sited to serve the existing Watford Hospital, the football ground and the planned Health Campus. The existing Watford Metropolitan line station will be closed.

The overall aim of the project is to improve east-west links in Watford, thereby supporting economic development and helping to reduce the strain on Watford's busy road network. It also provides better links with north-west and central London.

The County Council is starting the preparation work on the designs with a view to progressing down the appropriate planning permission channel, known as a Transport and Works Act Order, to gain the necessary powers to construct the scheme.

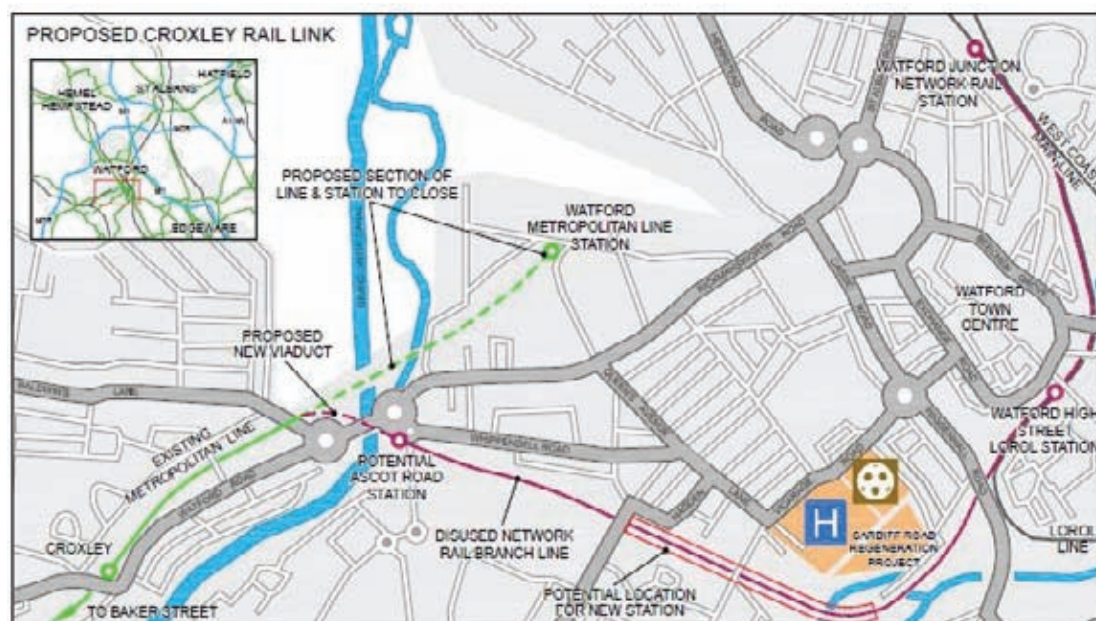
**Figure 5 Proposed Metropolitan Line Route Map**



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**Figure 6 Croxley Rail Link**



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The scheme is included in Watford Borough Council's District Plan and in the London Mayor's Transport Strategy (May 2010).

The project is moving toward a significant stage in its development as HCC look to take the project through a Transport and Works Act Order application that will provide the necessary powers to construct the scheme.

The County Council is seeking funding through a Local Transport Plan Major Scheme bid.

### **5.1.2 Watford Junction Interchange**

Hertfordshire County Council, Watford Borough Council and a number of landowners have been developing the comprehensive regeneration of the wider Watford Junction area, to include the delivery of the interchange scheme. The scheme will provide a new, high quality, passenger interchange, including additional car parking on the eastern side of the station accessed via a new link road connecting Colonial Way with St Albans Road.

By providing more direct access from the primary route network the scheme alleviates existing traffic congestion in the immediate vicinity of Watford Junction and within the wider area, thereby benefiting bus operations at the station as well as on the approaches to it.

The comprehensive regeneration emerged as a result of the initial development proposals which require the construction of a link road between Colonial Way and St Albans Road. In discussion with the landowners, a revised route has now been put forward which allows for the delivery of the link road and the comprehensive redevelopment of the wider site.

**Figure 7**      **Watford Junction Interchange Improvements**



Public funding is still required to ensure delivery of the station access and interchange elements which also unlock the regeneration site. In turn, the mixed development elements will need to continue to generate funding for the land rehabilitation from old railway sidings and for the major station refurbishment. The County Council is seeking funding through a Local Transport Plan Major Scheme bid.

The major expenditure for the scheme is now expected to occur in 2012 /13 and 2013/14.

### **5.1.3 Abbey Line Light Rail Conversion**

Hertfordshire County Council and the Department for Transport are seeking to increase the frequency of services on the local rail line between Watford Junction and St Albans Abbey stations (the 'Abbey Line'). The line is currently single track, and the cost of providing a passing loop under a heavy rail regime would be disproportionate to the increase in revenue.

Using the existing DfT funding, the proposal therefore is to convert the Abbey Line to light rail operation, which will allow track improvements to be made to light rail rather than heavy rail standards. This will bring significant benefits to the traveling public; in particular a more frequent service and a 'clockface' timetable that is easier to remember.

The new services will use the same railway track and overhead power lines as the existing service. It will need different vehicles, which will have to be procured, and potentially some modifications to the line's infrastructure and power supply.

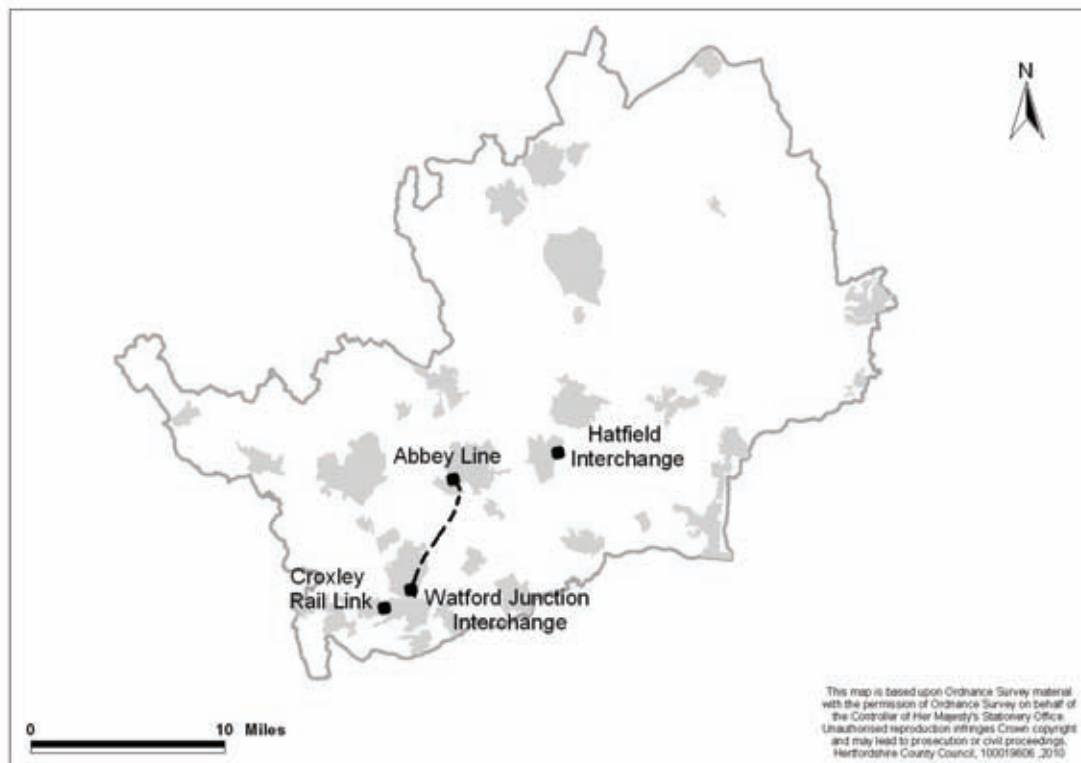
The basic requirement of the scheme is that services between Watford Junction and St Albans should run at least half-hourly. However, it may be possible to run them even more frequently than that, and/ or with extended operating hours.

If the scheme proceeds, future consideration will be given to extending operations into the centres of Watford and St Albans.

#### 5.1.4 Hatfield Interchange Project

Work is ongoing to establish whether an interchange facility at Hatfield Rail Station benefiting all modes is workable in the current land available. This study will be completed during 2011 / 2012. If a scheme is workable, design and consultation work will continue. If it is deemed that further third party land is required, the County Council will review what options can be taken forward in the future, particularly in terms of land availability.

**Figure 8 Hertfordshire County Council Major Projects**





## **5.2 Other Programmes**

### **5.2.1 Interchanges**

The County Council works with rail operators, district councils and other interested parties to improve interchange facilities on station forecourts. The main projects at present are Hatfield and Elstree & Borehamwood, but further schemes will be developed.

### **5.2.2 Small Schemes**

The County Council works in close co-operation with the train operating companies to develop and deliver small schemes at railway stations, particular those that assist with access for passengers with disabilities or limited mobility, or which encourage sustainable transport to the station. The County Council also supports train operators in submitting bids for programmes such as Access for All small schemes.

### **5.2.3 Community Rail Partnership**

A community rail line is a local railway which is specially supported by local organisations. The Community Rail Partnership brings together the local community, businesses, local government and the railway to secure the long term future of the Abbey Line railway between Watford Junction and St Albans Abbey.

The County Council has been successfully working with partners through the Community Rail Partnership to improve the service and increase ridership.

Integral to the designation of the line as a Community Railway has been the setting up of the Community Rail Partnership (CRP). The Abbey Line CRP seeks fundamentally to make the line and the service more attractive to the local community, thereby increasing its use. Activities are many and varied but include things such as:

- Marketing & promotion through leaflets, posters, public displays;
- Small - scale station enhancements such as installation of cycle racks, resurfacing of footpaths, dropped kerbs;
- Restoration of the redundant Bricket Wood station building for community use;
- Better signage to stations;
- Special themed trains.

### **5.2.4 Quality Rail Partnerships**

The County Council is currently in partnership with train operating company, London Midland in a Quality Rail Partnership (QRP) which will promote and enhance an integrated public transport network. As part of this QRP, London Midland intends to develop a strategy for improvements at their Hertfordshire rail stations. The County Council are also in talks with First Capital Connect

for a future QRP and aspire to engaging with all train operating companies in Hertfordshire in the near future.

### **5.2.5 Intalink**

Established in 1999 the Intalink Partnership is a unique collaboration between local authorities and bus and train operators in Hertfordshire. This has helped to achieve the following:

- Better customer information on bus and rail services in Hertfordshire;
- Better awareness of journey opportunities available by using passenger transport;
- Co-ordination between service providers;
- An integrated bus and rail network;
- Higher standards of information and service provision.

Further details of Intalink can be found in the Intalink Strategy document.

### **5.3 Funding**

The delivery of Major schemes (those costing more than £5 million) is subject to bidding for Central Government funding. The process is currently being changed following the General Election in May 2010, and therefore at present is difficult to predict when funding may become available.

Funding for smaller schemes is from grant and borrowing approval made available through the Local Transport Plan. Further details of the likely level of funding will be known after the Government's Comprehensive Spending Review in October 2010.

### **5.4 Joint Working**

In order to promote its rail aspirations and to work collaboratively with other local authorities and relevant bodies, the County Council is a member of the following organisations:

- West Anglia Routes Group
- North Orbital Rail Partnership
- West Coast Rail 250
- East West Rail Consortium
- Thameslink Consortium
- BAA Stansted Rail Working Group.

## **PART 6 PLAN DEVELOPMENT**

### **6.1 Risk Factors**

The delivery of this plan relies heavily on the rail industry, and is therefore subject to funding available to the Department for Transport, Network Rail and the train operating companies. Aspirations set out in this plan are those of Hertfordshire County Council and therefore do not necessarily correspond with the rail industry's own priorities.

Schemes promoted by the County Council are also limited by the authority's level of funding available.

### **6.2 Programme for Updating**

The Rail Strategy will be updated in response to any significant changes in the rail industry that affect Hertfordshire, and in any event no later than April 2016.

### **6.3 Reporting Progress**

Progress in delivering the strategy will be reported through the Local Transport Plan Annual progress Report.

The current short-term programme of works to be delivered by the County Council is shown in the Local Transport Plan Implementation Plan.

All Local Transport Plan documents can be found on the County Council's website at [www.hertsdirect.org/ltp](http://www.hertsdirect.org/ltp).

### **6.4 Equal Opportunities**

The key equal opportunity issues relating to the Rail Strategy are those of physical access to and on stations, and problems of fear of crime. Both of these issues are addressed through the station standards and consequent aspirations for improvements set out in this document.

### **6.5 Environmental Impact**

The County Council promotes rail travel as it has lower air pollutant emissions than car travel. The Rail Strategy also promotes sustainable transport as the means of access to the station.

It is recognised that any new rail construction will have a direct impact on the local environment, and that construction traffic can have a detrimental impact on residents.

## Appendix 1 Hertfordshire Rail Station Passenger Numbers

Station	Estimated Total Footfall – Entries & Exits(2008/09)	Line	PLUSBUS	Intalink EPIP
St Albans City	6,273,972	MML	✓	✓
Stevenage	4,257,732	ECML	✓	
Watford Junction ^	3,557,882	WCML	✓	✓
Elstree & Borehamwood	3,274,532	MML	✓	
Harpenden	2,932,688	MML	✓	
Hitchin	2,569,494	ECML	✓	✓
Welwyn Garden City	2,522,398	ECML	✓	
Bishops Stortford	2,480,700	WAML	✓	✓
Rickmansworth	2,056,268	Met		
Hatfield	1,904,588	ECML	✓	✓
Cheshunt	1,704,992	WAML	✓	
Hemel Hempstead	1,652,384	WCML	✓	✓
Potters Bar	1,649,420	ECML	✓	✓
Watford Metropolitan	1,504,000	Met		
Broxbourne	1,452,982	WAML	✓	
Letchworth Garden City	1,445,886	ECML	✓	
Berkhamsted	1,383,782	WCML		
Hertford North	1,246,411	ECML	✓	
Royston	1,155,024	ECML		
Radlett	1,037,944	MML	✓	
Ware	921,512	WAML	✓	
Croxley	778,000	Met		
Moor Park	771,000	Met		
Waltham Cross	673,310	WAML	✓	
Hertford East	613,476	WAML	✓	
Cuffley	610,514	ECML	✓	
Kings' Langley	590,286	WCML		
Tring	576,452	WCML	✓	
Bushey ^	491,710	WCML	✓	✓
Knebworth	480,706	ECML	✓	
Baldock	473,396	ECML	✓	
Welwyn North	468,312	ECML	✓	
Sawbridgeworth	448,090	WAML	✓	
Apsley	396,118	WCML	✓	
Rye House	368,796	WAML	✓	
Chorleywood	339,532	Met		
St. Margaret's	315,202	WAML	✓	
Carpenders Park ^	263,516	WCML	✓	
St Albans Abbey	217,520	WCML	✓	
Theobalds Grove	213,558	WAML	✓	
Watford High Street ^	200,722	WCML	✓	

<b>Station</b>	<b>Estimated Total Footfall – Entries &amp; Exits(2008/09)</b>	<b>Line</b>	<b>PLUSBUS</b>	<b>Intalink EPIP</b>
Brookmans Park	198,784	ECML	✓	
Welham Green	153,116	ECML	✓	
Watton-At-Stone	127,290	ECML		
Watford North	103,530	WCML	✓	
Garston	89,058	WCML	✓	
Bricket Wood	47,304	WCML		
How Wood	36,262	WCML		
Bayford	35,504	ECML		
Park Street	32,458	WCML		

^ - excludes passengers using Oyster



## Appendix 2 Station Standards

The County Council's desired minimum station standards are set out below. These standards are based on "Better Rail Stations", and use the same categorisation of station types.

Stations that have been given a different categorisation that in "Better Rail Stations" are marked with an asterisk.

### F: Unstaffed Station

Sub-divided into F1 and F2 (below 100,000 journeys per annum)

Applies to the following stations in Hertfordshire:

Bayford (F2)  
 Bricket Wood (F2)  
 Garston (F2)  
 How Wood (F2)  
 Park Street (F2)  
 St Albans Abbey (F1)  
 Watford North (F2)

### Access

Street direction signs	Station signed from main road(s) and pedestrian and cycle routes
Station signs	Standard signing in Brunel alphabet
Totem Pole	Rail symbol and station name
Cycle Parking	Where practical minimum 4 cycle racks at F1. All cycle parking to be covered.
Car Parking	Where practical small car park at F1
Plus Bus	Through ticketing promoted to local public transport

### Information

Real-time information	Indicator(s) with real-time information
Help-Point	Both <i>Emergency</i> and <i>Information</i> buttons
Train service	Poster with all current train services and engineering work advice
Local information	Local road map & useful information (e.g. bus/taxi phone numbers) in standard format
Useful information	Mandatory rail industry information including 'contacts' details

## Facilities

Ticket machine	At all F1 stations unless derogation or PayTrain operation
Lighting	Adequate to give security on approaches/platform
Shelter or canopy	On each platform with a scheduled service
Seating	On each platform with a scheduled service (minimum 8 seats F1)

## Environment

Cleaning	Station regularly cleaned & graffiti free: litter bins
Maintenance	Prompt repairs & kept well painted
Smart Environment	Station approaches look smart & buildings used or secured out of use.
CCTV Security	Station platforms

## E: Small Staffed Station

Applies to the following stations in Hertfordshire:

Apsley  
Baldock  
Brookmans Park  
Bushey  
Carpenders Park  
Chorleywood  
Croxley  
Hertford East  
Kings Langley  
Knebworth  
Moor Park  
Rye House  
Sawbridgeworth  
St Margarets  
Waltham Cross  
Watton at Stone  
Welham Green  
Welwyn North

As Category F, plus the following:

## Access

Cycle Parking	Space for up to 5% of joining passengers. All cycle parking to be covered.
Car Parking	Space for up to 15% of joining

	passengers
Bus information	Displayed in or near station entrance (where practical)
Taxis	If no taxi rank, phone number(s) prominently displayed
Station signs	Standard signing in Brunel alphabet and pictograms

### Facilities

Staffing	Part-time presence with opening hours published for ticketing
Clock	Each platform with scheduled service (discretionary if built into CIS)
Seating	On each platform with a scheduled service minimum 12 seats
Staff accommodation	Smart and well cared for

### Environment

Cleaning	Station regularly cleaned & graffiti free: litter bins (at least daily)
----------	---

### D: Medium Staffed Station

Applies to the following stations in Hertfordshire:

Cuffley  
Letchworth Garden City  
Radlett  
Rickmansworth  
Royston  
Theobalds Grove  
Ware  
Watford High Street  
Watford Metropolitan

As Category E, plus the following:

### Access

Taxis Well	signed taxi rank outside station if possible
------------	--

### Facilities

Staffing	Presence most of day with opening hours published for ticketing
Assisted travel	Wheelchair and boarding ramps if DDA accessible
Ticket gates	Supervised where installed and operational. Staff to give advice/help
Toilets	Appropriate for demand, smart &

	regularly cleaned to high standard
Catering	Vending machines for hot/cold drinks and cold snacks

### Environment

CCTV security	Station approaches and car / cycle parking
Secure Station	Secure Stations Accreditation
Cleaning	Station cleaned throughout the day & graffiti free: litter bins

### C: Important Feeder Station

Sub-divided in C1 (mainline) and C2 (suburban)

Applies to the following stations in Hertfordshire:

Berkhamsted (C2)  
 Bishop's Stortford (C2)  
 Broxbourne (C2)  
 Cheshunt (C2)  
 Elstree and Borehamwood (C1) \*  
 Harpenden (C1) \*  
 Hatfield (C2)  
 Hemel Hempstead (C2)  
 Hertford North (C2)  
 Hitchin (C2)  
 Potters Bar (C2)  
 St Albans (C1) \*  
 Stevenage (C1)  
 Tring (C2)  
 Welwyn Garden City (C1)

As Category D, plus the following:

### Access

Station Travel Plan	Lead local authorities in agreeing local access plan (C1)
Cycle Parking	Space/secure storage for up to 5% of joining passengers
Premium Parking	<i>Premium Parking</i> as well as parking for up to 15% of joining passengers
Access for All	Step-free access (with DDA surfacing) from entrance to platforms (C1)
Street direction signs	Comprehensive signing from main road(s) plus cycle/pedestrian routes
Taxis	Well-signed rank outside station if possible. 'Accessible Taxis' at C1

## Information

Real time information	Real time information Indicators with summary screens and audible announcements
-----------------------	---

## Facilities

Toilets	Mandatory, open all day (C1) and well cleaned every 2 hours (hourly C1)
Ticket Purchase	Face-to-face purchase for most of service as agreed and published
Catering	At least 1 staffed unit at agreed core times (C1) + vending machines
Retailing	Best possible choice (C1) – possibly combined with catering unit (C2)
Waiting Room	On well used platforms
Luggage trolleys	Good supply with system to re-balance regularly (C1)
Staffing	Most of day (first to last train C1)
Seating	Plentiful with 50% under cover
Ticket machines	More than one machine to provide reliability
Shelter or canopy	At least three-quarter canopies on all platforms

## Environment

Secure Car Park	Park Mark Accreditation
-----------------	-------------------------

## B: National Interchange Station

Applies to the following stations in Hertfordshire:  
Watford Junction

As Category C, plus the following:

## Access

Totem Pole	Comprehensive external station signing & illuminated totem pole
Access for All	Full access from entrance to all platforms, including lifts if feasible
Modal Interchange	Bus / tram interchange where practical in or near forecourt
Internal station signs	Standard signing in Brunel alphabet with emphasis on large pictograms
Cycle Hub	Cycle Hub or secure store with combined storage for 5% passengers

## Information

Real	time information Indicators with real time information and summary screens inc bus/tram
Help	Point Staffed facility in addition to an emergency button

### Facilities

Interchange (major)	Escalators/lifts for heavy flows of encumbered people where feasible
Interchange (minor)	Lifts and ramps for lesser flows
Staffing	First to last train (platforms and face-to-face ticket purchase)
Catering	Best possible choice with at least one unit open for agreed core times
Waiting Room	On well used platforms. Must be available from first to last trains
Left-luggage lockers	

### A: National Hub Station

Standards are not included as there are no stations in Hertfordshire that fall into this category.

## Appendix 3 Train Operating Companies and Route Utilisation Strategies

### A3.1 Train Operating Companies

The tables below outline the current Train Operating Companies, their routes and current franchise agreements.

**Table A3.1 Train Operating Companies – Local Services**

<b>TOC</b>	<b>Services Provided</b>	<b>Franchise End Date</b>
First Capital Connect	Thameslink, Great Northern inner and outer suburban services	April 2015
National Express East Anglia	Services from London Liverpool Street, including Stansted Express	March 2011 (currently being reviewed due to changes in DfT franchise process)
London Midland	Services from London Euston	Sept 2015
Chiltern Trains	Services from London Marylebone to Aylesbury via Rickmansworth and Chorleywood	Dec 2021

**Table A3.2 Train Operating Companies – InterCity services**

<b>TOC</b>	<b>Services Provided</b>	<b>Franchise End Date</b>
East Coast	London to Leeds / Newcastle / Edinburgh via Stevenage	Autumn 2011
Virgin West Coast	London to Birmingham / Manchester / Liverpool / Glasgow via Watford Junction	March 2012

In addition to the main train operating companies, there are five other operators that provide rail services to Hertfordshire stations.

**Table A3.3 Other Operators**

<b>Operator</b>	<b>Services Provided</b>	<b>Franchise End Date</b>
London Overground	“DC line” services to Watford Junction	n/a
London Underground	Metropolitan Line services to Watford.	n/a
Southern	Milton Keynes to Croydon, calling at Tring, Berkhamsted, Hemel Hempstead and Watford Junction	July 2015
First Hull Trains	Hull to London. Two trains per weekday pick up or set down at Stevenage	Open Access Operator
Caledonian Sleepers	Sleeper trains from London to Scotland, calling at Watford Junction	Open Access Operator

Finally, the following operators provide services through the county, but do not provide direct services to Hertfordshire stations:

**Table A3.4 Other Operators Not Stopping in Hertfordshire**

<b>Operator</b>	<b>Services Provided</b>	<b>Franchise End Date</b>
East Midlands	London to Derby / Leicester / Sheffield via Luton (services do not stop in Hertfordshire)	April 2015
Grand Central	Sunderland / Bradford to London. Services do not stop in Hertfordshire.	Open Access Operator



### A3.2 Route Utilisation Strategies

Network development programmes are set out in the Route Utilisation Strategies (RUS) published by Network Rail. The RUSs that directly cover Hertfordshire are set out below.

**Table A3.5 Hertfordshire Route Utilisation Strategies**

<b>RUS</b>	<b>Hertfordshire routes covered</b>	<b>Status</b>
Greater Anglia	West Anglia ML	Published Dec 2007
East Coast Main Line	East Coast ML	Published February 2008
East Midlands	Midland ML	Published February 2010
West Coast Main Line	West Coast ML	Due Summer 2011

In addition, the West Midlands and Chilterns RUS (due to be published in Spring 2011) includes Hertfordshire geographically, although the relevant track in the county is maintained by London Underground Ltd and is therefore not considered in the RUS. The Cross London RUS (published in August 2006) has implications for Hertfordshire, particular in the routeing of freight trains.

Hertfordshire will also be covered by the Generation 2 RUS for London and the South East, which is due to be published in July 2011.

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## Related documents

- Local Transport Plan Volume 1 - The Strategy Document
- Local Transport Plan Volume 2 - The Policy Document
- Local Transport Plan Volume 3 - The Implementation Plan
- Local Transport Plan Strategic Environmental Assessment - Environmental Report

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April 2011