

Rail Strategy

April 2011



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.

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.

1.4 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.

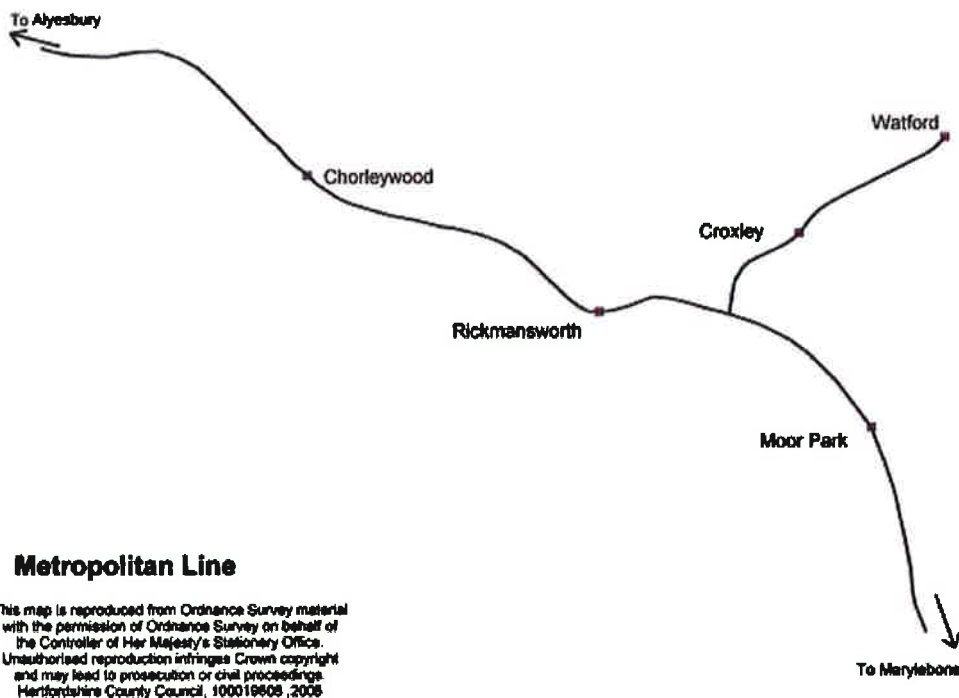
The rail network must provide for the needs of Hertfordshire residents and businesses, whilst also catering for through services between London and the regional centres.

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.

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

	Issues and Aspirations
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>

PART 5 DELIVERY OF PLAN BY HERTFORDSHIRE COUNTY COUNCIL

5.1 Major Projects

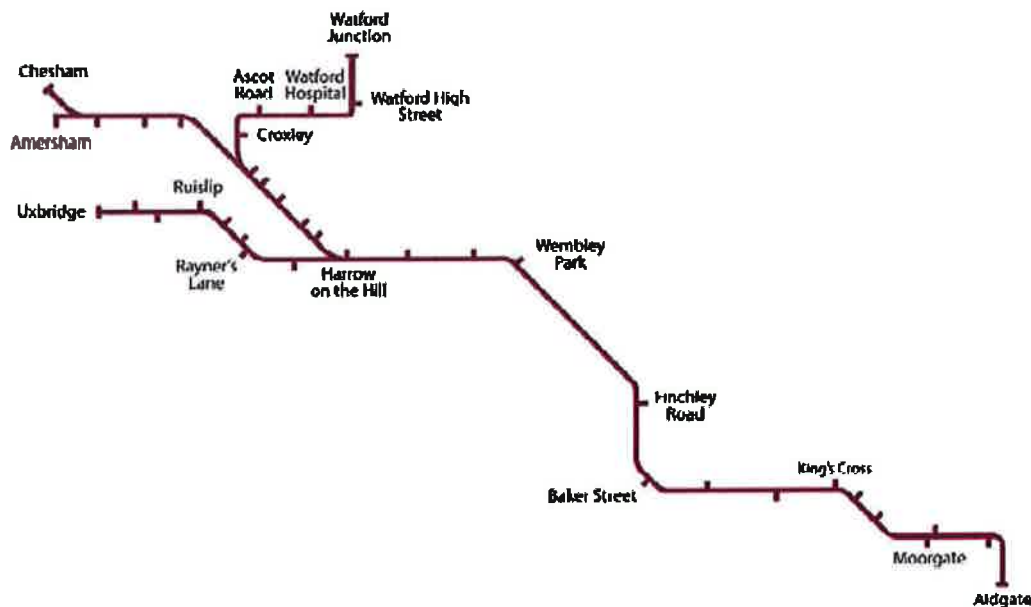
5.1.1 Croxley Rail Link

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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