



## The value of east west rail in Hertfordshire

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There may be a later version of this document on our website [RailEnable](#)

In this document we will consider east west rail in Hertfordshire in response to England’s Economic Heartland Passenger Rail Study Phase Two.

We will consider how east west rail in Hertfordshire could enable new rail services providing journeys by rail where analysis has demonstrated that a stronger connectivity by rail would generate a significant return on investment and be a valuable support to economic development.

In the first table, these journeys by rail are listed as passenger flows, either high value or medium value, as identified by England’s Economic Heartland Passenger Rail Study Phase Two. References are made to tables 11, 12 and 13 in that report. The table is indexed by passenger flow.

This document is intended to be read in conjunction with [Oxford to Cambridge: east west rail in Hertfordshire](#) . Of the services listed, we will only evaluate services 1 to 12.

Table 1: Contribution made by east west rail in Hertfordshire to high and medium value flows

Passenger flow	Value, table	Applicability	Services
Cambridge – Peterborough	High, table 11	n/a	
Milton Keynes – Northampton		n/a	
Oxford – High Wycombe		n/a	
St Albans – Luton:			
1. St Albans (City) – Luton		n/a	
2. Watford Junction – St Albans Abbey – Luton			Note 1
Oxford – Swindon		n/a	
Cambridge – Stevenage		n/a	
Aylesbury – High Wycombe		n/a	
Bedford – Luton		n/a	
St Albans – Stevenage:			
1. St Albans (City) – Stevenage			2, 4, 10, 12
2. St Albans Abbey – Stevenage			1, 6, 7, 9
3. Change at Bedford			11
4. Change at Tempsford			5
5. Change at Bedford and Tempsford			8
Milton Keynes – Bedford	Medium, table 11		Note 2

Watford Junction – Hemel Hempstead		n/a	
Aylesbury – Luton:			
1. Direct service			4, 5, 12
2. Change at Napsbury Lane MML interchange			1, 6, 9
3. Change at Bletchley			2, 7, 10 Note 3
Cambridge – St Albans:			
1. Cambridge – St Albans (City)			5, 7
2. Cambridge – St Albans Abbey			6
3. Change at Bedford			8, 11
Oxford – St Albans:			Note 4
1. Oxford – St Albans (City)			2, 4, 5, 7
2. Oxford – St Albans Abbey			1, 6
3. Change at Bedford			3, 8
Northampton – Oxford:			Note 4
Change at Watford Junction			1, 4, 5, 6
Swindon – Bristol	High, table 12	n/a	
Northampton – Birmingham		n/a	
Milton Keynes – Birmingham		n/a	
Oxford – Manchester		n/a	
Cambridge – Manchester:			
Change at Bletchley			8
Change at Watford Junction			5, 6
Oxford – Bristol		n/a	
Cambridge – Bristol:			
1. Change at Oxford			5, 6, 7, 8 Note 5
2. Avoid London via Crossrail/2 circular service – 2 changes			9, 10, 11, 12
Stevenage – Leeds		n/a	
Oxford – Birmingham		n/a	
Cambridge – Birmingham	Medium, table 12	n/a	
Peterborough – Manchester		n/a	
Peterborough – Birmingham		n/a	
Cambridge – Norwich	High, table 13	n/a	
Oxford – Southampton		n/a	
Peterborough – Norwich		n/a	
Cambridge – Ipswich		n/a	
Peterborough – Leicester		n/a	
Kettering – Leicester	Medium, table 13	n/a	
Cambridge – Southampton:			
1. Change at Oxford			5, 6, 7, 8 Note 6
2. Avoid London via Crossrail/2 circular service – 2 changes			9, 10, 11, 12
Cambridge – Reading:			
1. Change at Oxford			5, 6, 7, 8 Note 6
2. Single change from Cambridge onto Crossrail/2 circular service			9, 10, 11, 12
Swindon – Southampton		n/a	

Note 1. The value of travel between Watford Junction and stations on the Midland Main Line has been noted by Hertfordshire County Council but is not reflected in Passenger Rail Study Phase Two. On our website we outline a number of options for extending the Abbey line enabling such travel.

Note 2. For Milton Keynes – Bedford, change at Bletchley for service 3, 8, 11 or existing local service.

Note 3. Assumes a service between Aylesbury and Bletchley.

Note 4. None of the four Crossrail/2 services will call at Oxford if Aylesbury Interchange (AI) and the associated Swindon express link are constructed. Therefore those that would otherwise have been applicable have been excluded from Oxford – St Albans and from Northampton – Oxford. A summary diagrammatic map for Crossrail/2 services is available via the sitemap at [RailEnable sitemap](#)

Note 5. There may be value in extending a Cambridge – Oxford service to Bristol.

Note 6. There might be value in extending a Cambridge – Oxford service to Southampton, changing direction at Reading if there is a platform available for this.

In the second table, high and medium value flows satisfied by specific services are indexed by service.

Where change of train is necessary, the number of changes is indicated in brackets i.e. (1) or (2). Direct services are the first listed, then those requiring 1 change, then those requiring 2 changes.

Table 2: High and medium value flows enabled by services

Service	High value flows	Medium value flows	Notes
1	St Albans Abbey – Stevenage	Oxford – St Albans Abbey Aylesbury – Luton (1) Northampton – Oxford (1)	
2	St Albans (City) – Stevenage	Oxford – St Albans (City) Aylesbury – Luton (1)	
3		Oxford – St Albans (City) (1)	Note 10
4	St Albans – Stevenage	Aylesbury – Luton Oxford – St Albans Northampton – Oxford (1)	Note 11
5	St Albans – Stevenage (1) Cambridge – Manchester (1)	Aylesbury – Luton Cambridge – St Albans Oxford – St Albans Northampton – Oxford (1)	Notes 11, 12
6	St Albans Abbey – Stevenage Cambridge – Manchester (1)	Cambridge – St Albans Abbey Oxford – St Albans Abbey Aylesbury – Luton (1) Northampton – Oxford (1)	Note 12

7	St Albans Abbey – Stevenage	Cambridge – St Albans (City) Oxford – St Albans (City) Aylesbury – Luton (1)	Note 12
8	Cambridge – Manchester (1) St Albans (City) – Stevenage (2)	Cambridge – St Albans (City) (1) Oxford – St Albans (City) (1)	Notes 10, 12
9	St Albans Abbey – Stevenage	Aylesbury – Luton (1)	Note 13
10	St Albans (City) – Stevenage	Aylesbury – Luton (1)	Note 13
11	St Albans (City) – Stevenage (1)	Cambridge – St Albans (City) (1)	Notes 10, 13
12	St Albans (City) – Stevenage	Aylesbury – Luton	Notes 11, 13

Note 10. These services 3, 8 and 11 operate via the Bletchley – Bedford line. For Milton Keynes – Bedford, change at Bletchley for any of these services or existing local service.

Note 11. These services 4, 5 and 12 would operate via Watford Junction and St Albans (City) however this is obstructed by the current plans for Radlett SRFI. An alternative could be to directly link St Albans Abbey and St Albans (City) stations.

Note 12. Any Cambridge – Oxford service could continue to Bristol, to Reading or Southampton, failing which 1 change of train is necessary. This is the case for all possible Cambridge – Oxford services. We have omitted this from the table to avoid unnecessary duplication.

Note 13. Any Crossrail/2 circular service offers Cambridge – Bristol with 2 changes, Cambridge – Reading with 1 change and Cambridge – Southampton with 2 changes. We have omitted this from the table to avoid unnecessary duplication. Crossrail/2 circular services require evaluation in a wider context than high and medium value flows in the Oxford – Cambridge arc.

Any errors or omissions please notify us.

For further details on our proposals please visit our website [RailEnable](#)