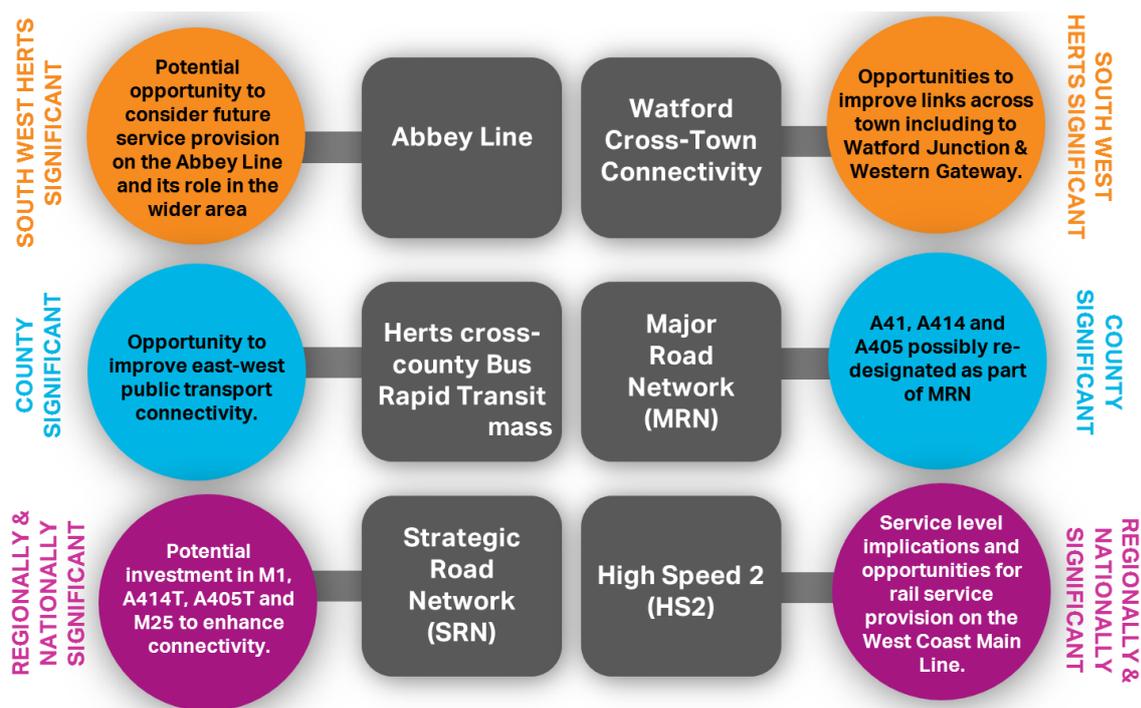


## Strategic Interventions and Corridors

**Strategic Interventions** are potential major infrastructure changes that would affect the transport network in South West Hertfordshire and beyond. Although these are not proposed or endorsed as part of the GTP, we feel it is important to recognise them as they could have a big influence on decision making around the GTP should they come forward in future. See below for more information.



**Figure 8 – Strategic interventions**

### Abbey Line

The Abbey Line provides a vital link between Watford town centre and St Albans and also connects communities along the corridor such as Park Street and Garston. The Abbey Line has potential as an attractive alternative to travelling by car on congested parallel roads. Potential approaches to improve service frequency on the Abbey Line include implementing a passing loop along the line to enable two trains to operate in opposite directions or, in the longer term, conversion to an alternative transport system if this were to offer significant improvement to local connectivity. These options would need to be explored in more detail in discussion with all relevant parties. HCC's objectives and priorities are set out in the HCC Rail Strategy.

### Watford Cross-Town Connectivity

Improving non-car connectivity across Watford is a significant priority. With uncertainty around the project to extend the London Underground Metropolitan Line to Watford Junction, further work is needed to explore options and opportunities to achieve this outcome. One objective will be to provide a viable alternative to private

car-based travel on the congested A412 route and provide improved connections into Watford Junction, the Watford & Croxley Business Parks and Riverwell and the hospital. HCC will work with partners to safeguard the disused railway corridor to ensure it remains available as a future sustainable transport route.

### **Herts Cross-County Mass Rapid Transit**

HCC's LTP4 highlights the opportunity to provide a high quality bus rapid transit system across the County. Such a system would be integral to the viability of some of the Packages and interventions put forward in this GTP, including new edge of town multi-modal interchanges.

### **Major Route Network**

The Department for Transport consulted in early 2018 on a potential new designation of road ('Major Route Network'), sitting between the network of local roads that HCC manages and the strategic network of Motorways and major A roads that are managed by Highways England (the Strategic Road Network). Certain roads such as the A405 and A414 could potentially transfer to this new designation. The implications of this are not yet clear, but HCC will continue to work to ensure that any decisions and outcomes align with LTP4 and GTP objectives.

### **Strategic Road Network**

Through its Road Investment Strategy, Highways England is investing significantly in maintaining and improving the network of motorways and major 'A' roads that it manages - referred to as the Strategic Road Network. Although no specific proposed investments are identified for the south west Hertfordshire area, traffic congestion does remain an issue and HCC and partner organisations will continue to liaise with Highways England on priorities for improving strategic road links across the county.

### **High Speed 2 (HS2)**

The UK Government is developing a new high speed rail link between London, Birmingham, the North of England and Scotland. Although HS2 will pass through the South West corner of Hertfordshire, it will not directly serve the area. However it is expected to have an influence on rail services along the West Coast Main Line through Watford and Hemel Hempstead. HCC will continue to engage with the government and rail industry to seek to secure improved services for Hertfordshire towns. HCC's objectives and priorities are set out in the HCC Rail Strategy.