

Railfuture Herts & Beds priorities list – August 2026 edition

All of Herts & Beds

Active

- Passenger information during disruption – seek improvement – as opportunities allow (specifically leveraging any bad experiences).
- Engineering blockades – improving notice periods. Currently on hold due to lack of time, but to be taken forward.
- Extensions of Contactless – seeking the retention of more fare choices than just peak and off-peak, most notably weekend fares. Related to this, campaigning for more Advance fares from stations on the Project Oval fare structure. *This one is an all of LSE issue (and Thames Valley and East Anglia).* Activity planned.

Most of Herts & Beds

Active

- GTR moved into GBR at the end of May. Activity ~ this will be largely opportunistic / and more discovery, than time attempting to influence. Curious as to any potential reorganisation, given GTR's spread across of multiple Network Rail Routes – even though Steve White is CEO Designate for the Integrated Railway, it still not clear how this will work north of the river.
- Lift performance, including for the low level platforms at St Pancras (leaving these on the list, although the current refurbishment really should see a significant improvement). This will be opportunistic activity.

East Coast Mainline

Active

- LNER Simpler Fares – This is now back as a focus area, as the end of the initial trial period is in sight. It is not the Flex fare (that's a useful addition to the portfolio), but the disappearance of the off-peak fare, and so the loss of a flexible option at a tolerable price and for must travel "some time today", the guaranteed fare is now very high. Activity planned & a priority. Now extended to look at the issue with a wider perspective.
- TfL bid to run GN Inners. Be proactive.
- Hadley Wood Toilet opening – which is really a proxy for the principle that toilets can be open at any station when it is unstaffed. Activity planned.
- Performance on GN Inners and Outers. Still below par, so we should all continue to press for improvements as opportunities allow.
- Crowding on GN Inners when there are sporting events – lobby for longer and/or additional services – support RUGs and lobby as opportunities allow.
- Crews Hill "New Town" – up to 21,000 new homes - seeking 4 trains per hour. Be reactive (as now promised for December 2026).
- 4 trains per hour for stations to Welwyn Garden City – our preference is WGC to Sevenoaks to be all day every day, but 4tph Welwyn Garden City – Moorgate would be acceptable.

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Inactive

- Slow Journeys between intermediate stations, particularly when a change is required (eg Hatfield / Cambridge in the evening peak).
- Digswell viaduct 4 tracking (aka the viaduct just north of Welwyn Garden City) – or the partial alternative of options for one / two more tracks at Welwyn North.

West Anglia Mainline

Inactive

- Capacity improvements including 4 tracking.

HERT (Hertfordshire Essex Rapid Transit)

Inactive

- Just a watching task at present.

West Coast Mainline, including the Abbey Line

Active

- Performance – Still below par, so we should all continue to press for improvements as opportunities allow. Specifically, watching for decisions to not resource the Abbey line and cancel services there. I don't really have any WMT local contacts, so this will be opportunist activity / support for RUGs.
- Watford Junction changes – development likely – support RUGs as needed.
- Euston station operational performance – still an intermittent issue (eg late announcement of platforms for departing trains) – monitor and respond as opportunity allows (April 2026: Sees to have settled down, remove next edition?)

Inactive

- Apsley Station accessibility improvements – driven by developer activity / investment – support as opportunities occur.
- Remodelling Hemel Hempstead and/or Tring to provide extra platforms for either new service opportunities or for better service recovery after incidents.
- Crossrail extensions to Tring.

Watford

Inactive

- Link between Metropolitan line and Watford junction and other opportunities for the track bed for Croxley Green. Only activity will be reactive.

Marston Vale line and East West Rail

Active

- For the current service, performance can be an issue, and as with the Abbey line watching for decisions to not resource the MVL and cancel services there. I don't really have any WMT local contacts, so this will be opportunist activity / support for RUGs.
- On the EWR, the main issues for us are:

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- That services start in the near future between Oxford and Milton Keynes; as these appear stalled by national aspects of the industrial relations negotiations, the current approach is ‘masterly inactivity’ – but this to be actively monitored.
- How Universal Studios will impact the design of the new EWR services, most notably because of passenger flows for customers and, critically, workers at the site (be proactive).
- The detailing of EWR’s latest plans, notably the detail of station design, including multiple lifts and the detailing of active travel etc (be proactive)
- That St Neots gets a station (mainly supporting EA Branch).
- Retention of the current planned route through Bedford Midland (be proactive).
- Working with Railfuture Thames Valley and East Anglia as appropriate (be proactive).

Midland Mainline

Active

- Thameslink performance is below par, so continue to press for improvement as opportunities arise (including creating those opportunities. For EMR performance, it is a watching brief only at present.
- Wixams – there is now a new design in response to Universal traffic; we want it delivered as early as possible. One to be proactive on.
 - Not clear if design has sufficient capacity for the less able – eg two plus lifts per platform
 - Consider options for a turn back a la St Albans (mainly because of likely regular closures of Bedford for EWR construction).Be proactive.
- Radlett, Leagrave & Flitwick – support intentions for lifts as opportunity allows / is created (in the case of Flitwick, moving from plan to delivery).
- Luton (Town) – Support the substantial improvement to this station, including current lifts installation as opportunity allows / is created.