

Monitoring and Evaluation Strategy Note

September 2011

Croxley Rail Link

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1 Local Transport Plan Monitoring

- 1.1 The Local Transport Plan (LTP) for Hertfordshire was published in April 2011, following a consultation period, and it runs through to 2031, approximately 15 years after the completion of Croxley Rail Link (CRL). The overall vision of the LTP is:

“to provide a safe, efficient and resilient transport system that serves the needs of business and residents across Hertfordshire and minimises its impact on the environment”.

- 1.2 The vision is supported by five goals which include,

“supporting economic development and planned dwelling growth”

and

“improving transport opportunities for all and achieving behavioural change in mode choice”.

- 1.3 To achieve the goals, 13 challenges have been identified and each of these has one or more indicators, which will be used to provide some measure of change. For each indicator targets have been developed for the four 5 year periods of the 20 year plan.

- 1.4 A number of the key indicators are directly applicable to the CRL scheme, and these will be used to evaluate the project once it is in the operational phase. As the data is already being collected for LTP purposes there are no additional data collection costs for these elements. These indicators are:

- Vehicle journey time per mile in the AM peak (National Indicator 167)
- Percentage of new dwellings accessible to key services using public transport, and within 30 minutes (Local indicator)
- Percentage of people who find it easy to travel to key services (National Indicator 175)
- Percentage of people using passenger transport (National Indicator 177)
- Improve journey experience for transport users (Local indicator)

- 1.5 In addition, CRL will be evaluated against the National Indicators: 176, working age people with access to employment by public transport (and other specified modes); and 198, children travelling to school (mode of travel usually used).

2 Scheme Specific Monitoring

- 2.1 Specific quantitative rail link data will be used to monitor the scheme. Patronage and revenue levels on the rail link will be measured against the expected (modelled) demand to provide the key local indicator of success for the scheme.
- 2.2 Following on from DfT comments on the original MSBC, London Underground patronage and revenue details will be monitored before, during and after the completion of the scheme. Baseline information has already been procured in the form of detailed passenger surveys and counts (including information on origins and destinations and mode of travel to the station), and further surveys will be undertaken both nearer to project construction and post opening. Gateline data at stations in the area, including the new stations resulting from the scheme, will be used to identify any changes in travel behaviour brought about by the introduction of the scheme.
- 2.3 The impact of the scheme in promoting modal shift in the Watford area will also be evaluated through analysing the change in overall mode share entering Watford town centre using the existing Travelwise cordon monitoring programme supplemented with travel diary information from household interview surveys of local residents.
- 2.4 In support of the revenue sharing arrangements agreed in principle between LUL and HCC, detailed ticket sales and revenue data will be shared between the two organisations. This data will form the basis of the calculation of the revenue surplus to be received by HCC in support of capital borrowing repayments. While this data can be expected to be confidential in nature at the highest level of detail, this will not prevent its use in monitoring flows against forecasts and it is expected that reporting of aggregate totals will be permitted.
- 2.5 Further monitoring will be carried out through the Rolling Origin and Destination Surveys (RODS), which are carried out each year at selected stations. The surveys are a key source of data on the number of passengers going from one station to another; flows of passengers through stations; the load on each section of track between stations. It is also envisaged that the impacts of increased London Underground accessibility will be reflected in the results of the Customer Satisfaction Survey which is carried out quarterly.
- 2.6 The reduction in congestion has been identified as a key economic benefit in the funding bid and therefore evaluation will include the impact of the scheme on highway network conditions, including the impact on journey times along key routes and levels of traffic flows. Most of this information is already collected as part of HCCs traffic monitoring programme and therefore there will be little additional cost to collect this data.

3 Outline Evaluation Plan

- 3.1 In line with the guidelines issued by the DfT in August 2011, a detailed evaluation plan for the scheme will be submitted with the application for full approval, following on from a successful application for funding.
- 3.2 A formal evaluation will be undertaken to assess the value for money of the scheme, using the same approach as the submission appraisals.
- 3.3 The evaluation will be carried out in line with the National Audit Office review 'Department for Transport: Local Authority Major Capital Schemes – Examining programme management and evaluation', and the DfT report 'Guidance for Transport Impact Evaluations'.
- 3.4 The evaluation plan will contain key relevant and measurable scheme objectives such as the impact on modal shift and congestion reduction, supplemented by NATA objectives, in particular the environmental sub-objective of Noise and the Economy sub-objective of Reliability, where a significant positive impact is expected.
- 3.5 Other impacts of significance which will be included in the evaluation plan are:
 - Landscape impacts of the viaduct construction
 - Townscape impacts of station construction
 - Journey ambience
 - Perceived security
 - Options values
 - Transport interchange impacts
- 3.6 The budget for undertaking monitoring and evaluation is allowed within the scheme cost estimate at £145,000. HCC can confirm that this budget will be locally funded and is not being sought from DfT through the BAFB process.