

Introduction

Network St Albans was launched in 2009 to bring together all the organisations which have a role to play in providing/improving transport in the city of St Albans, with the aim to reduce traffic congestion. It was St Albans Local Strategic Partnership (LSP) that formed the basis for developing a public transport related partnership to come up with alternatives to single occupancy car use in St Albans. The negative impacts imposed on the city and wider area from local traffic congestion and pollution (specifically on Pea Hen Junction), needed a strategic approach, which includes improving public transport service provision and infrastructure.

The Network St Albans Quality Network Partnership, a voluntary partnership is the first of its kind, and has been formed as a result of the Transport Act 2008 which offers new opportunities for local authorities to work with transport operators. Indeed it was this partnership, through the Campaign for Better Transport that helped change the competition law legislation set out in the Act, on multi-operator ticket offerings.

In conjunction with the Hertfordshire County Council Intalink brand, Network St Albans is working to provide residents and visitors of St Albans with viable and attractive alternatives to many of the journeys currently made by private car. The aim is to help cut traffic congestion, air and noise pollution, help businesses in the city recruit and retain staff, and maintain the city's position as an attractive visitor destination.

At the outset, a Memorandum of Understanding (MoU) was drawn up and signed by the 'primary partners' of Network St Albans. The MoU introduces the overall aims of the partnership, its stakeholders and the status of the agreement. In addition the document sets out how the partnership is organised and its broad objectives. In addition, the area of operation and the duration of the agreement are included in this document.

Aims & Objectives

The aim of the St Albans Quality Network Partnership is that of creating an integrated public transport network through partnership. The fully integrated approach being adopted by the QNP is to develop a network to include at least the following.

- i. Routes and corridors designated with a minimum service level based on demand, with integration between rail and bus (where feasible)
- ii. Real Time/Automatic Vehicle Location (AVL) information on all routes serving the QNP area, utilising public display screens, mobile and internet technology (where suitable)
- iii. A common and interchangeable ticketing scheme, possibly incorporating smartcard technology, for integrated ticketing between services and operators
- iv. Traffic management schemes, parking controls, street works orders and bus priority schemes, supported by strong enforcement measures that allow buses to offer quick and punctual services at all times
- v. Route specific marketing
- vi. Introduction of a wider city Travel Plan Strategy, which will develop an ongoing set of measures aimed at enhancing the QNP
- vii. Working with and integrating the new initiative for developing and implementing railway station Travel Plan Strategies at both the St Albans and Hatfield stations.

In order to fulfil the aims and objectives set out in the MoU, the partnership has a formal board structure (*see appendix Figure 1*) and five working groups (*see appendix Figure 2*); which include 'Infrastructure', 'Network Planning', 'Ticketing & Fares', 'Marketing & Communications' and 'Travel Planning'.

Funding

The QNP has been successful in attracting funding from multiple sources, including; East of England Development Agency; European Regional Development Fund; The Green Bus Fund and Department for Transport Local Sustainable Transport Fund.

Appendix

Figure 1

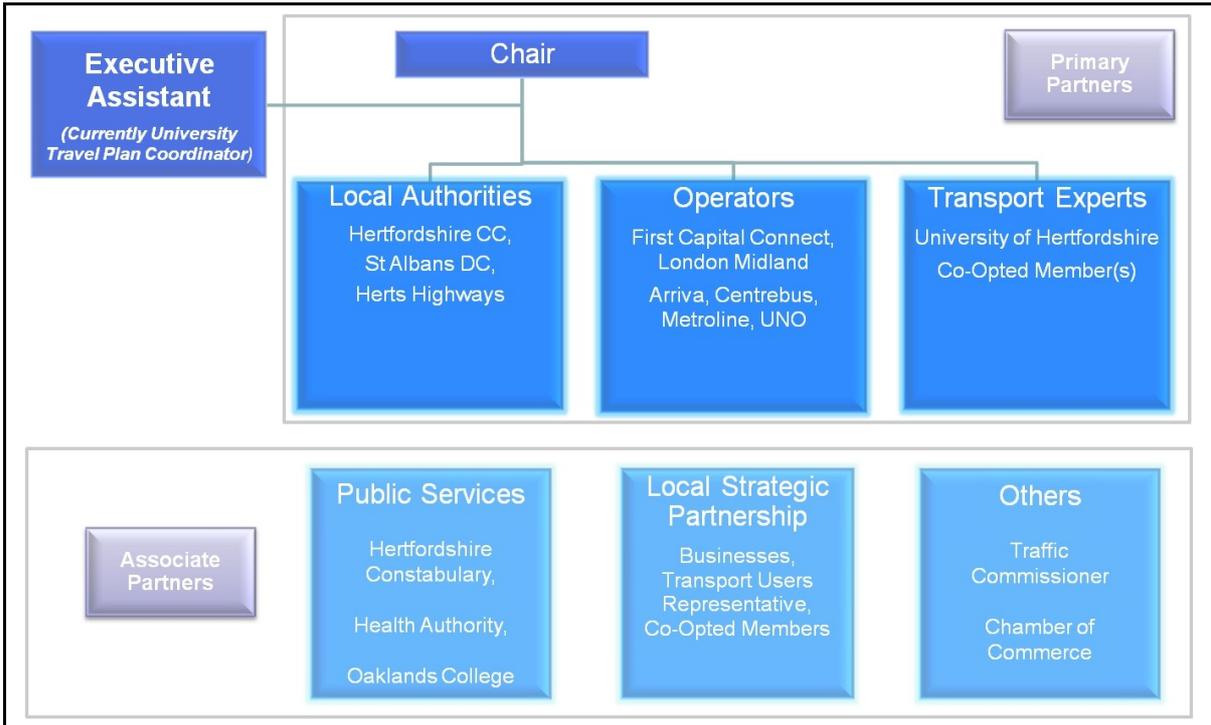


Figure 2

