

**CRL/R/25**

**Transport and Works Act 1992  
Transport and Works (Inquiries Procedure) Rules 2004**

## **CROXLEY RAIL LINK ORDER**

**Mr Stephen Hunter**

**Composite Response of Hertfordshire County Council and  
London Underground Limited to  
Cllr Jeffree**

**1 October 2012**

Applicants' response to PJ1:

**Mr Hunter:**

I respond to particular points in Cllr Jeffree's submission as follows:

1 *"It remains my view that there is and will continue to be a healthy demand for rail services from Watford Met"*

1.1 The case for the closure of Watford Met is not based on the number of passengers forecast to use the station with a split service. My proof (CRL/2/2 paragraphs 7.3.4 – 7.3.5) presents that the main contributor to the poor business case performance of this option is the consequent reduction in service frequency to all Met Line passengers. This is a direct result of the service pattern operated, therefore no trial service is needed to determine the effect.

2 *"...drawing from LUL's own statement of case, the ultimate capacity of the CRL line between Croxley and Watford Junction is limited and that it cannot cope with any future expansion in service on its own. Retaining Watford Met as a fully operational station is the obvious way for retaining capacity for longer term rail service expansion and of course for introducing a direct service between Watford and particularly the new Health Campus development to destinations further West..."*

2.1 There is sufficient terminus capacity, in terms of signalling, track and platform capacity, to run the full 10 trains per hour (tph) Metropolitan line service to Watford Junction should LUL ever wish to increase the planned frequency from the currently envisaged 6 tph, whilst still catering for London Overground services. There is therefore no terminus capacity constraint that would prevent some or all of these additional trains coming from destinations further west via the north curve.

2.2 My evidence (CRL/2/2 paragraph 3.3.1) sets out that the retention of Watford Met would amount to a material change to the scheme and require a resubmission to be made to the Department for Transport (DfT). The Benefit Cost Ratio (BCR) for either an even or uneven split service option (CRL/2/2 paragraphs 7.3.5 and 7.3.6) are well short of DfT's target of 2 at which level the proposal is extremely unlikely to receive Central Government funding. Without the Croxley Rail Link there is no possibility of a direct rail service between central Watford/the new Health Campus.