

CRL/R/69

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

CROXLEY RAIL LINK ORDER

Mr Martin Morris

Mr Paul Reid

Mr Rob Snell

**Composite Response of Hertfordshire County Council and
London Underground Limited to
Neal Street Residents**

8 October 2012

Applicants' response to NST/1:

Mr Morris:

- 1 In response to the concerns raised by the objectors in relation to the existing railway line and to the construction works in vicinity of Neal Street:
 - 1.1 The curve in question is that just south of Watford High Street station in the direction of Bushey and is used by the existing LOROL services.
 - 1.2 In the proposed design for the Croxley Rail Link the "Up Line" (London direction) radius of the track is 294m from the end of the Watford High Street station platforms to a point opposite no 28 Neal Street from where it flattens to 737m across the site of the new Junction to a point opposite no 64 where it tightens up to 204m.
 - 1.3 The "Down Line" (Watford direction) mirrors the Up line from Bushey to a point opposite no 28 and then the radius is 380m.
 - 1.4 The point where the Croxley Line Junction leaves the DC lines is opposite no 30 Neal Street and the track is straight from there onwards.
 - 1.5 The area where the wheel squeal is occurring is the stretch of track which is at a radius of 204m and the Croxley traffic will not be using this stretch of track.
 - 1.6 Wheel squeal is not heard at radii above 300m and gets progressively worse as the radius sharpens. The junction for the Croxley Rail spur is on the flatter section of the curve and would actually be straight track from a point before the start of the rail squeal area. I therefore consider the rail squeal issue will not be worsened by the Croxley scheme as the trains will not be travelling round the part of the curve causing the squeal.
 - 1.7 I cannot imagine what the black soot is as these trains are electric and use regenerative braking systems which tend not to use brake discs as is the case with the new Met line stock.
 - 1.8 The only construction works required in the vicinity of Neal Street for the Croxley Rail Link will be those to link in the new track from the Rail Link by creating a new junction with the existing track heading north to Watford High Street and Watford Junction. With regard to the construction noise there will be a long weekend when the new junction is installed and then the rest of the works will be undertaken during the day.

Mr Reid:

2 In response to the concerns raised relating to noise and vibration in relation to an increased train service from the Croxley Rail Link:

2.1 The project's response letter to Ms Arnott dated 20 April 2012 (attached to NST/1) indicated that the predicted noise levels for carried out in accordance with the DfT's Calculation of Railway Noise would give rise to a slight increase in average hourly levels. Even having reassessed this based on the highest likely anticipated service of up to 12 Underground trains per hour in addition to the existing 6 Overground trains on the Croxley Rail Link, the increase in levels remains as slight to moderate. This does not amount to a significant increase in noise and would not be sufficient to trigger the levels requiring mitigation under the Noise Insulation Regulations for new track, or under London Underground's noise policy for new railway. The position therefore remains as set out in the letter.

2.2 The operational scheme is not expected to give rise to any significant increase in vibration.

Mr Snell:

3 In response to comments raised specifically about compensation:

3.1 The Compensation Code that applies to the Order does potentially give rise to claims to people affected by the use of new railway works but it is not considered likely, given the limited impact of the Croxley Rail Link, to give rise to any claim.