

**TRANSPORT AND WORKS ACT 1992**

**TRANSPORT AND WORKS (APPLICATIONS AND OBJECTIONS  
PROCEDURE) (ENGLAND AND WALES) RULES 2006**

**THE CROXLEY RAIL LINK ORDER**

**STATEMENT OF AIMS**

---

**1.0 Introduction**

1.1 The purpose of this application is to provide Hertfordshire County Council and London Underground Limited with powers to construct a railway linking the Watford branch of London Underground Limited's Metropolitan line to Watford Junction national rail station via Watford High Street, with new stations at Ascot Road (providing a new park and ride site) and Watford Hospital (serving the proposed Watford Health Campus).

1.2 As part of the scheme, the existing Metropolitan line Watford terminus adjacent to Cassiobury Park will close to passenger traffic, with services being diverted to serve the new terminus at Watford Junction.

1.3 This Transport and Works Act Order is promoted jointly by Hertfordshire County Council and London Underground Limited, working in collaboration with Network Rail Infrastructure Limited. Watford Borough Council and Three Rivers District Council are providing local input and guidance.

**2.0 The Applicants**

2.1 Hertfordshire County Council has an established track record as a successful client organisation for the development, procurement and delivery of major infrastructure projects.

2.2 Hertfordshire County Council has in place a series of technical and professional support contracts to ensure that the best and most appropriate expertise is focussed on each area. HCC will also use its well established client expertise to procure additional specialist input as required.

2.3 London Underground Limited ("LUL") is a company incorporated under the Companies Act with limited liability, and since 15 July 2003 has been a wholly owned subsidiary of Transport for London ("TfL"). TfL is an executive arm of the Greater London Authority reporting to the Mayor. TfL is the integrated body responsible for the capital's transport system and its role is to implement the Mayor's transport strategy for London and manage the transport services for which the Mayor is responsible.

2.4 LUL is responsible for operating the London Underground train network and is the freehold owner of most London Underground stations.

### **3.0 The Need for Croxley Rail Link**

3.1 South West Hertfordshire has been underperforming economically. The local economy is still £200 million per year lower than it was in 2001 and the area continues to experience significant job losses. The Regional Transport Economic Evidence Study showed Watford as having growth potential, but in an area where the cost of congestion and rail crowding is high.

3.2 South West Hertfordshire offers proximity to London, its airports and rail infrastructure, as well as the outer London balance of city-working, country-living. However, the close proximity to London has not been exploited due to lack of easy access to and within Watford.

3.3 The existing rail network does not connect residents of Croxley, Moor Park and other settlements along the Metropolitan line to the business, leisure and employment opportunities located in Watford. Several strategic development projects, including the planned Watford Health Campus, and Croxley and Watford business parks, require access to an integrated transport system in order for the surrounding local communities to benefit from the opportunities they present.

3.4 It has been recognised for many years that the Croxley Rail Link project would make travelling in the area quicker, easier and more convenient for local people as well as unlocking economic potential within Watford and South West Hertfordshire.

### **4.0 Aims of the Scheme**

4.1 The Croxley Rail Link scheme addresses a wide range of objectives which were set out in detail in the Major Scheme Business Case (MSBC) submission, prepared in 2008 and updated in 2009. As part of the recent application for Department for Transport funding, the objectives were condensed into three primary aims listed below:

- To enhance sustainable links to, and between, residents and employment, business, education, health and leisure opportunities within Watford and across Hertfordshire, and to key external attractors, notably north west, central and the city of London and the national rail network, thus reinforcing Watford's role as a key transport hub north of London;
- To improve local connectivity within Watford between current/potential employees, the town centre and the key development areas of Watford Junction, Watford Business Park / Ascot Road and the Health Campus thus providing a catalyst for both economic and housing development; and
- To provide a sustainable and value-for-money alternative to car travel, with inherently lower environmental impacts per trip including noise and greenhouse gas emissions.