

CRL/1/1

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

# **CROXLEY RAIL LINK ORDER**

**Roxanne Glaud**

**Programme and Strategy Manager,  
Hertfordshire County Council**

**Summary of Proof of Evidence  
SCHEME BACKGROUND**

**11 September 2012**

1. My name is Roxanne Glaud. I am employed with Hertfordshire County Council and hold the position of Programme and Strategy Manager for Hertfordshire County Council. My main evidence **CRL/1/2** is accompanied by appendices document **CRL/1/3** which includes the figures referred to in my main proof.
2. My evidence provided in **CRL/1/2** concerns the scheme background giving a historical perspective of the scheme development, the approval process, partnership and funding; the transport policies, contributions of Croxley Rail Link to the local area and how it fits into relevant transport policy; and addressing concerns raised regarding road safety and walking routes. I also covered items 1, 2 (partially) and 11 of the issues raised in the Secretary of State's Statement of Matters.
3. The proposal (therein after referred to as the Scheme) involves diverting the Watford branch of the Metropolitan Line to Watford Junction via the currently disused Croxley Green branch line and Watford High Street station. The existing Watford Metropolitan station will be closed to passengers once the new link to Watford Junction is in place.
4. The branch line connects with the National Rail DC lines loop south of Watford High Street station; Underground services would share track with Overground services to access Watford Junction station. New stations will be provided at Ascot Road and Vicarage Road (Watford Hospital). Further details on the scheme are set out by Mr Morris in his Design and Engineering proof and the layout of the proposed Link as shown in Figure 4 of document **CRL/1/3**.
5. The Croxley Rail Link has been under development for many years, and during this period a number of alignments and alternative options have been considered to meet the scheme's objectives. These have included using different modes and variations in the scope and design of the preferred option as set out in Section 10 of the Statement of Case (**APP 1**) and which will be covered in the evidence of Mr Hunter.

6. As outlined in my main proof **CRL/1/2**, the Scheme has been promoted by a number of organisations over the years namely: Network Rail (NR), London Underground Limited (LUL) and Hertfordshire County Council (HCC). Thereby benefiting from robust engineering and operational assessments, and a good understanding of costs and impacts. The benefit of this history and experience enabled a submission of the Best and Final Funding Bid (BAFB)<sup>1</sup> to the Department for Transport (DfT) in September 2011 and securing programme entry approval in December 2011.
  
7. South West Hertfordshire comprises the large urbanised area that includes Watford, Bushey and Rickmansworth, with a total population of 153,227 according to the 2001 Census. The conurbation is a mix of high density residential areas and industrial sites. Early indications from the 2011 census indicate that the population in Watford has grown by 13.3% in the last ten years.<sup>2</sup>
  
8. Over the past 30 years Watford has seen a gradual replacement of former engineering and printing industries with commercial and retail developments. As a regional shopping centre, Watford competes against Brent Cross and Milton Keynes, amongst others.
  
9. In Figure 4 (page 6 of document **CRL/1/3**), I have highlighted the location of the proposed developments and key destination attractors to the town. As part of the Local Development Framework (LDF) process, a number of development opportunities are currently being explored, some of which are in the process of being implemented. Within my main proof I have provided an update to the key ones in Watford and one of the site within Three Rivers District Council known as Site "D" which will potentially benefit from the proposed new station at Ascot Road. These are also further explored within the proof of Mr Adams.

---

<sup>1</sup> Best and Final Funding Bid (BAFB) – This is the Department for Transport (DfT) requirement for schemes within the development pool to submit their best bid for funding of their transport project which considers the scope of the scheme, its cost, lower-cost alternatives and their ability to contribute more locally.

<sup>2</sup> Snapshot from Office for National Statistics (ONS) first wave of results from the 2011 Census.

10. Watford is skirted by the M25, the A41 and the M1, all of which exhibit problems associated with high and increasing traffic volumes. During peak periods the existing trunk and local road networks feature junction at, or in some cases, over capacity. This often leads to 'rat running in residential streets. Given the proposed developments anticipated and ambient travel growth expected annual, without providing alternatives this could potential gridlock the transport network and make it unattractive to enable economic growth within the town.
  
11. A notable feature of the local rail network is the lack of a link between the residential communities in the western part of the town and the principal core business, leisure and employment opportunities which are focused towards the central and eastern part of the town. A resultant emphasis on roads and cars to meet these significant demands is a major contributor to traffic congestion within the town. This situation is aggravated by a road network serving the western part of the town which does not provide effective access to the south placing additional traffic on routes around the town centre.
  
12. Some areas within Watford are relatively deprived and in need of local investment and regeneration. The Index of Multiple Deprivation (IOMD), an indicator that takes into account access to health, employment and environmental factors, shows that the former Croxley Green branch is bordered to the south by areas amongst the 10-25% most deprived wards in England.
  
13. As shown in Figures 2 and 3 of document **CRL/1/3**, the proposed location of the Scheme will benefit one of the more deprive areas of Watford where both income and car ownership is low.
  
14. The objectives of the scheme are condensed into the 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 in London and the national rail network, reinforcing Watford's role as a key transport hub;

- To **improve local connectivity** within Watford between current and potential employees, the town centre and the key development areas of Watford Junction, Watford Business Park / Ascot Road and the Health Campus 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.
15. The Scheme has undergone the approval process as required by the Local Government Act and Hertfordshire County Council which includes approval for submission of the BAFB and Transport and Works Act Order (TWAO).
16. The TWAO is promoted jointly by HCC and LUL, working in collaboration with Network Rail Infrastructure Limited. The Croxley Rail Link falls within Watford Borough Council and Three Rivers District Council. Both councils have been providing local input, guidance and support.
17. HCC is the accountable body responsible for securing and administering the funding of the project. HCC takes the funding risks, including those of funding cost overruns. As outlined in **CRL/1/2**, the Scheme will be funded by the DfT and HCC.
18. As set out in **CRL/1/2**, the Scheme will be procured via a hybrid approach with HCC procuring the civil engineering elements of the scheme (including permanent way and power) and LUL will fit out the specialist railway related elements of the scheme (communications and signalling) and purchase the additional rolling stock.
19. There will be one contract for which the conditions relating to stage 1 will be based on the NEC<sup>3</sup> Professional Services Contract and for stage 2 on the NEC Target Cost Option C.

---

<sup>3</sup> NEC is a family of contracts that facilitates the implementation of sound project management principles and practices as well as defining legal relationships.

It is suitable for procuring a diverse range of works, services and supply, spanning major framework projects through to minor works and purchasing of supplies and goods. The

20. As set out in **CRL/1/2**, the Scheme accords with a number of European, national and local policies.
  
21. Section 7, of my main proof **CRL/1/2**, outlines how the Scheme accords with European, National, and local planning policies that seek to encourage accessible public transport provision and more sustainable forms of development.
  
22. The Scheme will provide an impetus for economic growth to the town by enabling better transport links to some of the main development sites within Watford and providing more alternatives to the town centre. The scheme also delivers on HCC transport improvements to address traffic growth; improve quality of life for residents and use of sustainable travel modes of travel.
  
23. As set out in Section 8 of **CRL1/1/2**, HCC has commissioned a study, taking place over 2012/13, to consider the Croxley Rail Link's wider public realm. In this study a number of highway improvements are currently being investigated that will provide enhanced transport links to/from the two new stations along with any safety implications that need to be addressed to enable safe access from the new proposed station.

---

Implementation of NEC3 contracts has resulted in major benefits for projects both nationally and internationally in terms of time, cost savings and improved quality.