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Croxley Rail Link Statement of Case DNW/31541/1/1/PFI

Firstly, we must refer to some of the Metropolitan Line's history in order to understand what it is that should be considered.

The original Croxley Green branch line was closed because it could not compete with the Metropolitan Line coming in to Watford, as was the extension line from Watford to Rickmansworth's Church Street station.

It had been known that a full-time Croxley Green branch line would not attract enough passengers to sustain it as a full time service. Therefore, a train called the C1 was operated in its place, which ran only at peak times from Watford to Croxley. It was found that not even the C1 service itself was being used to the level anticipated, which eventually forced its closure.

Up until the mid-1970s, the Bakerloo Line operated a peak-time service to Watford Junction. Apparently, it was terminated because London Transport and British Rail could not agree on who should be paying for the upkeep of that part of the track. So, in addition to the closure of the Croxley Green C1 line, another of Watford's important transport links to and from London was severed.

In the past, there has been enough train capacity through to Watford, so why is there now a perceived need to extend the Metropolitan Line to Watford Junction? In light of that, would it not be better to send the Bakerloo Line back up to Watford Junction? (This service was in operation during the 1980s, but the Bakerloo Line currently terminates at Harrow & Wealdstone station.) Were this to be implemented, it would mean that, in tandem with the over-ground services, there would be at least six trains running to Watford Junction per hour as opposed to three as it currently stands.

Alternatively, the introduction of a shuttle train service running on a single-track - similar to the St Albans Abbey train service - from Watford Junction to Croxley Green, and retaining all the old stations, would be another more cost-effective solution.

Under the current proposals, the joining up of the Metropolitan Line to Watford Junction would not result in any more trains being in operation than there are under the present timetable. In fact, prior to 11 December 2011, there were eight hourly Metropolitan Line trains in addition to three over-ground trains to Euston.

Furthermore, why has a draft Timetable not been produced and circulated to interested parties such as myself?

Surely, the goal of upgrading the train service is to benefit Watford and its citizens? The train service would be far better if the 'old' Metropolitan timetable remained in force with eight hourly trains from Watford Metropolitan station as opposed to the four hourly trains there currently is & sending the Bakerloo line back to the junction using and getting seven trains from the Overground service that's 15 trains per hour not 12 as proposed.

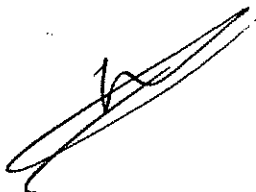
Why spend the money closing the Met Station, building a viaduct to transfer the trains to Watford junction and not using Watford West station when there is the Holywell estate and so close to Tolpits lane that needs transport and the estate only served by bus routes. Why was the old Rickmansworth church St line, Ebury Way, not suggested for use? Spur the met off from Moor Park and go from Tolpits lane to West Watford to the hospital etc? Leave Croxley & Watford Met just as it is.

What are the Hertfordshire County Council's and London Transport's proposals going to bring? Less capacity to the Watford, not more, while increasing the traffic around the ring road.

If the plans were to go through, these 4 points should be considered:

1. Watford Met kept open with the 4 trains an hour like now running to either Rickmansworth or as per the normal route (a change at Rickmansworth so you could join the Chiltern service), or you could change at Croxley for Metropolitan Line Baker Street Services.
2. Make the Chiltern Line trains stop at Moor Park for fast services to Marylebone.
3. More money given to re-open West Watford to serve the Holywell Estate & Tolpits Lane Business Park. (With the hospital expansion the roads will get full: you need fewer bus services to Holywell, which will equal less Co2 emissions for Watford.)
4. Send the Bakerloo Line back up to Watford Junction, as its now part of the Underground.

I quote the BBC Program *The Tube*: "If there is capacity it will be used."



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