



## The Project's response to the issues raised

We have reviewed all of the issues raised as part of the consultation and where possible taken steps to reduce the impact on local communities.

Our responses to the five main issues raised in the public consultation are below.

### 1. Closure of Existing Watford Terminus Station, known locally as Watford Met.

The closure of Watford Met Station has always been part of the Croxley Rail Link proposals.

The project is aware of public opinion towards the proposed closure following feedback from the consultation and the independent online petition.

However to provide the Croxley Rail Link funding bid with the greatest chance of success, the most economically advantageous scheme needed to be presented. Keeping Watford Met open in any capacity, including running a split or shuttle service, would have a negative effect on the scheme overall resulting in poorer service for all users reducing the economic benefits of the rail link.

### 2. Link to Amersham

Whilst Croxley Rail Link does not prevent a service between Amersham and Watford in the future, the project's objectives will not be changed to include it at this stage. The project is focusing its resources in achieving the current preferred scheme. A separate business case and funding bid would need to be completed to obtain the funding to offer an extended service to Amersham.

### 3. Noise disruption

A noise assessment has been carried out as part of an environmental impact assessment. The results show that although the rail link will result in some increase in noise, it is not expected to generate noise to a level that would require insulation to be provided under *The Noise Insulation (Railway and Guided Transport Systems) Regulations 1996*.

Measures to control noise during construction will be agreed with the local authority and the project will use best practicable means to comply with these. More details can be found in the 'Environment' factsheet



#### 4. Visual Impact of Viaduct

The viaduct is an essential part of the scheme connecting the existing Metropolitan line with the disused Croxley Green Branch line. Due to the height of the existing line, and the need to cross the Grand Union Canal, the River Gade and the Ascot Road dual carriageway the railway needs to be kept elevated well above ground level.

The structure has been designed to minimise the impact on the local area by cladding the structural beams that support the deck of the viaduct and the elliptical design of the piers which will contribute to the integration of the structure within the local townscape.

#### 5. Increased Volume of Traffic

During the construction period there will be some localised disruption to the road network, concentrated around Baldwins Lane roundabout, Ascot Road and Vicarage Road. In order to build the rail link an increase in construction traffic is to be expected.

Once the rail link is operational our assessment has shown the scheme will result in 139,000 fewer car trips per year in the local area, thereby reducing road congestion.