



# Croxley Rail Link - DfT Inception Meeting Supporting Evidence Overview

Thursday 7<sup>th</sup> April 2011

**Croxley**  
**Rail Link**  
Connecting Watford

# Introduction

- This document details the supporting information and evidence that is planned to be provided as part of the Croxley Rail Link BAFB submission. It includes:
  - An overview of what will be included in each document.
  - The planned timing for finalising the documents.
- The separate Supporting Document Log provides a summary of the documents and timescale for delivery.

# Strategic Case

- An **Objective Derivation Note** summarises the development of scheme objectives from those set out in the 2009 MSBC submission to those included in the EOI.
- A **Scheme Development Report** will set out development of the scheme design and specification since the 2009 MSBC and:
  - Details scope changes considered, confirms those included and justifies those that have not been pursued.
  - Provides detail of the value engineering opportunities identified.
  - Demonstrates that the revised scheme design and specification continue to contribute to the revised scheme objectives.
  - Planned first draft for DfT Review in **June**, following initial scheme design freeze.

## Strategic Case (cont)

- An **Alternatives Review Report** considers alternative options to demonstrate that the proposed Croxley Rail Link offers the strongest solution.
- This primarily supports the TWAO application but is provided as supporting information for the BAFB.
- The review considers the following alternatives:
  - Sub-options of the Croxley Rail Link proposal including station locations, service patterns and the retention of Watford Met station. Quantitative appraisal of these options is being undertaken.
  - Alternative mode and alignment options have been ruled out through previous analysis. A qualitative assessment has been undertaken drawing on previous quantitative analysis where available.
- The current draft version of the alternatives review will be updated to:
  - Review and finalise the alternative mode and alignment option assessment – in **April**.
  - Update sub options on the rail link using the updated demand modelling outputs – in **July**.
  - Extract the station closure appraisal – in **July**.

## Value for Money Case

- The demand model is being updated to include more recent highway and public transport data to address the key concerns raised in DfT's email of 18<sup>th</sup> February. Further clarification and analysis will be provided on:
  - Bus travel times and the highway model
  - The use of recent rail data
  - The base model fit
  - The calibration and application of the demand model
  - Types of business trips
  - How forecasts have been derived
  - The level of benefits claimed
  - Biodiversity and emissions calculations
  
- The economic appraisal of the scheme is being updated to reflect latest demand forecasts, capital and operating costs and delivery programme.

## Value for Money Case (cont)

- The wider appraisal of the scheme, including environmental, safety, accessibility and integration impacts will also be reviewed and updated.
- The supporting information required to cover the value for money checklist will be provided in **September**.

# Delivery Case

- A **Powers and Consents Note** will confirm the what is required to deliver the scheme and set out the processes to obtain these. It will be delivered in **June** and will consider:
  - DC Lines Loop
    - Track Access Agreement with ORR, including the need for a longer term Track Access Option.
  - DC Lines Loop to Metropolitan Line
    - TWAO application in preparation for new infrastructure and reopening of Croxley Green Branch as LUL network
    - Will include necessary adjacent or remote works as required to deliver Environmental or Transport Impact mitigation measures
  - Watford Met Station (and approach)
    - Station closure procedure - see below
    - Promoters considering ways to reduce the risk of challenge to the closure process
- A **Closure Appraisal** of Watford Met station, following the requirements of the Railway Closure Guidance. Initial closure appraisal has been prepared and shown to support the closure.
- A revised appraisal drawing on the latest demand forecasts, capital and operating cost estimates will be provided in **July**.

## Delivery Case (cont)

- The latest version of the **Governance Strategy** has been provided.
- The strategy will be continually reviewed and updated and revised versions will be provided to DfT as appropriate.
- A detailed **Delivery Programme and Programme Risk Assessment** will be provided to DfT in **June**.
- Formal consultation on the full scheme, including the closure of Watford Met station, is planned for May.
- A **Consultation Report** setting out the feedback from the consultation and considering options to address objections will be provided in **July**. This is an early draft of the report that will be submitted as part of the TWAO process.
- **Proposals to monitor and evaluate** the success of Croxley Rail Link are being updated and will be provided in **June**.
- These will set out proposals to survey users of the Metropolitan Line before and after delivery of the scheme and identify the economic benefits generated by the scheme.

## Financial Case

- A **Capital Cost Report** summarising the cost plans and updated QRA will be provided in **June**.
- A **Funding Report** will set out the local contribution and third party funding that will be drawn on to fund the scheme.
- Hertfordshire County Council's local funding is planned to be borrowed, secured against future tax revenues, and funded by the operating surplus from the scheme.
- We are working to finalise the legal agreement to share the operating surplus from the scheme by **October**.
- The report will also set out the third party funding that is being used to fund the scheme. Details of this funding will be provided in an early draft of the funding report in **June**.
- An **Operational Revenue Assessment** will set out the forecast revenue, estimate of incremental operating and maintenance cost, and identify the revenue surplus that the scheme is expected to generate.
- This assessment is reliant on the updated demand forecasting and will be delivered in **July**.

# Procurement Strategy

- The procurement will set out the preferred procurement option for the scheme and how this will be delivered.
- It will also confirm alternative options that have been considered and why these have not been pursued.
- The final draft of the strategy will be delivered by in **June**