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**Secretariat memorandum**

Author:

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PC116  
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## **Metropolitan line extension**

### **1 Purpose of report**

- 1.1. To advise members of the current status of the Metropolitan line extension known as the Croxley Rail Link.

### **2 Recommendation**

- 2.1. Members are recommended to consider writing to both the Mayor of London, as Chair of Transport for London (TfL) and the Secretary of State for Transport to reconsider their positions to ensure that this project goes ahead.

### **3 Background**

- 3.1. This proposal, which has been supported by London TravelWatch and its predecessor bodies for many years, involves the construction of a new rail link from the Metropolitan line at Croxley to Watford High Street, via new stations at Cassiobridge and Watford Vicarage Road, and using mainly former railway lines for its alignment. Trains would continue beyond Watford High Street to Watford Junction to provide interchange with London Overground, London Midland, Southern and Virgin Trains West Coast services. The current branch to Watford (Metropolitan) would close to passengers. London TravelWatch convened a closure panel regarding the closure of Watford Met in 2012.
- 3.2. The estimated cost to deliver the project has risen several times, and the cost is now substantially higher than when the TWAO was deposited in 2013. In addition, responsibility for the project has transferred from the originators of the project (Hertfordshire County Council) to TfL. There is uncertainty facing the project on who will fill the funding gap, with the DfT unwilling to contribute further, and Hertfordshire unable to do so. TfL have also declined to take further responsibility for a greater contribution at a time when they are trying to reduce costs. This being despite a previous commitment to take responsibility for this and see that the project was delivered<sup>1</sup>, and that many costs (including the purchase of an additional train) have already been incurred.

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<sup>1</sup> <https://www.londonreconnections.com/2016/one-extensions-missing-precarious-status-croxley-rail-link/>

## **4 Discussion**

- 4.1. The status of this project and whether it succeeds or fails have considerable implications for the passengers affected, and also more widely for further devolution of responsibility for rail services to TfL.
- 4.2. For potential direct users of the route, failure to proceed with this project will mean that the additional interchange and journey opportunities that it affords will be lost.
- 4.3. On a wider note failure to honour previous agreements on cost and risk guarantees, or to consider the needs of passengers outside of the Greater London Authority area, sends a signal that TfL cannot be relied upon to act in fair and dispassionate way in relation to further devolution of rail services that by their very nature include services outside of the Greater London Authority area.

## **5 London TravelWatch priority**

- 5.1. This issue falls within the core remit of London TravelWatch due to the large number of passengers involved.

## **6 Equalities and inclusion implications**

- 6.1. There are no equalities or inclusion implications arising from this report.

## **7 Legal powers**

- 7.1. Section 248 of the Greater London Authority Act 1999 places upon London TravelWatch (as the London Transport Users Committee) a duty to consider - and where it appears to the Committee to be desirable, to make recommendations with respect to - any matter affecting the functions of the Greater London Authority or Transport for London which relate to transport (other than of freight).

## **8 Financial implications**

- 8.1. There are no financial implications for London TravelWatch