

## ***Inquiry speech 28/8/2026***

*Good morning, my name is Jeremy Hollands, I am a Croxley Green Parish Councilior ,however I am speaking to you as a resident of Croxley Green for some 32 years as well as a retired Bus Driver, having spent 21 years driving a bus around Watford, Croxley and Rickmansworth.*

*I don't like the development of this Green Belt site, but if we must have it, then we really need an improved bus service*

*In the application I am pleased to see the provision of a bus service to serve the new development namely service 22. I understand that this service will run from Watford Junction via Durrants Drive to and from the new development and then on to Rickmansworth Metropolitan line Station. It is shown as a half hourly service.*

*The first part of the route from Watford Junction to the estate will run via Watford Metropolitan line station. This in my experience will be a wasted resource as this stop is merely one stop on from Croxley station on the Metropolitan line and do not feel that anyone from the new development will want to go there?. A much better option would be for the route to go via Watford General Hospital and possibly into Morrisons. This would be a much greater benefit to the new development and the village at large. Bearing in mind the concerns that residents have regarding the traffic caused by the new development this may be somewhat mitigated by a service that will take them shopping or to their hospital appointments.*

*Apart from Durrants drive to and from the Development, this route is in most part covered by service 322 currently run by Arriva. This is also a half hourly service. With both running there would in effect be a 15-minute service in place, and although the 322 will not go to the new development there will be a stop approximately 1km away from the central hub. This would benefit not only the development but a large part of the village*

*Though service 22 is mentioned I can find no mention of it in the Traffic Commissioners list of registered routes. I would urge you therefore that, as a condition of consent, the route be registered along with the appointment of an operator before detailed Planning permission is granted and that it be in operation from the date the first residents move in. From that date I would ask that the developers, as a condition of granting this application, support the route through subsidies up to the point of substantial completion of the development, say 95% occupancy, and then for an additional 5 years. This would future proof this valuable asset for up to 10 years and possibly more depending on the speed of the development*

*Thank you for allowing me the opportunity to address this Inquiry and I hope my comments will be given due consideration.*

*Jeremy Hollands*