

APPENDIX H - ALTERNATIVE OPTIONS CONSIDERED

Mode	Infrastructure	Service Pattern	Improves PT links	Reduce local car use and protects environment	Improve access to local services	Value for money and deliverable	Total Score (24)
London Underground (do minimum)	Croxley Green Branch eventually sold off. Watford Met branch/station remains open.	To Watford Junction: 0 tph To Watford Met: 8 tph <i>Existing service</i>	Does not promote or hinder objective	Does not promote or hinder objective	Does not promote or hinder objective	A missed opportunity to utilise existing PT infrastructure	10
			Score =3	Score =3	Score =3	Score = 1	
London Underground	Single track viaduct connecting Croxley Green Branch and the Met Line. Watford Met branch/station remains open.	To Watford Junction: 2 tph <i>diverted existing service</i>	Improvements in local and regional PT network without compromising existing passengers	Promotes some shift from car use to PT	Significantly improves local and regional accessibility and hospital connected to a large catchment	Reasonable benefits. Sub-optimal operations by retaining Watford station	17
		To Watford Met: 6 tph <i>Reduced existing service</i>					
	Double track viaduct connecting Croxley Green Branch and the Met Line. Watford Met branch/station closed.	To Watford Junction: 8 tph <i>Diverted existing service</i>	Improvements in local and regional PT network with more 'winners' than 'losers'	Promotes significant shift from car use to PT	Significantly improves local and regional accessibility and hospital connected to a large catchment	Significant benefits and efficient operations	21
	To Watford Met: 0 tph	Score = 5	Score = 5	Score = 6	Score = 5		
Heavy Rail	Croxley Green Branch Reopened, but with no connection to the Met Line. Watford Met branch/station remain open.	To Watford Junction: 2 tph <i>Shuttle service</i>	Improvements in local PT network without compromising existing passengers	Promotes some shift from car use to PT but limited to short distance trips	Improves local accessibility	Shuttle service not likely to be optimal in value for money. Delivery challenges related to Network Rail	15
		To Watford Met: 8 tph <i>Existing service</i>					

Mode	Infrastructure	Service Pattern	Improves PT links	Reduce local car use and protects environment	Improve access to local services	Value for money and deliverable	Total Score (24)
Heavy Rail	Single track viaduct connecting Croxley Green Branch and the Met Line. Watford Met branch/station remain open.	To Watford Junction: 2 tph <i>Aylesbury service</i>	Improvements in local PT network, in particular orbital services by connecting to Aylesbury	Promotes some shift from car use to PT	Improves local accessibility and connects to other local centres.	Local benefits achievable but challenges related to Network Rail	18
		To Watford Met: 8 tph <i>Existing service</i>	Score = 5	Score = 4	Score = 5	Score = 4	
Combined Rail	Double track viaduct connecting Croxley Green Branch and the Met Line. Watford Met branch/station closed.	To Watford Junction: 10 tph <i>Diverted existing service + Aylesbury service</i>	Improvements in local and regional PT network with more 'winners' than 'losers'	Promotes significant shift from car use to PT	Significantly improves local and regional accessibility and hospital connected to a large catchment	Potentially over-supply of service resulting in sub-optimal value for money Delivery challenges related to Network Rail	22
		To Watford Met: 0 tph	Score = 6	Score = 5	Score = 6	Score = 5	
Segregated Bus	Conversion of Croxley Green Branch to busway.	Existing bus services remain as current. Supplementary services on busway. No connection with Met line	Improvements in local PT network without compromising existing passengers	Promotes some shift from car use to PT. Serves Watford town centre directly	Improves local accessibility	Overall limited levels of benefits and significant capital and operating costs. Implementation straightforward	18
		Score = 4	Score = 5	Score = 4	Score = 5		
Segregated Bus	Conversion of Croxley Green Branch to guided busway.	Existing bus services remain as current. Supplementary services on busway. No connection with Met line	Improvements in local PT network without compromising existing passengers	Promotes some shift from car use to PT. Serves Watford town centre directly	Improves local accessibility	Overall limited levels of benefits and significant capital and operating costs. Implementation straightforward	17
		Score = 4	Score = 5	Score = 4	Score = 4		
Conventional Bus	Bus priority and supporting measures on existing routes.	Bus frequencies increased from existing services.	Improvements in local PT network without compromising existing passengers	Promotes some shift from car use to PT. Serves Watford town centre directly	Improves local accessibility	Low cost alternative but also limited benefits. Easy to implement	18
		Score = 4	Score = 5	Score = 4	Score = 5		