

APPENDIX I: STRATEGIC FIT WITH RESPECT TO LOCAL LEVEL PLANS / POLICIES

Local Level Plans	Policies	Croxley Rail Link Fit with Policy	Croxley Busway Fit with Policy
<i>Hertfordshire Local Transport Plan 2006/07 – 2010/11</i>	Relieve Congestion through best use of existing infrastructure and managing transport growth	Re-uses the disused rail alignment - an existing but unutilised asset. Additional public transport capacity	Utilises existing infrastructure and provides additional public transport capacity
	Improve Accessibility	Improves accessibility and serves socially deprived areas and east-west linkage	Improves accessibility and serves socially deprived areas and east-west linkage
	Maintain Air Quality	No impact	Marginal improvements in air emissions from car transfer and bus running on busway
	Strengthen transport connections with London through Croxley Rail Link	Serve greater catchments and provide direct services to more destinations within central London	Against the policy fit in terms of Croxley rail link; in terms of broader view, improvements in connections to London
	Promoting delivery of Croxley Rail Link	Explicit support to Croxley Rail Link	Against policy by reducing need for Croxley rail link at the local level. Also rules out potential future use of rail like if rail alignment becomes a Busway
<i>Watford Borough Council's emerging Local Development Framework (Core Strategy Preferred Options)</i>	Supporting delivery of the Croxley Rail Link	Explicit support to Croxley Rail Link	Against policy by reducing need for Croxley rail link at the local level. Also rules out potential future use of rail like if rail alignment becomes a Busway.
	Provision of a wide range of opportunities for employment, business and education in locations that are accessible by a choice of transport modes	Croxley Rail link will provide an additional transport choice for travel to work and other facilities.	Croxley Busway will provide an additional transport choice for travel to work and other facilities.
<i>Local Development Framework – Core Strategy, Three Rivers District Council (June 2006)</i>	To deliver improved and more integrated transport systems	Improved multi-modal interchange facilities at Watford Junction	Improved connection between London Underground and rail links
	To maintain the vitality and viability of town centres	Improved public transport access helps reduce local traffic and sustain attractiveness of regional centre as a destination	Improvements due to better connectivity of surrounding areas with town centre

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	Reduce pollution and greenhouse gas emissions	Provides additional sustainable transport option	Marginal improvements in air emissions and bus running on Busway
	Facilitate provision of services and infrastructure to meet the needs of existing and new development	Relates well to land use development pattern and serves key development sites in West Watford and Ascot Road area	Marginally improves accessibility of new developments near Ascot Road Provides better accessibility to Croxley Business park
	Discourage the use of the car Increase accessibility by alternative modes of transport	Provides a real alternative to the car. Improve public transport accessibility and availability	Provides an improved bus service and increases accessibility
	Support new and improved passenger transport initiatives	Significant improvements to local public transport	Improvements to local bus services
<i>Three Rivers Local Plan – 1996-2011(adopted 2002)</i>	Encourage proposals with convenient interchanges	Improved interchange facilities and refurbished interchange stations; through services into various locations in central London	Some improved connections by the Busway to Watford Junction station will promote interchange
	Support the early implementation of the Croxley Rail Link	Explicit support to Croxley Rail Link	Against policy since it reduces the need for Croxley Rail Link. If railway alignment becomes a busway, then future potential of rail link is removed
<i>Planning Now for Hertfordshire's Future (2002) Hertfordshire Structure Plan 2001-2016</i>	Reducing road traffic growth, particularly in main towns and at peak periods, and encouraging walking, cycling and greater use of passenger transport in preference to the private car	Provides improved public transport connections between key trip generators and attractors, encourages walking and cycling to local railway stations	Marginally improves bus services in the vicinity and thus promotes mode shift from car
	Encouraging the integration of renewable	Provides sustainable public transport connections to such developments as	Potential use of hybrid/alternative fuel vehicles on busway connecting to

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<p><i>South West Hertfordshire Transport Strategy (January, 2007)</i></p>	sources of energy into new development	Watford General Hospital	developments such as Watford General Hospital and Croxley Business Park
	Improve the quality of life and environment by encouraging a mode shift from car and reducing congestion	Provides a real alternative to the car Improves public transport accessibility and availability	Improves bus services in the vicinity and thus promotes a marginal mode shift from car
	Assist economic development by improving transport access by sustainable means to existing centres of economic activity (Watford town centre and business district) and new development opportunities	Provides access to potential developments at Ascot Road and Cardiff Road and to Watford Town Centre. Also promotes greater access with South West Hertfordshire through the provision of east-west services	Improves access to Watford Business Centre, Watford Town Centre and Watford General Hospital
	Meet transport requirements efficiently in a sustainable manner by making best use of existing rail, bus and highway networks and Infrastructure	Re-uses disused railway for public transport and encourages integration of Watford Junction as a regionally important public transport hub	Utilises existing infrastructure and provides additional public transport capacity
	Enhance east-west passenger transport links across Hertfordshire and make journeys more seamless	Scheme negates the need to interchange for some movements	Enhances east-west passenger movement through segregated busway and improved interchange facilities
	Provide more sustainable links between Watford and north west London	Provides rail link via the LUL Metropolitan line between Watford and north west London	Provides sustainable public transport links at the local level No significant impact at the regional level
	Address pressures for orbital movement around London in a sustainable manner	Rail link will create new rail movement opportunities that could contribute to addressing M25 issues	No impact

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<i>Croxley Rail Link Scheme Objectives</i>	Improve accessibility by enhancing Watford Junction as a regional transport hub, seamless east-west linkages across Hertfordshire and address pressures for orbital movement around London in a sustainable manner	Improves accessibility to Watford Junction via direct linkage with the Metropolitan Line and contributes to its regional transport hub function Potentially reduces orbital movement pressure by achieving some mode shift	Marginally improves accessibility to Watford Junction Marginally improves bus services in the vicinity, achieving some mode shift from car
	Improve access to local health, education and leisure services	Provides better access to Watford Town centre and Watford Health Campus through strategic location of stations	Improves access to Watford Health Campus through smoother and faster linkages along segregated busway
	Improve quality of life and environment by encouraging mode shift to sustainable transport modes and reduction in congestion and pollution	Encourages mode shift to public transport and thus reduce congestion and pollution, thereby improving quality of life Increase travel options to access health, leisure and employment services, thereby improving quality of life	Improvements to local bus services.
	Assist economic development by improving transport access	Improves transport access to Watford Town Centre, Watford Junction and other employment centres by providing direct and improved public transport link	Potentially improves public transport access to Watford Business Centre and Watford Town Centre
	Value for money	Re-uses an existing rail alignment using existing unused assets. Generates some benefits through improved accessibility	Utilises existing corridor and generates some benefits through improved accessibility
	Promote a deliverable scheme supported by all stakeholders	Fits objective through support of all major stakeholders. Scheme is deliverable.	Scheme is deliverable

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<i>Watford District Plan 2000 (adopted December 2003)</i>	To promote regeneration, social inclusion and sustainable development patterns	Improves access and connectivity to various employment, educational, health and leisure centres by means of a sustainable public transport system, so supports regeneration	Improves access to employment, educational, health and leisure centres through improved public transport
	To encourage a high quality environment and protect and enhance the natural environment	Encourage mode shift to public transport and thus reduce congestion and pollution, thereby improving quality of life	Improvements to local bus services to achieve marginal mode shift, thus reducing local traffic levels
	To develop and implement an integrated and sustainable transport strategy which encourages public transport usage	Improved and direct rail linkage to Watford Junction and London on a sustainable transport mode encourage improved public transport patronage	Marginal benefits through improvement over existing bus services
	To revitalise and broaden the local economy	Improves employment opportunities and economic development through better accessibility and connectivity	Little or no impact
<i>North Watford Transport Plan (adopted 1996)</i>	To support the Green Route along St. Albans Road	Provides a sustainable and efficient public transport option	Marginal impact
	To take a strategic overview of transport in the area and provide for a sustainable future	Improves linkages to Watford Junction and to Central London at a strategic level	If rail alignment becomes a busway, it rules out the potential to use it as a rail link. A rail link is strategically more beneficial than bus a link
	To address the local issues in a coordinated manner	Reduction in traffic congestion at the local level by encouraging mode shift from car	Little or no impact at the North Watford area
	To promote bus, cycle and pedestrian journeys in the area	Potentially encourage pedestrian and cycle trips through travel to station	Marginal impact on encouraging mode shift from car. Promotes bus journeys.
	Improve road safety	Marginally beneficial through reduced road use.	Little or no impact

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<i>West Watford Transport Plan – Establishing a Framework for Future Transport Provision (adopted 2002)</i>	Reduce the number of vehicle journeys made within West Watford, especially at peak hour periods Address current traffic movement problems	Encourages public transport use by providing better access to Watford Junction and to Central London	Encourages public transport use.
	Improve rail services for local people	Provide direct rail link to Watford Junction and Central Link from West Watford area	No Impact
	Improve efficiency of the existing infrastructure	Reuses disused railway for rail and increases public transport capacity & connectivity	Utilises existing infrastructure for public transport and provides additional public transport capacity
	Improve and extend bus services for public and educational travel	Potentially encourages bus feeder services	Provides marginally improved bus service and better access to employment and other facilities
	Improve and extend connections between bus/rail/car and cycle/pedestrian facilities within West Watford	Encourages public transport patronage and provides better interchange facilities through location of Ascot Road station within the West Watford area	Provides an improved bus service, better interchange facilities and improved connections
	Improve road safety	Marginally beneficial through reduced road use	Little or no impact
	Encourage economic development by promoting the vitality of commercial and retail facilities in the area	Improves transport access between West Watford area and Watford Town Centre, Watford Junction and other employment and business centres by providing direct and improved public transport link	Provides an improved public transport mode connecting West Watford area to other employment and commercial centres.
	Address mobility needs of West Watford residents and visitors	Addresses mobility issues through new facilities accessible to all users	Addresses mobility issues through new facilities accessible to all users