

APPENDIX J: STRATEGIC FIT WITH RESPECT TO REGIONAL LEVEL PLANS / POLICIES FOR LONDON

Regional Level Plans	Policies	Croxley Rail Link Fit with Policy	Croxley Busway Fit with Policy
<p><i>Mayor's Transport Plan Public Draft (October 2009)</i></p>	<p>Supporting sustainable population and employment growth</p>	<p>Croxley Rail Link will promote sustainable growth through providing alternatives to car use.</p>	<p>Croxley Busway will promote sustainable growth through providing alternatives to car use.</p>
	<p>Improve public transport accessibility; improve access to economic and social opportunities</p>	<p>The Croxley Rail Link will provide additional journey options between Watford and London and will support the future development of London and access to employment, health and leisure facilities.</p>	<p>Improves accessibility and serves socially deprived areas.</p>
	<p>Improve access to jobs, business' access to employment markets, business to business access by seeking to ensure appropriate transport capacity and connectivity is provided on radial corridors into central London</p>	<p>Improves accessibility and serves socially deprived areas.</p>	
	<p>Ensure the provision of appropriate connectivity and capacity on radial transport corridors into metropolitan town centres</p>	<p>Explicitly supported " <i>improves the regional connectivity of northwest London by linking the Tube network to the important National Rail interchange at Watford Junction and the employment, retail, leisure and healthcare opportunities in Watford town centre</i>"</p>	
<p><i>Developing a Sustainable Transport Strategy</i></p>	<p>Competitiveness and Growth</p>	<p>Improve connections between homes, jobs, health facilities and other destinations. Assist economic development by improving transport access by sustainable means to existing centres of economic activity such as Watford town centre, new business parks near Ascot Road and Watford Junction redevelopment.</p>	<p>Improve connections between homes, jobs, health facilities and other destinations. Assist economic development by improving transport access by sustainable means to existing centres of economic activity such as Watford town centre, new business parks near Ascot Road and Watford Junction redevelopment.</p>
	<p>Climate Change</p>	<p>Improves local air quality and reduces greenhouse gas emissions by providing a realistic alternative to the car.</p>	<p>Improves local air quality and reduces greenhouse gas emissions by providing a realistic alternative to the car.</p>

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	<p>Safety, Security and Health</p>	<p>Improved connections to the general hospital and Watford Health Campus major regeneration project which provides health services.</p> <p>Many of the identified safety/security hazards could have implications for transport, such as the closure of part of the transport network.</p> <p>Reduction in accidents.</p> <p>Incorporates a high level of passenger security, particularly noticeable in the proposed new stations.</p> <p>Reduces road traffic by encouraging people to use public transport. This will in turn improve local air quality and reduce greenhouse gas emissions.</p>	<p>Improved connections to the general hospital and Watford Health Campus major regeneration project which provides health services.</p> <p>Many of the identified safety/security hazards could have implications for transport, such as the closure of part of the transport network.</p> <p>Reduction in accidents.</p> <p>Includes stop facilities broadly similar to existing bus stops. Within the segregated section there will be additional information provision and good quality lighting to mitigate perceived safety concerns.</p> <p>Reduces road traffic to some extent by encouraging people to use public transport. This will in turn improve local air quality and reduce greenhouse gas emissions.</p>
	<p>Equality of Opportunity</p>	<p>Significant increase in catchment population to rail station. Large number of journey destinations (both local and long-distance (north-west and central London for example) that the rail link will make readily accessible.</p> <p>Provision of a new walkway between Watford High Street Station and the Harlequin Shopping Centre reduces the severance effects of the town centre ring road.</p> <p>Improve connections between homes, jobs, health facilities and other destinations.</p>	<p>Improve connections between homes, jobs, health facilities and other destinations</p>

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	Quality of Life & the Natural Environment	<p>Provides improved and direct access to jobs in the north west and centre of London.</p> <p>Enhances east-west passenger transport links across Hertfordshire and make more journeys seamless.</p> <p>Provides more sustainable links between Watford and other local areas in north-west London.</p> <p>Address pressures for orbital movement around London in a sustainable manner.</p> <p>Improves access to health (esp. Health Campus) and leisure.</p>	<p>Provides improved and direct access to jobs in the north west and centre of London but to a lesser extent than the rail link.</p> <p>Enhances east-west passenger transport links across Hertfordshire and make more journeys seamless.</p> <p>Provides more sustainable links between Watford and other local areas in north-west London.</p> <p>Improves access to health (esp. Health Campus) and leisure.</p>
	Improving resilience and reliability	Makes best use of existing infrastructure to improve public transport in the corridor.	Makes best use of existing corridor to improve public transport in the corridor.
<i>Regional Funding Allocations – Advice to the Government from the East of England (2009)</i>	Supporting schemes associated with delivering growth and regeneration	Improves accessibility and serves socially deprived areas.	Improves accessibility and serves socially deprived areas.
	Watford Junction Station identified as a scheme with programme entry at July 2008	Improves local and regional access to Watford Junction.	Improves local access to Watford Junction.
<i>Sustainable Futures - Integrated Regional Strategy for the East of England, East of England Regional Assembly (October</i>	Croxley Rail Link identified as a priority scheme for pre 2013-14	Explicitly supports Croxley Rail Link.	Against policy as Busway will reduce the need for the Croxley Rail Link.
	The Croxley Rail link awarded Priority 1A scheme status, the highest priority for any uncommitted scheme (since these documents were published the scheme has been outlined as a regional commitment and will be funded through the RFA)	Explicitly supported by Regional Bodies.	Against policy as Busway will reduce the need for the Croxley Rail Link.

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<p>2005)</p> <p><i>East of England Plan – Further Proposed changes to the Regional Spatial Strategy (RSS) for the East of England, EERA (2008)</i></p>	<p>Enable the provision of the infrastructure and transport services necessary to support both existing development and that proposed in the RSS</p> <p>Improve access to jobs, services and leisure facilities</p>	<p>Serves the West Watford Regeneration and Ascot Road Areas.</p> <p>Improves access to jobs, services and leisure facilities.</p>	<p>Improvements in bus journey times to Ascot Road area.</p> <p>Improves access to jobs, services and leisure facilities.</p>
	<p>Reduce the rate of road traffic growth and ensure the transport sector contributes to the reduction in greenhouse gas emissions</p>	<p>Reduces road traffic by encouraging people to use public transport. This will in turn improve local air quality and reduce greenhouse gas emissions.</p>	<p>Reduces road traffic to some extent by encouraging people to use public transport. This will in turn improve local air quality and reduce greenhouse gas emissions.</p>
	<p>Improve social inclusion and access to employment and other facilities among disadvantaged</p>	<p>Improves local and regional accessibility and serves socially deprived areas.</p>	<p>Improves local accessibility and serves socially deprived areas.</p>
	<p>To manage travel behaviour and encourage the use of more environmentally friendly modes of transport, and widening choice of modes</p>	<p>Widens choice of modes.</p>	
	<p>Encourage efficient use of existing infrastructure</p>	<p>Croxley Rail Link makes best use of a route that otherwise would be unused.</p>	<p>Croxley Busway makes good use of a route that otherwise would be unused.</p>
	<p><i>Investing in our future – collective action for a sustainable economy – the Regional Economic Strategy for the East of England 2008-2031 (2008)</i></p>	<p>Reduce CO2 emissions to 60% below 1990 levels by 2031</p>	<p>Improves local air quality and reduces greenhouse gas emissions by providing a realistic alternative to the car.</p>
<p>Creating a resilient transport system that is used effectively and efficiently</p>		<p>Croxley Rail Link makes use of a route that would otherwise be unused. Also improves resilience by providing an alternative route to London.</p>	<p>Croxley Busway makes use of a route that would otherwise be unused.</p>
<p>Investing in transport to maximise economic growth</p>		<p>Improving transport links will enable more people to access jobs and services.</p>	<p>Improving transport links will enable more people to access jobs and services.</p>

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	Increasing economic benefit to the East of England from major international gateways	Croxley Rail Link makes best use of a route that otherwise would be unused and provides an important additional link into London from Watford.	Croxley Busway makes good use of a route that otherwise would be unused and provides an important additional link into London from Watford.
<i>Our Environment Our Future – The Regional Environment Strategy for the East of England, The East of England Regional Assembly and the East of England Environment Forum, (July 2003)</i>	Efficient movement of goods and people within and across the region	Significantly improves local and regional public transport access in the corridor.	Some improvements to journey times for local bus journeys along the corridor.
	Greater business, employment and regeneration opportunities supported by the region's transport infrastructure	Improves links to London and other central employment centres.	Little or no impact.
	Efficient use of sustainable transport	Reinstates disused railway line to enhance interchange opportunities.	Uses existing disused railway line as a busway.
	Reduce environmental impacts	Moderately adverse noise impacts.	Diversions of buses onto Busway expected to reduce emissions and reduce annoyance to local residents.
	High quality social, environmental and transport infrastructure and services to attract and retain skilled workers and increase investment	Improves accessibility to jobs in Watford, and serves socially deprived areas. Attracts skilled workforce and enhances labour force catchment locally and regionally due to better transport linkages.	Improved transport infrastructure for local journeys, namely that for the Croxley Business Park.
	Reduced exclusion through improved employment and participation in training	Improve accessibility for residents of deprived areas to reach job and education opportunities.	Little or no impact.
<i>A Sustainable Development Framework for the East of England, EERA (October 2001)</i>	Provide sustainable modes of transport as alternatives to car use	Provides an additional public transport link to Watford Town Centre, which offers a real alternative to the car.	Some reduction in traffic levels from mode shift for limited movements.
	Create and improve integrated environment friendly transport networks	Improvements and refurbishments of existing stations and improved multi-modal public transport interchange facilities.	Improves interchange.

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	Make major improvements to the rail network, especially to east-west links.	Re-uses an existing rail alignment using existing unused assets for east-west links and opening up opportunities for potential Watford Junction to Aylesbury services in future.	Adverse impact as a Busway will rule out the potential of a Watford Junction to Aylesbury service in the future. Potential improvement to east-west linkage in terms of regional bus services.
	To reduce the need to travel by car through high quality transport alternatives	Provides a high quality public transport service and provides an attractive alternative to the car.	Marginal improvements in transport alternatives reducing some car use.
	To promote Green Transport Plans, including non-fossil fuel powered vehicles; support energy saving and clean fuel initiatives in use of all forms of powered transport	London Underground operates on electricity with potential for future electricity generation efficiency improvements.	No immediate impact, but has the potential for greener choices of vehicles in the future.
	To promote east-west links, including rail	Reinstating disused orbital rail corridor to serve local trips and provide interchange for regional trips.	Some local east-west orbital bus movements improved by no additional links offered.
	To make best use of and support adequate maintenance of existing strategic road and rail infrastructure, to overcome congestion	Utilises rail infrastructure. Transfer from car will reduce traffic and congestion.	Provides an alternative to existing local roads and marginally reduces congestion.
<i>The London Plan - Spatial Development Strategy for Greater London (Consolidated with alterations, February 2008)</i>	To reduce traffic growth, the environmental impacts of traffic, and improve road safety	Car transfer will generate reduction in accidents but slight adverse noise impacts.	Some improvements on traffic environmental impacts and road safety.
	Significant improvements in access, services and sustainability in suburban areas	Additional transport option increases access to services. Reliable journey times will allow business trips to operate more reliably and efficiently.	Improves accessibility to services.
<i>Sustaining Success – the Mayor's Economic Development Strategy for London (2005)</i>	Support the delivery of the London Plan, to promote sustainable growth and economic development	Croxley Rail Link will promote sustainable growth through providing alternatives to car use.	Croxley Busway will promote sustainable growth through providing alternatives to car use.

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	Deliver improved and effective infrastructure to support London's future growth and development	The Croxley Rail Link will provide additional journey options between Watford and London and will support the future development of London.	The Croxley Busway will provide additional local journey options in and around Watford.
<i>The Mayor of London's Environmental Strategies (various dates)</i>	To improve air quality and noise whilst ensuring that climate change, biodiversity and water resources are not compromised.	The Croxley Rail Link will not adversely impact on any of these issues within Greater London as the Metropolitan Line (which the Croxley Link will connect to) already exists.	The Croxley Busway will not adversely impact on any of these issues within Greater London as the Metropolitan Line (which the Croxley Link will connect to) already exists.