

# **GENERAL PUBLIC SERVICES AND ECONOMIC DEVELOPMENT COMMITTEE**

Tuesday, 16 January 2024 at 7.30 pm

## **SUPPLEMENTARY PAPERS**

The following papers have been added to the agenda of the above meeting. They were not available when the agenda was originally published.

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*Joanne Wagstaffe, Chief Executive*

**6. WATFORD TO CROXLEY RAIL LINK PRESENTATION**

(Pages 3  
- 10)

Presentation by Kimberley Rowley.

Report to follow (see Supplementary Agenda No. 2).

**General Enquiries: Please contact the Committee Team at**  
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Three Rivers District Council

# Committee Report

Date: 16 January 2024

Report Originator: Kimberley Rowley	Head of Service sponsor	Date Originated: 8 January 2024	
Lead Member Name: Cllr Giles-Medhurst/Cllr Rainbow	Area of Responsibility: Economic Development/Transport		
CMT Date:	N/A		
JLT Date (if applicable):	Lead Member and Ward Cllr/Parish Council briefing 5 December 2023		
REASON FOR REPORT			
Reason	JLT/CMT Feedback for Officer and further instructions		Recommendation to JLT/CMT:
Consultees consulted	Finance No	Legal No	Head of Service/Other Alison Scott 11/01/24
Consultees to be consulted following CMT before report publication	Chief Executive	Shared Director of Finance  (see above)	
PROPOSED ROUTE FOR FURTHER APPROVAL			
			Date
Committee			General Public Services and Economic Development Committee 16 January 2024
Council (if required)			

**GENERAL PUBLIC SERVICES AND ECONOMIC DEVELOPMENT  
COMMITTEE  
16 JANUARY 2024**

PART I

**WATFORD TO CROXLEY LINK (W2CL) PROPOSALS – PRESENTATION  
(AIDEP)**

**1 Details**

- 1.1 Following the cancellation of the Metropolitan Line Extension project Hertfordshire County Council, in conjunction with Watford BC and Three Rivers DC and other major stakeholders, are looking at alternative use of the disused railway line between Watford and Croxley.
- 1.2 Following an initial feasibility study consultants, Atkins, were commissioned to develop further design concepts of a series of public transport and active travel transport options. This further work has provided options for two route proposals both linking with Croxley station, and for either a trackless tram or VLR (Very Light Rail) option.

- 1.3 Wider area improvements for sustainable travel are also being looked at as part of the scheme to promote sustainable transport in and around the disused alignment. This further report will further inform a Strategic Outline Business Case which is currently being prepared.
- 1.4 The main objective of the scheme is to increase the capacity of the transport network within the Watford and Three Rivers area to support the vision of creating a cleaner, greener, and healthier Hertfordshire benefiting residents, visitors and commuters.
- 1.5 An short presentation with slides will provide a further update to Members.
- 1.6 Further details will be provided to Members as the project progresses.

## **2 Options and Reasons for Recommendations**

- 2.1 Presentation to be noted.

## **3 Policy/Budget Reference and Implications**

- 3.1 The recommendations in this report are within the Council's agreed policy. There are no current budgets identified for this project.

## **4 Financial**

- 4.1 To date the Council has not committed any monies to this project, with the exception of staff resource.
- 4.2 The feasibility studies and subsequent emerging Strategic Business Plan will identify final project costs and ensure HCC and its partners are in a position to take advantage of any future funding opportunity that arises.
- 4.3 Any requests for monies to support this project will follow appropriate budget processes.

## **5 Legal**

- 5.1 All necessary statutory and legal processes will be adhered to in the delivery of this project.

## **6 Staffing Implications**

- 6.1 Existing Officers are currently working with HCC, Watford BC and other stakeholders as part of a Steering Group, as agreed by a Memorandum of Understanding between the main stakeholders.

## **7 Communications and Website Implications**

- 7.1 The TRDC Communications Team are working with their counterparts at HCC and WBC on a Communication Strategy for this project. The website and wider press releases will be updated/issued as appropriate.

**8 Equal Opportunities, Environmental, Community Safety, Public Health, Customer Services Centre, Risk Management and Health & Safety Implications**

8.1 None specific to report at this stage.

**9 Risk and Health & Safety Implications**

9.1 The Council has agreed its risk management strategy which can be found on the website at <http://www.threerivers.gov.uk>. In addition, the risks of the proposals in the report have also been assessed against the Council's duties under Health and Safety legislation relating to employees, visitors and persons affected by our operations. The risk management implications of this report are detailed below.

9.2 The subject of this report is covered by the Regulatory Services Service Plan(s). Any risks resulting from this report will be included in the risk register and, if necessary, managed within this/these plan(s).

Nature of Risk	Consequence	Suggested Control Measures	Response <i>(tolerate, treat, terminate, transfer)</i>	Risk Rating <i>(combination of likelihood and impact)</i>
Feasibility proposals are not progressed	Will not be ready to take advantage of funding opportunities to progress the project and pursue sustainable travel objectives	Continue to work with key stakeholders to progress the feasibility study	Treat	4
No viable option identified	Unable to progress and take advantage of sustainable travel opportunities/objectives	Continue to work with key stakeholders to progress the feasibility study and consider alternative options	Treat	4
Funding for proposals not identified	Unable to progress and take advantage of sustainable travel opportunities/objectives	Continue to work with key stakeholders to identify funding opportunities	Treat	8-9
Negative public reaction to the proposed scheme	Negative publicity	Communications Plan prepared and implemented,	Tolerate	4-6

		Public consultation as appropriate		
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9.3 The above risks are scored using the matrix below. The Council has determined its aversion to risk and is prepared to tolerate risks where the combination of impact and likelihood scores 6 or less.

Very Likely    Likelihood    Remote	Low 4	High 8	Very High 12	Very High 16
	Low 3	Medium 6	High 9	Very High 12
	Low 2	Low 4	Medium 6	High 8
	Low 1	Low 2	Low 3	Low 4
		Impact Low -----> Unacceptable		

**Impact Score**

- 4 (Catastrophic)
- 3 (Critical)
- 2 (Significant)
- 1 (Marginal)

**Likelihood Score**

- 4 (Very Likely (≥80%))
- 3 (Likely (21-79%))
- 2 (Unlikely (6-20%))
- 1 (Remote (≤5%))

9.4 In the officers' opinion none of the new risks above, were they to come about, would seriously prejudice the achievement of the Strategic Plan and are therefore operational risks. The effectiveness of the management of operational risks is reviewed by the Audit Committee annually.

**10 Recommendation**

10.1 That the presentation be noted.

Report prepared by: Kimberley Rowley, Head of Regulatory Services

**Data Quality**

Data checked by:

Justin Wingfield, Head of Property

Data rating:

<b>1</b>	<b>Poor</b>	
<b>2</b>	<b>Sufficient</b>	
<b>3</b>	<b>High</b>	<b>X</b>





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