

Transport Capital Projects Update

13/01/2026

GENERAL PUBLIC SERVICES AND COMMUNITY COMMITTEE
13 January 2026

PART 1

**Transport Capital Projects Update
(DoF)**

1 Summary

- 1.1 The report provides an update on five capital projects being progressed by the council's Transport and Parking team to support better transport infrastructure in the district.
- 1.2 This report does not cover general repairs and maintenance of transport infrastructure such as repainting of parking restrictions or repairs to verge protection bollards which are arranged separately under revenue budgets.

2 Recommendation

- 2.1 That:
 - 2.1.1 It is agreed that officers continue to develop the schemes set out in section 3; and delegates all decisions on the development, expenditure and implementation of these schemes and any additions to this work programme, to the Director of Finance in consultation with the Lead Member for General Public Services and relevant Ward Councillors.
 - 2.1.2 To give delegated authority to the Director of Finance to enter into a contract or funding agreement above the value of £25,000 for the capital programme, subject to capital budget confirmation as part of the medium-term financial planning process.

Report prepared by: Tom Rankin, Sustainable Transport Officer

3 Details

- 3.1 The current schemes under development are detailed in this section with the current progress made. These projects are being pursued within current budgets including those monies held by others under S106 agreements. The schemes have been identified through resident and Councillor requests, previous plans and prioritisation work and through work with external and internal partners.
- 3.2 Scheme 1: A verge hardening project located in Barnhurst Path, South Oxhey. This involves creating four parking spaces with grasscrete on a grass verge near the junction of Barnhurst Path and Anglesey Road. Currently cars park parallel on the footpath in front of this verge with space for two cars therefore this scheme will create two additional spaces. This will have the additional benefit of reducing obstructive parking across the footpath.
- 3.3 Scheme 1 Progress: Site visits have been held with Ward Councillors and separately with the contractor to review this location. The council is awaiting final costs for implementing the scheme.

- 3.4 Scheme 2: A capital project to maintain and improve the highway amenities at High Elms Lane, Garston involving improvements for pedestrians and cyclists. This is referenced as TR21 in TRDC Cycling Strategy Programme 2019-21 at the Infrastructure, Housing and Economic Development committee in November 2018. This capital project was intended to support and compliment the recently introduced Traffic Regulation Order scheme to manage transport demands on the road. Previously secured planning obligations under Section 106 will contribute to the cost of this scheme.
- 3.5 Scheme 2 Progress: A draft General Arrangement has been created for the scheme and officers are reviewing this with officers at Hertfordshire County Council.
- 3.6 Scheme 3: Improvements and repairs to the Ebury Way path which forms part of the National Cycle Network Route 6. This focuses on the Rickmansworth end of the route which is currently in very poor condition due to root intrusion and overrun from the verge. This is referenced as TRDC6 in TRDC Cycling Strategy Programme 2019-21 at the Infrastructure, Housing and Economic Development committee in November 2018.
- 3.7 Scheme 3 Progress: Officers are attempting to engage with landowners and The Walk, Wheel Cycle Trust (previously known as Sustrans).
- 3.8 Scheme 4: Minor alterations to the adopted highway or adjacent land to safely accommodate the Beryl Bike expansion. This may include changes such as rearranging street furniture or creating additional hard standing.
- 3.9 Scheme 4 Progress: Initial site visits have been conducted. Ward Councillors will be consulted on the Beryl bay locations and the proposed alterations.
- 3.10 Scheme 5: Investigate improvements to the path between Springwell Avenue and Eastwick Crescent with a view to improve the width and surface of the path as part of the adopted LCWIP plan.
- 3.11 Scheme 5 Progress: Initial investigations are underway.

4 Options and Reasons for Recommendations

- 4.1 It is recommended that the committee agrees that officers continue to develop the schemes set out in section 3; and delegates all decisions on the development of, expenditure on, and any additions to this work programme to the Director of Finance in consultation with the Lead Member for General Public Services and relevant Ward Councillors.
- 4.2 Progressing these schemes enables the council to continue the development of better transport infrastructure across the district.

5 Policy/Budget Reference and Implications

- 5.1 The recommendations in this report are within the Council's agreed policy and budgets.

6 Environmental, Community Safety, Public Health, Customer Services Centre

- 6.1 None specific.

7 Financial Implications

- 7.1 The schemes are funded by the existing Transport and Infrastructure budget, and the programme will be managed within the existing budgetary provision. Final costs are still being investigated. External funding is sought for every scheme particularly when delivered jointly with external partners.

8 Legal Implications

- 8.1 Some schemes require formal consultation with the public, usually under the traffic order-making regulations of the Road Traffic Regulation Act 1984 or under the Highways Act 1980 and associated legislation. In addition to this, it is intended that the occupiers of any property affected by any proposals will be directly informed.

9 Communications & Website Implications

- 9.1 The projects will be managed using existing resources, staffing and communications support.

10 Staffing Implications

- 10.1 The Principal Sustainable Transport Officer within the Transport and Parking team will oversee the development of these capital schemes. The projects will require specialist support but this will be managed by the existing staff resource within the team.

11 Climate Change and Sustainability Implications

- 11.1 The active travel projects referenced in this report will support the transition to sustainable forms of travel in the district, reduce emissions to net-zero carbon and increase sustainability across a wide range of areas. Progression of the LCWIP and associated active travel proposals will contribute to the completion of safer, more attractive routes for all people to cycle and walk.

12 Equal Opportunities Implications

- 12.1 Relevance Test

| | |
|--|---|
| Has a relevance test been completed for Equality Impact? | No - there is no proposed change to current policy or service |
| Did the relevance test conclude a full impact assessment was required? | N/A |

13 Risk and Health & Safety Implications

- 13.1 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.

- 13.2 The subject of this report is covered by the Regulatory Services service plan. Any risks resulting from this report will be included in the risk register and, if necessary, managed within this plan.

| Nature of Risk | Consequence | Suggested Control Measures | Response | Risk Rating |
|--|--|--|----------|-------------|
| The transport programme may not be completed in full, due to resourcing, lack of support or other unforeseen circumstance. | <p>The benefits of improved transport infrastructure would not be realised.</p> <p>Associated funding may be left unspent.</p> | <p>Transport Programme prioritised by members.</p> <p>Internal monitoring of the Programme.</p> <p>Internal monitoring of budget and rephasing as appropriate.</p> <p>Early consultation with Ward members and residents where applicable.</p> | Tolerate | 4 |

- 13.3 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%))

Data Quality

Data checked by:

Ian Bratt Data
rating:

| | | |
|----------|-------------------|----------|
| 1 | Poor | |
| 2 | Sufficient | X |
| 3 | High | |

Background Papers

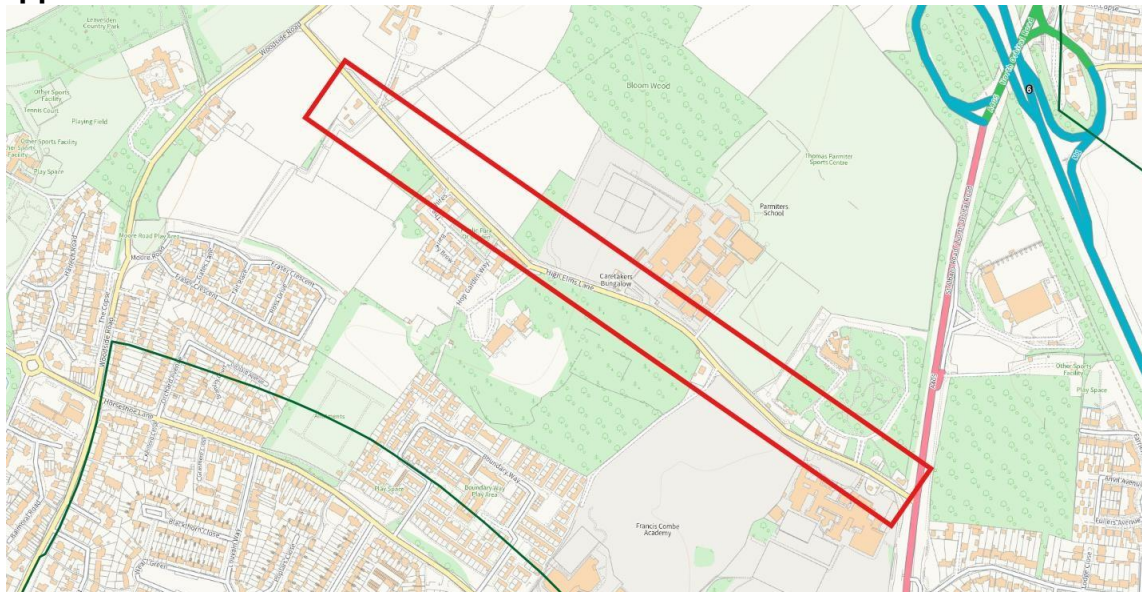
APPENDICES / ATTACHMENTS

Appendix A – Scheme 1 Area

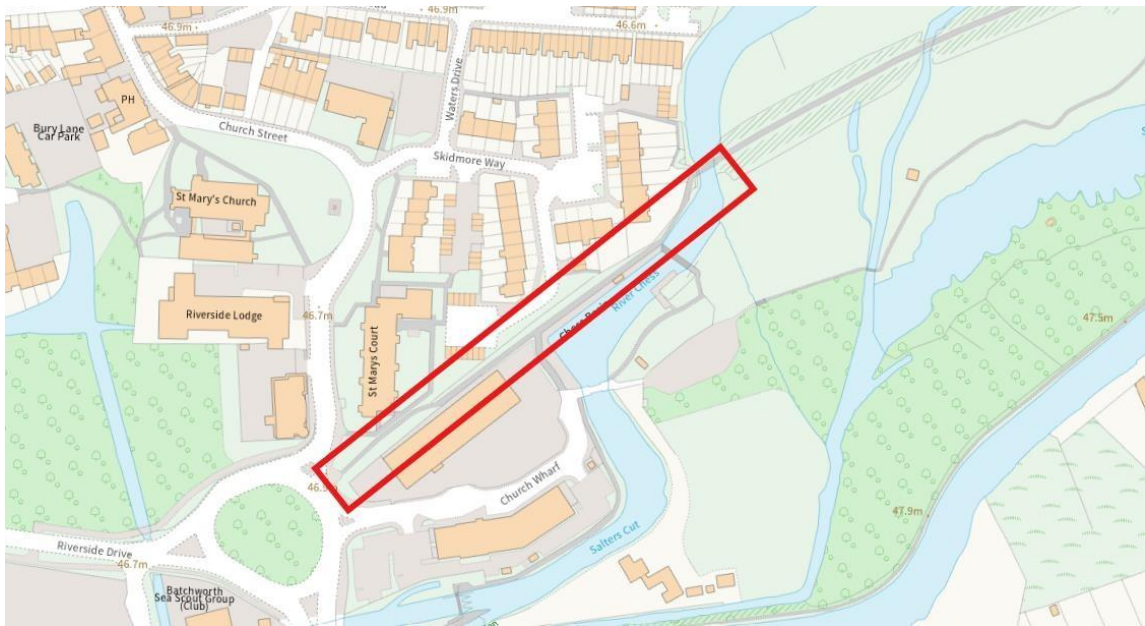


Appendix B - TRDC Cycling Strategy Programme 2019-21 schemes (attached)

Appendix C - Scheme 2 Area



Appendix D - Scheme 3 Area



Appendix E - Scheme 5 Area

