

Metropolitan Line Extension (MLX) Community Liaison Group Three Rivers

Wednesday 15 June 2016
TS Renown, Cassio Bridge, Watford Road, WD3 3DG

Attendees

Name	Organisation
Cllr Philip Brading (PB) – Chair	Three Rivers District Council
Glenn Keelan (GK)	Transport for London
Olivia White (OW)	Transport for London
Paulo Lotter (PL)	Taylor Woodrow
Cllr Chris Lloyd (CL)	Three Rivers District Council
Cllr Alison Wall (AW)	Three Rivers District Council
Cllr Jeremy Hollands (JH)	Croxley Green Parish Council
Cllr Andrew Hobbs (AH)	Croxley Green Parish Council (Cllr Hobbs will be replacing Cllr Chris Mitchell at these meetings going forward)
Barry Grant (BG)	Croxley Green Residents Association
Ann MacDonald (AM)	Cassiowharf
Tony Walker (TW)	Croxley Hardware
Doug Brodie (DB)	Representing Croxley Green Business Park
George Derbyshire (GD)	Save Watford Met campaign

Apologies

Name	Organisation
Cllr Steve Drury	Three Rivers District Council & Hertfordshire County Council
Cllr Rupert Barnes	Three Rivers District Council
Cllr Peter Getkahn (PG)	Three Rivers District Council
Steven Hancox (SH)	Workman LLP, on behalf of Columbia Threadneedle (Croxley Green Business Park)

	Item	Action
1.0	Welcome and introductions	
2.0	Review of previous meeting minutes	
2.1	Minutes from meeting on 16.03.16 agreed as accurate and no changes made.	
3.0	Update on project	
3.1	<i>Presentation given at meeting has been uploaded to Metropolitan Line Extension (MLX) webpage.</i>	
3.2	GK presented an update on the project, current timelines and progress since the last Community Liaison Group (CLG) meeting on 16 March.	
3.3	AW asked what savings were being looked at on the project. GK explained that the team was looking at all areas where possible savings could be made, including constructability and phasing through the value engineering process. He stressed that the project will remain within the conditions of the Transport and Works Act Order, and will re-submit planning applications to the local authorities if required.	

3.4	PB asked about potential changes to the viaduct and the affects this would have on the acoustics of the viaduct. GK said that any potential design changes would require the same technical performance from the infrastructure. He also explained that the Environmental Statement includes predicted noise levels for construction and operation. The project is responsible for ensuring these are realistic through construction and into operation, and undertaking mitigation levels if necessary.	
3.5	CL requested an overview of noise management be added to the next CLG agenda.	OW to add to next CLG agenda
3.6	GK was asked by a resident what potential outcome of the cost saving work could be achieved. GK emphasised that the project had taken an open approach to options for cost saving but stressed the team must remain compliant with the Transport and Works Act. He also said the value engineering work to find savings is focused on achieving best value. GK explained that changes and savings may be viable through new requirements and standards, for example removing a room in a station building, or re-phasing sections of work.	
3.7	BG stated that members were aware of the rising costs of the project over the years and asked if costs continued to rise could the project be at a point where it couldn't be delivered within the current budget. GK said TfL has a responsibility to demonstrate the project is affordable, as it is being funded largely by public money. He emphasised that work being undertaken to review tenders would provide a clearer view on costs.	
3.8	GK was asked by a resident if the current projected budget is within tolerance. GK responded that the project team are currently reviewing the tender for the civils works. These prices will help the team to confirm estimates and review the budget.	
3.9	GK was asked by a resident if there could be a delay in the project and how this would affect the taking of land as part of the compulsory purchase process. GK said information on the phasing of land acquisition will be shared with respective land owners as and when available. In doing so, TfL will comply with statutory notice periods and will aim to provide as much notice as reasonably practicable.	
3.10	AM asked for the timescale for the viaduct construction. PL said the construction will take approximately 2 years. Following this the viaduct will require track and signalling to be installed.	
3.11	GK was asked if TfL was looking to remove the switches and points into Watford Met station. GK said these would need to be retained as the track will be used for stabling.	
3.12	JH asked which platforms the MLX trains will run into at Watford Junction. GK said the train would run into the Overground platforms.	
3.13	Post meeting note: The MLX trains will run into platforms 3 & 4 at Watford Junction station. These platforms are currently used by London Overground. When the extension opens London Overground will use platforms 1 & 2.	
3.14	A resident asked about the future service timetable to and from Croxley and where the trains will be reversing when the MLX opens. GK agreed to	

3.15	<p>clarify the information on service provision in a post meeting note.</p> <p>Post meeting note: The current service at Croxley is up to 8tph in the peaks, 4tph off-peak. Over the coming years the service frequency on the Metropolitan Line is due to increase, although the future timetable is yet to be confirmed. there will be capacity for 10tph to Croxley, with capacity for 6tph from Croxley to Watford Junction from the Metropolitan Line Extension and 4tph turned around at Watford Met and directed back onto the main branch of the Metropolitan Line to maintain the 10tph capacity.</p>	
4.0	<p>Update on community relations</p> <p>4.1 OW provided an update on the enquiries which have been received since the last CLG and some key themes.</p> <p>4.2 AW thanked the team for quickly contacting Network Rail around the concerns raised about the damage to the gate and fence onto the old Croxley Green station.</p>	
5.0	<p>Update on enabling work</p> <p>5.1 PL presented an update on current and upcoming utility diversion work.</p> <p>5.2 TW asked about the Thames Water Baldwins Lane trial holes, and had particular concerns over the contingency plans for the work. He emphasised that a one lane closure on the Baldwins Lane over the weekend impacted the row of businesses. TW asked if the work could be moved to Wednesday and Thursday. He also stressed that the local businesses were greatly affected by the work and they would appreciate being consulted over plans for traffic management.</p> <p>5.3 PL explained there is contingency in the Thames Water programme and an overrun would be unlikely. PL explained the Thursday and Friday dates were selected as Thames Water will be working on Watford Road on Saturday and Sunday. Although access to the businesses won't be blocked PL recognised the queuing of traffic can make it difficult for people to use the car parking spaces. PL agreed to talk to Thames Water regarding resources and contingency plans.</p> <p>5.4 GK explained that all traffic management required approval from Hertfordshire County Council Highways and whilst the project is happy to engage with local businesses about work and road closures, consultations are not practical for each road application. AM stressed that the Public Inquiry for the Transport and Works Act was when residents and businesses were consulted on plans and had an opportunity to comment.</p> <p>5.5 Post meeting note: OW has agreed with TW that when details of the Thames Water diversion are developed, the project team will brief the shops.</p> <p>5.6 PB asked about the Thames Water diversion on TRDC playground. He said that the council viewed the amount of park used as a site compound and disruption to the TS Renown tenants as substantial and would therefore expect the playzone at Morris Minors nursery be built prior to the work. MM explained the work would have a substantial impact on the nursery and they too expected the playzone to be built before the utilities work. The playzone was a commitment made from the Inquiry process.</p>	

	OW explained that a meeting had recently taken place with Tree Rivers District Council, Morris Minors and the Sea Cadets. The views of TRDC have been feed back to the Senior Project Manager and are currently being looked into.	
6.0	Croxley station name	
6.1	OW provided an update on requests to rename Croxley station Croxley Green station when the MLX opens.	
6.2	BG stressed that this was supported locally and the MLX provided a good opportunity to change the name because many of the changes will have to take place for the new MLX stations anyway. BG also said TfL had previously suggested this would be looked at.	
6.3	CL asked that TfL commit to a timescale on when costs for potential name change are complete.	
6.4	Post meeting note: TfL will complete the review in Q4 2016.	
7.0	Croxley step free access	
7.1	OW presented an update on the potential use of match-funding for step free access at Croxley station. TfL are currently awaiting confirmation from Hertfordshire County Council for funds to match-fund the feasibility study into options of step free access at Croxley.	
7.2	CL said he would be writing to HCC for timescales when confirmation on funding can be sought.	
7.3	CL presented GK with additional signatures of the petition for step free access at Croxley	
7.4	Post meeting note: The addendum to the petition was delivered to the London Underground's MD's office by GK.	OW to add to next agenda
7.5	AW asked for the item to be added to the next CLG agenda	
8.0	Questions	
8.1	A resident asked if ticket prices and zones for the MLX had been confirmed. GK said this is yet to be confirmed.	
8.2	AW asked if the problem of gaps between the train and platform would be an issue for the MLX. GK said that the new stations were to be step free from street to train. The stations were also newly designed, so could accommodate the new trains and will not have a large stepping distances.	
8.3	A resident stated the trains into London were already busy, and asked how the MLX would affect this. GK explained that a separate TfL project called Four Lines Modernisation is working to install new signalling which will allow more trains to run on the line. As part of this project 191 extra trains have been purchased. GK also said the MLX is about joining up Watford and will dramatically change the dynamics of travel in the area.	
9.0	AOB	
9.1	DB said that it was important for Croxley Business Park to have a schedule of traffic management for the main works and have as much advance	

	notice as possible.	
10.0	Next meeting	
10.1	Suggested date for next meeting Wednesday 21 September. Members to check availability	ALL

Meeting started 18.30 and finished 20.10

Minutes drafted by OW

Minutes distribution list

The minutes will be distributed to CLG members and put up on the MLX webpage on the TfL website. In addition they will be circulated to the below people and those signed up for the MLX updates:

- Peter Simons, Three Rivers District Council
- Helen McCormick, Hertfordshire County Council
- Andy Smith, Watford Borough Council
- Kathryn Robson, Watford Borough Council
- Lucy Gravatt, Hertfordshire Local Enterprise Partnership
- Councillor Stephen Giles-Medhurst,
- Councillor Martin Trevett
- Councillor Terry Douris
- Councillor Ralph Sangster
- Councillor Nigel Bell
- Cllr. Ann Shaw
- Mike Morris, Morris Minors
- Fabian Hiscock, Rickmansworth & Watford Sea Cadets