

Old Oak and Park Royal Development Corporation

Neighbourhood Community Infrastructure Levy Consultation Statement

November 2025

This statement is written to demonstrate compliance with the government's Neighbourhood Community Infrastructure Levy (NCIL) consultation requirements and to provide a clear audit trail of the OPDC's NCIL consultation held between June 16th and July 28th 2025, and the supporting engagement activities.

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1. Introduction

- 1.1.** This Consultation Statement has been prepared by the OPDC to show the process of community engagement carried out to determine local priorities for the allocation of the Neighbourhood Community Infrastructure Levy (NCIL), in accordance with the Community Infrastructure Levy (CIL) Regulations 2010 (as amended).
- 1.2.** Community Infrastructure Levy (CIL) is a standard charge on development in the area, receipts for which are used to support planned growth. OPDC adopted its [CIL Charging Schedule](#) on 28th February 2024, which came into effect on 1st April 2024.
- 1.3.** Neighbourhood CIL (NCIL) is the percentage of the OPDC CIL collected to be spent in consultation with the local community. In line with the CIL Regulations (2010), the neighbourhood allocation rate of NCIL is 15% of all OPDC CIL collected, except for the area of the OPDC covered by the Harlesden Neighbourhood Plan, where the adoption of a Neighbourhood Plan results in a 25% allocation of CIL.
- 1.4.** The purpose of this consultation was to ensure that NCIL funding is spent on projects that reflect the needs and aspirations of the local community.
- 1.5.** The objectives of the consultation were to:
- a)** Seek the views of residents and businesses on the types of infrastructure projects that local people most want to see funded by NCIL.

- b)** Inform residents and stakeholders about the upcoming availability of NCIL funds, in preparation for the collection of CIL funds.
- c)** Ensure decisions on NCIL funding are informed, inclusive and transparent.

1.6. As different areas of the OPDC are likely to have different needs and priorities, a survey was open to these residents and businesses on the local priorities for three different neighbourhoods known as NCIL Zones:

- North Acton
- Old Oak
- Park Royal

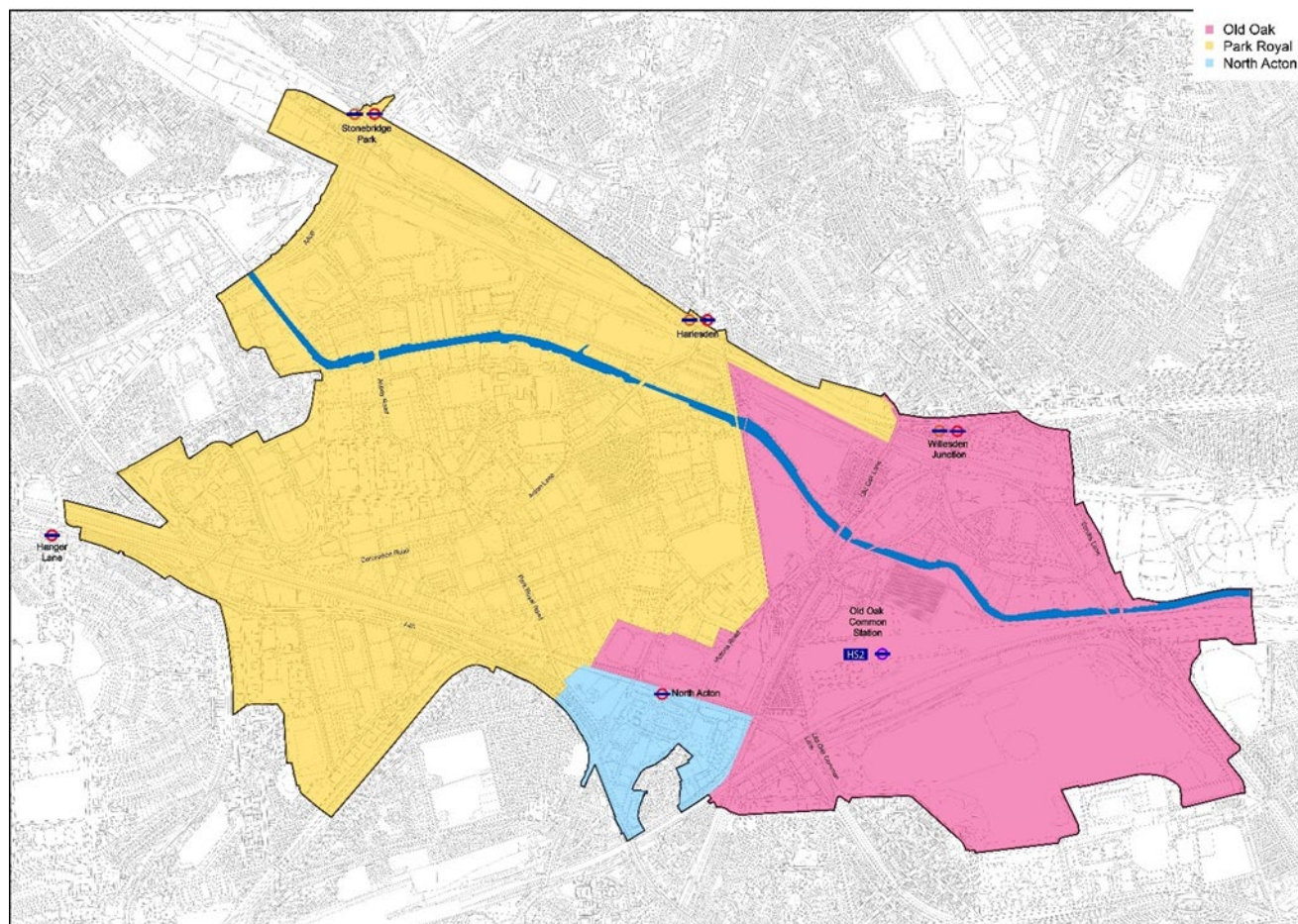


Figure 1.1: Map of OPDC NCIL Zones

- 1.7. The community was asked to rank the following categories of infrastructure by order of priority for the NCIL Zones from 1st to 10th:
- Community centres and facilities

- Schools and education
- Employability and skills
- Health
- Open space and play space
- Arts and culture
- Healthy streets
- Sports, recreation and leisure
- Public Transport Improvements
- Environmental Sustainability and Biodiversity

1.8. The ranking will then be used to guide local communities in bringing forward specific applications for NCIL funding and to decide which projects are ultimately allocated funded.

2. Background

2.1 In the February 2024 OPDC Board meeting, the Board voted unanimously to adopt the Community Infrastructure Levy (CIL), a standard charge on development in the area.

2.2 OPDC Board agreed that an initial public consultation would be undertaken to understand which broad categories of infrastructure local communities want to see delivered and/or improved in their local area. **The consultation undertaken between 16th June 2025 and 28th July 2025, described in this statement, fulfils this requirement.**

2.3 OPDC Board also agreed that once £500,000 in NCIL has been collected, applications for funding of specific projects will be invited. These applications will in turn be consulted on, and a report taken to OPDC's Community Review Group (CRG), providing an officer assessment of each project proposal and a summary of the views from the consultation. The officer assessment will include consideration of the extent to which the project aligns with priorities identified in this initial consultation. The Chief Finance Officer in consultation with POAG will then allocate available funding to projects and this will be reported to the Board.

3. Methods of Consultation

3.1. To engage a broad and diverse audience while promoting the NCIL priorities consultation, OPDC took steps to promote awareness of NCIL among local residents and local businesses in the OPDC area.

3.2. The consultation targeted:

- a) Local residents across all age groups.
- b) Businesses operating within the area.
- c) Community and voluntary organisations.

3.3. The methods which OPDC used to engage the public, and their audience reach, are summarised in the table below:

Neighbourhood Community Infrastructure Levy Consultation Methods			
Method	Date	Location	Audience Reach
Leaflet distribution	14/06/2025 to 15/06/2025	OPDC area and parts of East Acton and Harlesden	Approximately 18,000 addresses, including residents and businesses
Public drop-in event	21/06/2025	The Lab at Oaklands Rise, 19 Green Street, London, NW10 6FT	Estimated 25 attendees across all drop-in events
Public drop-in event	03/07/2025	Community Hub, Woodward Building, 1 Victoria Road, North Acton, London, W3 6FA	

Public drop-in event	09/07/2025	Excelsior Studios, 17-19 Sunbeam Road, London, England, NW10 6JP	
Online Zoom event, advertised on Eventbrite	15/07/2025	Online Event	8 registrations
Social media	19/06/2025 02/07/2025 04/07/2025 08/07/2025	Instagram, Facebook and X	1,282 views 29 engagements
Article in OPDC community newsletter	24/06/2025	OPDC Community Newsletter	Sent to 1,700 signed up community stakeholders
Mail out to OPDC consultation database	16/06/2025	NCIL Consultation mail out email	Email list of 481 OPDC Stakeholders, including: - Community groups/residents associations operating in OPDC - Businesses operating in OPDC - Developers operating in OPDC - Residents and community stakeholders previously signed up to OPDC mail list - Councillors and MPs in OPDC - OPDC Planning teams - GLA Planning teams

3.4. Respondents were therefore able to respond to the consultation using a variety of methods, namely:

- a)** Submitting a response to the online survey
- b)** Submitting a paper response to the survey

- c) Using consultation boards at the in-person events, respondents could label their preferences from 1 to 10
- d) Submitting written responses via email (as per Appendix B)

3.5. By enabling people to respond to the consultation through multiple methods, we ensured more inclusive and equitable access to the consultation, addressing issues of digital exclusion.

4. Public Consultation Response

4.1. OPDC received the following responses to the consultation:

- a)** 25 responses to the online survey
- b)** 5 responses to the paper survey
- c)** Other survey responses via the consultation boards at in-person events. Unfortunately, it is not possible to fully quantify the number of people who responded using the boards at the consultation events. This is because people did not always rank each category from 1 to 10. For instance, some people only completed their top 3 priorities.
- d)** 5 written responses

4.2. The following information summarises the survey responses for the three NCIL areas based on the priority of each project category (from 1st to 10th priority) where the higher the priority, the lower the weighted average shown.

4.3. Figure 4.1 summarises the consultation responses for North Acton:

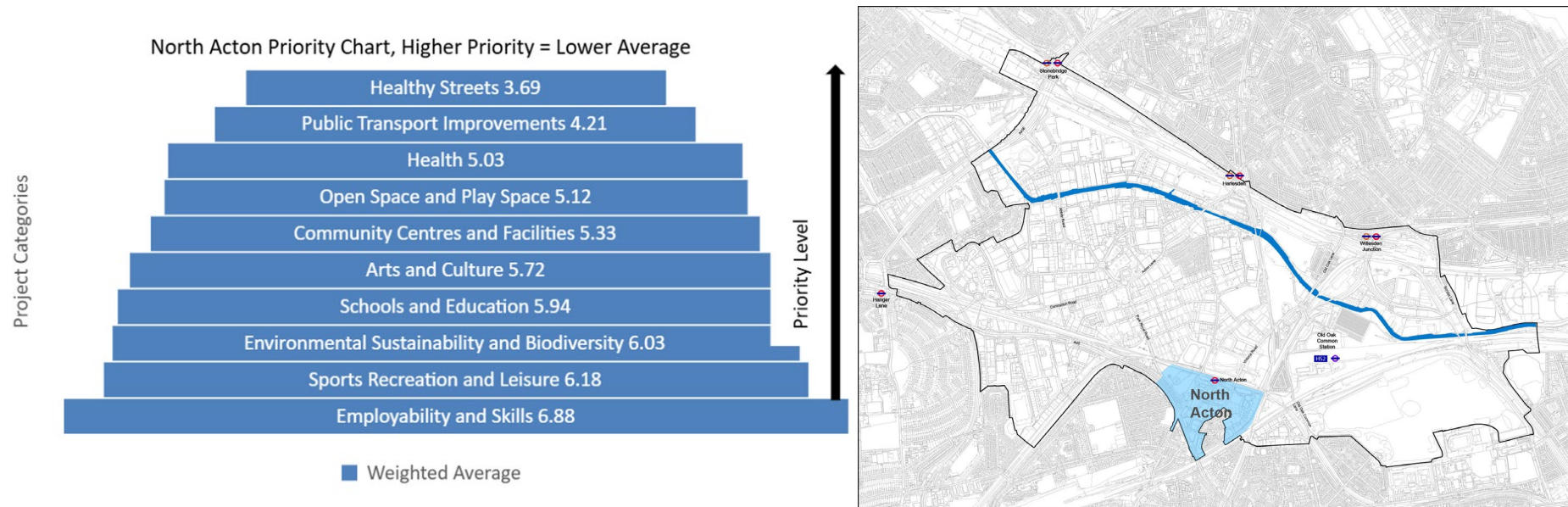


Figure 4.1 (a) and (b): North Acton Priority Chart and Map

4.4. Figure 4.2 summarises the consultation responses for Old Oak:

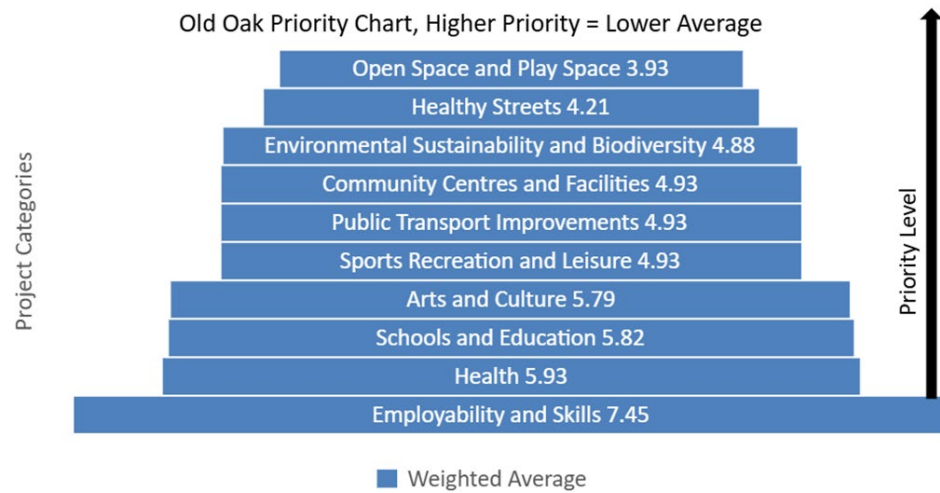
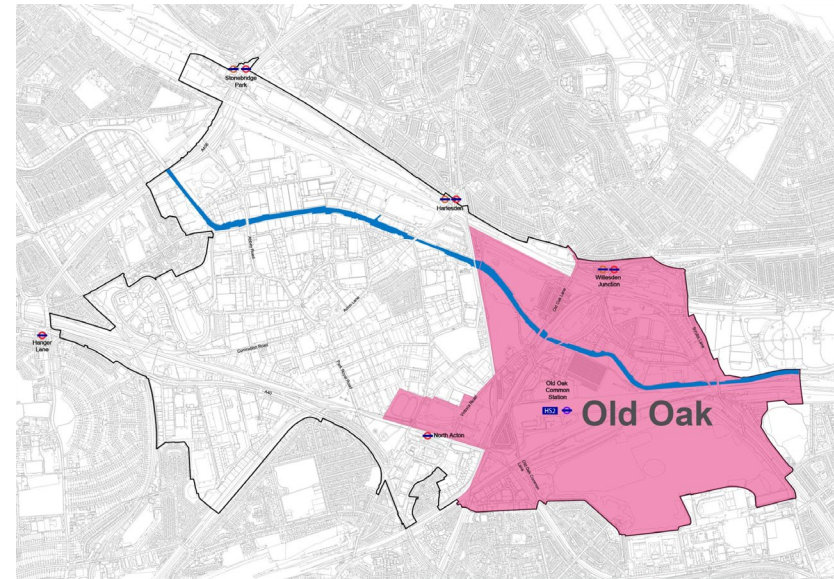


Figure 4.2 (a) and (b): Old Oak Priority Chart and Map



4.5. *Figure 4.3.* summarises the consultation responses for Park Royal:

5. Next Steps

5.1 Responses to the NCIL priorities consultation will be used in two important ways:

- a)** Guiding stakeholders in developing NCIL projects: local stakeholders will be encouraged to develop projects that respond to the area-based priorities identified in this consultation.
- b)** Assessing applications for NCIL projects: the extent to which a project addresses an area-based priority will be an important consideration in deciding whether it is allocated funding.

Guiding Stakeholders

5.2 In certain instances, this will require engagement with specific stakeholders. For instance, Healthy Streets have been identified as a key priority in all areas, and it will therefore be important to engage Borough Highways teams and the OPDC Design team. Likewise, in both Park Royal and North Acton, Public Transport Improvements have been identified as a key priority; consequently, it will be important to engage Transport for London (TfL).

Assessing Applications

5.3 The process by which applications for NCIL funding will be assessed is outlined in paragraph 2.3 above.

5.4 Once applications are received, they will be reviewed against essential criteria. Those that meet these criteria will then be subject to another public consultation, with views invited on each project.

5.5 A report will then be taken to OPDC's Community Review Group (CRG), which takes into account the views expressed on each project, as well as the extent to which they respond to the area-based priorities identified in the initial consultation.

5.6 Following this meeting, the CFO (in consultation with OPDC'S Planning Obligations Advisory Group) will then allocate available funding to projects and this will be reported to the Board.

Appendices

Appendix A: Publicity Materials (Leaflet and Consultation Boards)

Neighbourhood CIL Priorities Leaflet



Neighbourhood Community Infrastructure Levy (NCIL) Community Priorities and Revised Planning Obligations Supplementary Planning Document (SPD)

16th June - 28th July 2025

MAYOR OF LONDON

Neighbourhood CIL Community Priorities

OPDC: Who we are

OPDC is the Mayor of London's statutory Mayoral Development Corporation, a planning and delivery agency established to regenerate the 650-hectare Old Oak and Park Royal Opportunity Area that spans parts of three London boroughs (Ealing, Hammersmith & Fulham and Brent).



NCIL: What are we consulting on?

In 2024, OPDC adopted the Community Infrastructure Levy (CIL), a standard charge on development in the area. A percentage of the CIL collected is spent in consultation with the local community (known as Neighbourhood CIL or NCIL).



From **16th June to 28th July 2025**, we're consulting on your priorities for NCIL. We would like to hear the community's views on which of the following kinds of project you'd like to see NCIL used for:

- Community centres and facilities
- Schools and education
- Employability and skills
- Health
- Open space and play space
- Arts and culture
- Healthy streets
- Sports, recreation and leisure
- Public transport improvements
- Environment, sustainability and biodiversity



As different parts of the OPDC area are likely to have different needs and priorities, we are inviting views on your priorities for three different neighbourhoods (shown in the image on the right):

- North Acton
- Old Oak
- Park Royal

Have your say

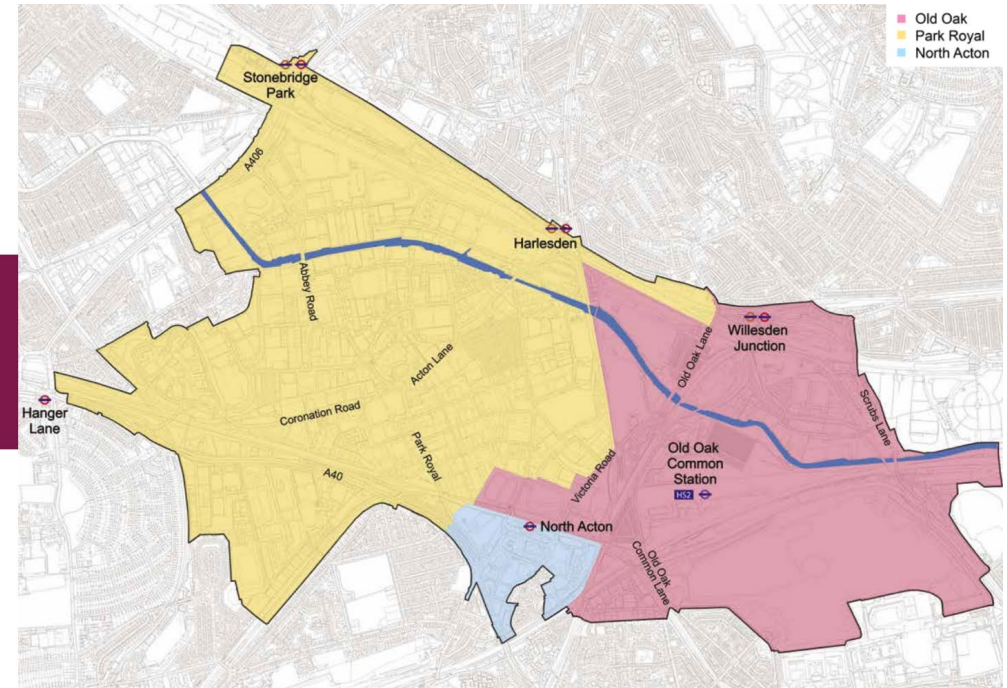
Please complete the online survey between **16th June and 28th July 2025** to let us know your priorities.



consult.opdc.london.gov.uk/neighbourhood-cil-priorities

Once OPDC holds £500,000 in NCIL, we will then invite funding applications for specific projects, and the outcomes of this consultation will help to guide decisions on how the funding is allocated.

If you have any questions, please contact us at planningpolicy@opdc.london.gov.uk



Revised Planning Obligations SPD

Alongside NCIL, we are also consulting on some proposed changes to the Planning Obligations Supplementary Planning Document (SPD). This is a guidance document which explains OPDC's approach to using planning obligations. Planning obligations (also known as Section 106 agreements) are legal agreements negotiated between developers and OPDC. They are intended to mitigate or offset the negative impacts of development or to inform the nature of development.

The changes we are consulting on are focused on planning contributions towards construction management and employment and skills.



Further information and details of how to respond to the consultation can be found here - consult.opdc.london.gov.uk/planning-obligations-spd.

planningpolicy@opdc.london.gov.uk

Have Your Say



If you would like to find out more and have your say on both NCIL and the Planning Obligations SPD, please join us at one of our in-person or virtual events, it would be great to see you there!

The Lab at Oaklands Rise, 19 Green Street, London, NW10 6FT
Saturday 21st June, 10am - 2pm
Drop-in, no booking necessary.

Park Royal
Project Space, Excelsior Studios, 17-19 Sunbeam Rd, London NW10 6JP
Wednesday 9th July, 3.30pm - 7.30pm
Drop-in, no booking necessary.



For Neighbourhood CIL priorities, please complete the online survey between **16th June and 28th July 2025** at consult.opdc.london.gov.uk/neighbourhood-cil-priorities



For the Revised Planning Obligations SPD, please see further information and details of how to respond at consult.opdc.london.gov.uk/planning-obligations-spd. Please respond between the **16th June and 28th July 2025**.

The Community Hub, Woodward Building, 1 Victoria Road, North Acton, London, W3 6FA
Thursday 3rd July, 3.30pm - 7.30pm
Drop-in, no booking necessary.



Online Event
Tuesday 15th July, 6pm - 7pm
Scan the QR code to register.

What Happens Next?

Neighbourhood CIL

Following this consultation, we will review your responses and report to the OPDC Board on what you have told us about how you would like NCIL funds to be allocated.

Planning Obligations SPD

- **August 2025:** We will review consultation comments.
- **Autumn 2025:** We will take the SPD to OPDC's Board for adoption, including any amendments that arise from the consultation.

Contact us



info@opdc.gov.uk



020 7983 5732



consult.opdc.london.gov.uk



@OldOakParkRoyal

OPDC
OLD OAK AND
PARK ROYAL
DEVELOPMENT
CORPORATION

Neighbourhood CIL Priorities Consultation Boards



What are we consulting on?

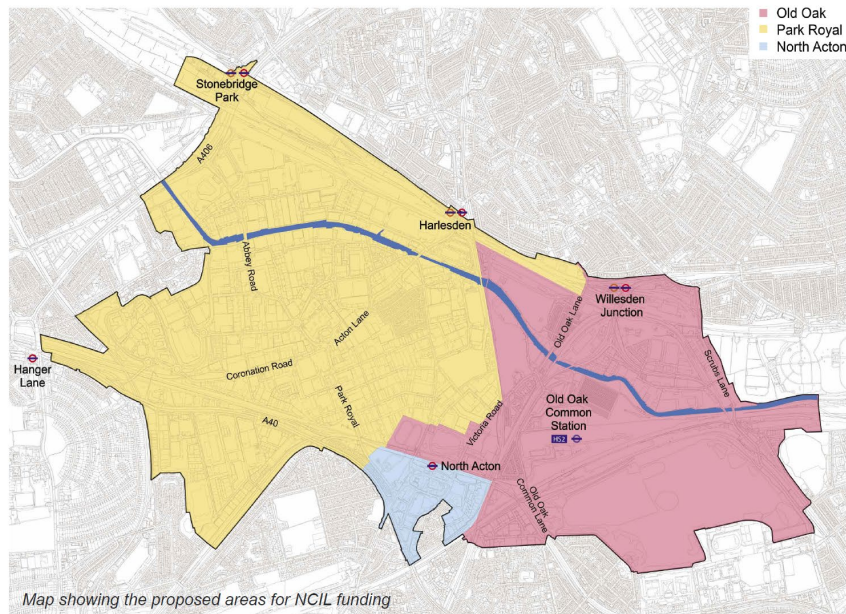
We'd like to hear your views on your priorities for three neighbourhoods within the OPDC area:

- North Acton
- Old Oak
- Park Royal

This will guide how we use Neighbourhood Community Infrastructure Levy (known as Neighbourhood CIL or NCIL) funds.

NCIL is a portion of the Community Infrastructure Levy, a standardised charge on new development, that is spent in consultation with the local community.

When we hold £500,000 in NCIL, we will invite the community to apply for specific projects, and your responses to this consultation will guide how we allocate funds.



Map showing the proposed areas for NCIL funding

What Happens Next?

Following this consultation, we will review your responses and report to the OPDC Board on what you have told us about how you would like NCIL funds to be allocated.

Have your say

Which of the following do you think is the most important for your area?

- Community Centres and Facilities
- Schools and Education
- Employability and Skills
- Health
- Open Space and Play Space
- Arts and Culture
- Healthy Streets
- Sports, Recreation and Leisure
- Public Transport Improvements
- Environment, Sustainability and Biodiversity

Please complete our survey between 16th June and 28th July 2025 to let us know how you'd like to see NCIL funds used.



consult.opdc.london.gov.uk/neighbourhood-cil-priorities

You can also give your feedback to the team, fill in a feedback form [here](#) or add your comments to the boards.

planningpolicy@opdc.london.gov.uk



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Community Centres and Facilities

Projects could include:

- Refurbishing a community centre
- Running evening classes and programmes for local people
- Providing new spaces for people to meet and socialise
- Hosting events that bring people together and celebrate diversity



Schools and Education

Projects could include:

- Enhancements to local schools and nurseries
- Outreach programmes that connect people with colleges and universities
- Providing specialist equipment for classrooms
- Running summer schools and other learning programmes during school holidays

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Employability and Skills

Projects could include:

- Delivering training programmes that help local people learn new skills
- Providing mentoring, coaching, work experience and apprenticeship opportunities for local people
- Supporting markets, and connecting people to local businesses



Health

Projects could include:

- Enhancements to local GP surgeries
- Initiatives that support active lifestyles
- Projects that support healthy and balanced diets



Open Space and Play Space

Projects could include:

- Providing new or upgrading existing play equipment
- Improving the quality and useability of parks
- Activating parks through community initiatives, such as gardening clubs



Arts and Culture

Projects could include:

- Public art installations and commissions
- Programmes that support local artists and makers
- Creative workshops for local people
- Events that celebrate the heritage and culture of the area

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Healthy Streets

Projects could include:

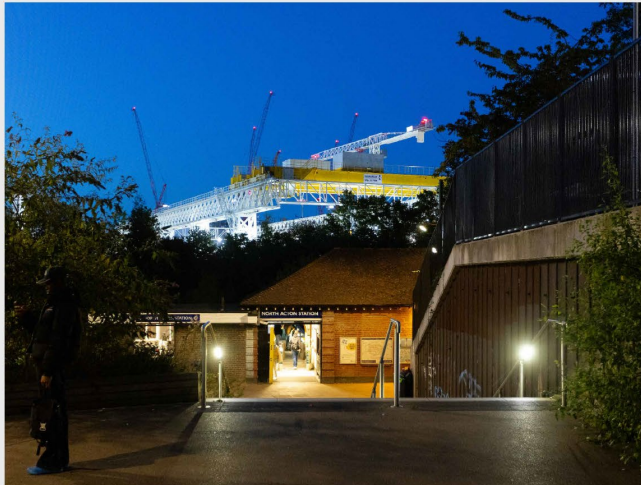
- Making neighbourhoods feel safer and more attractive for pedestrians and cyclists
- Making greener streets, for instance through planters and community gardens
- Traffic calming and parking controls
- Lighting improvements



Sports, Recreation and Leisure

Projects could include:

- Improvements to sports pitches and courts
- Initiatives that widen access to sports, for instance through coaching sessions and community leagues
- Projects that allow people to use and enjoy the canal



Public Transport Improvements

Projects could include:

- Improvements to public transport infrastructure, including stations and bus stops
- Encouraging active travel, for instance cycle sharing schemes
- Projects that make public transport more inclusive and accessible



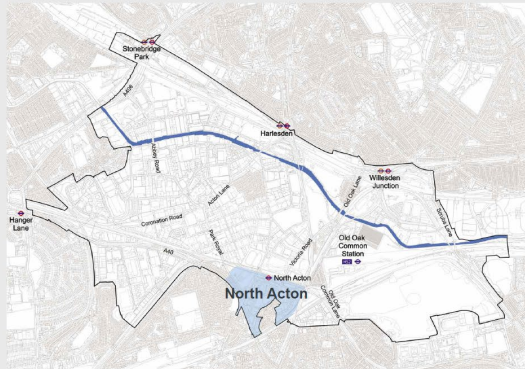
Environment, Sustainability & Biodiversity

Projects could include:

- Building retrofit projects to improve energy efficiency and support renewable energy generation
- Enhancements to local habitats, creating refuges for nature
- Circular economy projects, encouraging recycling and reuse

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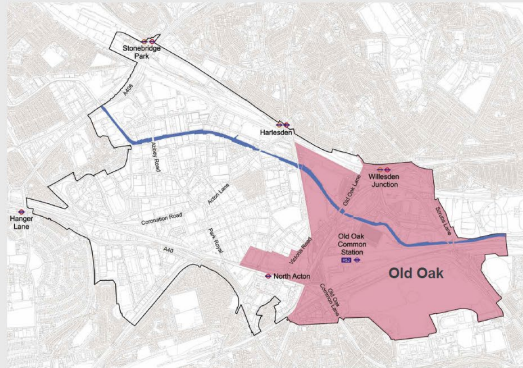
What are your priorities for North Acton?



Project Type	Priority (1 being the highest, and 10 being the lowest) <i>Please add a number on here.</i>
Community Centres and Facilities	
Schools and Education	
Employability and Skills	
Health	
Open Space and Play Space	
Arts and Culture	
Healthy Streets	
Sports, Recreation and Leisure	
Public Transport Improvements	
Environment, Sustainability and Biodiversity	

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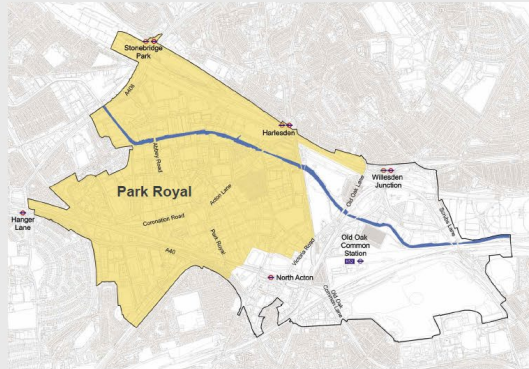
What are your priorities for Old Oak?



Project Type	Priority (1 being the highest, and 10 being the lowest) <i>Please add a number on here.</i>
Community Centres and Facilities	
Schools and Education	
Employability and Skills	
Health	
Open Space and Play Space	
Arts and Culture	
Healthy Streets	
Sports, Recreation and Leisure	
Public Transport Improvements	
Environment, Sustainability and Biodiversity	

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What are your priorities for Park Royal?



Project Type	Priority (1 being the highest, and 10 being the lowest) <i>Please add a number on here.</i>
Community Centres and Facilities	
Schools and Education	
Employability and Skills	
Health	
Open Space and Play Space	
Arts and Culture	
Healthy Streets	
Sports, Recreation and Leisure	
Public Transport Improvements	
Environment, Sustainability and Biodiversity	

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Appendix B: Anonymised Written Comments and Responses

Reference	Respondent	Summary of Comment	OPDC Response
01	Natural England	Natural England has no significant comments to make on the Community Infrastructure Levy Priorities for Ealing, Brent and Hammersmith & Fulham.	Noted.
02	Resident	<p>I live in Park View, which is just outside the OPDC area. However, the developments on the OPDC side of the A40 have an impact on this side of the A40.</p> <p>I completed the on-line survey, for North Acton only. However, this survey form was extremely basic and I felt it was hardly worth the effort completing it. More comments can be put in an email.</p> <p>My specific priorities would be:</p> <p>Improvements to North Acton Playing Fields. This is regularly quoted in Planning Applications (inc. those to OPDC) as the nearest open space to the proposed tower blocks. With the increasing population just to the north of Gypsy Corner, the playing fields is being subject to increasing usage. A major problem at the moment is the “swamp” at one corner of the playing fields. The drainage has been in need of replacing for quite some time, but the Council have not had the funding.</p> <p>An additional public open space somewhere in, or close to, North Acton.</p> <p>At least one additional GP’s surgery. The increasing population has already put a strain on the Cloister Road surgery.</p>	<p>The specific projects identified in this representation align with the key NCIL priorities identified for the North Acton area (Public Transport Improvements, Health, and Open Space and Play Space).</p> <p>Additionally, OPDC is proactively working to address the specific projects that have been identified.</p> <p>Improvements to North Acton Playing Fields To date, OPDC’s Planning Obligations Advisory Group (POAG) has allocated a total of £394,684.49 in Section 106 (S106) funding towards projects at North Acton Playing Fields. This includes a proposal to address drainage issues. In addition to this S106 funding, NCIL would be an appropriate funding source for improvements to North Acton Playing Fields in future years.</p> <p>An additional public open space somewhere in, or close to, North Acton Although NCIL funding is unlikely to be sufficient to deliver an additional public open space, provision for new green spaces is an important part of OPDC’s wider vision for the area. In particular, Local Plan Policies P1 and P9 allocate land at Channel Gate and Old Oak South for new local parks, which will serve people living in North Acton. Additionally, the Infrastructure Delivery Plan (IDP) identifies a number of opportunities for smaller open spaces within the area including at Acton Wells Square. Please see the ‘GI’ section of the table in the following document for further details:</p>

		<p>Improvements to North Acton station. The addition of step-free access to the platforms is essential. A wider station entrance is needed. There is currently often a queue to get into the station. In particular, in the morning when students are heading out to their colleges. An improved Central line service, providing increased capacity would also be welcome, but I guess that this is outside your influence.</p>	<p>https://www.london.gov.uk/sites/default/files/opdc_infrastructure_delivery_plan_2021.pdf.</p> <p>At least one additional GP's surgery S106 funding was recently spent to add tele-consulting pods at Cloister Road Surgery to increase capacity to consult patients. Additionally, the OPDC Infrastructure Delivery Plan (IDP), which provides the basis for infrastructure priorities, notes as part of the planned Social Infrastructure, an off-site expansion of Cloister Road Surgery and a new Health Hub facility to be provided in North Acton area (also identified in Local Plan Policy P7). Please see SI12-13 in the following document: https://www.london.gov.uk/sites/default/files/opdc_infrastructure_delivery_plan_2021.pdf.</p> <p>Improvements to North Acton Station The IDP identifies the need for improvements to North Acton Station including step free access. OPDC and LB Ealing have been collecting Section 106 money towards this, and intend to progress to the next stage of the project with TfL. £2,046,211.06 has been collected to date, and a further £5,405,058 has been secured.</p>
03		<p>The progress of the OPDC is dependant on residential development. The penalty of excessive social housing is strangling development and will continue to do so.</p> <p>The canal from Little Venice to your DC is a disgrace. If it is cleared of abandoned or unloved boats and properly treated as a canal centrepiece for the D C it could be a landmark- right now it is dreadful. Costs could be manageable with proper expertise- it needs to be a priority.</p>	<p>The Infrastructure Delivery Plan includes multiple infrastructure projects which involve canalside improvements, including new and improved walking and cycling route along the Grand Union Canal. Please see https://www.london.gov.uk/sites/default/files/opdc_infrastructure_delivery_plan_2021.pdf OPDC has already invested in improvements along the canal, for instance at Harlesden Canalside (Harlesden Canalside project Canal & River Trust). NCIL will also be a future funding source that could be accessed for canalside improvements.</p>

		<p>HS2 is no longer programmed and some visionary expertise is needed instead of the executive which assumed it would be open this decade. That it has failed to anticipate the inevitable delays is why it has overseen so little progress.</p> <p>When I tried to promote a development some 35 persons on a zoom call frustrated any likelihood of success.</p> <p>Docklands achieved huge success in a lesser location - OPDC needs to show some intention to achieve success.</p>	<p>HS2 is still programmed. Please see this webpage for updates: HS2 Project Update - HS2.</p> <p>Other comments are outside the scope of the NCIL Priorities consultation.</p>
04	Resident	<p>With reference to the OPDC Consultation, I am writing to express the following views of mine.</p> <p><u>Park Royal tube station</u></p> <p>2. With OPDC's new hotel/shopping centre in mind, this tube station has to be upgraded so that it is step-free from the street to the platform. In addition, the pedestrian subway bringing pedestrians to the other side of the Western Avenue (A40) has to be renovated so that pedestrians do not need to (i) first walk down the stairs with each step being narrow in depth and high in height and (ii) then walk along the dark and dirty and (on rainy days) wet subway which is narrow in width and yet with bicycles alongside pedestrians going in both directions. Besides, the pedestrian subway has to be kept well lit from the evening to early morning and clean throughout the day.</p> <p>3. The pedestrian walkway above the Central Line railway track has to be improved as well. This walkway is currently narrow (just as the pedestrian subway described in the preceding paragraph) with both pedestrians and cyclists using it.</p>	<p>The specific projects identified in this representation align with key NCIL priorities identified for Park Royal (Healthy Streets and Public Transport Improvements).</p> <p>Additionally, a number of the specific projects identified align with OPDC's Infrastructure Delivery Plan (IDP).</p> <p>Park Royal Tube Station OPDC's Infrastructure Delivery Plan (IDP) includes improvements to Park Royal Station, incorporating step-free access. Please see TR7 of https://www.london.gov.uk/sites/default/files/opdc_infrastructure_delivery_plan_2021.pdf</p> <p>Additionally, improvements to underpasses could be funded by NCIL in future, responding to the top priority for the Park Royal neighbourhood identified in the consultation (Healthy Streets). OPDC is currently working on a project with TfL to improve the underpasses and the bridge over the Central Line.</p> <p>Hanger Lane Station Hanger Lane Station falls just outside of the OPDC area. Nonetheless, it could benefit from NCIL funding as</p>

		<p>4. In view of paragraphs 2 and 3 above, it is recommended that both the pedestrian subway and the pedestrian walkway be widened for pedestrians and the addition of a two-way bicycle lane on one side of the subway and the walkway.</p> <p><u>Hanger Lane tube station</u></p> <p>5. Same as the Park Royal tube station, this tube station has to be upgraded so that it is step-free from the street to the platform. The octopus-like pedestrian subways have to be well lit and clean. Cyclists using the pedestrian subways should not be allowed to speed and frightened pedestrians.</p> <p><u>Bus service</u></p> <p>6. If the OPDC is implemented, bus service needs to be improved in the area north of the Park Royal Station. At present, there is already a residential area with buildings each with storeys ranging from eight to over 20 floors. Only Bus No. 226 is serving this residential area, which is inadequate because the frequency of Bus No. 226 is roughly 12-15 minutes during peak hours and 25 minutes (if not more) during non-peak hours. The problem is aggravated by the Hanger Lane Station area being congested during peak hours: 226 buses often fail to reach the south-bound Ealing Broadway terminus on time (at times there are no 226 buses reaching/leaving the Ealing Broadway terminus for 45 minutes to an hour).</p> <p>7. For the OPDC to be tourist-friendly, there should be frequent bus service bringing tourists and visitors to Ealing Broadway Station, so that they can take the Elizabeth Line to Central London and elsewhere outside London.</p> <p><u>Park Royal's Asda supermarket</u></p>	<p>enhancements to the station would respond to a priority identified for Park Royal (Public Transport Improvements).</p> <p>Bus Service</p> <p>The OPDC IDP identifies the need for improved bus services and infrastructure in the area. For further detail, please see TR10 of https://www.london.gov.uk/sites/default/files/opdc_infrastructure_delivery_plan_2021.pdf</p> <p>The future bus network is currently being developed with TfL. This future network would provide increased bus provision in the OPDC area, including new bus links to the Elizabeth Line station that is proposed at the HS2 Old Oak Common station.</p> <p>Park Royal's ASDA Supermarket</p> <p>OPDC's Local Plan Policy P6 identifies the need to improve the 'Big X' (junction of Coronation Road, Abbey Road, Acton Lane and Park Royal Road) to make these corridors more amenable to pedestrians and cyclists, and improve road safety and public realm in Park Royal. The Big X transport and public realm improvement works project in Park Royal has been allocated £151,457.32 of S106 funding. The project is in an early stage of its development, and the proposed design would be publicly consulted on.</p> <p>The study has investigated highways and landscape design options suitable to undergo traffic modelling for the area at the Big X mentioned. These options cover varying levels of cost, change and complexity, with solutions from a low level of intervention to more significant changes. These will then be assessed against the project objectives and the most appropriate option will be agreed and will progress through the public consultation process.</p> <p>More generally, NCIL funding could be a potential source of funding to improve the cleanliness and useability of streets in the Park Royal area, especially as 'Healthy</p>
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05	Resident	<p>With reference to your latest consultation on Old Oak and Park Royal Development, I would like to submit the following points for your consideration.</p> <p>1. Park Royal Station missing from Map in Consultation Document</p> <p>Park Royal Station is missing from your map. It should be included.</p> <p>2. Urgent and Necessary Improvement needed for Pedestrian cum Cycling Path/Trail between Park Royal Station and Coronation Road</p> <p>(This is an urgent point. It should be processed as soon as possible before any accidents happen and casualties incurred.)</p> <p>The pedestrian cum cycling path/trail between Park Royal Station and Coronation Road (named Masons Green Ln on Google Map) is a hazard at the moment.</p> <p>Improvement/upgrading/repair/reconstruction is needed for the whole path/trail in terms of width, quality, cleanliness, illumination and safety.</p> <p>It is at present narrow, dilapidated, rugged and dirty, with cyclers speeding past on their bicycles beside pedestrians. Also, it is very dark at night.</p> <p>The path/trail (including the steps and bending ramp leading up to the Station) is so shabby that the tourists/visitors staying in the two nearby four-star hotels may form a negative impression about London.</p>	<p>1. Although Park Royal Station is not included on the map, its importance to the OPDC area is nevertheless noted. OPDC's Infrastructure Delivery Plan (IDP) includes improvements to Park Royal Station, incorporating step-free access. Please see TR7 of https://www.london.gov.uk/sites/default/files/opdc_infrastructure_delivery_plan_2021.pdf</p> <p>2. The consultation has identified 'Healthy Streets' as the top priority for the use of NCIL funds in Park Royal. This could include projects to improve conditions for cyclists along Masons Green Lane.</p> <p>3. and 4. The bus stops referred to are Transport for London (TfL) assets and the A40 is a TfL public highway and therefore they are owned and managed by TfL. OPDC has sent this feedback to TfL accordingly. Additionally, public transport improvements have also been identified in the NCIL survey as a key priority for the Park Royal neighbourhood. Consequently, subject to engagement with the relevant stakeholders, including TfL, NCIL funds could in future be directed towards supporting bus travel. More generally, The OPDC IDP identifies the need for improved bus services and infrastructure in the area. For further detail, please see TR10 of https://www.london.gov.uk/sites/default/files/opdc_infrastructure_delivery_plan_2021.pdf</p> <p>The Big X project covers an area of Park Royal, funded through S106 and Planning. A study was carried out and we aim to progress this highways improvement works project addressing pedestrian and cycle improvements. OPDC will review the need for further funding.</p> <p>The North Acton Gyratory project, which partly covers the bus stops and bus route mentioned along the A40 has been allocated S106 funding. The project aims to improve the area by reducing the dominance of vehicular traffic, improve access to sustainable transport modes, enhance</p>
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Prepared by: OPDC CIL and Section 106 Team

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