

ADHS DECISION – 19

Title: Title: Old Oak Common Rail to Rail Connectivity Modelling

Executive summary

Old Oak Common Station is set to become one of the UK's most significant transport interchanges, acting as a hub for High Speed Two (HS2), the Elizabeth line, Great Western Railway (GWR) and Heathrow Express (HeX) services. However, to support this there is work underway to identify and address major gaps in connectivity, resilience and passenger experience to ensure OOC operates as an effective and integrated transport hub. As part of this, 7 options have been shortlisted for improving rail to rail connectivity at Old Oak Common. Transport for London (TfL) are now leading on undertaking strategic transport modelling (using Railplan) to assess the feasibility of these shortlisted options. Undertaking this modelling is key for establishing workable solutions that enable high-quality public transport connectivity at Old Oak Common. This work benefits the Old Oak and Park Royal Development Corporation (OPDC) area by ensuring that a quality, well connected public transport system is developed at Old Oak – to support the growth in and regeneration of this area. Given these benefits, the OPDC intend to support this work through contributing £40,000 towards this modelling study. This report seeks approval for the funding needed to make this contribution.

Decision

- i. That the Head of Planning Policy approves:
- ii. Expenditure of £40,000 from the Planning Policy budgets for 2025/26 and 2026/27, as a contribution to consultancy services to undertake the Old Oak Common rail to rail connectivity strategic modelling.

Head of Planning Policy – Tom Cardis

I do not have any disclosable interest in the proposed Decision. It is consistent with OPDC's priorities and has my approval.

Signature:



Date: 11/11/2025

PART 1: NON-CONFIDENTIAL FACTS AND ADVICE

1. Background and context

- 1.1 The OPDC is working with West Coast Partnership Development (the future HS2 operator), Network Rail, Department of Transport (DfT), HS2 Ltd, train operators, TfL and the London boroughs of Ealing and Hammersmith & Fulham to review and improve rail-to-rail connectivity around Old Oak Common Station.
- 1.2 As part of the rail-to rail connectivity workstream, a long list of 21 options were identified to enhance rail-to-rail connectivity at Old Oak Common Station. Qualitative scoring was undertaken to derive a draft short list of seven options which have been packaged into potential shorter and longer-term interventions.
- 1.3 The shortlisted options are at varying stages of development, and some have very dated cost estimates, therefore a programme of further study is required to develop a consistent understanding of costs and benefits of the options.
- 1.4 As part of this, strategic modelling, using Railplan, will be carried out to assess five of the shortlisted options. This modelling work will provide further insight into the feasibility of delivering these shortlisted options.
- 1.5 TfL are leading on commissioning this modelling work and have drafted a brief that outlines the requirements, which the OPDC have reviewed and inputted into.
- 1.6 This work will benefit the OPDC area through contributing to the delivery of high-quality and well-connected public transport at Old Oak Common Station, which supports the new homes and jobs the OPDC is delivering through the regeneration of Old Oak. For this reason, the OPDC is supportive of enabling this strategic modelling and has agreed to provide a financial contribution towards this study. It is for this reason that it is proposed to contribute £40,000, from the Planning Policy budgets for 2025/26 and 2026/27, towards this work.

2. The proposal and how it will be delivered

- 2.1 A consultant will be commissioned to deliver the strategic modelling of the shortlisted rail-to rail connectivity options. A full procurement exercise will be run by TfL, and this process is due to go live before the end of 2025. A consultant is expected to be commissioned and to start the modelling work in early 2026.
- 2.2 Once commissioned, the consultant will provide the modelling working group (which includes the OPDC's Principal Transport Planner) with regular updates on the modelling work updates on the outcomes of the modelling. These meetings are expected to take place every 2 weeks for the duration of the study. Participation in these meetings will be the primary mechanism for ensuring OPDC's interests are represented throughout the modelling progress.
- 2.3 It is anticipated that as part of this commission there will be a minimum of two workshops with technical stakeholders (including the OPDC) where the modelling

results are presented and discussed with a wider group than those comprising the modelling working group.

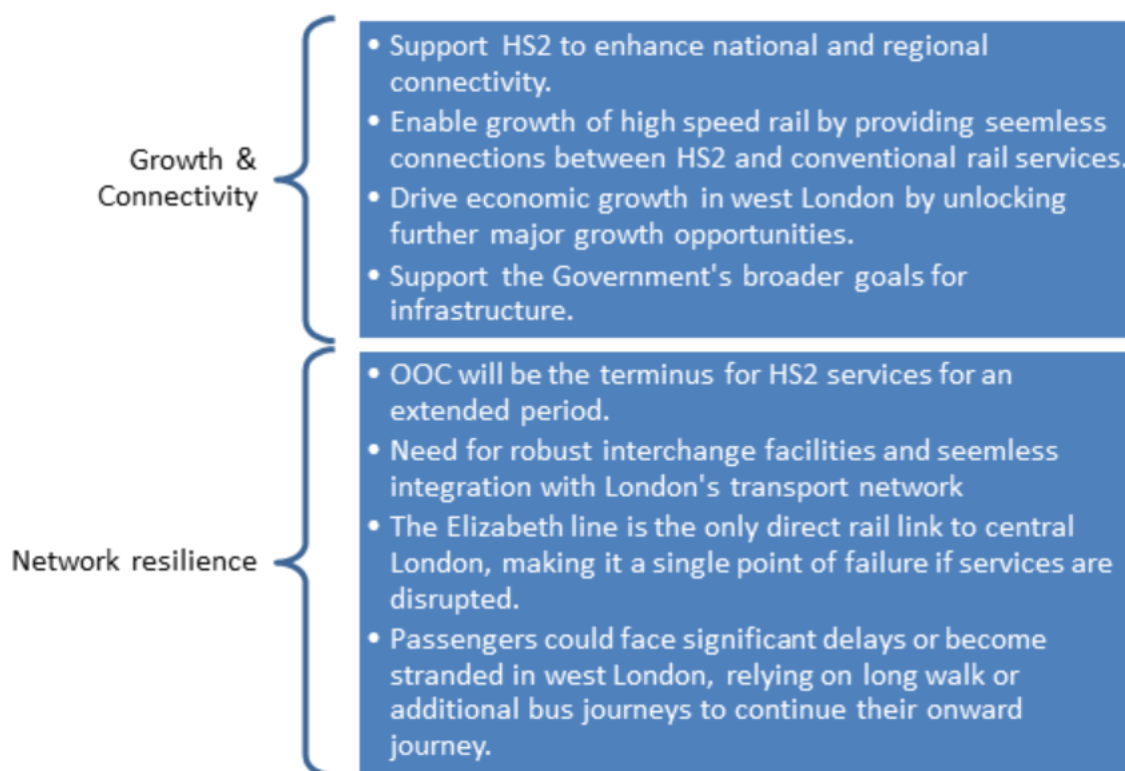
2.4 The commissioned consultant will undertake strategic modelling, using Railplan, and will be expected to use the model outputs to identify a high-level cost estimate for each option. The following options will be assessed in the strategic model:

- **Option 1a: Old Oak Common to North Acton pedestrian link** – an East-West active travel bridge providing additional connectivity and access.
- **Option 4: Old Oak Common Mildmay line station** – a new station on the Mildmay line (formally North London Line), between Willesden Junction and Acton Central.
- **Option 5c: Run some West London line services to Old Oak Common Lane station** – this option involves a change to the service specification on the West London Line to operate some services from Clapham Junction or beyond to terminate at Old Oak Common Lane station (i.e. using existing freight lines to run between Shepherds Bush and Old Oak Common Lane). This will require a mixture of changes to the model coding for some services plus some additional West London line services. A train service specification will be provided.
- **Option 6: Chiltern terminus at Old Oak Common** – this option involves operating additional services on the Chiltern corridor from locations like High Wycombe to Old Oak Common, using the existing freight line between West Ruislip and Old Oak Common. The proposed location of the Chiltern platforms at Old Oak Common will be specified and appropriate walk links will need to be included in the model. There may be adjustments to other Chiltern services to/from Marylebone that need to be coded. A train service specification will be provided.
- **Option 7: West London Orbital with platforms at Old Oak Common Lane** – WLO scheme between Hounslow and Hendon with a station at Old Oak Common Lane.

3. Objectives and expected outcomes

3.1 The Old Oak Common rail-to-rail connectivity review is aiming to identify how best to address the issues and objectives set out in Figure 1, on the next page.

Figure 1: Objectives and Issues



3.2 Through addressing the issues and objectives listed above, all organisations involved in this work are aiming to deliver more connected communities, manage the impacts of/ maximise the investment in HS2 and contribute to a well-connected public transport network within the OPDC area.

3.3 The objective of the proposed strategic modelling is to provide a consistent assessment of the shortlisted rail-to-rail connectivity options, and further assess the feasibility of taking this forward.

3.4 The expected outcome is more in depth understanding of the feasibility of delivering the shortlisted options and the ability to take more informed decisions on which options to proceed with. The results of this modelling will be written up in a report and will also be reported back to the Board, through a briefing.

4. Strategic fit

4.1 The OPDC's mission is to maximise the potential of the new Old Oak Common Station and deliver outstanding and innovative regeneration, positively impacting the lives and the environment for everyone in the community. Contributing financially towards this rail-to-rail connectivity modelling helps to achieve this mission through ensuring that the new Old Oak Common Station is meeting its potential to deliver high quality public transport connections, through enabling links to other rail stations in the surrounding area.

4.2 This proposal contributes to the OPDC's value of collaboration and the OPDC's pillars of delivery, community and innovation. It does this through financially supporting this rail-to-rail connectivity work and through participation with other key

stakeholders to develop and test options for improving rail-to-rail connectivity at Old Oak Common Station – to ensure high quality public transport provision for the current and future Old Oak community.

5. Project governance and assurance

- 5.1 This work will be overseen and governed by TfL. The OPDC would make a financial contribution towards the cost of the modelling work and would influence the outcomes of this modelling work and ensure success through regular participation in the working group being set up to inform and feed into this modelling commission. This working group would be attended by the OPDC’s Principal Transport Planner.

6. Risk, Issues and Opportunities

- 6.1 There are currently major gaps in connectivity, resilience and passenger experience that should be addressed to ensure Old Oak Common Station operates as an effective and integrated transport hub. There is a risk of this not being addressed if this rail-to-rail modelling does not proceed, due to TfL not being able to secure the funding for this.
- 6.2 Delays in securing the funding for this work will result in delays to a consult being procured and delays in workable rail-to-rail connectivity solutions being agreed.
- 6.3 Table 1, below, identifies potential risks and how they would be mitigated.

Table 1: Potential Risks and Mitigations

Risk description	Inherent score	Mitigations	Target score
Rail connectivity gaps in OPDC area not addressed.	Likelihood: 1 Impact: 5 Total: 5	Commissioning the proposed modelling of the shortlisted options contributes towards preventing this risk.	Likelihood: 1 Impact: 2 Total: 2
Overspend on the proposal	Likelihood: 1 Impact: 4 Total: 4	This is unlikely as consultants will provide a fixed cost for this work and the budget has been informed by modelling experts at TfL.	Likelihood: 1 Impact: 2 Total: 2
Delays with procurement process.	Likelihood: 4 Impact: 3 Total: 12	Should there be delays, the OPDC has identified Planning Policy budget in 2026/27 that could fund this work	Likelihood: 3 Impact: 1 Total: 3

Delays in securing a consultant and delays to programme.	Likelihood: 3 Impact: 3 Total: 9	The OPDCs financial contribution to this work, enables this to take place and reduces delays in this work starting.	Likelihood: 2 Impact: 3 Total: 6
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7. Equity, Diversity and Inclusion Comments

- 7.1 OPDC must have 'due regard' to the need to eliminate unlawful discrimination, harassment and victimisation as well as to the need to advance equality of opportunity and foster good relations between people who share a protected characteristic and those who do not.¹
- 7.2 One of the four external focused ambitions of the [OPDC Equity, Diversity and Inclusion Strategy](#) is to "Plan for a welcoming, accessible and inclusive place". The work required through this commission will contribute to delivering this vision through contributing to establishing high quality rail-to-rail connections that support the regeneration of the OPDC area.

8. Social Value and Environment

- 8.1 This work is being procured by TfL, through their procurement frameworks. As part of this, it is anticipated that consultants tendering for this work will also need to demonstrate a social value contribution.

9. Other considerations

- 9.1 *Communications and engagement*
At present all engagement and communication linked to this work is being carried out with key project stakeholders through the regular working group meetings that will be set up and the two workshops that the commissioned consultant will lead. Should any proposals be considered feasible to take forward and implement, it is anticipated that these proposals would be shared publicly.

10. Conflicts of interest

- 10.1 No one involved in the preparation or clearance of this Form, or its substantive proposal, has any conflict of interest.

11. Financial comments

- 11.1 There is sufficient budget within Planning Policy as this has been forecasted to come in at P13 25/26. However, in case of delays this may spill into 26/27.

12. Legal comments

12.1 No separate legal review is required as this decision is in line with OPDC's governance policies and procedures, including its Scheme of Delegation and Contracts and Funding Code.

13. Summary timeline

13.1 Table 2, below, sets out a summary of the key timeframes for the proposed study.

Table 2: Summary of Timeframes

Activity	Date
Procurement of contract /Grant award	January 2026
Delivery start date	January 2026
Project closure	January 2027

Appendices

- None

Other supporting papers

- None

PUBLIC ACCESS TO INFORMATION

Information in this Form (Part 1) is subject to the Freedom of Information Act 2000 (FoIA). OPDC aims to publish the Form within three working days of approval.

If immediate publication risks compromising the implementation of the Decision (for example, impacting a procurement process), it can be deferred until a specific date (when it will be published). Deferral periods are kept to the shortest length strictly necessary.

Part 1 – Deferral

Publication of this Part 1 is to be deferred: **Yes**

The deferral is until: **06.02.2026**

This is because: **This work has not gone out to tender yet. So, to ensure a fair tendering process, it is recommended that this document is not shared publicly until a consultant has been commissioned.**

Part 2 – Confidential information

Only the facts or advice that would be exempt from disclosure under FoIA should be included in or attached to any separate Part 2 Form, together with the rationale for withholding the information at this time.

There is a separate and confidential Part 2 Form: **No**

DECLARATIONS

Drafting officer: Acacia Hasler, Principal Transport Planner, has drafted this Form in accordance with OPDC procedures, including for handling conflicts of interests, and confirm that:



Advice: The Governance, Finance and Legal teams have commented on the proposal.




CONFIRMATIONS

Section 106 funding: N/A

Review: This Decision was circulated for **Senior Review** on 11/11/2025.

Head of Finance - Philip Hall

Financial and legal implications have been appropriately considered in the preparation of this Form.

Signature: 

Date: 11/11/2025