

DD DECISION – DD 5

Title: Park Royal Big X Improvements Study

Executive summary

The OPDC is looking to commission consultants to carry out designs and undertake traffic modelling for walking, cycling road safety and public realm improvements on the key movement corridors through Park Royal (Park Royal Road, Acton Lane, Coronation Road and Abbey Road), including the central junction where these corridors meet (**Study**). The Study would be co-cliented by OPDC, London Borough of Ealing, London Borough of Brent and Transport for London (TfL), with the OPDC commissioning and funding this work. The work would be commissioned through a competitive procurement exercise following TfL's procurement framework. Based on equivalent schemes that have been delivered by the OPDC, such as the North Acton Gyratory study, it is anticipated that this Study would cost within the region of £200,000. It is proposed that £151,457.32 of this total cost would be funded through the Public Realm, Highways and Transport S106 Contribution from the Land East of Victoria Centre planning application ([18/00210/FULOPDC](#)). The decision to use the above mentioned S106 contribution has been approved separately, on 10th January 2025, by OPDC's CFO/COO, following a recommendation by OPDC's Planning Obligations Advisory Group (**POAG**) - the paper supporting this endorsement is presented in Appendix A. Officers are proposing that the outstanding £50,000 required for this study would come from Planning Directorate funding approved through this decision.

Decision

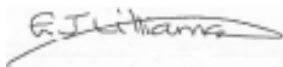
That the Director of Planning, Emma Williamson, approves:

- i. Expenditure of £50,000 of Planning Directorate funding from the Planning Policy budget for 2025/26 towards the Park Royal Big X Improvements Study.

Director of Planning, Emma Williamson

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

Signature:



Date: 31/01/2025

PART 1: NON-CONFIDENTIAL FACTS AND ADVICE

1. Background and context

- 1.1 The Old Oak and Park Royal Development Corporation (**OPDC**), London Borough of Ealing (**LB Ealing**), London Borough of Brent (**LB Brent**) and Transport for London (TfL) (together, the **Client Team**) are seeking consultancy support to develop highways and public realm/ landscape designs and carry out traffic modelling for walking, cycling, road safety and public realm improvements in the Park Royal area – in line with Healthy Streets objectives and the OPDC's Local Plan (**Study**). The work required will be focused on developing walking, cycling, road safety and public realm improvements at the 1) Junction of Park Royal Road, Acton Lane, Abbey Road and Coronation Road and 2) along the Park Royal Road, Acton Lane, Abbey Road and Coronation Road corridors. These four roads and their junction are collectively called 'the Big X'. As the project area sits within the OPDC regeneration area, London Borough of Ealing and London Borough of Brent, this work will be co-cliented by OPDC, Brent and Ealing, with the OPDC commissioning and funding this work.
- 1.2 The designs developed by the commissioned consultants would identify infrastructure enhancements to be delivered and funded through subsequent Section 106 monies. The on-street infrastructure proposals developed through this Study would be consulted on and constructed by LB Brent and LB Ealing, as highways authority. The Study will also help to inform the designs for current and future development proposals along the Big X, including the redevelopment of the ASDA supermarket in the centre of Park Royal. This Study aligns with the vision set out in the OPDC's Local Plan. It is proposed that the Study would start in April 2025 and end in March 2026.

2. The proposal and how it will be delivered

- 2.1 Consultants are being sought to work with the Client Team to develop three options, with varying degrees of cyclist and pedestrian priority and public realm improvements, for the Big X junction and adjoining Big X corridors. These options will cover varying levels of cost, change and complexity – providing solutions that range from a low level of intervention to options that propose more significant change. The appointed consultant following a competitive procurement process will also carry out traffic modelling for the proposals, in line with TfL's Modelling Audit Process (**MAP**).
- 2.2 As the OPDC does not currently have in-house expertise in highways design and traffic modelling, an external consultant is being sought to deliver this Study.
- 2.3 This consultancy support would be sought and delivered through TfL's procurement framework, as the cost of the proposed work is within the threshold that requires this.

3. Objectives and expected outcomes

- 3.1 The options developed through this Study will need to deliver and be assessed against the following project objectives:

- High quality improvements for pedestrians at junctions and on footways.
- High quality cycling infrastructure, including separate cycle lanes and signal timings
- Improve the walking and cycling links between the Big X and the surrounding Underground and Rail Stations.
- Improved road safety, particularly for pedestrians and cyclists
- Provision of shared mobility services, including dockless bike bays, car clubs and mobility hubs.
- High quality public realm and amenity – including new seating and cycle parking
- Increased greening of public highway
- Addresses flood risk within the project area
- Enables a high- quality bus service within the project area
- Reduction of parking provision, in order to provide for more sustainable kerb-side activities.
- Reduces the dominance of motor vehicles and addresses vehicle cut-through routes

3.2 Effective functioning for servicing, deliveries and Heavy Goods Vehicles (HGVs), Light Goods Vehicles (LGVs) in recognition of the industrial context served by the Big X.

3.3 Once completed, the Study will provide three options for enhancing walking and cycling connections along the Big X. The Study work will inform the selection of a preferred option which will be consulted on and implemented by the highway authorities – LB Brent and LB Ealing.

4. Strategic fit

4.1 The Study will result in tangible improvements being made to walking, cycling, green infrastructure and bus infrastructure along the Big X, which are identified as priority routes for enhancement in OPDC's Local Plan and OPDC's Infrastructure Delivery Plan.

4.2 Set out within the Local Plan, and key to the delivery of this spatial and policy vision, is the provision of a high-quality street network that supports and enables travel by active and sustainable modes (walking, cycling and public transport) and high quality public realm that contributes to an increase in green cover and a net gain in biodiversity. The Local Plan identifies the land use designations in the Park Royal area as continuing to be designated as SIL, with a new mixed-use Neighbourhood Town Centre being established in the heart of Park Royal – at the junction of Park Royal Road, Acton Lane, Abbey Road and Coronation Road. Referred to as the "Big X", these four key strategic corridors are key to unlocking

the walking, cycling and road safety improvements that the Local Plan seeks to deliver around the new Park Royal Neighbourhood Town Centre and along these four corridors.

- 4.3 The Local Plan identifies the pedestrian and cycle networks proposed across the Old Oak and Park Royal Area. The roads making up the Big X are all part of the primary walking and cycling networks identified in the Local Plan and identified as key routes within both Ealing and Brent’s borough-wide cycle networks.
- 4.4 Improvements and enhancements to the Big X, , and key junctions along these corridors is identified as a project within the Infrastructure Delivery Plan.

5. Project governance and assurance

- 5.1 This work will be co-cliented by the OPDC, TfL, LB Brent and LB Ealing, with the OPDC commissioning and funding this work.
- 5.2 External consultancy services would be procured via a competitive process using TfL’s procurement procedures and frameworks. Any contract would be managed by an identified OPDC officer lead (Principal Transport Planner), with oversight from the Director of Planning and Head of Planning Policy.
- 5.3 The appointed consultants would be expected to meet with the Client Team on a fortnightly basis throughout the commission to update the Client Team on the option development, modelling, key findings, any new risks/ issues and upcoming milestones.

6. Risk, Issues and Opportunities

- 6.1 The current road layout in Park Royal is traffic dominated, with a number of existing road safety issues that pose significant barriers to people walking and cycling in the area. There is a risk that if this Study does not go ahead, these existing road safety issues will not only remain unaddressed but could become worse. The objectives of the Local Plan to improve walking and cycling in this area would not be met and S106 contributions for improving walking and cycling in the area, that have been sought through local developments, would remain unspent.
- 6.2 Delays in securing consultancy support will impact on the timeline for introducing walking, cycling and road safety improvements in the Park Royal area.
- 6.3 OPDC will seek a suitably qualified consultancy team with the necessary expertise and experience. Project management by the OPDC will manage risks associated with quality control. Table 1, below, identifies potential risks and how these would be mitigated.

Table 1: Potential Risks and Mitigations

Risk description	Inherent score	Mitigations	Target score
	Likelihood: [1-5] Impact: [1-5] Total: [1-25]		Likelihood: [1-5] Impact: [1-5] Total: [1-25]

Project Delays	Likelihood:4 Impact: 5 Total: 20	Brief developed and agreed with all organisations co-clienting to ensure project scope is clear. Regular project meetings to be set up with client team and consultant. Consultant to be responsible for regularly updating programme and identifying possible risks to programme.	Likelihood: 5 Impact:2 Total: 10
Increased Cost	Likelihood:4 Impact: 5 Total: 20	Competitive procurement process. Detailed brief, which sets out all the costs the consultants should price for.	Likelihood:3 Impact: 4 Total: 12

7. Equity, Diversity and Inclusion Comments

- 7.1 Under Section 149 of the Equality Act 2010, as a public authority, 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 The consultancy services will be selected via a competitive process and following evaluation against set criteria, including their approach to equity, diversity and inclusion. The completed evidence base would inform any future planning policies, and if these are developed, they would be subject to separate assessment, approval and public consultation.

8. Social Value

- 8.1 The brief for this Study sets out that each tender submission should set out clearly the social value benefit that each proposed consultant team would offer. This should not only consider the social value that would come from the technical work the consultant team would carry out but also additional, short-term social value offerings to the local community.

9. Other considerations

Consultations and impact assessments

- 9.1 Following selection of a preferred option, the consultant would need to work up the design that would be used for the public consultation. The public consultation would be carried out by LB Brent and LB Ealing and the consultation drawing would need to align with both borough's requirements for public consultations.

Communications and engagement

- 9.2 Any communications or engagement with stakeholders within the Park Royal area, such as businesses and residents, would be carried out in line with the OPDC's agreed communications and engagement process.

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 Total expenditure of up to £200,000, of which £151,457.32 is to be funded through s106 contributions, leaving the balance of up to £50,000 to be funded through the Planning Policy 2025/26 budget.
- 11.2 Any further expenditure is subject to the Corporation's decision-making process.

12. Legal comments

- 12.1 The foregoing sections of this report indicate that the decisions requested of the director concern the exercise of the Authority's general powers; falling within the Authority's statutory powers to do such things considered to further or which are facilitative of, conducive or incidental to the promotion of economic development and wealth creation and the improvement of the environment in Greater London and in formulating the proposals in respect of which a decision is sought, officers have complied with the Authority's related statutory duties to:
- 12.2 Pay due regard to the principle that there should be equality of opportunity for all people; consider how the proposals will promote the improvement of health of persons, health inequalities between persons and to contribute towards the

achievement of sustainable development in the United Kingdom; and consult with appropriate bodies.

- 12.3 In taking the decisions requested, the director must have due regard to the Public Sector Equality Duty; namely the need to eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Equality Act 2010, and to advance equality of opportunity between persons who share a relevant protected characteristic (age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; sexual orientation) and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it (section 149 of the Equality Act 2010). To this end, the director should have particular regard to section 7 (above) of this report.
- 12.4 All procurements of works, services and supplies required for the project must be procured in accordance with the Authority's Contracts and Funding Code (the "Code") and, where the value exceeds £150,000, in accordance with the Public Contracts Regulations 2015 (the "Regulations"). Furthermore, the officers must liaise with Transport for London's procurement and supply chain team, which will determine the detail of the procurement strategy to be adopted in accordance with the Code and the Regulations. Officers must ensure that appropriate contractual documentation be put in place and executed by chosen service provider/supplier and the Authority before the commencement of the services.

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 Process	February- March 2025
Consultant Appointed and Work Commences	April 2025
Commission Ends and Option to Take Forward Agreed	March 2026

Appendices

- Appendix A – SSP-25-01 Big X Improvements Study and Early Improvements

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 day 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: **No**

The deferral is until: N/A

This is because: N/A

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: This use of S106 to fund the expenditure proposal was approved via a Section 106 spend proposal form on 10.01.2025 and is provided in Appendix A.

Review: This Decision was circulated for **Senior Review** on 31/01/2025.

Executive Director, Finance & Operations – Gurdip Juty

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

Signature:



Date: 31/01/2025