

**DD DECISION – DD 11**

**Title: North Acton Gyratory Stage 2 Feasibility Study**

**Executive summary**

The Old Oak and Park Royal Development Corporation (OPDC) is co-clienting with Transport for London (TfL) and London Borough of Ealing (LBE) on a scheme to improve walking, cycling, public realm and road safety on the North Acton Gyratory (Scheme). A first stage of feasibility work has been carried out that explored six potential options for improving the North Acton Gyratory and culminated in the shortlisting of two options. The OPDC are now seeking consultancy support to carry out a second stage of feasibility work that will entail more comprehensive design (to RIBA Stage 2) and modelling of the two shortlisted options (the Study). The OPDC will commission and fund 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 Stage 1 study, it is anticipated that this Study would cost no more than £200,000. £200,000 from the OPDC's Planning Policy budget has been earmarked for this Scheme and any future underspend from this budget could potentially go towards funding this, spread across the 2025-26 and 2026-27 financial years. However, as an additional contingency, £100,000 of s.106 funding under the Town and Country Planning Act 1990 (**s. 106 contributions**) has been requested and signed off through the OPDC's Planning Obligations Advisory Group (**POAG**) - with use of this funding approved on 4 July 2025 (see Appendix A). The s.106 contributions that have been allocated to this Scheme are: £88,022.95 from 6 Portal Way (ref: 192597OPDFUL), and £20,978.56 from The Perfume Factory (ref: 181062OPDFUL).

**Decision**

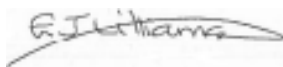
That the Director of Planning, Emma Williamson, approves:

- i. Expenditure of £200,000 of Planning Directorate funding from the Planning Policy budget towards the North Acton Gyratory Stage 2 Feasibility 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:**



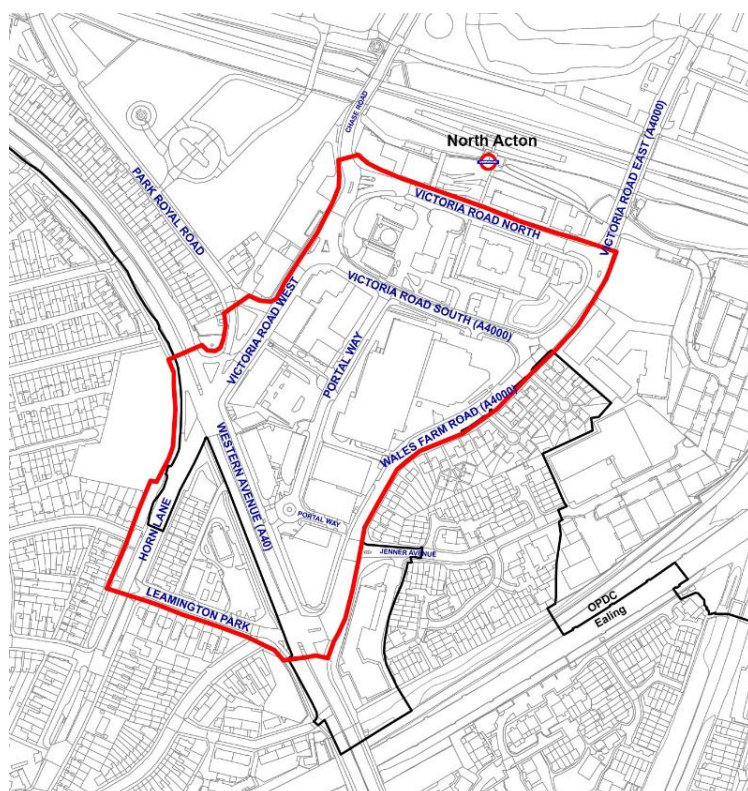
**Date:** 18/08/2025

## 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**) and Transport for London (**TfL**) (together, the **Client Team**) are seeking consultancy support the design (to RIBA Stage 2) and model exemplary walking, cycling, road safety and public realm improvements to the North Acton Gyratory (Western Avenue (A40), Victoria Road, Wales Farm Road, Leamington Park and Horn Lane) – in line with Healthy Streets objectives and the OPDC’s Local Plan. A first stage of feasibility work has been carried out that explored six (6) potential options for improving the gyratory and culminated in the shortlisting of two options. This first stage of study work was completed in February 2025. This second study (the ‘Study’), which this decision report is seeking funding for, would build-upon the first piece of feasibility work through carrying out a more detailed piece of design and modelling work, to further examine the feasibility of the two shortlisted options.

**Figure 1: Project Area**



- 1.2 The designs developed by the appointed consultants would identify infrastructure enhancements to be delivered and funded through subsequent s.106 contributions – and likely to be introduced in a phased approach. The on-street infrastructure proposals developed through this Study would be consulted on and constructed by LB Ealing and TfL, as highways authority. The Study will also tie into four other

cycling schemes (on Horn Lane, Park Royal Road, Chase Road and Victoria Road – east) being developed in or adjacent to the OPDC area and is central to ensuring a cohesive and well-connected cycle network across the OPDC area, and that this network links into the wider network being developed by LB Ealing. This Study aligns with the vision set out in the OPDC's Local Plan. It is proposed that the Study would start in Autumn 2025 and end in Autumn 2026.

## **2. The proposal and how it will be delivered**

- 2.1 Consultants are being sought to work with the Client Team to further develop the design of the two options shortlisted through the Stage 1 feasibility work. These options cover varying levels of cost, change and complexity – providing solutions that range from a low level of intervention to 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:
- 3.2 **Healthy Streets, Placemaking and People-Friendly Streets:** Create people-friendly streets in North Acton, to allow town centre activities to thrive and new development to come forward, in the right location. Make North Acton a more pleasant place to live by taming negative traffic impacts (e.g. pollution, collisions, congestion) through better street design and consideration of urban form. Delivers Healthy Streets objectives and contributes to positive health outcomes.
- 3.3 **Active Travel:** Improve active travel links to wider walking and cycling network, to transport hubs (including North Acton, Acton Main Line and Old Oak Common stations), nearby amenities, and open spaces, accommodating future growth. Connect new and forthcoming development sites in North Acton with wider cycle infrastructure. Provide high-quality infrastructure improvements that prioritise and encourage walking and cycling, in line with the OPDC sustainable transport hierarchy.
- 3.4 **Road Safety:** Introduce improvements that address and improve existing road safety issues. Make it safer for vulnerable road users, particularly pedestrians and cyclists.
- 3.5 **Public Transport:** Encourage increase in public transport use, by improving bus journey times and providing better pedestrian linkages to bus stops and underground/ rail stations.

- 3.6 **Capacity on the A40 and Freight Access for Local Businesses:** Maintain appropriate traffic capacity on the A40 to ensure freight and local business access are not significantly adversely affected. (Note: This will need to be balanced against introducing road safety improvements for pedestrians and cyclists – which is essential and a key priority).
- 3.7 **Scheme Deliverability:** That the proposed scheme is physically and financially feasible to deliver and has a realistic timeframe.
- 3.8 **Climate Change:** Proposes measures that contribute towards mitigating and addressing climate change through enable active/ low-emission travel and greening improvements, such as sustainable urban drainage systems (SuDS), that contribute towards biodiversity net gain (BNG).
- 3.9 Once completed, the Study will provide two options for enhancing walking and cycling connections along the North Acton Gyratory. The Study work will inform whether the options can be introduced in a phased approach and, if not, will inform the selection of a preferred option which will be consulted on and implemented by the highway authorities – TfL and LB Ealing.

#### **4. Strategic fit**

- 4.1 The Study will result in tangible improvements being made to walking, cycling, public realm and road safety on the North Acton Gyratory, which is identified as a priority in OPDC's Local Plan and 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 a Town Centre Cluster in North Acton and the proposed improvements to the North Acton Gyratory would support the development of this Town Centre Cluster.
- 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 North Acton Gyratory are all part of the primary walking and cycling networks identified in the Local Plan and identified as key routes within Ealing's borough-wide cycle network.
- 4.4 Improvements and enhancements to the North Acton Gyratory is identified as a project within the Infrastructure Delivery Plan.
- 4.5 The project is identified for delivery in OPDC's Corporate Strategy 2024-26.

#### **5. Project governance and assurance**

- 5.1 This work will be co-cliented by OPDC, TfL and LB Ealing, with OPDC responsible for the funding and commissioning of 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 commissioning of the Study 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 the North Acton Gyratory 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 s.106 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 the timeline for introducing walking, cycling, public realm and road safety improvements in the North Acton 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
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	Likelihood:3 Impact: 4 Total: 12

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the consultants  
should price for.

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## **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.<sup>1</sup>
- 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 TfL and LB Ealing and the consultation drawings would need to align with both highway authorities requirements for public consultations.

### *Communications and engagement*

- 9.2 Any communications or engagement with stakeholders within the North Acton 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 There is sufficient budget to cover this under Planning if S106 monies are not used. Forecasted £60k for 25/26 based on the assumption that this may come under the original ask.

## **12. Legal comments**

12.1 The foregoing sections of this report indicate that the decisions requested by the Director of Planning 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, social development 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:

- 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.

12.2 In taking the decisions requested, the Director of Planning 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 of Planning should have particular regard to section 7 (above) of this report.

12.3 All procurements of works, services and supplies required for the Study 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 Procurement Act 2023. 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 Procurement Act 2023. Officers must ensure that appropriate contractual documentation be put in place and executed by chosen service provider and the Authority before the commencement of the attendant 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	August- September 2025
Consultant Appointed and Work Commences	September/ October 2025
Commission Ends and Option to Take Forward Agreed	October 2026

## Appendices

- Appendix A – **SSP 25-14: North Acton Gyrotory Stage 2 Feasibility Study**

**Note:** When the report in Appendix A was written the funding for the Study was identified as being equally split between S106 funding and Planning Policy budget. Officers now consider that Study can be funded entirely through Planning Policy budget, with the S106 as a contingency.

## 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: Yes

The deferral is until: November 2025

This is: to avoid the full value of project being publicly available whilst the sought consultancy work is out for tender.

#### **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 04.07.2025 and is provided in Appendix A.

**Review:** This Decision was circulated for **Senior Review** on 18/08/2025.

### **Executive Director, Finance & Operations – Gurdip Juty**

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

**Signature:**



**Date:** 19/08/2025