

DIRECTOR DECISION – DD 139

Title: Old Oak Common Station Eastern Access – Preliminary Concept Design, Cost and Constructability Study

Executive summary

High Speed 2 (HS2) Limited (HS2) is required to enable and part-fund an eastern link to Old Oak Common Station. Previously Old Oak Bridge was proposed to provide an all-modes eastern link from the station to Old Oak North. However, as comprehensive development in Old Oak North is no longer proposed, Old Oak Bridge is no longer deliverable. OPDC is now investigating an alternative eastern link providing pedestrian/ cycle connectivity from the station to the Grand Union Canal towpath.

This decision seeks approval for expenditure to pay for consultancy services from Mott MacDonald to develop a preliminary design cost and constructability study for the pedestrian/ cycle bridge. Mott MacDonald will also consider upgrades required to facilitate onward walking and cycling along the canal towpath from the bridge, particularly connecting to Scrubs Lane/ Mitre Bridge.

OPDC will project manage the study, which will be grant funded by HS2. This decision therefore also approves receipt of £50,000 from HS2 to pay for the consultancy services.

Decision

The Director approves:

- i. Receipt of grant funding of up to £50,000 from High Speed 2 (HS2) Ltd in 2020/21 and 2021/22 to progress a Preliminary Concept Design, Cost and Constructability Study into a pedestrian/ cycle access from Old Oak Common Station to the Grand Union Canal towpath.
- ii. Expenditure of up to £50,000 in total of consultancy services by Mott MacDonald in 2020/21 and 2021/22 to undertake this study.
- iii. A single source exemption from OPDC's Contracts and Funding Code so as to appoint Mott MacDonald without a competitive procurement.

Authorising Director

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

Signature: 

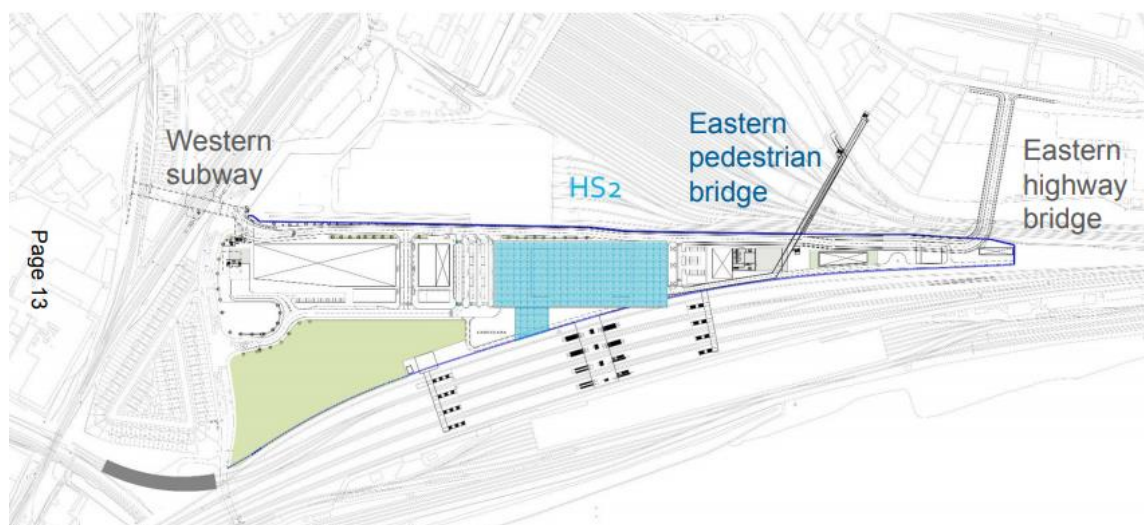
Date: 3 March 2021

PART 1: NON-CONFIDENTIAL FACTS AND ADVICE

1. Background and context

- 1.1 The Secretary of State for Transport set out a series of Undertakings and Assurances (U&As) – essentially legally binding planning commitments – relating to the delivery of High-Speed Rail 2 and including commitments specifically relating to Old Oak Common Station.
- 1.2 One of the U&As requires High Speed 2 (HS2) Limited (HS2) to enable and part-fund an eastern link to the station. The link was originally envisioned to support movement by foot, cycle, bus and taxi between the station and Old Oak North and was referred to as Old Oak Bridge.
- 1.3 Old Oak Bridge was planned to make use of, and connect to, land in Old Oak North. However, following the OPDC Planning Inspector's interim findings at the Examination in Public on OPDC's Local Plan, comprehensive residential-led development in that area is no longer proposed and therefore Old Oak Bridge is no longer deliverable.
- 1.4 In order to safeguard the delivery of an alternative eastern access link, HS2 has ensured that the engineering infrastructure is in place to 'future proof' the footings for a bridge at some point if and when it is considered necessary. The station design also allows for future eastern access, which was approved by OPDC in May 2020 under Schedule 17 application no. 20/0012/HS2OPC.
- 1.5 In this context, HS2, in collaboration with OPDC, is exploring an alternative viable eastern link to ensure the station is as well connected to its surroundings as possible.
- 1.6 Previously, a study conducted by Mott MacDonald investigated options for eastern access to the station. The study explored an 'Eastern highway bridge', which later became Old Oak Bridge, and an 'Eastern pedestrian bridge' with landings at Old Oak North and the Grand Union Canal towpath (see **Map 1**). Given the loss of Old Oak Bridge, it is this 'Eastern pedestrian bridge' that is now being explored as the alternative eastern access to Old Oak Common Station.

Map 1: Eastern access options to Old Oak Common Station (Mott MacDonald)



2. The proposal and how it will be delivered

- 2.1 Due to Mott MacDonald's previous work on the eastern access, OPDC wish to instruct Mott MacDonald to continue this work to investigate the feasibility of a pedestrian/ cycle link from Old Oak Common Station to the Grand Union Canal.
- 2.2 Mott MacDonald will produce a Preliminary Concept Design, Cost and Constructability Study for this eastern access link.
- 2.3 Mott MacDonald will develop a preliminary design solution for the pedestrian/ cycle bridge, specifically looking at: the connection to the station structure; spanning the TfL Crossrail depot; and landing requirements on the canal towpath.
- 2.4 The proposal will also consider preliminary design of upgrades required to facilitate onward pedestrian and cycling from the eastern access landing at the canal towpath to communities to the east, particularly at Scrubs Lane/ Mitre Bridge.
- 2.5 A constructability report will be produced, setting out how the above designs would be constructed, identifying any barriers to construction and any specific requirements and consents needed. In addition, preliminary estimated costs (construction, design, rights) associated with delivering the eastern access will be provided.
- 2.6 Mott MacDonald will work in partnership with WSP and Balfour Beatty VINCI SYSTRA (BBVS), the respective station designer and contractor. WSP and BBVS will provide expertise to Mott MacDonald on how the bridge connects to the station and public realm within the HS2 Limits of Deviation.
- 2.7 OPDC is seeking approval for expenditure of up to £50,000 for consultancy services by Mott MacDonald to undertake this study.
- 2.8 HS2 is grant funding OPDC up to £50,000 to pay for Mott MacDonald consultancy services. This decision also seeks the approval of the receipt of grant funding from HS2.

3. Objectives and expected outcomes

- 3.1 The study aims to facilitate improved connectivity of Old Oak Common Station to the east through a more direct walking and cycling connection to the developments along Scrubs Lane, improving public transport accessibility and benefiting existing and future communities.
- 3.2 The study will establish the main design and constructability considerations and preliminary costs for delivering an eastern pedestrian/ cycle connection. The study will develop preliminary design and engineering solutions to a level of detail that is sufficient to determine its feasibility.
- 3.3 The study will investigate and present the main considerations with regards to the constructability of the proposals, reviewing the construction process and identifying any barriers.

4. Strategic fit

- 4.1 The new Old Oak Common station is set to become the second biggest rail station in London and the largest sub-surface station to have ever been built in the UK.

The station will support the OPDC area in becoming a new strategic destination - 10 minutes from Heathrow and the West End. It will also provide a transport interchange to other airports and to the rest of the UK, including places such as Birmingham, Bristol, Leeds, Manchester and Sheffield.

- 4.2 This new station provides the opportunity to set new standards for optimising sustainable transit orientated development that can strengthen London's position as a global city and help to deliver much needed new homes and jobs. To enable this, the station needs to be properly embedded into its surroundings. This study will support the integration of the station with the OPDC area by investigating the feasibility of an alternative eastern access given that Old Oak Bridge is no longer deliverable.

5. Project governance and assurance

- 5.1 OPDC will project manage the work and Mott MacDonald. The Senior Responsible Officer is the Head of Policy and the Project Lead is the Principal Transport Officer.
- 5.2 OPDC will work closely with HS2 during the project through regular progress meetings. HS2 will reimburse OPDC for the works delivered by Mott MacDonald through payments to OPDC in arrears of up to £50,000.
- 5.3 Mott MacDonald will work in partnership with WSP and BBVS, HS2's respective station designer and contractor and who will advise on proposals for connection to the station and public realm within the HS2 Limits of Deviation. Mott MacDonald will lead the relationship with WSP and BBVS with regular design meetings.

Risks and issues

- 5.4 Engagement is required with TfL, Crossrail and the Canal & River Trust as the proposed bridge will interface with the Crossrail depot and the Grand Union Canal and there is a risk that these stakeholders object to the proposal. However, as the previous Old Oak Bridge crossed the Crossrail depot and the canal there is precedent for a much larger, all modes bridge being supported. These stakeholders – TfL, Crossrail and the Canal & River Trust – will be consulted early as designs develop. In addition, in contrast to Old Oak Bridge, the new proposal will not cross the canal and will land on the southern towpath, further minimising impacts.
- 5.5 Mott MacDonald will be required to work with WSP and BBVS, the station designer and contractor who advise on proposals within the HS2 Limits of Deviation. There is a risk that the consultants do not work collaboratively, and the bridge is not designed as a cohesive structure. To reduce this risk, there will be regular progress meetings between Mott MacDonald, WSP and BBVS, HS2 and OPDC.

6. Equality comments

- 6.1 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

- 6.2 OPDC considers this decision will positively impact on equality by seeking consultancy services to design a new pedestrian/ cycle link and improvements to the towpath canal and connections at Scrubs Lane/ Mitre Yard, which will improve the connectivity of the new Old Oak Common Station to communities to the east.
- 6.3 The pedestrian/ cycle bridge will be designed by Mott MacDonald to comply with all modern standards of accessibility set out in the Equality Act so that all protected groups can use the new bridge. Therefore, any design solutions for the eastern access will be developed in a way that all can benefit and will positively impact on equality. Onward connection from the landing of the bridge on the Grand Union Canal will also be considered to ensure pedestrians and cyclists can continue their journey from the canal towpath to street level at Scrubs Lane/ Mitre Bridge.

7. Other considerations

Use and justification of single-source procurement route

- 7.1 The OPDC Contracts and Funding Code requires OPDC to seek a call-off from a suitable framework (where possible) or to undertake a formal tender process. However, this decision form seeks approval for an exemption from the Contracts and Funding Code to procure Mott MacDonald without a competitive procurement. There are two main reasons for a single source request for this commission.
- 7.2 Firstly, Mott MacDonald undertook the previous study investigating options for eastern access to Old Oak Common Station – the ‘Eastern pedestrian bridge’ – and the pedestrian/ cycle bridge under this commission would follow a similar alignment. By appointing Mott MacDonald, OPDC is able to appoint the same engineer and team that worked on the previous study and bridge. This is important as this commission is a continuation of the previous work and an open procurement route would result in this knowledge being lost. Appointing Mott MacDonald would result in value for money to OPDC as the team already have the technical knowledge of the Eastern pedestrian bridge option previously explored and can use this to expedite the design of the eastern pedestrian/ cycle link under this commission. Secondly, Mott MacDonald are currently undertaking similar work for OPDC to support the Local Plan modifications on preliminary designs and costs for other key infrastructure proposals in Old Oak. As part of this work Mott MacDonald have undertaken a number of surveys on utilities and topographical data, which this commission also requires. By appointing Mott MacDonald, the project team has access to this data, thus saving costs.

¹ The protected characteristics and groups are: age, disability, gender reassignment, pregnancy and maternity, race, gender, religion or belief, sexual orientation and marriage/ civil partnership status. Fulfilling this duty involves having due regard to: the need to remove or minimise any disadvantage suffered by those who share a protected characteristic or one that is connected to that characteristic; taking steps to meet the different needs of such people; and encouraging them to participate in public life or in any other activity where their participation is disproportionately low. Compliance with the Equality Act may involve treating people with a protected characteristic more favourably than those without the characteristic. The duty must be exercised with an open mind and at the time a Decision is taken in the exercise of the OPDC's functions.

8. Conflicts of interest

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

9. Financial comments

- 9.1 Expenditure of up to £50,00 will be financed through a grant from HS2.
- 9.2 Further expenditure and contract variations are subject to the Corporation's decision-making process.
- 9.3 Please ensure that any procurement undertaken is in line with the Corporation's Procurement Guidance and the Contracts and Funding Code is adhered to.

10. Legal comments

- 10.1 The report above indicates that the decision requested of the director falls within OPDC's objective of securing the regeneration of the Old Oak and Park Royal area and its powers to do anything it considers appropriate for the purpose of its objects or purposes incidental to those purposes, as set out in the Localism Act 2011.
- 10.2 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 and foster good relations between persons who share a relevant protected characteristic (race, disability, gender, age, sexual orientation, religion or belief, pregnancy and maternity and gender reassignment) 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 6 (above) of this report.
- 10.3 Officers must ensure that they are content that OPDC can comply with any conditions to which the HS2 funding is subject and in any event no reliance should be placed upon such funding until there is a legally binding commitment from HS2 to provide the same.
- 10.4 Section 4.1 of the OPDC Contracts and Funding Code (the 'Code') requires the OPDC to seek a call-off from a suitable framework, where possible, or if not, undertake a formal tender process which will be managed by TfL in respect of the services. However, the director may approve an exemption from this requirement under section 5 of the Code upon certain specified grounds. The officers have set out at paragraph 7.2 of this report the reasons why they believe the appointment of Mott MacDonald without a competition meets the exemption. On this basis the director may approve the proposed exemption if satisfied with the content of this report.
- 10.5 Officers must also ensure that appropriate contract documentation is put in place with and executed by OPDC and Mott MacDonald before the commencement of the required services.

11. Summary timeline

Activity	Date
Delivery start date	w/c 22 February 2021
Meeting with stakeholders (Crossrail, CRT)	w/c 01 March 2021
Draft report	26 March 2021
Final report	12 April 2021
Project closure	30 April 2021

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 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: Clare Healy has drafted this Form in accordance with OPDC procedures, including for handling conflicts of interests, and confirms that:



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



CONFIRMATIONS**Section 106 funding: N/A****SMT review:** This Decision was circulated to the **Senior Management Team** for review on Friday 26 February 2021.**Chief Finance Officer**

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

Signature:A handwritten signature in black ink, appearing to be 'A. Smith', written over a light blue rectangular background.**Date:** 03/03/21