OLD OAK & PARK ROYAL

Walking, Cycling, Streets & Public Realm Strategy

APRIL 2017



5th studio

with

Alan Baxter INTEGRATED DESIGN

WEDDERBURN. TRANSPORT PLANNING AT A HUMAN SCALE



View along the existing footpath which links Willesden Junction to Hythe Road

0 *Executive Summary*

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Foreword by OPDC/TFL

For London to be the best city in the world, it needs to become healthier, cleaner and ever more vibrant; and to meet the needs and changing expectations of Londoners and visitors alike. Central to achieving this is creating a high quality public realm that is focused on walking and cycling – as set out in the Mayor's vision for 'Healthy Streets'.

This is especially important in Old Oak and Park Royal, the UK's largest development project and most successful industrial location. Key to its success is the ambition for the area to become an exemplar in health and sustainability. Both Old Oak and Park Royal Development Corporation (OPDC) and Transport for London (TfL) are committed to a vision for Old Oak and Park Royal that is based on active and sustainable modes of movement; and to delivering the right infrastructure to achieve this.

The 65,000 new jobs and 25,500 new homes planned by the OPDC will bring thousands of new people to Old Oak and Park Royal. It is essential that this new high quality, high density development makes a positive impact on its context, encouraging residents, employees and visitors to travel sustainably and avoiding adding to congestion on the road network. Walking, cycling and public transport usage must become the most attractive ways for moving around the area – this means we need to ensure that new development and transport infrastructure, including the High Speed rail station, is fully integrated into the area and connected with its surroundings. And we must create a high quality public realm, with streets, squares and parks that serve the area and its communities in every phase of development.

The Old Oak and Park Royal Walking, Cycling and Public Realm Strategy represents a vital first step in understanding what we, collectively, need to do. This is not to underestimate the challenges in delivery – and we will need further work to ensure it is integrated with other emerging priorities - but our ambitions are clear. This is only achievable by the public and private sector working together and TfL and OPDC will work with the GLA, HS2, Network Rail and the local boroughs, as well as with the private sector, to ensure this vision becomes a reality.

Mick Mulhern
Director of Planning, OPDC

Lucinda Turner
Acting Director of Borough Planning, TfL Planning

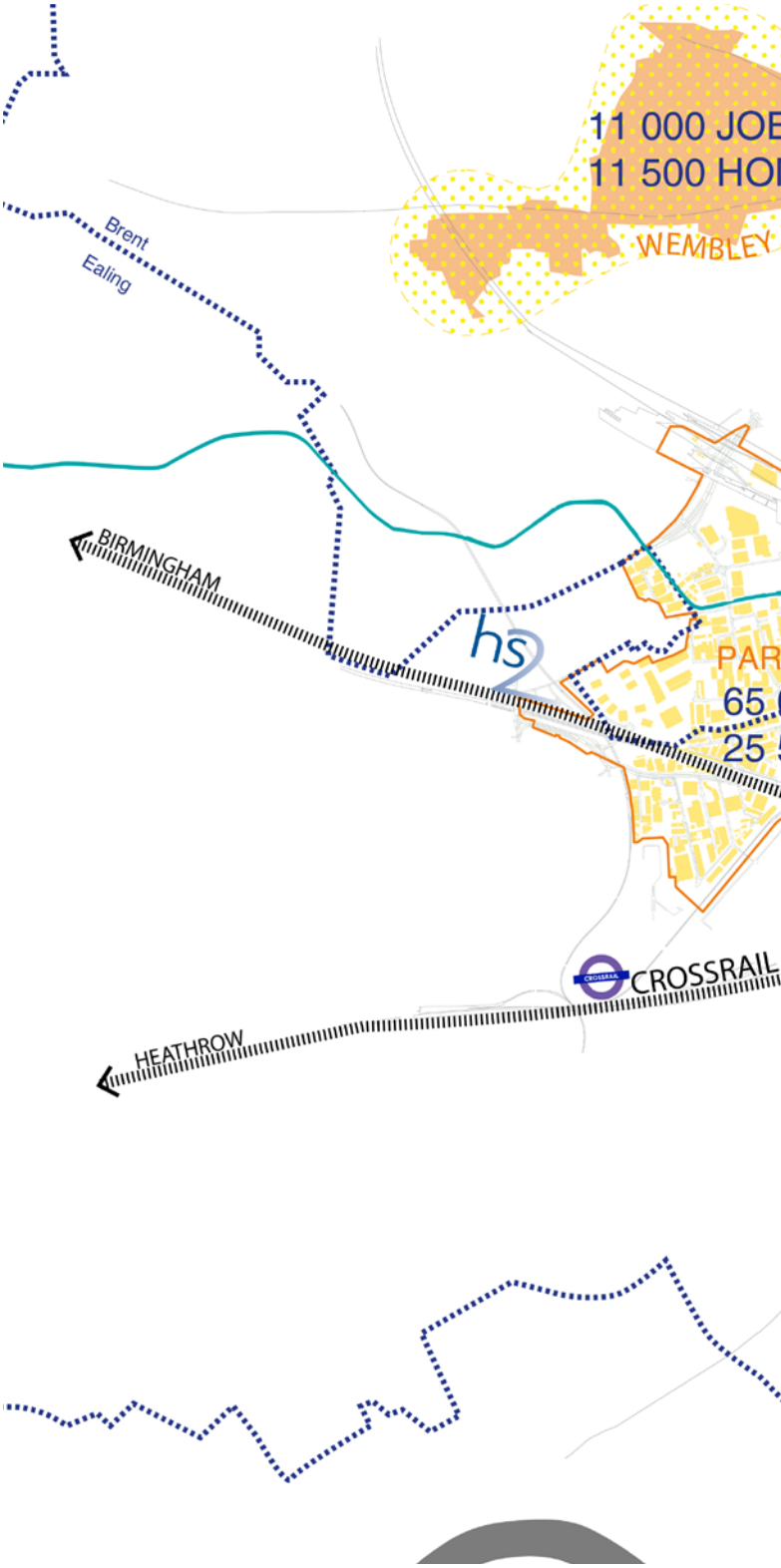
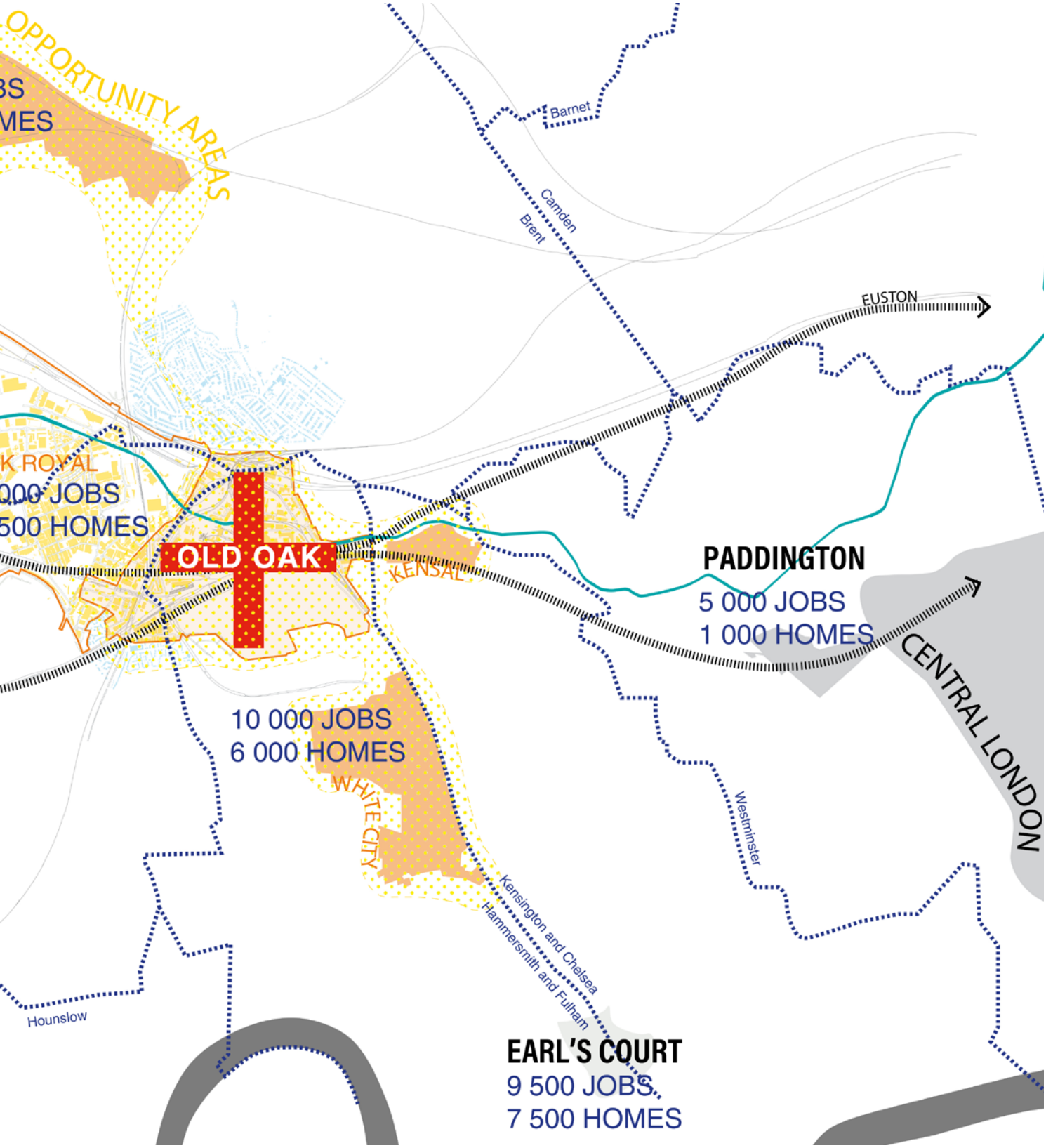


Diagram showing location of Old Oak and Park Royal in relation to central London and other opportunity areas.


OPPORTUNITY AREAS
BS
MES
Barnet
Camden
Brent
EUSTON
K ROYAL
000 JOBS
500 HOMES
OLD OAK
KENSAL
PADDINGTON
5 000 JOBS
1 000 HOMES
CENTRAL LONDON
10 000 JOBS
6 000 HOMES
WHITE CITY
Westminster
Kensington and Chelsea
Hammersmith and Fulham
Hounslow
EARL'S COURT
9 500 JOBS
7 500 HOMES

Introduction

Introduction

5th Studio, Alan Baxter Ltd and Martin Wedderburn were appointed by the OPDC and TfL in March 2016 to develop a Walking, Cycling and Public Realm strategy for Park Royal and Old Oak, which is intended to inform a Supplementary Planning Document for the area. This work comes in advance of the Old Oak Masterplan which is due to be commissioned, at the beginning of 2017.

Site context

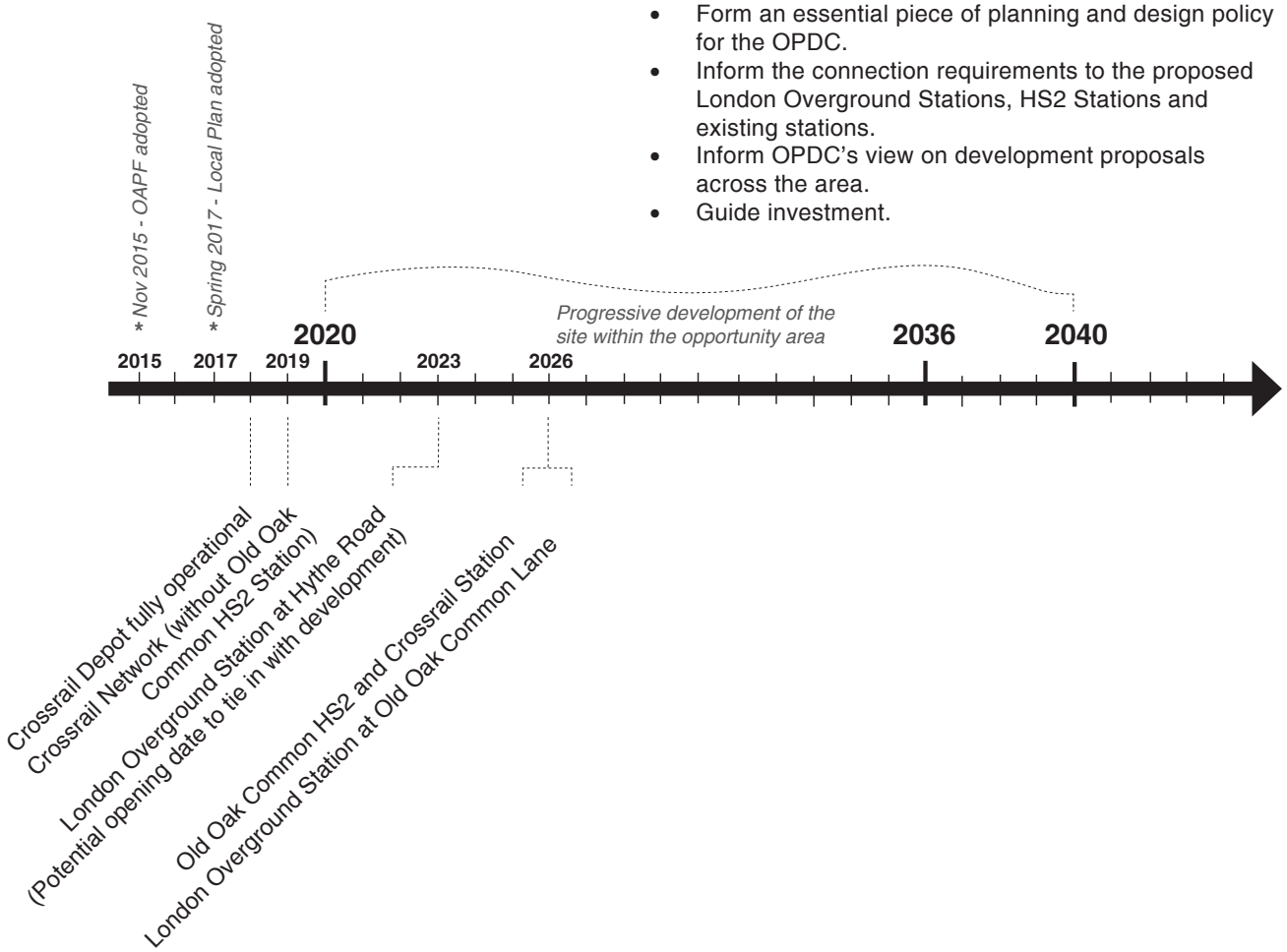
Isolated by infrastructure, Old Oak and Park Royal have been suspended from the rules that have governed the evolution of the surrounding city. This suspended state has served certain land uses well - Park Royal in particular has nurtured a vital and inventive industrial ecology: London's workshop. The imminent arrival of new connective infrastructure and London's present needs open up the opportunity to re-think a vast area of the city very close to the centre. There are some complex issues to overcome to allow this next stage of growth in Old Oak.

Strategy for development

This Strategy - jointly commissioned by the OPDC and TfL - makes a series of recommendations for the creation of a coherent and resilient street network and public realm for Old Oak and Park Royal, from a walking, cycling and public realm perspective. It asks what sort of public realm and street network will support the level of growth in housing and workplaces identified in the London Plan? What is the optimal urban realm that could emerge from this unique opportunity?

The purpose of this strategy is to:

- Develop a recommended approach to the walking, cycling and public realm network based on the ten design recommendations outlined in this report to be used in the public sector by bodies such as OPDC and TfL.
- Investigate and define the requirements for new pieces of connective infrastructure across Old Oak and Park Royal.
- Propose a phased strategy for implementation of the network.
- Form an essential piece of planning and design policy for the OPDC.
- Inform the connection requirements to the proposed London Overground Stations, HS2 Stations and existing stations.
- Inform OPDC's view on development proposals across the area.
- Guide investment.



This strategy must operate successfully at a range of scales:

- Strategic level (policy and planning) – how it feeds into the Local Plan and is incorporated into planning discussions and guidance.
- Network level – the way that the pedestrian and cycle network supports public transport options and makes them the default choice for travel rather than the car.
- and Street level (10 healthy streets indicators) – the design of the streets themselves.

Methodology

This strategy has been developed at an intermediate moment between the introduction of the first draft of the Local Plan and its outlined objectives, and the establishment of a full masterplan. The study has taken the Local Plan as its starting point, but it has been developed an iterative relationship with a number of ongoing pieces of work which will refine that plan - including design work around HS2 and other transport projects, development proposals by key landowners and parallel studies, including those looking in detail at Scrubs Lane and at Victoria Road & Old Oak Lane.

This study has taken this context, with its various potential outcomes, and tested it in a number of ways. The recommendations emerge from the testing of multiple scenarios, and have been informed by transport modelling. Strategic aspirations have been tested in a very practical way against the topography and other physical constraints - in particular the practical challenges of crossing rail lines.

In each case our recommendations propose the optimal outcome in terms of the public realm and provides the highest standard of walking and cycling infrastructure.

The study focuses on walking and cycling primarily but has also considered their interaction with other modes where necessary. The vision for Old Oak and Park Royal is to create a place where the default choice for short journeys is walking or cycling with public transport being used for longer journeys. As part of this approach, walking and cycling is being considered first.

5th Studio have used their expertise to ensure that Old Oak Park Royal becomes a well connected and integrated part of London. The role includes: coordination of public realm with infrastructural projects, issues on public realm and connectivity, integrating infrastructure projects into the overall vision for a walking and cycling strategy in Old Oak and Park Royal.

Next steps

This study focuses primarily on pedestrians, cyclists and public realm and, developed between February 2016 and March 2017, represents an early point in the development of the overall strategy for Old Oak and Park Royal. To achieve the aspirations described and the recommendations made, further work is required. This will need to investigate the feasibility of the proposals and their integration with other sets of priorities at TfL, OPDC and HS2. To support this, a number of next steps are set out under each recommendation.

10 Recommendations

1 Invest in Old Oak High Street!

Invest in the High Street as the primary route for walking, cycling and public transport in Old Oak in the first phase of the development and as the means to interchange between stations. The High Street - with its key linkage bridges - should have a generous width, be able to accommodate walking, cycling and public transport. This capacity maximises the value and future resilience of this key infrastructure.

2 Connect to Harrow Road

We recommend that the northern section of Old Oak High Street extends to connect with Harrow Road and Harlesden High Street. A pedestrian and cycle underpass connection to Station Road should be maintained and enhanced.

3 Stations on the High Street

All stations in Old Oak should have their primary entrance onto Old Oak High Street, including a new entrance to Willesden Junction Station to the east of the Overground tracks. Create high quality public realm and interchange spaces between station entrances and Old Oak High Street.

4 Viaduct at Hythe Road Overground Station

If feasible, we support the construction of a viaduct for the West London Overground line at Hythe Road Station. The viaduct should be suitably located to enable the surrounding connections to integrate with the space under it, and to raise the track levels and maximise the continuity of the public realm at ground level.

5 Safe cycling

All major routes in Old Oak should have segregated cycle lanes with great connections to the surrounding area, to the potential CS10, and to existing quietway routes, to ensure cycling is an attractive means to travel. In Park Royal, existing cycle paths should be enhanced to provide safety and encourage cycling as a means of transport.

for Old Oak and Park Royal

6 Old Oak Common HS2 Station

To resolve level changes and to create the optimal relationships for a good public realm and connectivity we recommend that the level of the primary entrance to Old Oak HS2 Station be raised to +34m. The southern section of Old Oak High Street on HS2 land should also be established at this level.

7 Park Royal to Old Oak to Kensal

An east-west connection linking Park Royal to Old Oak and on to Kensal is a key requirement. We recommend the creation of a step-free and unpaid pedestrian and cycle link between Old Oak and Park Royal at Old Oak Common Lane Station, connecting Old Oak High Street to Chandos Road. This is best achieved through the creation of an underpass. Good pedestrian and cycle links from Chandos Road, the gateway to Park Royal, to Chase Road should also be created. This will become part of a new high quality east-west link from Park Royal to Kensal.

8 A New Heart for Park Royal

Create a focal point and destination at the" heart of Park Royal" which will be a catalyst for change and modal shift to more sustainable transport use in Park Royal.

9 Grand Union Canal

The Grand Union Canal should be celebrated as a fantastic asset. Improve the existing towpath to create a wide, spacious shared cycle path and footway with great step-free routes into Old Oak and Park Royal. This will improve access to, and along, the canal.

10 Wormwood Scrubs

Provide a direct link from Old Oak Common HS2 Station to Wormwood Scrubs for pedestrians. This forms part of a wider N-S route. Establish a W-E link from Park Royal to Wormwood Scrubs East for pedestrians and cyclists.

Recommendations

10 Recommendations for Old Oak and Park Royal

Key to the success of the street network at Old Oak and Park Royal are the ten recommendations, described on the previous pages, and located on the map on the right.

They all pose fundamental challenges and highlight site severances which need to be overcome in order to achieve a high quality public realm that prioritises walking and cycling.

The following recommendations make Old Oak High Street the main focus of investment, joining together five rail stations, and highlighting a resilient street network which promotes cycling and walking and creates a more compacted and connected piece of city. As the project is fully developed it will also need to ensure the network and its design support access for buses.

1 Invest in Old Oak High Street -refer to page 16

2 Connect to Harrow Road -refer to page 18

3 Stations on the High Street -refer to page 19

4 Viaduct at Hythe Road Station -refer to page 20

5 Safe cycling -refer to page 21

6 Old Oak Common HS2 Station -refer to page 22

7 Park Royal to Old Oak to Kensal -refer to page 24

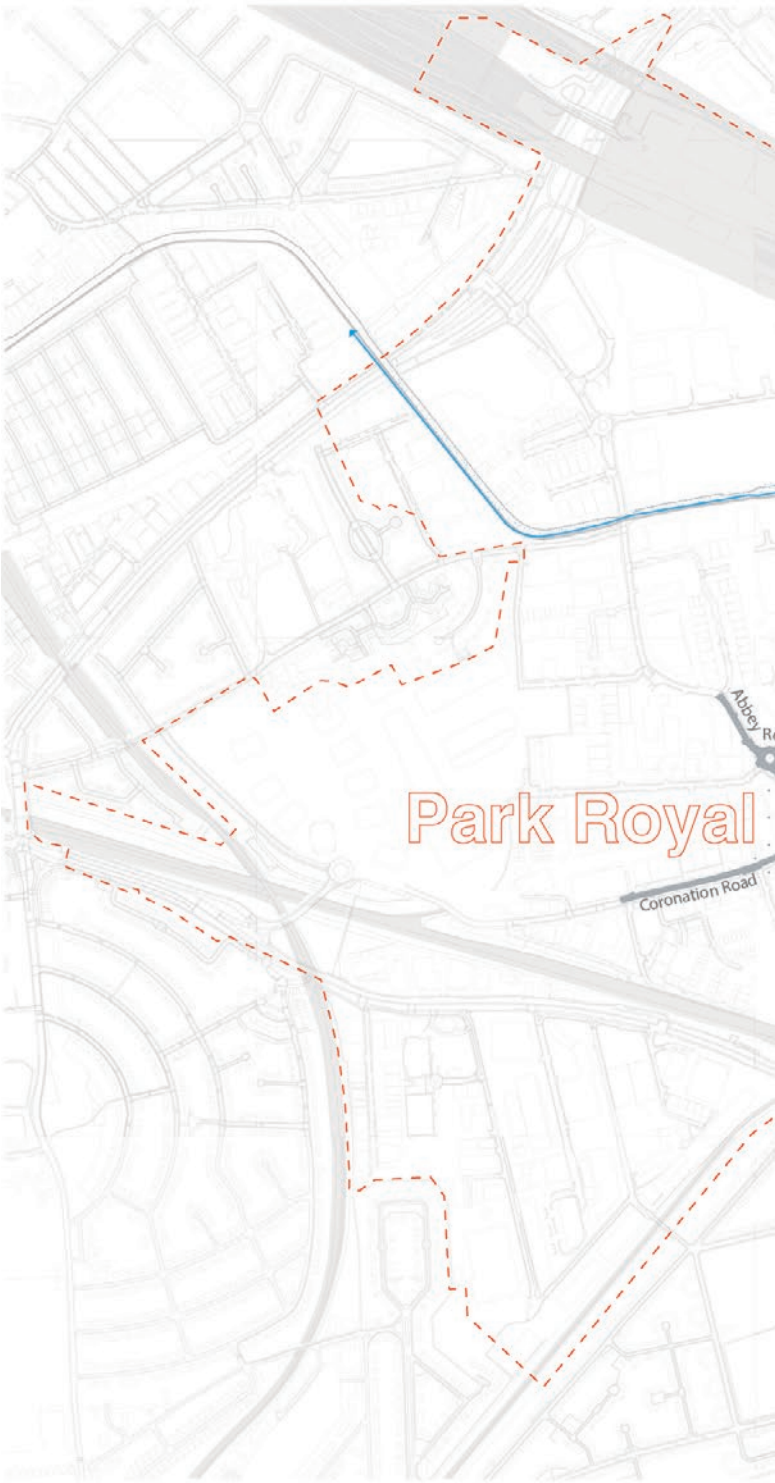
8 A New Heart for Park Royal -refer to page 26

9 Grand Union Canal -refer to page 27

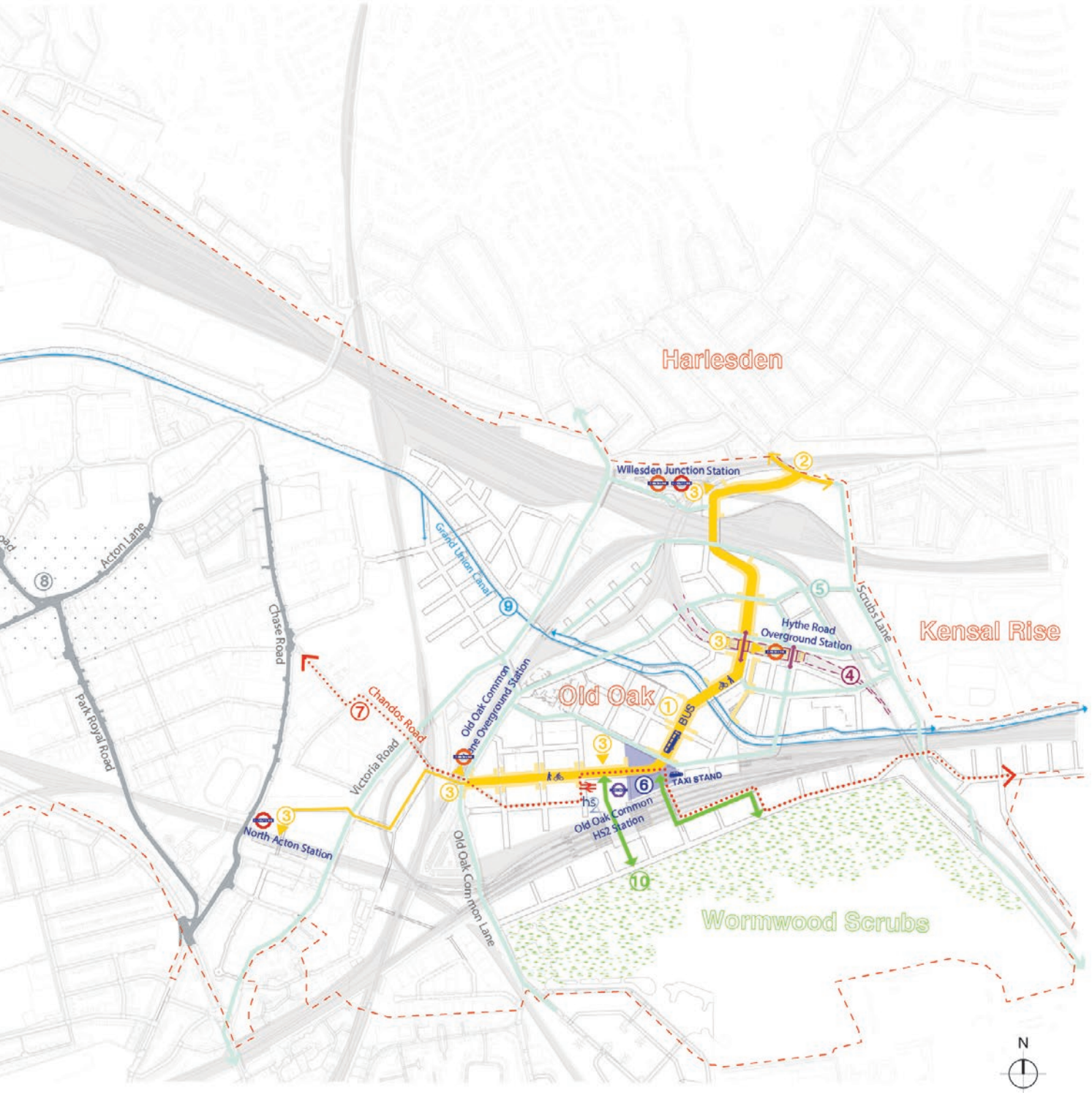
10 Wormwood Scrubs -refer to page 28

– – Old Oak Park Royal boundary

Rail lines



Recommendations location map.


Harlesden
Willesden Junction Station
Grand Union Canal
Acton Lane
Chase Road
Park Royal Road
Chandos Road
Victoria Road
North Acton Station
Old Oak Common Lane Overground Station
Old Oak
BUS
TAXI STAND
Old Oak Common HS2 Station
Old Oak Common Lane
Hythe Road Overground Station
Scrubs Lane
Kensal Rise
Wormwood Scrubs
N

Recommendations

Healthy Streets and Public Spaces

The new street network at Old Oak is comprised of four key routes. These are: Old Oak High Street, Grand Union Street, Park Road and Wormwood Scrubs Street. These have been designed to encourage cycling and walking, to reduce car dependency and to focus on putting people first.

The proposed network is in line with the *Healthy Streets* outcomes as identified in "*A city For All Londoners, GLA, October 2016" and " Healthy Streets for London, TfL, February, 2017*."

- Old Oak High Street
- Park Road
- Grand Union Street
- Wormwood Scrubs Street
- Open Space
- Station Forecourt
- Rail Station
- Existing Residential areas
- Existing streets/ paths
- Old Oak Park Royal boundary
- Rail lines

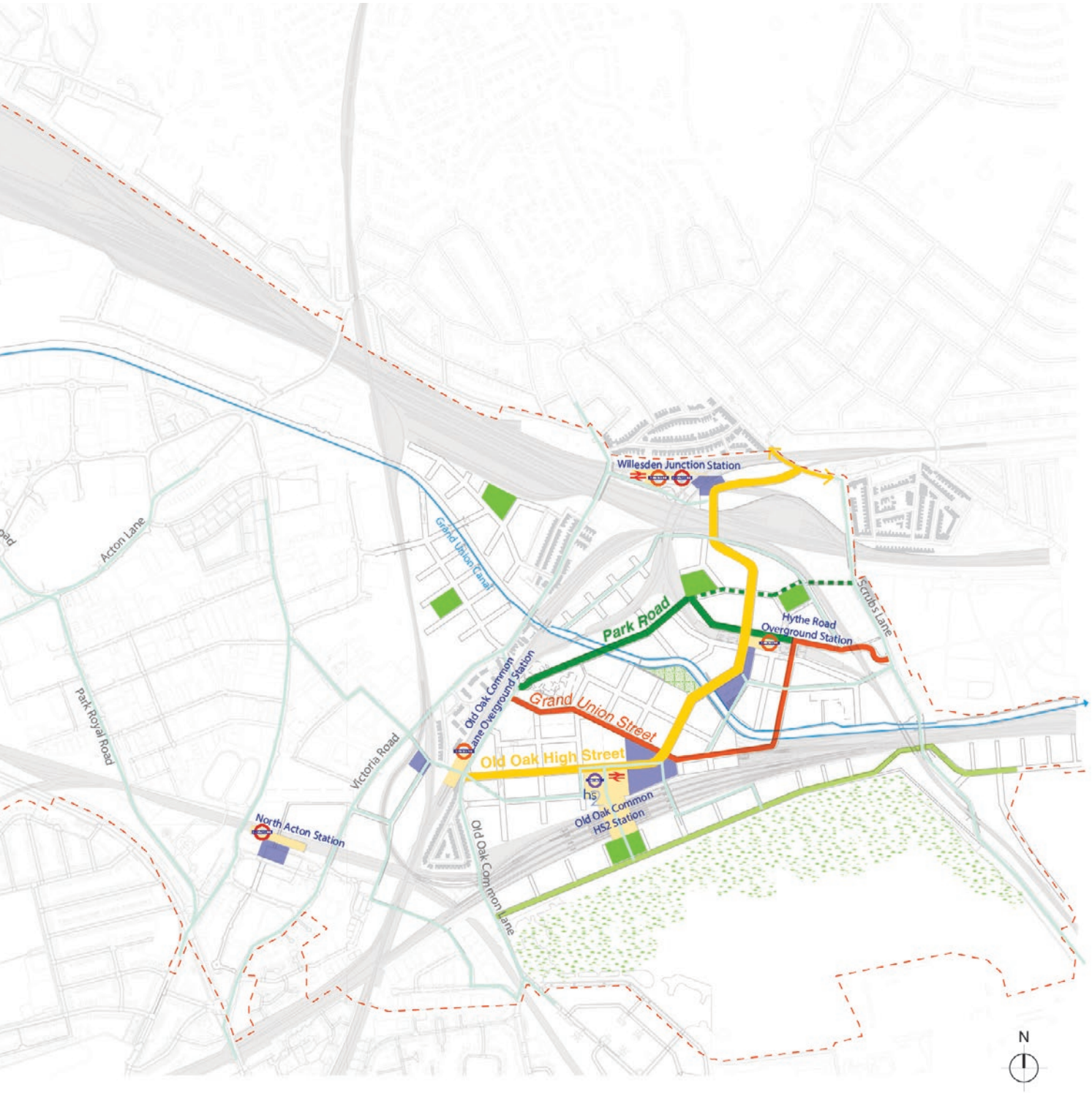


Healthy Streets Check, A City For All Londoners, GLA, October 2016, pg. 62



Proposed streets and open spaces.

The *Healthy Streets Check* technical tool should be used to score detailed designs of all streets in Old Oak and Park Royal in order to identify changes required to ensure accessible and inclusive streets are delivered which are healthy, safe, welcoming to walk and cycle in, and which promote active travel for all.



Proposed network recommendations

- Landscaping should be used on the High Street to provide shelter and shade.
- Open Spaces should be easily accessible from Old Oak High Street and visible to provide places to stop, relax for people of all ages and groups.
- Frequent crossing points should be provided with open spaces adjacent or station forecourts to reduce risk of danger.
- There should be various points of interests with activities.
- The stations' entrances and forecourts on Old Oak High should be visible and easily accessible to encourage walking and cycling and reduce car dependency.
- Maximise active frontages especially on bridges and under the viaduct to provide natural surveillance which will encourage activity in the area as people will feel safe.
- Good visibility and signposting of stations and main attractions will encourage walking and cycling.

Recommendations

Infrastructural Connections - Bridges and Underpasses

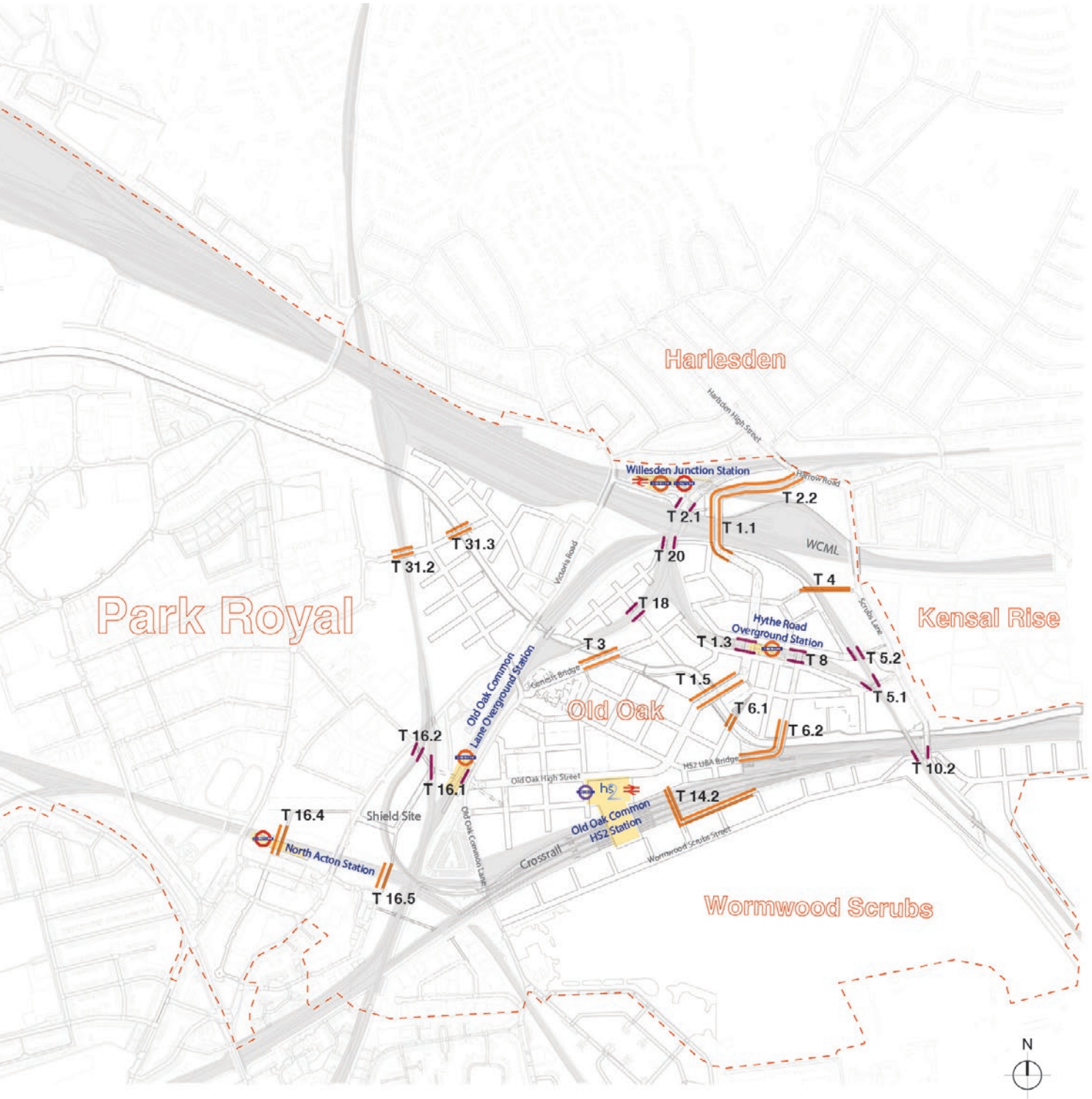
Multiple bridges and underpasses are proposed in order to overcome site severances. Each of these need to play multiple roles: provide connectivity, utility services and street management. The proposed bridges and underpasses are key links that work at the strategic, transport network and street level.

Some of these key links will need to be made as soon as possible to establish momentum for regeneration. Other linkages need to be in place to support and allow critical connections between infrastructure projects: between Crossrail and the potential Overground Station at Hythe Road for example. These connections will need to be independently deliverable within fixed time frames and not be reliant on extensive decking which may only become possible in the longer term.

- Rail Station
- Proposed new bridges
- Proposed new underpasses
- T1.3 Infrastructure project code
- Old Oak Park Royal boundary



Proposed bridges and underpasses at Old Oak.


Harlesden
Willesden Junction Station
Harrow Road
T 2.2
T 2.1
T 1.1
T 31.3
T 31.2
Victoria Road
T 20
WCML
T 4
Park Royal
T 18
Scrubs Lane
Kensal Rise
Hythe Road Overground Station
T 3
T 1.3
T 8
T 5.2
Old Oak Common Lane Overground Station
Kensal Bridge
T 1.5
T 5.1
Old Oak
T 6.1
T 16.2
T 6.2
HS2 U8A Bridge
T 10.2
T 16.1
Old Oak High Street
T 14.2
T 16.4
Shield Site
Old Oak Common HS2 Station
North Acton Station
Crossrail
Wormwood Scrubs Street
T 16.5
Wormwood Scrubs
N

Invest in Old Oak High Street

Invest in the High Street as the primary route for walking, cycling and public transport in Old Oak and as the means to interchange between stations. The High Street - with its key linkage bridges - should have a generous width, able to accommodate walking, cycling and public transport. This capacity maximises the value and future resilience of this key infrastructure.

WHAT ?

- Old Oak High Street to act as interchange between Old Oak Common HS2 Station and Hythe Road Overground Station from the first phase of the development and further north to Willesden Junction.
- Old Oak High Street should have bridges suitable for walking, cycling and bus travel.
- Old Oak High Street to be integrated with large scale infrastructure such as the bridge over the Grand Union Canal, bridge over the West Coast Main Line and the viaduct at Hythe Road Overground Station.

HOW ?

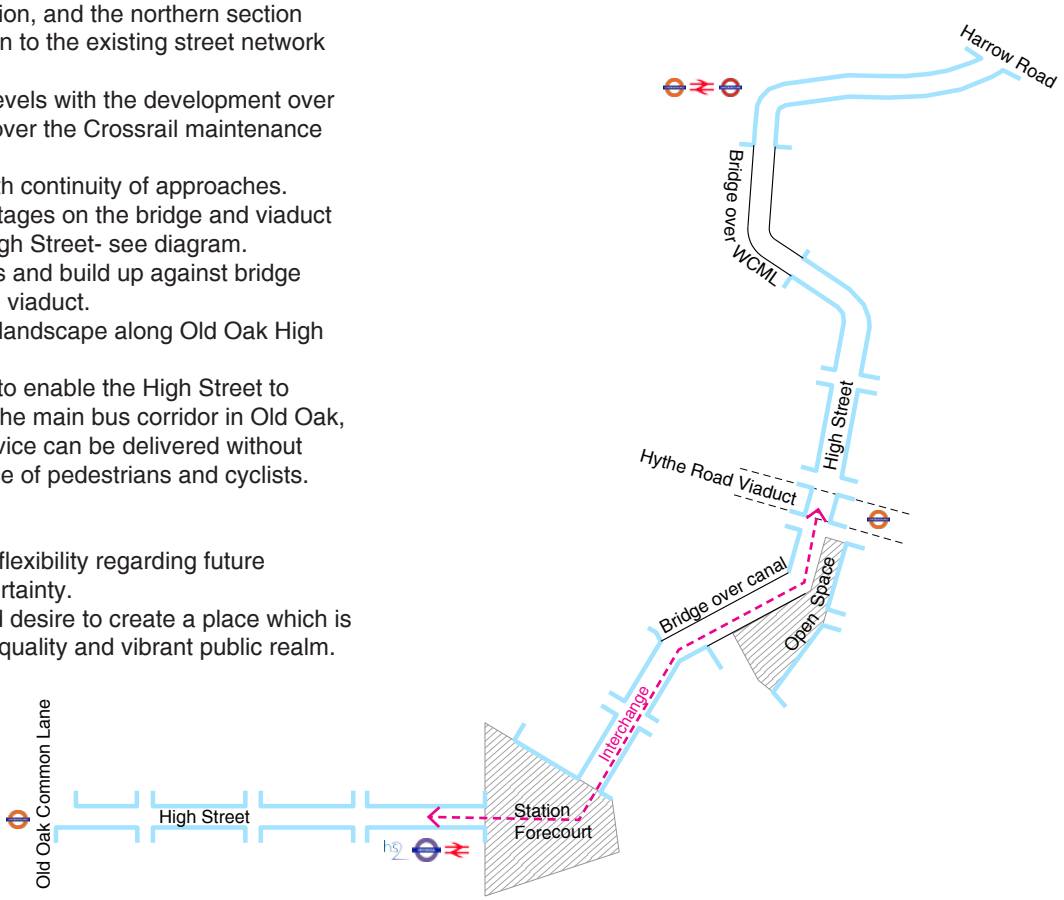
- Build both the southern section of Old Oak High Street between Old Oak Common HS2 Station and Hythe Road Overground Station, and the northern section from Willesden Junction to the existing street network by 2026.
- Integrate High Street levels with the development over the Crossrail site and over the Crossrail maintenance building.
- Create wide streets with continuity of approaches.
- Maximise building frontages on the bridge and viaduct sections of Old Oak High Street- see diagram.
- Create active frontages and build up against bridge sections and under the viaduct.
- Maintain a continuous landscape along Old Oak High Street.
- Integrate bus facilities to enable the High Street to perform effectively as the main bus corridor in Old Oak, ensuring a reliable service can be delivered without reducing the experience of pedestrians and cyclists.

WHY ?

- Build in resilience and flexibility regarding future development and uncertainty.
- Emphasise a need and desire to create a place which is centred around a high quality and vibrant public realm.
- Reduce car dependency and encourage cycling and walking and use of public transport.
- Accommodate different types of uses which cater for a diverse population.
- To become a catalyst for Old Oak and the wider area and build an identity from the earliest stage.
- To reduce gaps in frontages and maintain continuity even on bridges and under the Hythe Road viaduct.
- Establish an identity in Old Oak and help with wayfinding through a legible network of public spaces accessible from the High Street.

NEXT STEPS

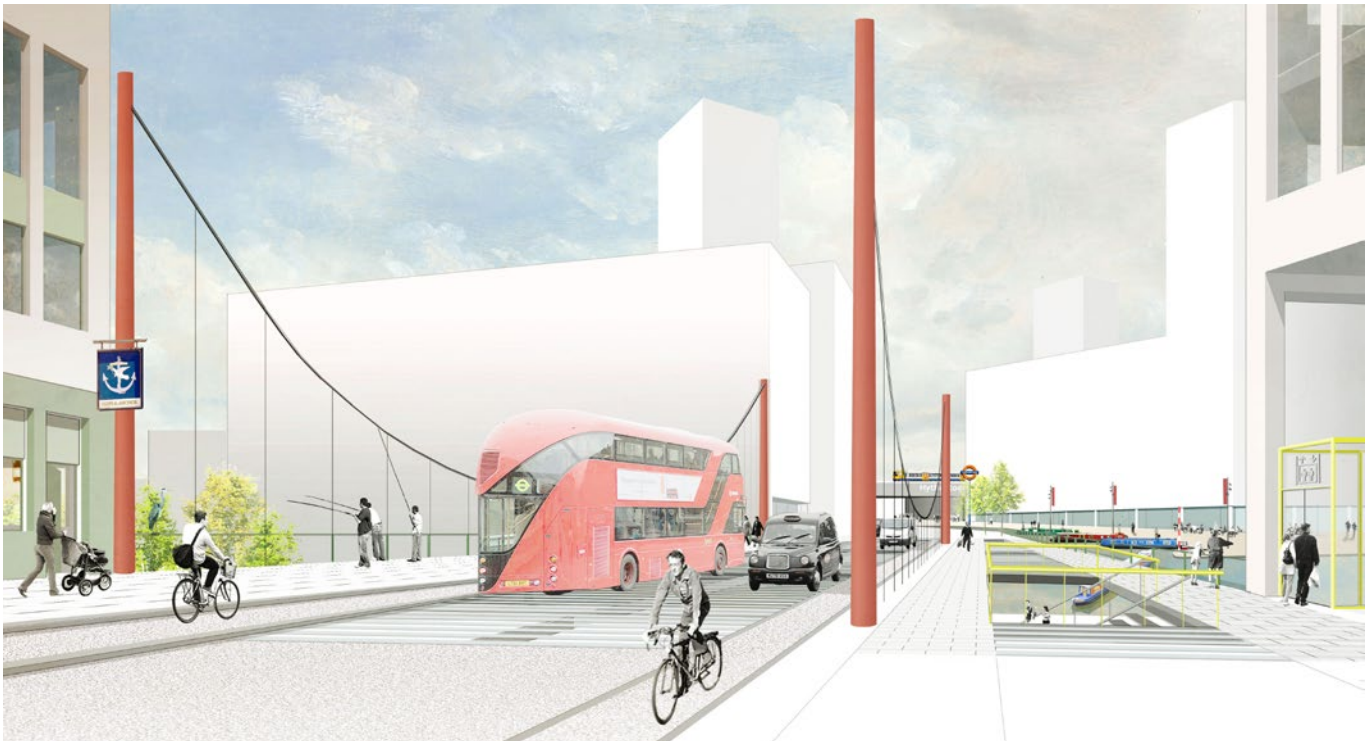
- Review the four proposed links to the HS2 station investigating the technical, phasing and financial feasibility of delivering the high street across the cross rail depot by 2026.
- The form and function of Old Oak High Street should be devel-oped further as part of the Old Oak masterplan. Including the level and layout of provision for buses and cycling.
- Explore changes to the terms of U&A links to gain greater flexibility over which links are delivered and a corresponding safeguarding in the HS2 station design



Maximising active frontages on Old Oak High Street.



Landscape and built form should emphasise the continuity of Old Oak High Street.



View looking north towards Hythe Road Overground Station from Old Oak High Street bridge over Grand Union Canal .

2 Connect to Harrow Road

We recommend that the northern section of Old Oak High Street extends to connect with Harrow Road and Harlesden High Street. A pedestrian and cycle underpass connection to Station Road should be maintained and enhanced.

WHAT ?

- Old Oak High Street should continue east after crossing the West Coast Main Line to connect with Harrow Road and Harlesden High Street.
- The existing underpass is accessed via stairs and/or lift due to level differences from Old Oak High Street.
- A pedestrian and cycle link connecting from the High Street to Station Approach and Victoria Road should be maintained and enhanced.

HOW ?

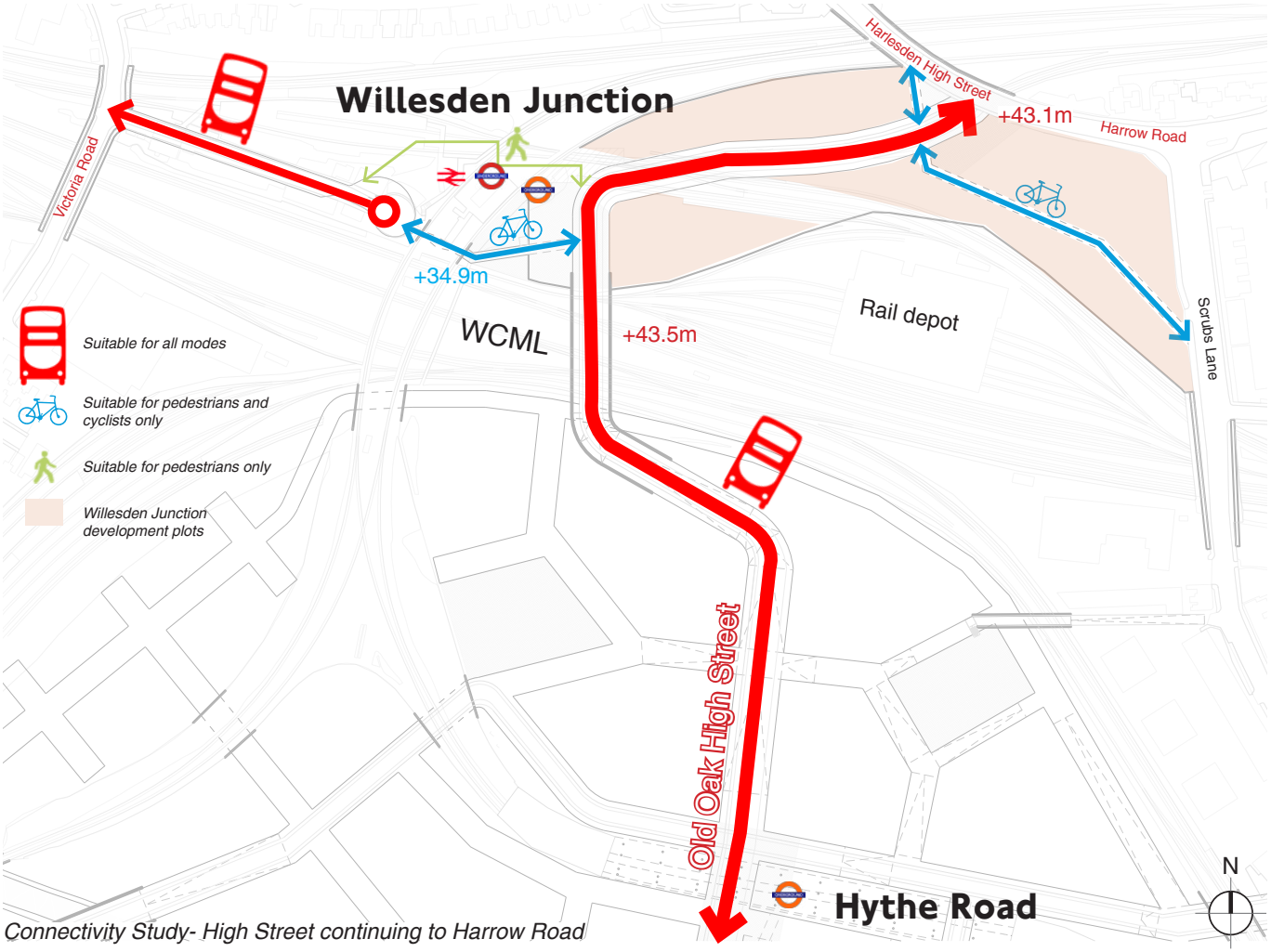
- The High Street should follow the rail alignment allowing buildings to be founded on ground either side
- Active frontages should be developed on Old Oak High Street.
- Existing underpass requires widening to create a good pedestrian and cycle link shared with access to the rail depot.

WHY ?

- Old Oak High Street should connect to Harlesden Town Centre.
- The new community at Old Oak can benefit from the vibrant life of Harrow Road and Harlesden High Street.
- The connection to Harrow Road is at similar levels, therefore easier to create compared to re-routing a link to Station Approach.
- Old Oak High Street cannot ramp up over the North London Line without creating a route with a gradient steeper than 1:21.

NEXT STEPS

- Investigate technical feasibility of link to Harrow Road.
- Ensure high quality step free pedestrian and cycle link from the proposed high street to station road is included as a requirements in future Willesden Junction studies.



Connectivity Study- High Street continuing to Harrow Road

3 Stations on the High Street

All stations in Old Oak should have their primary entrance onto Old Oak High Street, including a new entrance to Willesden Junction Station to the east of the Overground tracks. Create high quality public realm and interchange spaces between station entrances and Old Oak High Street.

WHAT ?

- Create a new entrance to Willesden Junction Station east of the tracks.
- Ensure all stations- Hythe Road Overground Station, Old Oak Common Lane Overground Station, Old Oak Common HS2 Station- are designed to have forecourts and entrances on the High Street.

HOW ?

- Make stations prominent from Old Oak High Street.
- Public realm to accommodate a range of activities.
- Carefully consider the design of station entrances to prioritise walking and cycling in the local area and enable easy access to bus facilities.
- Taxi ranks shouldn't create a barrier or obstruct visibility and access to other modes.

WHY ?

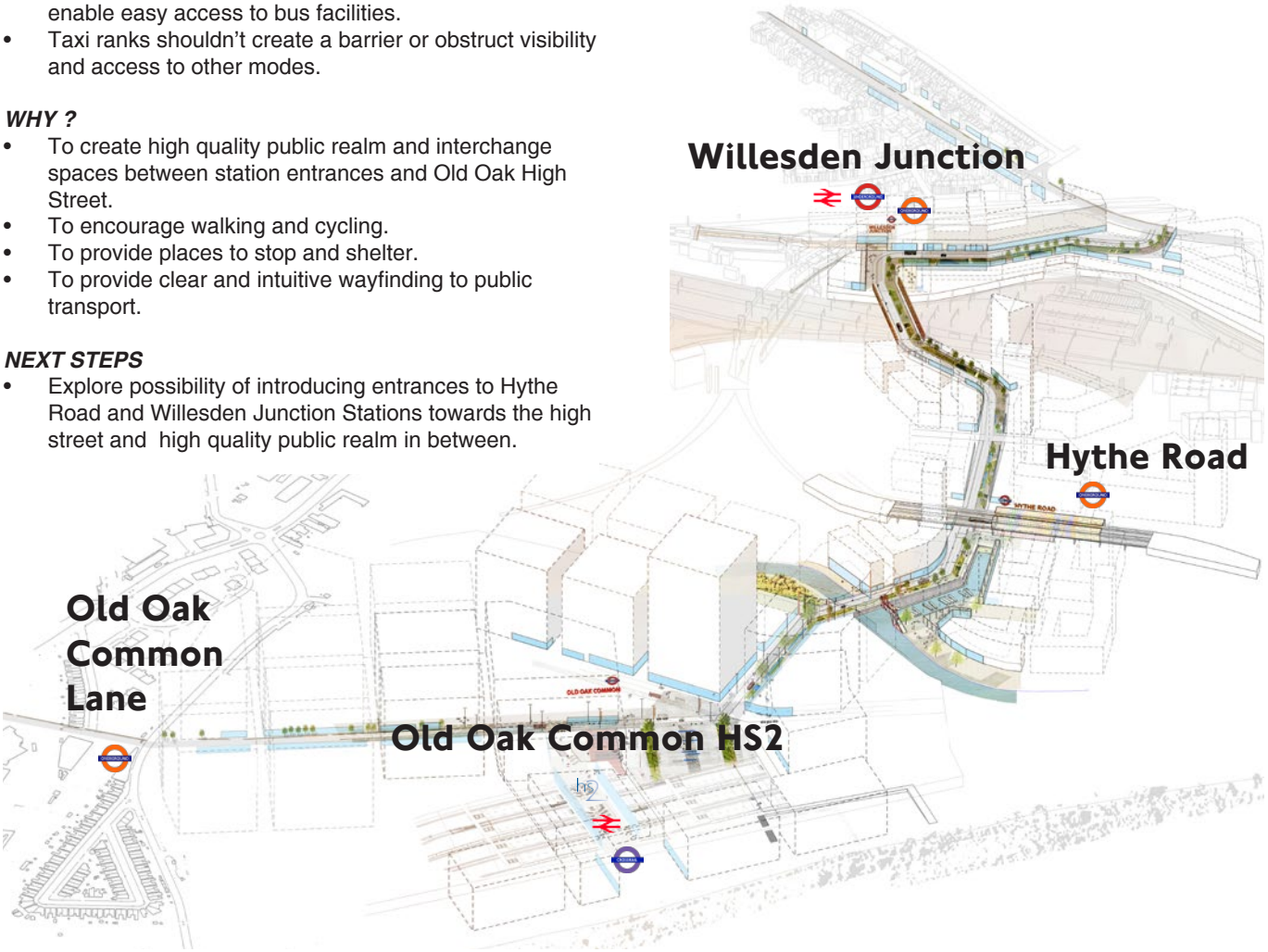
- To create high quality public realm and interchange spaces between station entrances and Old Oak High Street.
- To encourage walking and cycling.
- To provide places to stop and shelter.
- To provide clear and intuitive wayfinding to public transport.

NEXT STEPS

- Explore possibility of introducing entrances to Hythe Road and Willesden Junction Stations towards the high street and high quality public realm in between.



View towards Willesden Junction from the High Street bridge over West Coast Main Line



Old Oak High Street connecting the four stations

4 Viaduct at Hythe Road Overground Station

If feasible, we support the construction of a viaduct for the West London Overground line at Hythe Road Station. The viaduct should be suitably located to enable the surrounding connections to integrate with the space under it, to raise the track levels and maximise the continuity of the public realm at ground level.

WHAT ?

- Viaduct should act as a place-making mechanism.
- Two routes must be created under the viaduct, Old Oak High Street and an eastern connection.

HOW ?

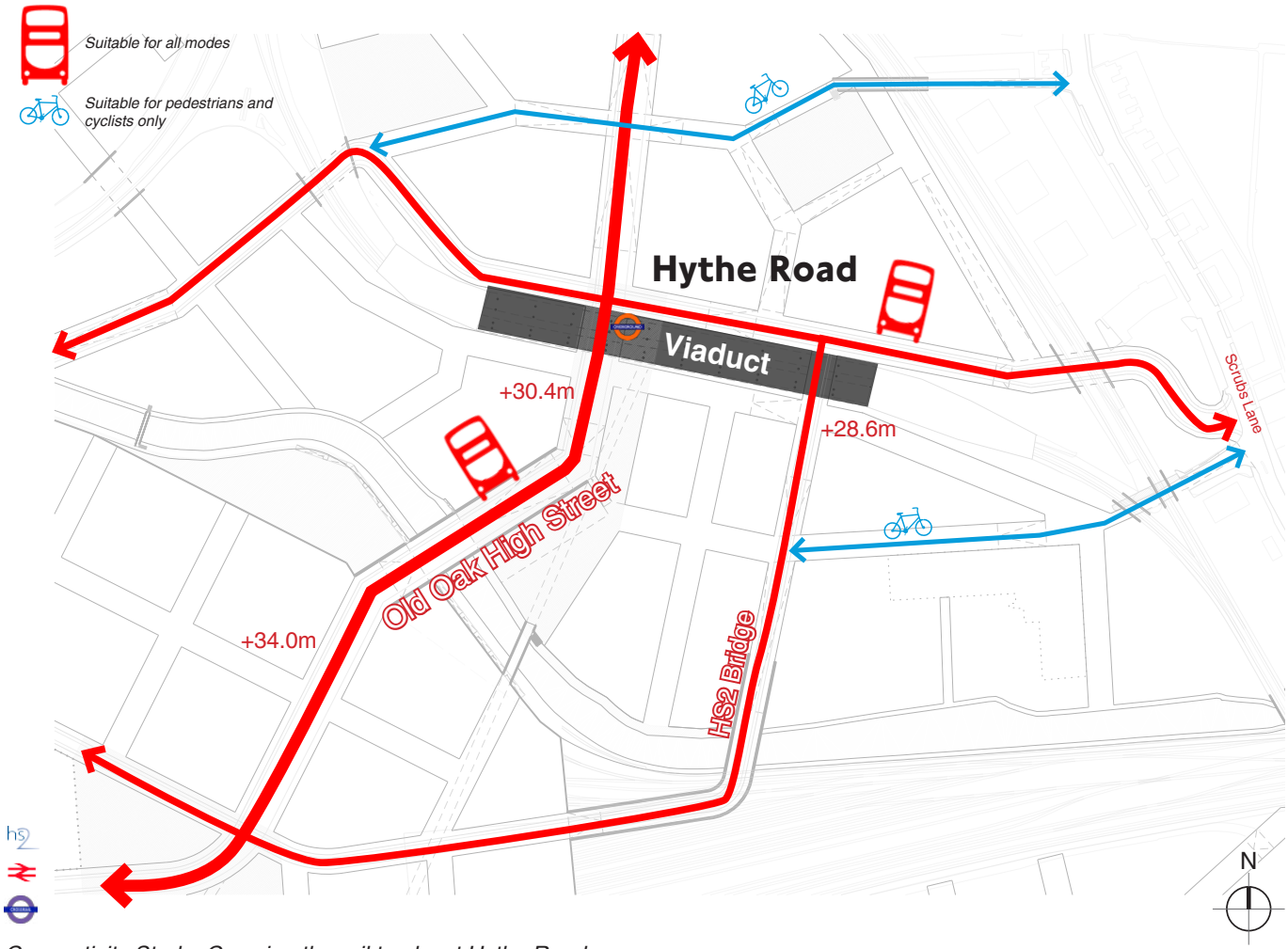
- An adjusted northern alignment of the existing rail tracks.
- Raise rail tracks levels to improve clearance.
- Provide active frontages under the viaduct for better integration in the public realm.

WHY ?

- To improve N-S connections.
- To meet the aspirations of a connected community.
- In order to achieve two connections across the tracks, the High Street and the HS2 eastern vehicular bridge, should be suitable for all modes traffic.
- To increase permeability and maximises the quality of the public realm at ground level.
- To better integrate the resulting street network with surrounding area.
- To unlock Old Oak and provide better connectivity between Old Oak North and Old Oak South.

NEXT STEPS

- Continue to explore the viaduct option for Hythe Road Overground station.
- Ensure Hythe Road station design includes a high quality public realm beneath the viaduct and double decker buses can pass beneath the viaduct on the high street (TfL).



Connectivity Study- Crossing the rail tracks at Hythe Road.

5 Safe cycling

All major routes in Old Oak should have segregated cycle lanes with great connections to the surrounding area, to the potential CS10, and to existing quietway routes, to ensure cycling is an attractive means to travel. In Park Royal, existing cycle paths should be enhanced to provide safety and encourage cycling.

WHAT ?

- Create a safe and cycle friendly environment in Old Oak Park Royal.
- New cycle facilities should offer in advantage in terms of directness, comfort, safety and attractiveness.
- Infrastructure should meet design standards set by LCDC for gradient, surface quality and cater for all types of users.
- Network should serve all the new destinations.
- Provide safe and healthy routes to school for children to walk or cycle.

HOW ?

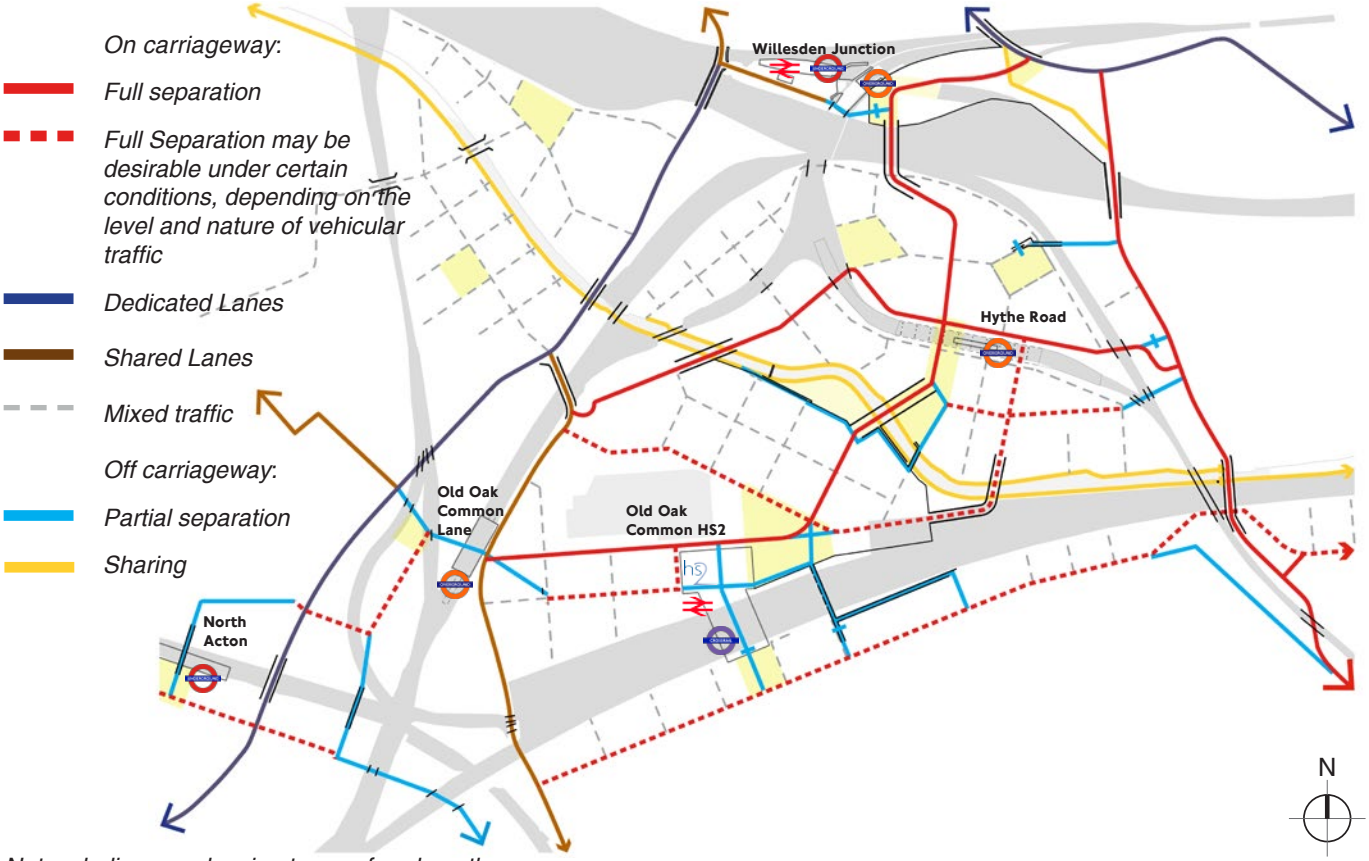
- Provide generous width for cycle paths on all major routes with enough clear space and distance from fixed objects.
- Enable good access to stations, access to cycle parking and cycle hire.
- Connect to existing and potential future cycle routes (CS10, quietway).
- Clearly mark facilities and street names.
- Consider future ease of maintenance.
- Roads to be designed for slower speeds.
- Provide direct desire lines for walking and cycling.
- Provide high levels of easily accessible and secure cycle parking at stations and in the public realm.

WHY ?

- To create a place with excellent walking and cycling infrastructure with an emphasis on public realm.
- To reduce car dependency.
- To form a network of healthy streets.

NEXT STEPS

- Integrate proposals into the Local Plan, the Old Oak Masterplan and the Strategic Cycle Network map.



Network diagram showing types of cycle paths.

6 Old Oak Common HS2 Station

To resolve level changes and to create the optimal relationships for a good public realm and connectivity we recommend that the level of the primary entrance to Old Oak Common HS2 Station be raised to +34m level. The southern section of Old Oak High Street on HS2 land should also be established at this level.

WHAT ?

- Establish the main entrance level of Old Oak Common HS2 Station at +34m
- The interchange with buses, taxis and cycle hire at Old Oak Common HS2 Station should be integrated with the design of the Station Square at +34m with bus stops along the High Street.

HOW ?

- Establish a bridge at +34m over the Crossrail sidings in the first phase of the development and in later stages of development a potential deck over the Crossrail depot building at +38m
- Re-configure the entrance of Old Oak Common HS2 Station in order to accommodate a minimum 22m wide High Street between the station and the depot building.
- Create a station forecourt with generous pedestrian footways and interchange space
- Bus stands could be accommodated within the station at lower level.
- Provide generous quantity of cycle parking and cycle hire
- Provide generous pedestrian footways to encourage walking
- Provide bus facilities that are visible, easy and intuitive to access from the station entrance, while accommodating bus stands away from the public realm at a lower level.

WHY ?

- To better integrate the new street network with the existing levels on site.
- To avoid the station entrance opening into the blank wall of the depot.
- To reduce noise from the rail tracks.
- To maximise development potential on the south side of the Grand Union Canal.
- To better integrate with existing levels on site and wider connectivity including levels of bridges over the canal.
- To manage level changes within the station building where these can be properly integrated.

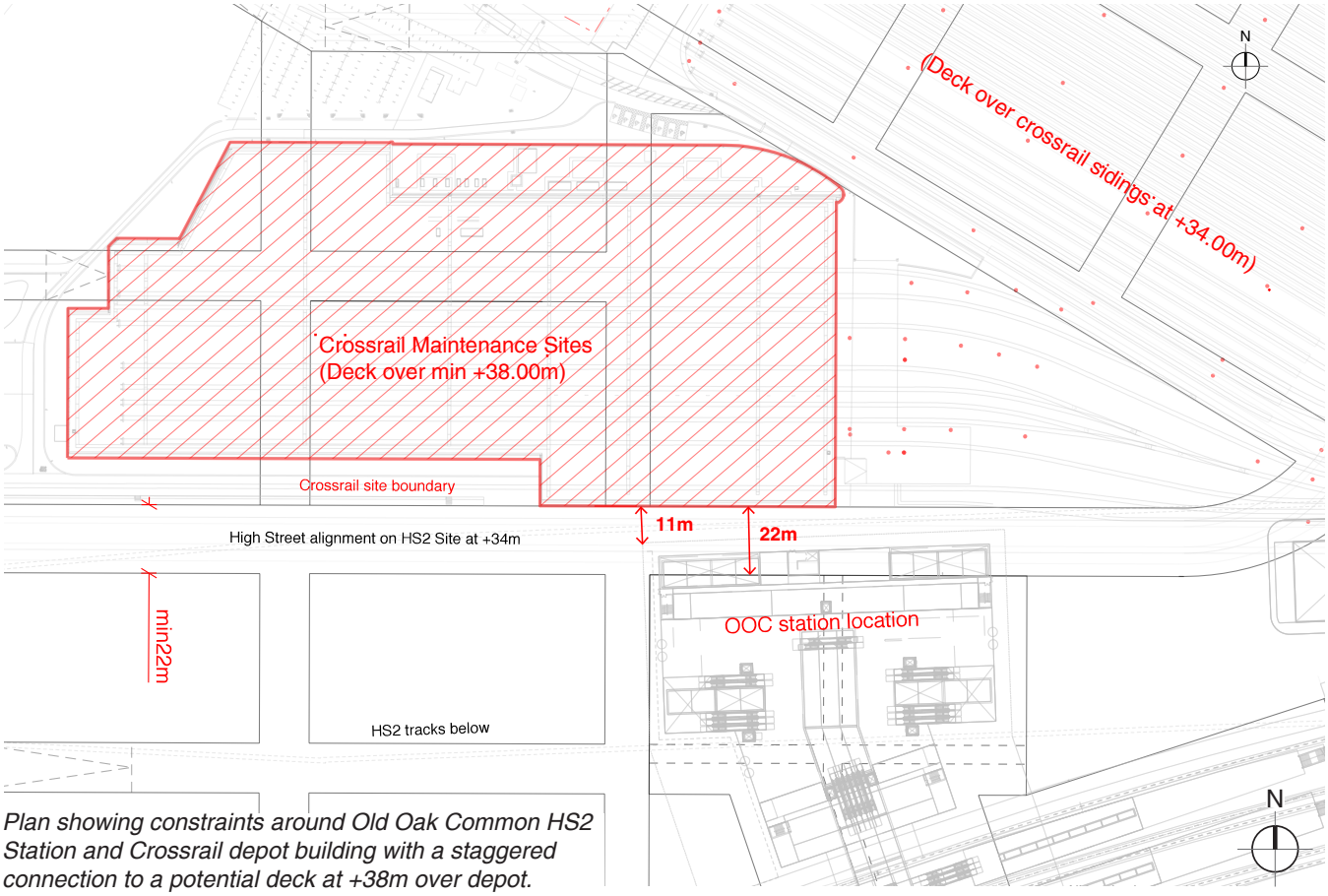
NEXT STEPS

- Explore with HS2 the possibility of raising the public realm around the HS2 station to +34m and the creation of a station square on the east for 2026.
- Develop strategy for intermodal facilities that incorporates recommendations of the study and the requirements of Surface Transport modes.



View of Old Oak Common HS2 Station Interchange and forecourt.

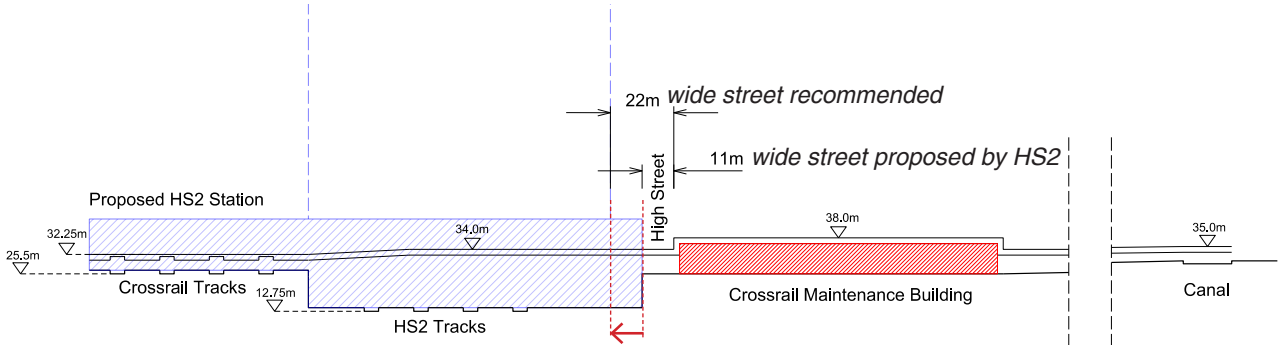
6 Old Oak Common HS2 Station



Plan showing constraints around Old Oak Common HS2 Station and Crossrail depot building with a staggered connection to a potential deck at +38m over depot.

The level of the main entrance of Old Oak Common HS2 Station of +34m is set by the hight of the OLE masts, already built between the Crossrail sidings, and the clearance needed above them. This level also works with existing levels of Old Oak Common Lane at +35m, proposed Genesis Bridge at +35.2m, proposed HS2 U&A eastern vehicular bridge at +35.1m and the level of the High Street bridge over the canal of +35.0m set by navigational clearances over the towpath and canal.

The plan above and section below illustrate the proximity of the Crossrail depot building already built on site. Old Oak Common HS2 Station would need to be designed to allow a minimum of 22m wide High Street running between the station and the depot building. Current proposals only allow for an 11m wide High Street which would compromise the quality of public realm and the potential of a great interchange space.



Constraints section

Reconsider location of Station building frontage to create min 22m wide High Street.

Park Royal to Old Oak to Kensal

Park Royal to Old Oak

We recommend the creation of a step-free and unpaid pedestrian and cycle link between Old Oak and Park Royal at Old Oak Common Lane Station, connecting Old Oak High Street to Chandos Road. This is best achieved through the creation of an underpass.

WHAT ?

- Old Oak High Street to connect at grade to Old Oak Common Lane.
- Underpass at +28.5m would be accessible from Old Oak High Street and possible to integrate with the new development east of Old Oak Common Lane Overground Station.
- The underpass will be accessible from Chandos Road and Victoria Road.

HOW ?

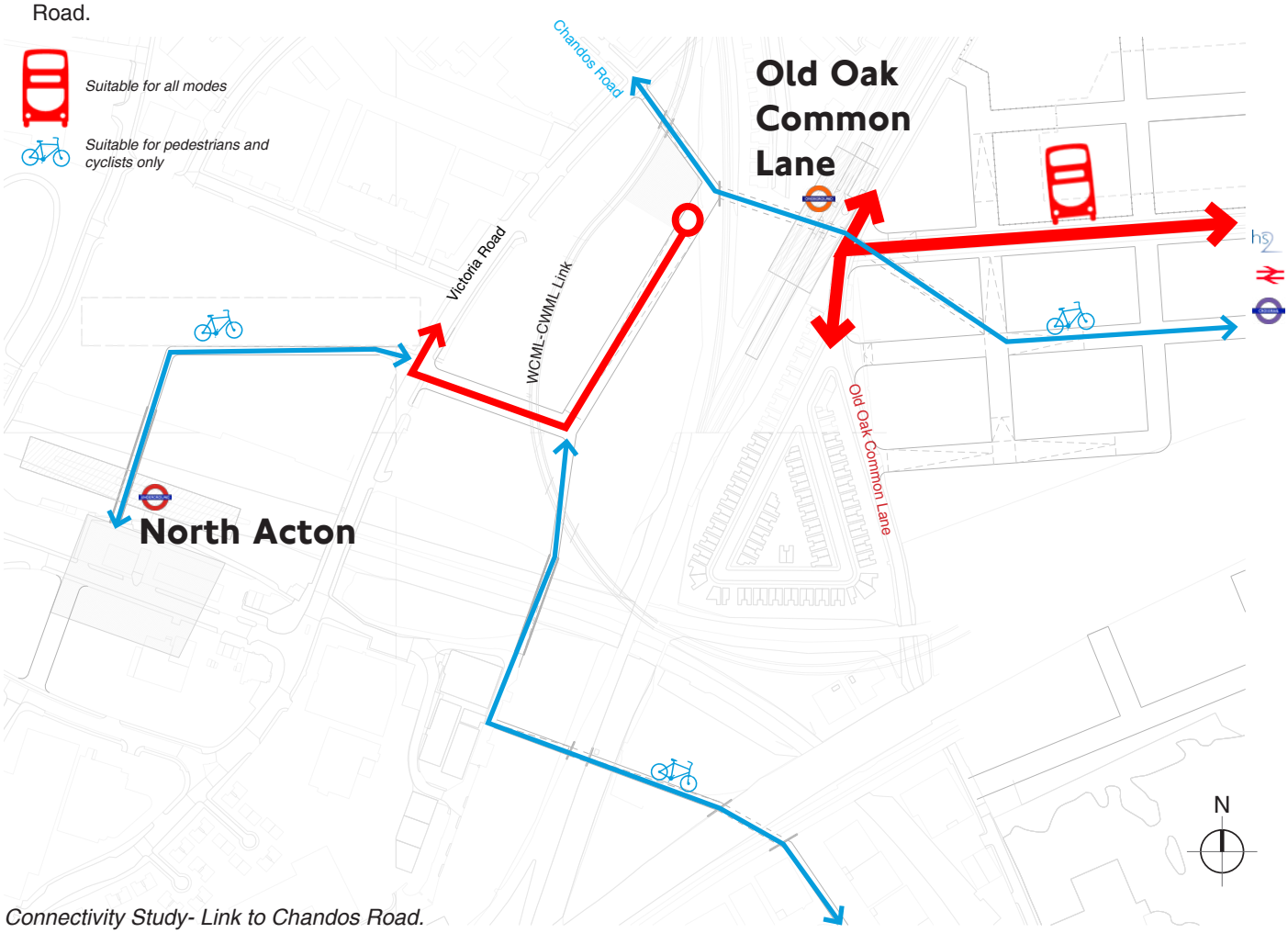
- Old Oak Common Overground Station accessible from street level and from the underpass level.
- The pedestrian and cycle link continues under the WCML-GWML to connect Old Oak South to Victoria Road.

WHY ?

- To provide the most direct route from Old Oak South and Old Oak High Street to Park Royal.
- To better integrate with ground levels on the Shield Site.
- To encourage walking and cycling between North Acton, Park Royal and Old Oak.
- New infrastructure integrates with the community at Wells Road.
- The link between Old Oak HS2 Station and North Acton should be step-free and unpaid.

NEXT STEPS

- Investigate how best to design; deliver and fund a high quality pedestrian and cycle link between Old Oak Common Lane and Victoria Road, including consideration of access for single decker buses.
- Explore potential for a vehicular connection for single decker buses between the HS2 station and Victoria Road. This would need to be 3.1m in height.



Connectivity Study- Link to Chandos Road.

Park Royal to Old Oak to Kensal

Park Royal to Kensal

An east-west connection linking Park Royal to Old Oak to Kensal is a key requirement. Create good pedestrian and cycle links from Chandos Road, the gateway to Park Royal, to Chase Road. This will become part of a new high quality east-west link from Park Royal to Kensal.

WHAT ?

- There is currently only one E-W cycle link from Park Royal to Kensal- the southern canal towpath.
- The future proposed CSH10 will provide an additional E-W link, from North Acton to Scrubs Lane to the south of Wormwood Scrubs.
- The new link proposed (4) establishes a third W-E route and joins the new developments at Shield Site to Scrubs Lane and beyond.
- Routes should be high quality, legible, safe and welcoming to pedestrians and cyclists.

HOW ?

- By improvements to the existing street network.
- Creating new cycle links at key junctions and between disconnected routes.

WHY ?

- To reduce the impact on the canal towpath and to create an alternative choice for travel.
- Part of bigger W-E link into London.
- To make a connection between Park Royal and the Kensal Opportunity Area.

1 Existing Grand Union Canal towpath.

2 Proposed cycle superhighway 10 from North Acton to Paddington.

3 Proposed extension to quiet way 2 route from East Acton to Notting Hill.

4 Alternative east-west route which connects Old Old Common to the proposed quietway.

4a New cycle route required to make a connection from North Acton and Victoria Road into Old Oak South.

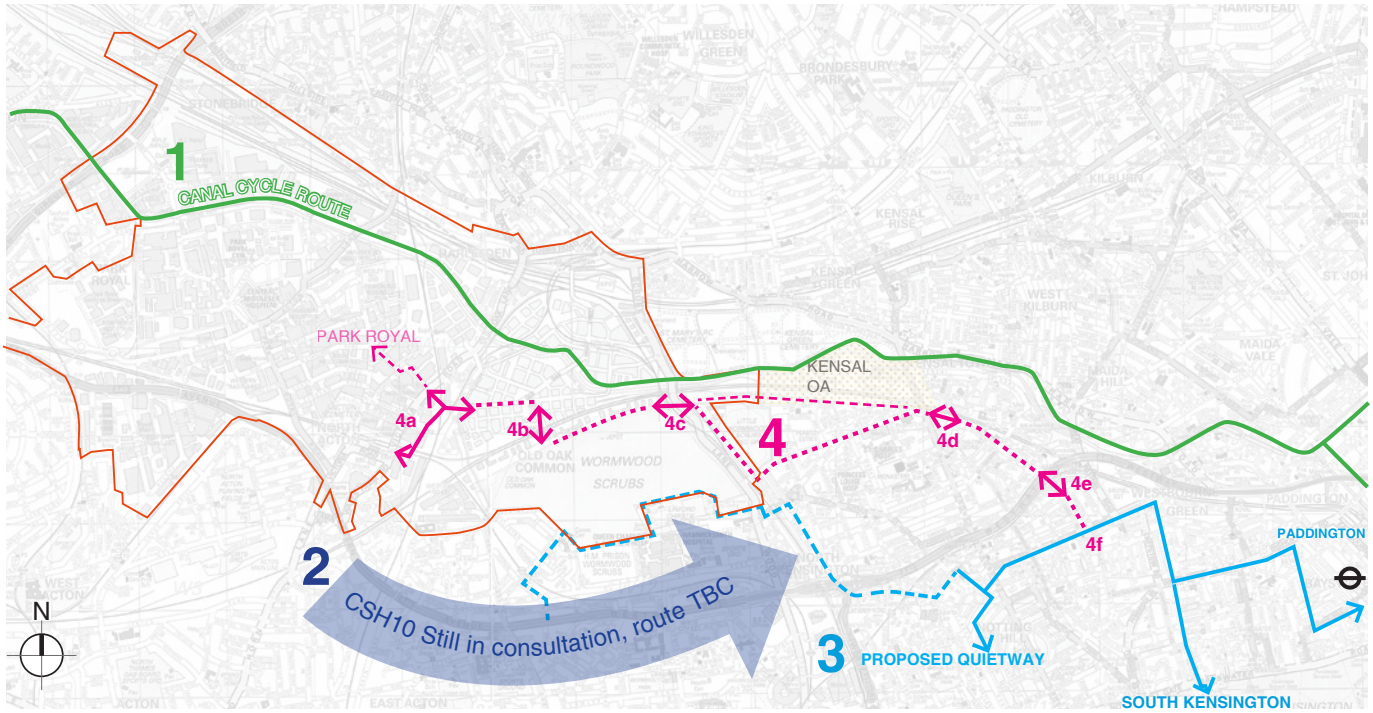
4b New cycle route required to cross the Crossrail and HS2 tracks.

4c New route using existing rail underpass to make connection under Scrubs Lane.

4d Narrow stretch of road at Worthington Road requires further investigation if it is to be made suitable for cycle traffic.

4e Existing route under the Westway at Westborne Park.

4f Cycle track continues to Westway and should connect with future CSH10.



East West Links from Park Royal to Kensal Rise and wider London.

8 "New Heart" for Park Royal

Create a focal point and destination at the" heart of Park Royal" which will be a catalyst for change and modal shift to more sustainable transport use in Park Royal.

WHAT?

- An enhanced road junction and street environment which can better support all modes of transport and contribute to a sense of place.
- Park Royal neighbourhood centre becoming a better established and more attractive destination with local services that people can, and want to, walk and cycle to.

HOW?

- Make it a place that is attractive for walking and cycling by increasing pedestrian permeability; creating wider pavements; sign posting and wayfinding for cycling and walking to aid legibility and connections with other key destinations.
- Encouraging cycle trips by providing segregated cycle lanes cycling facilities.
- Normalise the street environment and help it to feel and be more safe and secure by aligning the buildings along the street, creating more active frontages to increase natural surveillance and on-street activity.
- Create a new high quality and robust civic space(s) to contribute towards a more attractive public realm.
- Maintain continuity of street greening.
- Improve the flow of traffic.

WHY?

- To prioritise and encourage walking and cycling and in so doing reduce car dependency.
- To build a positive and distinctive identity for this neighbourhood centre, so that it can be a place that people want to, and enjoy, visiting.
- To create a cleaner, less noisy, healthier place.
- To create an area that attracts town centre services, high levels of footfall, and accommodates different types of uses which support local residents, businesses and workers.
- To create an environment which catalyses future development, such as at the Asda site, and investment.
- To support the wider role of the Park Royal Strategic Industrial location – as a key junction for freight movements.

NEXT STEPS

- OPDC to work with Asda to understand their potential redevelopment proposals.

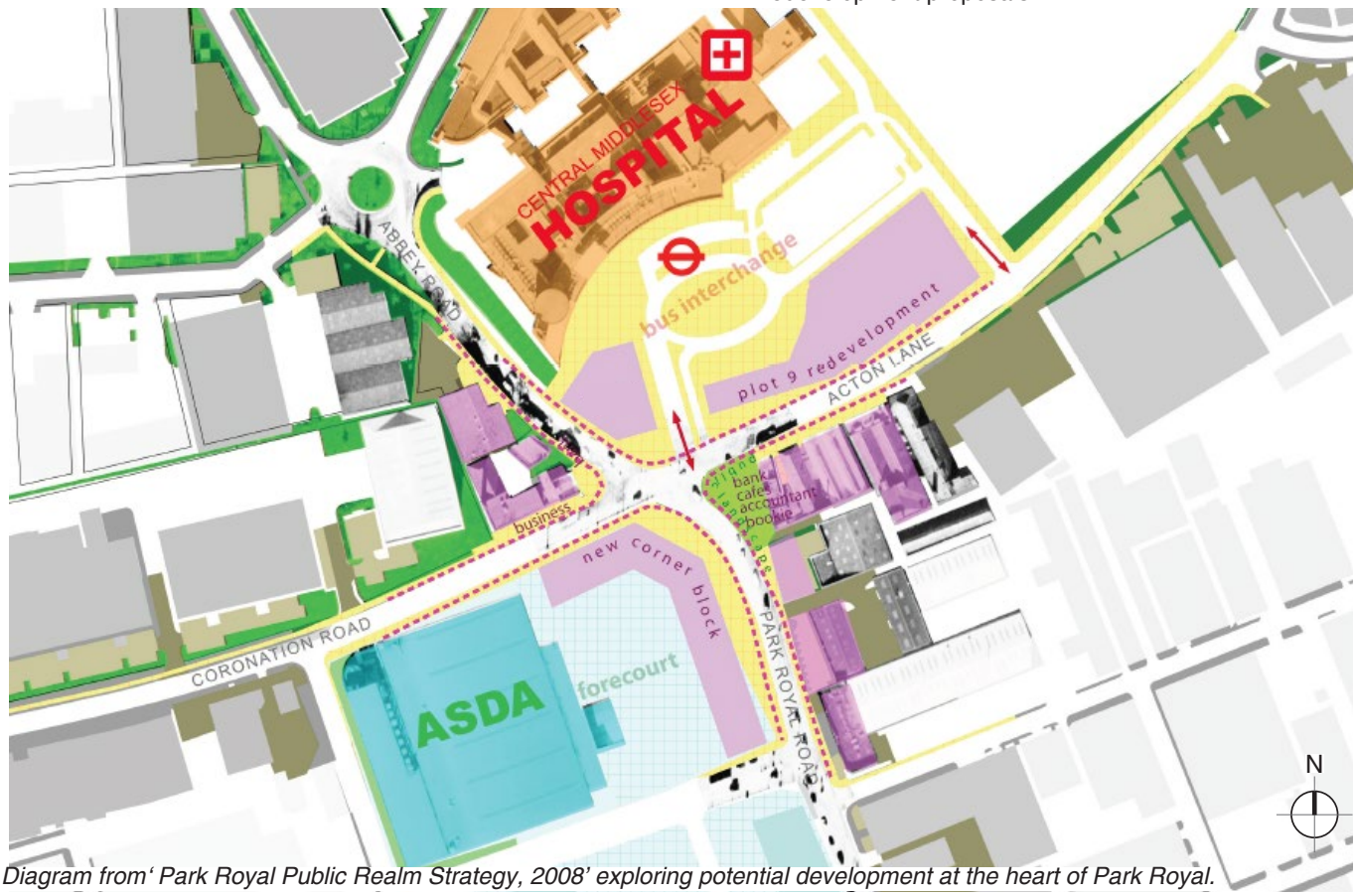


Diagram from' Park Royal Public Realm Strategy, 2008' exploring potential development at the heart of Park Royal.

9 Grand Union Canal

The Grand Union Canal should be celebrated as a fantastic asset. Improve the canal's specific environment and the southern towpath to become a shared cycle path. This will improve access to and along the canal.

WHAT ?

- Integrate the development at Old Oak Park Royal with the existing canal environment and provide good connections.
- Towpath to have a comfortable width to accommodate both pedestrians and cyclists.

HOW ?

- Widen the towpath at key locations to provide street furniture, signage and active frontages for cafes, restaurants and other canal activities.
- Provide connections from bridges at key points where the towpath can be widened in order to maintain a minimum of 3m wide shared path and a stair/ ramp.
- Use of cycling calming measures.
- Remove vegetation in key locations to widen the towpath.

WHY ?

- In order for the towpath to be used for different activities and by diverse groups of people.
- To promote a safe cycling and walking environment and to make this the default choice for transport in Old Oak Park Royal.
- Allow this fantastic asset to be enjoyed and celebrated to its maximum potential.

NEXT STEPS

- Access to and along the Grand Union Canal to be explored further as part of the Old Oak masterplan.
- OPDC to continue discussions with the Old Oak Park team regarding creating a new northern towpath.



View down the canal towpath showing alternative Ped and Cycle Bridge in a similar location with HS2 Bridge.

10 Wormwood Scrubs

Provide a direct link from Old Oak Common HS2 Station to Wormwood Scrubs for pedestrians. This forms part of a wider N-S route. Establish a W-E link from Park Royal to Wormwood Scrubs East for pedestrians and cyclists.

WHAT ?

- Good quality, legible safe and welcoming cycle links connecting Old Oak North and Park Royal to Wormwood Scrubs.

HOW ?

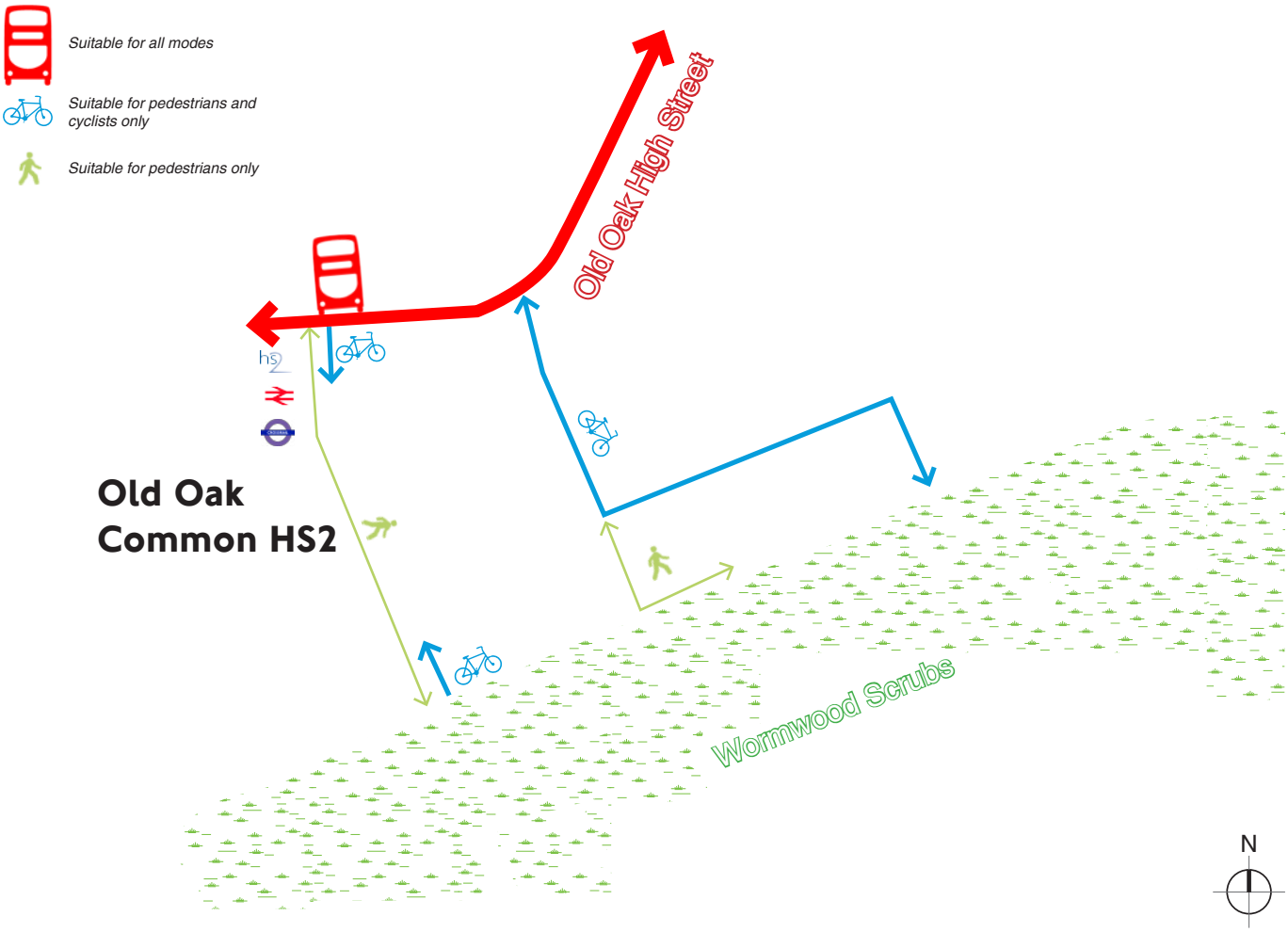
- Create a link across Old Oak Common HS2 Station that connects down to Wormwood Scrubs.
- A second link connects with the end of the platform ramping down to Wormwood Scrubs and then connecting to Kensal Opportunity Area under Scrubs Lane and Mitre Bridge.
- Pedestrian and Cycle bridge aligns with the proposed platform bridge.

WHY ?

- The links are part of the wider connectivity network between Park Royal and Kensal Rise.
- It is important for the network to connect to an already established and widely used open area.

NEXT STEPS

- OPDC to continue to request that HS2 Ltd safeguard the ability to deliver a north-south link from Old Oak Common station to Wormwood Scrubs.



Street network

The following pages illustrate the recommended street network for Old Oak and Park Royal for three time periods.

2017-2026

- Oakland's site development completed.
- Potential development of public land/ OPDC sites in Old Oak North.
- Bridge across WCLM could be completed on public land before 2026.
- The first phase of cycle network improvements should be to join up existing but fragmented off-street cycling network.
- The second phase of cycle network improvements would involve transforming the most important links into Park Royal using existing streets.
- The third phase of cycle network improvements will require more substantial interventions to existing streets.

2026-2040

- Old Oak Common HS2 Station, a potential Hythe Road Station and a potential Old Oak Common Lane Station are proposed to open.
- Development of Old Oak North is also proposed.
- Construction of High Street bridge over Crossrail site at +34m, irrespective of Crossrail depot being relocated or not, would create access across the site and act as a key interchange route.
- Both HS2 U&A eastern vehicular bridge and an alternative alignment of HS2 U&A pedestrian and cycle bridge are shown in the final network. However, there is an opportunity to omit the vehicular connection and move the pedestrian and cycle bridge east.

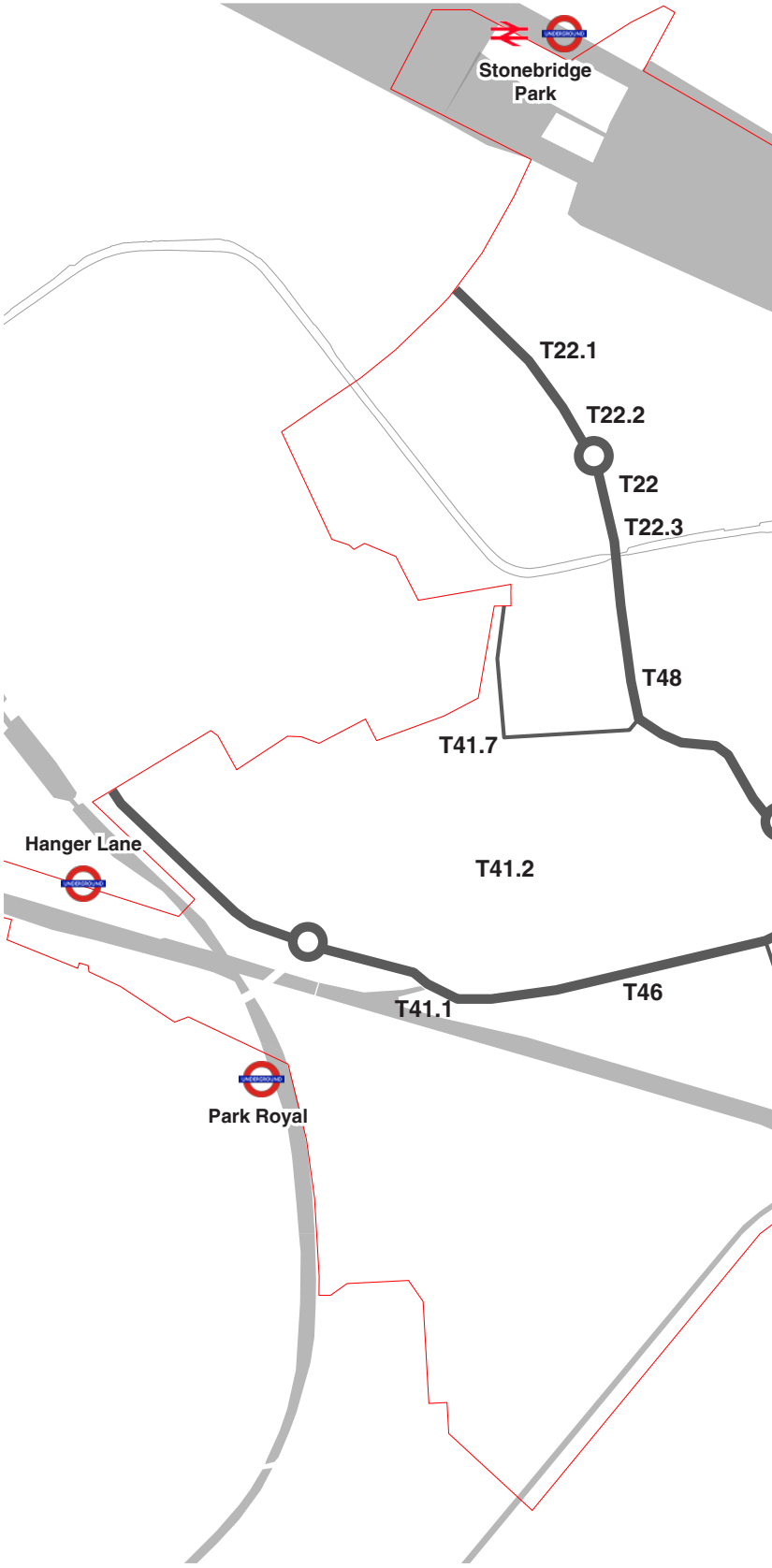
2041 +

- Potential development over the Crossrail Depot site either at +34.0m if the depot is relocated or on a staggered deck at +38.0m and +34.0m.
- Completion of development at North Pole Depot, Old Oak West (site to the north-west of Victoria road) and the Shield site.

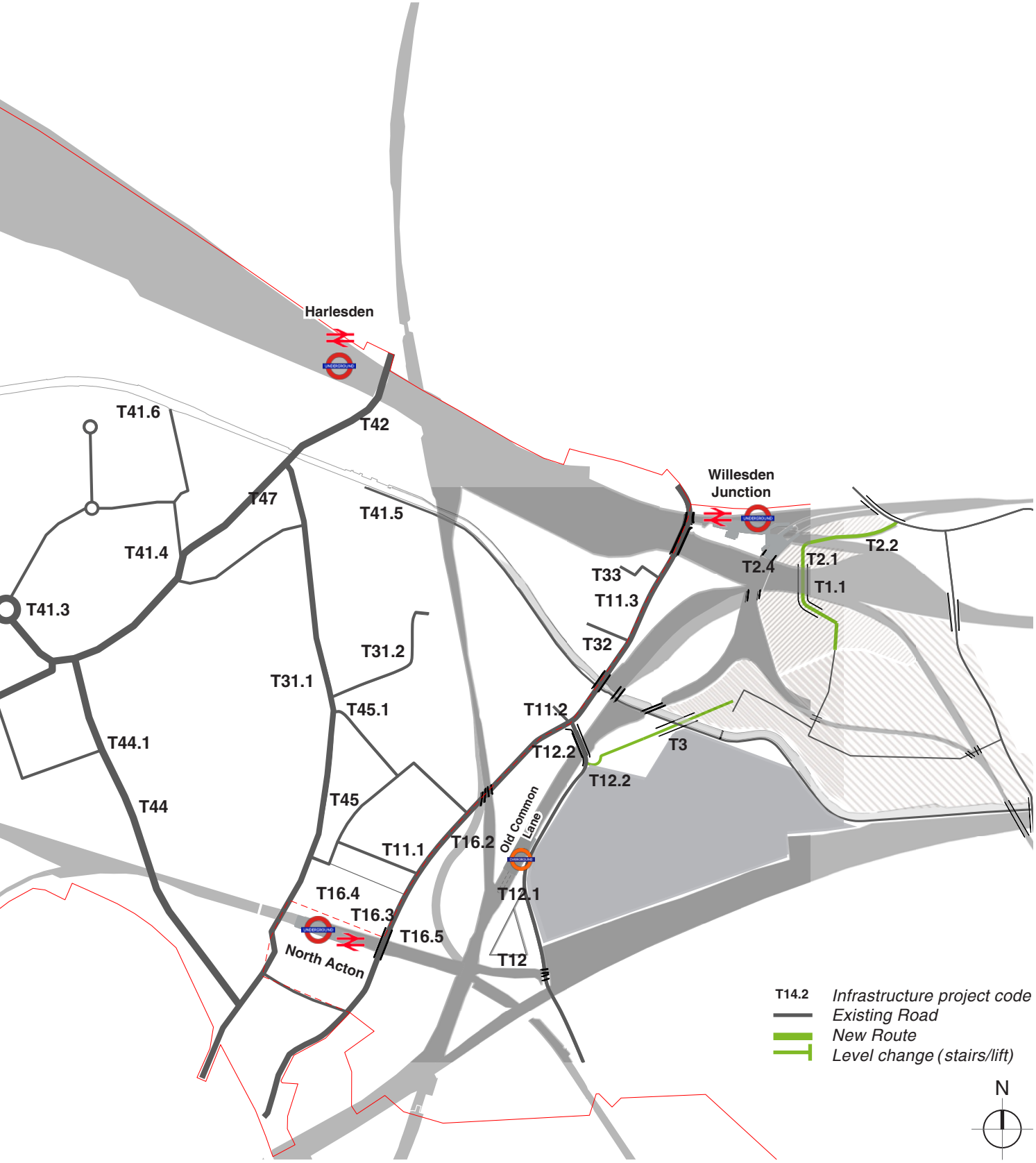
Street network

2017-2026

T1.1 - Old Oak High Street bridge over West Coast Mainline tracks.
T2.1 - Improvements to Willesden Junction Station with new station forecourt to east of North London Line tracks.
T2.2 - New bridge between north end of Old Oak Old Oak High Street and Harrow road.
T2.4 - Improvements to existing underpass for cycle route from Old Oak High Street to Station Approach.
T3 - Genesis Bridge.
T11.1 - Public realm and capacity enhancements on Victoria Road from A40 to Atlas road.
T11.2 - Atlas road and Victoria Road junction.
T11.3 - Public realm and capacity enhancements on Old Oak Lane between atlas road junction and west coast mainline.
T12 - Upgrade of Great Western & Chiltern lines underpasses.
T12.1 - Improvements to Oak Common Lane.
T12.2 - Junction capacity improvement, Old Oak Common Lane at Oakland's House site.
T16.2 - New route from link tunnel to Victoria road and pedestrian safety improvements at the junction with Chandos Road.
T16.3 - Access to North Acton from Victoria Road.
T16.4 - Northern entrance to North Acton Station. Refer to Hawkins Brown study.
T16.5 - Bridge from Shield Site to Jenner Avenue.
T22 - Abbey Road improvements - upgrade to existing cycle tracks.
T22.1 - Junction improvement with toucan crossings for cyclists.
T22.2 - Pedestrian and cycle safety improvements at roundabout.
T22.3 - Junction improvement with toucan crossings for cyclists, and clear links to towpath.
T31.1 - Junction of Chase road and Volt Avenue.
T31.2 - Road connection Chase Road to site 26, including bridge over Dudding Hill line.
T32 - Existing access road from Old Oak lane.
T33 - New access road from Old Oak lane.
T41.1 - Connect cycle tracks through the roundabout at the junction of Coronation Road and Rainsford Road.
T41.2 - Connect cycle tracks through the roundabout at the junction of Rainsford Road and Cumberland Avenue.
T41.3 - Cycle safety improvements on Cumberland Avenue (speed reduction or segregated cycle tracks) and safe cycle provision on the roundabout at the junction of Abbey Road and Cumberland Avenue.
T41.4 - Enable new cycle link through the rear of Central Middlesex Hospital, across Abbey Lane and into the existing Wesley Avenue filtered permeability route.
T41.5 - New link to canal towpath from Volt Avenue.
T41.6 - Improve link to canal towpath at Steele Road.
T41.7 - Completion of cycle track along Rainsford Road to Twyford Abbey Road and connection to towpath.
T42 - Improving the cycle lanes on Abbey Lane from Harlesden Station.



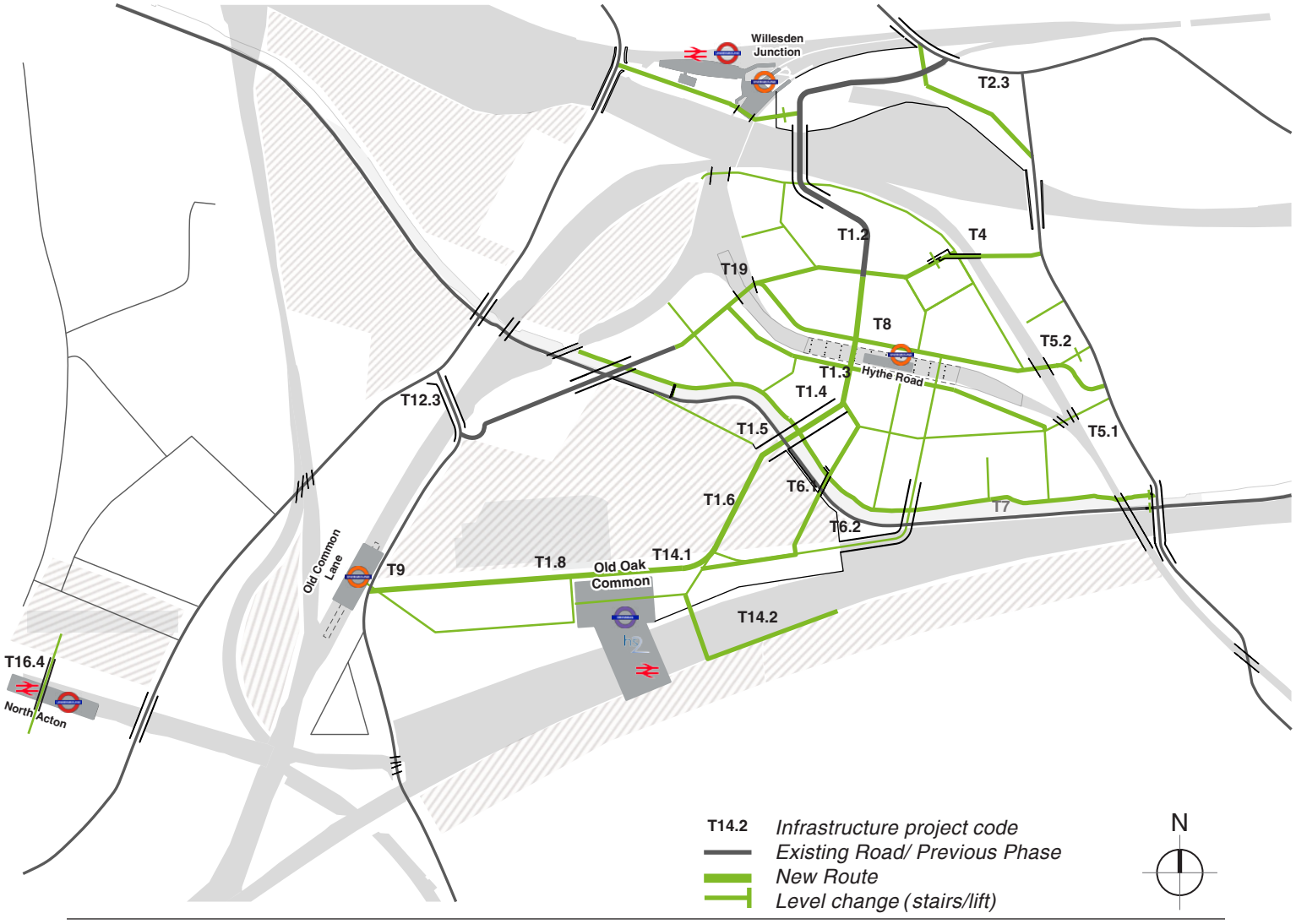
T44 - Park Royal Road.
T44.1 - Cycle link to the rear of the current ASDA linking Park Royal Road and Coronation Road.
T45 - Reducing vehicle speeds through the mini-roundabouts on Chase Road.
T45.1 - Safety and traffic calming scheme at Chase Road mini roundabouts.
T46 - Coronation Road.
T47 - Abbey Lane.
T48 - Abbey Road.


Harlesden
Willesden Junction
North Acton
Old Common Lane
T41.6
T42
T47
T41.5
T41.4
T41.3
T31.2
T31.1
T45.1
T44.1
T44
T45
T11.1
T16.4
T16.3
T16.5
T16.2
T12
T12.1
T11.2
T12.2
T12.2
T3
T32
T33
T11.3
T2.4
T2.1
T2.2
T1.1
T14.2 Infrastructure project code
Existing Road
New Route
Level change (stairs/lift)
N

Street network

2026-2040

T1.2 - Old Oak High Street between Willesden Junction bridge and crossing of west London overground line.
T1.3 - Old Oak High Street crossing of West London Overground line.
T1.4 - Old Oak High Street between underpass and bridge over the canal.
T1.5 - Old Oak High Street bridge over Grand Union Canal to form interchange route from Old Oak Common HS2 Station to Hythe Road.
T1.6 - Old Oak High Street between canal crossing and Old Oak Common HS2 Station.
T1.8 - Old Oak High Street from Old Oak Common Lane to Old Oak Common HS2 Station.
T2.3 - New pedestrian and cycle link to Scrubs Lane. Link important to provide alternative route for cyclists to avoid Harrow road.
T4 - Bridge between Old Oak North & Scrubs Lane. Bridge over access road and rail tracks. Lift to Old Oak Park.
T5.1 - Existing underpass. Improvements to make existing underpass less steep and suitable for cyclists and pedestrians.
T5.2 - New underpass - all modes route from Hythe Road to Scrubs lane. Proposed by Car Giant. All modes route to Scrubs Lane.
T6.1 - Bridge over canal.
T6.2 - Eastern bridge.
T8 - Hythe Road Overground Station (West London Line). Station interchange.
T9 - Old Oak Common Overground Station (North London Line).
T12.3 – Existing bridge on Old Oak Common Lane over north London Line
T14.1 - Old Oak Common HS2 Station Interchange.
T14.2 - Pedestrian access south of Old Oak Common HS2 Station to Wormwood Scrubs road. Significant level changes are to be overcome.
T16.4 - Northern entrance to North Acton Station. Refer to Hawkins Brown study.
T19 - New underpass - all modes.



2041+

T1.7 - Bridge over Crossrail tracks to link Old Oak High Street to route along north of Wormwood Scrubs.
T10.1 - Shared pedestrian and cycle path over Wormwood Scrubs with new junction on Scrubs Lane.
T10.2 - Improvements to existing route under Scrubs Lane and rail bridge along edge of Crossrail tracks.
T15 - Wormwood Scrubs Road - Street linking Old Oak Common Lane to Scrubs Lane.
T16.1 - North Acton Link Tunnel under North London Line from Old Oak Common Station.
T17 - Junction between Scrubs Lane and new road to Kensal Canal side Opportunity Area.
T18 - Access to Powerday site for all modes.

