Chapter 7

TRANSPORT
7.1. Transport is the catalyst for the comprehensive regeneration of Old Oak and plays an integral role in protecting, strengthening and intensifying the Park Royal industrial estate. The transport network at Old Oak and Park Royal must be planned and delivered to support the needs of existing and future communities living, working and visiting the area.

7.2. Transport provision across all modes in Old Oak and Park Royal should be exceptional, creating high quality, safe and accessible movement networks that reduce the need to travel, prioritise sustainable transport modes as set out in the sustainable transport hierarchy in chapter 3 and enable people to live healthy and active lifestyles. The policies in this chapter set out how OPDC expects this to be achieved.

7.3. This chapter does not deal with the spatial aspects of the transport requirements across Old Oak and Park Royal. It should be read in conjunction with the strategic policies and places contained within chapters 3 and 4 and specifically with Policy SP7 (Connecting People and Places), which includes OPDC’s sustainable transport hierarchy.

Figure 7.1: London Bridge Station

Transport Policies:
- T1: Roads and Streets;
- T2: Walking;
- T3: Cycling;
- T4: Parking;
- T5: Rail;
- T6: Buses;
- T7: Freight, Servicing and Deliveries;
- T8: Construction
- T9: Transport Assessments and Travel Plans
POLICY T1: Roads and Streets

Development proposals will be supported where they:

a) support and deliver a street network across Old Oak and Park Royal that encourages and enables behaviour and forms of travel in line with the “Healthy Streets for London” vision.

b) support the delivery of a range of new and improved streets that help overcome severance, alleviate congestion and optimise connectivity both within the development area and to surrounding areas;

c) ensure all new streets are built and designed to adoptable standards;

d) ensure all new streets are built and designed in accordance with all relevant standards, appropriate to local characteristics and demands;

e) mitigate the impact of development on the surrounding local and strategic road network;

f) implement maximum speeds of 20mph on all local roads; and

g) promote effective and integrated management of streets to future-proof for changes in the surrounding context, life-style and technological changes.

SUPPORTING TEXT

7.4. In accordance with Policy SP7, Old Oak and Park Royal’s streets should be the exemplar for delivering the “Healthy Streets” Approach contained in ‘Healthy Streets for London’ (published February 2017). The Healthy Streets Approach aims to reduce traffic, pollution and noise: create more attractive, accessible and people-friendly streets; and improve health and well-being. The Healthy Streets Approach is the framework within which all development proposals should be set; including freight, accessibility and connectivity.

7.5. There are 10 ‘Healthy Streets’ Indicators which cover the factors essential for health-promoting, inclusive street environments. These ensure that streets are designed with all potential users in mind, including more vulnerable users with specific requirements including disabled and elderly users. Designs will also consider people who will want to stop and enjoy the street as a place.

7.6. The Healthy Streets Approach looks at the street as a whole, considering its multiple functions from building line to building line and ensuring the needs of different people are considered. This is different to the usual transport approach of focusing on individual transport modes.

7.7. Applicants will be required to use the Healthy Streets guidance to guide street design. They will be expected to use this as a checklist and propose improvements if required. The “Healthy Street Check” technical tool should be used to score specific design proposals. This should be evidenced within the transport assessment of a submitted planning application (see Policy T9). This will enable developments to deliver positive outcomes for accessible, inclusive streets which are healthy, safe, welcoming to walk and cycle in, and which promote active travel.

7.8. In Old Oak, measures to prioritise bus movement, provide segregated facilities for cyclists and create pedestrianised areas will be supported. This will enable the achievement of the sustainable transport hierarchy, as set out in Policy SP7. In Park Royal, the road network will need to support the movement of freight to facilitate business growth by implementing measures to address existing congestion issues. This will need to be carefully planned alongside the need to improve bus movements, improve the environment for pedestrians and cyclists and deliver a healthy street environment. There are also routes within Old Oak and Park Royal which are for pedestrians and cyclists only, such as the canal towpaths and various other key links which are unsuitable for vehicular use. The street network must be coherent and legible which can be achieved by ensuring the layout for vehicles, cycles...
and pedestrians is continuous along the length of the street.

7.9. Any new through routes created as part of a proposed development to be used by general traffic should be designed to discourage through traffic including traffic calming and controlled crossing facilities. 20 mile per hour speeds will be expected to be implemented through both design features and signage on all new and existing roads, except the A40 and A406 which are part of the Transport for London Road Network (TLRN). Managing vehicle movement and speed will also be achieved through good design and signage. All new and improved roads must be built to adoptable standards and any decision to adopt streets will need to be made in collaboration with the relevant local authorities. A design assurance process will be in place – with proposals reviewed by relevant user groups and stakeholders. The designs will be subjected to a robust Road Safety Audit process and compatibility with relevant design guidance, with traffic modelling to ensure an appropriate balance in demands on the network is achieved.

7.10. As indicated in Policy SP7, a new movement network in Old Oak will be key in creating a Healthy Street environment; including Old Oak High Street, Park Road, Grand Union Street and Wormwood Scrubs Street.

7.11. To achieve a connected place and reduce existing severance across Old Oak and Park Royal new and improved bridges and underpasses will be required. In accordance with Policy SP7, it will be important that the bridges and underpasses are integrated into the proposed street network and serve key desire lines. The street network must also be accessible for all users, ensuring that gradients improve on 1:20 and adequate seating is designed in from the outset. Streets should be well-lit and safe environments.

7.12. A successful street network at Old Oak and Park Royal will enable the integration of pedestrian, cycle and public transport links into surrounding areas. Links to the existing street network will provide the potential to unlock additional regeneration in the wider area. This includes links to Harlesden, East Acton, Wembley, Kensal Rise, Kensal Canalside, White City and Alperton.

7.13. The delivery of the transport hierarchy outlined in SP7 will reduce traffic congestion on roads in Old Oak and Park Royal, reducing peoples need to travel and ensuring that when they do, people walk, cycle or use public transport.

7.14. A new legible street network at Old Oak and Park Royal must be able to evolve over time and be resilient to future technological development, such as new forms of vehicle technology, ownership models and changing lifestyles (see Policy EU7 and EU11).
POLICY T2: Walking

Development proposals will be supported where they:

a) deliver or contribute to new and enhanced walking infrastructure, in line with Policy SP7 on connections and the walking interventions identified within the Infrastructure Delivery Plan (IDP);

b) support the delivery of a high quality, safe, accessible and inclusive walking environment across Old Oak and Park Royal;

c) support the delivery of a high quality pedestrian walking environment to and through new and existing rail stations;

d) connect to existing and planned pedestrian links in the wider area; and

e) contribute to the network of Legible London wayfinding signage that improves legibility across Old Oak and Park Royal.

SUPPORTING TEXT

7.15. The regeneration of Old Oak and Park Royal presents an opportunity to enhance the existing and provide new environments for pedestrians across and into the wider surrounding area. OPDC’s IDP identifies the key interventions in walking infrastructure required to maximise the number of walking trips through the delivery of a high quality walking environment. These interventions must also be supported by a high quality on-site walking environment. Figure 7.5 shows the indicative future key walking routes in Old Oak and Park Royal. In Old Oak, in addition to the key walking routes identified, other local streets would also contribute towards the walking network.

7.16. Walking provision should be safe, well lit, comfortable, coherent and attractive, in line with Healthy Streets Indicators. It should integrate well with the street environment and desire lines and minimise conflict between different users. Reducing existing issues of severance and encouraging permeable movement will be key to developing a cohesive walking network. It will be important to provide a number of new links under or over barriers created by the existing infrastructure and topography. Where possible, OPDC will look to secure the early delivery of these connections to help support a shift towards sustainable transport modes, in accordance with OPDC’s sustainable transport hierarchy.

7.17. By providing a street network that is safe, attractive and easy to navigate, people will be encouraged to walk more. This will have social, economic, environmental and health and well-being benefits for people living, working and visiting the area and will also support the viability of the development area.

7.18. High quality pedestrian walking routes to, and where possible through, new and existing rail stations will be vital to ensure residents, workers and businesses can benefit from the excellent connectivity provided by improved public transport across Old Oak and Park Royal.

7.19. Legible London wayfinding measures including signage should be implemented throughout the area to provide clear, comprehensive and consistent information to key destinations. This will also help enable pedestrians to complete more journeys on foot. New connections and wayfinding to both existing and proposed strategic walking routes to surrounding areas such as Harlesden Town Centre, Kensal Rise, Kensal Canalside, East Acton and White City should also be provided.

7.20. The design of new pedestrian infrastructure should be aligned with best practice principles and standards. Examples include pedestrian countdown technology at crossings, appropriate space allocation for street furniture and conformance of all routes to accessibility requirements.

Figure 7.4: Legible London Wayfinding
Figure 7.5: Walking Network
POLICY T3: Cycling

Development proposals will be supported where they:

a) deliver and/or contribute to new and existing cycle networks, ensuring they connect into and support the wider cycling network including on Grand Union Canal, National Cycle route 6, the cycle superhighway and Quietways programme and infrastructure interventions identified within the IPD.

b) deliver a comprehensive, safe, attractive and inclusive cycle network across Old Oak and Park Royal;

c) deliver and/or contribute to new and improved cycling connections to and through rail stations ensuring sufficient cycle infrastructure allows seamless interchange between public transport and cycling;

d) deliver and/or contribute towards signage to improve cycle wayfinding and legibility;

e) provide high quality, secure, well located, convenient and accessible cycle parking facilities in accordance with London Cycling Design Standards that meet and where possible exceed the standards set out in the London Plan; and

f) deliver and/or contribute towards the provision of cycle hire across Old Oak and Park Royal, including from independent providers.

SUPPORTING TEXT

7.21. A significant improvement to cycling infrastructure has been achieved in recent years across London’s road network – with innovative solutions supporting the growth in cycling. Underpinned by the London Cycling Design Standards, this has encouraged a bold approach to making better, more attractive streets and spaces for cyclists. Higher levels of cycling can be achieved through the delivery of infrastructure to create a cycle network that is safe, comfortable, coherent, attractive and adaptable, whilst ensuring consideration is given to the impact of cycling infrastructure on pedestrians.

7.22. OPDC will support the delivery of a comprehensive cycle network that provides facilities for cyclists on “quietway” and “superhighway” routes and allows access to rail stations where there should be significant provision for high quality cycling infrastructure. Figure 7.7 shows the indicative future cycle network in Old Oak and Park Royal. In Old Oak, in addition to the key cycle routes identified, other local streets would also contribute towards the cycle network.

7.23. In Old Oak, redevelopment presents an opportunity to provide state of the art and innovative cycling infrastructure and parking facilities that can benefit everyone who lives and works in the area. In particular, rail stations should have sufficient cycling infrastructure that allows seamless interchange.

7.24. For Park Royal, the vast majority of the area’s current employees live within 8km of Park Royal and a significant concentration live within 5km or less. This distance is well within cycling distance for those employees; however, only 3% of employees chose...
Figure 7.7: Cycle Network

Cycling Infrastructure
- Cycle Super Highway (previously proposed alignment)
- Quietway
- Routes signed for use
- New or enhanced quieter routes
- Off road
- Parks and canals
- Pedestrian links (dismount)
to cycle\(^1\). It is important to realise a shift towards cycle usage through good design of cycle routes, connections to existing and proposed cycle networks and better cycle infrastructure. This will need to be balanced against the needs of existing and future businesses in Park Royal and their need for securing freight movement. The Healthy Streets Approach provides a framework within which to draw this balance.

7.25. New and enhanced bridges and underpasses, are identified within OPDC’s IDP. These are needed where there are currently barriers to movement, such as across the A40, the A406, the various rail lines and the Grand Union Canal. Cycle wayfinding signage will be required to improve the legibility and navigation to, from and through the area and to create legible cycling links to nearby local centres such as Harlesden, White City, Queens Park and Ladbroke Grove, Alperton, East Acton, Kensal Rise and Kensal Canalside and to central London.

7.26. Investments in “end-of-journey” cycle facilities in the form of secure cycle parking, lockers and showers are also vital. Major employers, businesses and landowners should invest in this infrastructure, recognising its value and importance to businesses, tenants and employees. OPDC will work to develop training and guidance and improve awareness of the benefits of cycling to employees, to encourage more cycling. This will be secured in accordance with Travel Plans (see Policy T9).

7.27. Cycle parking should cater for future demand, in line with the quantitative and qualitative requirements set out in the London Cycling Design Standards (2014). Given the proposed density of new homes and jobs and the excellent future accessibility, encouraging increased cycling will be important to ensure a high quality and sustainable transport network. Therefore, OPDC will seek to exceed these cycle parking standards and where possible providing numbers in excess of London Plan minimum standards. This should include private cycle parking for residents and employees as well as generous provision of public parking for visitors and high quality facilities at public transport interchanges. All cycle parking stands must be secure, sheltered and adequately lit, with convenient access to the street. The necessary spatial and design requirements will need to be factored in from the outset and should not impede pedestrian movement.

7.28. A future extension of Cycle Hire into Old Oak and Park Royal would represent a logical expansion westwards. Subject to further analysis, a network of docking stations should be designed in from the start across the areas from the outset and built at the appropriate timings. The docking stations must be appropriately embedded into the public realm in accordance with Policy D2. Funding for the docking stations will be sought from contributions from development. Developers may also need to provide land for docking stations. OPDC will also work with TfL to enhance the network in this area. OPDC will also support proposals for infrastructure which will enable other complementary cycle hire schemes to be developed and implemented across the area.

REFERENCES

1. Park Royal Transport Strategy
**POLICY T4: Parking**

**a)** OPDC will ensure that Old Oak and Park Royal will promote a modal shift towards more sustainable modes and becomes an exemplar of low carbon development, by:

i) limiting car parking to a maximum of 0.2 spaces per residential unit for residential development;

ii) strongly encouraging car-free development for developments located in areas with PTAL between 4 and 6B;

iii) requiring car-free for non-residential developments, unless in certain cases limited car parking can be justified when operational or business needs and access to public transport are taken into account; and

iv) securing appropriate blue badge provision for both residential and non-residential uses.

**b)** New residents will be prevented from applying for parking permits for CPZs.

**c)** When providing car parking, proposals should:

i) incorporate 20% active and 80% passive electric charging points for electric vehicles at all new parking spaces;

ii) include provision for car club vehicles;

iii) be sensitively designed and not take precedence over other street users, or the design and quality of open space, public realm, and building frontages; and

iv) be adaptable and demonstrate how they can be replaced by other uses in the future.

**d)** Proposals should provide suitable facilities to cater for anticipated demand for taxis and coaches. However, proposals should not take precedence over other street users, or the design and quality of open space, public realm, and building frontages.

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**EVIDENCE BASE LINKS**

- Car Parking Study
- Environmental Standards Study
- Infrastructure Delivery Plan
- Old Oak Strategic Transport Study
- Park Royal Transport Strategy

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**SUPPORTING TEXT**

7.29. Old Oak and Park Royal will become one of the most accessible locations in the UK when the proposed public transport investments are delivered. Providing high quality connections through the delivery and effective integration of state of the art transport infrastructure will be a key aspect of the area’s success. It provides the rationale for the phased implementation of car-free development.

7.30. OPDC will strongly encourage development to be car free. This approach is justified by the very high level of public transport accessibility resulting from planned and proposed transport investment which supports Transit Oriented Development and encourages and enables travel behaviours in line with the Healthy Streets approach. However, it is recognised that until new public transport infrastructure is delivered, some parts of Old Oak and Park Royal will have inadequate access to public transport and therefore may not be able to support car-free development. Figure 7.10 shows the current PTAL levels for the area, whilst figure 7.11 shows potential future PTAL levels in the OPDC area when all of the transport infrastructure detailed within the local plan has been delivered. This policy will be kept under review.

7.31. It is recognised that some businesses may require an allowance for a limited number of private vehicles to accommodate out of hours shift working or to support trade and other business requirements and this will be supported. However, this will need to be carefully planned so as to mitigate potential negative impacts from increased traffic.

7.32. OPDC will work with the local highway authorities, businesses and local groups to achieve a coordinated approach to the potential implementation of Controlled Parking Zones (CPZs) across the area. It will be important to protect residents living close to stations and high streets and this approach will also discourage journeys made by car, which could be made by more sustainable transport modes. New residents will be prevented from applying for parking permits for CPZs.

7.33. A dense network of car club bays spread across the site will provide a convenient, cost-effective and attractive alternative to owning a private car and will support the optimal use of space (see Policy EU7). Car club bays will need to be designed into the new development areas from the outset. Car club bays should be designed in such a way that they can be adapted for different uses in the future.

7.34. Providing sufficient charging points is essential in encouraging the uptake of electric vehicles. To this end OPDC requires that 20% of all new parking spaces have active provision for electric vehicles and the remaining 80% of all new parking spaces have passive provision for electric vehicles. Charging infrastructure should look to incorporate systems that can be integrated into the local distribution network to help regulate demand and supply and provide energy storage capacity. In applying this policy, developers will need to respond to future technological advances for electric vehicle charging points.

7.35. To encourage the uptake of Low Emission Vehicles and ensure that the Old Oak and Park Royal...
area is an exemplar of low carbon development, OPDC will work with TfL and their preferred suppliers to deliver the local component of the Source London network. OPDC will also work with private hire and other commercial operators such as car clubs to understand their needs for charging infrastructure and ensure that their requirements are included in development proposals.

7.36. It will be important to carefully manage onward journeys from stations to encourage walking, cycling or use of the bus network. There is still likely to be a demand for taxis and private hire vehicles (PHVs) generated by the stations and other land uses such as cultural or leisure uses. OPDC will work with TfL to deliver fully accessible taxi ranks where required. Where specific development types will attract a large number of visitors, facilities for coach parking and taxi ranks may need to be provided. There may also be potential to provide departure facilities for scheduled coach services in Old Oak that could serve a wider area of north and west London. This could include provision of stop and stand facilities for coach services. Any facilities should be designed to have a minimal impact on the public realm and open space and should not impact on the movement of pedestrians and cyclists. They should be designed in such a way that they can be adapted for different uses in the future.
Figure 7.10: Current PTAL
Figure 7.11: Future PTAL
Development proposals will be supported where they:

a) deliver/contribute towards rail infrastructure and capacity, including the range of rail interventions identified within the Infrastructure Delivery Plan, which aim to enhance rail capacity within Old Oak and Park Royal;

b) design new rail stations to deliver outstanding design quality and enable future proofing of station design to facilitate future technological advances, rail connections and service changes;

c) ensure stations contribute to the creation of a destination where people want to spend time and include the provision of retail, culture, leisure, town centre and meanwhile uses;

d) appropriately manage the demands of competing transport modes and interchange requirements for walking, cycling, buses and taxis, ensuring adequate space is provided and embedded into the public realm;

e) ensure all station entrances have a prominent street presence;

f) ensure routes and spaces within stations are integral parts of the local street and movement network, and incorporate active frontages, where feasible and appropriate;

g) provide step free access from all entrances to platforms to ensure any route to, from or through the station is accessible to all;

h) optimise development opportunities on and/or adjacent to the stations and tracks, where feasible and appropriate;

i) ensure the impact of new development on existing rail infrastructure is minimised and mitigation is provided where appropriate;

j) ensure new rail infrastructure is sensitively designed to integrate with surrounding development and existing communities; and

k) support the design operation of stations in Old Oak and Park Royal by ensuring they pioneer and respond to technology, innovation and behavioural change.

POLICY LINKS

- Strategic Policies SP1, SP2, SP7 and SP10
- Place Policies P1, P2, P7, P8 and P11
- Design Policies D1, D2 and D3
- Transport Policies (All)
- Town Centre and Community Uses Policy TCC8

EVIDENCE BASE LINKS

- Infrastructure Delivery Plan
- North Acton Station Feasibility Study
- Old Oak Strategic Transport Study
- Public Realm, Walking and Cycling Strategy
- Willesden Junction Station Feasibility Study

SUPPORTING TEXT

7.37. Within the Old Oak and Park Royal area there are four existing rail stations and three proposed new rail stations. The four existing stations include: North Acton (Central Line), Willesden Junction (Bakerloo Line and London Overground), Stonebridge Park (Bakerloo Line and London Overground) and Harlesden (Bakerloo Line and London Overground). Willesden Junction station, North Acton station, the North London Line and West London Line have been identified as requiring upgrades to increase capacity and enhance the passenger experience. The three new proposed stations include: Old Oak Common (High Speed, Great Western Main Line and Crossrail), Old Oak Common Lane (London Overground), and Hythe Road (London Overground).

7.38. Old Oak will become one of the most connected places in the UK once the proposed new stations are opened. The design, layout and landscaping of the new station spaces must be world class, incorporating soft and hard landscaping, a mix of permanent and temporary commercial activities, places to spend time waiting for trains or meeting people, and a range of different modes of transport whilst retaining the character of a civic urban public space rather than solely as a transport interchange. Interchange facilities with buses and cycling facilities should all be located around the station entrances and within a high street public space – creating a vibrant, busy, inviting world class station square which is safe and welcoming 24 hours of the day.

7.39. Entrances and exits to all new stations should be designed to seamlessly connect into surrounding areas. They should be clear and legible and enable comfortable movement, including step-free access. They should have a positive street presence to ensure the station has a prominent impact on the surrounding area and generates activity, informed by the TfL Design Idiom.

7.40. Good rail access at Old Oak and Park Royal should be supported with high quality intermodal interchange facilities. This should include provision of direct and legible step-free access from the station to appropriately sized and well located walking, cycling, bus, taxi and drop off infrastructure. This, combined with active frontages and security enhancements such as CCTV, lighting and ensuring public realm is overlooked will ensure all station entrances have a viable street presence.

7.41. New rail stations and rail lines should support Old Oak becoming a major new commercial and high-density residential centre by optimising development opportunities on and/or adjacent to stations and tracks. Development close to rail infrastructure must be carefully planned to ensure it does not impact on the ability of TfL or Network Rail to run services. Any changes to rail infrastructure required to support development should be discussed in detail with Network Rail, TfL and OPDC.

7.42. New stations should be designed to be of an outstanding quality, integrating with the surrounding area and with a level of flexibility that will allow changes in the surrounding area and in technology, to be integrated in a practical and efficient manner over time. Designing to retain a level of flexibility may involve incorporating elements of passive provision or ‘interim measures’ today, but will ensure that the station is able to be modified at a later date.
Figure 7.12: Rail Infrastructure

- London Overground Lines
- Freight Lines
- Central Line
- Bakerloo Line
- Elizabeth Line
- Piccadilly Line
- HS2
- Potential Elizabeth Line link to WCML
- Great Western Main Line
- West Coast Main Line
- OPDC area
Policy T6: Buses

Development proposals will be supported where they:

- facilitate, deliver and contribute to bus infrastructure, including the range of interventions identified within the IDP to provide a comprehensive and coherent bus network across Old Oak and Park Royal that is connected into the surrounding area, including priority measures where appropriate;
- ensure that all residents in Old Oak and Park Royal live within 400m of high quality, convenient, safe, sheltered and personally secure passenger waiting and information countdown facilities;
- ensure that streets are designed flexibly to enable them to be served by buses;
- ensure that impacts to bus operations resulting from construction activity are mitigated;
- provide temporary provision for buses, during the phased development of the OPDC area; and
- support the roll out of low and zero emission buses.

Evidence Base Links

- Bus Strategy
- Environmental Standards Study
- Infrastructure Delivery Plan
- Old Oak Strategic Transport Study
- Park Royal Transport Strategy
- Public Realm, Walking and Cycling Strategy

Policy Links

- Strategic Policy SP5
- Place Policies (All)
- Environment and Utilities Policy EU1
- Transport Policies (All)
- Delivery and Implementation Policy DI1

Supporting Text

7.43. Development in Old Oak and Park Royal provides a clear opportunity to provide a coordinated and coherent bus network that promotes sustainable and active mobility. The bus network must ensure easy, interchange with good walking, cycling and rail connections and ensure that there is great connectivity with surrounding communities.

7.44. Bus infrastructure provides a local, flexible and more cost effective public transport offer and will play an important role in improving the area’s Public Transport Accessibility Level (PTAL), in particular in the early years in advance of large scale rail infrastructure delivery.

7.45. Additional infrastructure is required for buses to effectively serve development in Old Oak and Park Royal and links to the wider area (see bus infrastructure interventions identified within the IDP). Bus infrastructure will include bus priority measures such as bus lanes, priority at junctions, bus gates and bus only links as well as suitably located bus stops with countdown facilities, stands and welfare provision for drivers. This bus infrastructure will improve bus reliability, capacity and connectivity and reduce the likelihood of people using their private vehicles. Bus infrastructure will also unlock sites, providing an effective public transport mode that can provide the capacity to move thousands of people per day.

7.46. All new roads to be used by buses must allow appropriate highway clearance for the largest double deck vehicles and be built to an adoptable standard with sufficient widths.

7.47. Any disruption to the bus network affecting operations or passengers should be avoided as the infrastructure and development projects are built out. Mitigation must be provided for any adverse impacts. This will require close liaison with TfL London Buses.

7.48. Bus services will be particularly important in the early phases of development before other public transport services such as new rail stations are delivered. Specific temporary infrastructure, such as turning or standing facilities, as well as alternative routes may be required during early phases of development until through routes are available.

7.49. London’s green bus fleet is the largest in the world, combining the roll-out of new hybrid buses, the early introduction of new Euro VI buses and the retrofit programme, leading to significant improvements in emissions throughout London. OPDC will work with TfL and bus operators to promote the roll-out of greener buses and ensure that the design of transport infrastructure in the OPDC area facilitates environmental improvements to the bus fleet.

Figure 7.13: TfL London Buses at Atlas Junction
POLICY T7: Freight, Servicing and Deliveries

Development proposals will be supported where they:

a) provide measures to coordinate and reduce freight, servicing and delivery trips by:
   i) providing a forecast of delivery activity associated with the development and relevant movement data that OPDC and TfL can use for dynamic modelling purposes;
   ii) producing and implementing a Delivery and Servicing Plan;
   iii) utilising freight consolidation centres where appropriate;

b) where possible, provide off-street servicing facilities within all existing and new developments;

c) deliver and/ or contribute towards the provision of click and collect space;

d) maximise the use of more efficient and sustainable ways of delivering goods including consolidation, the use of rail, water, electric vehicles, cargo bikes and last mile deliveries by sustainable modes;

e) ensure that the operators of all freight vehicles operating in the area have attained the Silver Fleet Operator Recognition Scheme (FORS) accreditation; and,

f) implement and safeguard for future innovative and smart technologies in relation to freight, servicing and delivery that maximise the efficiency and interoperability of the transport network, including measures such as holding bays optimisation and demand responsive deliveries.

SUPPORTING TEXT

7.50. Servicing and delivery requirements in Old Oak and Park Royal should have a minimal impact on the surrounding road network.

7.51. A Delivery and Servicing Plan (DSP) must be provided. This needs to demonstrate how deliveries and servicing requirements will be managed, including:

a) how delivery and servicing trips associated with the development will be reduced;

b) identification of safe and legal loading locations;

c) the use of delivery companies who can demonstrate their commitment to best practice such as FORS members;

d) delivery booking systems, which could be implemented to ensure that deliveries are managed according to the capacity of the loading facilities available;

e) moving deliveries outside of peak or normal working hours;

f) investigating alternative routings to avoid congestion;

g) encouraging the adoption of low emission vehicle options (buying or leasing); and,

h) encouraging collaboration amongst companies.

7.52. To help in the development of servicing and delivery plans, OPDC will create a Freight Quality Partnership (FQP) that will be compulsory for any organisation operating HGVs in the area.

7.53. There are currently two consolidation centres in West London and additional consolidation centres are being proposed. The use of a consolidation centre would help to minimise vehicle journeys and improve delivery reliability and efficiency and therefore benefit users. Developers must utilise consolidation centres to minimise their impact on the road network. Evidence should be provided within the DSP to demonstrate usage of consolidation centres. Justification should be provided if developers indicate they cannot use a consolidation centre.

7.54. Delivery collection centres will be required at appropriate public transport interchanges in order to minimise the number of vehicular deliveries to residential units.

7.55. In new developments, off street solutions for servicing should be adopted, where possible, utilising different ground levels including basement and void areas within multi storey structures. In existing developments, opportunities for off-street servicing should also be explored, particularly in Park Royal to ensure the street environment is improved. Street frontage servicing should be minimised and restricted to small individual units located on lightly trafficked streets which can be serviced by small delivery vehicles.

7.56. A number of sites within the OPDC area have good access to the canal and rail lines. Opportunities to use rail and water transport for freight should be explored, where appropriate, and evidenced within the DSP.

7.57. FORS is an overarching scheme that encompasses all aspects of safety, fuel efficiency, economical operations and vehicle emissions. FORS accreditation encourages freight operators to become safer, greener and more efficient and has been achieved by operators across London.

POLICY LINKS
- Strategic Policy SP2, SP7 and SP10
- Place Policies (All)
- Transport Policies (All)
- Environment and Utilities Policy EU7

EVIDENCE BASE LINKS
- Circular and Sharing Economy Study
- Old Oak Strategic Transport Study
- Park Royal Transport Strategy
Development proposals will be supported where they:

a) provide measures to reduce construction trips by:
   i) providing forecast vehicle trip information to OPDC;
   ii) producing and implementing a Construction Logistics Plan and Construction Code of Practice;
   iii) utilising construction consolidation centres and lorry holding areas, where appropriate;

b) coordinate and phase construction projects to enable the transport and environmental impacts to be effectively mitigated;

c) ensure new utilities are planned in such a way as to avoid or minimise the impacts of future utility works on the road network;

d) make maximum use of rail and water transport for construction deliveries;

e) activate the space adjacent and around the edges of construction sites to mitigate impacts on surrounding land uses to create successful connections and meanwhile uses;

f) ensure that the operators of all construction vehicles operating in the area have attained the Silver Fleet Operator Recognition Scheme (FORS) accreditation; and

g) take appropriate measures to ensure the safety of pedestrians and cyclists while construction is happening.

POLICY LINKS
- Strategic Policy SP2, SP3, SP7 and SP10
- Place Policies (All)
- Environment and Utilities Policies EU6, EU7 and EU8
- Transport Policies (All)
- Delivery and Implementation Policy DI2

EVIDENCE BASE LINKS
- Circular and Sharing Economy Study
- Environmental Standards Study
- Park Royal Transport Strategy
- Utilities Study

SUPPORTING TEXT

7.58. Redevelopment in Old Oak alongside major infrastructure projects like HS2, will generate a large amount of construction vehicle movements, exporting waste and importing materials over a number of decades.

7.59. The amount of construction activity planned for the area provides an opportunity for sustainable construction traffic and transport solutions to be adopted. To coordinate construction activity across the development area, OPDC will require forecast construction vehicle trips, in a data format OPDC requires, associated with the development as well as Construction Management Plans (CMPs) and Construction Codes of Practice (CCoPs) to be submitted by developers. Developers will also be expected to sign up to the Considerate Constructors Scheme and ensure operators of all construction vehicles have attained silver FORS accreditation.

7.60. Construction consolidation centres should be used, where appropriate, to reduce the number of construction vehicles required and the number of construction vehicle movements on the road network. This should be evidenced within the CMP and justification should be provided in cases where a consolidation centre will not be used.

7.61. Maximum re-use and recycling of waste and construction materials within the area will reduce transport demands (see Policies EU6, EU7 and EU8). This should be evidenced within the CMP.

7.62. There is potential for construction materials and/or waste to be transported by rail and canal and this should be explored. Developers will need to work with OPDC and the Canal and River Trust to ensure the correct process is followed. Issues of local environmental impact and commercial viability will need to be addressed. This should be evidenced within the CMP.

7.63. Disturbance from development can occur during the construction phase. Measures required to reduce the impact of demolition, excavation and construction works must be outlined in the CMP, including plans to minimise impacts on surrounding land uses.

7.64. Utilities works should be carefully managed and coordinated with other construction activity so that the impact on the street environment is minimised.

7.65. The edge of construction sites should be designed to ensure the public’s view of the construction sites are as positive as possible. This could include planting, design work and meanwhile uses to create successful connections and temporary uses amongst and adjacent to construction sites which can help to develop community and identity in Old Oak.

Figure 7.15: Edge of Construction Site Treatment at King’s Boulevard, King’s Cross
POLICY T9: Transport Assessments and Travel Plans

Transport assessments and travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance.

POLICY LINKS
- Strategic Policy SP7
- Place Policies (All)
- Transport Policies (All)

EVIDENCE BASE LINKS
- Old Oak Strategic Transport Study
- Park Royal Transport Strategy
- Public Realm, Walking and Cycling Strategy

SUPPORTING TEXT

7.66. The Transport Assessment will need to assess the transport impact of the development and ensure that measures to reduce and manage a development’s transport impacts are identified and planned. The Transport Assessment must also include the Healthy Streets tool checklist as evidence that the Healthy Streets approach has been used (see Policy T1).

7.67. The Transport Assessment will need to detail how transport proposals associated with developments will cater for all users, including disabled and vulnerable users.

7.68. The Travel Plan will provide a long-term strategy to deliver sustainable transport objectives through an action plan that is regularly reviewed. The Travel Plan should be prepared in accordance with TfL’s Travel Planning guidance and set objectives and monitoring requirements along with the measures, management plan and funding details required to meet those objectives. The Travel Plan should be secured appropriately and include ongoing management and monitoring to ensure targets are met. The Travel Plan will need to recognise that as public transport measures are delivered in and around the OPDC area, OPDC will look to shift away from the car to more sustainable modes of transport. Travel Plans should demonstrate how this could be achieved over time.

7.69. Proposals for development may come forward which fall below the thresholds for referring applications to the Mayor of London, but may have a significant effect on highway or public transport capacity. In these cases, a Transport Assessment may also be sought. Effective and early pre-application discussions will help to identify whether such a requirement is likely and will be particularly encouraged where a proposal may fall just below the relevant thresholds.