OPDC
OLD OAK AND PARK ROYAL DEVELOPMENT CORPORATION

Prepared by:	[redacted]
Title:	OPDC Housing Infrastructure Fund Bid – Transport Modelling and Appraisal

Purpose of note

As part of the HIF co-development stage Homes England have appointed Steer Economic Development to lead on discussions regarding transport modelling and appraisals. A telecon was held on 20th July between Steer Economic Development and OPDC to discuss the transport modelling and appraisal requirements of OPDC's HIF bid.

This note provides a brief overview of the webTAG compliant transport evidence base that OPDC has produced which is considered at this time to be sufficient in justifying the proposed transport infrastructure within OPDC's HIF bid.

Steer Economic Development are requested to confirm if there are additional modelling and appraisal requirements for OPDC to submit as part of the bid.

Transport evidence base

The new HS2/ Crossrail/ Great West Mainline station, called Old Oak Common, is the catalyst for investment and development in Old Oak. It will provide increased transport capacity to this area and unprecedented connections: 10 minutes to the West End, 10 minutes to Heathrow and 38 minutes to Birmingham. The station project has been through the hybrid bill process and was granted Royal Assent in February 2017. OPDC is tasked with using the growth opportunity created by this station to deliver a thriving, well connected, new area in London; somewhere people will aspire to live, work and play.

A significant amount of work has been undertaken over the last three years to develop a comprehensive understanding of current transport demand and future transport demand generated by background growth, the new HS2 station and development in Old Oak and Park Royal. OPDC has worked collaboratively with stakeholders including TfL, DfT, HS2 Ltd and the boroughs and jointly agreed the level and type of transport infrastructure needed to support a high density new community and to reduce the impact of increased future transport demand on the surrounding area.

The body of work undertaken includes a strategic transport study, highways and public transport modelling using London Transportation Studies (LTS) model data, West London Highway Assignment Models (WelHAM) and RailPlan, a Development Infrastructure Funding study, the OPDC Local Plan, the Old Oak North masterplan and further individual studies for specific pieces of infrastructure. A further refresh of the strategic modelling is being undertaken to take account of design iterations of the Old Oak North masterplan and updates to LTS and WelHAM data. The outputs of this are expected at the end of August.

OPDC aspires to be an exemplar in implementing many of the Mayor's Transport Strategy policies which reduces the impact of OPDC's development on the surrounding highway network; with: very low and car-free development, Healthy Streets, embedding active travel in new

development, 100% of parking spaces with electric vehicle charging points, and high quality public transport facilities.

Transport infrastructure mitigations include ensuring that Willesden Junction station has sufficient capacity to cater for increased demand from development and delivering a network of Healthy Streets; including bridges and underpasses to get over and under rail lines and the Grand Union Canal, to provide adequate access from development to public transport and amenities.

OPDC's HIF bid transport infrastructure – Park Road

The transport infrastructure element within OPDC's HIF bid is the delivery of Park Road which unlocks development land which would otherwise be landlocked due to the Grand Union Canal, and multiple railway lines. As such the transport infrastructure within the bid is not a generator of demand but enables the development in Old Oak North to be delivered. The impact of the demand generated by development in Old Oak North is mitigated by ensuring very low or car free development, high frequency bus services and access to surrounding stations.

The designs of Park Road which includes Park Bridge, Park Road underpass and Laundry Lane Bridge and connects to Harlesden Bridge and Willesden Junction station, have been developed to concept design stage through collaborative working with a range of key stakeholders including TfL, LB Hammersmith and Fulham, Network Rail, Crossrail, HS2 and Canal and River Trust.

TAG Transport appraisal process

The table below indicates the work OPDC has undertaken in relation to the 14 steps of the TAG transport appraisal process.

Transport Appraisal Process Steps	**OPDC Transport Infrastructure: tasks undertaken**
Step 1: Understanding the Current Situation	- OPDC's Local Plan, the Old Oak Strategic Transport Strategy, the Old Oak Masterplan and a number of supporting studies have provided OPDC with a comprehensive understanding of **current transport** and policies, current travel demand and levels of service and current opportunities and constraints. - Engagement with stakeholders including TfL, Network Rail, Crossrail and the local highway authorities has been undertaken to further OPDC's understanding of the current situation. - Three rounds of public consultation on OPDC's Local Plan have taken place between 2017 and 2018.
Step 2: Understanding the Future Situation	- OPDC's Local Plan, the Old Oak Strategic Transport Strategy, the Old Oak Masterplan and a number of supporting studies have provided OPDC with a comprehensive understanding of **future** land-uses and policies, future changes to the transport system and future travel demands and levels of service. - Engagement with stakeholders including TfL, Network Rail, Crossrail and the local highway authorities has been undertaken to further OPDC's understanding of the future situation. - Three rounds of public consultation on OPDC's Local Plan have taken place between 2017 and 2018.

Step 3: Establishing the Need for Intervention	- OPDC's Local Plan, the Old Oak Strategic Transport Strategy, the Old Oak Masterplan and a number of supporting studies have provided OPDC with a comprehensive understanding of the need for intervention; including current transport related problems, future transport related problems and underlying causes.
Step 4a: Identifying Objectives	- A clear set of objectives for each piece of transport infrastructure has been identified. - The objectives are aligned to stakeholder requirements. - The key objective is that: suitable surface transport links are considered crucial to unlocking the development potential of London's largest Opportunity Area
Step 4b: Define Geographic Area of Impact to be Addressed by the Intervention	- The transport infrastructure is located within Old Oak North. Old Oak North was identified as the area of focus for development.
Step 5: Generating Options	- A number of options were assessed to identify the most appropriate movement network at Old Oak North. - A number of options were assessed for the delivery options for the transport infrastructure options developed at Old Oak North - Stakeholder workshops were undertaken to discuss the options
Step 6: Initial Sifting	- An option appraisal was undertaken to sift the potential options against the set of agreed objectives.
Step 7: Development and Assessment of Potential Options	- Designs for the transport infrastructure have been developed up to RIBA 2/ concept design stage level, including identifying impacts
Step 8: Produce Option Assessment Report	- An option assessment report was produced.
Step 9: Clarify Modelling and Appraisal Methodology	- OPDC has not identified further appraisal requirements at this stage
Step 10: Undertake Further Appraisal	- OPDC has not identified further appraisal requirements at this stage
Step 11: Public Consultation on Appraised Options	- Public consultation focusing on the development and infrastructure proposals for Old Oak North undertaken as part of the revised Local Plan consultation in June 2018
Step 12: Outputs from the Study	- Not applicable at this stage
Step 13: Implementation Programme	- Not applicable at this stage
Step 14: Monitoring and Evaluation	- Not applicable at this stage

Conclusion

In summary, the transport infrastructure elements of OPDC's HIF bid are focused on unlocking an inaccessible site. There are mitigation measures planned, outlined in the note, which make provisions for the highway and public transport impacts generated by this development.

From the Green Book perspective, OPDC has considered the proportionality of the transport elements of the scheme and we are confident that the work done to date provides sufficient evidence on the impact generated and how it will be mitigated. While we do not believe the proportionality of the transport elements merit additional public expenditure to conduct further transport modelling, we are happy to discuss this further.