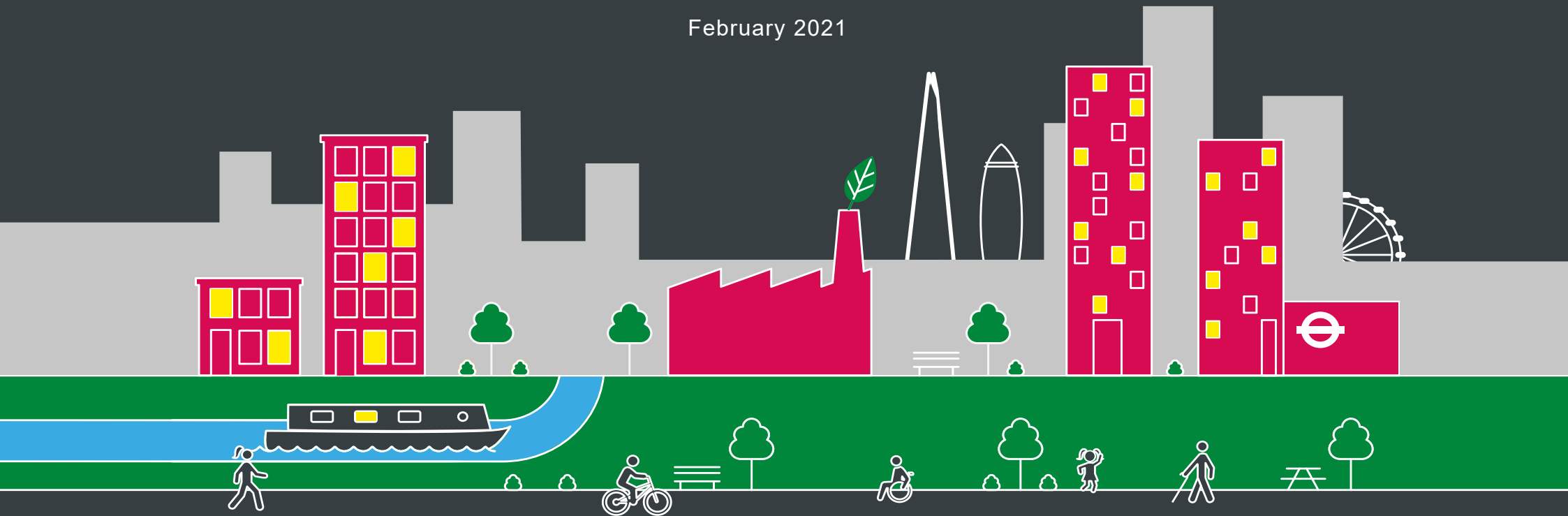


OPDC
OLD OAK AND
PARK ROYAL
DEVELOPMENT
CORPORATION

Bus Strategy Update

LOCAL PLAN SUPPORTING STUDY

February 2021



MAYOR OF LONDON

Document Title	Bus Strategy Update (2021)
Lead Author	Transport for London
Purpose of the Study	To update the indicative bus network and capacity requirements over the course of the development of the Old Oak and Park Royal Opportunity Area
Key outputs	<ul style="list-style-type: none"> • Indicative bus network • Costings • Accompanying infrastructure requirements (i.e. bus stands)
Key recommendations	<ul style="list-style-type: none"> • Provision of improved capacity, re-routing and route extensions, and new bus links, including: <ul style="list-style-type: none"> ○ Changes to route 487 to serve Scrubs Lane and Wormwood Scrubs Street ○ Changes to routes 7, 218, 220 and 226 to serve Old Oak Common Station ○ New bus route introduced to Park Royal between Hanger Lane and Old Oak Common Station • Phased approach in line with development capacity trajectories – up to 2028 and up to 2038
Key changes made since submission	<ul style="list-style-type: none"> • Update to reflect revised development capacities and development phasing, and changes to the road network and infrastructure requirements
Relations to other studies	Outputs cross-relate to the Old Oak Strategic Transport Study, Park Royal Transport Strategy and Infrastructure Delivery Plan
Relevant Local Plan Policies and Chapters	<ul style="list-style-type: none"> • Strategic Policy SP7 Connecting People and Places • Transport Policy T6 Buses

Old Oak Common & Park Royal – Indicative Bus Network

Update - February 2021



Disclaimer

This study examines the bus network in and around Old Oak Common and Park Royal and how it may change in the future both in response to large scale development, improved rail services and changing travel patterns.

The interventions considered are ideas and not proposals and are therefore subject to change.

Any proposal will require a detailed cost benefit appraisal and would be subject to funding.

Public consultation is always undertaken on service changes which significantly alter a bus route.



Contents

- Bus Strategy in Outer London
- Reason for this study – Why now?
- Previous 2018 study
- Revised Development proposals
- Current bus network
- Indicative bus network
- Indicative bus network – Costs
- Infrastructure requirements
- Other options considered



Bus Strategy in Outer London

The principles of the bus strategy in Outer London that deliver the Mayor's Transport Strategy (MTS) priorities are:

- Grow coverage, providing new links where people want to travel.
- Maintain & enhance existing network coverage so that more households are within 5 minutes walk of a bus stop.
- Provide faster connections by delivering more direct routes and bus priority measures to make bus usage more attractive.
- Undertake periodic reviews of the network to identify opportunities to balance capacity with demand and work with boroughs to provide for future growth
- Deliver a good customer experience by improving interchange facilities and reviewing bus stop locations.



Reason for this study – Why Now?

1. Land use development timescales and allocation have changed

Sites within Old Oak North were previously allocated for residential-led development. However, following the Planning Inspector's interim findings, these sites will now not be redeveloped as residential-led development. Subsequently a number of new sites have been identified that change some of the phasing and the bus routings required.

2. Some key infrastructure will not be provided

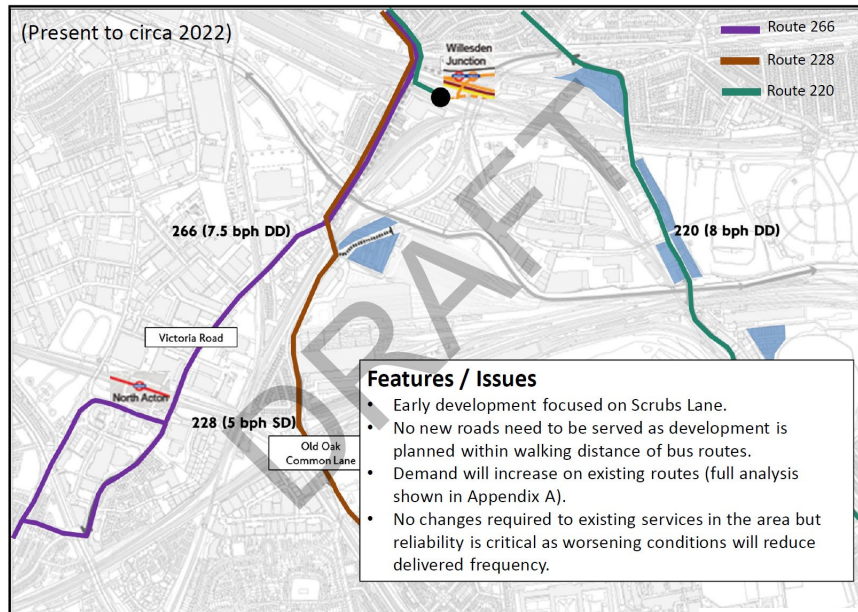
The change in approach has resulted in a change of supporting infrastructure. Key changes include no new road link between Scrubs Lane and Old Oak Common Lane and no vehicular bridge connecting Old Oak North to the eastern entrance of Old Oak Common Station. This means that bus services will not be able to run across Old Oak North.

This study looks at the network requirements up to 2038 in detail in accordance with the timeframes of the Local Plan.



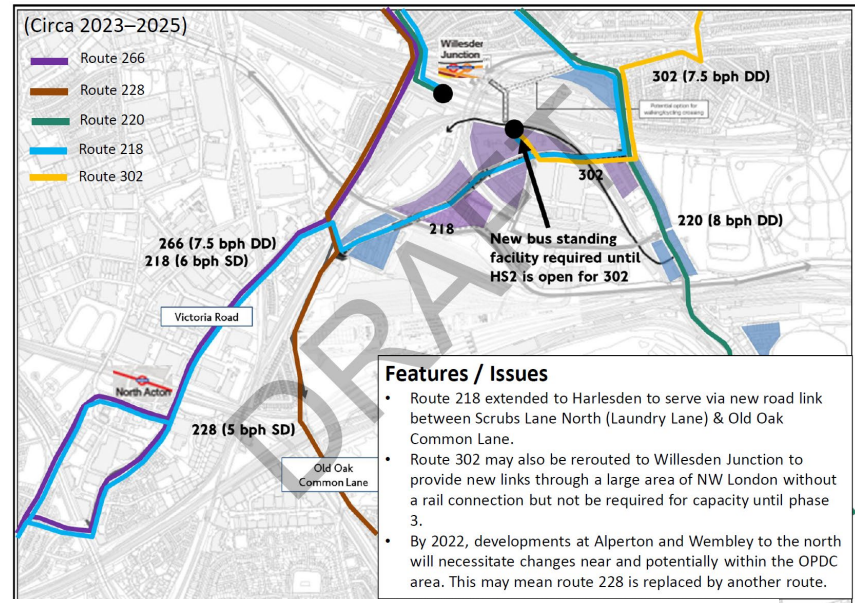
Indicative Phase 1: Early Activation

6



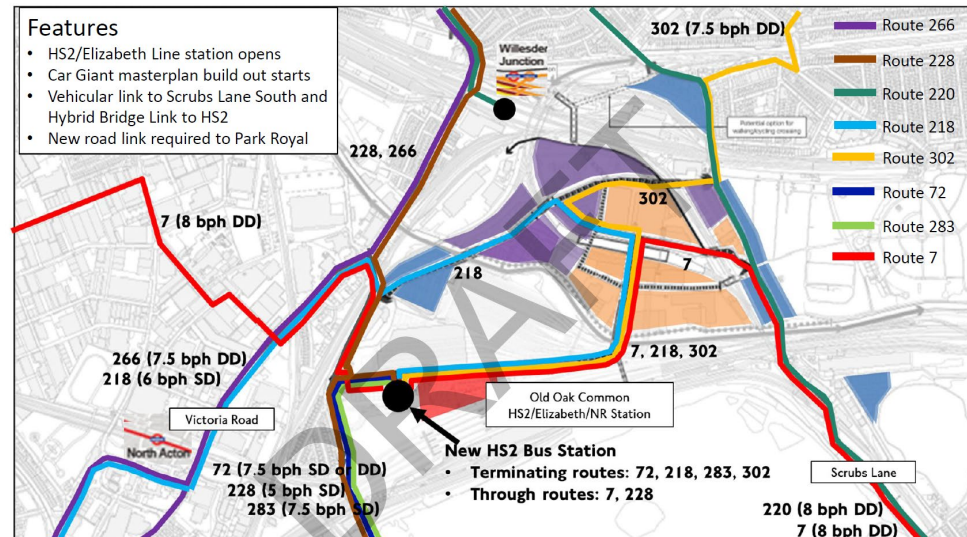
Indicative Phase 2: Unlocking the North

7



Indicative Phase 3: 2026+ (HS2 Station & Old Oak North)

8



Issues

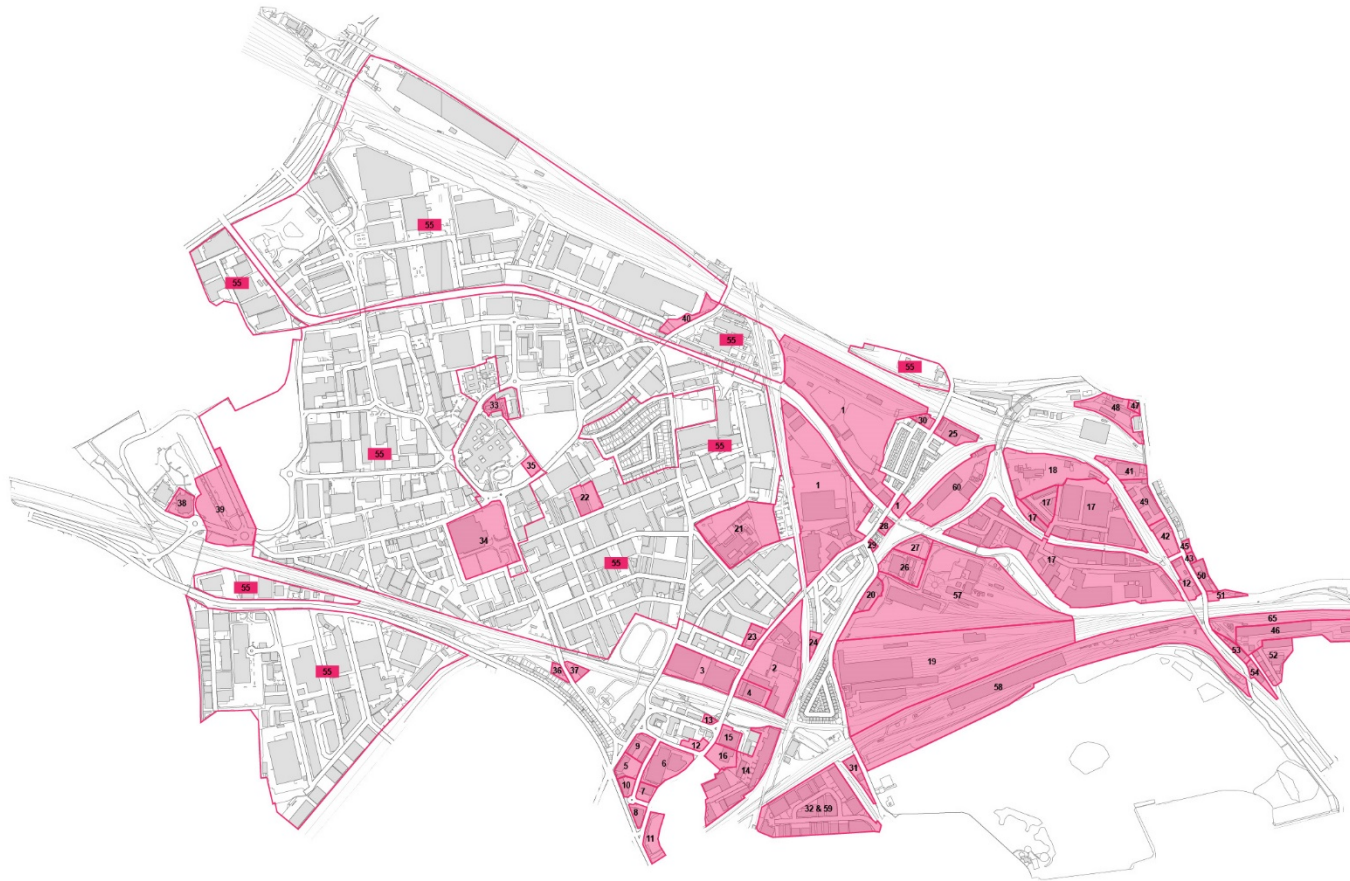
- HS2 Station becomes the main hub for the bus network
- Route 7 becomes key trunk route for OPDC area linking North Kensington, Scrubs Lane, Park Royal with Old Oak and HS2
- Route 7 and 302 required additionally to route 220 at Scrubs Lane. Route 218 and 302 rerouted via eastern link to HS2
- Short extensions to route 72, 228 and 283 from OOC Lane to serve HS2 Station
- Route 228 to partial replace 218 as link to Harlesden. Further changes required north of Old Oak to route 228.
- Route 283 could extend to WJ ped/cycle to provide a fast link between WJ and HS2 (route 228). Not required for capacity.

Old Oak Bus Network 2018 Supporting Study

Revised Development Plan



Development Sites Map

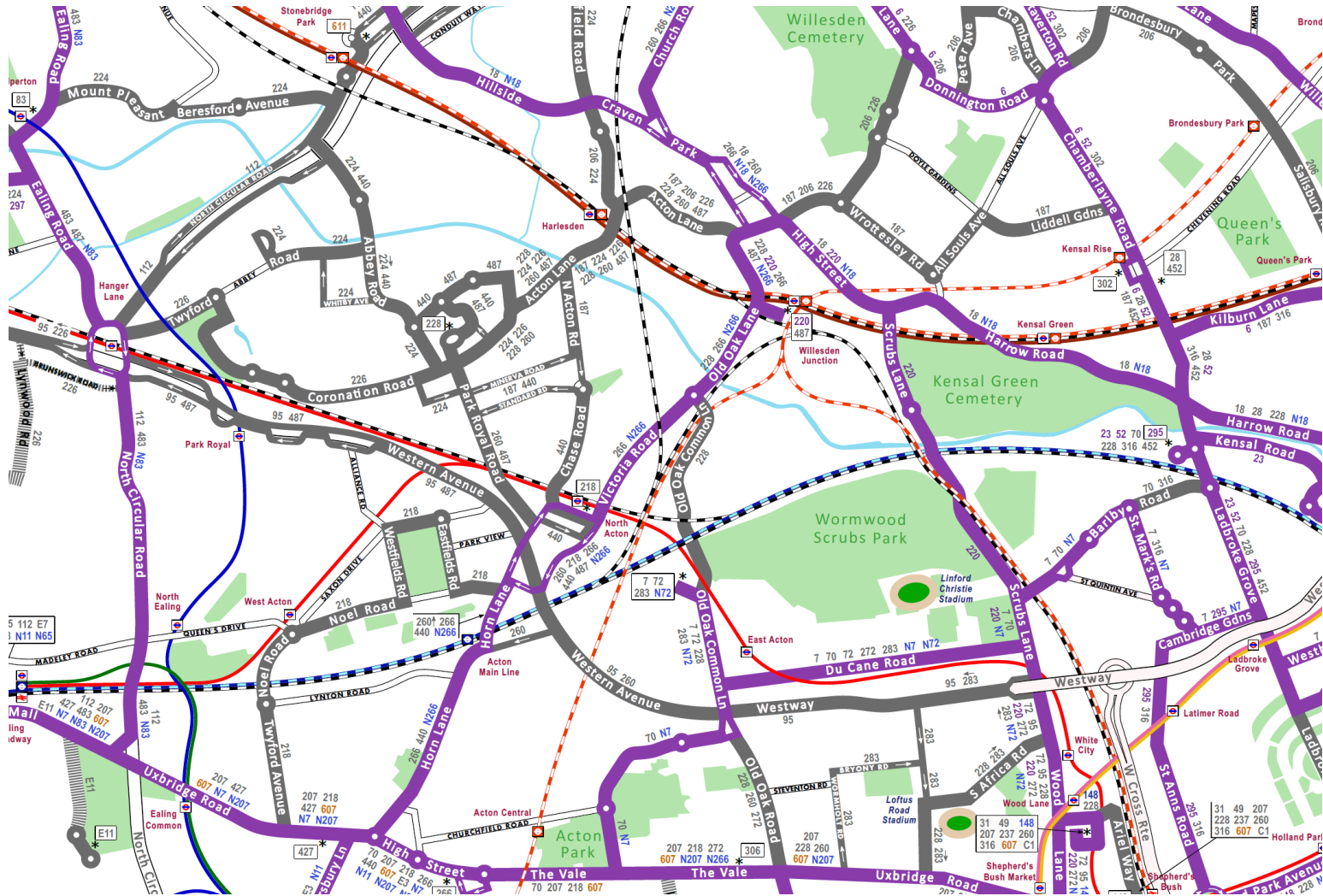


Development proposals

- **Between now and 2027 new developments focussed around Scrubs Lane, OOL & OOCL, North Acton and Park Royal (Centre and West) will add up to 1,860 trips in the peak hour – the equivalent of 18 double deck buses**
- **Up to 2038 further development at Old Park Royal, Park Royal West, Channel Gate and Old Oak South expected will add an additional 3,000 peak hour trips, equivalent to 40 double deck buses**
- **By 2048 sites at Old Oak South and North make up most of the remaining demand, with further sites at Scrubs Lane and Willesden Junction to come forward by then. This will add an additional 2,100 peak hour trips, equivalent to 28 double deck buses**



Current bus network



Indicative bus network up to 2027

There will have been increases in demand in Scrubs Lane, Old Oak Lane, North Acton and Park Royal. Extra capacity will be required in Scrubs Lane, Old Oak Lane, and Park Royal. The following schemes will be introduced:

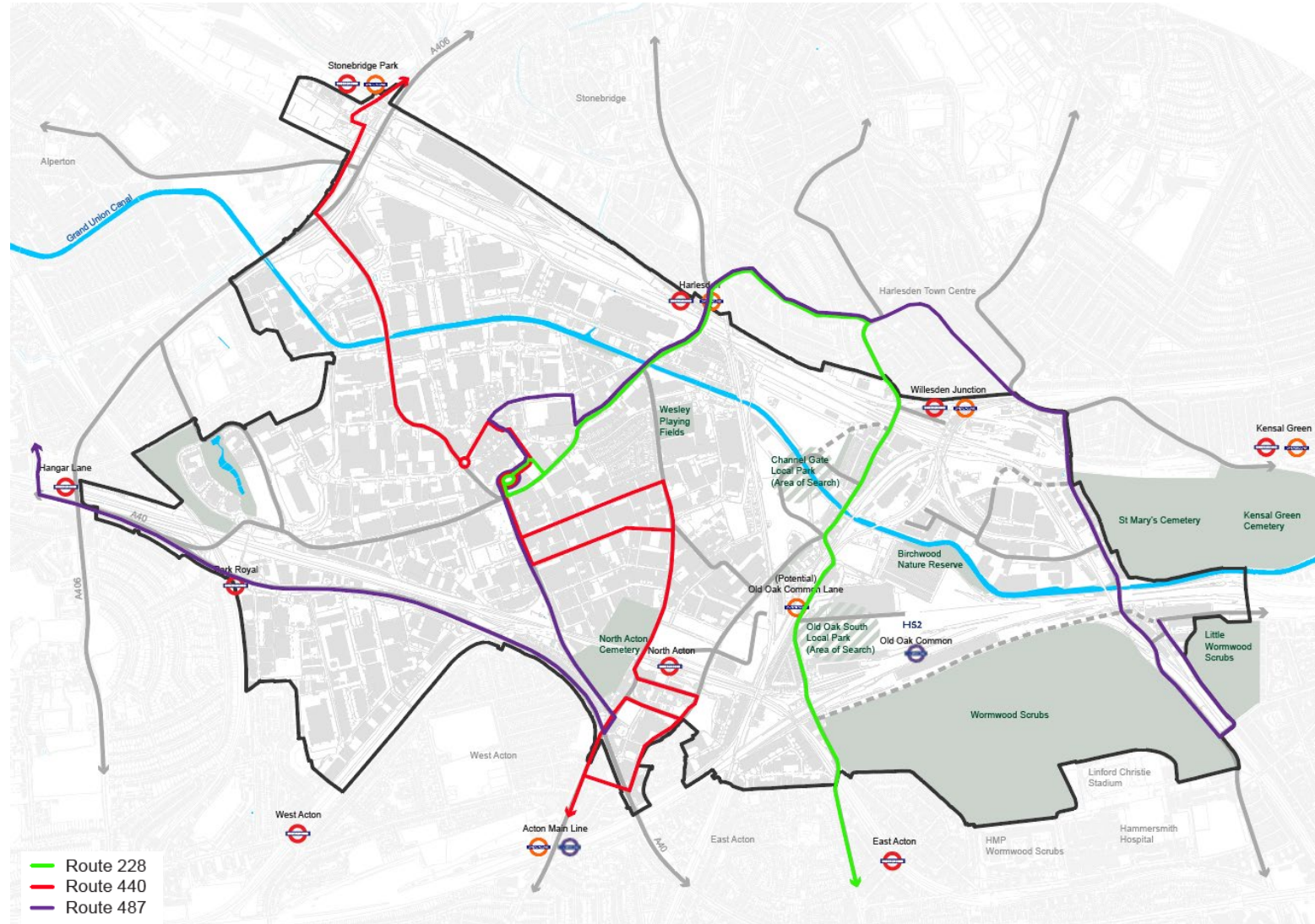
- route 487 will be diverted at Willesden County Court to run via Acton Lane, High Street Harlesden and Scrubs Lane to terminate at North Pole Road. It will be converted to double deck operation. (Prior to this it may be suitable to increase capacity on route 220 to prevent crowding on Scrubs Lane). The 487 could be converted to a 24 hour route at this time in order to provide a night service to Park Royal.
- route 440 will be increased in frequency from 4 to 6 bph
- route 228 will be increased in frequency from 3 to 5 bph

It is assumed the frequency enhancement to route 224 from 3 to 5 bph, associated with Alperton development, has been introduced. If not the new route may need to be introduced at this stage.

This has a cost of £2.7m per annum



Indicative bus network up to 2027



Indicative bus network for 2038

- Old Oak Common Station

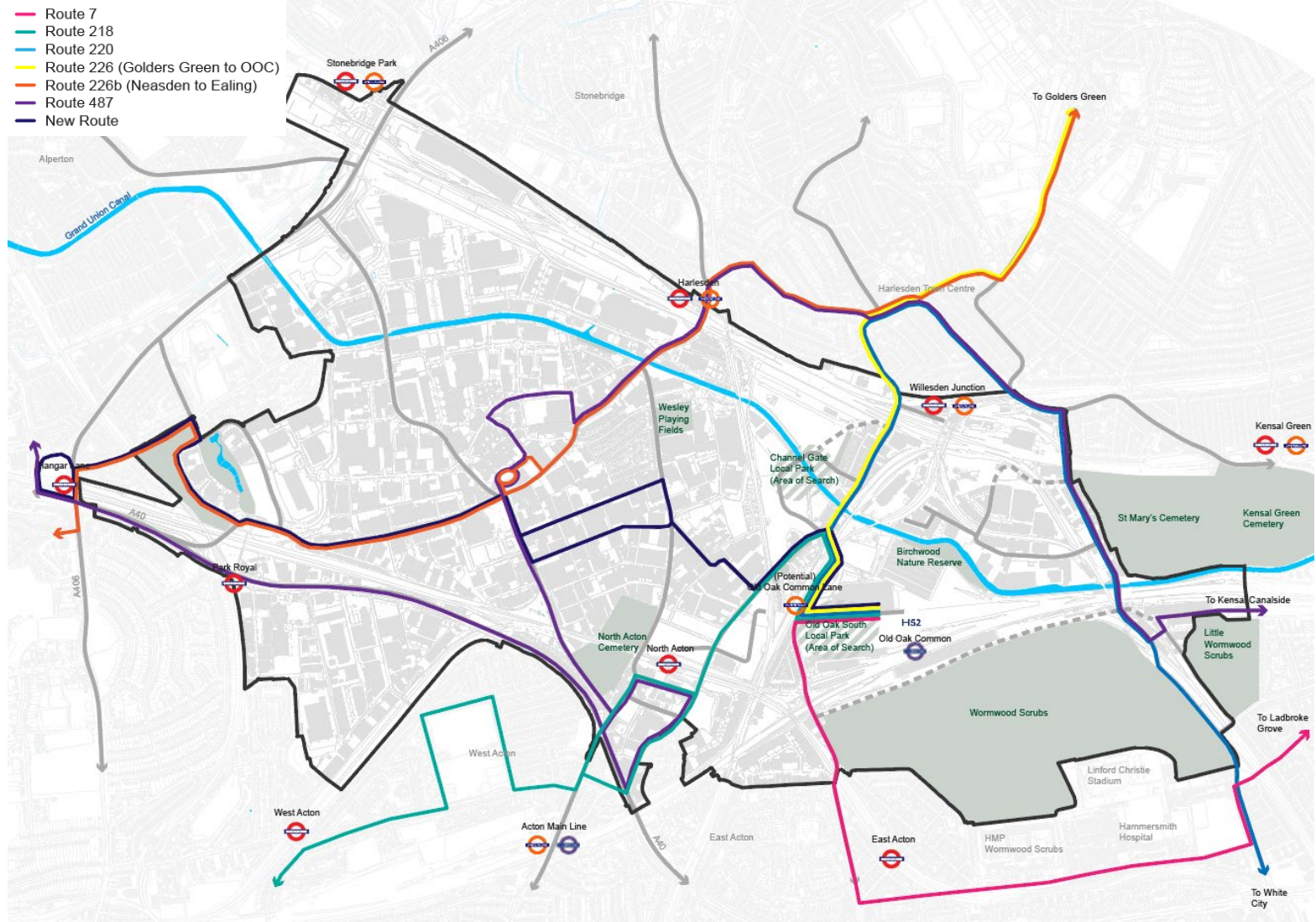
To provide capacity and new links to Old Oak Common Station and Old Oak Common Lane

- route 7 will be extended from East Acton to Old Oak Common Station. This will give links from the North Kensington area
- route 220 will be extended from Willesden Junction to Old Oak Common Station. This will give links from Scrubs Lane and the Shepherds Bush and Hammersmith areas.
- route 218 will be extended from North Acton to Old Oak Common Station via Victoria Road. This will give links to the Acton area
- route 226 will be restructured. The western section will run from Ealing to Willesden as now and then on to Neasden via Dudden Hill Lane. The eastern section will run from Old Oak Common Station to Golders Green. This will give links to the Willesden and Cricklewood areas
- a new route will be introduced between Hanger Lane and Old Oak Common Station via Twyford Abbey Road, Lakeside Drive, Coronation Road, Minerva / Standard Roads, Bashley Road, Chandos Road and Victoria Road. It will run at 5 bph using double deck buses. This will give links to the Park Royal area.

This has a cost of £3.8 million p.a.



Indicative bus network for 2038 - OOC Station



Indicative bus network for 2038

- Costs

The cost of the schemes described in the previous slides is £6.51m per annum.

Route	Scheme	Mon-Sat Frequency		Vehicle Type		dCost
7	extend to Old Oak Station	7.5	7.5	DD	DD	£250,000
218	extend to Old Oak Station	5	5	SD	SD	£400,000
220	extend to Old Oak Station	9	8	DD	DD	£500,000
226	restructure into 2 routes	5	5	SD	SD	£1,400,000
228	increase frequency	3	5	SD	SD	£1,200,000
440	increase frequency	4	5	SD	SD	£600,000
487	divert to Scrubbs Lane & convert to DD	5	5	SD	DD	£720,000
487	convert to 24 hour operation	5	5	SD	DD	£190,000
New	Hanger Lane to Old Oak Station	N/a	5	N/a	DD	£1,250,000
Total						£6,510,000

S.106 funding secured through the planning process would be used to 'pump prime' bus services from day one of occupation for 5 years. The S.106 funding is used to cover the net cost of service changes (gross cost minus revenue generated), which diminishes year on year as occupancy increases.



Infrastructure requirements – up to 2038

- Bus standing for at least 8 buses will be required at Old Oak Common Station. There will need to be sufficient bus stopping space for up to 25 – 30 buses per hour in each direction
- Bus standing for 2 buses will be required at North Pole
- Bus standing for 2 buses will be required at Hanger Lane
- Upgrades to Chandos Road and junctions will be required to support a 2-way bus route
- Accessible bus stops as appropriate
- Driver toilets will need to be provided at all bus terminals



Other options considered

Various other options for providing new links or capacity within Old Oak Common and Park Royal, which include:

- Extension of route 72 to Old Oak Common Station – This is a low cost option of providing new links to White City and Hammersmith but route 220 extension provides these links, albeit with a longer routeing. Route 220 is preferred as it provides direct links to Old Oak Station to/from new developments on Scrubs Lane.
- Re-route of a service into Channel Gate – This was considered but as almost all of the new development at Channel Gate is within 400 metres walk of Old Oak Common Lane bus stops it was not progressed further due to disproportionate impact on through passengers.
- Extension of route 487 from North pole to Kensal Canalside – This will be considered further once a suitable alignment is provided between Scrubs Lane and Kensal Canalside.

