 Brent	<p style="text-align: center;">Highways Committee 16 July 2013</p> <p style="text-align: center;">Report from the Head of Transportation</p>
For Information	Wards Affected: All
<p>Crossrail / HS2 / Old Oak Common Planning update</p>	

Forward Plan Ref:

1.0 Summary

- 1.1 This report informs the Committee about the progress made by the Boroughs of Brent, Ealing, Hammersmith & Fulham and Kensington & Chelsea regarding the Old Oak Common Opportunity Area Planning Framework. A working group has been set up to deliver a framework for delivering sustainable development in the Old Oak Common area associated with Crossrail and HS2. This report outlines progress in producing the OAPF document which will be the subject of wider public consultation running from 25 June until 4 September 2013.

2.0 Recommendations

- 2.1 That the Committee notes the key issues and summary of progress on the Old Oak Common Opportunity Area Planning Framework. Any comments on the OAPF can be fed into the consultation process due to take place in July/August 2013.
- 2.2 That the Committee agrees the consultative priorities for Brent relating to highway issues for the Old Oak Common Area Planning Framework, which include:
- a) Ensure that this development is well connected with high levels of permeability and strong connections to Brent;
 - b) Promote Overground links to support improved connectivity;
 - c) Promote and lobby for a West Coast Main Line - Crossrail link.
 - d) Promote a high quality pedestrian/cycle bridge from Willesden Junction into the development area.
 - e) Ensure good highway links (particularly for bus access) from Brent to Park Royal City without encouraging more through traffic.
 - f) Minimise construction impact and work to ensure that construction traffic is not routed through Brent (particularly the Harlesden area).

3.0 Background

- 3.1 The development of the two largest pieces of transport infrastructure currently underway or planned in the UK (HS2 and Crossrail) provide the opportunity to develop a transport interchange facility which will also provide the catalyst for significant new development.
- 3.2 The HS2 line will stop at Old Oak Common on its way into Euston, and being built into the designs and construction of Crossrail is a station at the same site. Known as Old Oak Common Station, it will have unprecedented links to Europe, central London and the rest of the UK, and will be one of the country's largest interchanges. It will also provide a platform for vastly improved connections to local communities in Brent, and the other neighbouring Boroughs.
- 3.3 Figure 1 in Appendix A shows the alignment of the two proposed new rail lines and the development opportunity afforded at Old Oak Common

4.0 Development Strategy

- 4.1 An Opportunity Area Planning Framework (OAPF) was set up to deliver the economic opportunity presented by the HS2 interchange. The draft OAPF outlines a 30 year vision for Park Royal City, which will capitalise on links to the Grand Union Canal and Wormwood Scrubs, creating a vibrant place where businesses want to locate and where people wish to live. Larger than Canary Wharf or the Olympic Park, the core area comprises 185 hectares of land, whilst the wider opportunity area comprises almost 10 square kilometres. The City will provide 19,000 new homes, and up to 100,000 jobs making it the largest contributor of any opportunity area towards employment provision and the third largest contributor of any opportunity area towards London's homes target.
- 4.2 Development of the land surrounding the interchange hub will transform an area previously cut off from the rest of London by railways and viaducts and be the catalyst for the regeneration of the wider area. Officers are working to ensure that economic benefits are brought to local centres such as Harlesden, as well as supporting connections into Brent, such as Wembley.
- 4.3 To facilitate the re-development of the area, some of the industrial uses will be re-located from immediate area (waste facilities etc.), and enhanced industrial uses will be located in rest of Park Royal. Eventually rail sidings and maintenance facilities will be relocated from the station environs to enable further development to take place.
- 4.4 In order to deliver this vision, the Mayor and the Boroughs are exploring the potential of establishing a Mayoral Development Corporation.

4.5 The strategy is based on delivering the land use strategy by working as much as possible with existing land ownerships in order to minimise compulsory purchase requirements and create deliverable development plots. A substantial amount of land in Park Royal City is in public ownership – this will be beneficial to the delivery of this plan.

5.0 **Transport Strategy**

5.1 It will be important that the initial development is linked to Willesden Junction. The importance of a green bridge to provide for pedestrian and cycle access between Willesden Junction and Old Oak Common has been incorporated into the transport strategy. This will ensure good connection from Harlesden into the new station.

5.2 Options are also being investigated for improved Overground rail connections. These include routing Overground trains from Richmond and Clapham Junction to the Park Royal City interchange, or an option to construct a new Overground station on the Richmond branch of the North London line with Clapham trains interchanging at Park Royal City. The North London Overground line would be diverted to serve Park Royal City.

5.3 A new spur on Crossrail up onto the West Coast Mainline will enhance Wembley's accessibility to the national rail network, central London and Heathrow. This link is important in seeking to attract inward investment to Wembley.

5.4 Work has been undertaken by HS2 on two alignments – one via the Dudding Hill freight line, the other via a tunnel from Old Oak Common under Park Royal and joining the West Coast Mainline near Stonebridge. Although the option via the Dudding Hill freight line is cheaper and thus has the better benefit-cost ratio, it has a tighter curve which impacts on journey times. Therefore the tunnel option is preferred by HS2 and Brent Council supports this option.

5.5 Figure 2 in Appendix A shows the alignment of the Crossrail - WCML link and Figure 3 shows how this interfaces with changes to the North London Line and the West London Line to provide better connectivity into the station hub.

5.6 At the present time it is not proposed by HS2 that the Hybrid Bill necessary to achieve Parliamentary approval will include the Crossrail WCML link but, rather that this be brought forward through a Transport and Works Act application process. It would be sensible therefore, to help ensure that Brent benefits to the maximum from the proposed Old Oak Common interchange, for the council, together with other authorities who will benefit such as Harrow and Watford, to petition for the Hybrid Bill to include the Crossrail - WCML link

5.7 Although most new journeys will be made by public transport, new strategic road links will also be required to ensure that the area does not suffer adversely from traffic congestion. In addition to a lack of local roads and connections between

areas, existing roads are at capacity in many places and suffer from congestion, particularly when accessing the A40. It is therefore important that those who do not access the site by rail use alternative modes such as buses and cycling, avoiding the use of private cars, as much as possible.

- 5.8 In addition to providing new infrastructure at a multi modal interchange at the new station for buses, taxis and bicycles, additional connections need to be provided to allow through running of bus services and strategic cycle routes to the station and beyond. Direct connections for those walking between stations and the surrounding development will be achieved by creating a simple, structured local network of streets.

6.0 What is Brent doing?

- 6.1 Brent Council is pursuing a number of key issues and working with the Opportunity Area Planning Framework working group to:
- g) Ensure that this development on our borough boundary is well connected with high levels of permeability and strong connections to Brent;
 - h) Promote Overground links to support improved connectivity;
 - i) Promote the West Coast Main Line - Crossrail link - council officers are in discussion with neighbouring Boroughs, including Harrow and Watford to lobby for this link.
 - j) Promote a high quality pedestrian/cycle bridge from Willesden Junction into the development area.
 - k) Ensure good highway links (particularly for bus access) from Brent to Park Royal City without encouraging more through traffic.
 - l) Minimise construction impact - officers are working to ensure that construction traffic is not routed through Brent. Harlesden has been affected by Crossrail lorries during its construction and we would wish to ensure that this is not the case with the construction of the Park Royal City station interchange.

7.0 Financial Implications

- 7.1 There are no cost implications arising from this information report

8.0 Legal Implications

There are no legal implications arising from this information report.

9.0 Diversity Implications

- 9.1 There are no equalities implications arising from this report. However, an assessment will be carried out on a scheme by scheme basis as the roll-out of the OAPF progresses.

Background Papers

Park Royal City – The Regeneration of Old Oak Common. Draft Opportunity Area Planning Framework for Consultation, March 2013 .

Contact Officers

Steve Salter – Transport Strategy Manager, Planning & Development, 4th Floor West, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ.

Telephone: 020 8937 5310. Email: steven.salter@brent.gov.uk

David Jowsey – Principal Transport Planner, Planning & Development, 4th Floor West, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ.

Telephone: 020 8937 1416. Email: david.jowsey@brent.gov.uk

Appendix A

Figure 1 – Crossrail and HS2 lines

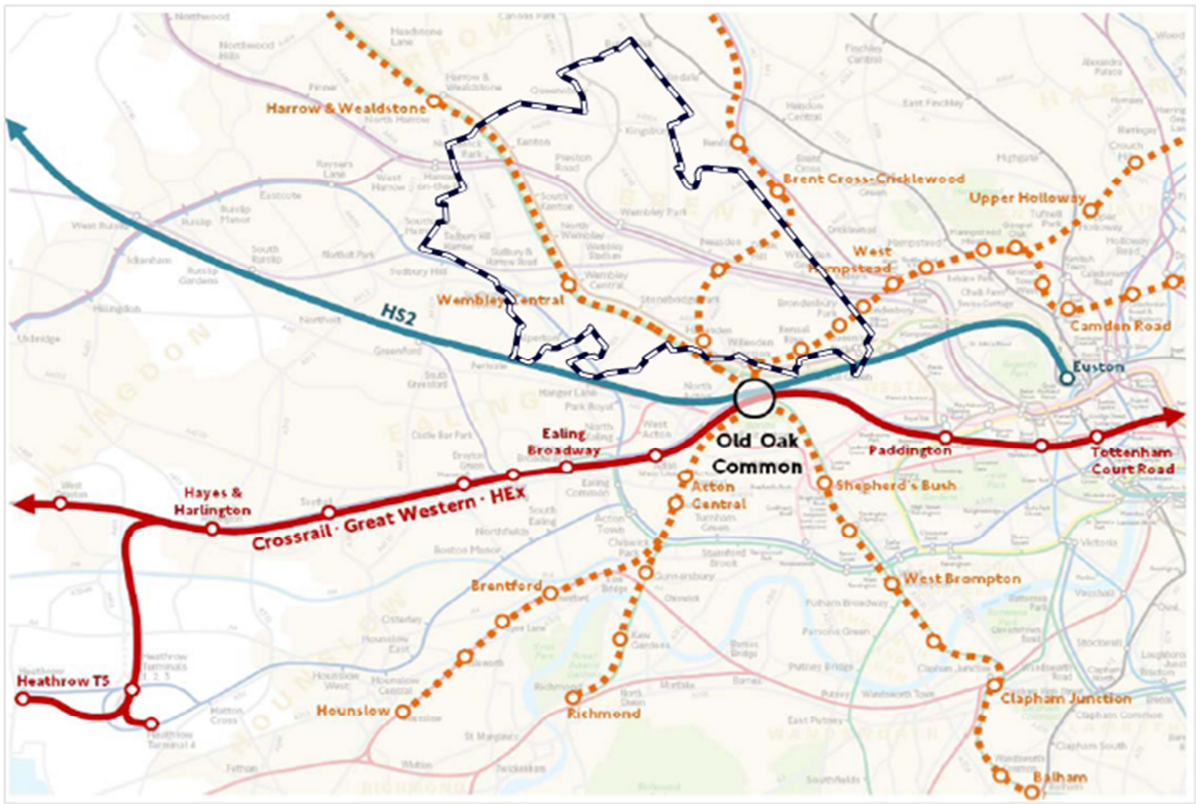


Figure 2 – Alignment of Crossrail – WCML Link

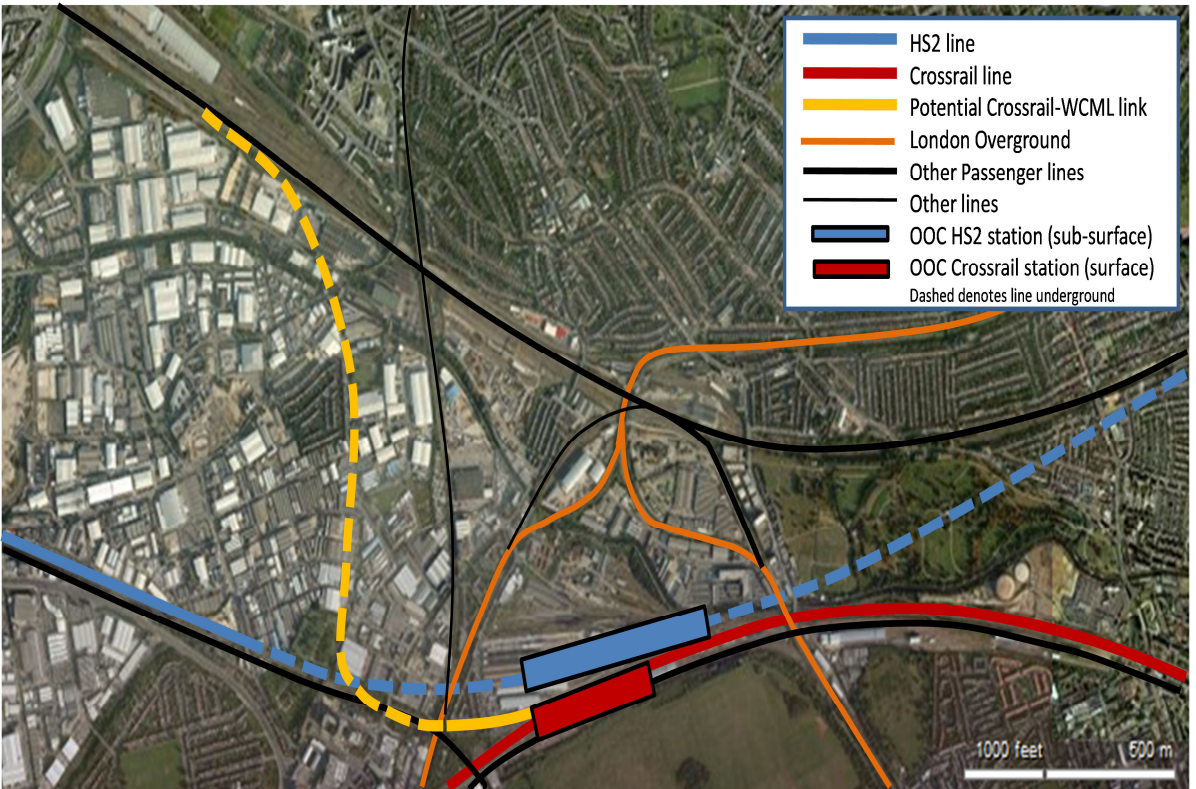


Figure 3 – Alignment of improved London Overground connections

