

From: [McElhone Rachel](#)
To: [Forrester Alison](#); [Blaine Peter](#); [Clark Spencer \(ST\)](#); [Hafter Fergus \(Engineering\)](#); [Sambrooks Robert](#); [Amissah-Koomson Kow \(Engineering\)](#)
Cc: [Oosthuizen John](#); [Pathak Stephanie](#); [Cazzato1 Melissa](#)
Subject: RE: Old Oak Common Lane - cycle lane brief
Date: 20 April 2020 10:40:56
Attachments: [image005.png](#)
[image006.gif](#)
[image007.png](#)
[image008.png](#)
[image009.jpg](#)

Morning all,

[REDACTED] apologies for the slightly delayed response, but just to add to what Peter said, the OPDC are currently undertaking some development capacity testing on land they refer to as the 'Western Lands', which is largely focused on land to the west of Old Oak Common lane. Some initial outputs are due from this soon, but I think it will be a while before we know what is actually going to be viable, as much of this is designated as Strategic Industrial Land.

The emerging strategy seems to be centred around focusing development on land under public sector ownership, in particular HS2. This will however bring further challenges in terms of phasing and delivery as a lost of this land won't be available until HS2 construction is complete, and its currently unclear when that might be.

Thanks,
Rachel

From: Forrester Alison
Sent: 15 April 2020 14:46

To: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Old Oak Common Lane - cycle lane brief

Hello Peter,

I agree that a more joined up approach could be useful.

For CFR23, we have already seen that our thoughts on designing a solution for Scrubs Lane in the short/medium term may not necessarily tie in with OPDC's long term ambitions. We are also currently seeing lots of heavy freight vehicles moving along residential and town centre roads between the North Circular and OPDC's site. And we are seeing complaints from local residents that OPDC's freight plans are changing to increase lorry movements in the area (rather than e.g. use a conveyor). I'm sure that OPDC's long term ambitions are to have healthy streets in their area, but the wider areas in Harlesden outside OPDC's remit are already some of the most heavily polluted in London with some very real challenges in terms of road safety, and it doesn't feel right to look at these issues separately for fear that one area loses out in the long run.

I understand that some interesting work is being taken forward in terms of both a freight strategy for OPDC and a Street Space Framework looking at how modes should be prioritised along corridors in London more widely, and therefore I'm copying John Oosthuizen and Stephanie Pathak for their info.

From a project perspective it would be good if we could have a better understanding of OPDC's plans and how TfL is influencing them. I don't know much about your work, but perhaps we could discuss this further?

Kind regards,

Alison

Alison Forrester | Sponsor | Cycling Team

Programme Sponsorship | Investment Delivery Planning

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From: Blaine Peter
Sent: 15 April 2020 11:28

To: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Old Oak Common Lane - cycle lane brief

Hello All,

I look after Old Oak Common within TfL's HS2 Sponsorship team.

At the station we have secured an appropriate level of cycle parking, though connectivity to and from the station is an issue that all parties need to find a solution to. The quality of existing designs leaves a great deal to be desired.

FYI - The new station will be similar in scale to key London terminals (circa 65m passengers per annum). This will include a fair proportion interchanging between rail services, though also new surface level demand and flows so linking into existing proposed networks is important.

OPDC's new direction is in very early stages as a result of the Car Giant issue in Old Oak North. This means we do not yet know what development quantum is feasible within the western lands, and what flows this may yield to and from the station via OOCL.

The highway authorities (LB Ealing, LB H&F) and OPDC would like to see a more joined up design approach – we would be very supportive of this.

Kind Regards

Peter

From: Clark Spencer (ST)
Sent: 15 April 2020 10:37

To: [REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Old Oak Common Lane - cycle lane brief

Fergus: Thanks for clarifying what we did and why in outcome definition.

Just to add a little more, it's useful to highlight why Scrubs Lane was progressed initially. Most importantly, the SCA analysis that generated the Top 25 connections encompassing CFR 23 clearly identified a current and future cycle demand link between Brent and Fulham that, within its 800 metre demand buffer, equates to the A404 and A219 corridors.

TfL – Borough discussions back in 2017 collectively identified the A404 and A219 as the initial preferred routing, that we then developed in outcome definition across 2018/19.

Obviously things change during design stages, as they have in this location with Cargiant now staying put. As Fergus notes, we did consider Old Oak Common Lane, but pursued the current alignment for the reasons listed below.

I would highlight that the CFR alignments reflect identified demand within a 800m buffer. At some points, Old Oak Common Lane is over 1km from the CFR 23 demand link which could impact potential future demand & use considerably. This isn't to say it shouldn't be considered and explored, but we'd need to revisit the forecast demand calculations for such a divergence from the 'proven' existing demand alignment. Alex L will be able to help with this analysis.

Spencer

From: Hafter Fergus (Engineering)
Sent: 15 April 2020 09:58

To: [REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Old Oak Common Lane - cycle lane brief

Hi all,

During Outcome Definition we did actually undertake a brief review of Old Oak Common Lane as an alternative alignment to Scrubs Lane. Kow will be able to clarify/add, but as far as I am aware it was discounted at this stage for the following reasons:

1. Scrubs Lane effectively plugs a gap between the "Town Centre" areas of Harlesden and White City –

going via Old Oak Common Lane would make this link extremely indirect by comparison, meaning most confident cyclists at least would likely use Scrubs Lane anyway. The alternative route would also require major redesigns of the junction with the A40 to link into what is now Cycleway 34, whereas the link into the proposals for CS10 at Du Cane Road are much simpler in terms of design and create a continuous, direct route into Central London. Going via Scrubs Lane also creates a direct link to Quietway 2 and a cycle route on the Grand Union Canal which both OPDC and LBHF have stated they are keen to pursue in the future. Overall, our current alignment will be much more beneficial for developing a genuine cycle network in the area.

2. It is only recently that the OPDC desires for the wider area have changed as a result of the difficulties with the Cargiant site – during Outcome Definition the area around Scrubs Lane was identified as the key mixed use development zone within OPDC, including the Cargiant site and the proposed Overground station. OPDC provided us with some concept drawings previously undertaken by their consultants for Scrubs Lane (one of the reasons we are currently proposing the track on the western side) which we have incorporated into our work from the beginning. Old Oak Common Lane was also not offered as an alternative by OPDC or LBHF during Outcome Definition to Scrubs Lane.
3. It should be noted that there are still numerous residential developments and land use changes planned for Scrubs Lane under OPDC, just not to the same scale as originally proposed, so there will still be a lot of local value in providing a cycle facility there. OPDC and LBHF have continued to express their desires for changes to Scrubs Lane.
4. Old Oak Common Lane had some issues of its own – from my recollection there are some reasonably significant gradient changes over its course. The alignment south of Harlesden Town Centre would go through the junction of Station Road and Tubbs Road which is a problem site for Brent – they have made several attempts to introduced signalised pedestrian facilities without success, as the junction is significantly over capacity.

In terms of freight movement, it would be good to find out more about OPDC's long-term strategy for the whole area, as I would imagine a significant overall reduction is planned. The Cargiant site will still need to be served and there may be a temporary increase while large-scale construction works are taking place.

Kind regards,

Fergus Hafter

Engineer – Highways & Traffic

TfL Engineering

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From: Forrester Alison

Sent: 15 April 2020 09:30

To: Sambrooks Robert; Clark Spencer (ST); Amissah-Koomson Kow (Engineering); Hafter Fergus (Engineering); Blaine Peter

Subject: RE: Old Oak Common Lane - cycle lane brief

Hello,

This alignment does seem to make a lot of sense in terms of connectivity and I've wondered why Scrubs Lane was the preferred option, especially with the difficulties around Mitre Bridge. There's not much around Wormwood Scrubs that makes it much of a destination. A cycle route down Scrubs Lane seems to be more of a commuter route than providing local connectivity – and we know that cycling is not the first choice for long-distance commuting for most people.

As Rob mentions, OPDC have shifted their focus of development, which means that Old Oak Common Lane is likely to be more residential/retail than industrial. With the Old Oak Common Lane alignment there's still the possibility of connecting to CS9. There would also be links from Harlesden to the planned new Overground and National Rail services.

I don't know if there any obvious "Mitre Bridge" tricky pinch points along that alignment though.

I'd also be interested in whether Old Oak Common Lane is planned to be a major freight route – more so than Scrubs Lane – as this may affect future capacity.

Alison

From: Sambrooks Robert

Sent: 15 April 2020 09:11

To: [REDACTED]

Subject: FW: Old Oak Common Lane - cycle lane brief

Hi all

See below from OPDC, for your info – thoughts?

Spencer from a City Planning point of view is Old Oak Common Lane one that has ever been considered for a future Cycleway? And if not would it make sense for us to do so now that OPDC have shifted their focus to developing the 'Westlands' site rather than Scrubs Lane, where the Car Giant and Powerday sites will now remain? Not as a replacement for CFR23 on Scrubs Lane but as a future spur for the cycling network. Although it does raise an interesting question about the CFR23 business case in terms of its future benefit in connecting to OPDC developments.

Rob

Rob Sambrooks

Principal Sponsor – Cycling | Investment Delivery Planning

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From: [REDACTED] <[\[REDACTED\]@opdc.london.gov.uk](mailto:[REDACTED]@opdc.london.gov.uk)>

Sent: 14 April 2020 16:25

To: Sambrooks Robert <[\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>

Subject: Old Oak Common Lane - cycle lane brief

Hi Rob

OPDC is to commission work to design a cycleway along Old Oak Common Lane along with public realm improvements, very similar to what you're doing for Scrubs Lane.

I was wondering if TfL put together a specification brief for the Scrubs Lane CFR23 work and a budget that you'd be able to share? It would be really helpful as essentially this is the same scope as your project.

Also, as you have the skills in house I wondered if TfL ever outsources these to boroughs for a fee? Just something I thought of and wondered if it's possible?

Many thanks and hope you're keeping well in lockdown!

[REDACTED]
Principal Transport Officer

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