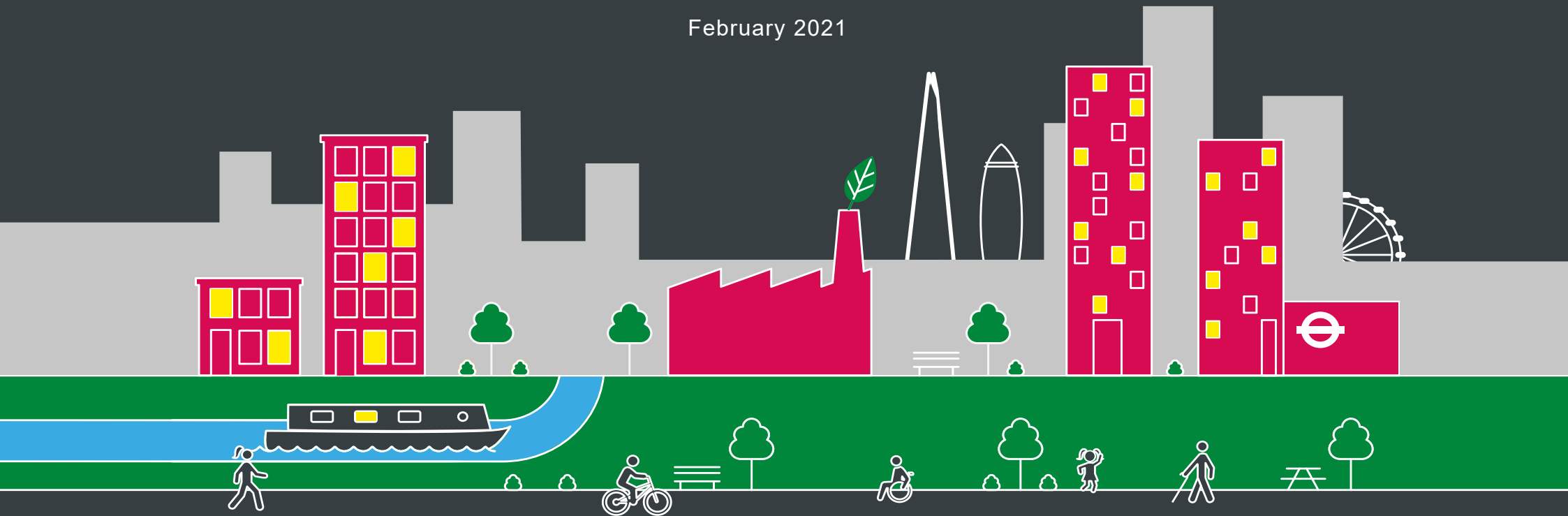


OPDC
OLD OAK AND
PARK ROYAL
DEVELOPMENT
CORPORATION

Infrastructure Delivery Plan

LOCAL PLAN SUPPORTING STUDY

February 2021



MAYOR OF LONDON

Document Title	Infrastructure Delivery Plan (2021)
Lead Author	OPDC
Purpose of the Study	<ul style="list-style-type: none"> To identify the infrastructure required to support the regeneration of the area, including social, transport, utility and green infrastructure.
Key outputs	<ul style="list-style-type: none"> Identifies the infrastructure project, it's location and anticipated phasing requirement. Identifies the estimated cost of the infrastructure project, and assumptions on funding source, based on best available evidence; Clarifies whether a project is considered “necessary” to support the growth identified within the plan period, or whether project is “desirable” but not considered necessary to support delivery of homes and jobs. Provides an overview of the overall cost of infrastructure, the estimated funding gap, and how this funding gap will be addressed.
Key recommendations	<ul style="list-style-type: none"> The IDP Identifies a significant number of infrastructure requirements to support the regeneration of the area. The overall cost of the identified infrastructure £2.14 billion. The cost of necessary infrastructure which is considered unfunded, and is not assumed to be a developer or service provider cost, is £347 million. It is estimated that planning contributions will cover between £145 million to £211 million of the infrastructure bill, resulting in a funding gap of between £136 million and £202 million. A range of potential funding sources are available to address the funding gap, including the regeneration led funding programmes, or potential retention of future business rates uplift. Initial analysis shows that the funding gap is well within fiscal parameters for national infrastructure investment when considered against level of economic growth that will be delivered in the OPDC area. The IDP will be kept up to date and reviewed on an annual basis.
Key changes made since submission	<ul style="list-style-type: none"> The list of required infrastructure has been revised to reflect proposed modifications to the Local Plan, and as a result of outputs from new/updated supporting studies;

	<ul style="list-style-type: none"> • The list of infrastructure requirements has been consolidated, to avoid duplication for projects which are likely to form a single project, for example multiple projects relating to different aspects of a single street upgrade; • The IDP now identifies each project as being either necessary or desirable with regards to its importance in supporting the growth envisioned within the plan; • The IDP includes an assessment of the overall infrastructure cost and estimated funding gap. This is supported by a summary of how OPDC intends to address the identified funding gap.
<p>Relations to other studies</p>	<ul style="list-style-type: none"> • Outputs on infrastructure requirements, costs and funding supersede those presented in Development Infrastructure Funding Study (DFIS) • Outputs cross-relate to the Integrated Water Management Strategy, Park Royal Transport Strategy, , Utilities Study, Social Infrastructure Needs Study, North Acton Station Feasibility Study, Preliminary Infrastructure Design and Costing Study, Sports Courts and Swimming Pools Study, A40 Study, Public Realm, Walking and Cycling Strategy and all Development Framework Principle (DFP) documents.
<p>Relevant Local Plan Policies and Chapters</p>	<ul style="list-style-type: none"> • All the policies and chapters of the Local Plan

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1 Introduction

- 1.1 The Infrastructure Delivery Plan (IDP) is an important supporting study to the Old Oak and Park Royal Development Corporation's (OPDC) Local Plan. The IDP provides a list of infrastructure that the Old Oak and Park Royal Development Corporation (OPDC) has identified as being required to support the delivery of policies in the Local Plan. In accordance with Strategic Policy SP10 and Delivery and Implementation Policy DI1, OPDC will work with a variety of stakeholders to deliver the appropriate infrastructure identified in OPDC's Local Plan and this IDP, to support the creation of a high quality new part of London.
- 1.2 This document is an update to the 2018 IDP, which formed part of the evidence base supporting OPDC's submission draft Local Plan. The primary purpose of this update to the IDP is to set out the revised infrastructure requirements related to the Post Submission Modified draft submission Local Plan. Where relevant, project details have also been updated where additional information that has become available on their status, design, delivery or overall nature since 2018.
- 1.3 In addition to identifying the revised infrastructure requirements, this update also includes a more detailed analysis of the anticipated costs and funding sources for all projects identified in in the infrastructure schedule. This has enabled a more comprehensive assessment of the overall costs of infrastructure within the plan period, and the estimated funding gap. To provide confidence that infrastructure identified within this IDP can be delivered, additional analysis and commentary has been included on the funding sources that may be utilised by OPDC to fund and deliver new infrastructure. Much of the additional information on infrastructure costs and funding included within this IDP update supersedes evidence included within the Development Infrastructure Funding Study (DIFS) which was prepared in 2015.
- 1.4 The infrastructure projects identified in the IDP will vary in their importance in terms of enabling the successful regeneration of the area. OPDC will work with stakeholders to ensure that those projects that are essential to unlocking regeneration are prioritised. It is also likely that infrastructure requirements will alter over time as the regeneration of the area progresses, infrastructure requirements are clarified, and technology and best practice change.

2 Phasing and Location of Growth

2.1 Table 2.1 and Figure 2.1 set out the anticipated phasing of development in the OPDC area.

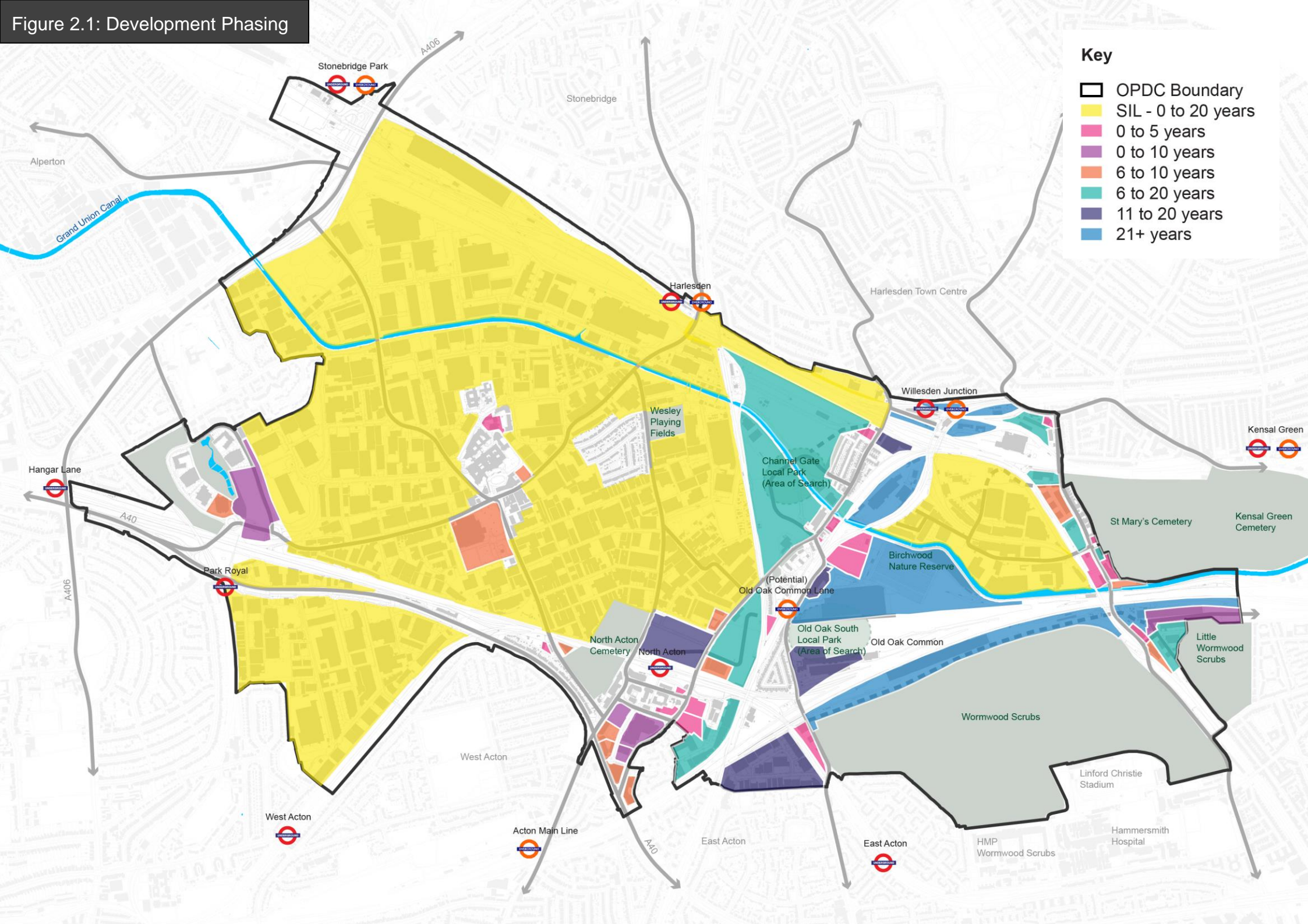
Table 2.1: Local Plan Development Trajectory

Local Plan Phase	Homes	Employment Floorspace (sqm)
0-5 Years	4,600	343,408
6-10 Years	6,950	
11-20 Years	8,300	527,944
Total	19,850	871,353

- 2.2 11,550 new homes are identified for delivery within years 0-10 of the Local Plan. This includes over 6,000 homes that have already been granted planning permission or a planning committee resolution to grant planning permission (as of February 2021). Development in the earlier phases of the plan period is typically being driven by sites with existing access and which do not require significant enabling infrastructure to be released for development. However, improvements to existing infrastructure and some importance new infrastructure projects will be necessary to support the large numbers of homes and jobs being delivered. Growth in this period will be focused primarily within the areas of North Acton, Scrubs Lane, and parts of Park Royal.
- 2.3 Development within the 11 to 20 year period is largely driven by the opening of Old Oak Common Station (currently projected in 2028), and the release of lands which are required for the construction of High Speed 2 (HS2) in the 0-10 year period, located within Old Oak South, Acton Wells and Channel Gate. This phase of development will see larger, strategic development sites being delivered, which will in turn require significant strategic infrastructure to enable their delivery, and to support the overall integration of these developments with those delivered earlier in plan period.

- 2.4 In addition to new homes and commercial floorspace, development within the plan period will deliver an overall net increase of industrial floorspace. This net increase will be delivered through significant industrial intensification within areas designated as Strategic Industrial Land (SIL) located primarily within the Park Royal Industrial Estate and Old Oak North. Industrial intensification is expected to be delivered across the plan period. OPDC will work closely with host local authorities and other stakeholders to ensure that necessary infrastructure is delivered in a phased manner to support industrial intensification across the area.
- 2.5 While the Local Plan only covers a 20-year period, the overall regeneration of the OPDC area will be delivered over a longer period. This includes some large development sites which will require strategic infrastructure to support their delivery. Where appropriate, infrastructure projects have been identified within this IDP for delivery beyond the plan period. Where necessary, OPDC will require proposals to safeguard for the delivery of these infrastructure projects. In the event of the early delivery of sites currently identified beyond the plan period, OPDC will secure the delivery of, and/or contributions towards the delivery of, infrastructure projects necessary to support their development.

Figure 2.1: Development Phasing



3 Infrastructure Costs and Funding

How infrastructure costs and funding have been assessed

- 3.1 To support the timely delivery of infrastructure, it is important to understand the cost of infrastructure, how it will be funded and how it will be delivered. To assist with this, the Infrastructure Schedule includes an assessment of each project identified to clarify the approach. The approach to this assessment is summarised in Table 3.1.
- 3.2 While this exercise helps understand the status of individual projects, it also important to understand the overall picture of infrastructure costs in unlocking the regeneration of the OPDC area.

Table 3.1: Overview of Infrastructure Schedule Assessment

Importance	Total Cost	Funding Status	Funding Source	Unfunded Cost
<ul style="list-style-type: none"> - Necessary - Desirable 	Total project cost based on best available information)	<ul style="list-style-type: none"> - Delivered - Funded - Part committed - Not committed 	<ul style="list-style-type: none"> - Developer cost - Service provider cost - Planning contributions and other funding sources - Planning contributions (shared) - Other project(s) 	Element of project cost which requires full or partial funding from planning contributions and other sources.

Project Importance

- 3.3 Projects identified in the Infrastructure Schedule differ in their importance to support the delivery of the policy aspirations of the draft Local Plan. As such, each project has been identified as either “necessary” or “desirable” in terms of importance.
- 3.4 “Necessary” projects are considered a requirement to enable the development capacity and key policy requirements of the Local Plan to be delivered. Proposals should contribute to and/or deliver these projects.

- 3.5 “Desirable” projects are not considered to be required to support development capacity within the plan period but have been identified for safeguarding purposes. Reasons why a project may be identified as desirable include:
- a) The project is identified for delivery beyond the plan period, or relates to development sites not identified for delivery until beyond the plan period.
 - b) A project may be important on a regional scale, but does not support additional growth within the OPDC area or key policy aspirations in the Local Plan. This includes some transport projects identified in relation to the Old Oak Common Station interchange.
 - c) The project would provide added value and benefits but is not considered deliverable for reasons of cost or land availability.
- 3.6 OPDC will support proposals for desirable projects should they be progressed. Such projects may enable the delivery of additional homes and jobs beyond that envisioned within the Local Plan, or may enable the early delivery of sites previously not considered deliverable within the plan period.

Project Costs

- 3.7 An estimated cost has been applied to each project, which is informed by the most up to date evidence available. OPDC has prepared a Preliminary Infrastructure Design and Cost Study (PIDCS) (2021) which has provided initial design and cost information on some key strategic infrastructure as part of the change in approach set out in the proposed modifications to the draft Local Plan. The study also provides general guidance for the costs of smaller infrastructure projects, which have been used to inform costs across the infrastructure schedule. Other supporting studies to the Local Plan have also informed the infrastructure costs within the infrastructure schedule.
- 3.8 All costs reflect current day values and exclude inflation.

Funding Sources

- 3.9 This section sets out what the funding source is for the project, categorised by:

- a) Developer cost: Costs which a developer can reasonably be expected to incur when developing a site. An example of this would be a small on-site open space or new neighbourhood level streets which provide local access.
- b) Service provider cost: Costs which are most likely to be incurred by a service provider, including highways authority, public transport provider or utility provider. Some service provider costs are often recouped from development either within the initial sales price of properties or through rents/ service charges.
- c) Planning contributions or other funding sources: Costs which will need to be funded either by planning contributions, or other potential funding sources.
- d) Planning contributions (shared): Costs which are likely to be funded through a combination of planning contributions secured by OPDC and an adjacent local planning authority. This will typically apply to some projects located on or near the boundary of the OPDC area.
- e) A combination of developer cost and /or service providers costs and /or planning contributions or other funding sources.
- f) Other project(s): Project will be funded and delivered as part of another project in the infrastructure schedule.

Total Unfunded Cost

- 3.10 The total unfunded cost of a project reflects the cost which will require funding from either planning contributions or other identified funding sources. It discounts:
 - a) Costs for projects which have been delivered or where funding has been secured and committed;
 - b) Cost for projects considered as “desirable” rather than “necessary”;
 - c) Projects to be delivered as developer and/or service provider costs; and
 - d) For projects on the boundary of the OPDC area, the proportion of the project cost expected to be shared with neighbouring planning authority.
- 3.11 Some projects have been identified as being funded through a combination of planning contributions and developer cost and/or service provider costs. In these cases, the proportion of the project expected to require funding from planning contributions has been included as the unfunded cost.

Projected Income from Planning Contributions

- 3.12 Planning contributions will play a key role in funding infrastructure delivery in the OPDC area. Infrastructure projects may be secured through a condition on the grant of planning permission, as an “in-kind” contribution secured through Section 106 agreement, or as a financial contribution secured through S106 agreement, CIL or an equivalent mechanism.
- 3.13 The scenarios set out in Table 3.2 include a range of planning contributions that may be collected within the Local Plan period on the basis of OPDC’s Development Capacity Study (DCS).

Table 3.2: Estimated income from planning contributions

Average Section 106 Rate	CIL with 50% Affordable Housing)	CIL with 35% Affordable Housing)
£ 145,173,908	£ 193,081,899	£ 211,495,445

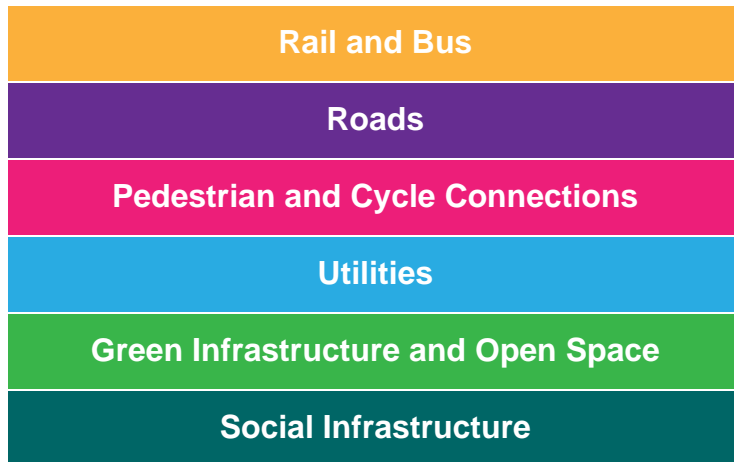
- 3.14 OPDC does not currently have an adopted Community Infrastructure Levy (CIL) charging schedule, and so secures planning contributions through Section 106 (S106) legal agreement. If it were assumed that OPDC would collect similar levels of planning contributions to that secured in Section 106 agreements to date, £145 million would be secured across the plan period.
- 3.15 In 2016, OPDC consulted on a Draft Charging Schedule (DCS) for CIL but paused progress on its CIL strategy following this consultation due to changes in the system of planning contributions introduced by government. OPDC is now revisiting its CIL schedule and is likely to produce a revised DCS later in 2021. Using the 2016 DCS as a reference, it is estimated that should OPDC introduce CIL, between £193 million and £211 million in income would be secured dependent on the level of affordable housing delivery.
- 3.16 The following assumptions have informed this assessment:
- For both CIL scenarios, planning contributions on net additional industrial floorspace within the plan period has been assumed at a rate of £40 per sqm. This is based on contributions secured through recent industrial intensification schemes within the OPDC area.

b) Where planning contributions have been secured from implemented schemes towards specific infrastructure projects identified in the IDP, then these contributions have been removed from the assessment of future income. The relevant infrastructure projects have been identified as “funded” in the Infrastructure Schedule.

3.17 While planning contributions will address a substantial element of the overall unfunded infrastructure cost, they will not cover the entirety. Section 5 of this IDP sets out how OPDC will address this funding gap through other funding sources.

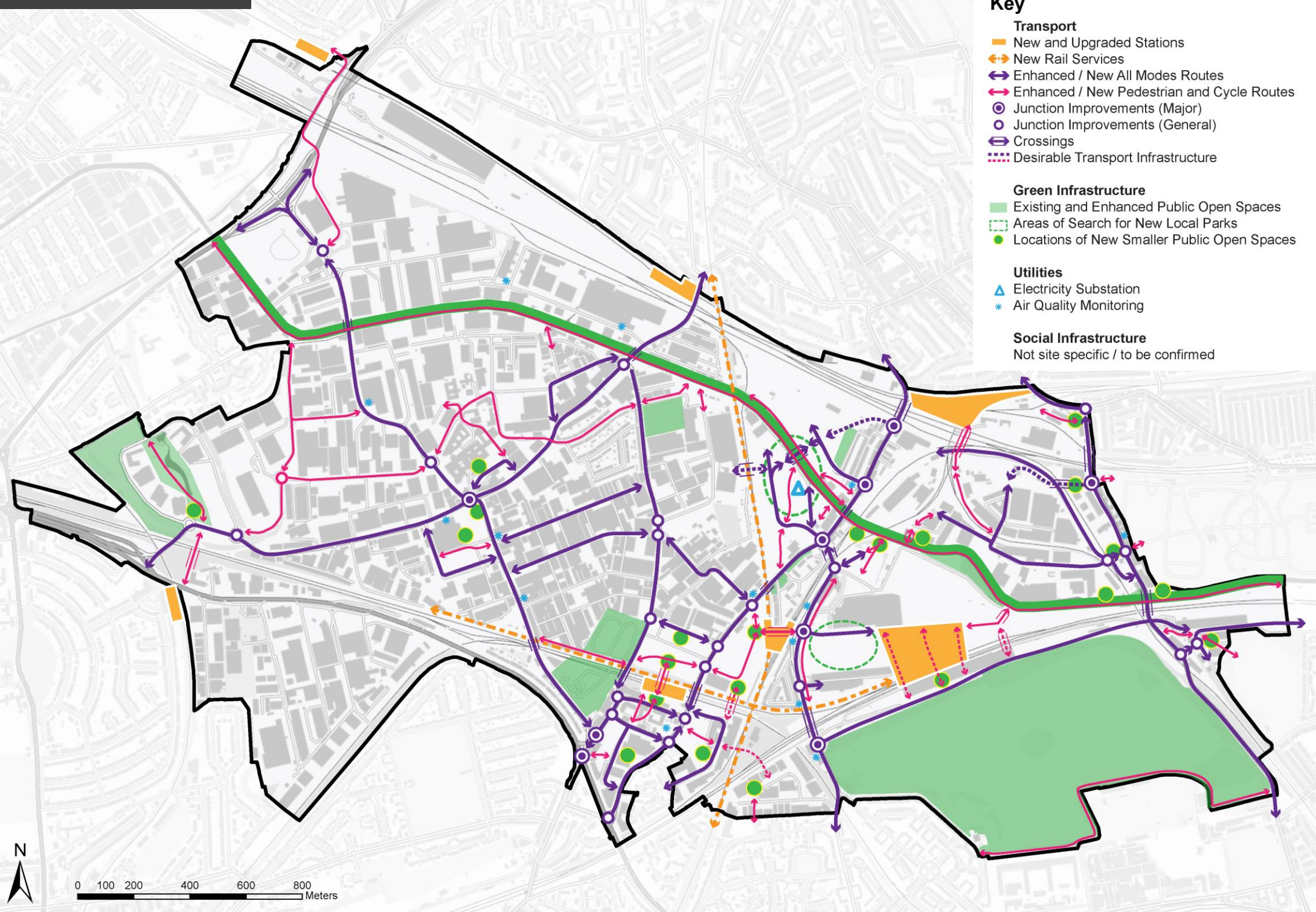
4 Overview of Infrastructure Schedule

- 4.1 This section provides a summary of the projects included within the Infrastructure Schedule. Infrastructure projects have been summarised in the following categories:



- 4.2 The full Infrastructure Schedule is set out in the Appendix B and includes additional details and commentary for individual projects. The Infrastructure Schedule should be referred to for full details of the requirements and status of each project.

Figure 4.1: All Infrastructure



Rail and Bus

- 4.3 The most critical infrastructure project to be delivered in the OPDC area will be the new Old Oak Common Station, providing HS2, Elizabeth Line and Network Rail services which will act as the catalyst for regeneration of the overall area. However, the successful regeneration of the area will also require improvements to existing stations and upgrades to the local bus network.
- 4.4 Some rail projects are identified for delivery within the OPDC area due to their relationship with OOC Station. While these projects do not directly support the delivery of development within the OPDC area itself, they have a wider strategic transport importance. OPDC will safeguard for their future delivery, and work with stakeholders to progress the projects.

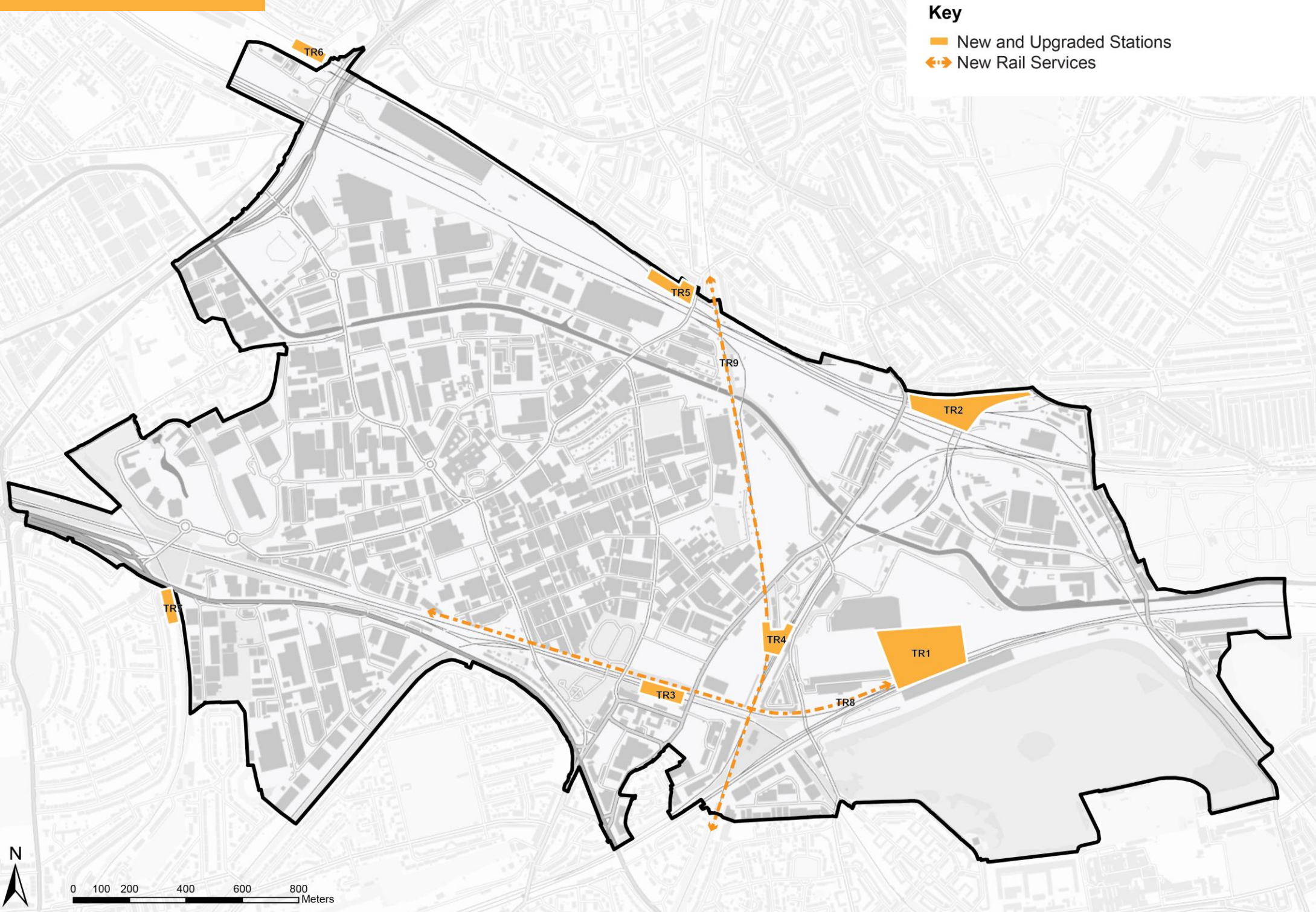
Table 4.1: Rail and Bus Infrastructure Projects

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
TR1	Old Oak Common Station, including HS2, Network Rail and Queen Elizabeth line services.	Necessary	1,300	Funded	Developer cost (HS2)	-	P1 (OOS)	11-20 Years
TR2	Improvements to Willesden Junction Station to deliver increased capacity, step free access and enhanced access from Harrow Road and Station Approach.	Necessary	46.73	Not committed	Planning contributions and/or other funding sources	46.73	P11 (WJ)	6-10 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
TR3	Improvements to North Acton Station to deliver increased capacity, step free access and enhanced access.	Necessary	29	Not committed	Planning contributions and/or other funding sources	29	P7 (NAAW)	6-10 Years
TR4	Old Oak Common Lane Overground Station (North London Line)	Desirable	155	Not committed	Planning contributions and/or other funding sources	-	P8 (OOL/OO CL)	21+ Years
TR5	Improvements to, and enhanced access to, Harlesden Station including delivery of step free access.	Necessary	7	Not committed	Planning contributions (OPDC and Boroughs)	3.5	P4 (PRW)	6-10 Years
TR6	Improvements to, and enhanced access to, Stonebridge Park Station including delivery of step free access.	Necessary	7	Not committed	Planning contributions (OPDC and Boroughs)	3.5	P4 (PRW)	6-10 Years
TR7	Improvements to, and enhanced access to, Park Royal Station including delivery of step free access.	Necessary	7.5	Not committed	Planning contributions (OPDC and Boroughs)	3.75	P4 (PRW)	6-10 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
TR8	Chiltern Line Extension to Old Oak Common Station	Desirable	20	Not committed	Service provider cost	-	P1 (OOS)	11-20 Years
TR9	West London Orbital Route	Desirable	-	Not committed	Service provider cost	-	P8 (OOL/OO CL)	21+ Years
TR10	New and modified bus routes plus bus infrastructure requirements. Includes bus operating revenue support for new services.	Necessary	35	Not committed	Planning contributions and service provider cost	28	Non-specific and/or Area-wide	0-20 Years

Figure 4.2: Rail Infrastructure



Key

- New and Upgraded Stations
- - - New Rail Services



0 100 200 400 600 800 Meters

Roads

- 4.5 A network of new and enhanced roads will assist in unlocking key sites, and in delivering a navigable network across the area that improves both the north-south and east-west movement of vehicles including freight vehicles and buses.
- 4.6 Roads are more than just carriageways for vehicles and will need to serve a variety of functions to help deliver successful new places. This includes high quality pedestrian and cycle corridors, public realm and green infrastructure, and the need to serve as corridors for important utilities infrastructure. These requirements are included within the identified road infrastructure projects, and have not been duplicated elsewhere in the IDP schedule unless considered appropriate for clarity.

Table 4.2: Road Infrastructure Projects

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
TV1	Improvements and enhancements along the length of Scrubs Lane, including: <ul style="list-style-type: none"> - transport capacity enhancements - improved pedestrian and cycle paths, including segregated cycleway where feasible. - delivery of tree planting and other green infrastructure 	Necessary	4.52	Not committed	Planning contributions and developer cost	3.39	P10 (SL)	0-20 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
TV2	New all modes connection from Scrubs Lane to Old Oak North.	Desirable	15.33	Not committed	Planning contributions and/or other funding sources	-	P10 (SL)	0-21+ Years
TV3	Junction providing all an modes connection from Scrubs Lane to Mitre Way and Wormwood Scrubs Street.	Necessary	0.27	Not committed	Planning contributions and/or other funding sources	0.27	P10 (SL)	11-20 Years
TV4	Delivery of new Wormwood Scrubs Street East of Scrubs Lane, including improved connections to Mitre Way.	Necessary	2	Not committed	Planning contributions and/or other funding sources	2	P10 (SL)	0-10 Years
TV5	General improvements to Harrow Road, including improved pedestrian and cycle paths, and improvements to junction with Scrubs Lane.	Necessary	0.92	Not committed	Planning contributions and/or other funding sources	0.92	P10 (SL)	0-20 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
TV6	Improvements to existing road network within Old Oak North (Hythe Road and Salter Street) to support industrial intensification and provide improved pedestrian and cycle connectivity.	Necessary	1.8	Not committed	Planning contributions and/or other funding sources	1.8	P2 (OON)	0-20 Years
TV7	Improvements and enhancements to Old Oak Sidings Haul Road	Necessary	0.65	Not committed	Planning contributions and/or other funding sources	0.65	P2 (OON)	0-20 Years
TV8	Improvements to Old Oak Common Lane from Brunel Rd to Oaklands intersection, including improving safety and capacity of Central Line, Great Western & Chiltern lines underpasses.	Necessary	17	Funded	Developer cost (HS2)	-	P8 (OOL/OO CL)	11-20 Years
TV9	Old Oak Street from Old Oak Common Station to Old Oak Common Lane	Necessary	0.85	Funded	Developer cost (HS2)	-	P1 (OOS)	11-20 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
TV10	Delivery of new Wormwood Scrubs Street West of Scrubs Lane, including new junction at Old Oak Common Lane.	Desirable	9.88	Not committed	Planning contributions and/or other funding sources	-	P1 (OOS)	21+ Years
TV11	New connection to serve Old Oak Common ASD development site.	Necessary	0.65	Not committed	Planning contributions and/or other funding sources	0.65	P1 (OOS)	11-20 Years
TV12	Improvements and enhancements along Victoria Road and Old Oak Lane, including bridges and underpasses, to deliver:- improved pedestrian and cycle paths, including segregated cycleway.- delivery of tree planting and other green infrastructure- new and improved junctions along the length of the corridor.	Necessary	6.33	Not committed	Planning contributions and/or other funding sources	6.33	P8 (OOL/OO CL)	6-20 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
TV13	Upgrades to Atlas Road Roundabout junction	Necessary	-	Not committed	Other project(s)	-	P8 (OOL/OO CL)	6-10 Years
TV14	Channel Gate Street from Atlas Junction to Channel Gate bridge.	Necessary	2.16	Not committed	Planning contributions and/or other funding sources	2.16	P9 (CG)	6-10 Years
TV15	Channel Gate bridge all modes crossing of the Grand Union Canal.	Necessary	8.55	Not committed	Planning contributions and/or other funding sources	8.55	P9 (CG)	11-20 Years
TV16	Channel Gate Street from junction with Old Oak Lane to Channel Gate bridge	Necessary	2.16	Not committed	Planning contributions and/or other funding sources	2.16	P9 (CG)	11-20 Years
TV17	Upgrades to existing junction of Old Oak Lane and Channel Gate Street.	Necessary	-	Not committed	Other project(s)	-	P8 (OOL/OO CL)	6-20 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
TV18	New road from Old Oak Lane to Channel Gate Road, including new connection with Old Oak Lane to the north of the railway cottages.	Desirable	15	Not committed	Planning contributions and developer cost	-	P9 (CG)	11-20 Years
TV19	Local streets necessary to support development of Channel Gate	Necessary	1	Not committed	Developer cost	-	P9 (CG)	6-20 Years
TV20	Crossing of the Dudding Hill line connecting Channel Gate to Park Royal.	Desirable	10	Not committed	Planning contributions and/or other funding sources	-	P4 (PRW)	21+ Years
TV21	Enhancements to School Road.	Necessary	0.72	Not committed	Planning contributions and/or other funding sources	0.72	P7 (NAAW)	11-20 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
TV22	Improvements to Wales Farm Rd to deliver improved pedestrian and cycle connectivity and public realm enhancements.	Necessary	1.48	Not committed	Planning contributions and/or other funding sources	1.48	P7 (NAAW)	0-10 Years
TV23	Improvements to existing routes within the North Acton area (including Victoria Road, A400 and Portal Way) to deliver enhanced pedestrian and cycle paths and junctions crossings and public realm improvements.	Necessary	6.69	Not committed	Planning contributions and/or other funding sources	6.69	P7 (NAAW)	0-10 Years
TV24	Improvements to Jenner Avenue and provision as public route.	Necessary	1.8	Not committed	Planning contributions and/or other funding sources	1.8	P7 (NAAW)	6-20 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
TV25	Improvements to Junction of Victoria Road and A40, including improved pedestrian and cycling crossing of the A40 to support connections from A40 to Acton Mainline Station and Acton Playing Fields.	Necessary	1.3	Not committed	Planning contributions and/or other funding sources	1.3	P7 (NAAW)	6-10 Years
TV26	Improvements and enhancements to Bashley Road and Chandos Road.	Necessary	0.99	Not committed	Planning contributions and/or other funding sources	0.99	P5 (OPR)	0-20 Years
TV27	Improvements and enhancements to Chase Road and North Acton Lane, including junction improvements.	Necessary	4.6	Not committed	Planning contributions and/or other funding sources	4.6	P4 (PRW)	0-20 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
TV28	Improvements and enhancements to the Park Royal "Big X", including Park Royal Road and Abbey Road, Coronation Road, Acton Lane and key junctions within the route.	Necessary	5.05	Not committed	Planning contributions and/or other funding sources	5.05	P4 (PRW)	0-20 Years
TV29	Improvements and enhancements to Standard Road and Minerva Road.	Necessary	1.94	Not committed	Planning contributions and/or other funding sources	1.94	P4 (PRW)	0-20 Years
TV30	Improvements and enhancements to Western Road, west and south of Asda, to future mixed use development.	Necessary	0.79	Not committed	Planning contributions and/or other funding sources	0.79	P6 (PRC)	11-20 Years
TV31	New route through Central Middlesex Hospital.	Necessary	1.06	Not committed	Planning contributions and/or other funding sources	1.06	P6 (PRC)	6-10 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
TV32	Enhancements to Barretts Green Road	Necessary	0.98	Not committed	Planning contributions and/or other funding sources	0.98	P4 (PRW)	0-20 Years
TV33	Enhancements to Abbey Road / A406 slip junction	Necessary	0.65	Not committed	Planning contributions and/or other funding sources	0.65	P4 (PRW)	0-20 Years
TV34	New road through Oaklands providing access to Oakland North	Necessary	0.2	Funded	Planning contributions and/or other funding sources	0	P8 (OOL/OO CL)	0-5 Years
TV35	Altering carriageway widths to allow for more generous pavement widths.	Necessary	2.5	Not committed	Planning contributions and/or other funding sources	2.5	Non-specific and/or Area-wide	0-20 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
TV36	Other junction improvements in Old Oak and Park Royal.	Necessary	5	Not committed	Planning contributions and/or other funding sources	5	Non-specific and/or Area-wide	0-20 Years

Pedestrian and Cycle Connections

- 4.7 The aim of the policies for walking and cycling in the OPDC Local Plan are to improve the permeability of the area and to create safe and attractive walking and cycling routes that both enhance the connectivity of the area and offer more sustainable transport options across the site.
- 4.8 While significant new and enhanced pedestrian and cycle corridors will be delivered within the road projects set out in the previous section, additional infrastructure will be necessary to deliver a pedestrian and cycle movement network which is comprehensive, safe and ensures high levels of permeability and connectivity across the area. This includes pedestrian and cycle bridges or other crossings which will play a key role in the overall movement network and will improve accessibility between strategic development sites and transport hubs and key destinations.
- 4.9 Some projects relate to improvements to pedestrian and cycle facilities along existing routes where these are not expected to be delivered as part of an overall road enhancement project. Likewise, some projects relate to pedestrian and cycle priority “green streets” which may be required to deliver limited vehicular access for servicing and emergency services.

Table 4.3: Pedestrian and Cycle Connections Projects

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
TP1	New pedestrian and cycle link within Harrow Road site allocation known as 'Ellisland Way'	Necessary	0.25	Not committed	Developer cost	-	P10 (SL)	6-20 Years
TP2	Improved walking access points to St. Mary's Cemetery	Necessary	0.1	Part committed	Developer cost	-	P10 (SL)	0-10 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
TP3	New pedestrian and cycle connection linking Scrubs Lane and development in North Pole East Depot	Necessary	0.52	Not committed	Planning contributions and/or other funding sources	0.52	P10 (SL)	6-10 Years
TP4	Pedestrian/cycle access to Little Wormwood Scrubs	Necessary	-	Not committed	Developer cost	-	P10 (SL)	6-20 Years
TP5	Replacement of existing footbridge over West Coast Main line from Willesden Junction to Old Oak North.	Necessary	12.19	Not committed	Planning contributions and/or other funding sources	12.19	P2 (OON)	0-20 Years
TP6	New and enhanced pedestrian and cycle routes throughout Old Oak North.	Necessary	0.5	Not committed	Developer cost	-	P2 (OON)	0-20 Years
TP7	Replacement of Bulls Bridge crossing of the Grand Union Canal.	Necessary	2.54	Not committed	Planning contributions and/or other funding sources	2.54	P2 (OON) P3 (GUC)	6-20 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
TP8	Pedestrian and cycle bridge east of Old Oak Common Station connecting to southern towpath of Grand Union Canal.	Necessary	25	Not committed	Planning contributions and developer cost (HS2)	12.5	P1 (OOS)	11-20 Years
TP9	Pedestrian and cycle bridge east of Old Oak Common Station connecting to Wormwood Scrubs (from bridge to GUC)	Desirable	34	Not committed	Planning contributions and/or other funding sources	-	P1 (OOS)	21+ Years
TP10	Route through Old Oak Common Station to Wormwood Scrubs	Desirable	0.39	Not committed	Planning contributions and/or other funding sources	-	P1 (OOS)	21+ Years
TP11	Route to Wormwood Scrubs east of Old Oak Common Station	Desirable	0.2	Not committed	Planning contributions and/or other funding sources	-	P1 (OOS)	21+ Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
TP12	Route to Wormwood Scrubs west of Old Oak Common Station	Desirable	0.2	Not committed	Planning contributions and/or other funding sources	-	P1 (OOS)	21+ Years
TP13	Shared pedestrian and cycle path (TfL Quietway) along southern edge of Wormwood Scrubs and new junction on Scrubs Lane	Necessary	-	Delivered	Service provider cost	-	P12 (WS)	0-5 Years
TP14	Improvements to towpath along south of the Grand Union Canal, including delivery of segregated cycleway where feasible and appropriate.	Necessary	3	Not committed	Planning contributions and/or other funding sources	3	P3 (GUC)	0-20 Years
TP15	Improvements to pedestrian and cycle paths along Old Oak Common Lane, including delivery of segregated cycleway.	Necessary	4.43	Not committed	Planning contributions and/or other funding sources	4.43	P3 (GUC)	11-20 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
TP16	Pedestrian and cycle connection from Old Oak Common Lane to Acton Wells, including safeguarding of future Overground Station.	Necessary	18.26	Not committed	Planning contributions and/or other funding sources	18.26	P8 (OOL/OO CL)	11-20 Years
TP17	Junction off of Old Oak Street and connection through to Victoria Rd.	Necessary	0.4	Not committed	Planning contributions and/or other funding sources	0.4	P8 (OOL/OO CL)	6-20 Years
TP18	Old Oak Street from Old Oak Common Lane Station and connecting to Victoria Rd.	Necessary	1.18	Not committed	Developer cost	-	P7 (NAAW)	6-20 Years
TP19	Old Oak Street from Victoria Road to North Acton Station and Chase Road.	Necessary	1.3	Not committed	Developer cost	-	P7 (NAAW)	11-20 Years
TP20	Northern access to North Acton Station	Necessary	12.3	Not committed	Planning contributions and/or other funding sources	12.3	P7 (NAAW)	11-20 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
TP21	Bridge linking Acton Wells East and Jenner Avenue	Desirable	15.1	Not committed	Planning contributions and/or other funding sources	-	P7 (NAAW)	6-20 Years
TP22	Pedestrian/ cycle bridge across Central Line to connect Victoria Estate to Brunel Road.	Desirable	15	Not committed	Planning contributions and/or other funding sources	-	P8 (OOL/OO CL)	11-20 Years
TP23	New walking and cycling route from Brunel Road to Long Drive	Necessary	0.1	Not committed	Developer cost	-	P8 (OOL/OO CL)	11-20 Years
TP24	New walking and cycling route from Jenner Avenue to Portal Way	Necessary	0.25	Part committed	Developer cost	-	P7 (NAAW)	0-5 Years
TP25	Pedestrian/ cycle/ public realm improvements between Victoria Road and the A4000	Necessary	0.13	Not committed	Developer cost	-	P7 (NAAW)	0-5 Years
TP26	Enhanced pedestrian and cycle link from Portal Way to crossing of the A40.	Necessary	0.2	Part committed	Developer cost	-	P7 (NAAW)	0-5 Years

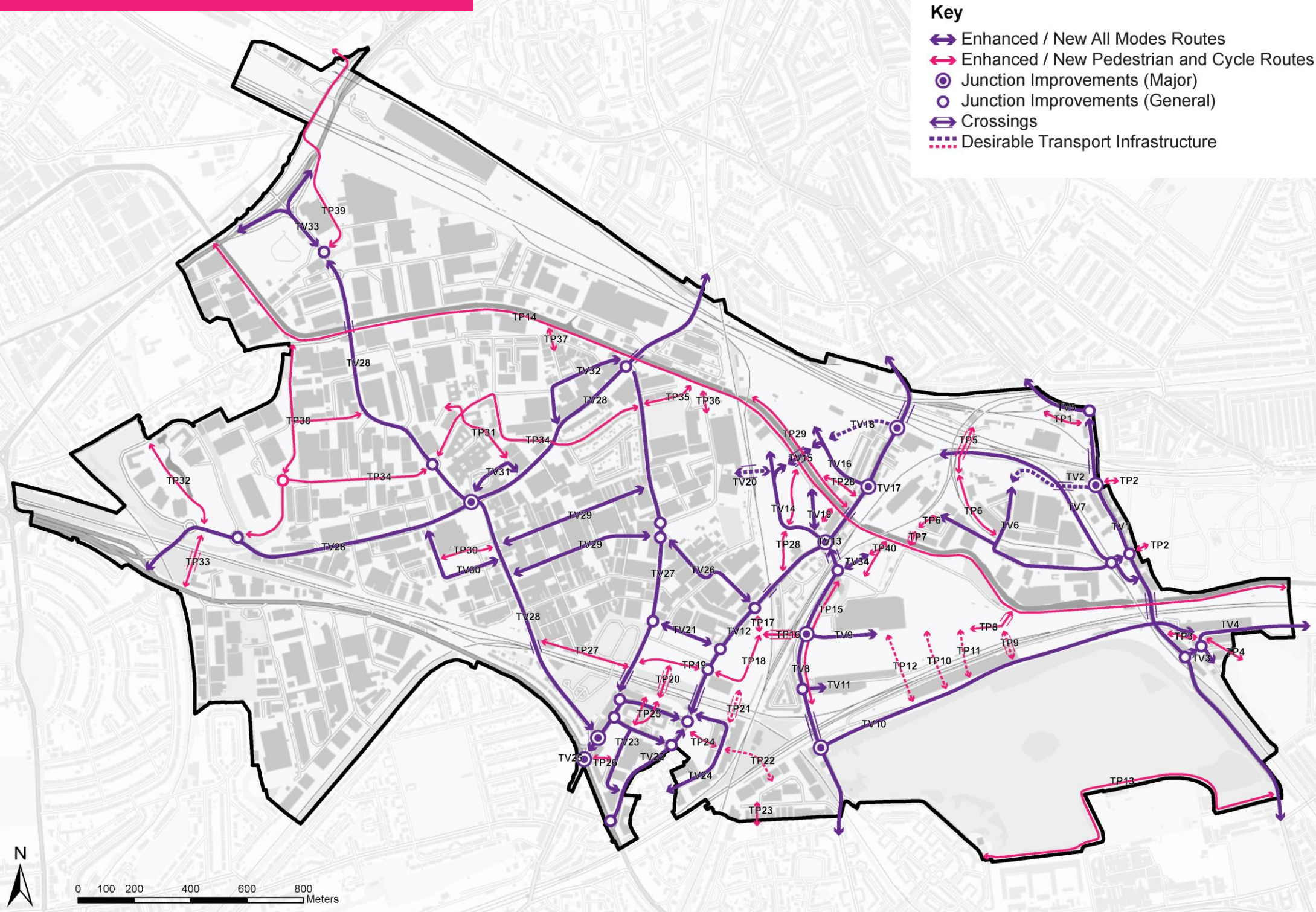
ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
TP27	Improved pedestrian and cycle connection from Chase Road to Park Royal Road.	Necessary	0.23	Not committed	Planning contributions and/or other funding sources	0.23	P4 (PRW)	6-10 Years
TP28	New pedestrian and cycle connections and routes through Channel Gate.	Necessary	0.5	Not committed	Developer cost	-	P3 (GUC)	0-20 Years
TP29	New walking and cycling route along north of the Grand Union Canal within Channel Gate.	Necessary	0.5	Not committed	Developer cost	-	P3 (GUC)	0-20 Years
TP30	Pedestrian and cycle connections through ASDA site.	Necessary	0.5	Not committed	Developer cost	-	P6 (PRC)	6-10 Years
TP31	Public pedestrian and cycle route through Central Middlesex Hospital	Necessary	0.65	Not committed	Developer cost	-	P6 (PRC)	0-20 Years
TP32	New/upgraded walking and cycling route through First Central.	Necessary	0.5	Part committed	Developer cost	-	P4 (PRW)	0-5 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
TP33	Improved pedestrian and cycle access towards Park Royal station from north	Necessary	3.5	Funded	Planning contributions and service provider cost	-	P4 (PRW)	0-5 Years
TP34	Improvements to existing footpaths and cycle paths to provide alternative pedestrian and cycle route linking Park Royal Station, Park Royal and the and Wesley Avenue.	Necessary	6.72	Not committed	Planning contributions and/or other funding sources	6.72	P4 (PRW)	0-5 Years
TP35	New pedestrian and cycle link connecting Wesley Avenue to Grand Union Canal, along north of Wesley Playing Fields	Necessary	0.62	Not committed	Planning contributions and developer cost	0.62	P4 (PRW)	0-20 Years
TP36	New route to canal towpath at Volt Avenue.	Desirable	0.1	Not committed	Developer cost	-	P4 (PRW)	0-21+ Years
TP37	Improved link to canal towpath at Steele Road (incl. parking restrictions on approach)	Necessary	0.11	Not committed	Planning contributions and/or other funding sources	0.11	P4 (PRW)	6-10 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
TP38	Completion of cycle path along Rainsford Road to Twyford Abbey Road, and connection to towpath	Necessary	0.42	Not committed	Planning contributions and/or other funding sources	0.42	P4 (PRW)	0-10 Years
TP39	Improvements to existing pedestrian and cycle links from Abbey Road to Stonebridge Park Station	Necessary	0.62	Not committed	Planning contributions and developer cost	0.31	P4 (PRW)	0-10 Years
TP40	Pedestrian and cycle "green street" route through Oaklands to the Grand Union Canal.	Necessary	0.62	Part committed	Developer cost	-	P8 (OOL/OO CL)	0-10 Years
TP41	Provision of cycle hire facilities	Necessary	1	Not committed	Developer and/or service provider cost	-	Non-specific and/or Area-wide	0-20 Years
TP42	Legible London wayfinding and signage.	Necessary	1.13	Not committed	Planning contributions and/or other funding sources	1.13	Non-specific and/or Area-wide	0-20 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
TP43	Generalised pedestrian and cycle improvements across Old Oak and Park Royal	Necessary	5	Not committed	Planning contributions and/or other funding sources	5	Non-specific and/or Area-wide	0-20 Years

Figure 4.3: Road, Pedestrian and Cycle Infrastructure



Utilities

- 4.10 The scale of change proposed across the plan period, in particular where large scale mixed used development will be delivered, means there is a need to upgrade and extend much of the essential utilities infrastructure that underlies the everyday functioning of an urbanised area.
- 4.11 As many utilities are provided on a commercial basis by private operators, these will be delivered as a developer and/or service provider cost. While OPDC may have a role in funding some commercial utilities, this would likely be from the position of a delivery agent and not a planning authority through the use of planning contributions.
- 4.12 Larger strategic sites will have the ability to deliver comprehensive solutions for utilities infrastructure including district energy networks. Emerging technology, trends and best practices are continually developing, and best solutions for a specific site will be dependent on its specific context. New roads will important arteries for utilities in strategic sites.

Table 4.4: Utilities Projects

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
NU1	High quality/high speed wireless, broadband and other telecommunications infrastructure that can be easily accessed and upgraded over time (phased to match development timing).	Necessary	-	Not committed	Developer cost	-	Non-specific and/or Area-wide	0-20 Years

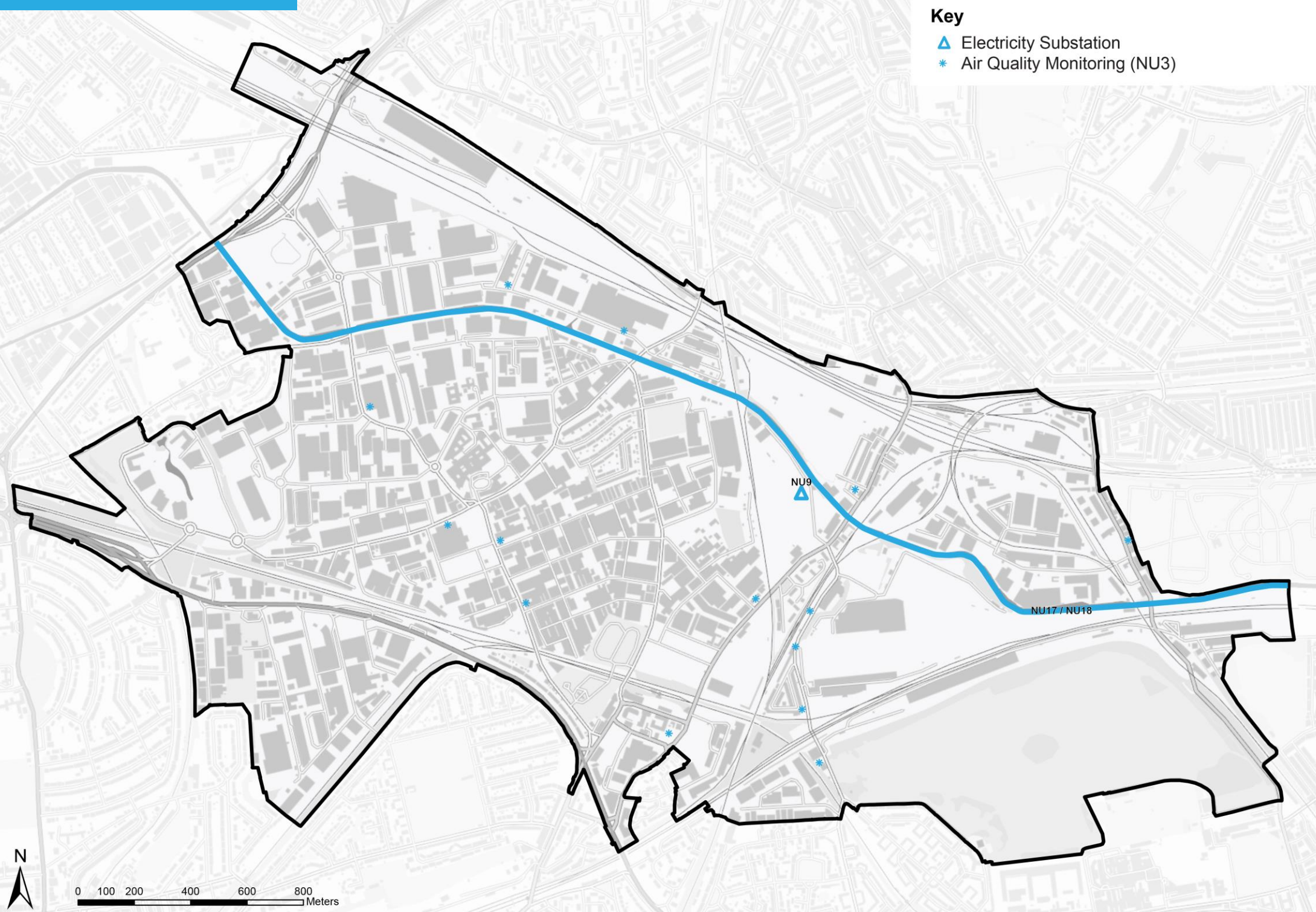
ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
NU2	Strategic telecommunications network	Necessary	-	Not committed	Other project(s)	-	Non-specific and/or Area-wide	0-20 Years
NU3	Air Quality Monitoring Stations and diffusion tubes across area	Necessary	1	Not committed	Planning contributions and developer cost	0.5	Non-specific and/or Area-wide	0-20 Years
NU4	Site Specific Decentralised Energy Delivery	Necessary	-	Not committed	Developer and/or service provider cost	-	Non-specific and/or Area-wide	0-20 Years
NU5	Strategic Area-wide District Heat Network	Necessary	50	Not committed	Developer and/or service provider cost	-	Non-specific and/or Area-wide	0-20 Years
NU6	North Acton on site energy solutions	Necessary	-	Part committed	Developer cost	-	P7 (NAAW)	0-20 Years
NU7	Maintenance, renewal and replacement of electricity supply infrastructure	Necessary	-	Not committed	Developer and/or service provider cost	-	Non-specific and/or Area-wide	0-20 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
NU8	New substations either situated at the centre or on the periphery of the area.	Necessary	20	Not committed	Planning contributions and/or other funding sources	20	Non-specific and/or Area-wide	0-20 Years
NU9	Upgrade of electrical power supply at Atlas Road substation from 45MVA to 60MVA.	Necessary	20	Delivered	Developer cost (HS2)	-	P9 (CG)	0-5 Years
NU10	Area wide cooling network solutions	Desirable	-	Not committed	Other project(s)	-	Non-specific and/or Area-wide	0-20 Years
NU11	Maintenance, renewal and replacement of gas supply infrastructure	Necessary	5	Not committed	Developer and/or service provider cost	-	Non-specific and/or Area-wide	0-20 Years
NU12	Water supply and reinforcement of strategic supplies and continuous renewal	Necessary	5	Not committed	Developer and/or service provider cost	-	Non-specific and/or Area-wide	0-20 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
NU13	Combined rainwater harvesting and greywater recycling systems provided, in particular within commercial developments	Necessary	-	Not committed	Developer cost	-	Non-specific and/or Area-wide	0-20 Years
NU14	Maintenance/ renewal of sewerage infrastructure and new sewerage infrastructure to support growth	Necessary	10	Not committed	Developer and/or service provider cost	-	Non-specific and/or Area-wide	0-20 Years
NU15	On plot Sustainable Drainage Systems to restrict discharge to greenfield runoff rates	Necessary	-	Not committed	Developer cost	-	Non-specific and/or Area-wide	0-20 Years
NU16	Strategic sustainable urban drainage systems within areas of Public Open Space to attenuate runoff from adopted roads	Necessary	-	Not committed	Other project(s)	-	Non-specific and/or Area-wide	0-20 Years
NU17	Sustainable Urban Drainage systems connected to the Grand Union Canal	Necessary	-	Not committed	Developer cost	-	P3 (GUC)	0-20 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
NU18	New outfalls to the Grand Union Canal and improvements to the canal to improve conveyance capacity	Necessary	3.4	Not committed	Planning contributions and/or other funding sources	3.4	P3 (GUC)	0-20 Years
NU19	Tokyngton and Stonebridge Flood Alleviation Scheme	Necessary	4	Funded	Developer and/or service provider cost	-	N/A	0-20 Years
NU20	Works associated with Flood Risk Management especially those associated with development	Necessary	-	Not committed	Developer cost	-	Non-specific and/or Area-wide	0-20 Years
NU21	Onsite waste infrastructure to segregate/ store/ compact/ process waste generated from within sites.	Necessary	-	Not committed	Developer cost	-	Non-specific and/or Area-wide	0-20 Years
NU22	Strategic waste collection / recycling and processing system (vacuum or underground) including onsite connections to facility.	Desirable	5	Not committed	Developer and/or service provider cost	-	Non-specific and/or Area-wide	0-20 Years

Figure 4.4: Utilities Infrastructure



Green Infrastructure and Open Space

- 4.13 To deliver a successful comprehensive development, OPDC recognises the necessity in investing in natural capital. This therefore requires the delivery of a high quality and robust integrated network of parks, green, civic, and other open spaces. This network of green infrastructure will assist in the mitigation of a range of environmental impacts such as flood risk and the urban heat island effect. It will also provide places for the community to meet, play, exercise and relax. Refer to Figure 6 in the Appendix for a map of the green infrastructure projects.
- 4.14 In the creation of this new part of London the provision of open space and the ability of the population to access open space will be extremely important and contribute to the success of the area in a number of ways including social cohesion, health and wellbeing, as well as general environmental and biodiversity benefits. There are a range of open space projects identified in the Infrastructure Schedule. There are those that identify existing open space that would benefit from enhancement and the creation of new open spaces. Some spaces will be designed to perform more of a civic function while others are intended for green space.

Table 4.5: Green Infrastructure and Open Space Projects

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
GI1	Improvements and enhancements to Birchwood Nature Reserve.	Necessary	1	Not committed	Planning contributions and/or other funding sources	1	P2 (OON)	0-20 Years
GI2	Enhancements to Mary Seacole Gardens	Necessary	0.5	Part committed	Planning contributions and developer cost	0.42	P10 (SL)	0-5 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
GI3	Expansion of, and enhancements to, Old Oak Community Gardens	Necessary	0.45	Not committed	Planning contributions and/or other funding sources	0.45	P8 (OOL/OO CL)	11-20 Years
GI4	Enhancements to Cerebos Gardens and Midland Terrace play space	Necessary	0.5	Not committed	Planning contributions and/or other funding sources	0.5	P8 (OOL/OO CL)	0-5 Years
GI5	Enhancements to North Acton Cemetery, including improved access and movement for pedestrian and cyclists.	Necessary	0.5	Part committed	Planning contributions and/or other funding sources	0.5	P7 (NAAW)	0-10 Years
GI6	Enhancements to existing open space at Lakeside Drive	Necessary	0.25	Funded	Developer cost	-	P4 (PRW)	0-5 Years
GI7	Enhancements to Wesley Estate Public Open Space	Necessary	0.63	Part committed	Planning contributions and/or other funding sources	0.58	P4 (PRW)	0-10 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
GI8	Sensitive enhancements to Wormwood Scrubs, including: - biodiversity enhancements; - improved access from east, south and west; improved pedestrian and cycle routes through the scrubs; - improvements to playing fields.	Necessary	15	Part committed	Planning contributions and service provider cost	11	P12 (WS)	0-20 Years
GI9	Channel Gate Local Park	Necessary	1.77	Not committed	Planning contributions and/or other funding sources	1.77	P9 (CG)	11-20 Years
GI10	A Local Park of a minimum 2 hectares in size (comprising spaces across the Elizabeth Line depot and areas surrounding the Old Oak Common station including station squares	Necessary	3	Part committed	Planning contributions and developer cost	0.5	P1 (OOS)	11-20 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
GI11	Harrow Road cluster open space	Necessary	0.2	Part committed	Developer cost	-	P10 (SL)	0-10 Years
GI12	Laundry Lane cluster open space	Necessary	0.15	Part committed	Developer cost	-	P10 (SL)	0-10 Years
GI13	Hythe Road cluster open space	Necessary	0.15	Part committed	Developer cost	-	P10 (SL)	0-10 Years
GI14	Mitre Wharf canal side open space	Necessary	0.15	Not committed	Developer cost	-	P10 (SL)	6-10 Years
GI15	Mitre Way Cluster Open Space	Necessary	0.25	Not committed	Developer cost	-	P10 (SL)	6-20 Years
GI16	Brunel Gardens	Necessary	0.5	Not committed	Developer cost	-	P8 (OOL/OO CL)	11-20 Years
GI17	Acton Wells Square	Necessary	0.5	Not committed	Developer cost	-	P7 (NAAW)	6-20 Years
GI18	Victoria Gardens	Necessary	0.5	Not committed	Developer cost	-	P7 (NAAW)	6-20 Years
GI19	Portal Way Squares	Necessary	2	Part committed	Developer cost	-	P7 (NAAW)	0-10 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
GI20	Improvements to North Acton Station Square South	Necessary	0.2	Funded	Planning contributions and/or other funding sources	-	P7 (NAAW)	0-5 Years
GI21	North Acton Station Square North	Necessary	0.75	Not committed	Developer cost	-	P7 (NAAW)	11-20 Years
GI22	School Road Square and Public Realm	Necessary	0.38	Not committed	Planning contributions and/or other funding sources	0.38	P7 (NAAW)	11-20 Years
GI23	New public open space within ASDA site.	Necessary	0.5	Not committed	Developer cost	-	P6 (PRC)	6-10 Years
GI24	Grand Union Canal pocket parks.	Necessary	1	Not committed	Planning contributions and/or other funding sources	1	P3 (GUC)	0-20 Years
GI25	Provision of public art.	Necessary	-	Not committed	Other project(s)	-	Non-specific and/or Area-wide	0-20 Years

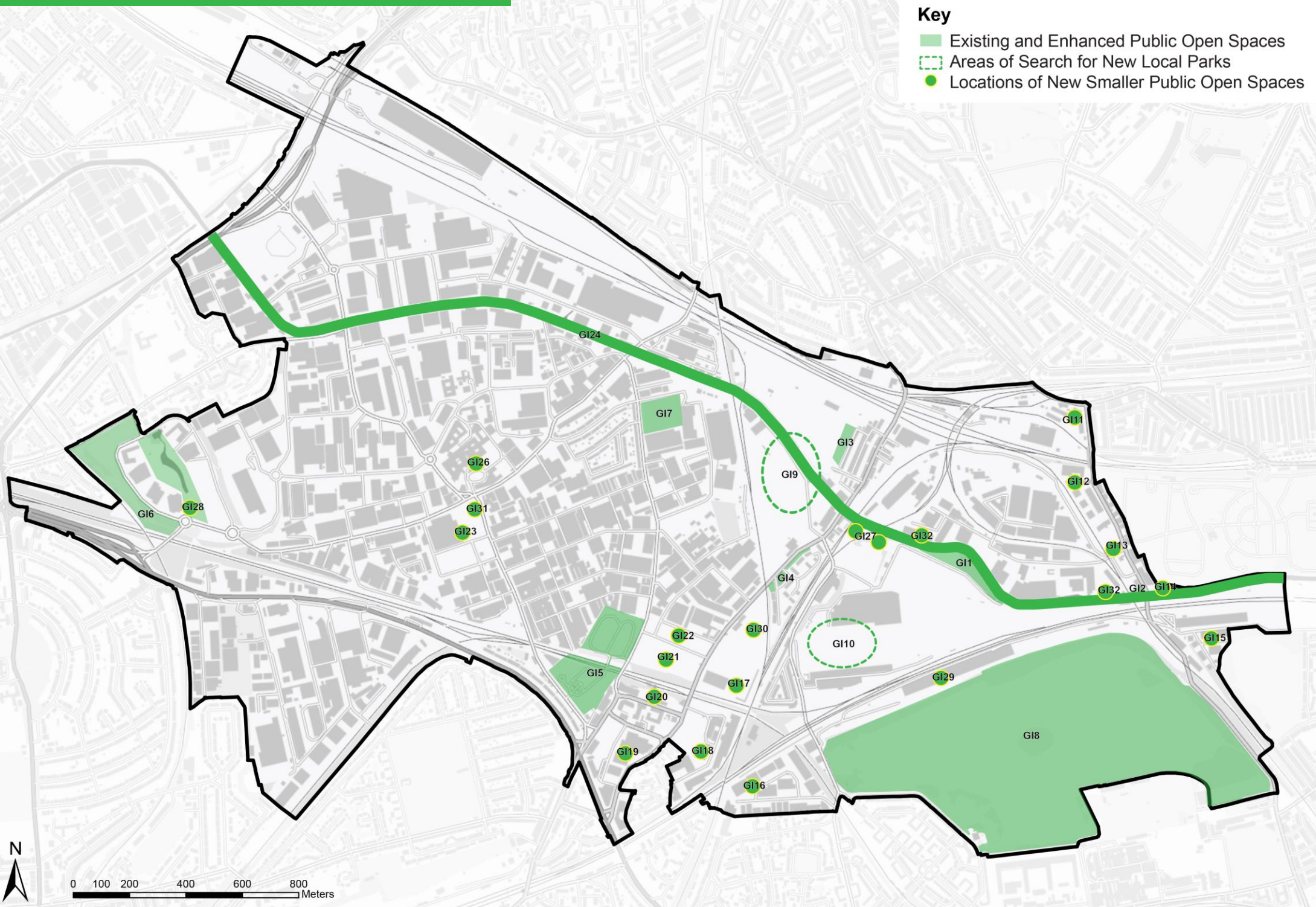
ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
GI26	Improvements and enhancements to existing public open space at Central Middlesex Hospital	Necessary	0.5	Not committed	Planning contributions and developer cost	0.25	P6 (PRC)	0-20 Years
GI27	Canalside spaces on the Willesden Junction Maintenance Depot, and other canalside locations within the Atlas Junction cluster including the Triangle Open Space and land north of Oaklands.	Necessary	1	Part committed	Planning contributions and developer cost	0.5	P8 (OOL/OO CL)	0-10 Years
GI28	New public open space (First Central, Lakeside Drive/Coronation Road)	Necessary	-	Funded	Developer cost	-	P4 (PRW)	0-5 Years
GI29	Southern Old Oak Common Station Square	Desirable	1	Not committed	Planning contributions and/or other funding sources	-	P1 (OOS)	21+ Years
GI30	Old Oak Common Lane Station Square	Necessary	0.5	Not committed	Developer cost	-	P7 (NAAW)	11-20 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
GI31	New public open space / public realm provision surrounding Park Royal Central junction.	Necessary	-	Not committed	Other project(s)		P6 (PRC)	0-10 Years
GI32	New canalside open spaces in Old Oak North	Necessary	0.5	Not committed	Developer cost	-	P2 (OON)	0-20 Years
GI33	New and improved wharves, docking, mooring and ancillary facilities at appropriate locations along Grand Union Canal.	Necessary	0.5	Not committed	Service provider cost	-	P3 (GUC)	0-20 Years
GI34	Linear Spaces along Secondary and Primary Routes	Necessary	-	Not committed	Other project(s)	-	Non-specific and/or Area-wide	0-20 Years
GI35	Urban greening along streets and public realm, including the integrations of SuDs / rain gardens/ and other linear planting along all streets.	Necessary	-	Not committed	Other project(s)	-	Non-specific and/or Area-wide	0-20 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
GI36	Biodiversity improvements on railway sidings and embankments	Necessary	5	Not committed	Planning contributions and developer cost	2.5	Non-specific and/or Area-wide	0-20 Years
GI37	Contributions towards and/or the delivery of new biodiversity and/or enhancements towards existing biodiversity assets.	Necessary	1	Not committed	Planning contributions and developer cost	0.5	Non-specific and/or Area-wide	0-20 Years
GI38	Contributions towards and/or delivery of new publicly accessible open space and/or enhancements of existing public open spaces not included above to address site specific policy requirements.	Necessary	2	Not committed	Planning contributions and developer cost	1	Non-specific and/or Area-wide	0-20 Years
GI39	Contributions towards and/or delivery of play space for children under 5.	Necessary	2	Part committed	Planning contributions and developer cost	0.5	Non-specific and/or Area-wide	0-20 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
GI40	Contributions towards and/or delivery of play space for children of 5 - 11 years old.	Necessary	2	Part committed	Planning contributions and developer cost	0.5	Non-specific and/or Area-wide	0-20 Years
GI41	Contributions towards and/or delivery of play space for young people (12+).	Necessary	2	Part committed	Planning contributions and developer cost	0.5	Non-specific and/or Area-wide	0-20 Years
GI42	Contributions towards and/or delivery of play space for people of all ages.	Necessary	2	Part committed	Planning contributions and developer cost	0.5	Non-specific and/or Area-wide	0-20 Years

Figure 4.5: Green Infrastructure and Open Space Projects



Social Infrastructure

- 4.15 Social Infrastructure provides for the long term wellbeing of a community. It encompasses education, health, community space, leisure and sports facilities as well as facilities for emergency services. Together these infrastructure items will provide the physical spaces that will allow for the development and maintenance of community cohesiveness by encouraging social interaction, promoting learning and health, as well as the provision of other supporting facilities for those living, working and visiting the area.
- 4.16 OPDC has updated its Social Infrastructure Needs Study (SINS) to inform what social infrastructure will be required within the plan period. In the early years of the plan period, there will be a need to utilise existing facilities and to support improvements and expansion of these where necessary. The delivery of new social infrastructure facilities within the OPDC area will be enabled to ensure that as appropriate sites are developed in conjunction with the “trigger” period for new facilities.
- 4.17 Planning contributions will be an essential element in the funding of new social infrastructure. These will include securing the delivery of new facilities as an in-kind planning contribution, or securing planning contributions for off-site delivery. OPDC may utilise an equitable equalisation mechanism in securing planning contributions for social infrastructure so that cost is shared across all developments which benefit from the new facilities.

Table 4.6: Social Infrastructure Projects

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
SI1	Super Nursery (120 Children) at Channel Gate.	Necessary	-	Not committed	Developer and/or service provider cost	-	P2 (OON)	6-20 Years
SI2	Super Nursery (120 Children) at North Acton and Acton Wells	Necessary	-	Not committed	Developer and/or service provider cost	-	P7 (NAAW)	0-20 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
SI3	Super Nursery (120 Children) at Old Oak South.	Necessary	-	Not committed	Developer and/or service provider cost	-	P1 (OOS)	11-20 Years
SI4	Super Nursery (120 Children) – location yet to be determined.	Necessary	-	Not committed	Developer and/or service provider cost	-	Non-specific and/or Area-wide	0-20 Years
SI5	Use of surplus capacity in existing primary school.	Necessary	2.62	Funded	Planning contributions and/or other funding sources	-	N/A	0-20 Years
SI6	3FE primary school (630 pupils)	Necessary	13.12	Not committed	Planning contributions and/or other funding sources	13.12	P7 (NAAW) P8 (OOL/OO CL) P9 (CG)	11-20 Years
SI7	Use of surplus capacity in existing secondary schools	Necessary	2.62	Funded	Planning contributions and/or other funding sources	-	N/A	0-20 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
SI8	Secondary school (beyond plan period)	Desirable	-	Not committed	Planning contributions and/or other funding sources	-	Non-specific and/or Area-wide	21+ Years
SI9	Expansion of Park Royal Medical Practice (Primary Care Centre).	Necessary	1.9	Delivered	Planning contributions and/or other funding sources	-	P6 (PRC)	0-5 Years
SI10	Off-site expansion of Hammersmith Centre for Health.	Necessary	0.4	Part committed	Planning contributions and/or other funding sources	0.4	Non-specific and/or Area-wide	0-5 Years
SI11	Off-site expansion of Willesden Centre for Health and Care.	Necessary	1	Not committed	Planning contributions and/or other funding sources	1	Non-specific and/or Area-wide	6-10 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
SI12	Off-site expansion of Cloister Road Surgery.	Necessary	1.1	Not committed	Planning contributions and/or other funding sources	1.1	Non-specific and/or Area-wide	6-10 Years
SI13	New Health Hub facility. Opening at 1,088 sqm in 2024 and expanding to 1,564 by 2038.	Necessary	5.92	Not committed	Planning contributions and developer cost	2	P7 (NAAW)	6-10 Years
SI14	2,600 sqm Community Centre (1)	Necessary	9.31	Not committed	Planning contributions and/or other funding sources	9.31	P9 (CG)	11-20 Years
SI15	2,600 sqm Community Centre (2)	Necessary	8.91	Not committed	Planning contributions and/or other funding sources	8.91	Non-specific and/or Area-wide	11-20 Years
SI16	Sports and Leisure Centre 1, and affordable concessions access.	Necessary	-	Not committed	Developer cost	-	P9 (CG)	6-10 Years
SI17	Sports and Leisure Centre 2	Necessary	-	Not committed	Developer cost	-	P1 (OOS)	11-20 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
SI18	Provision of Public Drinking Foundations	Necessary	-	Not committed	Other project(s)	-	Non-specific and/or Area-wide	0-20 Years
SI19	Dedicated Ward Office (Police) 1	Necessary	0.19	Not committed	Planning contributions and/or other funding sources	0.19	Non-specific and/or Area-wide	0-20 Years
SI20	Dedicated Ward Office (Police) 2	Necessary	0.19	Not committed	Planning contributions and/or other funding sources	0.19	Non-specific and/or Area-wide	0-20 Years
SI21	Dedicated Ward Office (Police) 3	Necessary	0.19	Not committed	Planning contributions and/or other funding sources	0.19	Non-specific and/or Area-wide	0-20 Years
SI22	Potential intensification of existing Fire Station	Necessary	0.5	Not committed	Planning contributions and/or other funding sources	0.5	Non-specific and/or Area-wide	0-20 Years

ID	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Unfunded Cost (£ million)	Place(s)	Phase
SI23	625 sqm extension to existing ambulation station.	Necessary	1.81	Not committed	Planning contributions and/or other funding sources	1.81	Non-specific and/or Area-wide	0-20 Years

5 Analysis of Costs and Funding

Summary of Overall Infrastructure Costs

5.1 Table 5.1 summarises the overall infrastructure costs as set out in the infrastructure schedule.

Table 5.1: Overview of Infrastructure Costs

Overall Infrastructure Cost	£ 2,136,320,000
Delivered or Funding Committed	£ 1,347,650,000
Desirable Infrastructure	£ 296,200,000
Developer, Service Provider or Shared Cost	£ 145,410,000
Necessary and Unfunded Infrastructure	£ 347,060,000

5.2 An overall infrastructure cost of **£2.136 billion** has been identified. Of this:

- a) £1.348 billion of this cost has been secured. The majority of this funded infrastructure comprises the delivery of Old Oak Common Station and associated works by HS2 Ltd;
- b) £296 million of the cost is attributed to projects which have been designated as “desirable” and not necessary to support the delivery of growth and key policy requirements of the draft Local Plan;
- c) £145 million has been identified as either a developer cost, service provider cost or shared cost with other sources;
- d) The total “unfunded” infrastructure cost is **£347 million**. This cost will need to be met through planning contributions and other funding sources.

- 5.3 Table 5.2 provides an overview of infrastructure costs by phase against anticipated homes and employment floorspace. This demonstrates that there is a relatively higher unfunded infrastructure costs within the 0-10 Year period, though a greater number of homes are also anticipated within this period. Infrastructure costs within the first phase of the plan period are largely driven by enhancements and improvements to existing infrastructure, including upgrades to North Acton Station and Willesden Junction Station.
- 5.4 There is a slightly lower unfunded infrastructure cost in the 11-20 year period. However, this includes some important projects necessary to support delivery of larger, strategic sites expected to come forward within this period. This includes new bridge crossings to provide access to Old Oak Common Station and improve connectivity across the area.

Table 5.2: Anticipated Phasing of Infrastructure Costs

Local Plan Phase	Unfunded Infrastructure Cost	Homes	Employment Floorspace (sqm)
0-10 Years	£ 182,390,000	11,550	343,408
11-20 Years	£ 164,670,000	8,300	527,944
Total	£ 347,060,000	19,850	871,353

Funding Gap

- 5.5 As set out in Section 3, OPDC anticipates the planned development will result in between £145 million and £211 million being secured through planning contributions based on the scenarios assessed. This results in an estimated funding gap of between £136 million and £202 million.

Table 5.3: Overview of Funding Gap

	Average Section 106 Rate	CIL with 50% Affordable Housing	CIL with 35% Affordable Housing
Planning Contributions	£ 145,173,908	£ 193,081,899	£ 211,495,445
Funding Gap	- £ 201,886,092	- £ 153,978,101	-£ 135,564,555

- 5.6 OPDC considers that Scenario B (CIL at 50% affordable housing) provides the most suitable policy compliant indication for projected income from planning contributions, as it represents OPDC's policy approach for the levels of affordable housing it will seek to secure through future planning applications. While Scenario A demonstrates that a lower level of income has been secured through S106 planning contributions to date in the OPDC area, this does not accurately capture the cost of infrastructure which has been secured as an in-kind planning contribution or as a condition on the grant of planning permission.
- 5.7 Some projects included within the IDP form part of the unfunded infrastructure cost and are major projects of strategic importance which would provide significant benefits to surrounding areas. Such projects, including major improvements to existing rail stations, would not normally be expected to be funded through planning contributions alone and typically require alternative funding sources.

How the Funding Gap will be Addressed

Opportunities for Public Funding and Finance of Infrastructure

- 5.8 There are a range of potential funding sources that OPDC would seek to pursue to fund the necessary infrastructure works highlighted in this report.

- 5.9 As a starting point, and to provide context on the scale of the OPDC requirement, it is worth noting that the National Infrastructure Commission (NIC) 2018 National Infrastructure Assessment states a fiscal parameter for national infrastructure investment of between 1.0% and 1.2% of national GDP in each year between 2020 and 2050. This benchmark is also cited within the London Plan with reference to the level of infrastructure investment relative to London's Gross Value Added. As part of the Examination in Public on the London Plan, the Planning Inspectorate's report noted that London's infrastructure funding requirement (equivalent to 0.9% of London GVA) was aspirational but reasonable.
- 5.10 Applying this principle to OPDC, the 'unfunded' infrastructure funding requirements set out in earlier sections of this report are well within these NIC parameters:
- a) Currently, the local OPDC economy generates c. £2.1bn GVA per annum, which would give infrastructure spend of up to £21m per annum at the NIC 1% rate
 - b) The level of development identified in the Local Plan will see significant growth in the local economy, with the potential to generate an additional £1.8bn GVA per annum once all development is complete – nearly doubling the size of the economy to c. £3.9bn GVA per annum. Applying the NIC 1% rate to this future growth would give an infrastructure investment remit of up to £39m per annum (of which £21m per annum relates to the existing economy, and £18m to future growth).
- 5.11 It is important to note that these are indicative figures, and future growth in the economy will be incremental over the twenty year plan period. The figures do, however, highlight that the overall scale of the infrastructure funding requirement is reasonable, sitting well within benchmarks used nationally.
- 5.12 This funding could be made available through a range of public funding sources including (but not limited to):

- a) **National Home Building Fund (NHBF) or other future infrastructure led regeneration funding programmes:** In 2019, OPDC secured a conditional £250 million grant from Government's Housing Infrastructure Fund (HIF) to support the delivery of the development proposals for Old Oak North. While this HIF bid for Old Oak North was withdrawn, both MHCLG and Homes England acknowledge the strategic importance of the OPDC area as a location for growth and to deliver new homes that capitalise on the significant investment made into HS2 and Crossrail. Furthermore, these funding bodies are aware of the need for early infrastructure investment to secure high quality and well-planned delivery and the earlier HIF award demonstrates government's acknowledgment of the principle of awarding significant infrastructure funding to unlock strategic growth at Old Oak and Park Royal.

OPDC is currently working closely with MHCLG and Homes England with a view to a bid to the Government's new proposed National Home Building Fund (NHBF) which is anticipated to be launched later in 2021. Attached as an appendix to the IDP (see Appendix A) is a letter from Homes England which confirms that Homes England supports the new approach to regeneration in the OPDC area as set out in the proposed modifications to draft Local Plan and recognises that it will require public sector support for infrastructure funding and finance. The letter notes that Homes England would welcome a bid from OPDC for the new NHBF.

- b) **Retention of business rates uplift generated from the net additional employment floorspace:** This has been employed in other parts of London including the Royal Docks where an Enterprise Zone has been established with upfront investment in a range of public realm, transport and connectivity improvements as well as wider investment in employment, skills and culture. Business rates uplift has also been used as a means to fund the borrowing for the Northern Line Extension at Vauxhall Nine Elms and Battersea. Any approach regarding the retention of future business rates uplift would need to be progressed in discussions with the GLA, relevant host local authorities and central government.
- c) **New Homes Bonus:** Delivery of new homes creates additional income for Local Authorities through the New Homes Bonus which could be used to support investment in the area subject to agreement with the relevant Local Authorities on the use of such funds.

Affordable Housing Grant

- 5.13 OPDC has the support of the GLA for funding of affordable housing in the Old Oak and Park Royal area. The terms of the new £4bn Affordable Housing Programme (AHP) means that there will be grant support available to deliver policy compliant levels of affordable housing. The current scheme would apply to developments delivered between 2021 and at least to 2028 and given that the affordable housing funding programme has operated as a rolling programme for many decades it is reasonable to assume this will continue for the remainder of the Local Plan period.
- 5.14 The agreement on affordable housing grant will help to ensure that OPDC can deliver its targets for housing delivery, while ensuring that development remains viable and sufficient planning contributions are secured to fund necessary infrastructure in the area.

Smaller Scale Funding Sources

- 5.15 In addition to large scale funding sources such as the NHBF, business rates uplift and New Homes Bonus, there are various smaller scale public sector funding opportunities available to help deliver new infrastructure. OPDC has already secured £2m in funding from the GLA's Good Growth Fund, helping to deliver some valuable early public realm improvements identified in the IDP. Prior to the Covid-19 crisis pausing the programme, OPDC submitted a bid to TfL's Liveable Neighbourhood Fund for £11.8m to deliver a series of transport interventions and public realm improvements across Park Royal.
- 5.16 Notwithstanding the impact the current Covid-19 crisis is having on such initiatives, it is reasonable to assume that similar funding programmes will continue to be made available across the plan period, and that OPDC will be successful in securing funding.

Appendix A

Letter from Homes England



Mr D. Lunts
Old Oak and Park Royal Development Corporation
City Hall
The Queen's Walk
London
SE1 2AA
12 February 2021

Dear David,

Re: Old Oak and Park Royal

Homes England is the Government's housing accelerator; we intervene in the market to ensure more homes are built in areas of greatest need and to improve affordability. We accelerate delivery, tackle market failure where it occurs and help to shape a more resilient and diverse housing market. To this end, our key activities are: unlocking land; unlocking investment; driving market resilience; increasing productivity; supporting local areas and delivering home ownership.

Old Oak and Park Royal stands to be one of Europe's largest urban regeneration opportunities. With capacity for tens of thousands of new homes and jobs, it is London's largest Opportunity Area. This regeneration potential is possible because of Government's investment in transport infrastructure through both HS2 and the Elizabeth Line (Crossrail). When complete, Old Oak Common station, with a unique interchange between HS2, the Elizabeth Line and the Great Western mainline, will be just 32 minutes from Birmingham and 10 minutes from Heathrow and central London. Old Oak will be the pivotal location between the UK's regional powerhouses, Europe's major hub airport and the capital.

The Old Oak and Park Royal Development Corporation (OPDC) demonstrated a strong regeneration case for major public investment in 2019, when a successful conditional offer for £250m from the Housing Infrastructure Fund (HIF) was awarded to support the delivery of earlier plans at Old Oak North.

OPDC has subsequently adapted its approach away from the privately-owned land at Old Oak North, to focus on the delivery potential of major public sector land holdings in the area. Homes England considers this to be a positive approach that has the potential to maximise the development potential of the public sector estate as well as using these land assets to support the underlying investment proposition. The scale of regeneration impact and change can only be achieved through a comprehensive and coordinated approach to redevelopment delivering substantial numbers of new homes and jobs.

This new approach will require public sector support for infrastructure funding and finance, including the potential for public sector land value to be invested and recycled through the development process. Homes England is experienced in supporting such large-scale

regeneration projects to deliver these much-needed new homes and support the Prime Minister's 'Build Build Build' economic growth strategy.

The Government's National Home Building Fund, announced in November 2020, will be larger and more flexible than the Housing Infrastructure Fund, enabling government to put forward more innovative funding solutions. As and when MHCLG produce a prospectus for this new fund, Homes England will welcome a bid from OPDC.

Yours sincerely

A handwritten signature in blue ink that reads "Gareth Blacker". The signature is written in a cursive, slightly stylized font.

Gareth Blacker
Director of Strategic Development and Infrastructure

Appendix B

Full Infrastructure Schedule

OPDC IDP Infrastructure Schedule | February 2021

Category		ITM	Sub Category	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Funding Required (£ million)	Policy Links	Place(s)	Phase	Comments
Rail and Bus	TR1	TR5	Station & Interchange	Old Oak Common Station, including HS2, Network Rail and Queen Elizabeth line services.	Necessary	1,300	Funded	Developer cost (HS2)	-	T5	P1 (OOS)	11-20 Years	Funding for HS2 committed by Government in 2019 and works have commenced on-site. Latest estimated completion date of 2029-2033.
Rail and Bus	TR2	TR1	Station & Interchange	Improvements to Willesden Junction Station to deliver increased capacity, step free access and enhanced access from Harrow Road and Station Approach.	Necessary	46.73	Not committed	Planning contributions and/or other funding sources	46.73	T5	P11 (WJ)	6-10 Years	Represents PIDCS Intervention 10, which has been development through discussions with key stakeholders. OPDC will work with partners to progress design proposals and funding strategies for station improvements.
Rail and Bus	TR3	TR7	Station	Improvements to North Acton Station to deliver increased capacity, step free access and enhanced access.	Necessary	29	Not committed	Planning contributions and/or other funding sources	29	T5	P7 (NAAW)	6-10 Years	Cost represents Option 1 from the North Acton Station Feasibility Study to deliver an upgraded station and public realm/access works to the south. This project can be delivered in advance of a new northern station access, which combined represents Option 6 from NASFS. Project TP20 represents element of Option 6 which delivers the northern station access.
Rail and Bus	TR4	TR4	Station (New)	Old Oak Common Lane Overground Station (North London Line)	Desirable	155	Not committed	Planning contributions and/or other funding sources	-	T5	P8 (OOL/OOCL)	21+ Years	The station has a strong strategic / regional case but has limited local impact on development capacity within the OPDC area. The business case for the station estimates it would support the delivery of 80 additional homes and 800 Full Time Equivalent jobs. As such, it is considered a desirable, rather than necessary, piece of infrastructure. Proposals should safeguard for station delivery. Proposed east-west pedestrian and cycle link (Project TP16) has been assumed to enable future station delivery. The Station would be required to deliver the proposed West London Orbital service, and project costs are likely to form part of the overall WLO delivery.
Rail and Bus	TR5	TR8	Station	Improvements to, and enhanced access to, Harlesden Station including delivery of step free access.	Necessary	7	Not committed	Planning contributions (OPDC and Boroughs)	3.5	T5	P4 (PRW)	6-10 Years	Assumed that project cost would be shared with LB Brent.
Rail and Bus	TR6	-	Station	Improvements to, and enhanced access to, Stonebridge Park Station including delivery of step free access.	Necessary	7	Not committed	Planning contributions (OPDC and Boroughs)	3.5	T5	P4 (PRW)	6-10 Years	Assumed that project cost would be shared with LB Brent.
Rail and Bus	TR7	-	Station	Improvements to, and enhanced access to, Park Royal Station including delivery of step free access.	Necessary	7.5	Not committed	Planning contributions (OPDC and Boroughs)	3.75	T5	P4 (PRW)	6-10 Years	Assumed that project cost would be shared with LB Ealing.
Rail and Bus	TR8	TR6	Railway Service	Chiltern Line Extension to Old Oak Common Station	Desirable	20	Not committed	Service provider cost	-	T5	P1 (OOS)	11-20 Years	Safeguarding requirement to enable future provision. Project to be delivered and funded by Network Rail if progressed.

Category		ITM	Sub Category	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Funding Required (£ million)	Policy Links	Place(s)	Phase	Comments
Rail and Bus	TR9	TR9	Railway Service	West London Orbital Route	Desirable	-	Not committed	Service provider cost	-	T5	P8 (OOL/OOCL)	21+ Years	<p>The WLO project is strongly supported by OPDC, and OPDC is working with partners in West London Alliance and TfL on developing proposals.</p> <p>The project has no committed funding and would have limited impact on capacity required to support growth within OPDC within plan period. As such, it is considered a desirable, rather than necessary, piece of infrastructure for the purposes of the OPDC Local Plan and IDP.</p> <p>Costs for OOCL Station (TR4) also relate to delivery of the WLO, however further work is required to assess how the WLO service would be served by a future OOCL station.</p>
Rail and Bus	TR10	TB1	Bus Network	New and modified bus routes plus bus infrastructure requirements. Includes bus operating revenue support for new services.	Necessary	35	Not committed	Planning contributions and service provider cost	28	T6	Non-specific and/or Area-wide	0-20 Years	TfL have advised that £28 of funding would be required from planning contributions to 'pump prime' the services for five years until the services can viably run on revenue.
Roads	TV1	TV23	Road Network	Improvements and enhancements along the length of Scrubs Lane, including: - transport capacity enhancements - improved pedestrian and cycle paths, including segregated cycleway where feasible. - delivery of tree planting and other green infrastructure	Necessary	4.52	Not committed	Planning contributions and developer cost	3.39	T1	P10 (SL)	0-20 Years	<p>Improvements to Scrubs Lane to be delivered through a mixture of development costs, scheme design and offsite planning contributions. Assumed 25% of project costs as development cost.</p> <p>Cycleway improvements may be delivered through proposed CFR23 route.</p>
Roads	TV2	TV25	Junction	New all modes connection from Scrubs Lane to Old Oak North.	Desirable	15.33	Not committed	Planning contributions and/or other funding sources	-	T1	P10 (SL)	0-21+ Years	<p>Project not currently considered necessary within the Local Plan period. Existing routes offer reasonable vehicular access into the area and may be sufficient to support increased business traffic associated with the proposed level of industrial intensification. However, more detailed transport assessments will be required as part of future planning applications in order to test and understand the impacts of development proposals. There is the possibility that these assessments may highlight the need for an additional vehicular connection.</p> <p>Represents PIDCS Intervention 12.</p>
Roads	TV3	TV28	Junction	Junction providing all an modes connection from Scrubs Lane to Mitre Way and Wormwood Scrubs Street.	Necessary	0.27	Not committed	Planning contributions and/or other funding sources	0.27	T1	P10 (SL)	11-20 Years	<p>Provision for the new vehicular access should be secured through Big Yellow Storage, Tea Crate and Mitre Industrial Estate site allocations, and would require part of disused Network Rail siding.</p> <p>Represents PIDCS Intervention 14.</p>
Roads	TV4	-	Road Network	Delivery of new Wormwood Scrubs Street East of Scrubs Lane, including improved connections to Mitre Way.	Necessary	2	Not committed	Planning contributions and/or other funding sources	2	T1	P10 (SL)	0-10 Years	<p>To be delivered as part of North Pole East Depot site allocation to enable site delivery. Project relates to element within the OPDC area only.</p> <p>Represents PIDCS Intervention 15.</p>

Category		ITM	Sub Category	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Funding Required (£ million)	Policy Links	Place(s)	Phase	Comments
Roads	TV5	-	Road Network	General improvements to Harrow Road, including improved pedestrian and cycle paths, and improvements to junction with Scrubs Lane.	Necessary	0.92	Not committed	Planning contributions and/or other funding sources	0.92	T1	P10 (SL)	0-20 Years	Cycleway improvements may be delivered through proposed CFR23 route.
Roads	TV6	-	Road Network	Improvements to existing road network within Old Oak North (Hythe Road and Salter Street) to support industrial intensification and provide improved pedestrian and cycle connectivity.	Necessary	1.8	Not committed	Planning contributions and/or other funding sources	1.8	T1	P2 (OON)	0-20 Years	Improvements may include works to existing underpasses of West London Line.
Roads	TV7	TV22	Road Network	Improvements and enhancements to Old Oak Sidings Haul Road	Necessary	0.65	Not committed	Planning contributions and/or other funding sources	0.65	T1	P2 (OON)	0-20 Years	
Roads	TV8	TV33	Road Network	Improvements to Old Oak Common Lane from Brunel Rd to Oaklands intersection, including improving safety and capacity of Central Line, Great Western & Chiltern lines underpasses.	Necessary	17	Funded	Developer cost (HS2)	-	T1	P8 (OOL/OOCL)	11-20 Years	Project to be delivered as part of HS2 highway works. Improved pedestrian and cycle route along Old Oak is a separate infrastructure project (TP15), not being delivered as part of HS2 works.
Roads	TV9	TV17	Road Network	Old Oak Street from Old Oak Common Station to Old Oak Common Lane	Necessary	0.85	Funded	Developer cost (HS2)	-	T1	P1 (OOS)	11-20 Years	Link being delivered by HS2 as part the Old Oak Common Station development.
Roads	TV10	TV29	Road Network	Delivery of new Wormwood Scrubs Street West of Scrubs Lane, including new junction at Old Oak Common Lane.	Desirable	9.88	Not committed	Planning contributions and/or other funding sources	-	T1	P1 (OOS)	21+ Years	Project is identified beyond the plan period through future development of IEP depot. Project currently proposed to allow for local access only.
Roads	TV11	TV32	Road Network	New connection to serve Old Oak Common ASD development site.	Necessary	0.65	Not committed	Planning contributions and/or other funding sources	0.65	T1	P1 (OOS)	11-20 Years	Project to be delivered through delivery of Old Oak Common Station site allocation.
Roads	TV12	TV44	Road Network	Improvements and enhancements along Victoria Road and Old Oak Lane, including bridges and underpasses, to deliver: - improved pedestrian and cycle paths, including segregated cycleway. - delivery of tree planting and other green infrastructure - new and improved junctions along the length of the corridor.	Necessary	6.33	Not committed	Planning contributions and/or other funding sources	6.33	T1	P8 (OOL/OOCL)	6-20 Years	Includes new/upgrades junctions along the route providing access to Channel Gate and Shield development sites. Represents PIDCS Intervention 4.
Roads	TV13	TV36	Junction	Upgrades to Atlas Road Roundabout junction	Necessary	-	Not committed	Other project(s)	-	T1	P8 (OOL/OOCL)	6-10 Years	Project costed within TV12 as part of upgrades to Victoria Road and Old Oak Lane corridor.
Roads	TV14	-	Road Network	Channel Gate Street from Atlas Junction to Channel Gate bridge.	Necessary	2.16	Not committed	Planning contributions and/or other funding sources	2.16	T1	P9 (CG)	6-10 Years	Represents part of PIDCS Intervention 5.
Roads	TV15	TV52	Crossing	Channel Gate bridge all modes crossing of the Grand Union Canal.	Necessary	8.55	Not committed	Planning contributions and/or other funding sources	8.55	T1	P9 (CG)	11-20 Years	Represents PIDCS Intervention 6 - Option A.
Roads	TV16	TV43	Road Network	Channel Gate Street from junction with Old Oak Lane to Channel Gate bridge	Necessary	2.16	Not committed	Planning contributions and/or other funding sources	2.16	T1	P9 (CG)	11-20 Years	Represents part of PIDCS Intervention 5.
Roads	TV17	TV39	Road Network	Upgrades to existing junction of Old Oak Lane and Channel Gate Street.	Necessary	-	Not committed	Other project(s)	-	T1	P8 (OOL/OOCL)	6-20 Years	Project costed within TV12 as part of upgrades to Victoria Road and Old Oak Lane corridor.

Category		ITM	Sub Category	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Funding Required (£ million)	Policy Links	Place(s)	Phase	Comments
Roads	TV18	-	Road Network (Junctions)	New road from Old Oak Lane to Channel Gate Road, including new connection with Old Oak Lane to the north of the railway cottages.	Desirable	15	Not committed	Planning contributions and developer cost	-	T1	P9 (CG)	11-20 Years	Project not required to enable mixed use development at Channel Gate, but may be necessary to support intensification of freight uses at Willesden Freight Terminal. Network Rail are undertaking further work to determine access requirements. Delivery of link may enable potential realignment of current north-south traffic through Channel Gate, and provision of Old Oak Lane as local street.
Roads	TV19	-	Road Network	Local streets necessary to support development of Channel Gate	Necessary	1	Not committed	Developer cost	-	T1	P9 (CG)	6-20 Years	Role and nature of future routes to be determined through further design work. Local streets to be secured through permitted schemes and considered a development cost.
Roads	TV20	TV53	Crossing	Crossing of the Dudding Hill line connecting Channel Gate to Park Royal.	Desirable	10	Not committed	Planning contributions and/or other funding sources	-	T1	P4 (PRW)	21+ Years	Project identified for beyond plan period - safeguarding requirement only. Link not required to support development of Channel Gate. May be delivered as ped/cycle connection only.
Roads	TV21	TV48	Road Network	Enhancements to School Road.	Necessary	0.72	Not committed	Planning contributions and/or other funding sources	0.72	T1	P7 (NAAW)	11-20 Years	
Roads	TV22	TV45	Road Network	Improvements to Wales Farm Rd to deliver improved pedestrian and cycle connectivity and public realm enhancements.	Necessary	1.48	Not committed	Planning contributions and/or other funding sources	1.48	T1	P7 (NAAW)	0-10 Years	Offsite improvement to be secured from development adjacent to Wales Farm Road.
Roads	TV23	TP35	Road Network	Improvements to existing routes within the North Acton area (including Victoria Road, A400 and Portal Way) to deliver enhanced pedestrian and cycle paths and junctions crossings and public realm improvements.	Necessary	6.69	Not committed	Planning contributions and/or other funding sources	6.69	T2 / T3	P7 (NAAW)	0-10 Years	Some improvements to be delivered through permitted schemes.
Roads	TV24	TV49	Road Network	Improvements to Jenner Avenue and provision as public route.	Necessary	1.8	Not committed	Planning contributions and/or other funding sources	1.8	T1	P7 (NAAW)	6-20 Years	May be delivered as pedestrian and cycle route, or to provide local access only.
Roads	TV25	TV50	Road Network (Junctions)	Improvements to Junction of Victoria Road and A40, including improved pedestrian and cycling crossing of the A40 to support connections from A40 to Acton Mainline Station and Acton Playing Fields.	Necessary	1.3	Not committed	Planning contributions and/or other funding sources	1.3	T1	P7 (NAAW)	6-10 Years	Project reflects proposals for upgraded junction at A40 with improved public realm and pedestrian and cycle crossing facilities. Proposals for bridge or underpass crossings would result in additional cost.
Roads	TV26	TV51	Road Network	Improvements and enhancements to Bashley Road and Chandos Road.	Necessary	0.99	Not committed	Planning contributions and/or other funding sources	0.99	T1	P5 (OPR)	0-20 Years	Improvements will need to support future bus access as identified in OPDC's Bus Strategy. Contributions / improvements to Bashley Road have been secured through Bashely Road industrial scheme (2020).
Roads	TV27	TV54	Road Network	Improvements and enhancements to Chase Road and North Acton Lane, including junction improvements.	Necessary	4.6	Not committed	Planning contributions and/or other funding sources	4.6	T1	P4 (PRW)	0-20 Years	
Roads	TV28	TV57	Road Network	Improvements and enhancements to the Park Royal "Big X", including Park Royal Road and Abbey Road, Coronation Road, Acton Lane and key junctions within the route.	Necessary	5.05	Not committed	Planning contributions and/or other funding sources	5.05	T1	P4 (PRW)	0-20 Years	Proposals for the Big X have been set out in OPDC's Park Royal Liveable Neighbourhood bid, including delivery of traffic management, improved pedestrian and cycle pathways, and public realm enhancements.
Roads	TV29	-	Road Network	Improvements and enhancements to Standard Road and Minerva Road.	Necessary	1.94	Not committed	Planning contributions and/or other funding sources	1.94	T1	P4 (PRW)	0-20 Years	
Roads	TV30	TV60	Road Network	Improvements and enhancements to Western Road, west and south of Asda, to future mixed use development.	Necessary	0.79	Not committed	Planning contributions and/or other funding sources	0.79	T1	P6 (PRC)	11-20 Years	

Category		ITM	Sub Category	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Funding Required (£ million)	Policy Links	Place(s)	Phase	Comments
Roads	TV31	TV61	Road Network	New route through Central Middlesex Hospital.	Necessary	1.06	Not committed	Planning contributions and/or other funding sources	1.06	T1	P6 (PRC)	6-10 Years	
Roads	TV32	TV62	Road Network	Enhancements to Barretts Green Road	Necessary	0.98	Not committed	Planning contributions and/or other funding sources	0.98	T1	P4 (PRW)	0-20 Years	
Roads	TV33	TV63	Road Network	Enhancements to Abbey Road / A406 slip junction	Necessary	0.65	Not committed	Planning contributions and/or other funding sources	0.65	T1	P4 (PRW)	0-20 Years	
Roads	TV34	-	Road Network	New road through Oaklands providing access to Oakland North	Necessary	0.2	Funded	Planning contributions and/or other funding sources	0	T1	P8 (OOL/OOCL)	0-5 Years	Project being delivered as part of Oakland scheme. Completion expected 2021/22.
Roads	TV35	TV67	Road Network	Altering carriageway widths to allow for more generous pavement widths.	Necessary	2.5	Not committed	Planning contributions and/or other funding sources	2.5	T1	Non-specific and/or Area-wide	0-20 Years	To be secured on ongoing basis though new development and highway works.
Roads	TV36	TV68	Junction	Other junction improvements in Old Oak and Park Royal.	Necessary	5	Not committed	Planning contributions and/or other funding sources	5	T1	Non-specific and/or Area-wide	0-20 Years	To be secured on ongoing basis though new development and highway works.
Ped / Cycle	TP1	TP2	Pedestrian & Cycle	New pedestrian and cycle link within Harrow Road site allocation known as 'Ellisland Way'	Necessary	0.25	Not committed	Developer cost	-	T2 / T3	P10 (SL)	6-20 Years	
Ped / Cycle	TP2	TP17	Pedestrian & Cycle	Improved walking access points to St. Mary's Cemetery	Necessary	0.1	Part committed	Developer cost	-	T2 / T3	P10 (SL)	0-10 Years	Improved access to be secured through development of adjacent sites.
Ped / Cycle	TP3	TP18	Pedestrian & Cycle	New pedestrian and cycle connection linking Scrubs Lane and development in North Pole East Depot	Necessary	0.52	Not committed	Planning contributions and/or other funding sources	0.52	T2 / T3	P10 (SL)	6-10 Years	Project to be delivered through as part of the North Pole Depot East site allocation. Represents PIDCS Intervention 13.
Ped / Cycle	TP4	TP19	Pedestrian & Cycle	Pedestrian/cycle access to Little Wormwood Scrubs	Necessary	-	Not committed	Developer cost	-	T2 / T3	P10 (SL)	6-20 Years	Improved access to be secured through development of adjacent sites.
Ped / Cycle	TP5	TP3	Pedestrian & Cycle (Crossing)	Replacement of existing footbridge over West Coast Main line from Willesden Junction to Old Oak North.	Necessary	12.19	Not committed	Planning contributions and/or other funding sources	12.19	T2 / T3	P2 (OON)	0-20 Years	Upgrade to deliver DDA compliant connection with approach ramp on southern approach. Project will be delivered alongside industrial intensification of Old Oak North. Represents PIDCS Intervention 11A. Alternative option with lift bridge may be considered if necessary to optimise development on EMR site allocation.
Ped / Cycle	TP6	-	Pedestrian & Cycle Routes	New and enhanced pedestrian and cycle routes throughout Old Oak North.	Necessary	0.5	Not committed	Developer cost	-	T2 / T3	P2 (OON)	0-20 Years	Project excludes pedestrian and cycle improvements to be delivered through upgrades to existing road network in Old Oak North (TV6).
Ped / Cycle	TP7	TP10	Pedestrian & Cycle (Crossing)	Replacement of Bulls Bridge crossing of the Grand Union Canal.	Necessary	2.54	Not committed	Planning contributions and/or other funding sources	2.54	T2 / T3	P2 (OON) P3 (GUC)	6-20 Years	Cost reflects delivery of new DDA compliant crossing, west of existing bridge, as the preferred option. Upgrade of existing Bulls Bridge and retention in it's current location may be considered as an alternative. Represents PIDCS Intervention 8.
Ped / Cycle	TP8	TV15	Pedestrian & Cycle (Bridge)	Pedestrian and cycle bridge east of Old Oak Common Station connecting to southern towpath of Grand Union Canal.	Necessary	25	Not committed	Planning contributions and developer cost (HS2)	12.5	T1	P1 (OOS)	11-20 Years	Project is proposed to be jointly funded from OPDC and the U+A with HS2. OPDC and HS2 are undertaking further design work to develop detailed proposals. Project cost is an initial estimate.
Ped / Cycle	TP9	TP11	Pedestrian & Cycle (Bridge)	Pedestrian and cycle bridge east of Old Oak Common Station connecting to Wormwood Scrubs (from bridge to GUC)	Desirable	34	Not committed	Planning contributions and/or other funding sources	-	T2 / T3	P1 (OOS)	21+ Years	Land should be safeguarded for project within Local Plan period. Full delivery enabled by development of IEP Depot site (beyond plan period).
Ped / Cycle	TP10	TP12	Pedestrian & Cycle	Route through Old Oak Common Station to Wormwood Scrubs	Desirable	0.39	Not committed	Planning contributions and/or other funding sources	-	T2 / T3	P1 (OOS)	21+ Years	Passive provision through station design. Full delivery enabled by development of IEP Depot site.
Ped / Cycle	TP11	TN13	Pedestrian & Cycle	Route to Wormwood Scrubs east of Old Oak Common Station	Desirable	0.2	Not committed	Planning contributions and/or other funding sources	-	T2 / T3	P1 (OOS)	21+ Years	Passive provision through station design. Full delivery enabled by development of IEP Depot site.

Category		ITM	Sub Category	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Funding Required (£ million)	Policy Links	Place(s)	Phase	Comments
Ped / Cycle	TP12	TN14	Pedestrian & Cycle	Route to Wormwood Scrubs west of Old Oak Common Station	Desirable	0.2	Not committed	Planning contributions and/or other funding sources	-	T2 / T3	P1 (OOS)	21+ Years	Passive provision through station design. Full delivery enabled by development of IEP Depot site.
Ped / Cycle	TP13	TP22	Pedestrian & Cycle	Shared pedestrian and cycle path (TfL Quietway) along southern edge of Wormwood Scrubs and new junction on Scrubs Lane	Necessary	-	Delivered	Service provider cost	-	T2 / T3	P12 (WS)	0-5 Years	Project delivered in 2018 through TfL quietway programme.
Ped / Cycle	TP14	TP24	Pedestrian & Cycle	Improvements to towpath along south of the Grand Union Canal, including delivery of segregated cycleway where feasible and appropriate.	Necessary	3	Not committed	Planning contributions and/or other funding sources	3	T2 / T3	P3 (GUC)	0-20 Years	
Ped / Cycle	TP15	TP26	Pedestrian & Cycle	Improvements to pedestrian and cycle paths along Old Oak Common Lane, including delivery of segregated cycleway.	Necessary	4.43	Not committed	Planning contributions and/or other funding sources	4.43	T2 / T3	P3 (GUC)	11-20 Years	Major upgrades to Old Oak Common Lane are being delivered by HS2. Additional improvements are required to for pedestrian and cycle movement and general public realm improvements. Early delivery of sites east of Old Oak Common Lane may support delivery. Project represents PIDCS Intervention 3, with additional costings for improvements to the central part of OOCL not included within that intervention.
Ped / Cycle	TP16	TP28	Pedestrian & Cycle (Crossing)	Pedestrian and cycle connection from Old Oak Common Lane to Acton Wells, including safeguarding of future Overground Station.	Necessary	18.26	Not committed	Planning contributions and/or other funding sources	18.26	T2 / T3	P8 (OOL/OOCL)	11-20 Years	DDA complaint pedestrian and cycle bridge, providing a direct link from Old Oak Common Lane to Acton Wells. Bridge forms a crucial element in the Old Oak Street link which will connect Old Oak Common Station to North Acton Station Bridge should be designed to enable future delivery of Old Oak Common Lane Station (including WLO platforms) without need for a replacement bridge. Represents PIDCS Intervention 2B.
Ped / Cycle	TP17	TV46	Pedestrian & Cycle	Junction off of Old Oak Street and connection through to Victoria Rd.	Necessary	0.4	Not committed	Planning contributions and/or other funding sources	0.4	T2 / T4	P8 (OOL/OOCL)	6-20 Years	
Ped / Cycle	TP18	TV47	Pedestrian & Cycle	Old Oak Street from Old Oak Common Lane Station and connecting to Victoria Rd.	Necessary	1.18	Not committed	Developer cost	-	T2 / T5	P7 (NAAW)	6-20 Years	Project forms part of an essential pedestrian and cycle connection from North Acton to Old Oak Common Station.
Ped / Cycle	TP19	-	Pedestrian & Cycle	Old Oak Street from Victoria Road to North Acton Station and Chase Road.	Necessary	1.3	Not committed	Developer cost	-	T2 / T6	P7 (NAAW)	11-20 Years	Project forms part of an essential pedestrian and cycle connection from North Acton to Old Oak Common Station.
Ped / Cycle	TP20	TP40	Pedestrian & Cycle (Bridge)	Northern access to North Acton Station	Necessary	12.3	Not committed	Planning contributions and/or other funding sources	12.3	T2 / T3	P7 (NAAW)	11-20 Years	Project represents the element of Option 6 from the North Acton Station Feasibility Study which delivers northern station access in later following primary station upgrades as set out in project TR3.

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Ped / Cycle	TP21	TP30	Pedestrian & Cycle (Crossing)	Bridge linking Acton Wells East and Jenner Avenue	Desirable	15.1	Not committed	Planning contributions and/or other funding sources	-	T2 / T3	P7 (NAAW)	6-20 Years	Project has been identified in the Victoria Road and Old Oak Common Lane DFP as increasing connectivity between Acton Wells and North Acton. However, the project is not considered necessary to support development within the plan period given the existing and proposed crossings to the west. The project may be considered as alternative pedestrian and cycle link from Acton Wells to North Acton should the crossing from North Acton Station to the Victoria Road Box Site (TP20) not be delivered. Represents PIDCS Intervention 1.
Ped / Cycle	TP22	TP31	Pedestrian & Cycle (Crossing)	Pedestrian/ cycle bridge across Central Line to connect Victoria Estate to Brunel Road.	Desirable	15	Not committed	Planning contributions and/or other funding sources	-	T2 / T3	P8 (OOL/OOCL)	11-20 Years	Project has been identified as a potential option to increase connectivity between North Acton and Wormwood Scrubs. Project is not considered necessary to support homes and jobs identified in the Local Plan, but proposals should safeguard for future delivery.
Ped / Cycle	TP23	TP32	Pedestrian & Cycle	New walking and cycling route from Brunel Road to Long Drive	Necessary	0.1	Not committed	Developer cost	-	T2 / T3	P8 (OOL/OOCL)	11-20 Years	
Ped / Cycle	TP24	TP33	Pedestrian & Cycle	New walking and cycling route from Jenner Avenue to Portal Way	Necessary	0.25	Part committed	Developer cost	-	T2 / T3	P7 (NAAW)	0-5 Years	Project is partly committed through permitted schemes at 140 Wales Farm Road.
Ped / Cycle	TP25	TP34	Pedestrian & Cycle	Pedestrian/ cycle/ public realm improvements between Victoria Road and the A4000	Necessary	0.13	Not committed	Developer cost	-	T2 / T3	P7 (NAAW)	0-5 Years	
Ped / Cycle	TP26	TP36	Pedestrian & Cycle	Enhanced pedestrian and cycle link from Portal Way to crossing of the A40.	Necessary	0.2	Part committed	Developer cost	-	T2 / T3	P7 (NAAW)	0-5 Years	Project committed as part of 4 Portal Way planning application.
Ped / Cycle	TP27	TP42	Pedestrian & Cycle	Improved pedestrian and cycle connection from Chase Road to Park Royal Road.	Necessary	0.23	Not committed	Planning contributions and/or other funding sources	0.23	T2 / T3	P4 (PRW)	6-10 Years	To form part of improved connection from Park Royal Road to North Acton Station.
Ped / Cycle	TP28	-	Pedestrian & Cycle	New pedestrian and cycle connections and routes through Channel Gate.	Necessary	0.5	Not committed	Developer cost	-	T2 / T3	P3 (GUC)	0-20 Years	
Ped / Cycle	TP29	TP23	Pedestrian & Cycle	New walking and cycling route along north of the Grand Union Canal within Channel Gate.	Necessary	0.5	Not committed	Developer cost	-	T2 / T3	P3 (GUC)	0-20 Years	Delivered through development of adjacent sites.
Ped / Cycle	TP30	TP46	Pedestrian & Cycle	Pedestrian and cycle connections through ASDA site.	Necessary	0.5	Not committed	Developer cost	-	T2 / T3	P6 (PRC)	6-10 Years	To be delivered through comprehensive redevelopment of site allocation.
Ped / Cycle	TP31	TP48	Pedestrian & Cycle	Public pedestrian and cycle route through Central Middlesex Hospital	Necessary	0.65	Not committed	Developer cost	-	T2 / T3	P6 (PRC)	0-20 Years	Exact route to be determined – may be delivered as part of upgrade or realignment of existing vehicular route the site.
Ped / Cycle	TP32	TP49	Pedestrian & Cycle	New/upgraded walking and cycling route through First Central.	Necessary	0.5	Part committed	Developer cost	-	T2 / T3	P4 (PRW)	0-5 Years	Partly delivered through Regency Heights scheme.
Ped / Cycle	TP33	TP50	Pedestrian & Cycle	Improved pedestrian and cycle access towards Park Royal station from north	Necessary	3.5	Funded	Planning contributions and service provider cost	-	T2 / T3	P4 (PRW)	0-5 Years	Planning contributions secured through planning contributions from Regency Heights development. Remaining project costs are being shared with LB Brent, TfL and Network Rail. Final design proposals for bridge are being progressed by TfL.
Ped / Cycle	TP34	TP51	Pedestrian & Cycle	Improvements to existing footpaths and cycle paths to provide alternative pedestrian and cycle route linking Park Royal Station, Park Royal and the and Wesley Avenue.	Necessary	6.72	Not committed	Planning contributions and/or other funding sources	6.72	T2 / T3	P4 (PRW)	0-5 Years	Forms part of continuous cycleway from Park Royal Station to Grand Union Canal.

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Ped / Cycle	TP35	TP55	Pedestrian & Cycle	New pedestrian and cycle link connecting Wesley Avenue to Grand Union Canal, along north of Wesley Playing Fields	Necessary	0.62	Not committed	Planning contributions and developer cost	0.62	T2/T3	P4 (PRW)	0-20 Years	Forms part of continuous cycleway from Park Royal Station to Grand Union Canal.
Ped / Cycle	TP36	TP56	Pedestrian & Cycle	New route to canal towpath at Volt Avenue.	Desirable	0.1	Not committed	Developer cost	-	T2 / T3	P4 (PRW)	0-21+ Years	Project should be delivered through any future development.
Ped / Cycle	TP37	TP57	Pedestrian & Cycle	Improved link to canal towpath at Steele Road (incl. parking restrictions on approach)	Necessary	0.11	Not committed	Planning contributions and/or other funding sources	0.11	T2 / T3	P4 (PRW)	6-10 Years	
Ped / Cycle	TP38	TP58	Pedestrian & Cycle	Completion of cycle path along Rainsford Road to Twyford Abbey Road, and connection to towpath	Necessary	0.42	Not committed	Planning contributions and/or other funding sources	0.42	T2 / T3	P4 (PRW)	0-10 Years	
Ped / Cycle	TP39	TP65	Pedestrian & Cycle	Improvements to existing pedestrian and cycle links from Abbey Road to Stonebridge Park Station	Necessary	0.62	Not committed	Planning contributions and developer cost	0.31	T2 / T3	P4 (PRW)	0-10 Years	Element of the project west of A406 is being delivered by St George as part of the Northfields development scheme.
Ped / Cycle	TP40	TP65	Pedestrian & Cycle	Pedestrian and cycle "green street" route through Oaklands to the Grand Union Canal.	Necessary	0.62	Part committed	Developer cost	-	T2 / T3	P8 (OOL/OOCL)	0-10 Years	Project partially completed through Oakland South. Remainder of project to be delivered through Oakland North scheme when progressed. Project includes ancillary public realm.
Ped / Cycle	TP41	TP68	Pedestrian and Cycle (Facilities)	Provision of cycle hire facilities	Necessary	1	Not committed	Developer and/or service provider cost	-	T2 / T3	Non-specific and/or Area-wide	0-20 Years	Provision for dockless hire would be secured through delivery of new/enhanced public realm. Delivery of TfL cycle hire docked facilities may be funded through planning contributions if required. However, TfL are currently not proposing to extend the cycle hire scheme to the OPDC area.
Ped / Cycle	TP42	TP69	Pedestrian and Cycle (Facilities)	Legible London wayfinding and signage.	Necessary	1.13	Not committed	Planning contributions and/or other funding sources	1.13	T2 / T3	Non-specific and/or Area-wide	0-20 Years	Proposals and costs informed by OPDC's Wayfinding Study.
Ped / Cycle	TP43	TP70	Pedestrian & Cycle	Generalised pedestrian and cycle improvements across Old Oak and Park Royal	Necessary	5	Not committed	Planning contributions and/or other funding sources	5	T2 / T3	Non-specific and/or Area-wide	0-20 Years	
Utilities	NU1	NU1	Smart Technology	High quality/high speed wireless, broadband and other telecommunications infrastructure that can be easily accessed and upgraded over time (phased to match development timing).	Necessary	-	Not committed	Developer cost	-	EU11	Non-specific and/or Area-wide	0-20 Years	Ducting across all places especially on the strategic road network. Cost for delivery in strategic road network is accounted for in strategic road projects. Costs for on site delivery is considered a developer cost.
Utilities	NU2	NU2	Smart Technology	Strategic telecommunications network	Necessary	-	Not committed	Other project(s)	-	EU11	Non-specific and/or Area-wide	0-20 Years	To be delivered in conjunction with new and enhanced road infrastructure.
Utilities	NU3	NU4	Smart Technology	Air Quality Monitoring Stations and diffusion tubes across area	Necessary	1	Not committed	Planning contributions and developer cost	0.5	EU4	Non-specific and/or Area-wide	0-20 Years	Monitoring locations and technology informed by OPDC's Air Quality Monitoring Study, but specific locations will be determined based on ongoing advise and evidence. Planning contributions will be sought to support installation of equipment on costs of monitoring.
Utilities	NU4	NU5	Decentralised Energy	Site Specific Decentralised Energy Delivery	Necessary	-	Not committed	Developer and/or service provider cost	-	EU10	Non-specific and/or Area-wide	0-20 Years	Represents preferred policy approach, and is likely to be required to support development of large strategic sites in the OPDC Area. Provision for connection to future heat networks will be secured through S106 agreement where schemes are delivered in advance of network delivery.

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Utilities	NU5	NU8	Decentralised Energy	Strategic Area-wide District Heat Network	Necessary	50	Not committed	Developer and/or service provider cost	-	EU10	Non-specific and/or Area-wide	0-20 Years	Represents preferred policy approach, and is likely to be required to support development of large strategic sites in the OPDC Area. Delivery of any systems to be phased in line with development. Individual developments can operate with onsite solutions on a temporary basis. Funding dependent on land ownership and delivery model but could include, developer, third party ESCO or public sector (OPDC/GLA). It is assumed that a heat network would be operated on a commercial basis and that planning contributions would not be secured towards its delivery. District Heat Network may include heat recovery from various sources, including but not limited to sewers, canal or heat emitting industrial activities.
Utilities	NU6	NU9	Decentralised Energy	North Acton on site energy solutions	Necessary	-	Part committed	Developer cost	-	EU10	P7 (NAAW)	0-20 Years	Area wide network not currently appropriate. Each developer should provide on-site heating solutions and enable connection to a strategic network at a future date. All ducting should be future proofed. Partly committed through permitted schemes in North.
Utilities	NU7	NU12	Energy Network - Electricity	Maintenance, renewal and replacement of electricity supply infrastructure	Necessary	-	Not committed	Developer and/or service provider cost	-	EU10	Non-specific and/or Area-wide	0-20 Years	To be delivered through plan period in partnership with service provider
Utilities	NU8	NU13	Energy network - Electricity	New substations either situated at the centre or on the periphery of the area.	Necessary	20	Not committed	Planning contributions and/or other funding sources	20	EU10	Non-specific and/or Area-wide	0-20 Years	To be delivered through plan period in partnership with service provider. Number and size of substations yet to be determined. Cost is indicative, based on single new substation.
Utilities	NU9	NU15	Energy network - Electricity	Upgrade of electrical power supply at Atlas Road substation from 45MVA to 60MVA.	Necessary	20	Delivered	Developer cost (HS2)	-	EU10	P9 (CG)	0-5 Years	New substation delivered in 2019 through HS2 enabling works.
Utilities	NU10	NU17	Energy network - Cooling	Area wide cooling network solutions	Desirable	-	Not committed	Other project(s)	-	EU10	Non-specific and/or Area-wide	0-20 Years	On-site cooling solutions required for OON, but area wide solutions may be suitable for other places. Would be delivered as part of district energy network.
Utilities	NU11	NU18	Energy network - Gas	Maintenance, renewal and replacement of gas supply infrastructure	Necessary	5	Not committed	Developer and/or service provider cost	-	EU10	Non-specific and/or Area-wide	0-20 Years	Service provider to deliver upgrades as required through developer fees/connection fees. Delivery of gas network infrastructure in new strategic routes included within relevant road projects.
Utilities	NU12	NU19	Potable water network	Water supply and reinforcement of strategic supplies and continuous renewal	Necessary	5	Not committed	Developer and/or service provider cost	-	EU3	Non-specific and/or Area-wide	0-20 Years	Thames Water are the service provider. TW to deliver upgrades as required through developer fees/connection fees. Delivery of water supply and sewer infrastructure in new strategic routes included within relevant road projects.
Utilities	NU13	NU20	Potable water network	Combined rainwater harvesting and greywater recycling systems provided, in particular within commercial developments	Necessary	-	Not committed	Developer cost	-	EU3	Non-specific and/or Area-wide	0-20 Years	To be secured through the development management process.

Category		ITM	Sub Category	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Funding Required (£ million)	Policy Links	Place(s)	Phase	Comments
Utilities	NU14	NU21	Foul and Surface Water Infrastructure	Maintenance/ renewal of sewerage infrastructure and new sewerage infrastructure to support growth	Necessary	10	Not committed	Developer and/or service provider cost	-	EU3	Non-specific and/or Area-wide	0-20 Years	Thames Water are the service provider. TW to deliver upgrades as required through developer fees/connection fees.
Utilities	NU15	NU22	Foul and Surface Water Infrastructure	On plot Sustainable Drainage Systems to restrict discharge to greenfield runoff rates	Necessary	-	Not committed	Developer cost	-	EU3	Non-specific and/or Area-wide	0-20 Years	Subsidiary policy approach
Utilities	NU16	NU23	Foul and Surface Water Infrastructure	Strategic sustainable urban drainage systems within areas of Public Open Space to attenuate runoff from adopted roads	Necessary	-	Not committed	Other project(s)	-	EU3	Non-specific and/or Area-wide	0-20 Years	Preferred Policy Approach. To be delivered/costed within road and public realm projects.
Utilities	NU17	NU24	Foul and Surface Water Infrastructure	Sustainable Urban Drainage systems connected to the Grand Union Canal	Necessary	-	Not committed	Developer cost	-	EU3	P3 (GUC)	0-20 Years	Preferred policy approach. Works to be undertaken as off-site improvements in agreement with Canal and River Trust.
Utilities	NU18	NU25	Foul and Surface Water Infrastructure	New outfalls to the Grand Union Canal and improvements to the canal to improve conveyance capacity	Necessary	3.4	Not committed	Planning contributions and/or other funding sources	3.4	EU3	P3 (GUC)	0-20 Years	Preferred Policy Approach
Utilities	NU19	NU27	Flood and Water Management	Tokynghon and Stonebridge Flood Alleviation Scheme	Necessary	4	Funded	Developer and/or service provider cost	-	EU3	N/A	0-20 Years	Planning is being funded and delivered by in partnership by the LB Brent and Environment Agency.
Utilities	NU20	NU28	Flood and Water Management	Works associated with Flood Risk Management especially those associated with development	Necessary	-	Not committed	Developer cost	-	EU3	Non-specific and/or Area-wide	0-20 Years	To be secured through the development management process.
Utilities	NU21	NU29	Waste	Onsite waste infrastructure to segregate/ store/ compact/ process waste generated from within sites.	Necessary	-	Not committed	Developer cost	-	EU6	Non-specific and/or Area-wide	0-20 Years	To be secured through the development management process.
Utilities	NU22	NU30	Waste	Strategic waste collection / recycling and processing system (vacuum or underground) including onsite connections to facility.	Desirable	5	Not committed	Developer and/or service provider cost	-	EU6	Non-specific and/or Area-wide	0-20 Years	Strategic waste is not considered necessary for future development proposals but may be considered as part of a larger strategic sites. Need for and type of strategic waste system yet to be determined on a scheme by scheme basis.
Green Infrastructure	G11	G11	Open Space (Existing)	Improvements and enhancements to Birchwood Nature Reserve.	Necessary	1	Not committed	Planning contributions and/or other funding sources	1	EU1	P2 (OON)	0-20 Years	There is potential for this to form the basis of a new larger open space beyond the plan period through the potential redevelopment of the QE Line depot.
Green Infrastructure	G12	G12	Open Space (Existing)	Enhancements to Mary Seacole Gardens	Necessary	0.5	Part committed	Planning contributions and developer cost	0.42	EU1	P10 (SL)	0-5 Years	Project to be delivered through development of Mitre Yard scheme, part funded through planning contributions. Includes expansion of space to include additional areas of open space within the Mitre Yard site.
Green Infrastructure	G13	G13	Open Space (Existing)	Expansion of, and enhancements to, Old Oak Community Gardens	Necessary	0.45	Not committed	Planning contributions and/or other funding sources	0.45	EU1	P8 (OOL/OOCL)	11-20 Years	Project to be secured through development of adjacent sites with Channel Gate and Island Triangle.
Green Infrastructure	G14	G14	Open Space (Existing)	Enhancements to Cerebos Gardens and Midland Terrace play space	Necessary	0.5	Not committed	Planning contributions and/or other funding sources	0.5	EU1	P8 (OOL/OOCL)	0-5 Years	OPDC working LB Ealing and local residents to progress proposals.
Green Infrastructure	G15	G16	Open Space (Existing)	Enhancements to North Acton Cemetery, including improved access and movement for pedestrian and cyclists.	Necessary	0.5	Part committed	Planning contributions and/or other funding sources	0.5	EU1	P7 (NAAW)	0-10 Years	Contributions have been secured from permitted schemes in North Acton.
Green Infrastructure	G16	G17	Open Space (Existing)	Enhancements to existing open space at Lakeside Drive	Necessary	0.25	Funded	Developer cost	-	EU1	P4 (PRW)	0-5 Years	Enhancements delivered through Regency Heights development and other schemes that progress at Lakeside Drive. Improvements include provision and safeguarding of public access.

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Green Infrastructure	G17	G18	Open Space (Existing)	Enhancements to Wesley Estate Public Open Space	Necessary	0.63	Part committed	Planning contributions and/or other funding sources	0.58	EU1	P4 (PRW)	0-10 Years	Assumes upgrades to areas of hard landscaping and improvements to some areas of soft landscaping. £50 in contributions secured towards improvements to play space from implemented schemes.
Green Infrastructure	G18	G19	Open Space (Existing)	Sensitive enhancements to Wormwood Scrubs, including: - biodiversity enhancements; - improved access from east, south and west; improved pedestrian and cycle routes through the scrubs; - improvements to playing fields.	Necessary	15	Part committed	Planning contributions and service provider cost	11	EU1	P12 (WS)	0-20 Years	OPDC is working closely with LBHF on developing proposals for future enhancements to Wormwood Scrub, most recently on the Wormwood Scrubs Ecological Masterplans. Initial assumption has been made on LBHF sharing 25% of overall costs for enhancements, though funding strategies for future works have yet to be determined and are likely to vary across different projects and works areas. OPDC has committed 150K from it's In the Making initiative towards improved access to Wormwood Scrubs.
Green Infrastructure	G19	G111	Open Space (New)	Channel Gate Local Park	Necessary	1.77	Not committed	Planning contributions and/or other funding sources	1.77	EU1	P9 (CG)	11-20 Years	Local Park to be delivered as part of development with potential additional funding secured through planning obligations from adjacent sites. Cost relates to capital cost of works for delivering park. Provision of land will be considered a developer cost. Represents PIDCS Intervention 7 - Option 1, which represents the higher cost option.
Green Infrastructure	G110	G113	Open Space (New)	A Local Park of a minimum 2 hectares in size (comprising spaces across the Elizabeth Line depot and areas surrounding the Old Oak Common station including station squares	Necessary	3	Part committed	Planning contributions and developer cost	0.5	EU1	P1 (OOS)	11-20 Years	The majority of Old Oak Common Station Local Park will be delivered through delivery of OOC Station, with the remainder funded through planning contributions. The space is likely to require a higher proportion of hard landscaping than the Channel Gate Local Park due its role adjacent to Old Oak Common Station, which result in higher capital costs.
Green Infrastructure	G111	G114	Open Space (New)	Harrow Road cluster open space	Necessary	0.2	Part committed	Developer cost	-	EU1	P10 (SL)	0-10 Years	Part committed through 2 Scrubs Lane S106. Scheme not yet commenced.
Green Infrastructure	G112	-	Open Space (New)	Laundry Lane cluster open space	Necessary	0.15	Part committed	Developer cost	-	EU1	P10 (SL)	0-10 Years	Space will safeguard a potential future connection to Old Oak North from Scrubs Lane.
Green Infrastructure	G113	G116	Open Space (New)	Hythe Road cluster open space	Necessary	0.15	Part committed	Developer cost	-	EU1	P10 (SL)	0-10 Years	
Green Infrastructure	G114	G118	Open Space (New)	Mitre Wharf canal side open space	Necessary	0.15	Not committed	Developer cost	-	EU1	P10 (SL)	6-10 Years	
Green Infrastructure	G115	G119	Open Space (New)	Mitre Way Cluster Open Space	Necessary	0.25	Not committed	Developer cost	-	EU1	P10 (SL)	6-20 Years	
Green Infrastructure	G116	G120	Open Space (New)	Brunel Gardens	Necessary	0.5	Not committed	Developer cost	-	EU1	P8 (OOL/OOCL)	11-20 Years	
Green Infrastructure	G117	G121	Open Space (New)	Acton Wells Square	Necessary	0.5	Not committed	Developer cost	-	EU1	P7 (NAAW)	6-20 Years	
Green Infrastructure	G118	G122	Open Space (New)	Victoria Gardens	Necessary	0.5	Not committed	Developer cost	-	EU1	P7 (NAAW)	6-20 Years	
Green Infrastructure	G119	G123	Open Space (New)	Portal Way Squares	Necessary	2	Part committed	Developer cost	-	EU1	P7 (NAAW)	0-10 Years	Project part committed through 2 Portal Way and Carphone Warehouse schemes. Neither scheme commenced.

Category		ITM	Sub Category	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Funding Required (£ million)	Policy Links	Place(s)	Phase	Comments
Green Infrastructure	G120	G/24	Open Space (Existing)	Improvements to North Acton Station Square South	Necessary	0.2	Funded	Planning contributions and/or other funding sources	-	EU1	P7 (NAAW)	0-5 Years	Station square completed in 2020. Project relates to further enhancements and improvements over the plan period.
Green Infrastructure	G121	G/25	Open Space (New)	North Acton Station Square North	Necessary	0.75	Not committed	Developer cost	-	EU1	P7 (NAAW)	11-20 Years	Project reliant on delivery of northern access for North Acton Station;
Green Infrastructure	G122	G/26	Open Space (New)	School Road Square and Public Realm	Necessary	0.38	Not committed	Planning contributions and/or other funding sources	0.38	EU1	P7 (NAAW)	11-20 Years	
Green Infrastructure	G123	G/28	Open Space (New)	New public open space within ASDA site.	Necessary	0.5	Not committed	Developer cost	-	EU1	P6 (PRC)	6-10 Years	
Green Infrastructure	G124	G/29	Open Space	Grand Union Canal pocket parks.	Necessary	1	Not committed	Planning contributions and/or other funding sources	1	EU1	P3 (GUC)	0-20 Years	
Green Infrastructure	G125	G/31	Public Realm	Provision of public art.	Necessary	-	Not committed	Other project(s)	-	TCC5	Non-specific and/or Area-wide	0-20 Years	Funded as part of general public realm and transport projects.
Green Infrastructure	G126	G/35	Open Space (Existing)	Improvements and enhancements to existing public open space at Central Middlesex Hospital	Necessary	0.5	Not committed	Planning contributions and developer cost	0.25	EU1	P6 (PRC)	0-20 Years	Project may result in reconfiguration of public open space and routes through CMH. Assumption on cost jointly funded through planning contributions and developer cost.
Green Infrastructure	G127	G/40	Open Space	Canalside spaces on the Willesden Junction Maintenance Depot, and other canalside locations within the Atlas Junction cluster including the Triangle Open Space and land north of Oaklands.	Necessary	1	Part committed	Planning contributions and developer cost	0.5	EU1	P8 (OOL/OOCL)	0-10 Years	OPDC progressing work on canalside opportunities with funding secured through the good growth by design programme.
Green Infrastructure	G128	G/42	Open Space (New)	New public open space (First Central, Lakeside Drive/Coronation Road)	Necessary	-	Funded	Developer cost	-	EU1	P4 (PRW)	0-5 Years	Project to be delivered as part of planning permission for Lakeside Drive (November 2017).
Green Infrastructure	G129	G/43	Public Realm	Southern Old Oak Common Station Square	Desirable	1	Not committed	Planning contributions and/or other funding sources	-	EU1/EU2	P1 (OOS)	21+ Years	To be delivered beyond plan period when IEP site progressed for mixed use development.
Green Infrastructure	G130	G/57	Public Realm	Old Oak Common Lane Station Square	Necessary	0.5	Not committed	Developer cost	-	EU1/D2	P7 (NAAW)	11-20 Years	Public square to delivered through development. To be designed considering future requirements as potential station square.
Green Infrastructure	G131	G/58	Public Realm	New public open space / public realm provision surrounding Park Royal Central junction.	Necessary	-	Not committed	Other project(s)	-	EU1/D2	P6 (PRC)	0-10 Years	Project costed overall "Big X" project (TV28)
Green Infrastructure	G132	-	Open Space (New)	New canalside open spaces in Old Oak North	Necessary	0.5	Not committed	Developer cost	-	EU1/D2	P2 (OON)	0-20 Years	Exact locations to be confirmed through more detailed design of future industrial intensification proposals.
Green Infrastructure	G133	G/44	Canal	New and improved wharves, docking, mooring and ancillary facilities at appropriate locations along Grand Union Canal.	Necessary	0.5	Not committed	Service provider cost	-	EU1/EU2	P3 (GUC)	0-20 Years	To be delivered in partnership with Canal and River Trust
Green Infrastructure	G134	G/30	Urban Greening	Linear Spaces along Secondary and Primary Routes	Necessary	-	Not committed	Other project(s)	-	EU1	Non-specific and/or Area-wide	0-20 Years	To be secured through general delivery of new/enhancements to existing key routes.
Green Infrastructure	G135	G/34	Urban Greening	Urban greening along streets and public realm, including the integrations of SuDs / rain gardens/ and other linear planting along all streets.	Necessary	-	Not committed	Other project(s)	-	EU2/ EU3/D4	Non-specific and/or Area-wide	0-20 Years	To be delivered as part of general street and public realm improvements.
Green Infrastructure	G136	G/10	Biodiversity Enhancements	Biodiversity improvements on railway sidings and embankments	Necessary	5	Not committed	Planning contributions and developer cost	2.5	EU2	Non-specific and/or Area-wide	0-20 Years	Assumption for 5 ha of improvements across the plan period. Assumption that half of enhancements would be carried out as a developer cost (including network works).
Green Infrastructure	G137	G/33	Biodiversity Enhancements	Contributions towards and/or the delivery of new biodiversity and/or enhancements towards existing biodiversity assets.	Necessary	1	Not committed	Planning contributions and developer cost	0.5	EU2	Non-specific and/or Area-wide	0-20 Years	Assumption for 1 ha of improvements, outside of those to be delivered in identified open space and public realm projects. Assumed combination of off-site contributions and on-site developer costs.

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Green Infrastructure	G138	G132	Open Space	Contributions towards and/or delivery of new publicly accessible open space and/or enhancements of existing public open spaces not included above to address site specific policy requirements.	Necessary	2	Not committed	Planning contributions and developer cost	1	EU1/D9	Non-specific and/or Area-wide	0-20 Years	
Green Infrastructure	G139	G145	Play Space	Contributions towards and/or delivery of play space for children under 5.	Necessary	2	Part committed	Planning contributions and developer cost	0.5	D9	Non-specific and/or Area-wide	0-20 Years	Cost relates to play infrastructure - space to be provided within existing and new open space. Assumed the majority of play space will be delivered as a development cost, with 25% as planning contributions for offsite provision.
Green Infrastructure	G140	G146	Play Space	Contributions towards and/or delivery of play space for children of 5 - 11 years old.	Necessary	2	Part committed	Planning contributions and developer cost	0.5	D9	Non-specific and/or Area-wide	0-20 Years	Cost relates to play infrastructure - space to be provided within existing and new open space. Assumed the majority of play space will be delivered as a development cost, with 25% as planning contributions for offsite provision.
Green Infrastructure	G141	G147	Play Space	Contributions towards and/or delivery of play space for young people (12+).	Necessary	2	Part committed	Planning contributions and developer cost	0.5	D9	Non-specific and/or Area-wide	0-20 Years	Cost relates to play infrastructure - space to be provided within existing and new open space. Assumed the majority of play space will be delivered as a development cost, with 25% as planning contributions for offsite provision.
Green Infrastructure	G142	G148	Play Space	Contributions towards and/or delivery of play space for people of all ages.	Necessary	2	Part committed	Planning contributions and developer cost	0.5	D9	Non-specific and/or Area-wide	0-20 Years	Cost relates to play infrastructure - space to be provided within existing and new open space. Assumed the majority of play space will be delivered as a development cost, with 25% as planning contributions for offsite provision.
Social Infrastructure	S11	S11	Nursery	Super Nursery (120 Children) at Channel Gate.	Necessary	-	Not committed	Developer and/or service provider cost	-	TCC4	P2 (OON)	6-20 Years	Nurseries to be delivered on a commercial basis - no infrastructure cost assumed. Delivery to be secured through development management process.
Social Infrastructure	S12	S12	Nursery	Super Nursery (120 Children) at North Acton and Acton Wells	Necessary	-	Not committed	Developer and/or service provider cost	-	TCC4	P7 (NAAW)	0-20 Years	Nurseries to be delivered on a commercial basis - no infrastructure cost assumed. Delivery to be secured through development management process.
Social Infrastructure	S13	S13	Nursery	Super Nursery (120 Children) at Old Oak South.	Necessary	-	Not committed	Developer and/or service provider cost	-	TCC4	P1 (OOS)	11-20 Years	Nurseries to be delivered on a commercial basis - no infrastructure cost assumed. Delivery to be secured through development management process.
Social Infrastructure	S14	S14	Nursery	Super Nursery (120 Children) – location yet to be determined.	Necessary	-	Not committed	Developer and/or service provider cost	-	TCC4	Non-specific and/or Area-wide	0-20 Years	Nurseries to be delivered on a commercial basis - no infrastructure cost assumed. Delivery to be secured through development management process.
Social Infrastructure	S15	S15	Schools	Use of surplus capacity in existing primary school.	Necessary	2.62	Funded	Planning contributions and/or other funding sources	-	TCC4	N/A	0-20 Years	Education contributions secured through S106 agreements from implemented schemes will be committed to improvements to existing schools.
Social Infrastructure	S16	S16	Schools	3FE primary school (630 pupils)	Necessary	13.12	Not committed	Planning contributions and/or other funding sources	13.12	TCC4	P7 (NAAW) P8 (OOL/OOCL) P9 (CG)	11-20 Years	SINS identifies that a new primary school facility will be required on-site in 2031. Location for the new school will be identified through future review of Local Plan when further details on availability and timing of potential sites for delivery will be known.

Category		ITM	Sub Category	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Funding Required (£ million)	Policy Links	Place(s)	Phase	Comments
Social Infrastructure	SI7	S17	Schools	Use of surplus capacity in existing secondary schools	Necessary	2.62	Funded	Planning contributions and/or other funding sources	-	TCC4	N/A	0-20 Years	Education contributions secured through S106 agreements from implemented schemes will be committed to improvements to existing schools.
Social Infrastructure	SI8	S18	Schools	Secondary school (beyond plan period)	Desirable	-	Not committed	Planning contributions and/or other funding sources	-	TCC4	Non-specific and/or Area-wide	21+ Years	No requirement for Secondary School identified within the plan period.
Social Infrastructure	SI9	S19	Health facilities	Expansion of Park Royal Medical Practice (Primary Care Centre).	Necessary	1.9	Delivered	Planning contributions and/or other funding sources	-	TCC4	P6 (PRC)	0-5 Years	15,000 additional patients and 600sqm of floorspace. This facility is located within Central Middlesex Hospital and additional floorspace would utilise surplus capacity at the Hospital.
Social Infrastructure	SI10	S110	Health facilities	Off-site expansion of Hammersmith Centre for Health.	Necessary	0.4	Part committed	Planning contributions and/or other funding sources	0.4	TCC4	Non-specific and/or Area-wide	0-5 Years	6,000 additional patients with an additional 200sqm of space. Contributions secured from permitted schemes.
Social Infrastructure	SI11	S111	Health facilities	Off-site expansion of Willesden Centre for Health and Care.	Necessary	1	Not committed	Planning contributions and/or other funding sources	1	TCC4	Non-specific and/or Area-wide	6-10 Years	8,000 - 10,000 additional patients with an additional 500sqm.
Social Infrastructure	SI12	S112	Health facilities	Off-site expansion of Cloister Road Surgery.	Necessary	1.1	Not committed	Planning contributions and/or other funding sources	1.1	TCC4	Non-specific and/or Area-wide	6-10 Years	3,500 patients with an extension of 145sqm.
Social Infrastructure	SI13	S113	Health facilities	New Health Hub facility. Opening at 1,088 sqm in 2024 and expanding to 1,564 by 2038.	Necessary	5.92	Not committed	Planning contributions and developer cost	2	TCC4	P7 (NAAW)	6-10 Years	Exact location to be determined, but to be delivered within the North Acton and Acton Wells place. Development will be expected to deliver the space to shell and core, with space provided at commercial rates. Planning contributions to be secured towards fit out.
Social Infrastructure	SI14	S114	Community Centre	2,600 sqm Community Centre (1)	Necessary	9.31	Not committed	Planning contributions and/or other funding sources	9.31	TCC4	P9 (CG)	11-20 Years	Exact location to be determined, but to be delivered within Old Oak major town centre in the Channel Gate place. SINS has identified that the facility is required by 2030. Cost represents a facility which will be delivered as a stand alone structure, but it may be collocated with mixed use development.
Social Infrastructure	SI15	S115	Community Centre	2,600 sqm Community Centre (2)	Necessary	8.91	Not committed	Planning contributions and/or other funding sources	8.91	TCC4	Non-specific and/or Area-wide	11-20 Years	SINS has identified that the facility is required by 2035. Site is to be determined through a future Local Plan review when greater clarity on timescales for candidate sites is known. Cost represents the option for a facility which is collocated with other development.
Social Infrastructure	SI16	S116	Leisure and Sports Centre	Sports and Leisure Centre 1, and affordable concessions access.	Necessary	-	Not committed	Developer cost	-	TCC4 /TCC6	P9 (CG)	6-10 Years	Sports and Leisure Centre to be delivered as a commercial facility, with affordable concessions access secured through S106 agreement. Facility could alternatively be provided in one large facility.
Social Infrastructure	SI17	S117	Leisure and Sports Centre	Sports and Leisure Centre 2	Necessary	-	Not committed	Developer cost	-	TCC4/ TCC6	P1 (OOS)	11-20 Years	Sports and Leisure Centre to be delivered as a commercial facility, with affordable concessions access secured through S106 agreement. Facility could alternatively be provided in one large facility.

Category		ITM	Sub Category	Project Description	Project Importance	Project Cost (£ million)	Status	Funding Source	Funding Required (£ million)	Policy Links	Place(s)	Phase	Comments
Social Infrastructure	SI18	S/18	Leisure and Sports Facility	Provision of Public Drinking Foundations	Necessary	-	Not committed	Other project(s)	-	TCC4/TCC6	Non-specific and/or Area-wide	0-20 Years	Should be delivered as part of the public realm along key routes, public open spaces and other appropriate locations.
Social Infrastructure	SI19	S/19	Emergency Services	Dedicated Ward Office (Police) 1	Necessary	0.19	Not committed	Planning contributions and/or other funding sources	0.19	TCC4	Non-specific and/or Area-wide	0-20 Years	Exact sites to be determined. Can be co-located with other social infrastructure facilities.
Social Infrastructure	SI20	S/20	Emergency Services	Dedicated Ward Office (Police) 2	Necessary	0.19	Not committed	Planning contributions and/or other funding sources	0.19	TCC4	Non-specific and/or Area-wide	0-20 Years	Exact sites to be determined. Can be co-located with other social infrastructure facilities.
Social Infrastructure	SI21	S/21	Emergency Services	Dedicated Ward Office (Police) 3	Necessary	0.19	Not committed	Planning contributions and/or other funding sources	0.19	TCC4	Non-specific and/or Area-wide	0-20 Years	Exact sites to be determined. Can be co-located with other social infrastructure facilities.
Social Infrastructure	SI22	S/22	Emergency Services	Potential intensification of existing Fire Station	Necessary	0.5	Not committed	Planning contributions and/or other funding sources	0.5	TCC4	Non-specific and/or Area-wide	0-20 Years	Work with emergency services to determine delivery triggers
Social Infrastructure	SI23	S/23	Emergency Services	625 sqm extension to existing ambulation station.	Necessary	1.81	Not committed	Planning contributions and/or other funding sources	1.81	TCC4	Non-specific and/or Area-wide	0-20 Years	

Key

- Transport**
 - New and Upgraded Stations
 - New Rail Services
 - Enhanced / New All Modes Routes
 - Enhanced / New Pedestrian and Cycle Routes
 - Junction Improvements (Major)
 - Junction Improvements (General)
 - Crossings
 - Desirable Transport Infrastructure

- Green Infrastructure**
 - Existing and Enhanced Public Open Spaces
 - Areas of Search for New Local Parks
 - Locations of New Smaller Public Open Spaces

- Utilities**
 - Electricity Substation
 - Air Quality Monitoring (NU3)

- Social Infrastructure**
 - Not site specific / to be confirmed

