

OOC Intermodal Area – Surface Transport Issues

17 October 2023



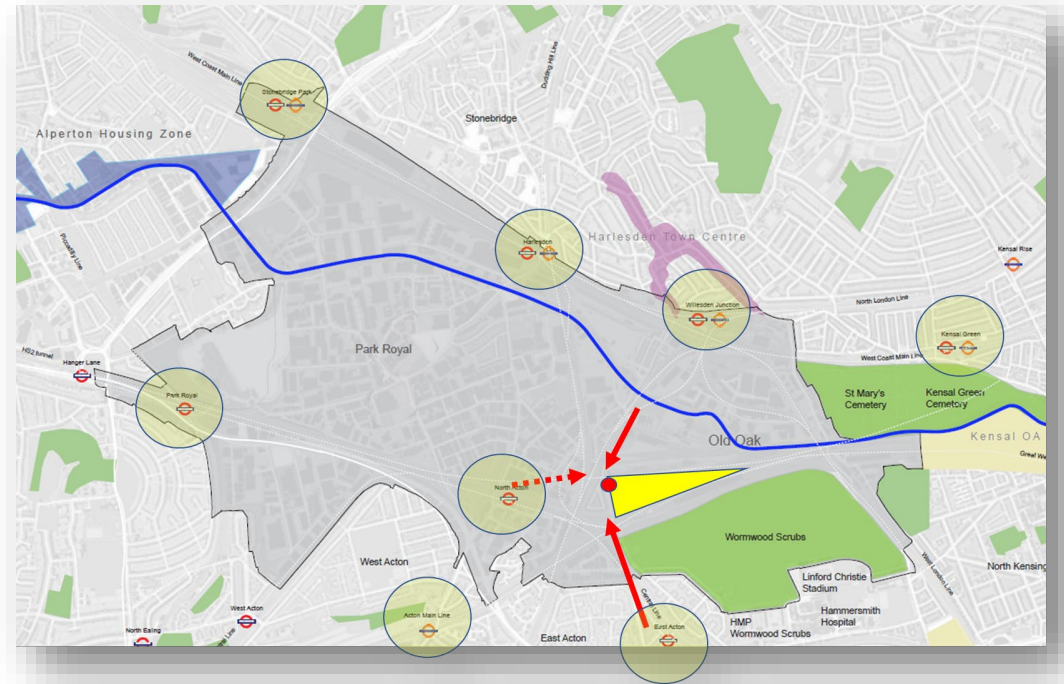
Old Oak Common Surface – High level concerns

Design has not evolved as surrounding plans have changed

- Layout remains same despite removal of through road (bridge), OPDC adopting a new Local Plan, and HS2 terminating services on the site. Material changes impacting what the highway needs to support.
- HS2 view site as primarily a rail interchange but it also needs to stimulate local growth. Surface transport is key component to knit together these outcomes.

Lack of local connectivity [physical constraints]

- Site layout being designed before access capacity determined. New signalised junction does not look like it can cope even with optimistic view of demand. Making changes post-opening will be highly disruptive to HS2 especially with OPDC build out at same time.
- Pedestrian access is only possible from east as terminus buildings/high voltage cabling prevent bridges landing.



Old Oak Common Surface – High level concerns

Disjointed assessment

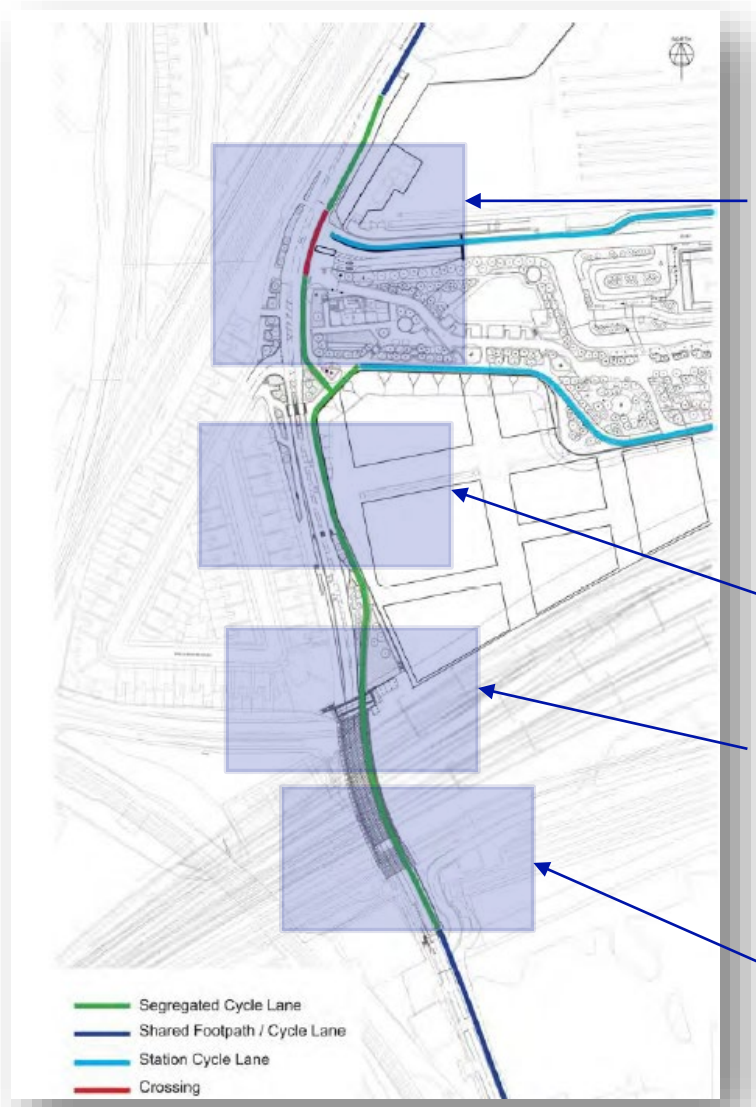
- HS2 surface modelling does not account for OPDC growth or terminus operations. No assessment of on-site congestion. Very light touch approach for such a significant interface.
- HS2 design packages have split the site (access/intermodal/station) but they must work together and then liaise with OPDC plans for wider area.
- Current approach for understanding surface transport is unorthodox. For example;
 - Vehicle forecasts have unclear lineage to strategic models with departures agreed between HS2/BBVS. TfL have requested numerous times to see source data as numbers appear low.
 - Pedestrian forecasts do not include OPDC growth, ASD, and terminus operations. Design therefore does not account for all sources of people who might be attracted to OOC like visitors, staff, on site residents, etc.

TfL role

- Not highway authority so reactive to both HS2 and OPDC. Seeking to deliver the most appropriate and reliable PT level of service.
- We need to understand potential displacement of passengers to/from OOC to surrounding stations.
- Significant experience with input provided for several years but limited influence on design.
- Keen to promote active travel to support car-free growth and reduce pressure on local highway network.
 - Accurate highway modelling will help understand level of mode shift or TDM needed



Old Oak Common – Specific Concerns (WP34.5)



- New signalised junction is potential bottleneck with opposed right turn and separately phased cycleway. Only way on and off site so congestion will impact bus reliability. No opportunity for bus priority.
- High wait times for pedestrians at critical crossover. Crowding/impatience may be safety issue. West London Orbital may land adjacent to the junction.
- Light touch traffic modelling – not audited by TfL – risky approach for critical location.
- ASD will need vehicle entry for construction/servicing but no plans available. Will be close to HS2 access so should be considered in design now.
- OOCL single lane with in-carriageway bus stops. Potential to block back.
- Current plan is to restrict pedestrian access to one side of OOCL to accommodate cycle lane under bridge. All northbound pedestrians will need to cross carriageway to access HS2 site. High risk as informal crossings proposed.



Old Oak Common – Bus Concerns (WPI3)



- Not enough stops and stand spaces to deliver OPDC future bus network.
- Passing tolerances between stationary and moving buses are extremely tight on bus loop. Increased risk of collision and closures.
- Blue badge parking means private vehicles will share bus loop. Mixing non-operational vehicles is high risk.
- Safety issues with unfamiliar sawtooth stop arrangement being used to save space.
- Bus recovery is not possible from the loop. Wrecker vehicles do not track.
- Driver welfare is too small. No natural light or ventilation. No fit out design provided.
- No operational TfL parking for incident response to manage signals or buses.
- Crowding has not been modelled outside station with no assessment of perturbations.



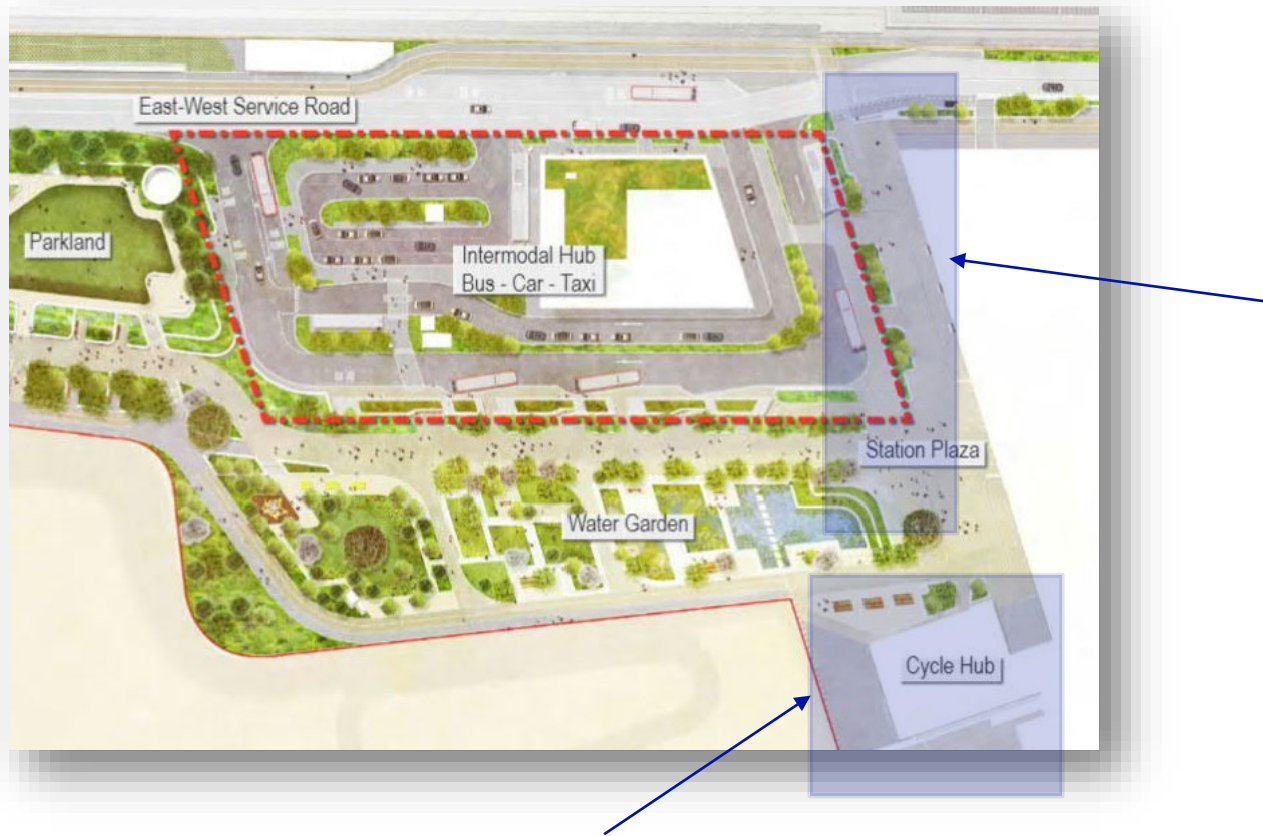
Old Oak Common – General highway concerns (WPI3)



- Terminus security means non-HS2 vehicles can only turn within interchange, i.e. the bus loop, to exit site. If loop is restricted then no way for vehicles to leave?
- Overall layout is constrained and does not track large vehicles without kerb overrun.
- Layout so tight it contains departures on road markings from TSRGD legislation.
- Electric taxi has not been tracked through taxi loop but will form majority of fleet by station opening.
- No plan to manage unplanned rail disruption outside station. If EL/GWML has problems then HS2 will deliver passengers to a location with limited onward options or long walks.
- Rail replacement services have been requested to use TfL stops and displace timetabled services. Not sustainable as local buses key to move people off site.



Old Oak Common – Other Design Issues



- E-W cycle lane ends on other side of concourse to hub so cyclists may conflict with people traversing to enter station.
- No strategy for dockless cycles/e-mobility providers. No assessment of space required and access needed by operators to manage fleet.
- No PHV strategy for app based pick up – local honeypotting/circulating may become issue. Compounded by lack of turnaround on site.
- Undefined operational plans. Need to understand availability during maintenance.
- No on-site maintenance storage for urban realm but also no loading/parking bays within vicinity.

- Cycle Hub made smaller to integrate smoking shelter and dog spend area. Less sheltered cycle parking. Missed opportunity to make it fully secure.



Discussion Points

Alignment of modelling between HS2, NR and OPDC. What scenario is best to use to test whether the highway network can cope?

Confidence. TfL have expertise/existing processes to audit demand estimates and then traffic models. Is this useful?

Modal priority. There is limited highway capacity/space on approach and within the site so is the balance of need correct?

Levels of service. TfL will adjust service levels to make sure they are reliable within the facilities provided but these might be below the level needed to support OPDC growth and HS2 when it's a terminus.

Requirements. OOC should be a world class facility for customers travelling locally to/from the site. Can we share the same vision given the limited space?

Operational integrity. TfL need concepts of operation at the detailed design stage to understand potential OPEX. How can we work together to minimise these costs?



Contact

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Questions?

