

Comparison of station location options

	Option A	Option B	Option C
Interchange quality	350m link for both Richmond to Stratford services and Clapham to Stratford services (approx 2.5 min walk with travelator).	350m link for both Richmond to Stratford services and Clapham to Stratford services (approx 2.5 min walk with travelator).	350m link for Richmond to Stratford services (approx 2.5 min walk with travelator) and a 650m link for Clapham to Stratford services, with a series of level changes (5-10 min walk with travelator).
Passenger experience	Relatively short distance between all services. All trains leave from a single island platform, minimising passenger confusion. Trains every five minutes per direction, all calling from the same platform.	Reduction in services from Clapham Junction to Stratford. Trains every 7-8 minutes per direction, calling at a common station but from different platforms.	Long walk (5-10 minutes) between HS2 station and Clapham Junction to Stratford services. Trains every 15 minutes per direction on Richmond to Stratford route. Trains every 7-8 minutes per direction on Clapham Junction to Stratford route.
Operational impacts	New station can be accommodated into existing timetable with minimal disruption.	Reduction in services from Clapham Junction to Stratford. Trains every 15 minutes per direction on Stratford to Richmond route. Trains every 15 minutes would operate between Old Oak and Clapham Junction. All services would call at a common station but from different platforms.	New station can be accommodated into existing timetable with minimal disruption.
Impact at Euston	Expected to remove 5,000 (or 10%) of HS2 passengers from Euston during morning peak period.	Expected to remove 1,000 (or 2%) of HS2 passengers from Euston during morning peak period.	Expected to remove 3,000 (or 6%) of HS2 passengers from Euston during morning peak period.
Capital cost	£400 – £600m (excluding land costs)	£100 – £200m (excluding land costs)	£150 – £250m (excluding land costs)
Regeneration impacts	Adds a single station to serve the western side of the Old Oak Opportunity Area.	Adds a single station to serve the western side of the Old Oak Opportunity Area.	Adds two separate stations to serve the wider Old Oak Opportunity Area catchment. Hythe Road station will directly serve the proposed residential development. Adds a pedestrian link across the canal.
Environmental impacts	The viaduct along the northern boundary and above part of Wormwood Scrubs would remove vegetation and habitats at some locations and have an adverse visual impact. Choosing the right materials, replacing vegetation and creating compensatory habitats could reduce the impact. Noise from the new station and curved viaduct could disturb local residents. Screening, effective designs and good operational procedures would help manage this.	Land outside the railway boundary may be required for the three-platform station. Noise could disturb local residents during both construction and operation of the station. Screening, effective design and good operational procedures would help manage this.	The station near Hythe Road would require a pedestrian link on land outside the station boundary. This link would cross over the historical Grand Union Canal. Noise at the new station to the west could disturb local residents during both construction and operation. Screening, effective design and good operational procedures would help manage this.