Summary of the options assessment for the potential London Overground station at Hythe Road

	Option 1A	Option 1B	Option 1C
	Existing Embankment	**Viaduct North**	**Viaduct South**
Option Description	A station at Hythe Road on the existing embankment, including embankment widening where required.	A station at Hythe Road on a viaduct with an alignment to the north of the existing embankment.	A station at Hythe Road on a viaduct with an alignment to the south of the existing embankment.
Interchange quality	The station would be located about 650m from the Old Oak Common HS2/Elizabeth line station. Interchange with HS2 and the Elizabeth line would be reliant on links proposed to be provided between that station and the area around Hythe Road known as Old Oak Park.	The station would be located about 700m from the Old Oak Common HS2/Elizabeth line station. Interchange with HS2 and the Elizabeth line would be reliant on links proposed to be provided between that station and the area around Hythe Road known as Old Oak Park.	The station would be located about 600m from the Old Oak Common HS2/Elizabeth line station. Interchange with HS2 and the Elizabeth line would be reliant on links proposed to be provided between that station and the area around Hythe Road known as Old Oak Park.

Passenger experience	Passengers would experience 9m wide platforms which would also offer provision for future longer (8-car) trains. Platforms would be covered and have Oyster card readers, as seen at many existing London Overground stations. The station building would be designed as a continuation of the street, providing a seamless and pleasant journey from the platform to the pavement and reinforcing the station's role as part of the local neighbourhood. It would support the latest customer information facilities and be able to accommodate existing and future passenger growth. Retail opportunities would also be provided.	Passengers would experience 9m wide platforms which would also offer provision for future longer (8-car) trains. Platforms would be covered and have Oyster card readers, as seen at many existing London Overground stations. The station building would be designed as a continuation of the street, providing a seamless and pleasant journey from the platform to the pavement and reinforcing the station's role as part of the local neighbourhood. It would support the latest customer information facilities and be able to accommodate existing and future passenger growth. Retail opportunities would also be provided.	Passengers would experience 9m wide platforms which would also offer provision for future longer (8-car) trains. Platforms would be covered and have Oyster card readers, as seen at many existing London Overground stations. The station building would be designed as a continuation of the street, providing a seamless and pleasant journey from the platform to the pavement and reinforcing the station's role as part of the local neighbourhood. It would support the latest customer information facilities and be able to accommodate existing and future passenger growth. Retail opportunities would also be provided.
Railway Operational impacts	<u>Permanent operational impacts:</u> This option, including the station stop would allow different train types to run over the new infrastructure alignment successfully.	<u>Permanent operational impacts:</u> This option, including the new station stop would allow different train types to run over the new infrastructure alignment successfully, however it would be less optimal than the other options assessed.	<u>Permanent operational impacts:</u> This option, including the new station stop would allow different train types to run over the new infrastructure alignment successfully (including a station stop), providing the most optimal alignment of the options assessed.

	The design would not preclude future increased train services between Clapham Junction and Old Oak as set out in the draft Mayor's Transport Strategy (2017). <u>Temporary construction impacts:</u> This station option could be constructed within 11 months, however disruption to the existing operational railway during this period would be deemed unacceptable compared to the other options due to the need to construct the station within the existing rail corridor.	The design would not preclude future increased train services between Clapham Junction and Old Oak as set out in the draft Mayor's Transport Strategy (2017). <u>Temporary construction impacts:</u> This station option could be constructed within 20 months. Disruption to the existing operational railway during this period would be minimised compared with Option 1A through offline construction of the station and viaduct before joining with the existing railway. This option would be slightly more disruptive to construct than Option 1C due to the location of new track switches and crossing at the eastern end of the viaduct which would provide a greater interface with the existing railway.	The design would not preclude future increased train services between Clapham Junction and Old Oak as set out in the draft Mayor's Transport Strategy (2017). <u>Temporary construction impacts:</u> This station option could be constructed within 20 months. Disruption to the existing operational railway during this period would be minimised where possible through offline construction of the station and viaduct before joining with the existing railway. Due to the alignment of this option, the installation of new track switches and crossing at the eastern end of the viaduct have a smaller interface with the existing railway and therefore can be built offline meaning slightly less disruption than Option 1B.

Inter-modal operational impacts	Once built this station option would not provide sufficient headroom for buses on existing links under the embankment or any new links for buses using the proposed Old Oak and Park Royal Development Corporation (OPDC) road network.	Once built this station option would provide sufficient headroom for buses using the proposed Old Oak and Park Royal Development Corporation (OPDC) road network to pass under the viaduct.	Once built this station option may not provide sufficient headroom for buses using the proposed Old Oak and Park Royal Development Corporation (OPDC) road network to pass under the viaduct due to its proximity to the Grand Union Canal.
Capital cost	£210m (outturn prices assuming delivery in 2023 and excluding land costs) with a level of accuracy to +/- 30%.	£198m (outturn prices assuming delivery in 2023 and excluding land costs) with a level of accuracy to +/- 30%.	£202m (outturn prices assuming delivery in 2023 and excluding land costs) with a level of accuracy to +/- 30%.
Placemaking/ regeneration impacts	As the station would be on the existing embankment this would not provide any additional permeability between the land to the north or south. This would not remove the severance caused by the embankment and would likely limit placemaking/regeneration opportunities. The retention of the existing embankment is not consistent with the OPDC local plan which promotes permeability across the Old Oak area. No local heritage assets are affected.	As the station would be on a viaduct this would provide enhanced permeability between the land to the north and south of the existing embankment. This would unlock placemaking/ regeneration opportunities in the vicinity of the station including development under the viaduct. The northern viaduct alignment is consistent with the emerging OPDC local plan as it promotes permeability across the Old Oak area and does not negatively impact any local heritage assets.	As the station would be on a viaduct structure this would provide enhanced permeability between the land to the north and south of the existing embankment. This would unlock placemaking/regeneration opportunities in the vicinity of the station including development under the viaduct. Although the southern viaduct alignment would promote permeability area it may require unacceptable gradients for pedestrians and cyclists given its proximity to the Grand Union Canal and would not fit with the emerging OPDC local plan. It would also be expected to negatively impact the existing Rolls Royce building.

Environmental impacts	<u>Permanent operational impacts:</u> The proposed station is within a Site of Importance for Nature Conservation (SINC) namely the Old Oak Sidings Site of Borough Importance. The option would remove some existing SINC habitat, for which appropriate mitigation would be provided. The embankment would have less visual impact than a viaduct. <u>Temporary construction impacts:</u> Constructing the embankment would generate the lowest volume of excavated material and have the least lorry movements of the three options.	<u>Permanent operational impacts:</u> The proposed station is within a Site of Importance for Nature Conservation (SINC) namely the Old Oak Sidings Site of Borough Importance. The option would remove a significant portion of the SINC due to realignment of railway track, for which appropriate mitigation would be provided. The viaduct would have greater visual impact than an embankment. <u>Temporary construction impacts</u>: The northern alignment would produce less volume of excavated material and have fewer lorry movements than the southern alignment but more than the embankment option.	<u>Permanent operational impacts:</u> The proposed station is within a Site of Importance for Nature Conservation (SINC) namely the Old Oak Sidings Site of Borough Importance. The option would remove a significant portion of the SINC due to realignment of railway track, for which appropriate mitigation would be provided. The viaduct would have greater visual impact than an embankment. <u>Temporary construction impacts:</u> The southern alignment would produce the greatest volume of excavated material and have the greatest number of lorry movements of the three options.
Equalities Impact	This station option provides access for all, including through the provision of lifts.	This station option provides access for all, including through the provision of lifts.	This station option provides access for all, including through the provision of lifts.

Conclusions:

There was a marginal technical and operational preference for the southern viaduct (Option 1C). This was related to the results of operational modelling of different train types running on the new infrastructure alignment successfully (including a station stop), long term maintenance considerations and anticipated minimised construction impact.

However, in relation to placemaking/regeneration impacts Option 1C was unlikely to provide sufficient headroom for buses using the proposed road network to pass under the viaduct and there were potential issues with walking and cycling route gradients across the adjacent canal. The northern viaduct (Option 1B) is a better fit with the emerging OPDC local plan and would have less impact on the Rolls Royce building, which the OPDC wants to retain for its local heritage value.

Given the wider objectives for the Old Oak area, to promote growth and regeneration and TfL's aim to ensure sustainable transport options across the area to complement rail access the northern viaduct (Option 1B) is preferred.

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