

## Summary of the options assessment for the potential London Overground station at Old Oak Common Lane

	Option 2A	Option 2B
	Old Oak Common Lane Underpass	Old Oak Common Lane Overpass
Option Description	Old Oak Common Lane station with a low-level concourse accessed by an underpass running from the HS2 station forecourt. The underpass could be extended to Victoria Road, via Midland Terrace if required.	Old Oak Common Lane station with a high-level concourse accessed by an overpass from Old Oak Common Lane. The overpass could be extended to Victoria Road via Midland Terrace if required.
Interchange quality	The station would be located about 350m from the Old Oak Common HS2/Elizabeth line station. Interchange with HS2 and the Elizabeth line would be determined through the final design of that station.	The station would be located about 350m from the Old Oak Common HS2/Elizabeth line station. Interchange with HS2 and the Elizabeth line would be determined through the final design of that station.

<p>Passenger experience</p>	<p>Passengers would experience 9m wide platforms which would also offer provision for future longer (8-car) trains. Platforms would have cover and Oyster card readers, as seen at many existing London Overground stations.</p> <p>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 thus 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 forecast future passenger growth. Some retail opportunities would also be provided.</p>	<p>Passengers would experience 9m wide platforms which would also offer provision for future longer (8-car) trains. Platforms would have cover and Oyster card readers, as seen at many existing London Overground stations.</p> <p>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 thus 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 forecast future passenger growth. Some retail opportunities would also be provided.</p>
<p>Railway operational impacts</p>	<p><u>Permanent operational impacts:</u></p> <p>Once built services from this station option could be accommodated into the existing timetable with minimal disruption.</p> <p><u>Temporary construction impacts:</u></p> <p>This station option could be constructed within 26 months, disruption to the existing operational railway during this period was deemed unacceptable compared to the other option due to railway possession requirements (when the railway would be closed to allow construction take place) being significantly higher.</p>	<p><u>Permanent operational impacts:</u></p> <p>Once built services from this station option could be accommodated into the existing timetable with minimal disruption.</p> <p><u>Temporary construction impacts:</u></p> <p>This station option could be constructed within 16 months, disruption to the existing operational railway during this period would be minimised where possible. Railway possession requirements (when the railway would be closed to allow construction take place) are lower with Option 2B compared to Option 2A therefore having a lesser impact on the operational railway.</p>

	Construction of an underpass under existing railway was deemed to have a significantly higher safety risk. It would also need to be constructed at the same time as the station and would not allow for a phased approach unlike Option 2B	Construction of an overpass over the existing railway was deemed to be less complex and have less of a safety risk. It would also allow for a phased delivery unlike Option 2A.
Inter-modal operational impacts	Pedestrians and cyclists would access the station via the underpass. If the link between Victoria Road and Old Oak Common Lane was to be provided this could be used without accessing the station, although the route may require the use of stairs or a lift. Bus interchange would be provided on Old Oak Common Lane.	Pedestrians and cyclists would access the station via the overpass. If the link between Victoria Road and Old Oak Common Lane was to be provided this could be used without accessing the station, although the route would require the use of stairs or a lift. Bus interchange would be provided on Old Oak Common Lane.
Capital cost	£237m (outturn prices assuming delivery in 2026 excluding land costs) to Victoria Road with a level of accuracy to +/- 30%.	£155m (outturn prices assuming delivery in 2026 excluding land costs) to Midland Terrace only with a level of accuracy to +/- 30%.  £173m (outturn prices assuming delivery in 2026 excluding land costs) to Victoria Road with a level of accuracy to +/- 30%.
Placemaking/Regeneration impacts	The station would provide opportunities for the regeneration of Old Oak Common Lane around the front of the station and the provision of associated urban realm improvements.	The station would provide opportunities for the regeneration of Old Oak Common Lane around the front of the station and the provision of associated urban realm improvements.

<p>Environmental impacts</p>	<p><u>Permanent operational impacts:</u> The potential station is within a Site of Importance for Nature Conservation (SINC) namely the Silverlink Metro and Dudding Hill Loop Railsides in Ealing Site of Borough Importance (SBI) Grade II. The proposed station would sever the SINC and remove habitat, for which appropriate mitigation would be provided.</p> <p>The underpass would have less visual impact than an overpass.</p> <p><u>Temporary construction impacts:</u> The underpass would produce a greater volume of excavated material and would have a greater number of lorry movements.</p>	<p><u>Permanent operational impacts:</u> The potential station is within a Site of Importance for Nature Conservation (SINC) namely the Silverlink Metro and Dudding Hill Loop Railsides in Ealing Site of Borough Importance (SBI) Grade II. The proposed station would sever the SINC and remove habitat, for which appropriate mitigation would be provided.</p> <p>The overpass would have greater visual impact than an underpass.</p> <p><u>Temporary construction impacts:</u> The overpass would produce a lesser volume of excavated material and would have fewer lorry movements.</p>
<p>Equalities Impact</p>	<p>This station option provides access for all, including through the provision of lifts.</p>	<p>This station option provides access for all, including through the provision of lifts.</p>

**Conclusion:**

The study demonstrated that due to both the high costs and anticipated construction impact of building the station option with the underpass (Option 2A) on the existing operational railway; the option with the overpass (Option 2B) is preferred.

**October 2017**