

Technical summary of the preferred option for Hythe Road station

The preferred station option for Hythe Road (Option 1B) is a station on a viaduct located to the north of the existing embankment. This would mean the West London Line being on a new alignment as it runs adjacent to Hythe Road. The viaduct would consist of two independent concrete structures approximately 375m and 295m in length, with the station located on the viaduct. The station would be formed as part of the viaduct structure and would consist of 3 platforms. An additional track would be introduced to provide a terminating platform for services from Clapham Junction that currently terminate at Shepherd's Bush. This would be in the centre of the station with the through platforms being on the outside. These would be served by London Overground services between Clapham Junction and Stratford. The station platforms would be accessed via staircases and lifts either side of the tracks from a ticket hall located at ground level. The station entrance would be accessed from Hythe Road as well as the proposed new local road network.

The station would be located about 700m from the Old Oak Common HS2/Elizabeth line station. Interchange with the 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 planned for future longer (8-car) trains, with 9m wide covered platforms and Oyster card readers. It is intended that services from Clapham Junction currently turning back at Shepherd's Bush would be extended to the new Hythe Road station, at a frequency of 2 trains per hour in the peak. London Overground services running between Clapham Junction and Stratford would remain unaltered but would call at the new Hythe Road station.

The overall Project Cost Estimate for this option is £198m (outturn prices assuming delivery in 2023 and excluding land costs). This estimate has been calculated with a level of accuracy to +/- 30%.

At ground level the provision of a viaduct would offer the benefit of physical and visual permeability, without the need for a set route through the station itself. The connection to new civic spaces has the potential to provide a clear public through route across the area. The viaduct also offers an opportunity for a distinctive architecture that contributes to the character of the area. If progressed, the design of the station will be further developed as part of the next stage of design and this will be informed by responses received to the 2017 public consultation.

By 2041 the station would be expected to serve around 4.1m passengers per year. This represents around 5,500 passengers either entering or exiting the station during the weekday morning peak period (07:00 to 10:00) which would be the busiest time of day.

October 2017