

## Technical summary of the preferred option for Old Oak Common Lane station

The preferred station option for Old Oak Common Lane (Option 2B) is a new station with an elevated ticket hall and concourse. The layout for the new Old Oak Common Lane Station would comprise of a single island platform which would be accessed via a staircase and lift from the elevated ticket hall. Although not a core part of the station, this option would also include the potential for an overpass to be provided for pedestrians and cyclists between Old Oak Common Lane and Victoria Road. The provision of an overpass has an inherent flexibility in terms of construction phasing, so additional sections of the overpass could be delivered later than the station itself. The station entrance would be accessed via the overpass. If the link between Victoria Road and Old Oak Common Lane were 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.

The station would be located about 350m from the Old Oak Common HS2/Elizabeth line station and interchange with HS2 and the Elizabeth line would be determined through the final design of that station.

The station would be planned for future longer (8-car) trains, with 9m wide covered platforms and Oyster card readers. The route of the North London Line between Richmond and Stratford would remain unchanged, with the exception of some track and systems alterations, to facilitate the new station. London Overground services running between Richmond and Stratford would remain unaltered but would call at the new Old Oak Common Lane station.

The overall cost for this option is estimated at £155m (outturn prices assuming delivery in 2026 and excluding land costs) for the station without the extended overpass to Victoria Road. The overall cost for the station including the overpass to Victoria Road is estimated at £173m (outturn prices assuming delivery in 2026 and excluding land costs). Both estimates have been calculated with a level of accuracy to +/- 30%.

Option 2B provides a clear opportunity for the creation of public space at Old Oak Common Lane. While there is limited space between the proposed station and the existing alignment of the highway, there is potential to extend the overall station external realm across Old Oak Common Lane and down toward the HS2 interchange. If progressed, the design of the station would 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 3.3m passengers per year. This represents around 3,400 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.

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