

Have your say

on a proposed London
Overground station at Old Oak

Consultation closes 24 November 2014



MAYOR OF LONDON



Overview

The Government has announced proposals for a new High Speed 2 (HS2), National Rail and Crossrail station at Old Oak by 2026, potentially making it one of the best connected railway stations in the UK.

This, along with plans to regenerate Old Oak and the surrounding area, could give rise to significant potential for economic development with up to 55,000 jobs and up to 24,000 new homes, as well as schools, open spaces, shops and leisure facilities.

However, the current HS2 proposals don't include a connection to the London Overground services that currently pass through the area. Both the Mayor and Transport for London (TfL) consider this is a missed opportunity to integrate HS2 with the local transport network, improving connectivity and supporting further economic growth of the area.

We are looking for your views on a new London Overground station and three options to connect with HS2 and Crossrail. All three options are feasible, but offer different levels of passenger benefits and local impacts.

Building on the HS2 plans

The HS2 proposals will see the construction of a new HS2, Crossrail and National Rail station at Old Oak. Although the Clapham Junction to Stratford and Richmond to Stratford routes pass very close to the site, the HS2 proposal does not include plans to link these lines into the new interchange. The nearest station served by London Overground services would be Willesden Junction, some 1.5km away.

In the absence of a London Overground station at Old Oak:

- Passengers from northwest, west and southwest London, and locations in the southeast, will have to travel into Euston to access HS2. This will add unnecessary time to journeys and increase crowding at both Euston and the wider London Underground network
- Regeneration of the Old Oak Opportunity Area will be constrained, reducing the number and range of jobs available to local people and the number of essential new homes
- West London will continue to be disadvantaged by a lack of interchanges, leading to unnecessary journeys to and from central London



Benefits of a new London Overground station

Quicker journeys and more route options

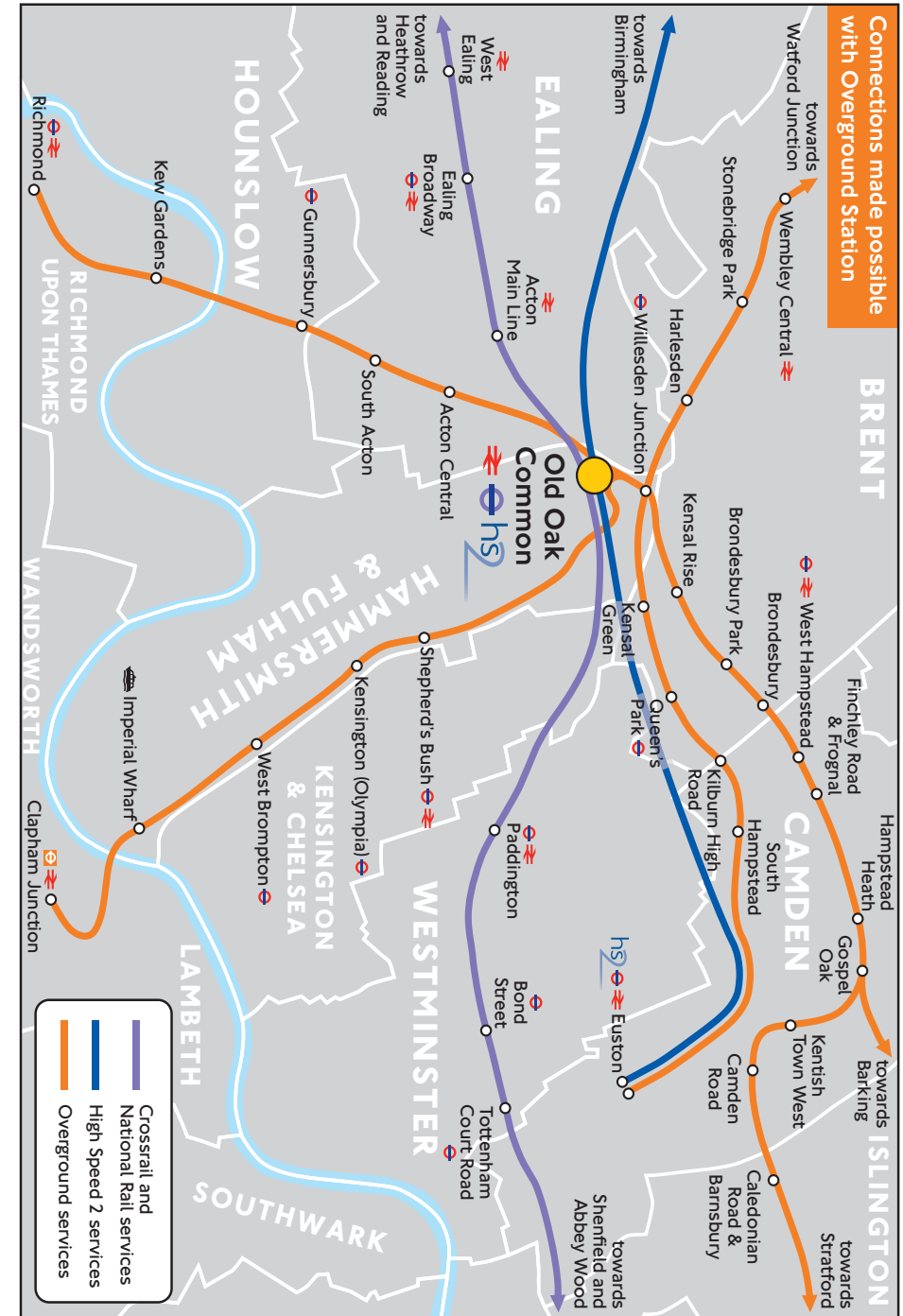
The interchange will help make journeys quicker and easier across west London, which currently lacks high quality interchanges between routes.

Access to Heathrow Airport will also be greatly improved – passengers will be able to take London Overground services and interchange onto either Crossrail or Heathrow Express services to the airport’s five terminals.

Some examples of journey time savings brought about by a new London Overground station at Old Oak are:

Route	Without scheme	With scheme
Richmond to Paddington	30-35 mins 1 change	20-25 mins 1 change
Clapham Junction to Heathrow	50-60 mins 3 changes	30-35 mins 1 change
Acton Central to Bond Street	35-40 mins 2 changes	20-25 mins 1 change
Willesden Junction to Liverpool Street	35-40 mins 1 change	25-30 mins 1 change

The map opposite shows the connections made possible as a result of adding a London Overground station to the Old Oak interchange.



Less crowding in central London

The scheme will benefit central London, by encouraging more HS2 passengers to interchange at Old Oak avoiding central London. Up to 5,000 fewer HS2 passengers (or 10 per cent) will use Euston to access HS2 in the morning peak period (between 07:00 and 10:00). Instead, a large number of passengers from southwest, west and northwest London will use the London Overground station at Old Oak to access HS2.

This will bring benefits to the Tube system at Euston, with fewer HS2 passengers needing to access the crowded Victoria and Northern lines. In providing an interchange to orbital rail services, journeys for new and existing passengers will be easier and quicker, as well as freeing up capacity in central London.

Support the regeneration of Old Oak

A new London Overground station would help support the regeneration plans for the area. Old Oak is designated as an Opportunity Area in the Mayor's London Plan, with plans being prepared for the creation of 55,000 jobs and 24,000 homes. Improved local transport infrastructure will be essential to support this level of regeneration.

Without a London Overground station, the area is almost entirely dependent on Crossrail and National Rail services for rail access, with limited connections to much of southwest, west and northwest London. The London Overground station would bring 250,000 additional people and 150,000 additional jobs within an hour's journey time of Old Oak.

The options

We have identified three options for a new station that we believe will provide significant benefits for local communities in west London as well as new and existing rail passengers.

All three options for a London Overground station would serve Richmond, Clapham Junction and Stratford. The following pages of this leaflet give further details of each option.



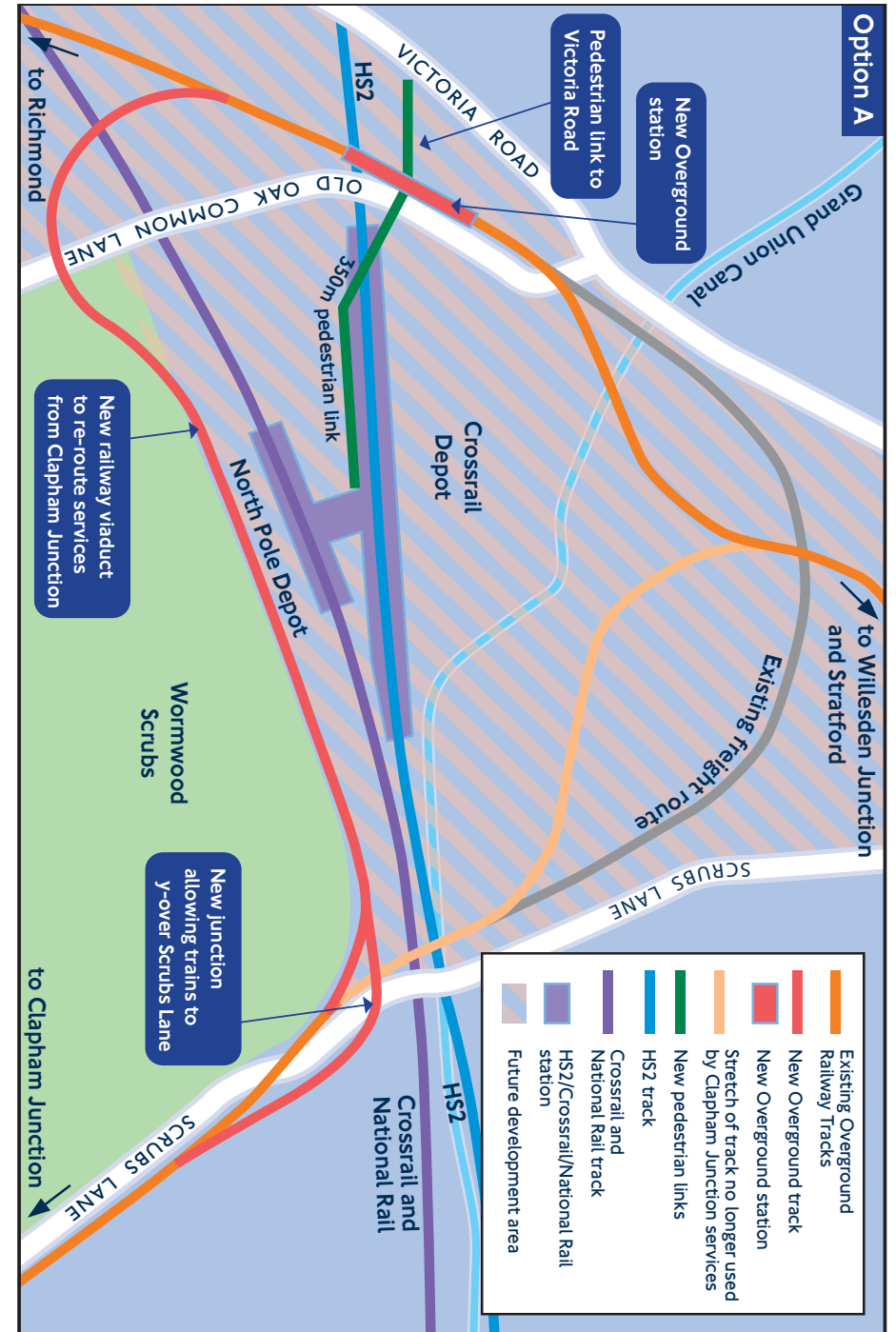
Option A: A new London Overground station at Old Oak Common Lane with a railway viaduct to the north of Wormwood Scrubs

- Interchange distance is 350m to HS2 station from all Overground services
- A railway viaduct to the north of Wormwood Scrubs is included in the station plans which will have localised impacts
- New station can be accommodated into existing timetable with minimal disruption

This option would see a new two-platform station on the Richmond to Stratford route adjacent to Old Oak Common Lane, with access to the HS2 station (to the east) and Victoria Road (to the west) via a subway link. Clapham to Stratford services would be diverted from their current alignment to run on a new viaduct along the northern edge of Wormwood Scrubs allowing both Richmond and Clapham Junction services to Stratford to call at the same station.

The proposed viaduct structure would begin at the north-eastern corner of Wormwood Scrubs where it would be around 4m above ground level, before running over the northwest corner of the Scrubs, Old Oak Common Lane and Telford Way industrial estate, where it would be up to 15m high.

Trains from the station would run approximately every 5 minutes during the peak, in each direction.



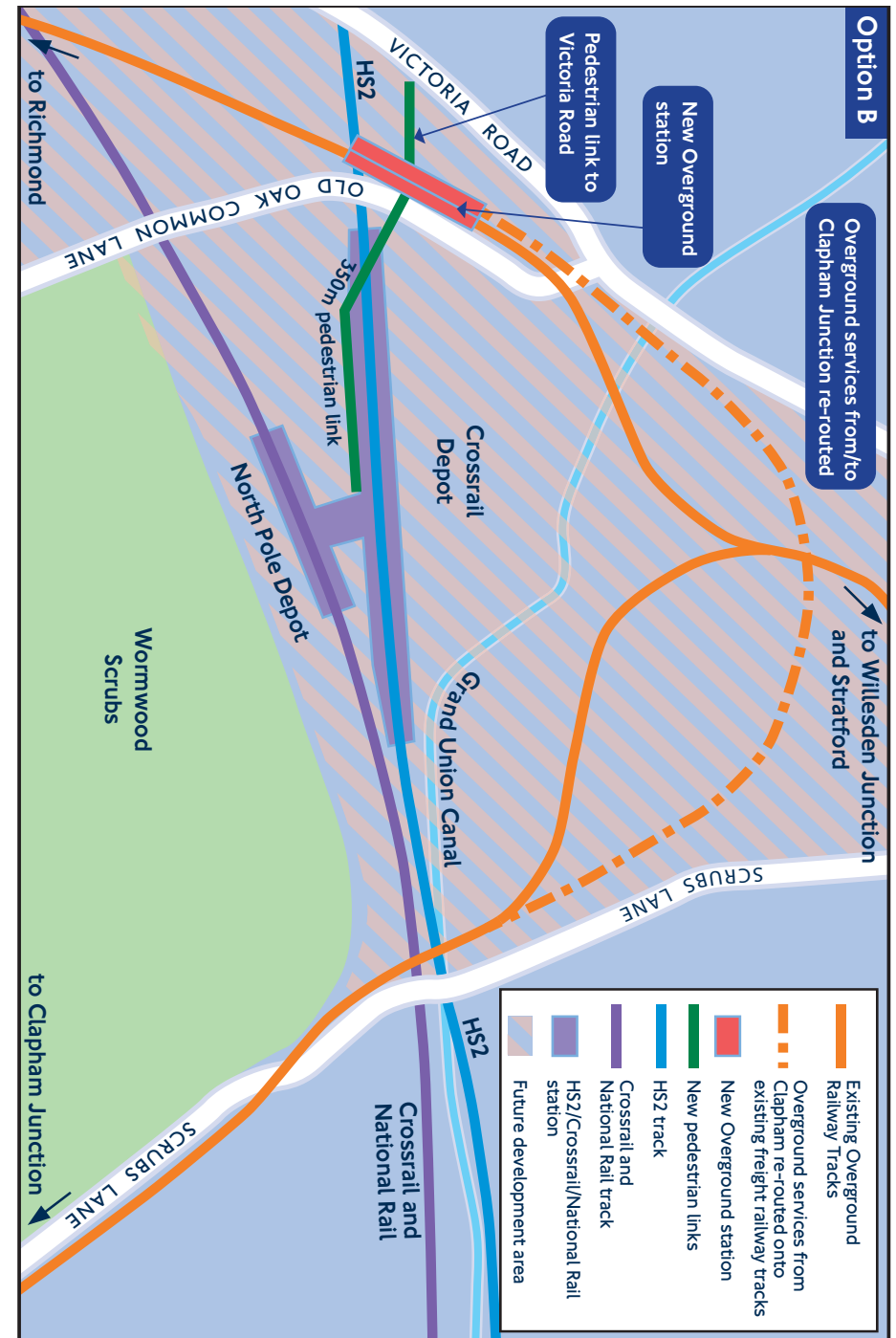
Option B: A new London Overground station at Old Oak Common Lane using existing track near Willesden

- Interchange distance is 350m to HS2 station from all London Overground services
- Uses existing rail alignment with some modifications to track nearby, avoiding Wormwood Scrubs
- In order to accommodate into the existing timetable, there would be a reduction in trains running between Clapham and Stratford

This option would see Clapham Junction to Shepherd's Bush services extended into Old Oak, running onto the existing freight lines into a new three-platform station on the Richmond to Stratford route, adjacent to Old Oak Common Lane. Access to the HS2 (to the east) and Victoria Road (to the west) would be via a subway link.

Clapham Junction to Stratford services would bypass the station completely. Four trains an hour would run between Clapham Junction and Old Oak, where they would reverse. The precise service pattern is to be determined, but less services from Clapham Junction could call at the new station in this option.

Services to Clapham Junction and Richmond to Stratford services would call at the same station, albeit from different platforms. Trains from the station would run approximately every 7-8 minutes during the peak, in each direction.



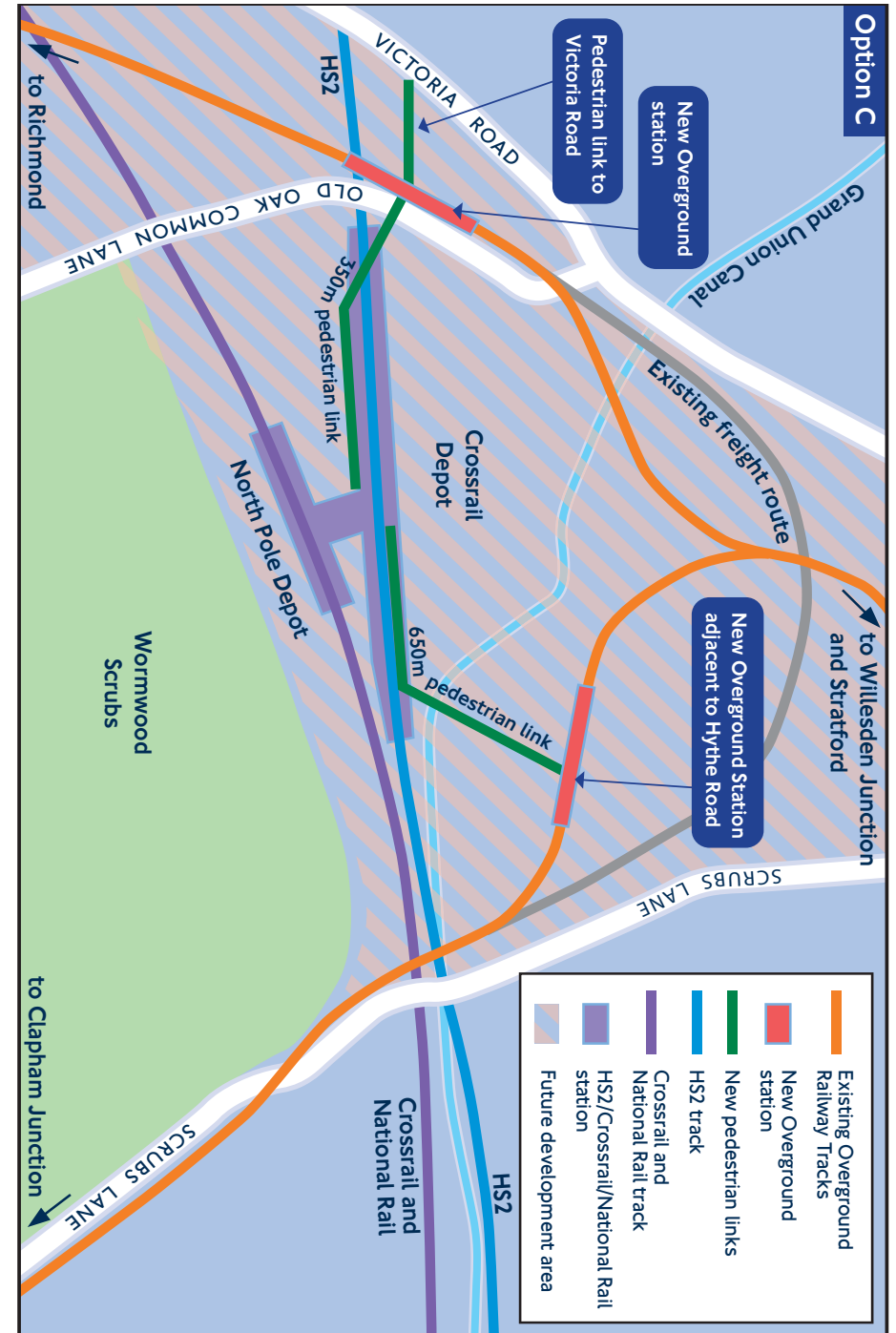
Option C: Two separate London Overground stations at Old Oak Common Lane and Hythe Road

- Interchange distance is 350m to HS2 station from Richmond to Stratford services and 650m from Clapham Junction to Stratford services
- Uses existing rail alignment with some modifications to track nearby, avoiding Wormwood Scrubs
- Minimum additional journey time to allow trains to call at station

This option would see two new stations constructed; a two-platform station on the Richmond to Stratford route adjacent to Old Oak Common Lane, with access to the HS2 (to the east) and Victoria Road (to the west) via a subway link and three-platform station on the Clapham to Stratford route, adjacent to Hythe Road.

Passengers heading to or from the Clapham to Stratford route would be required to use a pedestrian link of around 650m in order to transfer from the London Overground network to HS2, Crossrail and National Rail services. The details of the design of this interchange continue to be developed.

However, the additional station at Hythe Road would improve accessibility to the proposed Opportunity Area by offering a station in the eastern area of the site. A train every 15 minutes in each direction would serve the Old Oak Common Lane station during the peak. A train approximately every seven to eight minutes in each direction would serve the Hythe Road station during the peak.



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.

How to find out more

Further information is available online at tfl.gov.uk/old-oak or by request via phone or email. A hard copy of this information will also be available at **The Duty Planner Office, First Floor, Hammersmith Town Hall Extension, King Street W6 9JU**, until **Monday 24 November 2014**.

The type of additional information includes:

- Further details on the benefits and limitations of each option
- Large scale maps of each option
- Supporting background information including the wider policy context
- How the feasibility of each option was assessed
- Environmental impacts and land requirements for each option

Other proposed changes in the area

For information on HS2 Ltd's plans for the Old Oak area, please visit hs2.org.uk

For information on the Old Oak Opportunity Area please visit tfl.gov.uk/general/old-oak-mayors-development-corporation

Public exhibitions

We will be holding a series of public exhibitions where you will have an opportunity to view more detailed plans of the options and speak to members of the project team too.

Public exhibitions at:

Holiday Inn Express Park Royal,
Victoria Road, North Acton, W3 6UP

Thursday 2 October 1530-1930

Old Oak Community Centre,
76 Braybrook St, W12 0AP

Saturday 4 October 1100-1500

The Atrium, Burlington Danes Academy,
Wood Lane, W12 0HR

Wednesday 8 October 1600-2000

Saturday 11 October 1000-1400

Contact details

Website: tfl.gov.uk/old-oak

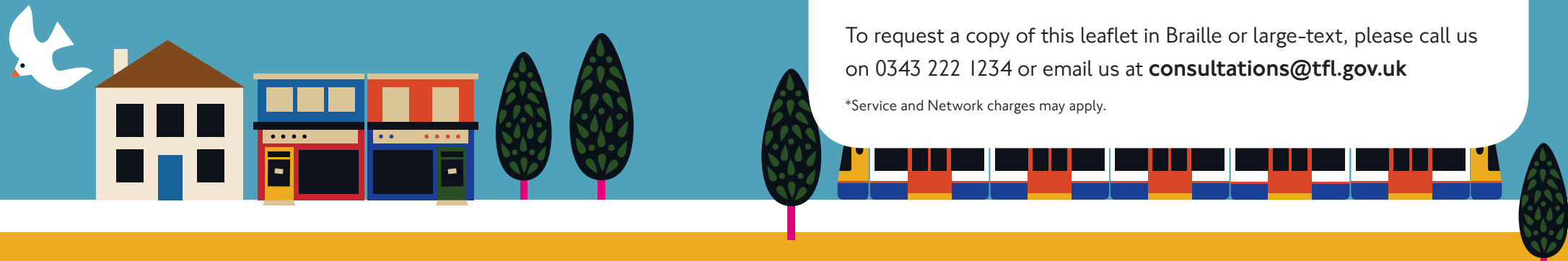
Email: consultations@tfl.gov.uk

Post: FREEPOST TFL CONSULTATIONS

Tel: 0343 222 1234*

To request a copy of this leaflet in Braille or large-text, please call us on 0343 222 1234 or email us at consultations@tfl.gov.uk

*Service and Network charges may apply.



Next Steps

We will consider the results of this consultation alongside the final outcome of the feasibility study for the three options. The feasibility study will identify a preferred option from a technical, environmental and operational perspective and the consultation feedback will be considered alongside this in order to determine the final preferred option. We hope to publish the outcome of the consultation and the final decision on the preferred option in early 2015.

Have your say

You can let us know if you support the principle of a new station and which of the options you would prefer by taking part in our survey at tfl.gov.uk/old-oak or by completing the questionnaire attached.

How to return the attached questionnaire

Please return your completed questionnaire to the Freepost address overleaf by **Monday 24 November 2014**.

To seal the envelope, wet the gum strip, fold along the crease and press down. If you need more space to write feedback, please enclose an additional sheet of paper.

