

Annex 2 - Oxfordshire Rail Corridor Study
GRIP 1 order of magnitude cost ranges:

Wolvercot North Jn to Appleford

Intervention	Description	Cost Range (£m)	
Intervention 0	Wolvercot North Junction capacity increase	36.6	48.6
Intervention 1-5	Conversion of an Oxford station bay platform into a through platform and 4-tracking Oxford to north of Radley	508.2	675.3
Intervention 6	Independent Line from Oxford North Junction towards Oxford station	106.9	142.1
Intervention 7	Shorter Cut-Off connection from Oxford North Junction towards Oxford	22.2	29.5
Intervention 8	Optional cross over on the Bletchley lines (discounted as unfeasible)		
Total		673.9	895.5

Didcot to Highworth Junction

Intervention	Description	Cost Range (£m)	
Intervention 9	Central loop line at Didcot North Junction	67.3	89.4
Intervention 10	New station at Grove*	107	134
Intervention 11	4-tracking eastwards from Wantage Road	229.8	304.3
Intervention 12	New crossovers at Wantage Road		
Intervention 13	Recovery of maintenance crossovers (removed from scope as required for maintenance and during disruption)		
Intervention 14-16 and 18	Didcot area capacity enhancements, including Didcot Parkway platform 6	139.3	185.1
Intervention 15	Didcot Parkway platform 6 (individual cost)	42.2	55.9
Intervention 17	Grade separation at Didcot East	988.3	1313.2
Total		1573.9	2081.9

**based on provision of category E station including buildings, interchange, parking and associated facilities. The cost range for a basic platform only station with footbridge is £19m-£25m*

Total Cost of all Interventions – £2,247.8m to £2,977.4m