Appendix 2:

Long Hanborough Station technical note prepared by GHD and endorsed by FGW
Hanborough Station Technical Note

Summary

This technical note outlines that current services and facilities available at Hanborough railway station and provides an overview of planned and potential service and station facility improvements. The note has been prepared by GHD. A meeting between Network Rail, First Great Western and GHD to discuss Hanborough Station is to be held on the afternoon of the 8th May, the conclusions of which will be reported separately.

Recent investment to redouble part of the Cotswold Line, on which Hanborough is located, has allowed the introduction of a reliable hourly service, in each direction, between Hanborough and Paddington and an intermediate half hourly local service at peak times. This service pattern, combined with journey times of 10 minutes to Oxford and around 1 hour 10 minutes to Paddington, make Hanborough an attractive commuter station for both destinations. The imminent electrification between Oxford and Paddington will further improve the station’s connectivity with London.

Whilst there is no confirmed further investment in the Cotswold Line in the current regulatory control period, which ends in 2019, Network Rail has identified a number of potential future enhancements of the line between Hanborough and Oxford, indicating that demand is expected to grow and that there are practical options to meet that demand.

Recent investment in parking has increased available spaces from 50 to around 240. Despite this significant increase, parking demand continues to exceed availability. First Great Western are pursuing the potential for the provision of further parking, which may meet current demand, but is unlikely to support future growth in passenger numbers.

Demand at Hanborough will almost certainly increase after the Great Western Electrification project is completed. Demand would also increase were the Cotswold Line enhancements being considered by Network Rail implemented. In both cases additional parking will be needed.

Hanborough Station Today

Rail Services

Hanborough Station is on the Cotswold Line which runs between Oxford and Hereford and is the first stop after Oxford.

Services run approximately hourly, in each direction, between London Paddington (via Oxford) and Worcester Foregate, or Great Malvern, with 5 trains per day continuing to/coming from Hereford. A small number of additional peak time services run between Oxford and Moreton-in-Marsh, approximately half an hour after the distance trains. Train Operator, First Great Western runs these services and operates Hanborough station.¹

¹ The DfT has recently extended First Great Western’s franchise to April 2019, when the franchise will then be retendered.
The journey time to Oxford is about 10 minutes and to Paddington around 1 hour 10 minutes, which combined with the regular service, makes Hanborough an attractive commuter station for both destinations.

**Station Layout and Facilities**

The railway is bi-directional single track through the station with trains in both directions served by a single platform on the north east side of the railway. The unmanned station is monitored by CCTV. It has a customer help point, a ticket vending machine, cycle storage facilities, a small weather proof shelter and external benches.

**Parking**

In July 2013 an additional 191 spaces were added to the 50 spaces then available and parking charging commenced. These 241 parking spaces are operated by APCOA on behalf of First Great Western. Despite this significant increase in available spaces, demand for parking continues to exceed the current level of availability: a count on the 25/11/2014 found 204 cars in the 191 car extension. There is anecdotal evidence that on street parking in the area remains an issue.

**Rail Investment**

**Summary**

The route has benefited, and is expected to continue to benefit, from investment; namely:

1. recent redoubling of parts of the line allowing it to operate a reliable hourly service;
2. imminent electrification to Oxford from Paddington, with associated improved connectivity to London for the area; and
3. discussion by Network Rail of a number of future potential investments in the route.

This investment, described in more detail below, shows that growth in demand on the route, particularly that close to Oxford, is expected continue and there are practical investments that can be made to meet that demand.

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2. There is an empty track bed to the southwest of the existing track and the original second platform in the southwest of that track bed. There is also an unused track bed at the back of the unused platform, ie it appears the station originally had three tracks. There are no immediately apparent obstructions to the reinstatement of the second track and the refurbishment of the second platform.

**Recent Investment**

Redoubling of the Cotswold Line between Charlbury and Ascott-under-Wychwood and between Moreton-in-Marsh and west of Evesham (a total of 20 miles) was completed in 2011. This increased the overall capacity of the route, allowing hourly services to run reliably.

**Committed Planned Investment**

Network Rail’s Western Route Study Draft for Consultation, October 2014, states that there is no further confirmed planned investment on the Cotswold Line during the current Regulatory Control Period, CP6, which runs from 2014 to 2019. It is probable that this as a result of two factors:

1. the recent redoubling of parts of the line, noted above, delivered the changes needed to achieve the hourly service and thus accommodate recent passenger growth; and

2. the focus of investment effort in the region is currently on the major Great Western Electrification project, which includes electrification from Oxford to Paddington.

**Potential Future Investment**

The Route Study (pg 167) notes that future growth (post 2019) in passenger numbers may require extension of the platform at Hanborough to allow longer trains to serve the station.

The study also notes that the business case for electrification between Oxford and Banbury is under consideration and this may be included in CP6, ie before 2019. Wolvercot Junction (where the Cotswold Line connects to other lines west of Oxford) and a short section of the Cotswolds Line would be electrified as part of this scheme. The study states that extension of electrification to Hanborough could efficiently be undertaken at this time. This would provide additional capacity by allowing trains to terminate at Hanborough rather than the congested Oxford station.

Finally the study also talks of a longer term opportunity to redoubling the line between Wolvercot Junction and Hanborough. GHD will continue to liaise with First Great Western and Network Rail about the programme of service and Hanborough station facility improvements.

**Andrew Collinson**

Business Leader Rail - GHD

May 2015

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Appendix 3:

Letter from FGW in relation to Land East of Church Road, Long Hanborough

Dated: 4th February 2015
Hannah Wiseman  
Senior Planner  
West Oxford District Council  
Elmfield,  
New Yatt Road,  
Witney  
OX28 1PB  
4 February 2015

Dear Hannah

Hanborough Station and proposed development at Land to East of Church Road, 
Long Hanborough – Planning application 14/1102/P/OP

I write regarding the live planning application for residential development on the above site. Any development in the vicinity of Long Hanborough will have an impact on Hanborough Station where passenger growth is well above the national average and is currently constrained due to a lack of car parking capacity. The station has the potential to play a significant role in reducing congestion and car usage across Oxfordshire but it is essential that planning consents and allocations in the vicinity of the station are planned to enable the station to grow. Further, where planning consent is granted for such developments, sufficient investment in the station facilities must be secured to enable the station to support the additional demand and make rail travel an attractive alternative to the private car.

First Great Western (FGW) currently holds the Great Western franchise which includes the operation of rail services on the North Cotswolds line and the management of Hanborough station. The existing Franchise runs until September 2015 and the Department for Transport (DfT) has recently announced that it intends to negotiate a Direct Award with FGW to operate the franchise until March 2019, with the option of an extension of up to a year. FGW submitted a proposal to the DfT at the end of October and are hopeful of an announcement in March 2015.

In recent years demand for rail travel on the North Cotswolds line has grown substantially and there are plans for timetable improvements and the introduction of new high speed trains over the coming years, both of which will generate further demand. FGW is therefore working with partners including Oxfordshire County Council (OCC) to develop a longer term vision for both the services on the North Cotswolds Line and the associated infrastructure required to provide sufficient access to meet demand.

In the spring of 2013 a car park extension was opened at Hanborough station providing an additional 140 spaces and increasing the total to 191 spaces. The car park is now full to capacity and we regularly have reports of customers not being able to park and having to complete their journey by car. Without the creation of additional spaces rail traffic growth from Hanborough will be severely constrained. This will generate increasing congestion on the roads and increase carbon emissions and reduce air quality. FGW are therefore keen to
expand car parking at Hanborough as quickly as possible. It is essential, therefore, that planning consents and land use allocations in the vicinity of the station are planned to enable the station to grow.

FGW has developed plans for the phased creation of further parking at the station:

- FGW is in dialogue with the Blenheim Estate over the development of a small expansion to the station car park on land owned by the Blenheim Estate, which would allow a further 44 car parking spaces to be created;
- In the medium term a full decking of the existing car park will be necessary to cater for demand and FGW are beginning to develop detailed plans for this. Temporary car parking will be needed to help facilitate the period when a decked car park is created;
- FGW is also keen to see the capability of the route through Hanborough further improved and is working with DfT and Network Rail on potential options. This could include further redoubling and FGW envisages the potential creation of a second platform at Hanborough. If this is the case this would open up the potential of using the arable land next to the railway station for the creation of additional car parking and a better rail-bus interchange. We have developed outline plans for this idea and would wish to see this land safeguarded.

FGW is actively working to secure funding to enable the 44 space expansion to proceed in the short term and it is anticipated that this will be confirmed in the coming months. However, there is a need to secure funding to enable the further expansion of facilities at Hanborough. The structure of the rail industry makes it difficult for a Train Operating Company (TOC) to fully-fund car park expansions and third party funding from developer contributions or other sources is increasingly necessary as a means to unlock and enable projects of this nature to be delivered. The proposed development will have a significant impact on the station and it must be ensured that enhancements to car parking capacity and station facilities are secured to offset this impact. For information, the cost of providing decked car parking currently averages at around £14,000 per space and I would be very happy to discuss station enhancements in detail.

In the longer term, we would be keen to work with partners to develop a comprehensive scheme for the station to deliver a station building with full customer facilities and the improved interchange area. Cycle parking at the station is also extremely well used and FGW are keen to expand this where funding opportunities allow. There may also be other, innovative ways to increase access to the station, such as through the development of commuter bus services, linking the station with Carterton, Witney, Woodstock and Kidlington and we would be keen to work with WODC and Oxfordshire County Council to explore any opportunities.

In conclusion, FGW are keen to work with WODC to ensure that Hanborough station can continue to grow and play a significant role both in delivering modal shift away from the private car and reducing congestion on the roads around Oxford, and particularly on the A40 corridor. It is essential that WODC prioritises the expansion of station facilities at
Hanborough, helps safeguard the land necessary and helps to secure funding to enable the necessary growth to go ahead.

Best wishes

[Signature]

Matthew Golton,
Bid Director