

NOTES OF PARISH TRANSPORT REPRESENTATIVES MEETING

Tuesday 10 March 2026

MAIN MEETING held via Microsoft Teams, starting at 1.30pm

1.	Welcome and apologies Chris Robins (Chair) opened the meeting and welcomed attendees. Apologies were received in advance from the following communities/representatives: Simon Young – Aston Tirrold Hannah Snell – Barford St Michael and St John Louisa Vincent – Cuddesdon Nick Mallen – Goring Al Mills – Hornton Pat Ward – Milton-under-Wychwood Luci Martin – Tiddington Ian Campbell – West Hendred Graham Barnett – Weston-on-the-Green
2.	Tribute to Malcolm Leeding, former Chair of the Parish Transport Representatives group <i>Chris Robins paid tribute to Malcolm Leeding, former Chair of the Parish Transport Representatives group and PTR for Forest Hill, who died late last year. Malcolm was a passionate advocate for public transport and parish councils and achieved much during his many years in local government and after retirement. Chris Robins expressed his condolences and sent his best wishes to Malcolm's family on behalf of the PTRs group.</i>
3.	Notes of meeting held on 11th November 2025 The final version of the minutes of the previous meeting was agreed as circulated. Matters arising not otherwise on the agenda No matters arising were raised.
4.	West Vale Mobility: establishing a Community Transport scheme <i>Chris Hockley/Ian Bailey – West Vale Mobility</i> Chris Hockley and Ian Bailey jointly delivered a presentation which has been circulated. <u>Q&A</u> • David Miles (Witney/First and Last Mile) expressed appreciation to West Vale Mobility for the provision of MIDAS training (Minibus Driver Training & Assessment Scheme). <i>Chris Hockley credited Graham McPhee of West Vale Mobility for this provision, having spent three days being trained to deliver MIDAS training.</i>

	Jo Noble (Ardington and Lockinge) asked if Vale Community Impact had been approached to offer support with wheelchair-accessible transport. <i>Chris Hockley confirmed that this was the case. Two certified crash-tested wheelchairs had been donated to West Vale Mobility, two of which have been donated to enable wheelchair users to be transported while seated in a wheelchair should their own not be suitable for this purpose.</i> David Jeffcoat (Standlake) asked whether there was a significant reliance on grant support for current and anticipated future viability of the scheme, and recommended that West Vale Mobility approach parish councils as soon as possible for funding support. <i>Chris Hockley reported that donations broadly cover fuel costs, with other operating costs supported by the original £50k grant from Oxfordshire County Council. The current model intentionally runs a small operating shortfall against donations, covered by the initial grant for several years. Trustees plan to review sustainability once clearer cost and demand patterns are established, including future grant funding and potential parish council contributions. There is an aspiration for a second vehicle, but only at such a time as demand and funding will fully support it. West Vale Mobility has not yet asked parish councils for cash contributions, relying instead on free parking and facilities.</i> Jill Meyjes (Horton-cum-Studley) congratulated those involved with the scheme and asked whether passengers pay for their travel. <i>Ian Bailey replied that donations were accepted: £5 for a shorter journey (a local village to Shrivenham Medical Centre) and £10 for a longer trip to Great Western Hospital in Swindon, for example.</i>
5.	OxRail 2040/Oxfordshire rail update <i>Julian Imperial – Senior Transport Planner (Rail), OCC</i> Julian Imperial (JI) delivered a presentation which has been circulated. <u>Q&A</u> Mark Isaacs (Stanford-in-the-Vale) queried the status of the proposed new rail station at Wantage & Grove) and how rail growth will affect capacity, including major projects like the Abingdon Reservoir. <i>JI advised that the Strategic Outline Case for Wantage & Grove is complete but not yet signed off. The next steps are an Outline Business Case and then a Full Business Case for submission to government, though there are firm timescales. With regard to how capacity and timetabling will be impacted by major developments like Abingdon Reservoir, further work is needed. JI would refer questions on cumulative impacts to colleagues.</i> David Harding (Carterton) queried progress on a potential rail link between Oxford, Witney and Carterton. <i>JI reported that a study was currently either being commissioned or ongoing into a potential mass rapid transit corridor linking Oxford, Witney and Carterton, but that progress would have to be queried with colleagues and reported offline.</i> Rosie Pearson (Brize Norton and Shilton) queried progress on the Charlbury rail station access map and whether this would be displayed on a board at the station.

	<i>JI responded that this was an initiative by the Oxfordshire Community Rail Partnership and advised that the maps were intended to be in brochure form but are also available online here:</i> https://www.oxfordshirecommunityrail.org/access-maps David Newman (Blackbird Leys) asked whether integration between rail, buses and cycling was a priority as part of the Cowley Branch Line project, and also queried progress with the dispute which was delaying the start of rail services to Milton Keynes. <i>JI replied stating that integration is a stated ambition. Negotiations are ongoing in the dispute between Chiltern Railways and the rail workers unions, but the County Council has little influence on progress.</i> Nicholas Lawrence (Radley) expressed thanks for improved bus-related information at Hanborough Station and expressed concern about the potential for delays to the Cowley Branch Line scheme should the ‘up relief’ line between the Hinksey North and Hinksey South junctions need to be restored. <i>JI was unable to comment but would refer the question to the Technical Lead for Cowley Branch Line for a response.</i> Vijay Srao (Wootton) asked whether there will integration between rail, buses, cycling will be improved, along with ticketing and sought an update on progress towards the reopening of Botley Road, specifically whether redundancies can be built into schemes to keep the network functioning properly in the event of closures. <i>JI reiterated that modal integration is a stated ambition, but ticketing integration is still at an early exploratory stage and depends on wider technology rollout such as tap-on/tap-off systems. The question on measures to eliminate impact on the wider network resulting from local schemes would be referred to colleagues.</i> David Jeffcoat (Standlake) queried progress on a direct link between Oxford and Heathrow. <i>JI advised that an initial investigation was under way but no firm proposal had yet been developed.</i> Chris Robins (Chair) noted a reference in the presentation to a new station at Begbroke associated with nearby development but expressed concern about the potential closure of a level crossing which would hinder access from Kidlington. <i>JI replied that the closure of level crossings was crucial to ensuring frequency improvements, but that alternative options (for example a bridge) would be considered in the area.</i>
6.	Community First Oxfordshire update <i>Emily Lewis-Edwards – Joint CEO, Community First Oxfordshire</i> Emily Lewis-Edwards was unable to attend the meeting due to unexpected and urgent commitments elsewhere. <i>In the event of any queries on community transport-related matters, Emily Lewis-Edwards can be contacted at emily@communityfirstoxon.org</i>

7.

Bus services update

Dave Harrison – Public Transport Team Leader, OCC

Dave Harrison (DH) delivered a presentation which has been circulated.

Q&A

- **Mark Hassall (Banbury)** advised that numerous requests for new bus stops and shelters have been received from town councillors and members of the public, and sought clarification that the county council will continue to be the provider and decision-maker on bus stop infrastructure provision and that the town council should continue to assume responsibility for repairs and maintenance.

DH reiterated the Council's current position, which is that bus shelters are usually funded via Section 106 contributions rather than by the County Council, and that this was not expected to change, though some parishes and towns have separate arrangements. DH suggested a further offline conversation to understand any potential future change in position in Banbury.

- **Nicholas Lawrence (Radley)** requested that the bus map at Oxford Station be revisited to provide more suitable journey advice.

DH advised that technical challenges make changes difficult, but that the matter would be revisited.

- **David Miles (Witney/First and Last Mile):**

- Reported that First and Last Mile's new services had got off to an encouraging start and encouraged the communities served to make contact with First and Last Mile if they wish to assist with publicity
- Queried whether Ability's scheduled services would be withdrawn along with their DRT services
- Noted that Witney has been successfully hosting a bus users meeting organised by Oxon4Buses and that a grant has been awarded which may enable other communities to host similar meetings
- Observed that sudden road closures can be very disruptive for bus operators, who require as much notice as possible
- Asked when the August tender exercise would be publicised to parishes.

DH was unable to comment on the future of Ability's current contracted service other than to say that six months' notice is required to terminate a contract. Utilities can commission works on an emergency basis at any time, which presents a regular challenge for our Network Management team. The review will be publicised around the middle of April if time/resources permit: the intention is to maintain the status quo unless significant cost increases dictate otherwise.

- **Anne McLachlan (Bletchington)** asked how long the free Park and Ride bus fares would be continuing for.

DH advised that the free fares scheme is currently continuing until the end of March. The congestion charge has been successful in terms of revenue generation: discussions are ongoing about how the income generated will be used until the traffic filters replace the congestion charge in August, at which point revenue will drop significantly as a fines system will replace the current permit scheme.

	Fiona Gow (Adderbury) asked whether the asylum seekers bus pass also applied to the Witney hotel as well as the Oxford hotel and observed that bus shelters with sides are better than those without. <i>DH advised that there is no suitable bus pass product in Witney to enable a similar benefit to that made available in Oxford, and that bus shelters installed by Oxfordshire County Council funded by Section 106 contributions always have sides unless physical limitations dictate otherwise.</i> David Newman (Blackbird Leys) queried the process for changes to bus routes, quoting the example of the 700 bus no longer going round Knights Road in Blackbird Leys despite several hundred new houses soon being built there. <i>In reply, DH reported that the service had been amended as it was no longer able to operate reliably and maintain the schedule while performing a full circuit of Blackbird Leys. Other more frequent bus services are available in Blackbird Leys and interchange is available.</i> Alan Dixon (Chinnor) reported instances of buses of 2012/13 registration operating in Oxford city centre, potentially with non-Euro 6 compliant engines given their age, which may be contrary to the requirements of the LEZ. <i>DH advised that dates, times and registration numbers should be recorded and reported, but cautioned that despite their age 2012/13-registered vehicles may still be compliant as Euro 6 standards have been in place for some time and that retrofitting is possible.</i> Les Goble (Brize Norton) advised that two new bus stops in Brize Norton are not being served routinely. <i>DH advised that the new stops appear not to be in the NaPTAN bus stop database, and therefore bus drivers are not aware that they need to stop there. This will be followed up: pictures of the sites would be useful to assist in this process.</i> David Jeffcoat (Standlake) reported two stops in Standlake which are in the NaPTAN database but which aren't marked and are on occasion not being served, and requested timetable leaflets from First and Last Mile for their new services for local distribution as not all passengers are able to access online versions. <i>DH noted the reported issue with missing bus stop infrastructure for follow up, and David Miles will supply printed timetable information to Standlake Parish Council when available.</i> Dave Harrison can be contacted at dave.harrison@oxfordshire.gov.uk
8.	Community Transport update Tim Darch, Public Transport Planner, OCC Tim Darch (TD) delivered a presentation which has been circulated. <u>Q&A</u> Iain Cameron (Wantage) provided additional detail on the evolving Wantage and District Community Bus scheme, specifically to advise that two buses are about to be delivered, drivers have been recruited and other essential work is ongoing.

	• Kathy Godwin (Carterton) queried whether an application for a community transport grant would be appropriate to support the Carterton town bus services, and asked David Miles which villages were served by First and Last Mile's new Faringdon to Witney bus service. <i>DH confirmed that further support on the current basis was likely, and that a grant application was unlikely to be necessary.</i> <i>David Miles advised that the new 409 service travelled between Faringdon and Witney via the A4095, stopping at Radcot, Clanfield, Bampton, Lew and Curbridge.</i> https://bustimes.org/services/409-faringdon-bampton-witney • David Newman (Blackbird Leys) asked how to the various online maps produced by the County Council could be accessed by Blackbird Leys Parish Council for their own mapping. <i>TD recommended emailing him the request, following the receipt of which he would approach our ICT team to seek advice on the matter.</i> Tim Darch can be contacted at tim.darch@oxfordshire.gov.uk.
9.	Supported Transport update <i>Andrew Richards</i> <i>Operational Manager – Service Planning, Strategy and Business</i> Andrew Richards was unable to attend the meeting due to urgent commitments elsewhere. Please email any queries as follows: Home-to-School transport: EE-Mainstream.SchoolTransport@Oxfordshire.gov.uk SEND transport: SpecialEducationalNeedsITU@Oxfordshire.gov.uk.
10.	Any other business No other business was raised.
11.	Date of next meeting The next meeting is provisionally scheduled for Tuesday July 14th 2026 at 1.30pm. A Teams invitation and .ics file will be circulated in due course. We re-emphasise that in line with the County Council's carbon reduction targets, future meetings will be held on Teams only until further notice.

SURGERY SESSION held via Microsoft Teams

- **Alan Dixon (Chinnor)** raised issues with the punctuality of Red Rose service 40, and queried the potential impact of local government reorganisation on local public transport.
DH advised that daytime journeys on service 40 are commercial and complaints should therefore be taken up with the operator, then Bus Users UK and/or the Traffic Commissioner if there is no satisfactory outcome. Evening and Sunday services are subsidised and as a result issues with journeys at these times should be reported to us. Responsibility for public transport after local government reorganisation is likely to sit with the new Thames Valley combined authority, which is likely to include Oxfordshire, Berkshire, Buckinghamshire and Swindon, but timescales are very uncertain.

- **Fiona Gow (Adderbury)** asked about the likelihood of a bus service for Milton (near Banbury).
DH advised that due to the geography and road network in the area, a bus service for Milton is unfortunately not likely given challenges with incorporating it into existing routes.
- **Terry Pritchard (West Hagbourne)** was appreciative of improved train departure information on board buses in the Didcot area, but expressed concern over the information in the PDF of the 94/94A bus timetable which includes spurious, unnecessary or incorrect information and in his view does not include the correct stops in West Hagbourne.
DH advised that we have been in discussion with Thames Travel on the timetable issue and will relay the concerns raised.
- **David Miles (Witney/First and Last Mile)** advised of a new grant-funded Saturday service roughly corresponding with the Monday to Friday 411/418 route, which is currently planned to operate on a trial basis for five months from May.
- **Rob Jones (Claydon)** was pleased to report that a larger vehicle is now being used more regularly on the Thursday 497 service through Claydon, that the electronic timetable display in Bridge Street in Banbury has not been working for some time, and that the roadworks in Bridge Street are proving disruptive.
DH advised that he would follow up on the timetable issue, and that though painful the roadworks in Bridge Street will result in improvements once complete.

The meeting closed at 4.20pm

PTRs meeting: 10 March 2026
Community transport update
Tim Darch, Public Transport Planner

2026-27 Community Transport grant scheme

- Grant applications will be invited as usual in April 2026.
- Invitations will be sent to all parish councils and known CT schemes.
- Due to budget pressures and anticipated demand, applications will have to be tied to new or improved provision (e.g coverage, quality, resilience).

Wantage and District Community Bus

- The Wantage and District community bus project linking the medical centre and town centre with various residential areas is anticipated to launch shortly. The bus will also provide a service to/from Grove Business Park at key times.

Richard Wellesley Memorial Transport (RWMT)

- The current volunteer committee at RWMT took the difficult decision to step down in 2025. With no successors forthcoming, after 35 years linking Buckland and other nearby communities with Wantage and Faringdon RWMT's services therefore ceased in mid-February.
- First and Last Mile CIC have stepped in to broadly continue RWMT's provision, with an additional new Faringdon-Witney service. Initial usage has been encouraging and well received, though some minor changes are planned to improve coverage and utility. Full details are available here:

<https://www.firstandlastmile.org.uk/times>

PTRs meeting: 10 March 2026
Community transport update
Tim Darch, Public Transport Planner

Community Transport Grant recipient meetings

- Meetings have now been held with most CT schemes who have received grants from OCC over the last few years, to assess the impact of grants awarded and to 'put faces to names'.

Ability CIC

- Ability have advised us of the intention to withdraw their demand-responsive transport service largely serving the Banbury and Bicester area in April.

Community transport map

- The clickable and searchable online map of CT provision across the county has been well received, and will be updated as and when necessary to give as up-to-date a picture of CT coverage in the county as possible. The map is accessible via the OCC community transport pages and the Oxfordshire MyBus map pages, here:
- <https://www.oxfordshire.gov.uk/transport-and-travel/public-transport/accessible-transport/community-transport>
- <https://www.mybusoxfordshire.org.uk/discover-oxfordshires-bus-routes-with-our-maps>

PTRs meeting 10 March 2026

Attendance list

Chris Robins – Chair

Tim Darch – Oxfordshire County Council
Dave Harrison – Oxfordshire County Council
Alyn Jones – Oxfordshire County Council
Stuart Kocan-Payne – Oxfordshire County Council
Julian Imperial - Oxfordshire County Council

Chris Hockley – West Vale Mobility
Ian Bailey – West Vale Mobility

Fiona Gow – Adderbury
Jo Noble – Ardington
Mark Hassall – Banbury TC
David Newman – Blackbird Leys
Anne Maclachlan – Bletchingdon
Les Goble – Brize Norton
Rosie Pearson – Brize Norton and Shilton, WODC
Jennie Craven – Burford
Kathy Godwin – Carterton
Frank Dumbleton – Chinnor
Alan Dixon – Chinnor
Rob Jones – Claydon
Denise Cripps – Combe
David Cooper – Ewelme
Tricia Crowley – Eynsham
Catherine Hitchens – Fifield
Kym Ford – Filkins
Anne Purse – ‘Four Parishes’
Polly Foster – Fritwell
Mike Ward – Going Forward Buses CIC
Martin Taylor – Hinton Waldrist
Jill Meyjes – Horton-cum-Studley
Helen Macbeth – Kirtlington
Kathy Howat – North Moreton
Nicholas Lawrence – Radley
Paul Howden – Stadhampton
Mark Isaacs – Stanford-in-the-Vale
David Jeffcoat – Standlake
John Battye – Stanton St John
Andy Barry – Steeple Barton
Mike Steyn – Stoke Row
Roger Clayson – Stoke Row
David Bretherton – Thame
David Deriaz – Unlimited Oxford
Iain Cameron – Wantage
Graeme MacPhee – Watchfield
Tim Horton – Watlington
Terry Pritchard – West Hagbourne
David Miles – Witney
Vijay Srao – Wootton
Mike Groves – Yarnton
Mark Winstanley – Stonesfield
Paul Bonsor



Public Transport Team Update



Recent and future service changes



February 2026 changes

- First and Last Mile/Richard Wellesley MT
- Oxford Bus Company:
 - adjusted timetables due to traffic conditions
 - 3A now terminates at Kassam Stadium
 - X35 improved service to/from Grove
- Stagecoach:
 - Bicester area punctuality changes
 - S5 now limited stop between Oxford Parkway and City



Future changes

- March 2026:
 - Tube – Bicester withdrawn, additional West Ox services
 - S2X – reduced to 2 journeys each way
 - S2 – withdrawn and replaced by X52
- April 2026:
 - Ability CIC DRT services in Bicester/Banbury area withdrawn
- May 2026:
 - 600 – Oxford Bus Company replace Stagecoach
 - other consequential changes not yet confirmed

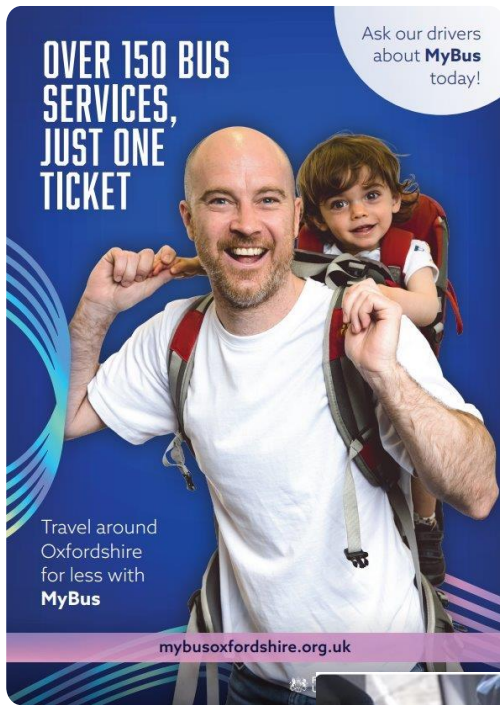


Tenders for August 2026

- Services due to be tendered:
 - Bicester: 25, 29, H5
 - Thame: 121
 - West Ox: X15, 19, 233, 234, S7
 - Banbury: 200
 - Oxford: 4B, S9, 600, H2 (Thornhill), Risinghurst
 - Didcot: Valley Park Phase 1
- Botley Road reopening:
 - consequential changes not yet confirmed



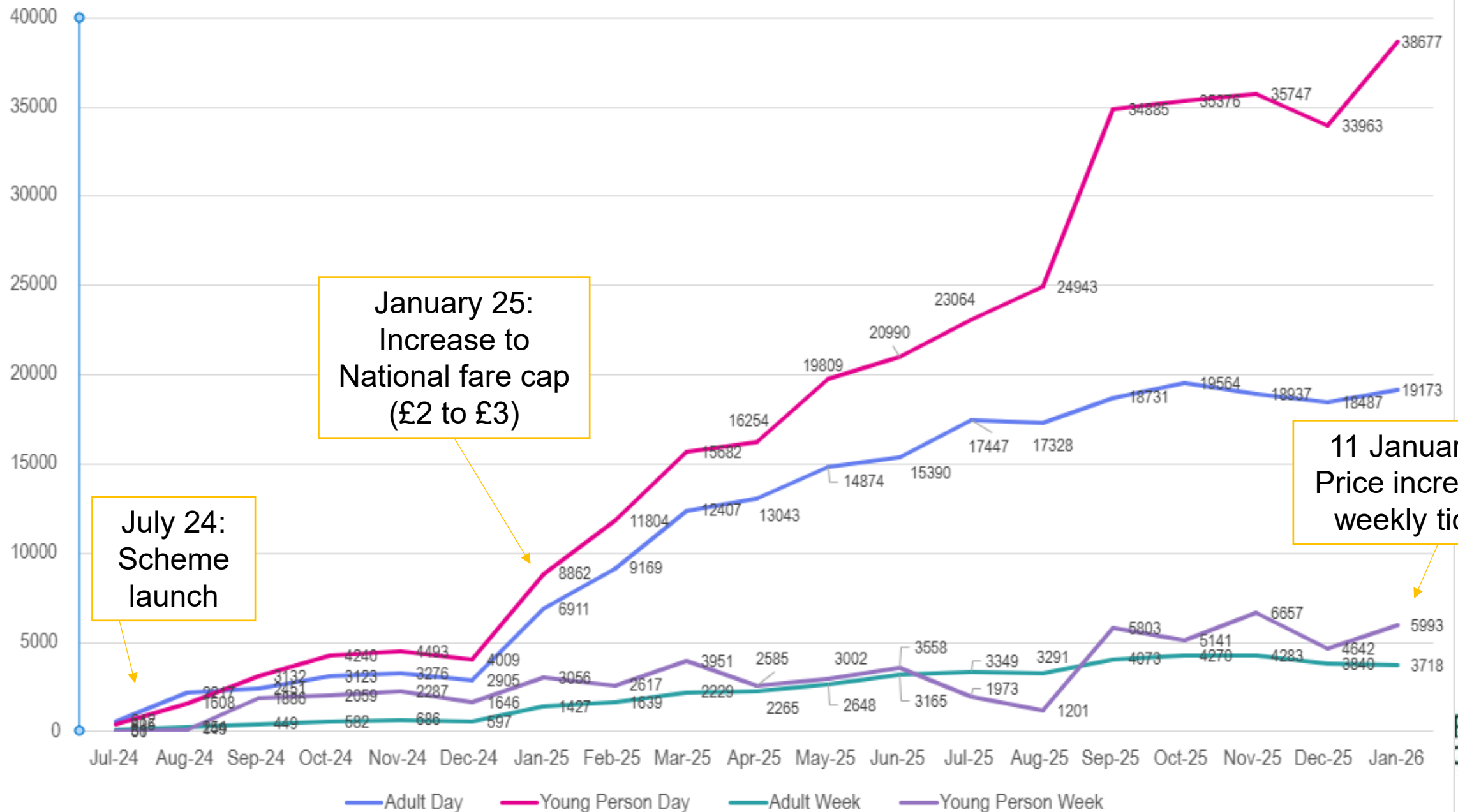
Summary of progress over the last 12 months



BSIP Revenue schemes

- Continued support for maintaining new and enhanced bus services (various)
- MyBus Oxfordshire - Countywide multi-operator day and week bus ticket
- Asylum seeker bus pass scheme
- 3 new bus marketing videos:
 - https://youtu.be/k_EqtB-EZ_w (Family)
 - <https://youtu.be/D3L4BVnfB88> (Young People)
 - https://youtu.be/9c_oyJxtCo (Accessibility)
- Bus stop audit
- Bus stop design guide

Monthly MyBus Sales by Ticket Type

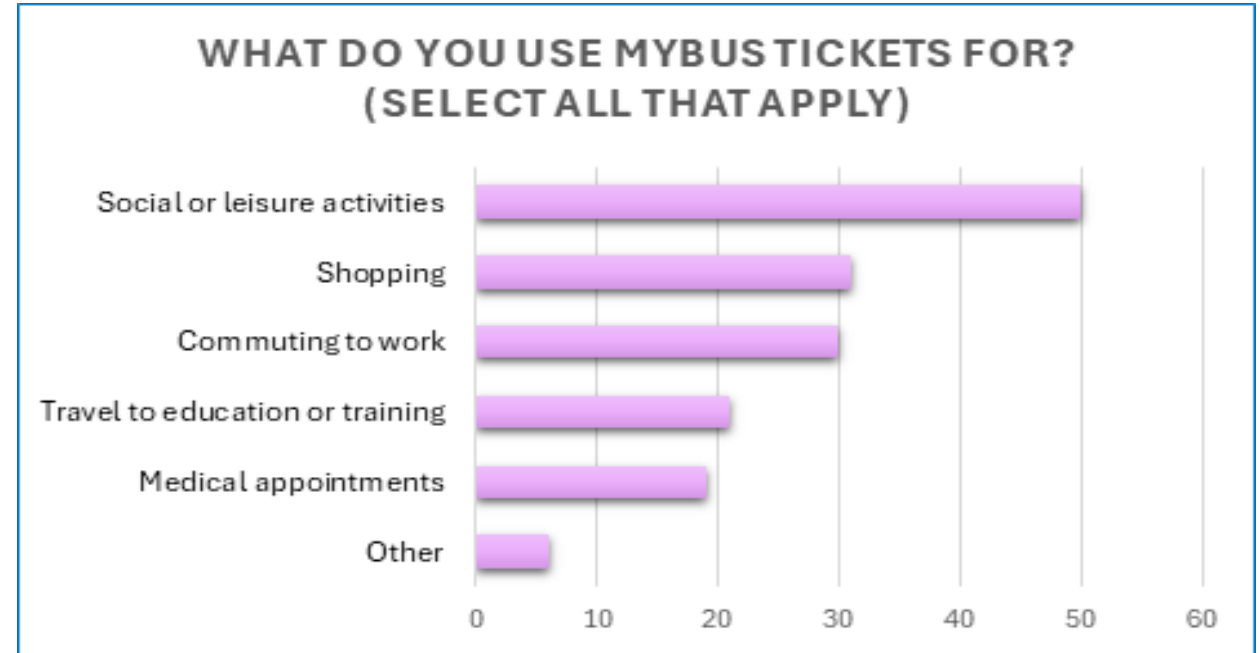


MyBus Oxfordshire Passenger Survey

Survey period: 28 August – 26 October 2025

Responses: 110 bus users

- Impact on bus use: 50% of respondents agree or strongly agree that MyBus tickets have increased their bus use; only 3% disagree
- What users value most: Cost savings (56%), flexibility to use multiple operators (49%), and convenience (39%)
- Usage & awareness: 35% use MyBus regularly, 31% occasionally; lack of awareness is a key barrier (20%)



“Excellent value for money, Easy to use, Love the multi-company options for ease and flexibility, Use when I have been unable to use my car to work, So easy to use with the App, Absolutely hassle free”

BSIP capital schemes

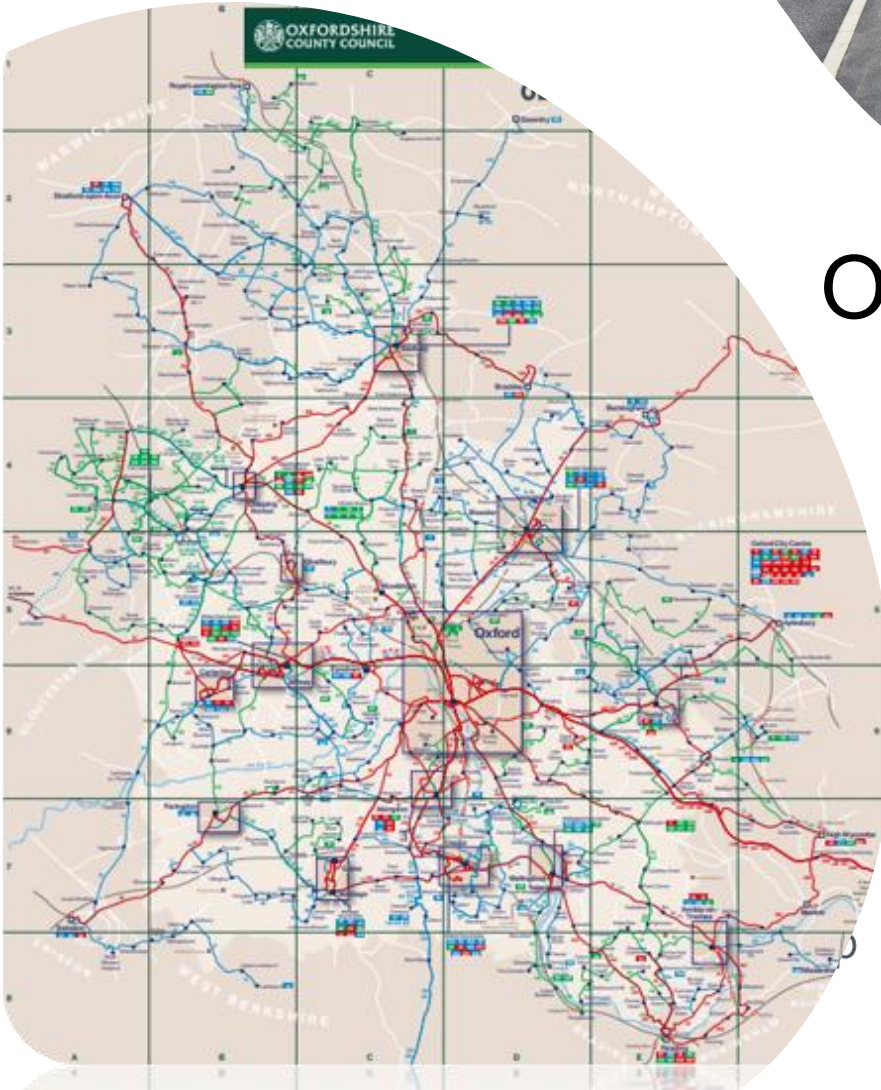
- Bus priority measures:
 - Cherwell Street, Banbury
 - John Radcliffe hospital
 - Benson Lane / Crowmarsh
 - Churchill Dr/Old St Junction
 - Horspath Driftway
 - Steventon Lights
- Traffic signal priority
- Real time passenger information displays
- Bus stop installation and upgrades
- Gloucester Green bus station improvements
- [Vehicle Improvement Fund](#) for operators (inc. 13 new ZEBs)



02 February 2026
Nearly £5.5 million invested in cleaner and better buses after new vehicle improvement grants



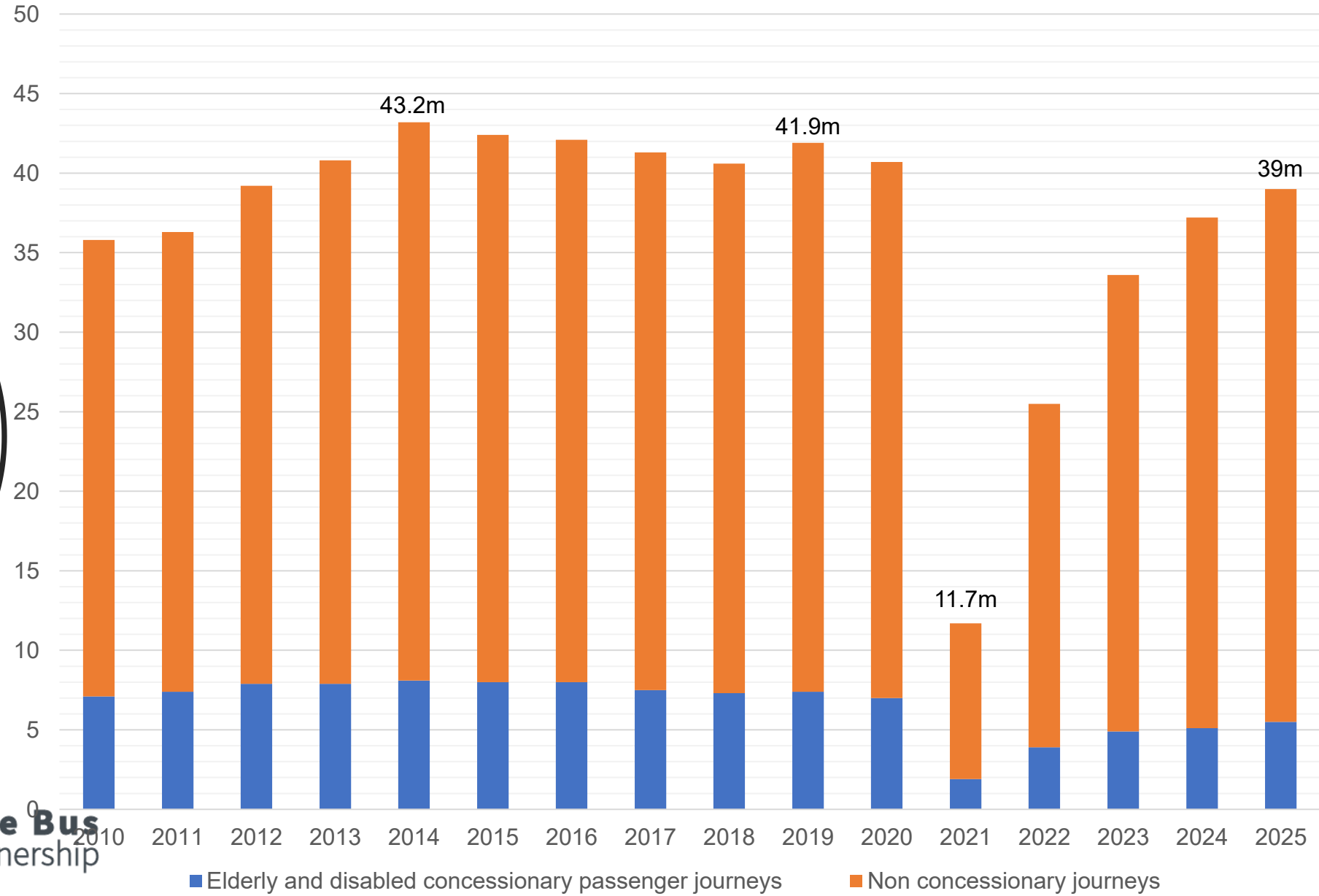
Grants of £1.405 million have been awarded to bus companies and community transport groups to support upgrades to their vehicles for the benefit of passengers and the environment.
Oxfordshire County Council has approved seven vehicle improvement grant applications that will collectively help fund 13 new electric buses, convert two existing minibuses from diesel to electric



Other bus projects (outside BSIP)

- Temporary congestion charge and free P&R bus travel ([monitoring data](#))
- New interactive [bus maps](#)
- Bus stop improvements
- [Movement and Place Plans](#) - SV adopted in Jan, Bicester to be adopted 17 March
- Bus Model Review resulting in a recommendation to pursue an EP+ over franchising (more on this later)
- ZEBRA impacts study
- New bus emission standards for Oxfordshire.

Oxfordshire
bus
passenger
trips
(millions)





2026/27 – 2029/30 Bus Grant funding: conditions and proposals

Bus Grant allocations

	2025/26 (current)	2026/27		27/28	28/29	29/30
		Amount	Difference (to 25/26)			
Revenue	£4,704,704	£5,132,289	+£427,585 (+9%)	£5,132,289	£5,132,289	*
Capital	£5,441,810	£3,247,045	-£2,194,765 (-40%)**	£3,312,312	£3,377,579	£3,442,846
TOTAL	£10,146,514	£8,379,334		£8,444,601	£8,509,868	

*To be advised in future funding settlements

**Capital investment is down across England due to the removal of £50m from national bus budget

Priorities **REVENUE**

(all years: £5.1m p.a.)

- Bus service support (continue existing)
- MyBus Oxfordshire ticketing scheme
- Asylum seekers bus pass scheme
- Staff resourcing
- Transport Focus – Your Bus Journey Survey (mandated)
- RTP1 additional maintenance costs



Priorities CAPITAL

1. Focus on integrated ticketing and decarbonisation (VIF) as per OCC Strategic Plan
2. Keep number of schemes at a manageable level
3. In 2026/27 focus efforts on finishing existing schemes, 'taking stock' (pinch point analysis), develop BSIP and EP+
=> feeds into plans for 27/28+



Proposed allocations – **CAPITAL**

	£3,247,045	£3,312,312	£3,377,579	£3,442,846
	26/27	27/28	28/29	29/30
Vehicle Improvement Fund	89%	30%	30%	73%
RTPI (Real Time Passenger Information)	8%	3%	2%	2%
Signal Priority	3%*	8%	16%	9%
Bus Stop and Transport hub Infrastructure Improvements (various)	0%*	5%	5%	5%
Bus Priority Infrastructure and improvements (various)	0%*	54%	47%	11%

*Schemes funded by Bus Grant in 2025/26 will continue with funding carried over into 2026/27.



Other workstreams



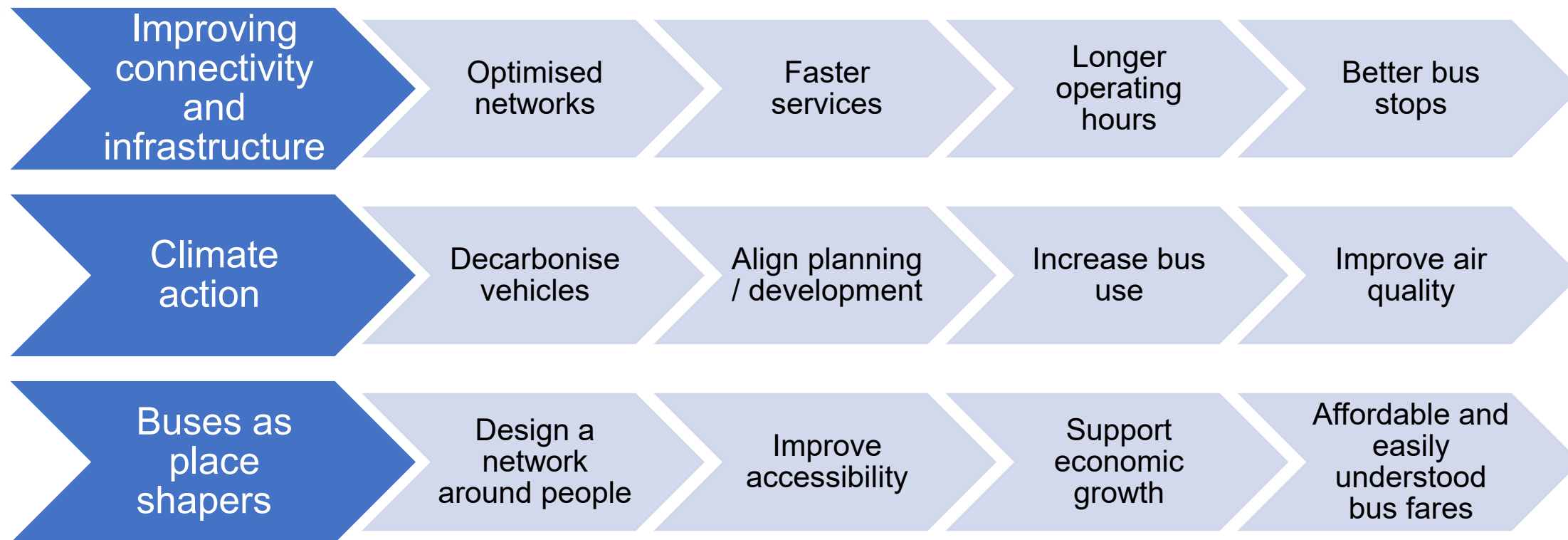
Integrated Transport

Focusing on:

- Integration of services
- Multi-modal ticketing
- Services that operate over extended periods, more frequently
- World-class interchange infrastructure
- Excellent connectivity
- Branding and first-class customer service



Bus Strategy – emerging themes



EP+ Background

- **September 2023:** The Council passed a motion to fund a study into bus franchising in Oxfordshire and the potential creation of a new municipal bus company.
- **November 2024 – April 2025:** Preliminary examination of bus regulation and ownership possibilities, as relevant to Oxfordshire:
 - *Enhanced Partnership (EP) – the existing model (do nothing)*
 - *Enhanced Partnership Plus (EP+)*
 - *Bus Franchising*
 - *Municipal Bus Operation*
- In considering the findings of the consultant's report, officers concluded that the most appropriate bus model to pursue at this time was an **Enhanced Partnership Plus (EP+)**.
- Cabinet approved the Enhanced Partnership Plus (EP+) approach on 21 October 2025.
- Work is now underway to explore and negotiate the scope of the EP+, ensuring this delivers improvements and benefits in line with corporate priorities and available budgets, informed by passenger and resident feedback.
- The proposal will need to be brought back to the Cabinet Member for Transport Management for approval.





EP + emerging themes

- Close development alongside the emerging Integrated Transport and Bus Strategies.
- governance and collaborative improvement to the bus network.
- interchange within bus and across active travel modes.
- decarbonisation.
- improve services, ticketing, information and delivery.
- emphasis on collaboration to deliver modal shift.

BSIP update

- Last BSIP update was June 2024.
- A requirement to publish a new version by 31 March 2027.
- Update on scheme delivery for 2024/25, progress in 2025/26 and 2026/27.
- Highlight achievements.
- Update on plans for the future.





Thank you

dave.harrison@oxfordshire.gov.uk

Parish Transport Representatives meeting

Questions regarding rail
10 March 2025

What are the next steps after completion of the Strategic Outline Case (SOC) for a new station at Wantage and Grove (W&G)?

OCC received a Strategic Outline Case (SOC) report from consultants SLC Rail in January 2026. SOC's are produced for the early stages of case making for large investments in transport infrastructure.

The SOC concludes that a strategic case **can** be made for a new station on the Great Western Main Line (GWML) at W&G. Matters are complicated by several operational issues, which must be investigated further to confirm that construction and operation of a new station is genuinely feasible.

The station project needs to address each of those issues satisfactorily, before the next stage of case making – the Outline Business Case (OBC) – can begin. The OBC for W&G station could cost in the region of £1 million. OCC wants to be reasonably certain about feasibility before starting that significant piece of work.

Network Rail has declared the GWML through W&G as 'congested infrastructure'. So, OCC needs to look at the train scheduling constraints in more detail – for example whether new track infrastructure is essential before the new station can be built and operated (which could add considerably to the cost of the project).

SLC Rail have started that timetable modelling work, including alternative train service and station configuration options. This work is to be completed by June 2026. Also, OCC and Network Rail are discussing the need for a more strategic review of GWML track capacity constraints and potential solutions. Relevant councils and other key stakeholders (including the Thames Valley Chamber of Commerce and Heathrow Airport Ltd) will need to be involved. No specific work programme has been set yet.

What will be the effects of the Abingdon Reservoir on the GWML and what will be the impacts of that on services on that line (Didcot to London, etc)?

OCC has commissioned SLC consultants to investigate the proposed rail arrangements associated with Thames Water's White Horse Reservoir project (aka SESRO). The technical details have changed since the original proposals were published, including track layout and train service proposals.

SLC will advise OCC about the potential positive and/or negative effects of those proposals on construction and operation of a new W&G station. This work should also be complete by June. Once Thames Water makes those updated proposals available to OCC/SLC, their implications can be factored into the planning work for the new station – including siting, construction and operation.

What are the updates on the Witney-Carterton study?

In the OxRail 2040 plan, OCC outline plans to explore an options generation study on a range of Mass Rapid Transit options for the A40 Corridor. This will be commissioned during 2026/27. The scope of this will seek to identify, evaluate and recommend feasible MRT options that are deliverable by 2050, with full consideration of existing and planned infrastructure, as well as projected housing and employment growth. An MRT system is being considered to address the challenges to improve connectivity, and support sustainable regional growth, including wider aspirations such as Oxford-Cambridge Arc.

See: [mycouncil.oxfordshire.gov.uk/documents/s78792/Annex 1 OxRAIL 2040 Plan for Rail FULL.pdf](https://mycouncil.oxfordshire.gov.uk/documents/s78792/Annex%201%20OxRAIL%202040%20Plan%20for%20Rail%20FULL.pdf)

On Cowley Branch Line, how are the stations going to be integrated to bus services, bicycles, tricycles (for elderly people)?

We are working with developers in the area and through the planning process to ensure that integration and connectivity is maximised to the new stations. We have been working with our colleagues at Oxford City Council to develop detailed plan focussed on the first/last mile of connections to the station and will be engaging with the community in due course.

Does it require putting back what is known as the up relief line between Hinksey North Junction and Hinksey South Junction? If yes, this might take so much longer than we thought.

On the main line the existing Up Oxford Relief line will be extended, to expand the section between Hinksey South and Hinksey North junctions from three-track to four-track, and to expand the section between Kennington Junction and Radley from two-track to three-track. This additional 90mph running line and associated improved track layout has wider benefits and will increase capacity in the area, including much more efficient facilities for overtaking of Up direction freight.

On Western Rail Link to Heathrow, how likely is the direct link between Oxford to Heathrow going to happen and what would be the timing?

On 12 March 2026, Thames Valley Chamber of Commerce released an article on the receipt of a refreshed economic study for the delivery of the [Western Rail Link to Heathrow Scheme](#). This provides a positive basis for the timely delivery of the scheme, with a positive return of investment that could be achieved by 2044, based on 2032 opening date.

It was not mentioned what types and to what destinations the rail passenger services will run using the scheme. The second phase of the study will undertake a 'deeper dive' into the economic benefits for towns such as Didcot, Reading, Oxford, Slough and Swindon, and the potential growth opportunities for locations such as Culham, Harwell, Oxford North and the commercial estates along the M4.



OxRail 2040: Plan for Rail

PTR Meeting
10 March 2026



ORR Estimates of station usage for Oxfordshire (24/25)

- All Oxfordshire stations:
 - 19.6 million entries and exits
 - +2.83 million (+17%) from 23/24
 - 90.4% of pre-pandemic level
- Busiest Station - Oxford :
 - 8.14 million entries and exits
 - 1.3 million or 20% increase from 23/24
 - 94% of pre-pandemic level
 - 4th most used station in SE, behind Gatwick Airport, Brighton and Reading
- Least used station:
Finstock – 1,136
- Most used stations:
 1. Oxford – 8.14m
 2. Didcot Parkway – 2.88m
 3. Banbury – 2.27m
 4. Bicester Village – 1.92m
 5. Henley-on-Thames – 0.84m
- Stations most used for interchange:
 1. Didcot Parkway – 0.67m
 2. Oxford – 0.54m
 3. Banbury – 0.22m



Oxfordshire Stations usage

Rank	Station name	Apr 2023 to Mar 2024	Apr 2024 to Mar 2025	YOY increase	vs 2019/2020
1	Oxford	6,786,626	8,145,214	20%	94%
2	Didcot Parkway	2,545,766	2,884,000	13%	86%
3	Banbury	1,895,360	2,269,872	20%	79%
4	Bicester Village	1,760,214	1,925,568	9%	85%
5	Henley-On-Thames	721,394	835,354	16%	113%
6	Bicester North	758,300	822,816	9%	98%
7	Oxford Parkway	653,536	654,542	0%	64%
8	Hanborough	286,402	376,462	31%	137%
9	Goring and Streatley	322,450	360,440	12%	82%
10	Charlbury	275,526	343,240	25%	109%
11	Cholsey	240,656	275,420	14%	97%
12	Kingham	195,162	251,844	29%	131%

Rank	Station name	Apr 2023 to Mar 2024	Apr 2024 to Mar 2025	YOY increase	vs 2019/2020
13	Radley	91,052	131,590	45%	97%
14	Shiplake	104,900	128,782	23%	137%
15	Culham	72,232	113,542	57%	106%
16	Heyford	33,430	45,552	36%	114%
17	Islip	33,498	39,188	17%	115%
18	Tackley	21,374	25,334	19%	107%
19	Appleford	7,306	9,074	24%	125%
20	Shipton	3,692	3,904	6%	76%
21	Combe (Oxon)	1,554	1,326	-15%	48%
22	Ascott-Under-Wychwood	1,392	1,282	-8%	42%
23	Finstock	1,112	1,136	2%	74%
Oxfordshire total		16,812,934	19,645,482	17%	90%



OxRail 2040: Plan for Rail

- Adopted in November 2025
- Sets out the Council's bold ambitions for the future of rail in Oxfordshire
- The OxRAIL 2040 vision is for our railway to be a central part of a world-class integrated, accessible and sustainable transport system that enables all parts of the County to thrive



OxRAIL 2040: Plan for Rail





Our priorities

- **Oxford Station** - increasing capacity to support more services across the county and redeveloping it into a landmark station and national gateway.
- The **Electrified Railway** - building a zero-carbon network for Oxfordshire, anchored by the Electric Freight Spine.
- The **Oxfordshire Metro concept** - creating an integrated transport network that brings together rail, bus, walking and cycling.
- **Proposed new stations to support growth** – new stations at Cowley Branch Line, and at Begbroke, Wantage & Grove, and Ardley

Updates - Oxford Station

- Botley Road bridge replacement done (Feb 2026)
- New cycle, pedestrian walkway and highway – project completion end of Aug 2026
- Next phases to follow
- Platform 5 construction planned for first half of 2029



Oxford Station – Passenger Improvements Programme

New station still at least five years away, meanwhile patronage continues to grow year on year –
Do nothing is not an option.

Upgrades proposed include:

- Eastern Concourse and Cycle Parking PACE 1 studies 2026-2027.
- Delivery of concourse and cycle parking improvements from April 2027.



Updates - Electrification

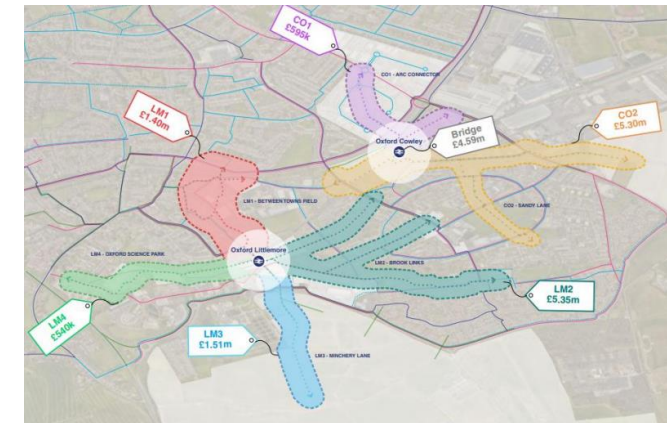
- Enable rail freight to operate electrically
- Forming the backbone of charging infrastructure for battery-powered passenger trains.
- Study with Network Rail for Culham to Banbury section
 - Next: Oxford to Bletchley



Cowley Branch Line - Overview

CBL – Full Business Case Summary

- Benefit–Cost Ratio (BCR): 3.0 – High Value for Money
- Forecast annual patronage: approximately 978,000 return journeys
- Capital cost: £153–163 million;
- Unlocks 6,000–10,000 planned homes and potentially enables 5,000–10,000 additional dwellings
- Supports up to 10,000 high-value jobs across Oxford's innovation corridor
- £120m confirmed central government funding; £35m local contribution
- Key benefit drivers: housing growth, passenger demand, reduced congestion, and decarbonisation
- Delivery through Network Rail under DfT governance; Rail Network Enhancements Pipeline (RNEP) Developing a funding strategy for circa £20m of wider connectivity improvements (IPS), ensuring new stations are well connected to the local community and well-integrated for pedestrians, cyclists, and sustainable transport.



**OXFORDSHIRE
COUNTY COUNCIL**

image courtesy of Foster + Partners





Updates – New stations

- **Wantage and Grove**

- Strategic Outline Case completed
- SOC to be published April 2026
- Further works on timetable modelling commissioned

- **Begbroke**

- Strategic Outline Case progressing
- Working with OUD and other partners
- Exploring what needs to be worked on re: level crossings

- **Ardley**

- Linked to Heyford Park development proposal
- Review on potential station progressing
 - OxSRFI impacts
 - Location
 - Services



Other updates

- **Existing stations**

- Oxfordshire Stations Action Plan
- Banbury Station improvements

- **Oxfordshire Metro**

- Mobility hubs, integration
- Work with the bus team to explore options
- Integration with other modes (active travel)

- **East West Rail**

- Chiltern awarded the operating contract
- No passenger services yet
- London Road, Bicester proposals

- **Oxfordshire Community Rail Partnership (OxCRP)**

- Most recent: Charlbury Station access map

Regional and national connectivity

- More and fully refurbished Voyager units
- Return of Reading – Newcastle services from May
- Permanent GWR Bristol – Oxford services from May increasing to hourly from May 2027 (15 tpd)
- Heathrow access critical - WRLtH



**OXFORDSHIRE
COUNTY COUNCIL**

New rolling stock to accommodate growth and provide an improved passenger experience

- Class 68 HVO and MK5As replacing nearly fifty-year-old MK3 carriages
- Releases eight Class 166 DMUs for strengthening Oxford-Marylebone services
- New Class 196 DMUs for EWR
- RFRP a potential uniform fleet of 23m five-car AC BEMUs





Thank you!

Questions?

Contact: julian.imperial@oxfordshire.gov.uk



WESTVALE MOBILITY

A Wheelchair Accessible Vehicle (WAV)

Community Transport Scheme

A Progress Report to Oxfordshire County Council Community Transport Team

Serving 5 Villages:

- Shrivenham, Watchfield, Longcot, Ashbury and Bourton

Supported by OCC with £50,000 capital and maintenance funding



Why the Scheme Was Needed

- Five dispersed rural villages with limited public transport
- Residents facing barriers to attending medical and well-being appointments
- Community consultation confirmed need for a wheelchair-accessible service
- Aim: Improve independence, reduce missed appointments, strengthen community support



Setting Up the Charity (Dec 2023 – Oct 2024)

- Advertised for steering group members and volunteer drivers
- Defined the service area – 10 mile radius from Shrivenham
- Completed charitable registration and opened bank account
- Support from Community Catalysts
- Visited Birmingham Mobility Expo (17 May 2024)
- Selected vehicle and fixtures circa £30,000
- Branding and signage agreed
- Parking secured at Shrivenham Memorial Hall
- Policies and procedures developed
- MiDAS training arranged
- Partnerships with local surgery and parish councils
- Service launched 10 Oct 2024



The Vehicle and it being blessed by our vicar at our official Launch celebration





Building and Running the Service (2024–2026)

- 12 mostly active volunteer drivers
- Trustee trained as MiDAS driver-trainer
- Ongoing MiDAS training
- Booking system and website established
- Partnership building - ongoing
- Service embedded across all villages
- 1st accounts (24/25) submitted to Charity Commission



Service Impact and Statistics

- 2025: 264 trips
- 509 hours 15 minutes volunteer driving
- 5,371 miles driven
- Annual cost 2025 - **£5096**, offset by donations of **£2945**
- Volunteer value based on £12per hr:
 - 2023 £150,
 - 2024 £7,897,
 - 2025 £13,992



Looking Ahead

- Expand volunteer pool
- Considering extended service area coverage.
- Increase awareness
- Advice to other organisations
- Review long-term sustainability
- Share learning with OCC
- Commitment to safe, reliable, accessible service