

Witney Traffic Advisory Committee Meeting of Witney Town Council



Tuesday, 23rd September, 2025 at 3.00 pm

To members of the Witney Traffic Advisory Committee - Weaver, A Prosser, M Brooker, A Coles, Ashby, Robertshaw, J Aitman, S Simpson, R Smith, D Enright, C Hulme, T Bayliss, K Hickman, A Lyon, D Miles and A Bullock (and all other Town Councillors for information).

You are hereby summonsed to the above meeting to be held in the **Gallery Room, The Corn Exchange, Witney** for the transaction of the business stated in the agenda below. The Meeting can also be attended via the following link:

[Join the meeting now](#)

Meeting ID: 387 696 477 661 4

Passcode: bu9UW94F

Admission to Meetings

All Council meetings are open to the public and press unless otherwise stated.

Numbers of the public will be limited, with priority given to those who have registered to speak on an item on the agenda. Any member of the public wishing to attend the meeting should contact the Committee Clerk derek.mackenzie@witney-tc.gov.uk in advance.

Recording of Meetings

Under the Openness of Local Government Bodies Regulations 2014 the council's public meetings may be recorded, which includes filming, audio-recording as well as photography.

As a matter of courtesy, if you intend to record any part of the proceedings, please let the Deputy Town Clerk or Committee Clerk know before the start of the meeting.

Agenda

1. Election of Chair

To elect a Chair of the Advisory Committee for the municipal year.

2. Apologies for Absence

To receive and consider apologies for absence.

3. Public Participation

Members of the public are welcome to attend the meeting. Any member of the public who so wishes may speak, at this point in the meeting, for a **maximum of five minutes** on any matter relating to an item on the agenda.

4. Minutes (Pages 4 - 11)

a) To adopt and sign as a correct record the minutes of the meeting held on 24 June 2025.

b) Matters arising from the minutes not covered elsewhere on the agenda (Questions on the progress of any item)

5. **Committee Terms of Reference** (Pages 12 - 14)

To receive the Committee Terms of Reference and resolve if there are any changes to be made.

6. **Oxfordshire County Council**

a) **Place, Planning and Coordination** (Pages 15 - 20)

To receive and consider the report of the Lead Officer/Team Leader – Place, Planning and Coordination West.

b) **Civil Enforcement**

To receive and consider the report of the Civil Enforcement Team.

c) **Market Square Bus Stop**

To receive a response from Officers regarding the issue of space at the Market Square bus stops as raised by the Operations Manager for Stagecoach.

7. **High Street/Market Square Enhancements**

To receive a verbal update from the Infrastructure Delivery Project Manager for the scheme.

8. **High Street/Market Square Traffic Order Consultation**

To receive notice of a Statutory Consultation on Traffic Orders for High Street/Market Square.

Details can be found at:

https://letstalk.oxfordshire.gov.uk/witney_highstmarketsq_highway2025

9. **Community Speedwatch Update**

To receive a verbal update from the Deputy Town Clerk, Witney Town Council.

10. **Thames Valley Police Safer Road Statistics** (Page 21)

To receive correspondence and statistics from TVP Safer Roads Unit for information.

11. **Public Transport Update**

To receive an update from member's present on the Witney Bus User's Meeting held on 3rd September 2025 and any further public transport matters, if appropriate.

12. **OxRAIL 2024 - Public Consultation** (Pages 22 - 44)

To receive notification of the public consultation on the County Council's strategic vision for improved rail travel in Oxfordshire over the next 15 years (OxRAIL 2040).

A Summary report is attached as Appendix A, further documents and details of the consultation are available at: <https://www.oxfordshire.gov.uk/railplan>.

13. **Items Submitted to the Town Clerk**

To receive any traffic or highway related correspondence submitted to the Town Clerk since the last meeting.

a) **Woodstock Road Traffic Concerns** (Page 45)

To receive correspondence from a resident of Woodstock Road, Witney.

14. **Items Raised at the Meeting**

To receive and consider any pressing matters from members which may be added to the next meeting agenda for consideration.

15. **Date of the Next meeting(s)**

To receive the date of the next meetings of Witney Traffic Advisory Committee for information.

The next scheduled meetings will be held:

20 January 2026

17 March 2026



Town Clerk

**WITNEY TRAFFIC ADVISORY COMMITTEE MEETING OF THE
WITNEY TOWN COUNCIL**

Held on Tuesday, 24 June 2025

At 3.00 pm in the Gallery Room, The Corn Exchange, Witney

Present:

Councillor A Coles (Chair)

Councillors:	A Prosser	A Lyon
	M Brooker	R Crouch (In place of R Smith)
	J Aitman	
	S Simpson	
	D Enright	
Officers:	Adam Clapton	Deputy Town Clerk
	Cara Murray	Admin Support Assistant - Communities & Planning
	Derek Mackenzie	Senior Administrative Officer & Committee Clerk
	Odele Parsons	Oxfordshire County Council
	Kim Sutherland	Oxfordshire County Council
	Nick Howdle Smith	Oxfordshire County Council
	John Charlton	Oxfordshire County Council
	Karl Chadwick	Oxfordshire County Council
	Amanda Dodsworth	Oxfordshire County Council
	Gareth Slocombe	Oxfordshire County Council
	Stewart Duncan	Oxfordshire County Council
Others:	One member of the public.	
	Cllr Thomas Ashby (OCC), Oxfordshire County Council	
	Cllr James Robertshaw (OCC), Oxfordshire County Council	
	Cllr D Edwards-Hughes, Witney Town Council	
	T Bayliss, Stagecoach	
	K Hickman, Windrush Bike Project	
	D Miles, Parish Transport Representative	
	T Weaver, Pulhams	
	A Bullock, Witney Chamber of Commerce	
	A Lyon, West Oxfordshire Community Transport	
	C Hulme, Thames Valley Police	

T77 APOLOGIES FOR ABSENCE

An apology for absence was received from Councillor R Smith with Councillor R Crouch attending as a substitute.

Apologies were also received from Andrew Lyon (West Oxfordshire Community Transport) and Trevor Bayliss (Stagecoach)

T78 **PUBLIC PARTICIPATION**

There was no public participation

T79 **MINUTES**

The Committee received the minutes of the Witney Traffic Advisory Committee meeting held on 18 March 2025.

T74 – Bus Users Meeting:

The Chair confirmed that the date of the next annual bus user's meeting would be Wednesday 3rd September. A Member queried whether the timing of the meeting could be altered so as to finish earlier in the evening; however, it was agreed to retain the same time as last year.

T69 – Adoption of Roads (Kingfisher Meadows):

The Chair provided an update, confirming that Oxfordshire County Council subject to legal agreement being reached, that they expected to adopt the roads at Kingfisher Meadows development in June 2026.

T75 – Langdale Gate White Line Markings:

The Windrush Bike Project representative clarified an error in the minutes, stating that he did not raise the issue of a near disappearance of white line markings at Langdale Gate. Instead, the matter concerned the re-appearance of the central line.

Resolved:

That, subject to the above amendments the minutes of the Witney Traffic Advisory Committee meeting held on 18 March 2025 be approved as a correct record and signed by the Chair.

T80 **PLACE, PLANNING AND COORDINATION**

Members received and considered the reports of Oxfordshire County Council (OCC), which were delivered by the lead OCC Officer, where present. These included updates on the Shores Green Project and the proposed redesignation of the A4095 as part of the those works.

Additionally, the Committee was updated on path and road crossing improvements for Madley Park, Windrush Place and Deer Park Road; OCC also shared the upcoming lining refurbishment schedule for various areas in Witney.

Also, a recent road safety incident on New Yatt Road was brought to the Committee's attention, along with updates on a white lining issue at Raleigh Crescent, the West End Link Road, plans for the Fiveways roundabout, Corn Street design changes and an accreditation awarded to a local school.

Access to Witney – Shores Green

OCC Officers shared a presentation providing a project and construction update on the Shores Green slip road, the project was progressing on schedule and was expected to be completed mid-2026. It was confirmed that vegetation removed during the works would be replaced as part of the landscaping and reinstatement phase.

A series of road closures would be required to facilitate the next stages of works, the first of these would be on 7th July, with a complete closure of the A40 slip road for five nights, between 8:30pm and 6:00am. WTC Officers confirmed the formal notice of these closures had been shared via the Town Council's social media channels to inform residents.

OCC Officers advised that data from the temporary traffic lights on-site was monitored weekly and alternations made to minimise disruption. Members heard that regular updates on the scheme were available to those registered on dedicated OCC webpage.

As part of the project, the A4095 was being redesignated to assist the rerouting of traffic around Witney optimising the new Shores Green slip road. This change would remove the A-road designation from the centre of Witney, helping to reduce traffic congestion and improve air quality in Bridge Street and the town centre, and signage would be updated accordingly to reflect the new routing.

A Member raised concerns regarding the implications of changing the road classification from an A road to a B road, specifically about road maintenance. OCC Officers advised the Committee that there would be no changes to the existing gritting schedule for the affected roads.

Witney Paths (Madley Park/Windrush Place), Deer Park Road crossings

OCC Officers provided an update on the footpath improvements at Madley Park and Windrush Place, along with the crossings at Deer Park Road. A revised programme for these works were currently in progress, with plans to appoint a contractor later in the year.

A Member raised concerns regarding the timescale, questioning why these improvements had taking longer compared to other similar projects. In response, OCC officers explained that safety considerations, particularly regarding lighting, have influenced the schedule. Additionally, officers expressed a preference to avoid carrying out major works during the summer holidays to minimise disruption for residents, which had also contributed to the extended timeline.

Lining Refurbishment Schedule

A schedule for white lining refurbishment in various areas of the town was shared, with work planned to improve road markings and safety. This included the removal of the lining at Langdale Gate that was raised at the previous meeting.

A Member also raised an issue with cross-hatching at Burford Road...

New Yatt Road – Road Safety Incident:

Following a report of a road safety incident submitted to OCC by WTC, OCC had reviewed the footpath linking New Yatt Road to Vanner Road with consideration for the possible installation of a barrier to enhance pedestrian safety. Officers informed the Committee that currently, there

was no funding for these changes, the scheme had been added to the potential future schemes, pending the availability of either OCC funds or another external funding source.

Members noted that similar barriers installed at Moorland Road had been effective in improving safety and acknowledged the importance of preventing injury however, emphasised that any barrier installation must ensure that access for all was maintained.

White Lining – Raleigh Crescent

OCC Officers advised that the resident of Raleigh Crescent had been informed of the process to apply for an advisory white line across their driveway however no request had been received.

West End Link/ North Witney

OCC Officers reported that there was no update at this time regarding the West End Link Road, communication was ongoing with the North Witney developers, who were in the process of updating their Transport Assessment that supported the live planning application. It was noted that this updated Transport Assessment was expected to be made public later in the year through the standard planning processes managed by West Oxfordshire District Council (WODC).

Fiveways Roundabout – Vision Zero Programme

Officers confirmed that the preliminary design for a raised parallel crossing on the Welch Way arm of the Fiveways roundabout had been completed, funded through the Vision Zero programme and confirmed that informal stakeholder engagement was open until 11th July. The crossing aimed to slow traffic and included a tactile (anti-skid) surface.

A Member asked whether the tactile surface could be extended around the roundabout to include traffic entering from Tower Hill and suggested the consideration of rumble strips on the other arms.

Corn Street (Feasibility Design, Capability and Ambition Fund)

OCC officers provided an update on the ongoing feasibility design work for Corn Street, specifically the section between Holloway Road and Market Square. Contractors had completed initial design proposals aimed at improving the route for people walking, cycling, and enabling two-way bus travel. At this stage, officers were reviewing the design work internally and engagement with key stakeholders was expected to follow once the internal review process was complete.

Fiveways Roundabout – Dedicated Space for Cycling (Feasibility Design, Capability and Ambition Fund)

Officers shared a summary report which outlined the public engagement undertaken and set out the proposed next steps. As the scheme currently had no allocated funding, the priority was to explore and secure appropriate funding sources to enable progression of the project.

School Travel

Members were informed that Witney Community Primary School participated in Walk to School Week in May and successfully achieved their 'Approved' Travel Plan accreditation. This reflected

the school's ongoing commitment to promoting active and sustainable travel among pupils and families.

Resolved:

That, the updates from OCC officers be noted.

T81 **CIVIL ENFORCEMENT**

Members received the verbal report of the OCC Civil Enforcement Officer regarding parking and enforcement activity across Witney during the period March to May 2025, including recent actions taken and areas of focus.

It was noted that pavement parking causing an obstruction could only be enforced by the police, recent incidents on Corn Street were highlighted as examples. Church Green continued to be monitored by civil enforcement officers during their visits to Witney, and enforcement was carried out where vehicles were found in contravention.

Regarding Kingfisher Meadows and Sky Lark Way, it was advised that road adoption was a prerequisite before any consideration could be given to road markings, once adopted and subject to available funding and resources, lining may be introduced to address issues such as parking on bends and pavements. Concerns were again raised about buses avoiding certain roads due to obstructive parking, further discussions were planned between bus operators and OCC to understand the issue and explore possible solutions.

Recruitment challenges within the enforcement team were raised, while the intended staffing level was 50 officers, current staffing stood at 41.

The installation of ANPR cameras on the High Street was expected to take place in September 2025, following the completion of a review of the Traffic Regulation Order (TRO).

A Member queried whether there had been any issues or queries since the introduction of residents' parking permits on Corn Street and Church Green- It was confirmed that no significant issues had been reported.

Resolved:

That, that the update be noted.

T82 **HIGH STREET/MARKET SQUARE ENHANCEMENTS UPDATE**

Members received the presentation of the lead OCC Officers on the High Street and Market Square enhancement scheme.

The preliminary design had now been completed following public consultation, a design review by Active Travel England, and a Stage 1 Road Safety Audit. Amendments included improved flexibility and space for loading, a revised junction alignment at Welch Way, and an additional bus stop for Community Transport services outside the Cross Keys public house. The scheme also incorporated enhanced planting and additional public seating in response to community feedback.

Footways would be widened by relocating some disabled parking bays into the carriageway, while this adjustment removed the capacity for two-way bus movement, the closure to through traffic was expected to make the arrangement manageable. The taxi rank would also be relocated to the opposite side of the carriageway, and formal loading bays were omitted in favour of permitting loading and deliveries on double yellow lines.

A principal contractor had been appointed and commenced the detailed design phase and an independent Accessibility Review had been commissioned, with its recommendations to be integrated to ensure the scheme met the needs of all users.

Revised delivery forecasts were issued, with construction scheduled to begin in January 2026 to avoid disruption during the 2025 Christmas trading period. Officers confirmed that approximately £510,000 to £515,000 had been spent to date, and that the overall budget had risen to over £3 million. A bid for additional Active Travel funding had also been submitted, with a decision pending.

Members expressed concerns regarding large vehicle manoeuvres between High Street and Welch Way and suggested relocating the proposed zebra crossing to improve access. Queries were raised about bollard installation at the junction as the existing bollards were frequently damaged.

The importance of a level, durable, and long-lasting footway surface was highlighted to which Officers confirmed that buff-coloured resin-bound gravel would be used, providing durability, and aesthetic compatibility with Witney's heritage. Also to ease future patching by utility works it would be a readily available option with an annual cleaning programme to maintain the surface appearance.

Regarding traffic levels, Officers reported approximately 1,500 vehicles currently used the High Street daily, this was expected to reduce to 500 once ANPR cameras became operational based on 370 bus movements and the remainder comprising Blue Badge holders and deliveries. Officers advised the monitoring data would be shared with the Committee.

Officers confirmed that further engagement with WTC would take place regarding the changes to the planting, tree and street furniture proposals that were planned.

A Member asked about the potential for installing electric power supplies in the High Street and Market Square to support events which Officers agreed to look into.

Finally, Cllr D Enright raised that the results from a recent survey were available and so it was agreed that the Witney Chamber of Commerce's report on local shopping habits and aspirations would be forwarded to OCC officers for consideration.

Resolved:

1. That, Members note the update from OCC officers and,
2. That, OCC Officers circulate details of the traffic monitoring results to the Committee and,
3. That, the Witney Chamber of Commerce report be shared by Cllr D Enright with OCC.

T83 THAMES VALLEY POLICE SAFER ROADS STATISTICS

Members received correspondence and statistical data from the Thames Valley Police Safer Roads Unit for information.

Resolved:

That, the report be noted

T84 COMMUNITY SPEEDWATCH UPDATE

The Committee received a verbal update from the Chair regarding the Community Speedwatch scheme. Members were informed that the scheme currently had eleven active volunteers, though additional volunteers were always welcome, and efforts were underway to recruit a second group administrator to support the smooth running of the initiative.

The scheme continued to be well received by residents, who had shown strong enthusiasm and support. It was noted that the next scheduled Speedwatch session had unfortunately been cancelled due to unforeseen circumstances. However, the appointment of a new co-ordinator could help alleviate such issues in the future and provide greater resilience in scheduling and delivery.

Resolved:

1. That, the report and verbal updated be noted and,
2. That, the next Speedwatch session has been cancelled and,
3. That, the appointment of a further group administrator is required.

T85 PUBLIC TRANSPORT UPDATE

The Committee received verbal updates from the Independent Parish Transport Representative and Pulhams.

Positive feedback was reported regarding the updated H2 service, which had been well received by users, however, it was noted that the service did not currently pick up at the Bus Garage stop. In response, the Pulhams representative confirmed that this matter would be reviewed, and a response would be provided to the next meeting.

The Stagecoach S7 service was also performing well, however, a concern was raised regarding the lack of a bus shelter at Woodgreen. The Deputy Town Clerk advised that it had previously been considered by the town council, however passenger numbers were low. The matter could be reconsidered if new data was available.

Resolved:

1. That, the verbal updates be noted and,
2. That, Pulhams report on the potential of a stop at Witney Bus Garage to the next meeting of the Committee.

T86 ITEMS SUBMITTED TO THE TOWN CLERK

There were no items submitted.

T87 ITEMS RAISED AT THE MEETING

Cllr R Crouch raised concerns regarding Estelle Manor's decision to withdraw its funding support for the S7 bus service, highlighting that the service was well used by many of the establishment's workers. The Parish Representative advised that, in response to the funding withdrawal, the S7 timetable was currently under review to assess how best to continue provision within the available resources.

Cllr J Robertshaw raised concerns regarding speeding/road safety on Cogges Hill Road. It was noted that the road had already been monitored as a Speedwatch site, and traffic calming for this area was included in the LCWIP. The OCC Officer informed the Committee that the Witney East development had proposed improvements via S106, but otherwise any scheme is unfunded.

Cllr T Ashby raised a query regarding the current 30mph speed limit on Centenary Way, asking why it had not been reduced to 20mph in line with the wider 20mph zones implemented across Witney and asked that OCC investigate and provide clarification.

Cllr S Simpson raised the possibility of a barrier at a pathway at Farmers Close to avoid people running into the road. There was some confusion on the location and members present at the meeting felt there was one already in place. Cllr Simpson also mentioned speed signs which showed happy or sad faces depending on speeds. The Chair advised these had been explored when Community Speedwatch had been introduced and were cost prohibitive.

T88 DATE OF THE NEXT MEETING(S)

Members were advised the next meeting of the Committee would be held on 23 September 2025.

Additional meeting dates of the Committee for 2025/26 are:

- 20 January 2026
- 17 March 2026

The meeting closed at: 4.51 pm

Chair

WITNEY TRAFFIC ADVISORY COMMITTEE

CONSTITUTION AND TERMS OF REFERENCE

1. Title

1.1 The Committee shall be known as the “Witney Traffic Advisory Committee”, hereinafter called the “Advisory Committee”.

2. Administration

2.2 The administration of the Advisory Committee will normally be undertaken by the Town Clerk of Witney Town Council, or by their representative.

3. Meetings of the Advisory Committee

3.1 Meetings of the Advisory Committee will normally be held four times a year, commencing at 3pm, on dates set by Witney Town Council in consultation with Oxfordshire County Council.

3.2 The venue of meetings shall be at the discretion of the Town Council as administrators in conjunction with the Chair of the Committee. As an Advisory Committee, virtual or hybrid meetings may be held as it falls outside the realms of the Local Government Act 1972.

3.3 The quorum of the Committee shall be five members.

3.4 No business other than that set out in the agenda published by the Town Clerk may be considered at a meeting of the Advisory Committee unless details have been notified to the Town Clerk prior to the start of the meeting, and the Chair has agreed to such matter being considered on the grounds of urgency.

4. Public Access

4.1 Meetings of the Advisory Committee shall be open to the public and press, other than in exceptional circumstances, where the public and press may be excluded by resolution of the Advisory Committee on the grounds of the confidential nature of the business to be transacted.

4.2 Members of the public have the right to address the Advisory Committee for not more than five minutes, provided the statement is related to an item on the agenda or is within the jurisdiction of the Committee. It should be made clear to those attending the Committee has no powers to implement actions and may only advise relevant authorities on any issue.

4.3 Requests to address a meeting shall be given to the Town Clerk (or Town Council representative) before 12.30p.m. on the last working day preceding the meeting, and any such request shall be passed to the Chair, or to the Chair on the day of the meeting with the Committee's approval.

5 Chair

5.1 The Chair shall be elected by the Advisory Committee at its annual meeting in September.

5.2 The Chair needs to be an elected member of one of the local authorities represented on the Advisory Committee.

5.3 In the event that the Chair is absent from a meeting of the Advisory Committee, a member of the Advisory Committee shall be elected to chair the meeting.

6. **Representatives**

6.1 The Advisory Committee may include representatives from the following who shall be regarded as members of the Advisory Committee: -

Representatives from:

a)	Witney Town Council	3 – 4
b)	West Oxfordshire District Council	1 – 2
c)	Oxfordshire County Council	3 (+ Cabinet Member for Transport)
d)	Witney Chamber of Commerce	1
e)	Thames Valley Police	1

Other organisations which have been invited to send a representative:

2003	Stagecoach	1	
	Local Taxis	1	
2009	Windrush Bike Project	1	Changed from Witney BUG
2019	West Oxon Community Transport	1	Changed from Witney Community Transport
	Volunteer Link Up	1	(Removed 21/03/23)
2021	Oxfordshire Association of Blind	1	(Not sending attendance from 2022)
	Parish Transport Representative	1	Independent of Town Council
2024	Pulham's Coaches	1	

6.2 Any other organisation represented on the Advisory Committee may, at the discretion of the Advisory Committee, have more than one representative.

7. **Officers**

7.1 Officers representing (a) Witney Town Council (b) Oxfordshire County Council (c) West Oxfordshire District Council and (d) Thames Valley Police shall have a right to attend meetings of the Advisory Committee and speak in an advisory capacity.

8. Terms of Reference

8.1 The Advisory Committee does not have executive powers but may consider any traffic related matter of concern either directly or indirectly to the Parish of Witney and may offer advice on such matters to Oxfordshire County Council, West Oxfordshire District Council, Witney Town Council, or to any other relevant organisation as may be appropriate.

8.2 The Advisory Committee has the right to run and administer a Community Speed watch scheme for Witney, assisted by Witney Town Council.

8.3 The following list is not exhaustive but is the type of matters which may be discussed by the Advisory Committee: -

- a) Existing or proposed road systems or traffic management schemes
- b) One-way systems
- c) Traffic calming
- d) Waiting restrictions
- e) Traffic signalling, signing and road markings
- f) Pedestrian crossings and school crossings
- g) Footpaths
- h) Street Lighting
- i) On-street and off-street car parking
- j) Road safety engineering
- k) Transport-related consultations
- k) Community Speed watch

The Committee may, if appropriate, may refer to environmental factors in relation to any of the above, such as Climate and Biodiversity matters.

9. Amendments to constitution and Terms of Reference

9.1 The Advisory Committee's constitution and terms of reference may be amended at any time by resolution of the Advisory Committee.

Witney Traffic Advisory Committee Report by Oxfordshire County Council September 2025

Lead officer: Odele Parsons, Place Planning and Coordination West Team Leader,
Odele.parsons@oxfordshire.gov.uk

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1. A40/B4022 Shores Green, Access to Witney

Please direct any queries to: A40witneyaccess@oxfordshire.gov.uk

Please see webpage: [A40 Access to Witney | Oxfordshire County Council](#)

Construction at Access to Witney continues and expected completion remains Summer 2026.

Updates on Access to Witney can be received by emailing A40witneyaccess@oxfordshire.gov.uk with the subject “Access to Witney newsletter”.

2. Access to Witney complementary measures – A4095 redesignation and traffic sign updates

Work is ongoing to determine the details of the A4095 redesignation, as reported in depth at last meeting.

3. High Street and Market Square

Webpage: [Witney High Street and Market Square enhancements scheme | Oxfordshire County Council](#).

Project manager Nick Howdle-Smith will be attending the meeting to update on the detailed design, contractor surveys, statutory consultation and scheme budget/funding.

The public consultation for the Traffic Regulation Orders for the scheme commenced Wednesday 17th September. Please see https://letstalk.oxfordshire.gov.uk/witney_highstmarketsq_highway2025 for more details.

4. Witney paths and crossings

Madley Park Path & Windrush Place Path

Completed site assessments and gradient analysis to ensure compliance with LTN 1/20 standards. Design work is progressing, and feedback from recent stakeholder engagement has been incorporated, including considerations around lighting for safety versus environmental impact.

Deer Park Road Crossings

Feasibility design for the toucan and Pegasus crossings is near completion. Ecology surveys and technical/legal studies have been finalised. Procurement routes for detailed design and construction are being developed, with consultation on the full works package planned shortly.

Next Steps

We are preparing the procurement strategy for the combined Witney Paths & Crossings scheme, which will go to the Active Travel Programme Board this month. Subject to approvals, we aim to move into detailed design later this year.

Procurement

A consultant has been identified to take on this work.

5. Fiveways Roundabout, Vision Zero Programme

The scheme has recently undergone public consultation: https://letstalk.oxfordshire.gov.uk/witney_welchway_parallel2025

The consultation has been advertised in the Witney Gazette. This consultation closed on Friday 5th September. The scheme will be presented at OCC's Cabinet Member Decision meeting on 9th October 2025, after which more information on delivery will be available.

6. St Mary's Churchyard cycle signage

OCC have considered the issue of signage at St Mary's Churchyard and suggest additional signage to reinforce 'no cycling' through the Churchyard: a non-standard sub plate could be considered under the existing no cycling signs to say "no cycling through Church grounds" or similar and with a direction sign pointing left to "The Leys" or "Recreation Ground", with the wording subject to

agreement with the Town Council. Similar signs at The Leys end with directions to the Town Centre could also be implemented. Identifying funding for these signs is a barrier to delivery.

7. Lining refurbishment schedule

OCC's next round of lining refurbishment includes the following in Witney:

- Moorland Close – Install new 'Keep Clear' or 'Turning Only' markings
- Crawley Road – Refresh markings along Crawley Road
- Witney Avenue Two – Install junction protection markings and keep clear

8. Parking and enforcement

Please see figures below for parking enforcement statistics for the quarter from 1 June to 31 August 2025:

Grouped By Contravention, DebtType NOT Like not like %REMOVAL%, Initial Debt Amount NOT <= 0, Parent Location = Witney and Case Date Between Jun 1 2025 12:00AM and Aug 31 2025 11:59PM

Oxfordshire County Council

Location	PCN Count % of Total Client Cases	Outstanding Amount	Cases Total Income	Cases Total Paid	% Debt Paid	Cases Total Cancel	Case Total Write Off	Spoiled Count	VDA Count
Bridge Street (Witney)	5 1.01% of cases	£0.00	-£150.00	£150.00	100.00%	£0.00	£0.00	0	0
Church Green (Witney)	88 17.85% of cases	£925.00	-£3,420.00	£2,460.00	71.93%	£35.00	£0.00	0	0
Corn Street (Witney)	126 25.56% of cases	£1,665.00	-£5,030.00	£3,105.00	61.73%	£260.00	£0.00	1	0
High Street (Witney)	61 12.37% of cases	£1,050.00	-£2,510.00	£1,460.00	58.17%	£0.00	£0.00	0	0
Holloway Road (Witney)	1 0.20% of cases	£0.00	-£35.00	£35.00	100.00%	£0.00	£0.00	0	0
Lowell Place (Witney)	1 0.20% of cases	£0.00	-£35.00	£35.00	100.00%	£0.00	£0.00	0	0
Market Square (Witney)	168 34.08% of cases	£2,395.00	-£7,335.00	£4,765.00	64.96%	£175.00	£0.00	0	0
Mill Street (Witney)	5 1.01% of cases	£140.00	-£245.00	£105.00	42.86%	£0.00	£0.00	0	0
Newland (Witney)	1 0.20% of cases	£0.00	-£35.00	£35.00	100.00%	£0.00	£0.00	0	0
Oxford Hill (Witney)	1 0.20% of cases	£0.00	-£35.00	£35.00	100.00%	£0.00	£0.00	0	0
Saxon Way (Witney)	2 0.41% of cases	£0.00	-£70.00	£70.00	100.00%	£0.00	£0.00	0	0
Service Rd, Welch Way (Witney)	1 0.20% of cases	£0.00	-£35.00	£35.00	100.00%	£0.00	£0.00	0	0
The Crofts (Witney)	6 1.22% of cases	£0.00	-£180.00	£180.00	100.00%	£0.00	£0.00	0	0
Welch Way (Witney)	1 0.20% of cases	£0.00	-£35.00	£35.00	100.00%	£0.00	£0.00	0	0
West End (Witney)	23 4.67% of cases	£300.00	-£925.00	£540.00	58.38%	£85.00	£0.00	0	0
Woodgreen (Witney)	3 0.61% of cases	£0.00	-£105.00	£70.00	66.67%	£35.00	£0.00	0	0
Oxfordshire County Council	493 100.00%	£6,475.00	-£20,180.00	£13,115.00	64.99%	£590.00	£0.00	1	0

Grouped By State, DebtType NOT Like not like %REMOVAL %, Initial Debt Amount NOT <> 0, Parent Location = Witney and Case Date Between Jun 1 2025 12:00AM and Aug 31 2025 11:59PM

Oxfordshire County Council

Contravention Description	PCN Count	% of Total Client Cases	Outstanding Amount	Cases Total Income	Cases Total Paid	% Debt Paid	Cases Total Cancel	Case Total Write Off	Spoiled Count	VDA Count
01 - Restricted Street	209	42.39% of cases	£2,660.00	-£8,715.00	£5,705.00	65.46%	£350.00	£0.00	1	0
02 - Loading / Unloading	6	1.22% of cases	£175.00	-£315.00	£140.00	44.44%	£0.00	£0.00	0	0
21 - Suspended Bay	4	0.81% of cases	£0.00	-£175.00	£140.00	80.00%	£35.00	£0.00	0	0
23 - Wrong Class Of Vehicle	18	3.65% of cases	£350.00	-£840.00	£455.00	54.17%	£35.00	£0.00	0	0
24 - Not Within Markings	2	0.41% of cases	£50.00	-£75.00	£25.00	33.33%	£0.00	£0.00	0	0
30 - Parked Longer Permitted	105	21.30% of cases	£1,175.00	-£3,375.00	£2,100.00	62.22%	£100.00	£0.00	0	0
40 - Disabled Bay No Badge	148	30.02% of cases	£2,065.00	-£6,650.00	£4,515.00	67.89%	£70.00	£0.00	0	0
99 - Pedestrian Crossing	1	0.20% of cases	£0.00	-£35.00	£35.00	100.00%	£0.00	£0.00	0	0
Oxfordshire County Council	493	100.00%	£6,475.00	-£20,180.00	£13,115.00	64.99%	£590.00	£0.00	1	0

Parent Location = Witney and OSL Date Time Between 01/06/2025 and 31/08/2025

Mrs N Akhtar-Ali

Oxfordshire County Council

Month	Staff Patrol Count Deployed	Tickets Issued	Issued Spoiled	Issued VDA	Obs Started	Spoiled Prior	VDA Prior	VRM Entered	Breaks	Time On Patrol	Time On Breaks
2025 Month 06	12	613	104	0	2	0	8	39	246	11	2d 03:12:20 06:08:05
2025 Month 07	16	752	152	0	0	0	1	74	687	21	3d 06:13:35 11:39:03
2025 Month 08	16	1953	236	0	2	0	7	114	1446	38	7d 01:02:12 16:46:33
Oxfordshire County Council	22	3318	492	0	4	0	16	227	2379	70	12d 10:28:07 1d 10:33:41
Totals:											
Grand Totals:	22	3318	492	0	4	0	16	227	2379	70	12d 10:28:07 1d 10:33:41

9. OCC Public Transport Team Update

Capacity at Witney Market Square bus stops

OCC are aware of this issue and the current approach will be discussed in detail at the meeting

OxRAIL 2040: Plan for Rail Consultation is live until 1 October.

OxRAIL 2040: Plan for Rail (the Plan) is Oxfordshire County Council's bold plan to improve rail transport across the county over the next 15 years.

We would like to hear your thoughts on the Plan to understand how it can be improved to ensure it works well for everyone in Oxfordshire. This survey asks your opinion on:

1. Our vision for the county's rail network
2. The three themes which are the basis for the Plan's proposals
3. Our selection of four priority projects
4. The phasing of all projects and proposals in the Plan

See: [OxRAIL 2040: Plan for Rail | Let's Talk Oxfordshire](#) for the plan and how to respond to the consultation.

Service Changes

- Service S2 will revert to the winter Sunday timetable on 5 October.
- Service S7 has minor AM peak changes to better meet trains at Hanborough. Evening services now operate via Woodstock under contract to the County Council. Sunday service reduced to hourly following withdrawal of third-party funds.
- Service 64 now starts/terminates at Fleming Way stop J3 in Swindon following the closure of the bus station.
- Services 411/418 are now operated to a revised timetable by West Oxfordshire Community Transport.
- Service 418S caters for school students from Standlake to Bartholomew School.
- The Carterton town bus services are now 67% funded by Oxfordshire County Council.

Bus Fares

- The £3 bus fare cap in England has been extended to March 2027.
- The MyBus ticket remains available, priced at £6.50 adult/£3.50 under 19s (day) and £25 adult/£14.50 under 19s (week), valid on most bus services in Oxfordshire and to cross-border destinations such as Swindon and Cheltenham. As the ticket has been more successful than anticipated, it is likely that a price rise will be necessary in October to remain within the available budget.



Cherwell and West Oxfordshire – Quarter 1

Mobile and Fixed Camera Speed Enforcement

	Mobile Sites		Fixed Cameras
	Enforcement Hours	Number of Offences	Number of Offences
Jan-25	113.26	846	0
Feb-25	101.25	877	43
Mar-25	70.5	921	537

Community SpeedWatch

	Drivers Recorded	SpeedWatch Hours
Jan-25	437	32
Feb-25	449	35.5
Mar-25	550	40

Fixed Penalty Notices

	Mobile Phone	Seatbelt	Speed	Total
Jan-25	21	17	33	71
Feb-25	16	26	44	86
Mar-25	8	37	43	88

Impaired Driving Arrests

	Drink	Drug	Total
Jan-25	15	37	52
Feb-25	11	30	41
Mar-25	16	24	40



OxRAIL 2040: Plan for Rail

Summary report for consultation

September 2025



Introduction

This summary report of our OxRAIL 2040: Plan for Rail (the Plan), sets out Oxfordshire County Council's bold ambitions for the future of rail in the Oxfordshire. The Plan is being developed to support the over-arching aims and ambitions of our adopted [Local Transport and Connectivity Plan](#). The Plan describes a vision of rail in Oxfordshire being a central part of an integrated, accessible and sustainable transport system that enables all parts of the county to thrive. It also recognises the imminent and on-going changes in the structures of both local government and the rail industry and the opportunities and challenges this may create.

The improved connectivity the Plan would deliver will help improve quality of life, support new housing and jobs, and drive nationally significant economic growth and productivity.

It focuses on three key themes:

- **Improving connectivity and enhancing infrastructure** – defining the services, infrastructure and operational changes required.
- **Climate action** – setting out how rail can achieve net zero and adapt to a changing climate.
- **Rail as placeshaper** – highlighting the role of stations and rail in shaping inclusive, connected communities.

Oxfordshire County Council is committed to leading the delivery of this vision by deploying its resources, expertise and policy levers. But delivery cannot be achieved by the Council alone. Success will depend on Government, the rail industry and our local communities collaborating with us and playing their part.

This Rail Plan is open for consultation between 3 September and 1 October 2025, with feedback helping to shape the final version that will be presented to Oxfordshire County Council's Cabinet for adoption in November 2025.



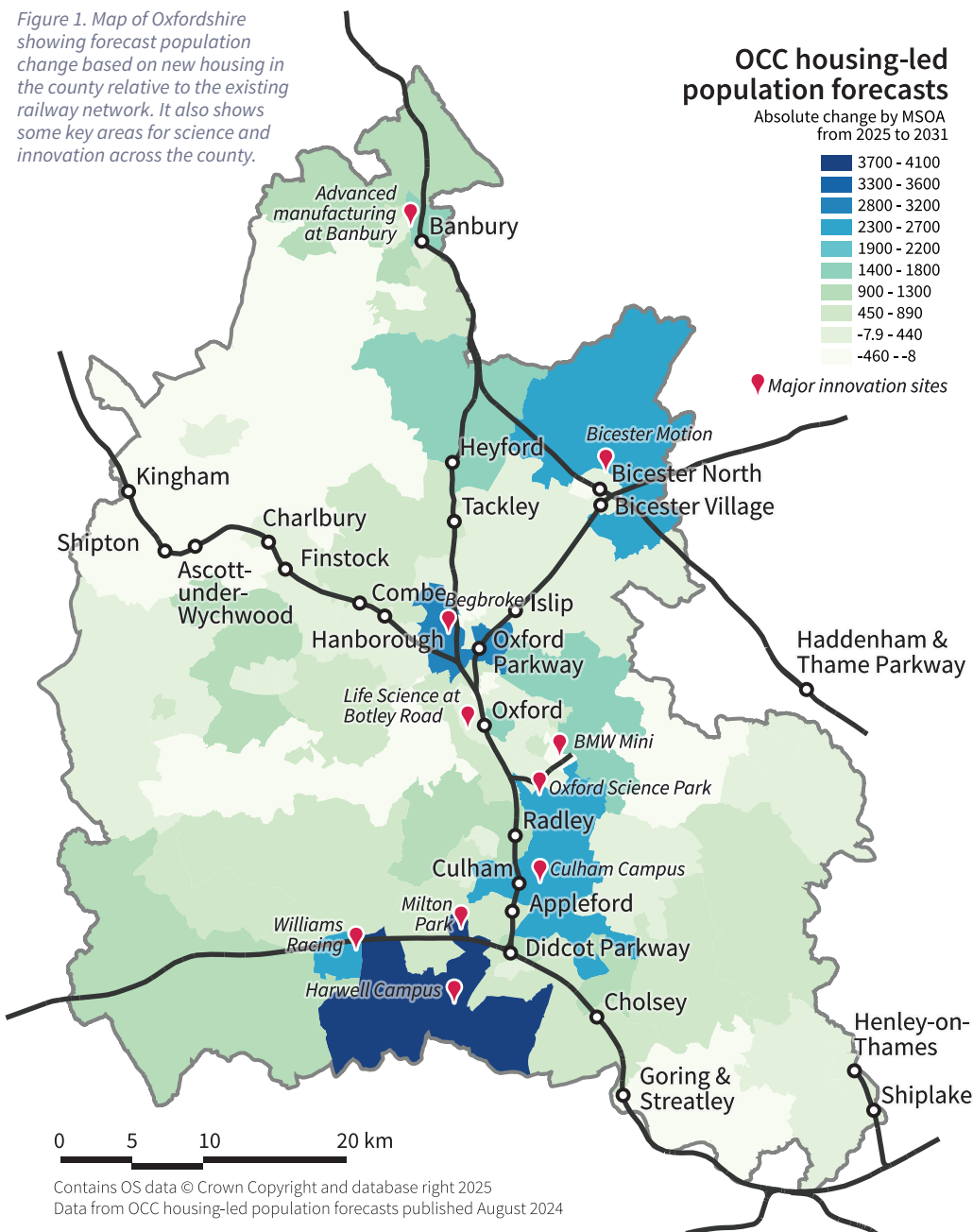
Oxfordshire today

Oxfordshire is a county of global significance. It has a **£24 billion economy** and is home to around **725,000 people and 33,000 businesses** supporting over **430,000 jobs**. It brings together **world-leading science, research, talent and innovation** with a rich cultural heritage and strong communities. Anchored by the University of Oxford and major centres such as Harwell Science and Innovation Campus, Culham Science Centre, Milton Park and BMW Mini at Cowley, it has a uniquely dynamic mix of global research and local enterprise.

Oxfordshire, at the western end of the **Oxford–Cambridge Arc**, plays a central role in one of the most innovative and highly educated regions in the world.

Despite being a predominantly rural county with a rich natural landscape and dispersed settlements, Oxfordshire is home to some of the UK's most dynamic economic clusters that attract investment, talent and ideas from across the globe. These include life sciences and medical technologies in Oxford's biomedical corridor, space and satellite technologies at Harwell and Didcot, and automotive and advanced engineering in Bicester and Banbury. Alongside this, digital innovation and creative industries are thriving at hubs such as Milton Park and Culham Science Centre. The **rail network is central to connecting these communities, businesses and opportunities**, while also helping to safeguard Oxfordshire's environment and rural character.

Initial data from Oxfordshire County Council's housing-led population forecasts show **where new housing is expected, how this is likely to influence local population change, and how this growth relates to the existing rail network**. While projections will continue to be refined, the evidence already highlights the importance of **planning now for the right rail and transport links** to ensure growth is sustainable and communities remain well connected.



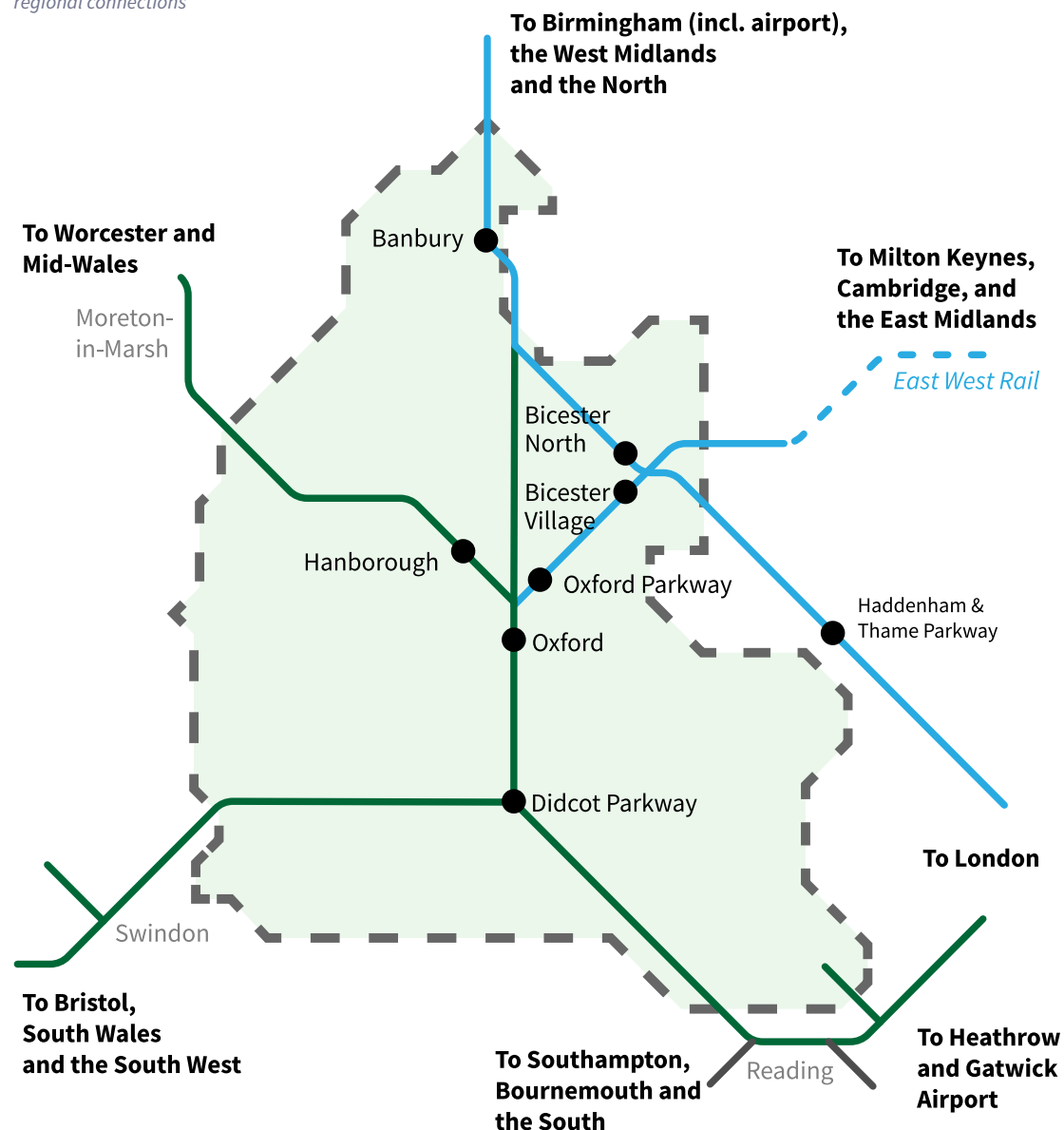
Regional connections

Oxfordshire sits at the heart of four major railway corridors, placing the county in a central position on the national network. As shown in the map to the right, these corridors provide vital connections: linking the Thames Valley and South of England with the Midlands and the North, and connecting London with the West of England and Wales. This makes Oxfordshire both a gateway and a crossroads for people and goods moving across the country.

The completion of **East West Rail** will build on this by providing, for the first time, direct services between Oxford, Bicester, Bletchley, Milton Keynes, Bedford and Cambridge. This will create a continuous east-west rail link, opening up access to new homes, jobs and opportunities, and supporting sustainable growth across the Oxford-Cambridge Arc.

Oxfordshire's specialist sectors – from life sciences to advanced engineering – also depend on strong **international connectivity**. Access to global markets and inward investment is vital, and this relies on fast and reliable links to major airports. Oxfordshire is well placed with Heathrow, Birmingham and Gatwick nearby, but improved rail connections to these gateways will be essential to securing long-term economic growth and competitiveness.

Figure 2. Diagram of railway in Oxfordshire including wider regional connections



The case for change

Oxfordshire is already planning for significant growth – from new housing and employment sites to nationally significant infrastructure projects (NSIPs), new health and education facilities, and major employment and leisure developments. Without better connectivity, these opportunities are constrained. Congested road networks limit workforce mobility, raise the cost of housing near employment centres, and restrict access to affordable land and workspace. This makes it harder for businesses to attract the investment and talent needed to thrive.

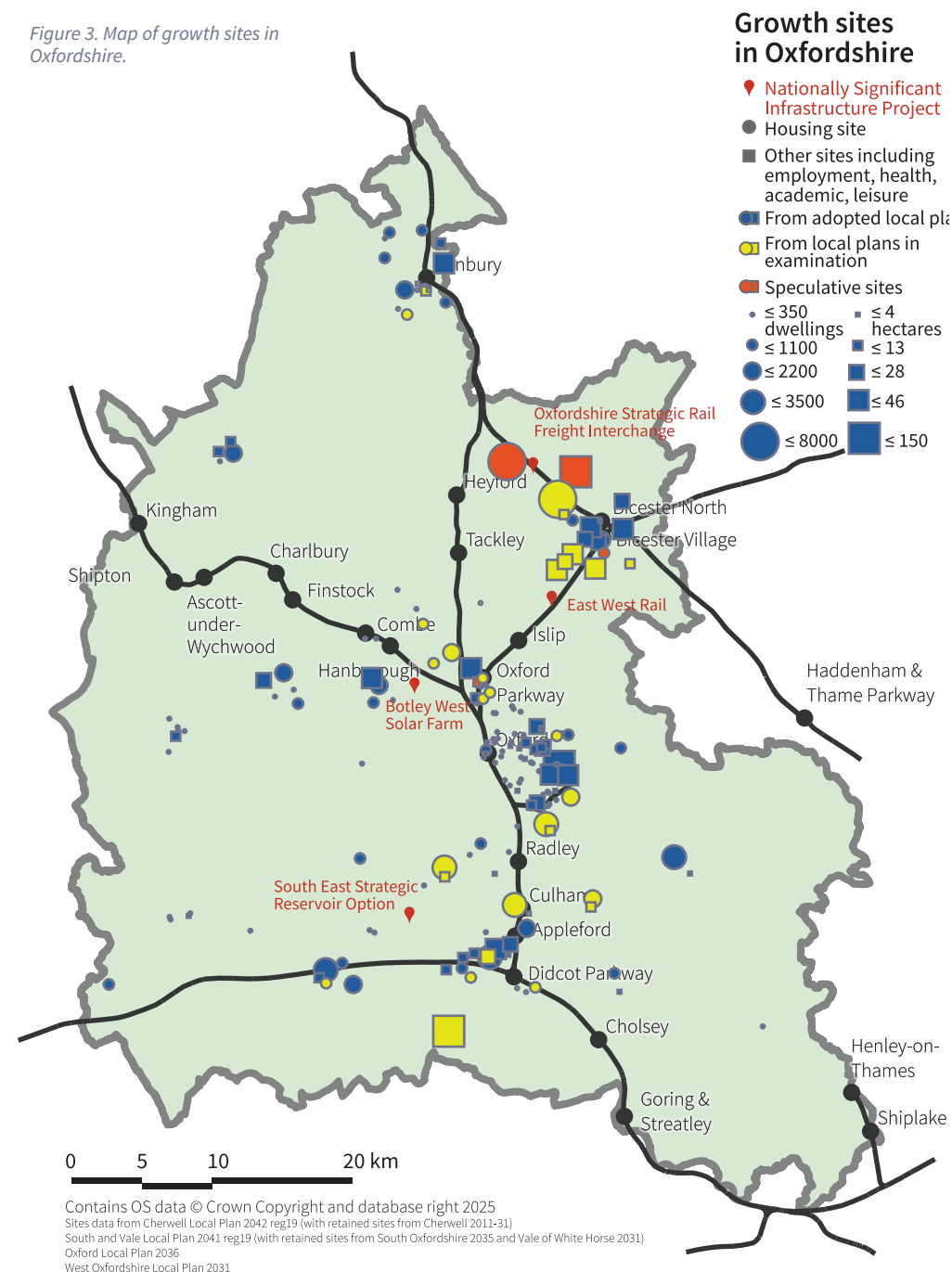
The needs of residents, commuters and visitors are clear: affordable, reliable, sustainable and uncongested travel that allows people to access work, education, health, leisure and tourism conveniently. Businesses require access to labour pools, markets and viable floorspace. A rail system that does not meet these needs risks reinforcing car dependency and limiting Oxfordshire's ability to grow sustainably.

To unlock the county's full potential, the railway must evolve. This means:

- **connecting our innovation ecosystem** reducing reliance on congested and unsustainable road transport
- **supporting knowledge economy enterprises** to maximise their skilled labour catchments
- **attracting inward investment** by removing barriers to major markets and international gateways
- **tackling climate change** by delivering a more efficient and resilient transport system for users
- **offering affordable, attractive, reliable and inclusive travel choices** with accessible options for all, enabling residents, commuters and visitors to reach jobs, housing, education, health and leisure without relying on private cars.

The case for change is clear. With the right investment, the railway can support sustainable housing and major business development, strengthening Oxfordshire's global competitiveness whilst also protecting its environment.

Figure 3. Map of growth sites in Oxfordshire.



Opportunities and challenges

Much of Oxfordshire's planned housing and employment growth is concentrated close to the rail network. This creates both challenges and opportunities: without investment, congestion and pressures on local infrastructure will grow, but with the right interventions the railway can directly support sustainable growth.

Now is the right time to act. More devolved powers through new mayoral authorities and the creation of **Great British Railways (GBR)** provide a unique opportunity to ensure Oxfordshire's railway is equipped for the future. Rail has the potential to unlock new homes, support globally competitive businesses, and ease land and housing pressures by connecting communities through fast, convenient links, with stations acting as catalysts for growth and placemaking.

Oxfordshire County Council needs to work in **collaboration and partnership** with Government, train operators, infrastructure owners, local partners and communities. Our wider strategies – such as the Active Travel Strategy, Bus Service Improvement Plan (BSIP), Freight and Logistics Strategy, Mobility Hub Strategy and Movement and Place Plans – alongside local plans adopted by our City and District Councils, position us as an integrator, ensuring rail is joined up with spatial planning and wider transport policy.

Delivery will require **investment and commitment** – in new infrastructure, modern higher capacity and performance trains, improved and new stations, and the fulfilment of both current commitments and future initiatives. We are ready to work with Government and the private sector to identify robust funding and finance solutions, supported by new powers under Mayoral devolution. With the right investment, the railway – combined with wider measures – can help deliver greater prosperity locally, regionally and nationally.

Key opportunities

- Capitalise on enhanced regional powers and rail industry reforms to shape Oxfordshire's future rail network.
- Use the railway as a catalyst for growth and placemaking, supporting new homes, jobs and investment.
- Integrate rail with wider transport and spatial planning strategies.
- Strengthen international competitiveness by improving access to markets and gateways.

Key challenges

- Securing long-term investment for infrastructure, trains and stations.
- Ensuring close collaboration between Government, industry, local partners and communities.
- Overcoming existing capacity and connectivity constraints.
- Tackling climate change while maintaining a reliable, resilient railway.

Our vision for 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 and:

- ensures that Oxfordshire retains its position of significance within our regional and national economy
- enables significant growth and development, supporting new housing and job creation
- ensures that Oxfordshire's growing communities can fully participate in our economy and in society
- contributes to the protection and enhancement of our natural and historic environment.

It will achieve this by:

- **improving connectivity and enhancing infrastructure:** delivering safe, reliable, coherent connectivity to, from and across our County
- **leading on climate action and achieving net zero:** being zero carbon at the point of use, fully inclusive and fully accessible
- **being a placeshaper:** having existing and new stations of the highest quality, equipped for the future and embedded at the heart of the communities they serve.

Outcomes we need from our railway



Enable our economy to grow and become more productive



Support the foundational economy



Properly integrate with other modes of sustainable transport



Support our transition to net-zero



Be predictable and reliable



Be competitive with road transport



Be safe and inclusive



Support and reflect our communities

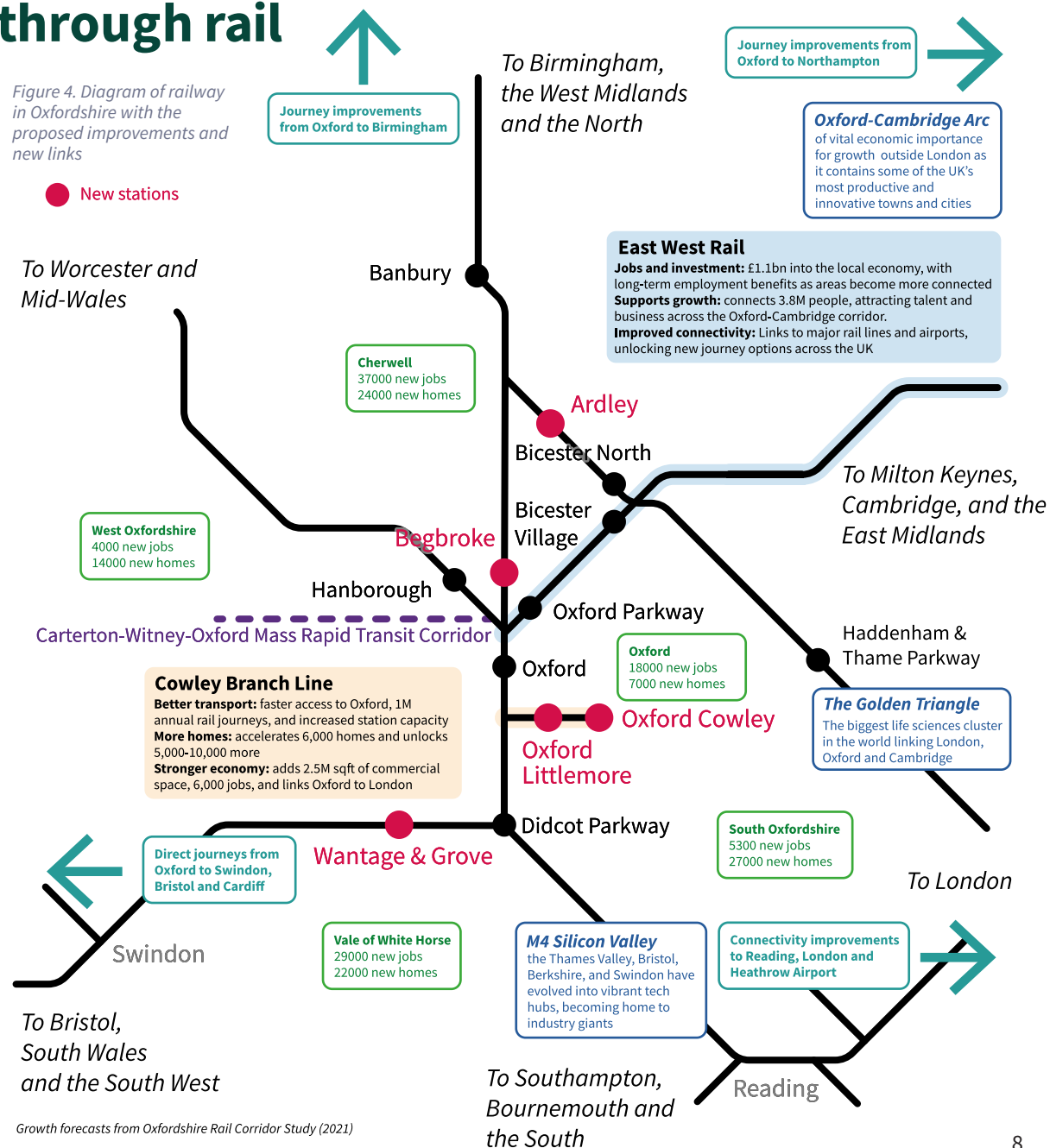
Enabling Oxfordshire's growth through rail

Rail use in Oxfordshire is strong and has recovered robustly since the COVID-19 pandemic. By 2023/24, passenger numbers had reached around **75% of pre-pandemic levels** across the county, and demand continues to grow.

Initial high-level analysis highlights the scale of opportunity. It shows that the OxRAIL 2040 Plan for Rail and its proposed interventions could support or accelerate delivery of around **65,000 new homes** serving more than **150,000 new residents** across the county.

Additional interventions such as the Oxfordshire Metro concept, East West Rail and a new West Oxfordshire mass rapid transit system could provide access to rail stations to a further **90,000 existing residents**. Together, this means rail could serve **over 240,000 additional residents**, supporting sustainable housing delivery, reducing car dependency, and strengthening access to jobs, services and economic centres.

At the same time, better connections to Oxfordshire's innovation hubs – including the **Oxford Science Park, Harwell Campus, Milton Park and Begbroke Science District** – could support over **20,000 additional jobs** across life sciences, technology and advanced manufacturing. Improvements for rail freight, such as new rail freight interchange facilities and the electrification of the line from Didcot Parkway to Bletchley via Oxford and Bicester, would boost local employment while shifting heavy goods traffic from road to rail.



Growth forecasts from Oxfordshire Rail Corridor Study (2021)

Concept train service plan to support growth

Working with partners across the rail industry we have developed, as part of the OxRail 2040 Plan, the **concept train service plan** shown opposite.

It shows the indicative number of trains per hour at each station that we would like to realise as part of our vision. The concept plan dramatically increases connectivity between **Didcot Parkway and Oxford, onwards to Banbury, and from Oxford towards Milton Keynes, Bedford and Cambridge** via the new East West Rail infrastructure that is being delivered.

This enhanced core service would establish what we call the “**Science Line**”, linking Oxfordshire’s leading centres of research, innovation and advanced manufacturing. By connecting existing and new stations including **Didcot Parkway, Culham, the new Cowley and Littlemore stations, Oxford, Begbroke and Banbury**, it would allow seamless travel between towns and major innovation hubs across the county.

The plan also reflects the transformational impact of the **Cowley Branch Line reopening** and the completion of **East West Rail**, both of which will significantly enhance connectivity to the east and enable Oxfordshire to be directly linked with new destinations across the wider region. Together, these services would provide the backbone of the Oxfordshire Metro, supporting housing delivery, job growth and a more sustainable transport future. It demonstrates how the railway could evolve to improve connectivity and train frequency, unlocking new opportunities for people and businesses.

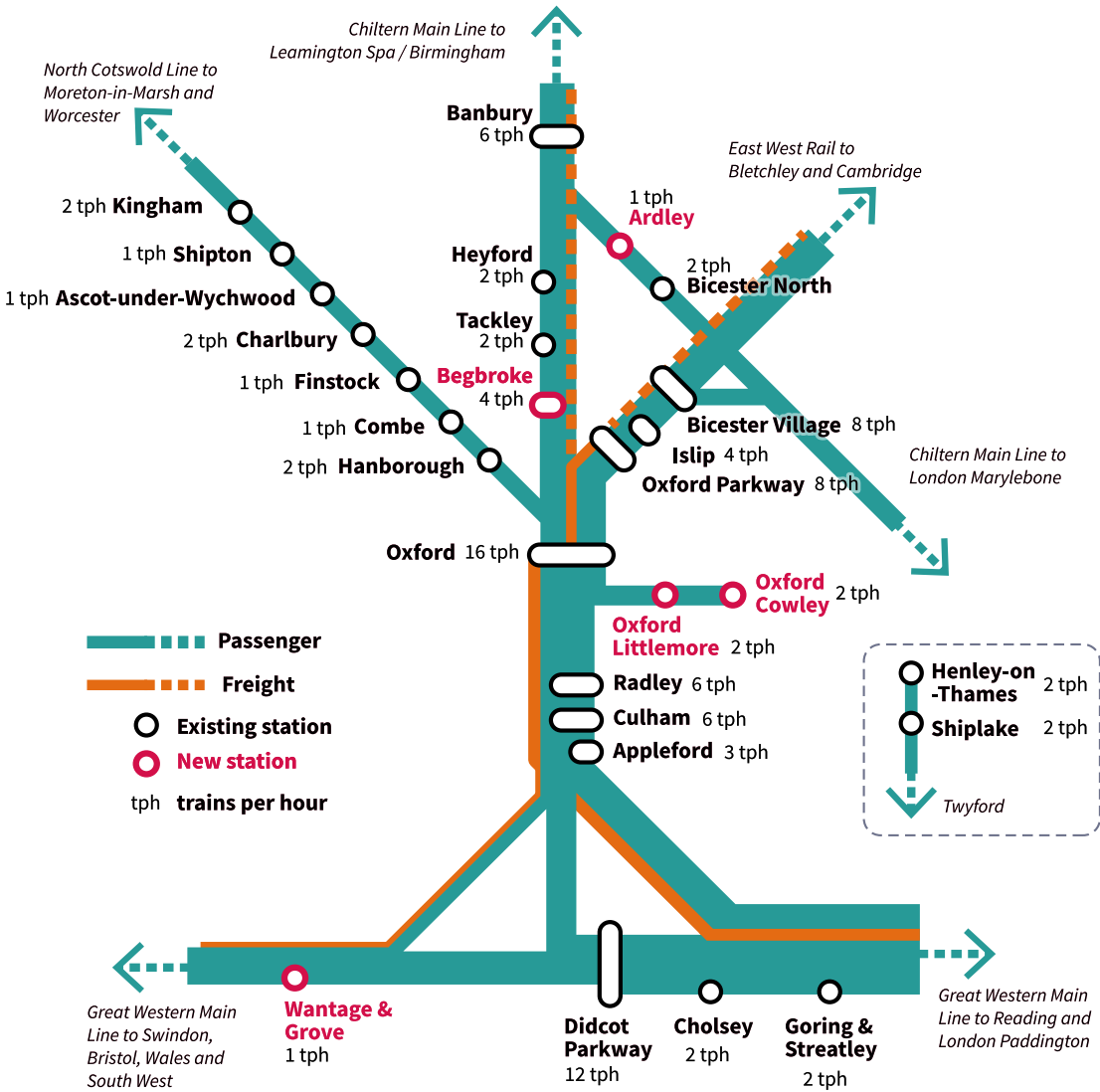


Figure 5. Diagram of concept train service plan proposed in Oxfordshire

Our priorities

The Plan proposes a wide range of interventions, all of which are important to Oxfordshire's future. At the heart of this are four priorities that are critical to achieving the OxRail 2040 vision of a modern, inclusive and sustainable railway. These priorities will deliver the greatest impact for residents, businesses and communities, while other elements of the Plan remain vital supporting components to ensure a balanced and connected network.

- **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** – creating an integrated transport network that brings together rail, bus, walking and cycling.
- **Proposed new stations to support growth** – including new stations on the Cowley Branch Line and at Begbroke, Wantage & Grove and Ardley, alongside upgrades delivered through the Oxfordshire Stations Action Plan.

Together, these priorities reflect the overarching themes of **connectivity**, **climate action** and **placeshaping** focusing investment and partnership where it will make the biggest difference for Oxfordshire's people, economy and environment.

Each of these priorities will be realised progressively through the phased delivery of the Plan, with specific milestones in Phase 1 (2025-2030), Phase 2 (2031-2037) and Phase 3 (2038 onwards). They are outlined further in the following sections.



Oxford Station: A landmark civic space and connectivity hub

Oxford Station is the county's busiest railway station and the gateway to the city. Already serving over 6.5 million passengers a year, this number will grow significantly as East West Rail and new high-frequency commuter services are introduced.

Network Rail is currently working on the [Oxfordshire Connect](#) programme to expand Oxford Station by adding new tracks and a platform as well as other upgrades. This increase in rail capacity is critical in linking not just Oxford but the whole county as it will allow more train services to other stations in Oxfordshire.

Additionally, Oxford Station must match the city's identity, global reputation and sustainable ambitions by becoming a landmark civic space that links the railway with the wider city and unlocks regeneration.

Our vision for Oxford Station

- Deliver a modern, distinctive station that instils local pride.
- Create a high-quality public realm, with green infrastructure, safe walking routes and active frontages.
- Seamlessly integrate the station with the city, through inclusive design, wayfinding and welcoming community spaces.
- Act as the primary hub of the Oxfordshire Metro concept, setting the standard for connected, low-carbon travel.

Integration priorities include

- Real-time coordination with local and regional bus services.
- High-quality walking and cycling connections, including access to the Oxfordshire Strategic Active Travel Network (SATN).
- Space for micromobility options such as e-bikes, cargo bikes and car clubs.
- Smart ticketing, safe interchanges and secure cycle hubs.

How it will be delivered

In **Phase 1 (2025–2030)** of this plan, Network Rail's Oxfordshire Connect project will deliver Platform 5 and a new Western Concourse, improving capacity and the passenger experience.

Oxfordshire County Council will play a supporting role, ensuring the station's redevelopment which includes a new station building and improved surrounding areas aligns with wider transport, active travel and regeneration priorities, and integrates fully with the Oxfordshire Metro vision.

The full transformation into a landmark station and gateway will be realised in **Phase 2 (2031–2037)**, completing the masterplan and embedding Oxford Station at the heart of the city's next phase of growth. Oxfordshire County Council will be key in providing a leadership and enabling role to achieve this vision.



The Electrified Railway: A zero-carbon railway for Oxfordshire

The Electrified Railway: A zero-carbon railway for Oxfordshire will be built on the foundation of the Electric Freight Spine, beginning in Phase 1, delivered in Phase 2, and expanded in Phase 3 to create a fully zero-carbon rail network for Oxfordshire and beyond.

We have a bold vision for a zero-emissions railway, underpinned by an Electric Freight Spine – a continuous stretch of new overhead line electrification linking the Great Western Main Line (GWML) at Didcot Parkway to the West Coast Main Line (WCML) at Bletchley. This would be delivered by 2037, enabling rail freight through Oxfordshire to operate electrically and forming the backbone of charging infrastructure for battery-powered passenger trains.

How it will be delivered

In Phase 1 (2025–2030), Oxfordshire County Council will work with Government, Network Rail and train operators as the industry procures new battery and bi-mode trains, and will support the early design and enabling works for the Electric Freight Spine.

In Phase 2 (2031–2037), the Freight Spine will be constructed, providing full electric operation between Didcot and Bletchley. Targeted electrification will also be required to decarbonise the Chiltern Main Line, East West Rail and the Regatta Line.

In Phase 3 (2038 onwards), electrification would be extended beyond Oxfordshire's borders to connect with other national corridors, ensuring seamless zero-carbon passenger and freight services across regions and delivering a resilient, future-proofed rail network.



Oxfordshire Metro concept: Our integrated transport network

The Government is developing a [national integrated transport strategy](#) and we are keen to lead the way on this front here in Oxfordshire. Our Plan welcomes this opportunity to bring together different modes of transport making it more accessible to more people in the county and we are calling this concept the Oxfordshire Metro.

Developing the concept of the Oxfordshire Metro will begin in Phase 1 (2025–2030) by laying the foundations of a fully integrated transport network, with new stations, improved ticketing and better links between rail, bus, walking and cycling to support housing, jobs and sustainable growth. This will make sustainable travel simpler, more reliable and more attractive for everyone.

What this means for travellers

- **Single ticketing platform** – use of multi-mode tickets and tap-and-go technology across bus and rail, with simple, capped fares and flexible tickets that reflect changing travel patterns.
- **Timetable coordination** – buses and trains running in harmony, supporting key workers and the wider economy with reliable “turn-up and go” services.
- **Seamless travel planning** – a single journey planning app across all modes, with clear interchange information on vehicles and at stations.
- **Longer operating hours** – safe and secure alternatives to the car, supporting people travelling early, late, or for shift work.
- **More frequent services** – making it easier to reach jobs, health, education and cultural opportunities across the county.
- **Consistent brand** – a clear and trusted identity across all modes, so people know they are part of a coordinated countywide network.

How it will be delivered

The Oxfordshire Metro concept does not require re-regulation of buses. Instead, it will build on Oxfordshire’s strong bus partnerships and close working with rail operators. Gaps in provision where commercial services are not viable may require future devolved funding and powers, for example through a Thames Valley Mayoral Strategic Authority.

Next steps

Meaningful progress will begin in Phase 1 (2025–2030), with early priorities such as integrated ticketing. Delivery will accelerate as new transport powers and funding are secured, and as rail reform provides Oxfordshire with a stronger voice in shaping the railway. The Oxfordshire Metro concept will form the core of a new model of joint investment and local accountability in transport.



Proposed new stations to support growth

For many communities in Oxfordshire, particularly rural areas, access to rail is still limited. The OxRail 2040 Plan proposes four new stations – Oxford Littlemore, Oxford Cowley, Begbroke and Wantage & Grove – while also exploring the feasibility of a fifth at Ardley. These stations will reduce car dependency, link fast-growing towns and employment hubs to the network, and support sustainable growth.

- **New Stations on Cowley Branch Line** - Cowley and Littlemore – connecting residents and businesses in East Oxford to the city centre in under 10 minutes.
- **Begbroke** – serving the Oxford University Innovation District and strengthening the emerging ‘Science Line’.
- **Wantage & Grove** – providing direct links to Oxford, Didcot, Reading, Swindon and Bristol, improving options for rural communities.
- **Ardley** – being explored to serve Heyford Park housing, new leisure developments and the proposed Strategic Rail Freight Interchange

How it will be delivered

Phase 1 (2025–2030): Reopen the Cowley Branch Line with two new stations at Oxford Cowley and Oxford Littlemore, while progressing feasibility and business cases for Begbroke, Wantage & Grove and Ardley. Launch the Oxfordshire Stations Action Plan (OSAP) to begin upgrading all stations into integrated, accessible mobility hubs.

Phase 2 (2031–2037): Deliver new stations at Begbroke and Wantage & Grove, continue development of a potential Ardley station, and expand OSAP upgrades to embed mobility hubs countywide.

Phase 3 (2038 onwards): Complete Ardley station if feasible and ensure all Oxfordshire stations operate as fully integrated, community-led hubs, supporting long-term growth and resilience

Together, these interventions will give thousands more residents – including those in rural communities – access to rail, helping Oxfordshire to grow sustainably and inclusively.



Figure 6. Map of proposed Oxford Littlemore and Oxford Cowley Stations along the Cowley Branch Line

Reopening the Cowley Branch Line: Unlocking East Oxford

Reopening the Cowley Branch Line to passenger services is a vital step in supporting Oxfordshire's growth. The south of Oxford is home to world-leading life sciences and technology hubs, alongside major new housing developments. Direct rail access will connect these communities and jobs to Oxford city centre in under ten minutes, helping to reduce congestion, support sustainable travel, and strengthen cross-Oxford links as part of the Oxfordshire Metro.

A business case, jointly funded by Oxfordshire County Council, Oxford City Council and private sector partners, has already shown the scheme would provide a strong return on investment. With Government support, the project can now move into detailed design and delivery, providing a quick and effective way to unlock growth and improve connectivity across the county.

Supporting rural connectivity

Many of Oxfordshire's communities are rural, with limited access to rail and heavy reliance on car travel. Improving rail access for these areas is essential to support housing growth, widen access to jobs and education, and provide affordable, sustainable travel choices.

Our Plan will look to:

- **Integrate local transport** – ensuring rural bus services and active travel routes connect seamlessly into stations through Oxfordshire Metro, so that even communities without a station benefit.
- **Expand accessibility** – through the Oxfordshire Stations Action Plan, upgrading rural stations with safe, step-free access, secure cycle storage, and inclusive design.
- **Support sustainable growth** – reducing car dependency, cutting congestion on rural roads, and ensuring that new housing and employment sites are well connected to the rest of the County.

What this means for travellers

Rural stations such as Hanborough, Radley, Charlbury, Culham, Cholsey and Haddenham & Thame Parkway among others play an important role in their communities. We will look at improving and developing these stations to function as part of a connected web of local interchanges known as mobility hubs.

As part of our integrated transport network, we will also look at providing fast and frequent bus services that connect rural towns without rail stations to the rail network. This may lead to a strong business case for investment in future mass rapid transit provision (which may include rail). By strengthening rural connectivity, the Plan will ensure that growth is balanced across the County and that opportunities are accessible to all.



Our phased delivery

Alongside the four headline priorities, a wide range of other interventions are also set out in OxRAIL 2040 – including infrastructure upgrades, improved accessibility, safety and air quality measures, new freight facilities, and community initiatives. These support our priorities and ensure the network develops in a balanced way that meets the needs of all users.

The phased approach provides a structured and achievable pathway, steadily realising the long-term vision. The following sections outline these interventions in more detail, with the plan on the next page showing how phases and priorities fit together as part of the overall vision.

- **Phase 1 (2025–2030)** – Early delivery, on-going work to increase rail capacity at and through Oxford Station is critical to enabling the subsequent proposals in the Plan including Platform 5 and the Cowley Branch Line reopening and the completion of East West Rail. New stations forming part of the Oxfordshire Metro will be progressed. Air quality, accessibility and rolling stock replacement programmes will begin progress towards the Electrified Railway. We will also begin developing and promoting the case for Carterton-Witney-Oxford Mass Rapid Transit.
- **Phase 2 (2031–2037)** – Expansion, four-tracking Radley–Oxford and North Cotswold upgrades embedding the Oxfordshire Metro. The Electric Freight Spine and renewable pilots advance the Electrified Railway, while Oxford Station is transformed into a national gateway.
- **Phase 3 (2038 onwards)** – Transformation, with full East West Rail, extending electrification beyond Oxfordshire and delivering climate-resilient infrastructure to complete the Electrified Railway. The Oxfordshire Metro reaches full maturity, while Oxford Station and others evolve as community-led hubs of connectivity, culture and placemaking.



Phase 1: 2025 to 2030 - *Early delivery*

Complete Oxfordshire Connect: Preparing Oxford Station for growth

By 2026, work at Oxford station will deliver a new six-track Botley Road bridge and better walking and cycling access, creating capacity for more trains. In Phase 1, master planning will continue to expand facilities and develop the station into a landmark civic gateway.

East West Rail and Oxford–Bristol: New growth corridor links

East West Rail will connect Oxford to Milton Keynes (2026) and Bedford (2030), supporting new housing, jobs and leisure developments such as the Oxford United stadium and proposed theme parks. In Phase 1, the priority is delivering EWR on time and securing a permanent hourly Oxford–Bristol service to link science and technology clusters and cut road congestion.

The Oxfordshire Stations Action Plan: Turning stations into mobility hubs

Stations can do more for the communities they serve. The Oxfordshire Stations Action Plan, launched in Phase 1, will audit every station and set priorities for improvement. This will include safer, more accessible facilities, climate-resilient design, heritage-led placemaking, and an air quality monitoring network starting with Oxford station.

New stations: Building rail-connected communities

Targeted new stations at Ardley, Begbroke, and Wantage & Grove will reduce car dependency and support sustainable growth by connecting major housing and employment areas directly to Oxfordshire's rail network. Ardley would link Heyford Park and the proposed theme park to Banbury, Bicester, the West Midlands and London; Begbroke would serve the expanding Science Park and housing growth in Kidlington, strengthening links to Oxford and other innovation hubs; and Wantage & Grove would give rapidly growing communities direct access to Didcot, Oxford, Reading and Swindon. In Phase 1, new stations at Oxford Cowley and Oxford Littlemore will open while early development and business case work for the other stations will be taken forward to secure their future delivery.

Connecting West Oxfordshire: A Mass Rapid Transit Corridor

Development on the A40 Corridor in West Oxfordshire, particularly around Eynsham, Witney and Carterton continues to put significant pressure on travel by road. Without the development of alternative transport options, increasing congestion will continue to impact on the economy, environment and quality of life.

We have previously commissioned technical examinations of the feasibility of a new railway linking the North Cotswold Line with Carterton. We will continue to develop options for longer term mass rapid transit (which may include rail) for this corridor and will identify deliverable plans and financing mechanisms for its implementation. We will do this whilst working with the rail industry to maximise the utility of the existing railway together with developing mobility hubs to provide sustainable travel options for West Oxfordshire.

Modernising and decarbonising trains

Much of Oxfordshire's network is still served by older diesel trains with limited capacity. Modern, higher-capacity, zero-carbon trains are needed to cut emissions and meet future demand. While electrification between Didcot Parkway and Bletchley is a long-term ambition, early progress can be made with alternative traction technology. In Phase 1, the focus will be on business case development and trials of cleaner, modern trains.

Other interventions

- Integrated station upgrades with spatial planning
- Remote monitoring of assets
- Air Quality Management Action Plans
- New battery-electric rolling stock introduced
- Safer stations programme
- Travel confidence and education
- Cowley Branch Line reopens to passengers

Phase 2: 2031 to 2037 - *Expansion*

High-frequency services: Building highly connected places

Stations can drive growth, but only if supported by frequent services. Current hourly timetables risk reinforcing car dependency. A concept service plan proposes higher-frequency connections on Oxfordshire's main commuter corridors, reinstating Oxford–Cholsey–Goring & Streatley links, simplifying Oxford–Henley journeys, and expanding direct London services. This would strengthen Oxfordshire as a hub for jobs, housing and science investment, while supporting the Oxfordshire Metro. The infrastructure upgrades needed to deliver these services are a central focus for Phase 2.

Delivering new stations

New stations at Oxford Cowley and Oxford Littlemore, due for completion in Phase 1, will transform East Oxford's connectivity, supporting thousands of new homes and over £1bn of private sector investment. Additional stations aligned with growth areas will follow in Phase 2, all meeting countywide standards for safety, accessibility and integration with walking, cycling and public transport.

Upgrading the North Cotswold Line

West Oxfordshire's growth requires better rail capacity. A half-hourly service between Moreton-in-Marsh and Didcot Parkway, alongside London services, would provide reliable connections. Reinstating a second track between Hanborough and Wolvercote, plus a new West Oxfordshire Mobility Hub at Hanborough, would enable this. With preparatory work in Phase 1, service improvements could be delivered in Phase 2, supporting both local travel and the visitor economy.

Freight terminals & facilities expansion

Freight growth must shift from road to rail to cut congestion and emissions. Expansion of the Theale terminal would support southern Oxfordshire, while a proposed Strategic Rail Freight Interchange at Ardley could create a major new hub. Planning and infrastructure development in Phase 2 will balance freight and passenger needs, enabling both to drive local and regional economic growth.

Other interventions

- Renewable energy pilots
- Electric Freight Spine from Didcot to Bletchley commenced
- Four-tracking from Oxford to Radley
- Countywide Station Access Standards
- All stations integrated with bus, walking and cycling

Phase 3: 2038 onwards - *Transformation*

East West Rail Stage 3: Completing the route to Cambridge

East West Rail is expected to be completed by early in Phase 3, delivering fast, frequent Oxford–Cambridge services. This will remove a long-standing connectivity gap in the Growth Corridor, strengthening links between research, technology and life sciences hubs. Completion will unlock housing and jobs, enabling the region to compete and collaborate globally.

Onward electrification

Building on the Electric Freight Spine, Phase 3 will expand electrification to create a fully zero-carbon network. Priorities include Oxford–Banbury–Coventry, Reading–Basingstoke, and the full East West Rail corridor. Alongside this, Government support will be sought to incentivise the rail freight and rolling stock industries to commit to zero-emission traction.

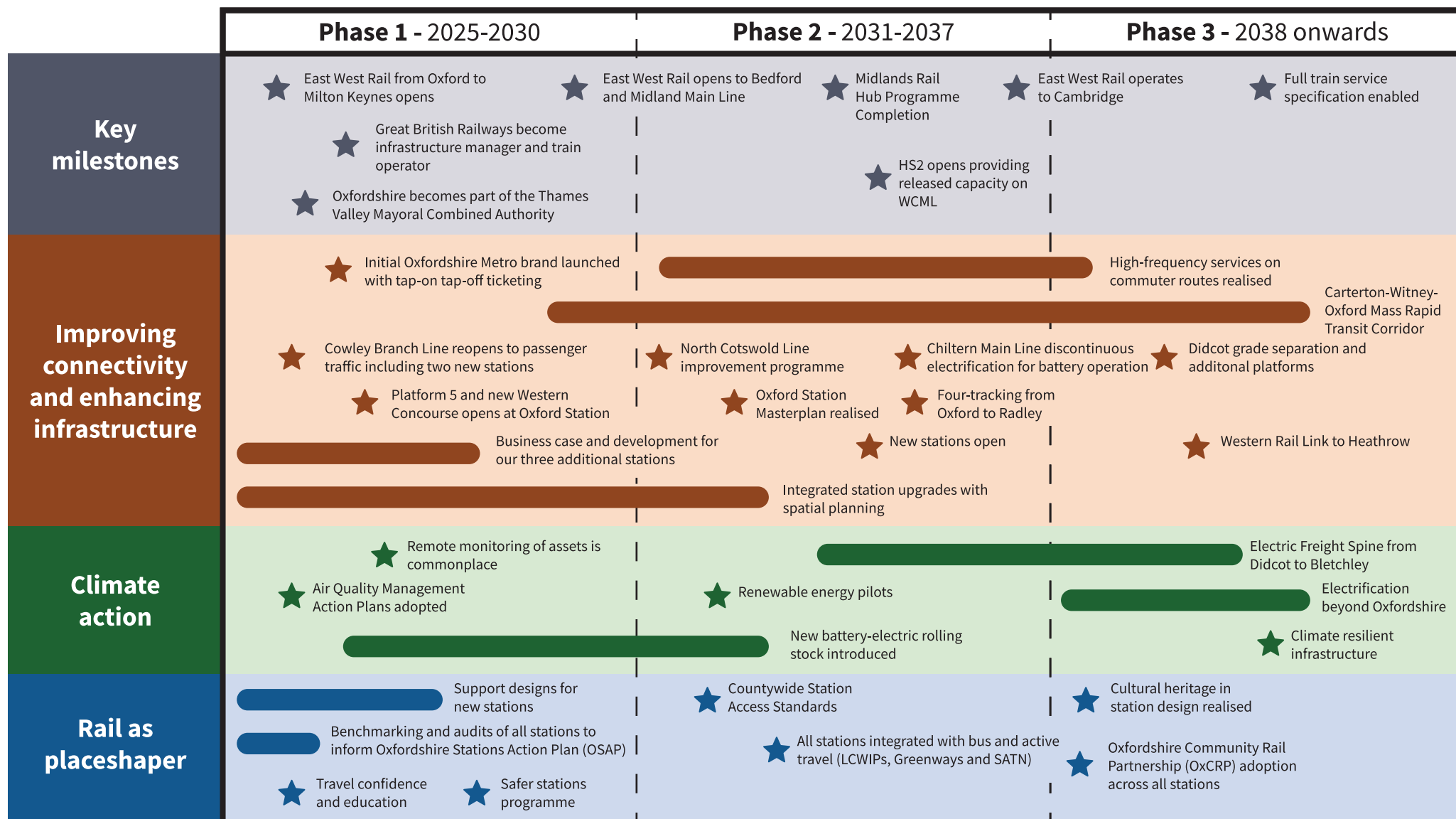
Western Rail Link to Heathrow

Global connectivity is vital for Oxfordshire's high-growth economy. Direct access to Birmingham Airport exists, but links to Heathrow and Gatwick are weak. The Western Rail Link to Heathrow (WRLtH), already in development, would cut journey times and provide fast, direct access to the UK's busiest international airport. Delivery in Phase 3 would align with Oxfordshire's wider rail improvements, ensuring businesses and communities are better connected to global markets.

Other interventions

- Didcot grade separation and additional platforms
- Climate resilient infrastructure
- Cultural heritage in station design
- Oxfordshire Community Rail Partnership adoption

Our plan on a page



Achieving our vision

Our role in transforming Oxfordshire's railway

Oxfordshire County Council will lead the creation of the Oxfordshire Metro concept, a joined-up transport system linking rail, bus, cycling and walking. In Phase 1 (2025–2030) this includes integrated ticketing, first-last mile connections, new multi-modal stations, digital travel information, and acting as sponsor for a programme of new stations at Oxford Cowley, Oxford Littlemore, Wantage & Grove, Begbroke and Ardley.

The Council will deliver safer, more accessible and more inclusive stations through the Accessible Stations Programme and Safer Stations Programme, alongside a new air quality monitoring network. It will also lead outreach and education programmes to build travel confidence, ensure station upgrades are aligned with housing and spatial planning, and support the transition to cleaner trains through early work on rolling stock replacement.

In Phase 2 (2031–2037) the Council will support the transformation of Oxford station into a national gateway, look to integrate East West Rail into the Oxfordshire Metro concept, and deliver consistent Countywide Station Access Standards. It will also promote walking, cycling and bus integration, support renewable energy pilots at stations, and back the creation of a decarbonised Electric Freight Spine.

Looking to Phase 3 (2038+), the Council will work with communities to embed cultural heritage in station design, expand the Oxfordshire Community Rail Partnership, and ensure facilities are climate-resilient, safe and welcoming for future generations.

Working together with partners

Delivering this vision requires close collaboration with Government, the Infrastructure Manager, train operators, local authorities across Oxfordshire and the wider Thames Valley, as well as businesses, developers, universities, community rail partnerships and policing bodies.

In Phase 1 (2025–2030), partnership will be key to delivering Platform 5 and a new western concourse at Oxford station with Network Rail and Government, reopening the Cowley Branch Line with Oxford City Council and private sector investors, and securing funding and approvals for new stations in partnership with developers and district councils. Work with operators will help establish remote condition monitoring, while collaboration with the Department for Transport will be essential to national programmes for rolling stock replacement and universal accessibility standards.

In Phase 2 (2031–2037), joint working with Network Rail, DfT and GBR will be needed to complete full implementation of East West Rail, progress four-tracking between Radley and Oxford, and deliver North Cotswold Line upgrades. Partnerships with freight operators and the private sector will support expansion of the Electric Freight Spine, while collaboration with district councils, bus companies and active travel bodies will ensure integration of cycling, walking and bus networks.

In Phase 3 (2038+), collaboration with national Government, Network Rail, GBR and regional partners will enable further electrification beyond Oxfordshire's borders, resilient asset renewals, and the embedding of cultural identity and heritage in station design. Work with the Oxfordshire Community Rail Partnership, community groups and cultural organisations will help stations become safer, greener and more welcoming.

Together, these partnerships will deliver a modern, inclusive and sustainable railway network that supports Oxfordshire's economy, environment and communities for decades to come.

Next steps

This public consultation will run from 3 September to 1 October.

During this period, residents, businesses and stakeholders are invited to share their views on the proposals set out in this Plan. All feedback will be carefully considered and used to refine the final version, which will be presented to Oxfordshire County Council's Cabinet in November 2025 for adoption. The Plan will also continue to be refined as new data and supporting information become available, ensuring it remains robust and evidence-led.

This process ensures the Plan reflects local priorities and provides a strong, shared basis for future investment and delivery.

Once adopted, work will begin on the actions set out for Phase 1 (2025–2030), laying the foundations for the wider improvements in Phases 2 and 3.

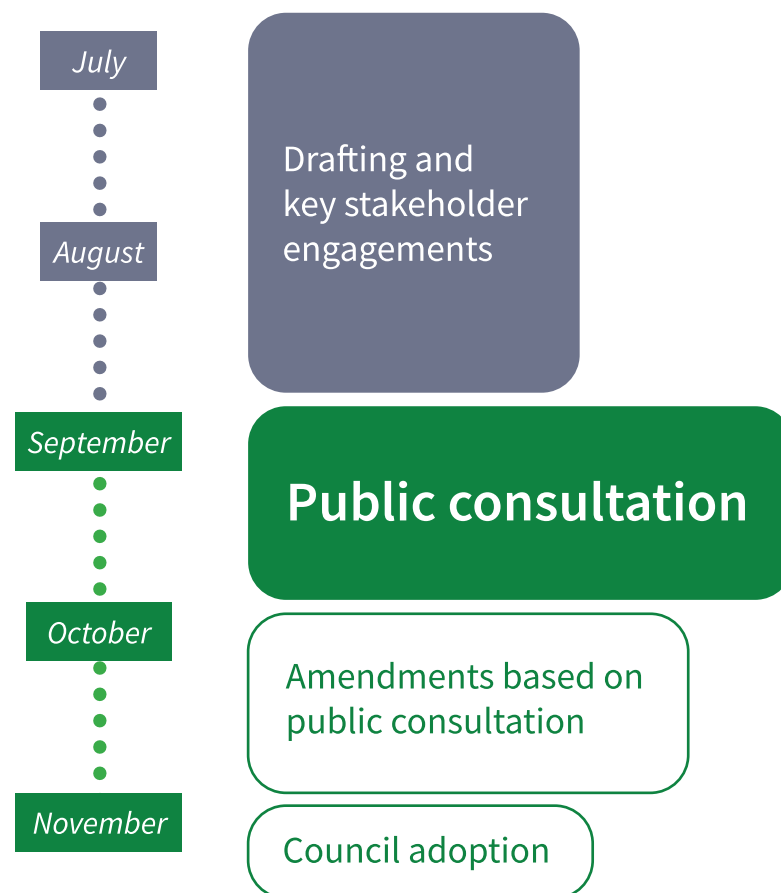


Figure 7. Timeline for OxRAIL 2040: Plan for Rail

Front cover photos:
1 GWR train at Oxford Station. © Network Rail
2 Chiltern train at Bicester North Station
3 CrossCountry train at Oxford Station © Network Rail

Witney Traffic Advisory Committee Meeting of Witney Town Council Tuesday, 23rd September 2025 at 3.00 pm

Paper from [REDACTED] Resident, [REDACTED] Woodstock Road.

This brief paper relates to traffic concerns on Woodstock Road/Woodgreen and how this might be further alleviated with the opening of the new slip roads on to and from the A40 at Shores Green and reduce congestion in Witney, particularly on Bridge Street. I'm aware that highways team will have modelled traffic flows and how traffic measures on one road will inevitably impact the wider road network.

I'm sure these ideas are not new, but the perspective of a resident might be helpful. These are my views, though I know that there is much concern on Woodstock Road/Woodgreen about traffic volume and speeds, and one resident has recently raised this with Charlie Maynard.

Woodstock Road/Woodgreen is a major route to and through Witney. Traffic speeds are largely uncontrolled, save for occasional visits from Witney Speed watch (I've seen them once in the last three years). The police advise me that the camera opposite my house is obsolete and will never operate again. 20mph limits were introduced in 2022, I think. Those who use the road regularly are clearly aware that enforcement is negligible. Very few road users obey the law and speeds in excess of 45mph are not unusual. There isn't even an electronic speed indicator, as there are in Long Hanborough, Cassington and many other villages in West Oxfordshire. Many vehicles are slowed only by the queues, which of course add to pollution levels. It's a busy road, particularly in term-time as it is the only route by which vehicles can access a large secondary school, and a senior special school. There is one pedestrian crossing on the whole stretch from Bridge Street to Jubilee Way.

I'm aware that any action to reduce or calm traffic on Woodstock Road will have an impact on the already congested local road network.

The Shores Green improvements on their own should have an impact on Woodstock Road and Bridge Street as some of the traffic coming from the Woodstock direction will now head down Jubilee Way and join the A40 westbound and traffic coming from the west will leave the A40 at Shores Green and head up Jubilee Way. There must be models estimating how many vehicles are likely to do this. Without other complementary measures it is likely, however, the impact is likely to be limited.

Members will be aware that Jubilee Way benefits from a 40mph speed limit and was designed to take a significant volume of traffic as part of the planned Cogges river crossing. It's a wide road, has no housing fronting on to it, and therefore there is very limited vehicle/pedestrian conflict. The question is how to encourage road users to use Jubilee Way/Shores Green, thus reducing traffic on those roads which are experiencing traffic issues – Woodstock Road/Woodgreen, Bridge Street, High Street and Witan Way/Station Road. I'm sure that OCC Councillors and the highways team have given this matter some consideration.

If there were better enforcement of the 20mph limits on Woodstock Road/Woodgreen, with a self-financing, fully functional speed camera, this would have some impact on reducing traffic for the benefit of the wider road network and pedestrians/residents; a win-win. In the longer term this could be backed up by traffic calming measures, though I appreciate that this will involve this will involve some cost.

It goes without saying that the proposed North Witney housing development would exacerbate the current problems.

Happy to discuss this further of course, and others may well have thought of better solutions.

[REDACTED] 7 09 25