

Annex 3: Schemes not included

1. This Annex lists schemes not included in the 2025/26 BSIP Delivery Plan, and which are not specifically listed elsewhere (such as in the BSIP document itself).
2. It is not intended to be exhaustive but provides an indication to the Cabinet Member for Transport Management of some of the alternative proposals made during the development of the Plan.
3. Table 1 below details the proposers of the scheme, brief details and costs (where available) and explains the reasons why the scheme is not proposed for inclusion.

Table 1: Schemes not included

Proposer	Scheme	Reason for rejection
Go Ahead Group	Enhancement of service 45 (Cowley – Abingdon), extension to Oxford	Existing service S106 funded and continuation not guaranteed Considerable duplication with other services
	X15 (Witney – Abingdon) evening and Sunday services	Existing service S106 funded and significant improvements already made recently Cost of £160k p.a. prohibitive for level of service received
	Continuation of service to Harcourt Hill/Westminster Way, Botley	Once Oxford Brookes University has vacated site, difficult to identify demand Part of Westminster Way served by route 4A, which would be made more commercial
	Enhancement of service 64 (Witney – Swindon) to up to 8 journeys per day	Service intended to be merged with service S2X in 2026
	Improvement of service 44 (Oxford – Abingdon) to every 30 mins	Cost of £300k per annum is prohibitive Not considered to be viable during Botley Road closure
	Abingdon – Harwell Campus off-peak direct service	Cost of £280k p.a. prohibitive Peak service exists, experience elsewhere suggests caters for majority of demand Connections available

	Next stop audio-visual (AV) equipment	Legal requirement for operators to fit AV by October 2026 in any event
Stagecoach	Enhancement to service S3 between Yarnton and Oxford to every 15 mins	Cost of £402k p.a. prohibitive, already reasonable service level Developer funding available in medium future for service improvements
	Enhancement to service S2 (Oxford – Cheltenham) to every 60 mins	Cost of £700k p.a. prohibitive
	Reinstatement of service 7A (Yarnton – Oxford)	Demand considered to be insufficient at present time Developer funding available in medium future for service improvements
	Next stop audio-visual (AV) equipment	Legal requirement for operators to fit AV by October 2026 in any event
Sustainable Southmoor Road Group	Provision of a bus service between Cutteslowe, Jericho, City Centre and Botley <i>(subject of petition)</i>	Almost all residences within 800m of alternative frequent bus corridors Cost of >£300k p.a. for reasonable service level prohibitive Sets precedent for unaffordable 'neighbourhood' services Potential for consideration as part of WPL/ZEZ/traffic filter-related funding
Oxford & District Labour Party	Provision of a minibus service around Cowley <i>(subject of petition)</i>	Almost all residences within 800m of alternative frequent bus corridors Cost of >£300k p.a. prohibitive Sets precedent for unaffordable 'neighbourhood' services Potential for consideration as part of WPL/ZEZ/traffic filter-related funding
Oxford & District Labour Party	Extension of service 3/3A to Oxford railway station <i>(subject of petition)</i>	Frequent services already operate between Oxford city centre and station Cost of >£200k p.a. prohibitive in this context

		Potential for consideration as part of WPL/ZEZ/traffic filter-related funding
--	--	---

4. The Cabinet Member for Transport Management may wish to consider inclusion of any of the above schemes in the BSIP Delivery Plan. If that is the case, then currently included projects of equivalent value will no longer be able to go ahead.
5. **Should the Cabinet Member decide to include any of the schemes indicated above, approval is sought to delegate decisions on which schemes of equivalent value should be deleted to the Director of Environment & Highways.**