



# **OxRAIL 2040: Plan for Rail**

## **Consultation and Feedback Report**

**NOVEMBER 2025**



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## Key stats

A total of **2,571** responses to the consultation were received – 2,127 via the Let's Talk Oxfordshire survey webpage, and 444 responses were received though correspondence.

Headline statistics from those responses show:

**2,571**

Overall responses

**88%**

Would be encouraged to use rail with an improved service

**93%**

Support or strongly support the plans

**87%**

Agree or strongly agree rail can create a more connected Oxfordshire

**63%**

Dissatisfied or strongly dissatisfied with rail in Oxford

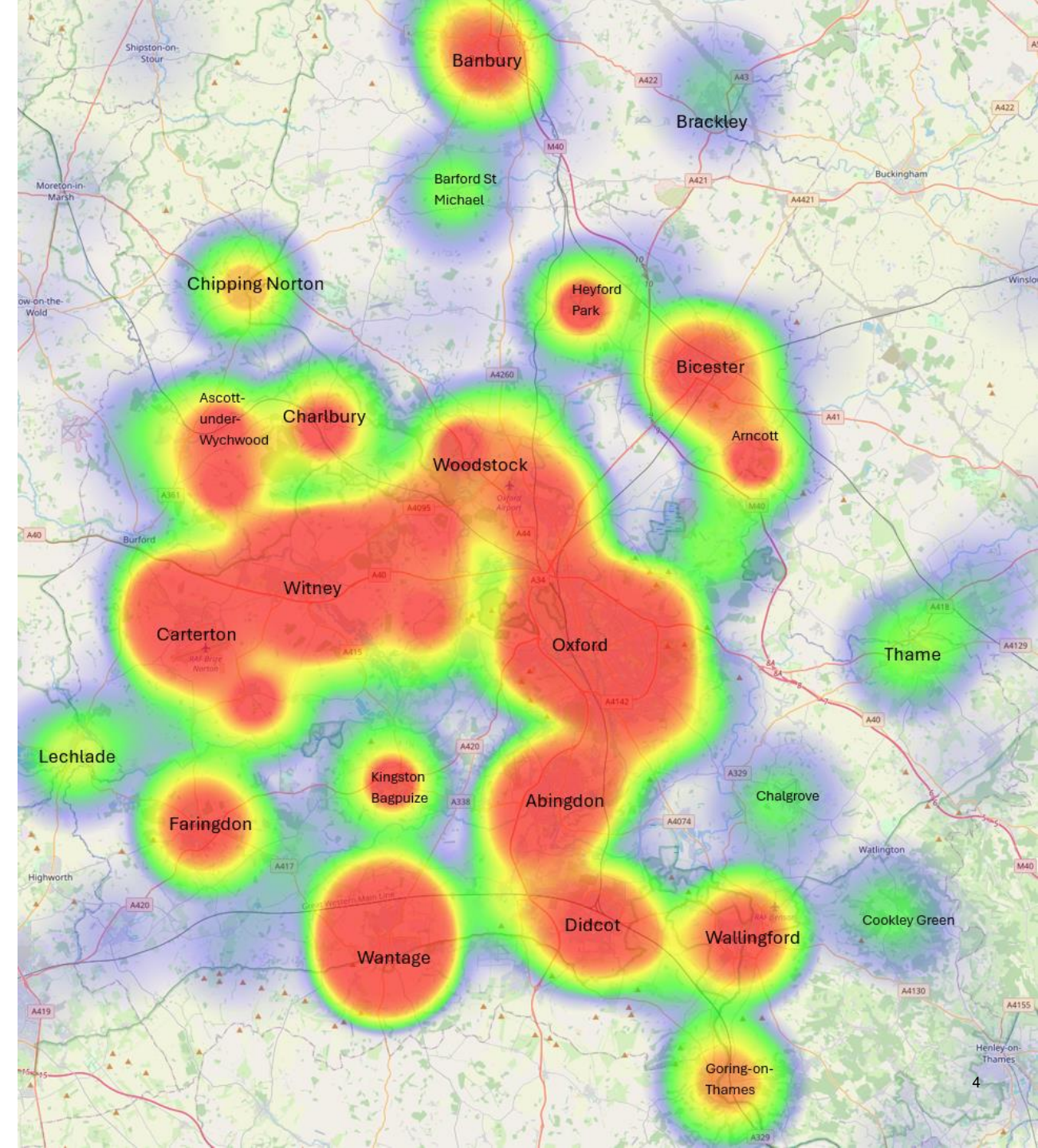
**88%**

Support or strongly support the proposed new stations



# Who took part?

- Responses were received from across Oxfordshire and beyond, demonstrating strong engagement from right across the region.
- The strongest engagement was observed in Oxford, as well as nearby towns such as Witney, Carterton and Wantage. This is reflected in the survey data and the issues raised throughout the consultation period.
- The clustering suggests interest is high in areas directly impacted by the proposed rail development, and where residents have experienced difficulties from a lack of local connectivity and links.
- The heatmap is based on postcodes provided by 97% of survey respondents and was cleansed for errors and inaccurate postcodes.



# Who took part?

## Location

The top five postcodes respondents indicated they live in were:

- **OX12** (Wantage & Grove) – 370 responses
- **OX28** (Witney) – 275 responses
- **OX29** (West Witney) – 205 responses
- **OX18** (Carterton) – 200 responses
- **OX4** (East Oxford) – 141 responses

## Demographics

- **49%** of respondents indicated they were male, while **46%** indicated they were female, whilst **5%** preferred not to say.
- Each age category was well represented in the responses, with the majority of respondents being over 35 years old.

## Connection to Oxfordshire

- Half of respondents (**50%**) indicated that they live in Oxfordshire, whilst **23%** work in Oxfordshire, and **16%** commute through Oxfordshire.

## Primary means of transport

- The majority of respondents (**78%**) indicated that their current primary mode of transport is the car. The next most popular mode of transport was walking (**51%**), followed by the bus at **39%**.

# What does the feedback demonstrate?

With **93%** of survey respondents supporting or strongly supporting the plans, there is very clear support for the strategy and policies set out in the OxRAIL 2040 Plan.

This report sets out a summary of the feedback received through the **2,571** responses to Oxfordshire County Council's public consultation on the Plan. Our analysis of the feedback shows that the most frequently raised issues fall into the following broad categories:

## Support for improved rail in reducing car use

There was strong support for the strategy's role in reducing car dependence and helping **ease traffic congestion** - viewed as a positive contribution to easing traffic, particularly along on the **A40**.

## Desire for new stations and lines – highlighting currently underserved areas

There was strong support for improving links across West Oxfordshire, particularly the **Carterton-Witney-Oxford** corridor link, and connecting the more rural and disconnected towns and villages in the west of the county.

## Improved integration with other modes of transport

Respondents frequently called for better integration **between rail, bus, cycling, and walking**, as well as improved station accessibility and easier ticketing.

## Contribution to Oxfordshire's growth and development

There was strong support for rail's **positive impact on growth and development** for Oxfordshire, and the Plan's proposals for enabling growth.

## Improved rail providing a positive environmental impact

There was strong support for the **environmental benefits of rail** and the potential for rail to **improve local areas** across Oxfordshire

## Delivery and affordability concerns:

Some concerns were shared about whether improvements would be delivered on time and within budget, and highlighted the need **for affordable, reliable, and frequent** rail services.

# How was public consultation undertaken?

- A consultation document was produced introducing the proposed OxRAIL 2040: Plan for Rail (the Plan) to the public sharing its background, opportunities and challenges.
- Residents, businesses and stakeholders were invited to share their views on the Plan through an online survey on the Oxfordshire County Council website – Let's Talk Oxfordshire. An email inbox was also implemented to allow stakeholders to share comments and questions by email.
- The consultation ran for four weeks from 3 September 2025 to 1 October 2025.
- Press releases encouraging participation were shared with the media resulting in coverage across national and trade press, including BBC News.
- All survey responses submitted online, in addition to responses received by email, were analysed to understand public sentiment towards the proposals. The outcomes from the analysis are presented in this report.
- In addition, an analysis of the consultation responses received by email is also set out in this report.



# Encouraging participation: events and briefings

Extensive engagement was held with local groups and stakeholders. In total, Oxfordshire County Council met with 273 people over 19 engagement sessions. The events included:

- **Thames Valley Rail Future** – An in-person event hosted by Oxfordshire County Council and opened by Cabinet Member for Place, Environment and Climate Action Cllr Judy Roberts on 22 September 2025 inviting feedback on the plan from 55 attendees including councillors, stakeholders and community representatives.
- **Oxfordshire MPs** – An online briefing event with all seven Oxfordshire MPs or their representatives.
- **Active Travel Roundtable** – An online event with 13 attendees with focus on active travel (walk/wheel/cycle) and its integration with rail travel.
- **IMPACT (disability) group** – An online event with nine attendees giving insight into the lived experience of travel from a disabled perspective.
- **Oxfordshire Citizens' Assembly** – An in-person event with 14 participants leading to several recommendations for the Plan. The full report of the Citizens Assembly's meeting and recommendations was prepared by Mutual Gain and is available on the Council's website.
- **Oxford Colleges Growth Group** – An online meeting with eight participants from Oxford Colleges Growth Group discussing the impact of rail connectivity on Oxford's academic institutions and their growth plans.
- **Oxfordshire County Council locality meetings** – In-person and online briefing with approximately 60 County Councillors.
- **All-Member briefing** – An online session with 11 Oxfordshire County Council members.
- **Oxfordshire Developers Forum** – An in-person session held at ARC Works at Oxford Science Park with 75 delegates including landowners, property developers and agents.





# Stakeholder Responses

(excludes resident responses)



# Which stakeholders and organisations took part?

All stakeholder responses have been carefully considered as part of the feedback analysis and have helped shape the final Plan document. This section lists the stakeholders who have responded, sets out a summary of the responses which were received by email, and shares some quotes from those responses.

## MPs

- Anneliese Dodds MP
- Charlie Maynard MP
- Layla Moran MP

## Local Authorities / Councillors

- Appleford-on-Thames Parish Council
- Begbroke Parish Council
- Blackbird Leys Parish Council
- Cherwell District Council Green and Independent Group
- Childrey Parish Council
- Cotswolds Tourism / Joint Tourism Team for West Oxfordshire and Cotswold District Council
- Deddington Parish Council
- East Hendred Parish Council
- Fawler Parish Council
- Freeland Parish Council
- Gloucestershire County Council
- Goring Parish Council
- Grove Parish Council
- Hanborough Parish Council
- Hanborough and Hailey Parish Council

- Long Wittenham Parish Council
- North Hinksey Parish Council
- North Moreton Parish Council
- Oxford City Council
- Oxfordshire County Council
- Oxfordshire County Council Green Party Group
- Radley Parish Council
- Shillingford Hill within Warborough Parish
- Summertown and Walton Manor Division
- Summertown Oxford
- Vale of White Horse District Council Green Group
- Vale of White Horse District Council
- Wallingford Town Council
- Wantage Town Council
- Warwickshire County Council
- West Oxfordshire District Council
- West Oxfordshire District Council Green Group
- Worcestershire County Council

## National and Regional Transport Bodies

- Bidwells - Network Rail Property
- British Regional Transport Association
- England's Economic Heartland

- Network Rail
- Rail Freight Group

## Community Transport Groups

- Bus Users Oxford
- Cowley Area Transport Group
- Oxon and Bucks Rail Action Committee
- Oxon4Buses
- Railfuture
- Stourbridge Line User Group
- Stratford Rail Transport Group
- Witney Parish Transport Representative

# Which stakeholders and organisations took part? (cont.)

Feedback was received from respondents representing the following organisations:

## **Private Sector**

- Abbott Diabetes Care
- Advanced Oxford
- AirTanker Services Ltd
- Amritsadhana Ltd
- Blenheim Strategic Partners
- Chiltern Railways
- Cydea
- Estelle Manor
- Evolvere Biosciences Ltd
- Heathrow Airport Ltd
- Intermodality - Oxfordshire Railfreight Ltd
- KSW – Nexus Planning
- Legge Infrastructure NRDG Ltd
- Morgan Optometry
- Nexus Planning
- Reading Buses
- Richborough Estates
- Stantec - Thomas White Oxford
- Thames Valley Chamber of Commerce
- Thames Water
- The Oxford Science Park (Properties) Ltd

## **Community & Voluntary Sector Groups**

- Coalition for Healthy Streets and Active Travel (CoHSAT)
- Culham Bicycle User Group
- Cyclox
- Langford Village Association, Bicester
- Oxford Civic Society
- Oxfordshire Liveable Streets
- Three Rings CIC
- Wantage & Grove Station Supporters Group
- Windrush Bike Project

## **Education**

- Christ Church, Oxford
- Oxford University Development
- Oxford Brookes University
- University of Oxford

## **Ministry of Defence**

- RAF Brize Norton

# Key points in stakeholder responses

The responses we received from key stakeholders highlighted the following:

- Support for new stations highlighting benefits for local businesses and communities;
- Freight and logistics emphasising the importance of rail freight for economic growth, reducing road traffic and meeting carbon reduction targets;
- Service frequency and connectivity improvements: Worcestershire County Council, South and Vale of White Horse District Councils and Railfuture advocate for increased train frequencies, particularly two trains per hour at proposed stations and enhancements on the North Cotswold line;
- Integration with active travel and public transport: CoHSAT and Oxfordshire Liveable Streets emphasise active travel plans, cycle parking (notably 3,000 spaces at Oxford station), and better bus-rail integration;
- Regional and strategic coordination: England's Economic Heartland and Thames Valley Chamber of Commerce highlight the need for alignment with regional frameworks, including references to major hubs like London Heathrow and support for schemes like Western Rail Link to Heathrow;
- Electrification and infrastructure upgrades: Multiple respondents support electrification projects, four-tracking between Radley and Oxford and emphasise the need for compatible rolling stock and infrastructure to support future services and freight;
- Concerns about service gaps and rural access: Appleford Parish Council and Oxford Civic Society point out deficiencies in Sunday services and last-mile connectivity for rural stations, urging for improved schedules and consideration of taxis and private cars for remote areas.



## Key points in stakeholder responses (cont.)

- Heritage design considerations and details on Accessible and Safer Stations Programmes to ensure inclusive and future-proof infrastructure;
- Collaboration and future ambitions: Several responses encourage collaboration with neighbouring authorities and integration of ticketing systems across regions.

# Summary of stakeholder email responses

Stakeholder	Summary of feedback
<b>Annaliese Dodds MP</b>	Oxford's rail connectivity is inadequate for its size and economic potential, leading to congestion that could be eased by reopening the Cowley Branch Line to passengers. It is essential to remember the needs of residents on council estates and to consider those with mobility impairments to ensure equitable access. Rail transport offers significant climate benefits. I strongly support improvements to Oxford station, electrification, the Oxfordshire Metro, and new stations and will continue to push government to support reopening the Cowley Branch Line.
<b>Banbury Town Council</b>	Rail is an essential component of an integrated transport system. However the urban and rural bus network must also be integrated with a frequent operation to encourage public transport usage adequate service to London/Birmingham and Oxford from Banbury at the moment, but more frequent services would be welcomed. Bus timetable and frequency of service must be improved. Removal of diesel trains could be significant, as could diversion of travel from car to rail. Banbury station and forecourt need to be welcoming and adequate in size to cater for increased usage.
<b>Charlie Maynard MP</b>	<p>Strongly supports the OxRAIL 2040 vision and case for change, particularly its potential to deliver inclusive, sustainable growth and net zero outcomes. Emphasises the urgent need to extend rail connectivity to Carterton and Witney, which are currently unserved despite being major population centres.</p> <p>Endorses Phase 1 commitment to developing the West Oxfordshire rail link but calls for firm delivery commitments by 2040. Highlights severe congestion on the A40 and the inadequacy of bus-based solutions. Cites feasibility studies and Network Rail data showing strong strategic fit for rail in the area, with significant benefits for journey times, emissions reduction, and place-making.</p>
<b>Cherwell District Council</b>	<p>Supports the overall vision and ambition of OxRAIL 2040, aligning with Cherwell's area-based planning approach. Raises concerns about station infrastructure (Heyford vs Ardley), the Strategic Rail Freight Interchange (SRFI), and the need for stronger integration with land-use planning.</p> <p>Requests greater emphasis on rural connectivity, affordability, station regeneration, and clearer engagement with local authorities. Highlights key economic anchors in Bicester, Banbury, and Kidlington, and calls for more detail on Oxfordshire Metro and phased delivery.</p>
<b>Gloucestershire County Council</b>	Welcomes OxRail 2040's ambition and supports increased service frequency on the North Cotswolds Line. Raises concerns about infrastructure capacity at Moreton-in-Marsh and poor Cheltenham–Oxford connectivity. Requests engagement on Oxfordshire Metro and A40 MRT.

# Summary of stakeholder email responses

Stakeholder	High-level summary of feedback
<b>Layla Moran MP</b>	<p>Strongly supports the OxRail 2040 Plan's aims, particularly around clean air, climate action, and inclusive connectivity. Highlights constituents' concerns about affordability, overcrowding, and reliability of current services.</p> <p>Emphasises the need for integrated bus-rail connectivity in rural areas, lessons learned from the Oxford Station project, and immediate improvements such as better cycle access. Endorses Phase 1 priorities including Cowley Branch Line reopening and diesel train replacement.</p>
<b>Network Rail</b>	<p>Welcomes the ambition to deliver a modern, integrated, and sustainable rail network for Oxfordshire, and support the focus on new stations and improved connectivity to serve communities. Emphasises the need to addressing safety, funding, and operational challenges through further assessment and collaboration.</p>
<b>RAF Brize Norton</b>	<p>Supportive of plans to add a rail line between Carterton and Oxford, on the grounds it would be incredibly beneficial for all those working in and around Carterton and provide a much-needed asset to service personnel and their families in the area.</p>
<b>Rail Freight Group</b>	<p>Welcomes recognition of freight's importance in Oxfordshire. Highlights strategic freight flows (e.g. Southampton containers, aggregates, MOD traffic). Suggests stronger emphasis on freight in climate action, housing development, and regional connectivity. Supports electrification, SRFI proposals, and integration with minerals/waste planning. Urges protection of rail-adjacent logistics sites and full electrification of key corridors.</p>
<b>South Oxfordshire and Vale of White Horse District Council</b>	<p>Strongly support the OxRAIL 2040 Plan and its alignment with local climate, nature recovery, and infrastructure goals. Welcomes the Oxfordshire Stations Action Plan and active travel improvements, and requests involvement in station upgrades within their districts. Advocate for two trains per hour at Wantage &amp; Grove due to its Tier 2 status.</p> <p>Raise concerns about scheduling of station access and design standards, lack of detail on accessibility and safety programmes, and integration with bus services. Recommend clearer mapping, updated housing/employment data, and more accurate representation of freight and heritage lines. Support electrification and four-tracking but caution against intrusive infrastructure at Didcot.</p>
<b>Wantage &amp; Grove Station Supporters Group</b>	<p>Urges immediate reopening of Grove Station, citing long-standing community frustration, poor bus connectivity, and significant population/employment growth. Highlights strong business support and criticises government investment in road schemes over rail. Advocates for an Oxford Metro model to meet net zero targets.</p>

# Summary of stakeholder email responses

Stakeholder	High-level summary of feedback
<b>West Oxfordshire District Council</b>	Support of the strategic aims of OxRAIL 2040, but concerned that the delivery mechanisms are overly reliant on the existing rail corridors, with insufficient focus on addressing the needs of large parts of the county currently without effective rail provision. Felt a stronger focus on CWORC and a more ambitious approach to North Cotswold Line services would help unlock growth, relieve congestion in West Oxfordshire, and support sustainable development across the country.
<b>Worcestershire County Council</b>	Welcomes rail investment proposals but disappointed by lack of prominence given to the North Cotswold Line. Notes Oxfordshire's historic support and partnership in the Task Force. Argues the Plan missed an opportunity to promote the line's role in regional growth, housing delivery, and East West Rail connectivity.



# Key quotes from stakeholder organisations

## University of Oxford

*“The University strongly supports the OxRAIL2040 Plan's emphasis on rail infrastructure as a driver of economic growth. The development of new stations is expected to deliver substantial benefits to both the local and national economy.”*

## Oxford Brookes University

*“The University welcomes this ambitious plan and its vision in ensuring that rail is core in the delivery of an integrated, accessible and sustainable transport system for Oxfordshire.”*

## Network Rail

*“We welcome the ambition to deliver a modern, integrated and sustainable rail network for Oxfordshire and support the focus on new stations and improved connectivity to serve communities. We look forward to working together to deliver a safe and sustainable rail network for Oxfordshire.”*

## Chiltern Railways

*“Support for decarbonising Chilterns oldest diesel trains with partial electrification. Better connection between bus and train at Oxford Parkway. More government investment for decarbonised rolling stock and partial electrification...Chiltern Main Line electrification should be higher up the priority list than interventions with less customer benefit.”*

# Key quotes from stakeholder organisations (cont.)

## Rail Freight Group

*“RFG welcomes the recognition of the importance of freight in the Oxfordshire area... We welcome the initiative demonstrated by Oxfordshire County Council in recognising the importance of rail in developing the county’s future and bringing forward this document for consultation.”*

## Rail Future

*“The future of rail in Oxfordshire and its role in supporting communities, the environment and the economy is clearly strengthened by a 15-year Plan for Rail at a time of multiple institutional and policy changes, positioning the authority as equipped - across a period of uncertainty - to respond to challenges and grasp opportunities.”*

## Heathrow Airport Ltd

*“Heathrow supports improved opportunities for rail connectivity to enable future passengers and employees to access the airport sustainably and notes the planned growth and opportunity that new homes and technology sector based in Oxfordshire can benefit from the opportunity of being connected to Heathrow.”*

## Thames Valley Chamber of Commerce

*“You are under-playing the significance of major hubs ‘just beyond’ the Oxfordshire boundary – key drivers of the Oxfordshire economy and connectivity...this includes:*

*Reading station is one of the busiest rail hubs in Britain...It is the second busiest interchange station outside of London...with nearly four million passengers a year changing trains at the station.*

*Cowley Branch Line: we support the proposals within the Plan while emphasising the benefits the line can provide in regard to greater access...from the wider Thames Valley by changing at Oxford.*

*The Plan mentions London Heathrow (LHR)...without any reference to its status as the UK’s only hub airport, largest port by value and the world’s most connected airport. LHR is, by far, the single most important driver of the Thames Valley and Oxfordshire economy.”*

# Key quotes from stakeholder organisations (cont.)

## Cotswolds Tourism

*“Great emphasis is placed on residents and businesses in the strategy, which makes perfect sense, however the importance of coordinated public transport and onward active travel networks is also of significant importance to the visitor economy and visitors to the area.”*

## Coalition for Healthy Streets and Active Travel (CoHSAT)

*“CoHSAT strongly supports the OxRAIL 2040 strategy. It identifies the right objectives and sets out a bold and comprehensive plan to deliver them, with rail working alongside other transport modes and partners.”*

## Oxford Civic Society

*“Rail is already a carbon-efficient form of transport for passengers and goods. Its efficiency will be further improved by electrification. We would put more priority on full electrification from Didcot to Milton Keynes as it has multiple advantages to help passenger and freight services and wide network efficiency benefits.”*

## Advanced Oxford

*“Advanced Oxford strongly supports the vision set out in the Oxrail 2040: Plan for Rail document and supports the planned investment, both in the rail network and in connecting that network to business locations and planned jobs growth.”*

## England’s Economic Heartland

*“EEH welcomes the ambitious vision for the future of Oxfordshire’s railway set out by OCC in its Plan for Rail. It is important that the plan fits into regional and strategic rail connectivity as rail services through the Oxford corridor – both passenger and freight – extend across the country, even more so upon the completion of East West Rail.”*





# Responses Received by Email





# Email Responses

A total of 444 responses to the consultation were received by email.

## **Email campaign for restoration of rail services to Carterton and Witney**

335 email responses were received as part of an organised campaign. These responses largely or entirely followed a template which supported the Plan's vision, its overarching case for change and the need to develop the rail network in Oxfordshire. It also:

- Set out that *“West Oxfordshire's communities and businesses are seriously underserved by the rail network, with the most populated and strongly growing corridor in the southern part of the district not accessed by rail services at all”*.
- Noted *“with approval the commitment given in Phase 1, 2025-2030, to continue development of a proposed scheme to reconnect Carterton, Witney and Eynsham with Oxford”*.
- Sought *“unequivocal commitments to bringing the rail line to Witney and Carterton as well, to work towards securing completion of the new link by the end of the 15-year Plan period”*.

## **Other email support for restoration of rail services to Carterton and Witney**

A further 54 email responses were received, separate from the templated campaign response, which focussed on emphasising support for the restoration of rail services to Carterton and Witney.

# Responses received by email (cont.)

15 email responses were received from individuals that focused on issues other than rail links to Carterton and Witney. These responses covered a range of points, including:

- Full support for the Plan.
- Seeking installation of lifts at Cholsey station.
- Concern about a potential strategic rail freight interchange compromising the deliverability of a new station at Ardley.
- Views that rail fares are too expensive and complicated.
- Suggestions to run commercial service on the Cholsey-Wallingford line and connect these with the Great Western Mainline.
- Suggestions for improving train frequency, routing, station upgrades and active travel access on the North Cotswold line.
- Queries over the justification for the proposed Cowley and Littlemore stations.
- Suggestions to provide higher capacity trains on the Oxford - London route, and use of screens at the station to prevent jumping onto the tracks.
- Queries around whether the Plan is sufficiently ambitious and innovative enough.
- Suggestions for a new light rail link between Swindon and Oxford.
- Suggestions for dualling the A40 instead of improving rail in West Oxfordshire.

The remaining email responses were from 27 organisations, with 12 local authority responses and one from a Member of Parliament, These are considered in the Stakeholder Responses section of this report.



# Let's Talk Oxfordshire Survey - Analysis of Responses

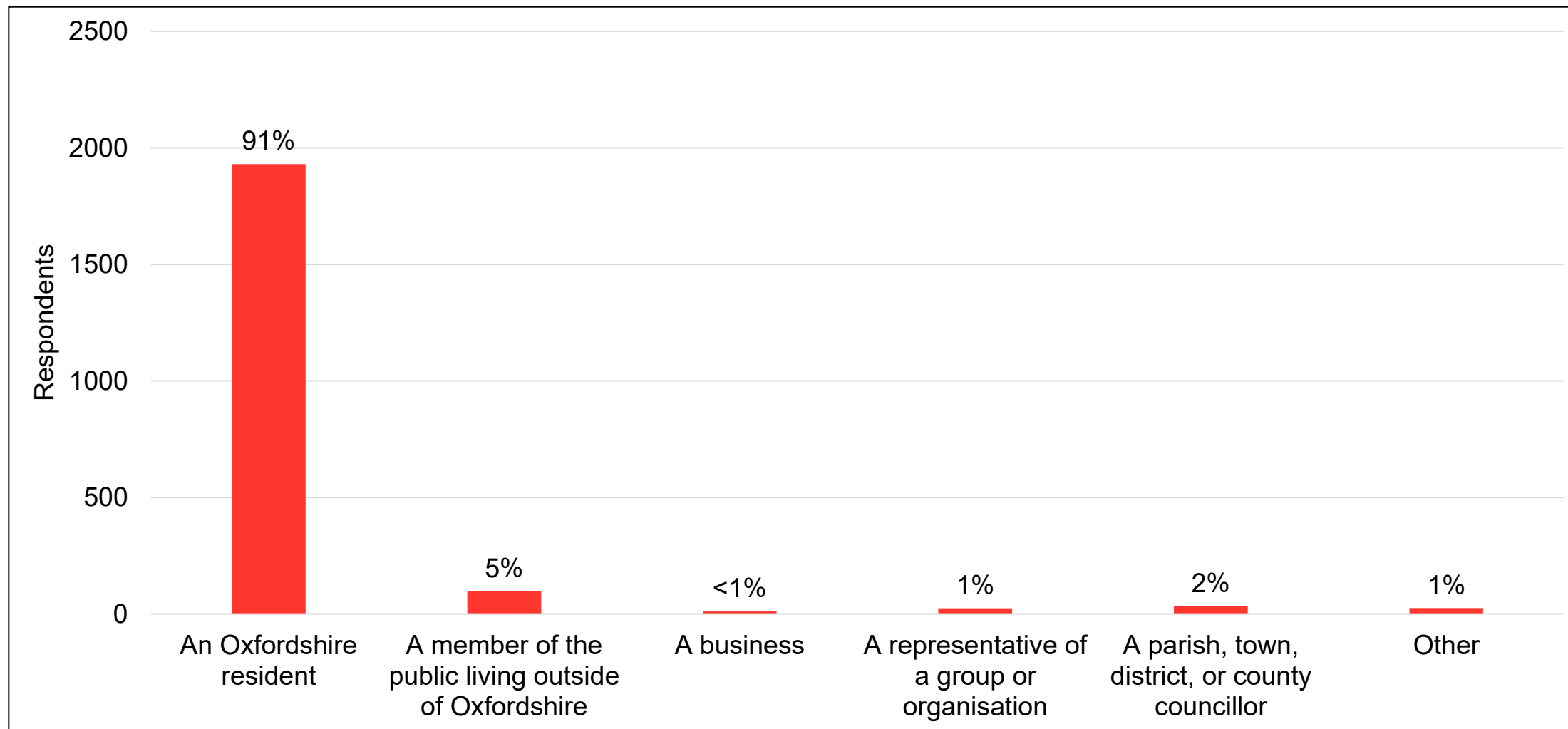


# Survey analysis methodology

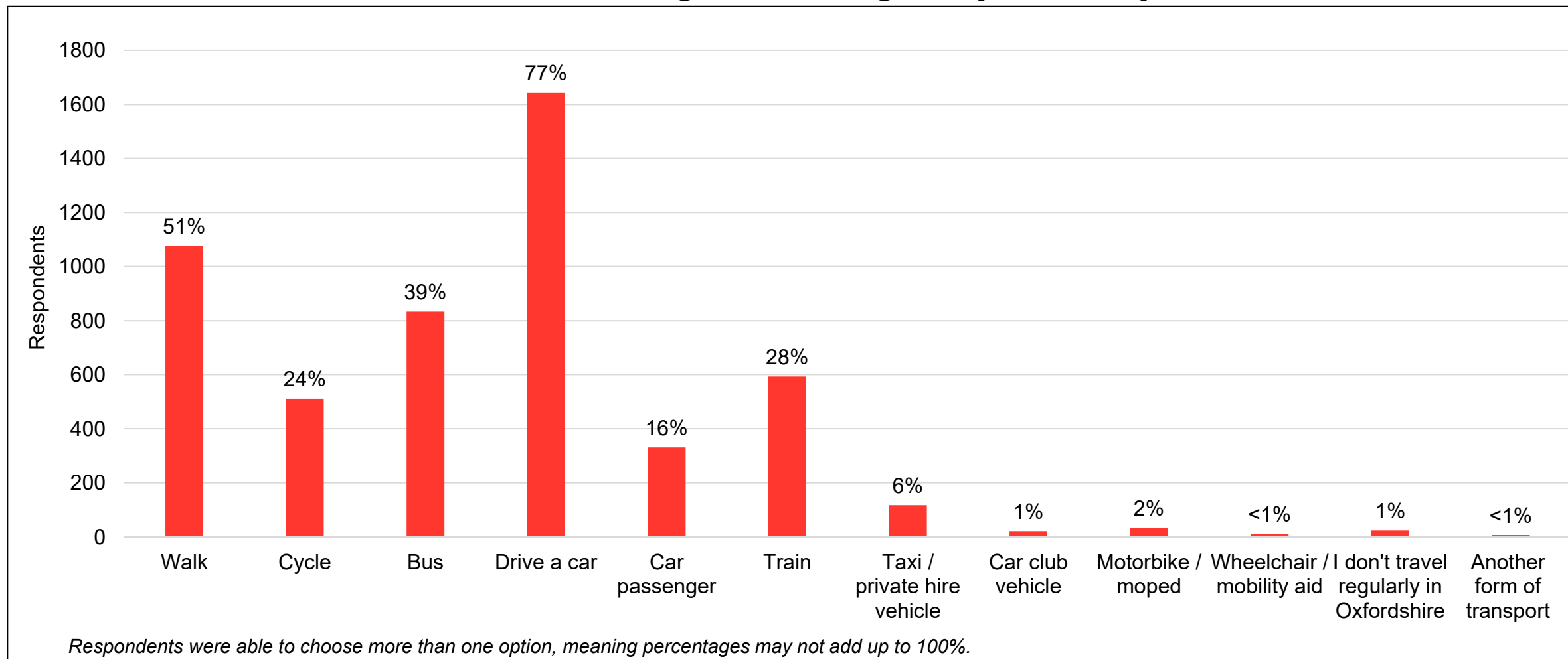
- The responses received in the public consultation were analysed to understand public and stakeholder sentiment towards the OxRAIL 2040 Plan.
- **Qualitative** (open-ended) survey responses were reviewed and categorised into themes reflecting the issues raised.
- For each Qualitative open-ended question, this report presents the five most frequently mentioned themes, with anonymised example quotes illustrating each point.
- **Quantitative** (closed) questions were analysed, and results are shown as data charts, with the total number of respondents for each question shown in brackets.
- All responses, including those received by email, were included in the analysis to ensure all views were considered.
- Due to rounding, some percentages in this report may vary, and some percentages may not add up to 100% for each question.
- All data was processed and reported in accordance with **GDPR**, ensuring respondent anonymity and data protection throughout.



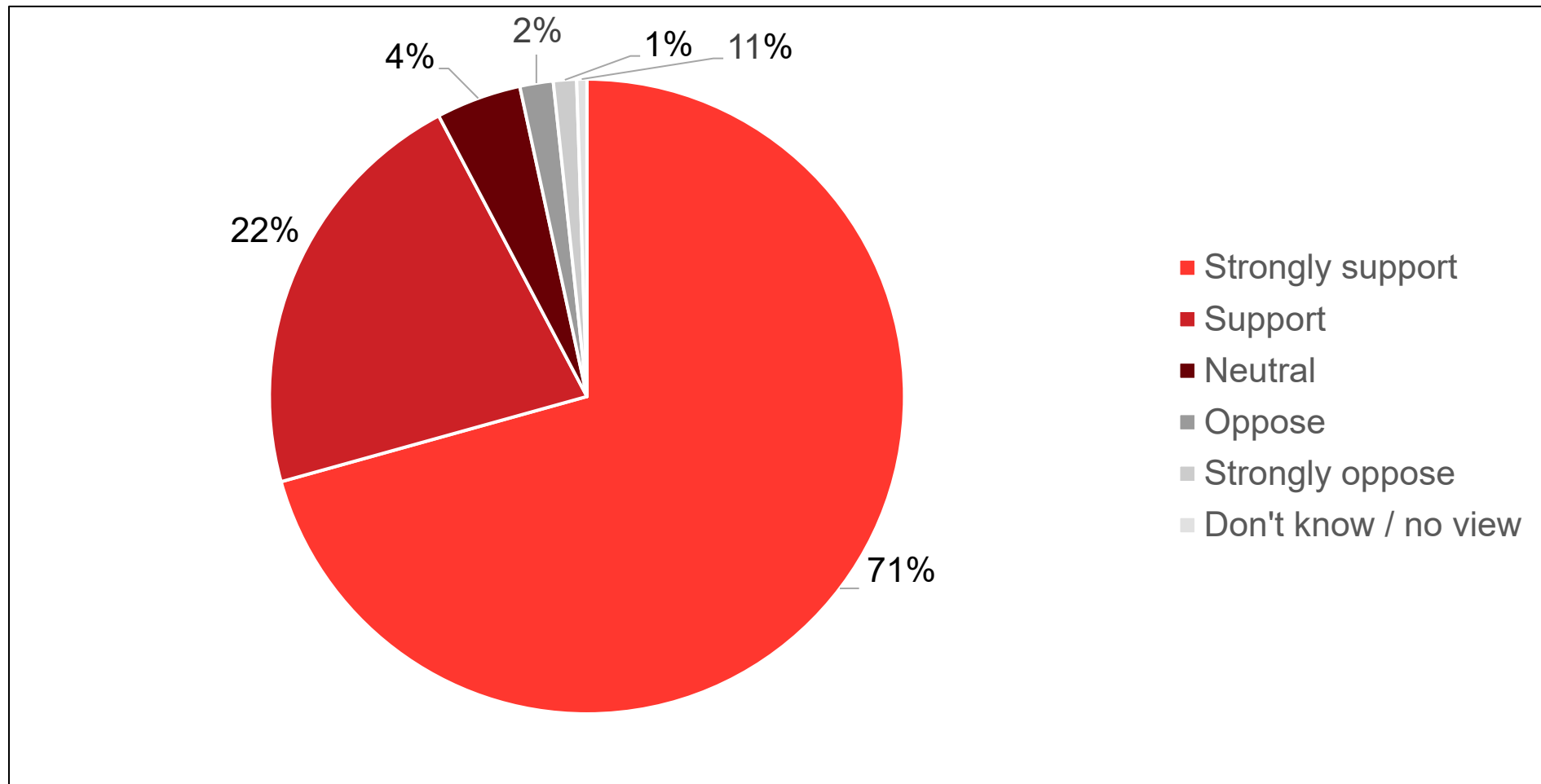
## Q1. I am responding to this survey as... (2,096)



## Q2. Which of these describes how you mainly get around Oxfordshire, day to day? (2,116)



## Q3. To what extent do you support or oppose the plan's vision? (2,121)



## Q4. To what extent do you support or oppose the plan’s vision?

### Positive impact on reducing car use

There is strong support for the strategy’s role in reducing car dependence and helping **ease traffic congestion** as it is viewed as a positive contribution to easing **traffic on the A40**.

*“Improved rail provision will help deal with the road congestion that is so damaging to life in Oxford City.”*

*“Rail is the only form of public transport guaranteed to get people out of cars. It’s vital to expand the rail network.”*

### Desire for new stations and lines – highlighting currently underserved areas

There is support for improving links in West Oxfordshire, particularly the **Wantage and Grove Station** which suggests clear campaign for support in these areas, given postcode responses.

*“With the population in **Wantage, Grove, and surrounding areas** continuing to grow rapidly, there is an urgent need for improved public transport infrastructure. A new railway station would provide a much-needed sustainable alternative to car travel, help reduce traffic congestion on the A34, and improve access to employment, education, and services in Oxford, Didcot, Swindon, and beyond.”*

### Positive environmental impact

There is strong support for the **environmental benefits of rail** and **reducing car dependency** across Oxfordshire.

*“I find rail one of the most sustainable and inclusive forms of transport and I am glad we are trying to remove car dependency.”*

*“I strongly support the idea of building more environmentally friendly infrastructure that relieves pressure and congestion on our rural roads.”*

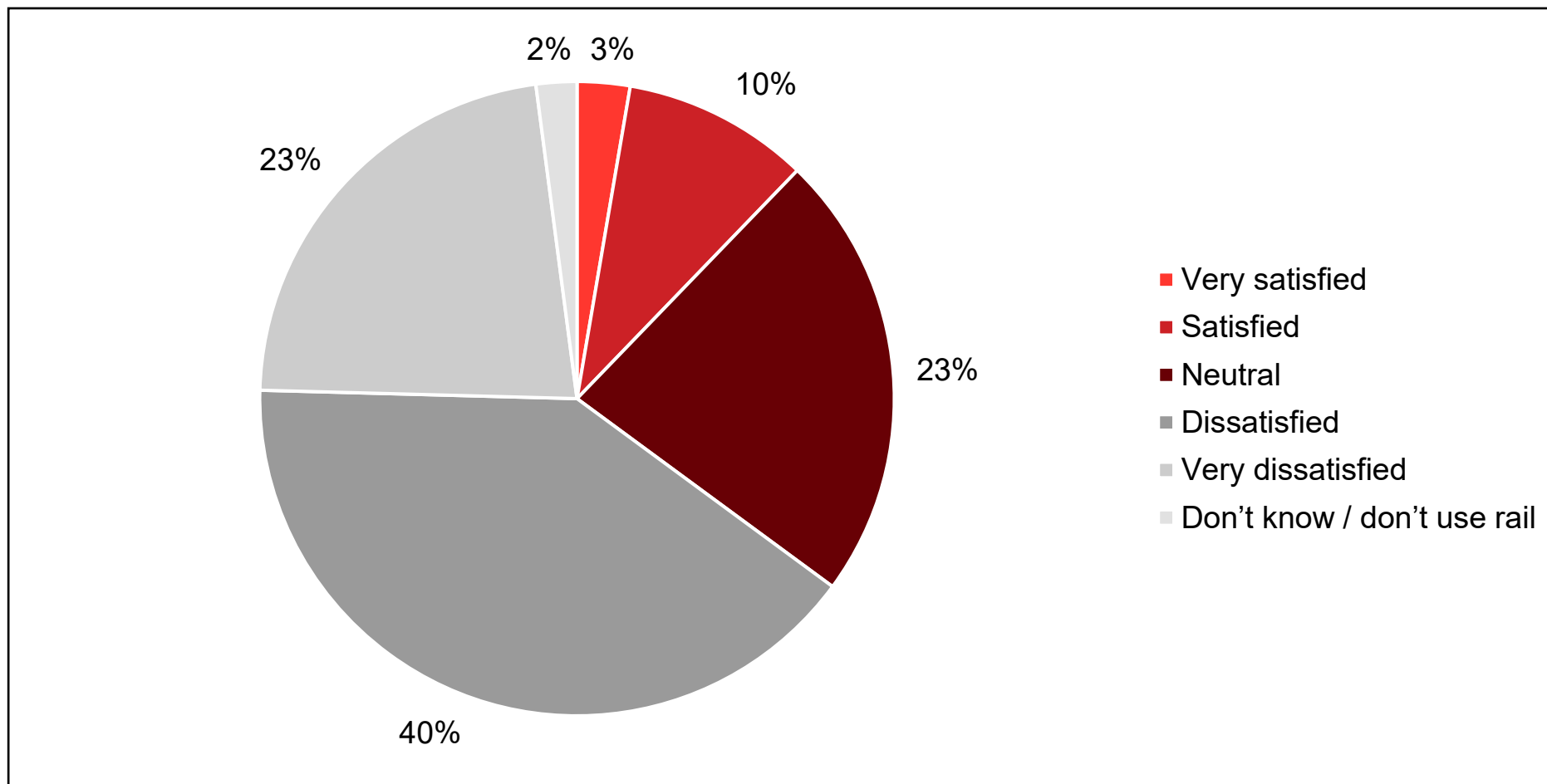
### Contribution to Oxfordshire’s growth and development

There is support for rail’s **positive impact on growth and development** for Oxfordshire.

*“Oxford will not be able to grow without new train infrastructure, so I see the rail project as vital for Oxford’s prosperity.”*

*“A coherent and integrated approach to Oxfordshire’s transport systems is essential for the growth in the county economy and the wellbeing of its residents.”*

## Q5. How satisfied are you with current rail connectivity across Oxfordshire? (2,120)





## Q6. How satisfied are you with current rail connectivity across Oxfordshire? (open question)

### Coverage gaps – Highlights underserved areas, missing direct links, forced interchanges that lengthen journey

*“West Oxfordshire is massively underserved for all types of public transport but mainly train services.”*

*“I live in Cholsey and can’t get to Oxford without a long wait at Didcot, so I end up driving.”*

*“Witney/Carterton are not connected to other places such as Oxford by rail. Having a rail station here would change the town drastically.”*

### Access to stations – Ease of reaching stations, lack of local stations, parking availability and accessibility for disabled users

*“It takes me a minimum of 30 minutes to get anywhere near a train station and that is by car and then there is little and expensive parking.”*

*“The railway network in itself is good but accessing the stations is the problem. I live three miles from my local station but there is no bus to it and no parking if I drive there.”*

### Journey times – Concerns about frequency, speed or indirect routes

*“The core routes between the main centres are reasonably well catered for. Journeys between existing minor stations need to be improved by enhanced frequencies (turn-up and go rather than less frequent timetabled services).”*

*“I use Heyford station most, but I want to use it more. Services are infrequent, and do not run late in the evening or on all Sundays of the year. Frequency and timetables are insufficient.”*

### Car use and facilities – Driving to stations, park and ride integration into rail and desire for stops or better linking services

*“Not enough towns have stations, so you have to travel by car to get to a train station anyway.”*

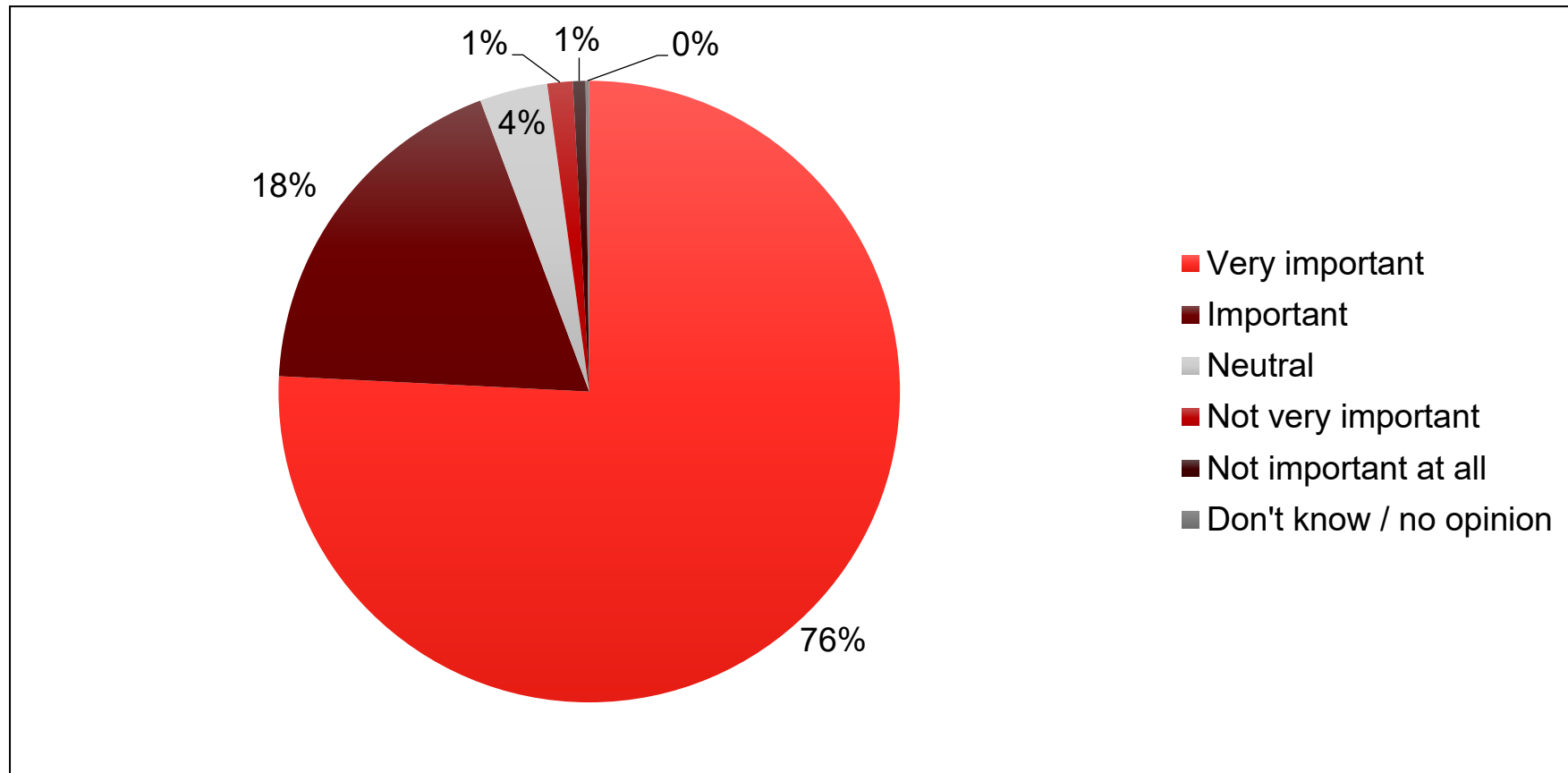
*“You have to drive to Didcot or Oxford to go anywhere, with poor parking or expensive tickets, this means that rail travel is effectively pointless as it is easier to drive.”*

### Desire for new stations – Requests for specific new stations or reopening lines

*“As the population of Wantage & Grove continues to grow it would be good to have a train station in order to improve connections and reduce the road traffic.”*

*“Rail connectivity is poor for a City of our size and with so much economic potential. It is also a big problem given the amount of congestion in the city, which could be alleviated especially if the Cowley Branch Line is reopened to passengers.”*

## Q7. How important do you feel it is to connect and co-ordinate rail, bus, cycling and pedestrian travel in Oxfordshire? (2,123)



## Q8. How important do you feel it is to connect and co-ordinate rail, bus, cycling and pedestrian travel in Oxfordshire? (open question)

### Bus-rail coordination – Need for improved bus connections, timetable alignment and interchange quality

*“There has to be an integrated service of all public transport. Buses should be able to connect with rail services to provide an efficient network where passengers can then access areas of the county not served by rail.”*

*“Every station should be a transport hub, with bus journeys synchronised with trains.”*

*“Development of onward bus travel from nearby towns and stations and improved foot/cycle paths would go a long way towards making car-free travel viable for families.”*

### Traffic and parking relief – Need to reduce dependence on cars and take cars off the road

*“It will help reduce cars on the road and enable easier commuting to work. It is literally a lifeline for villagers.”*

*“More train service will mean less cars on the road. Oxfordshire roads are poor and bottlenecked.”*

### Cycling and walking options – Provision of safe routes to stations, bike storage, carriages on trains

*“Critical. Get excellent cycling routes to stations from well within and around towns, properly signposted and encouraged taking priority over traffic.”*

*“Rail travel is most convenient when you do not require a car to access it. Therefore, walking, bikes and buses are essential in this link.”*

### Access to stations – Ease of reaching stations, lack of local stations, parking availability and accessibility for disabled users

*“Not everyone lives next to a train station, so getting to one in the first place is important to consider.”*

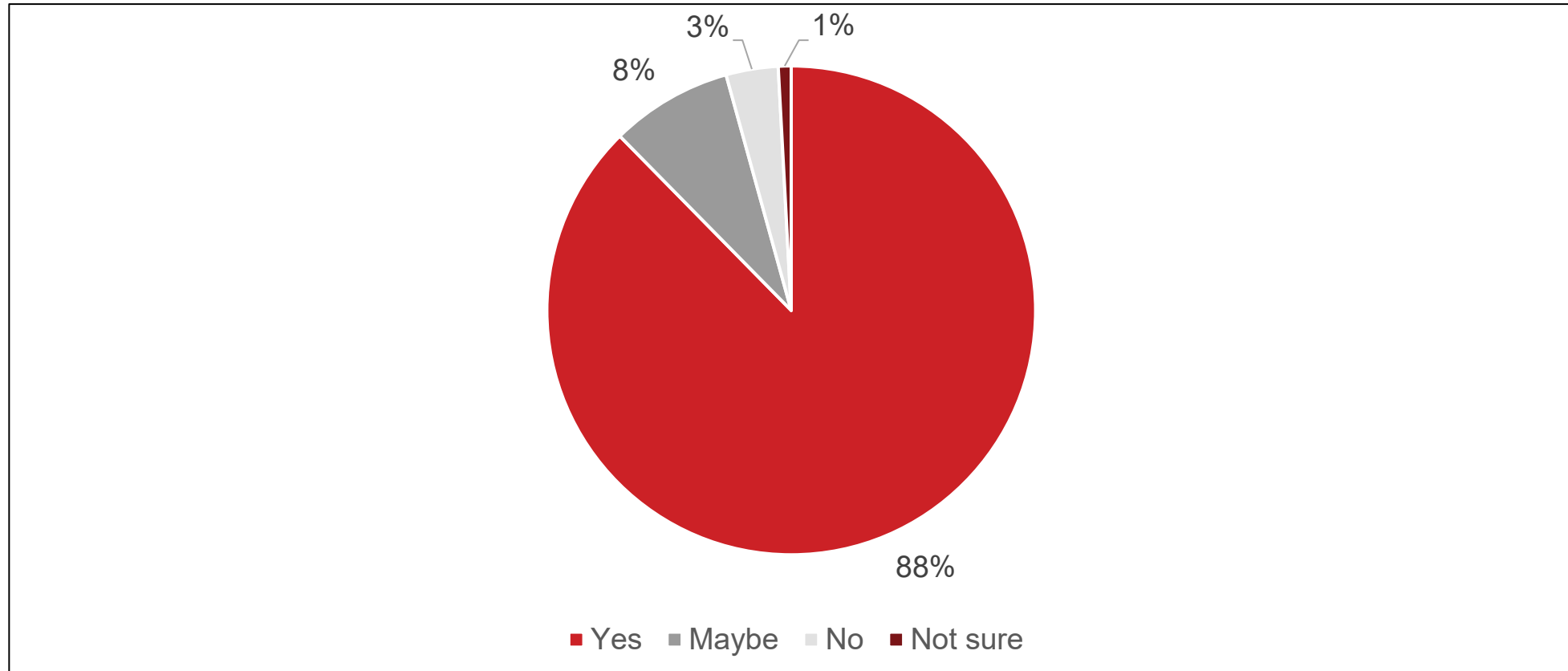
*“Stations need to be in the right place and accessible”*

### Cycle path improvements – Need for improved infrastructure

*“A segregated cycle route away from cars and pedestrians so cyclists can access the station safely and efficiently.”*

*“Cycle lanes have a tendency to stop at a roundabout or junction then start again half a mile further on, leaving the cyclist to navigate dangerous junctions on amid traffic - cycle lanes need to link up, not just be close to each other.”*

## Q9. Would an improved rail service encourage you to use rail more often for commuting, leisure or business? (2,118)



# Q10. Would an improved rail service encourage you to use rail more often for commuting, leisure or business?

## Affordability – Comments related to ticket pricing, value for money and costs compared to private travel

*“The biggest drawback would be the cost. Currently, it's cheaper for a family to drive and pay for parking in Oxford, than it is to get the train or the bus.”*

*“The high cost of train travel is a real issue for users and will ultimately be the deciding factor for people using the rail service.”*

## Service times – Concerns over frequency, no trains at late night, gaps in service after peak times, limited weekend service

*“At present, the lack of local stations and limited services makes rail impractical, but with better connections, more frequent trains, and greater capacity, rail would become the most reliable, sustainable and convenient choice for many journeys.”*

*“A better train and bus service, particularly if buses ran later into the evening would be a very attractive option.”*

## Service quality – Concerns over cancellations, delays and crowded trains

*“Frequency and over crowding often makes me opt for bus or car over train travel, but if I knew the train would be conveniently timed and comfortable (not rammed onto a two-carriage service at rush hour) I would prefer to use it.”*

*“It must be a reliable service, I enjoy taking the train for leisure but not for commuting to work where I have previously been stuck mid-way through my journey due to a faulty train.”*

## Traffic and parking relief – Plan will reduce dependence on cars and take cars off the road

*“This would open up rail as a realistic choice for commuting, leisure, and business travel, while also reducing congestion and pollution from car dependency.”*

*“With a new station in Wantage and Grove, I would likely never have to use my car again! Whereas I currently rely upon it entirely for my commute.”*

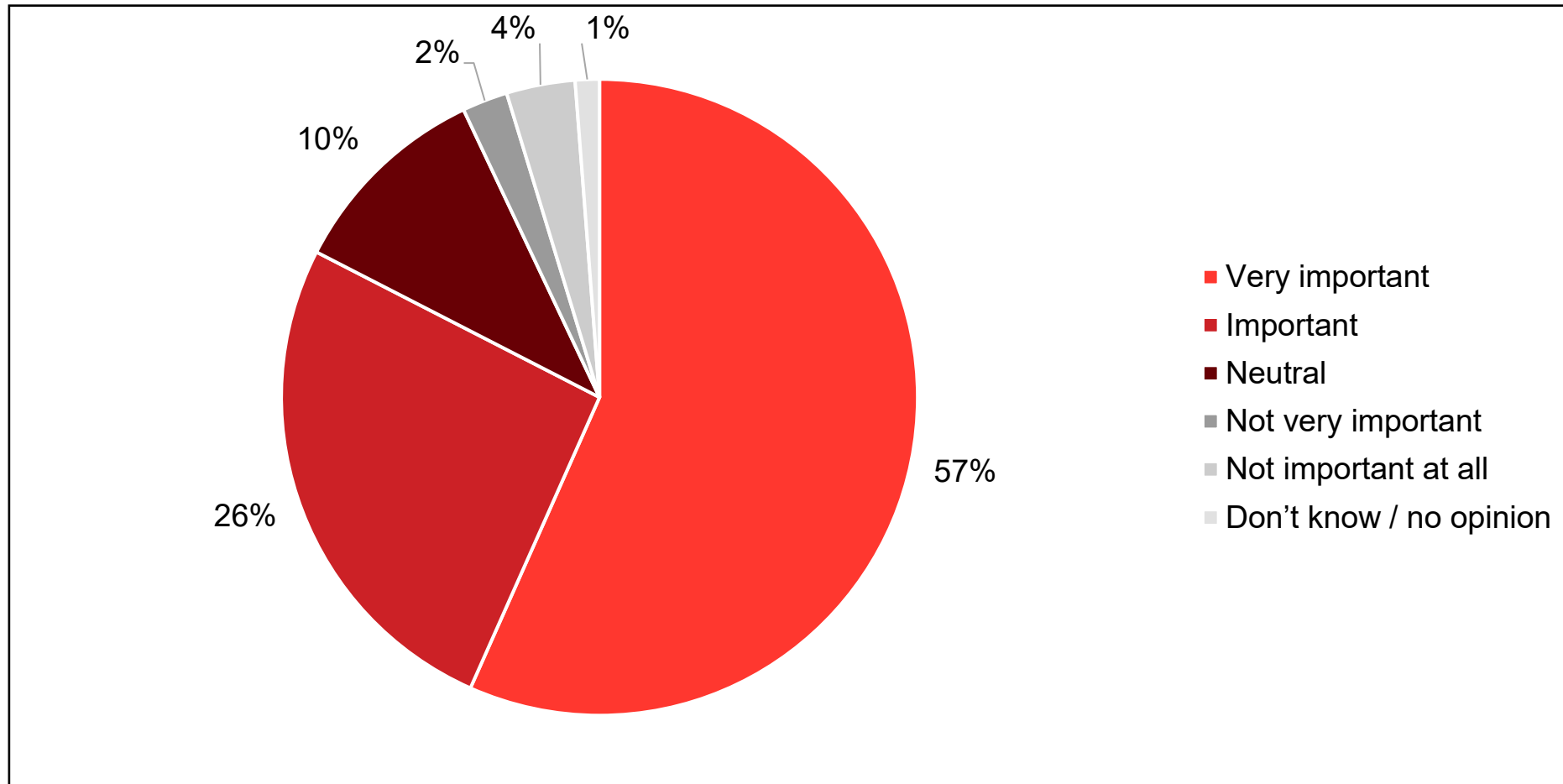
## Wantage and Grove – Support for new station

*“The game changers among the proposed new stations would be Wantage/Grove, which would be incredibly useful.”*

*“I would use the Wantage & Grove station for commuting and it would open many doors for professional development and future careers more accessible for so many.”*



## Q11. How important do you feel rail's role is in helping Oxfordshire tackle climate change? (2,120)



# Q12. How important do you feel rail's role is in helping Oxfordshire tackle climate change?

## Modal shift away from car transport – Belief that rail is a way to reduce car dependence and tackle climate change

*“Improved rail services with new routes and new stations could help to reduce car journeys, which would obviously help tackle climate change.”*

*“Large capacity and service improvements would make residents more inclined to use the rail network instead of roads and private vehicles. The proposed plan would be very important in helping tackle the county's carbon emissions.”*

## Support for Electrification – Calls to electrify more of network and remove diesel trains

*“Electrification and integration with other forms of non-polluting transport is vital.”*

*“Rail is the only scalable way to cut transport emissions in Oxfordshire. Electrification and new electric or battery trains will eliminate diesel, improve air quality, and support the county's net zero target.”*

## Improved air quality – Belief that air quality will improve/less pollution with more rail travel

*“Got to be near the top of EVERY agenda. Tackling the contribution of transport emissions will also help improve air quality.”*

*“Frequent train to all major towns will make people switch from driving to using public transport which will greatly reduce pollution.”*

## Focus on service quality over climate change – Belief that focus should be on reliability, convenience, frequency

*“You need to make the train more attractive than driving if you want people to take it: this involves a frequent, convenient schedule and a low price.”*

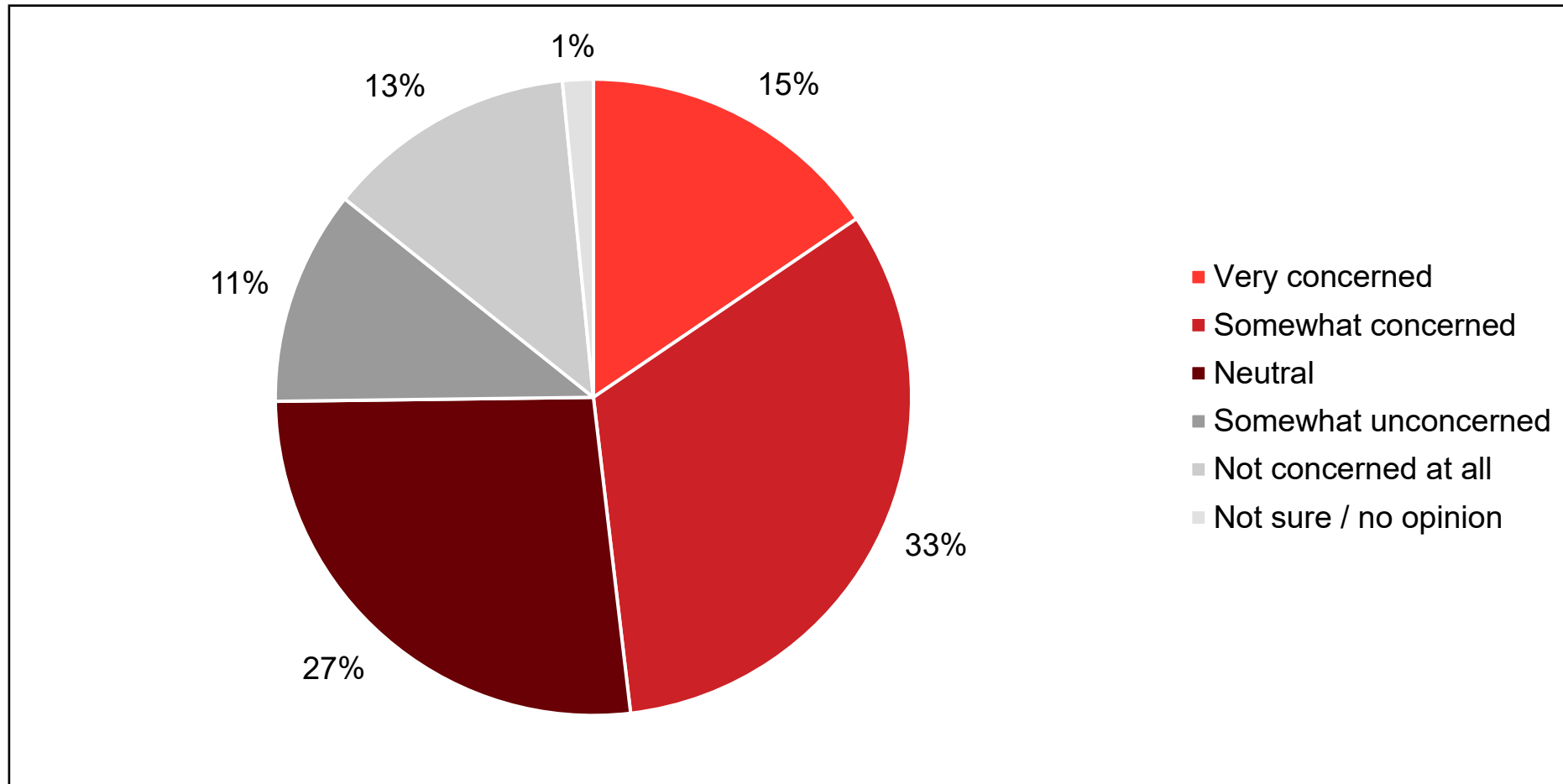
*“Nice to have but it's more important to have a good service which will itself reduce car usage and improve air quality.”*

## Affordability – Affordable fare prices required

*“It's only going to work if we can get loads more people onto rail across the country and the big blocker is rail fares.”*

*“Reliability and price are more important to most people.”*

## Q13. How concerned are you about the environmental impact of the existing railway? (2,115)



# Q14. How concerned are you about the environmental impact of the existing railway?

## Net environmental benefit of rail - Belief rail travel has a net environmental benefit and helps to reduce car travel

*"I think the existing train is already one of the most environmentally friendly ways to travel. Getting more people to choose this instead of cars is the key."*

*"Overall, the use of train to carry hundreds of passengers would be an improvement from hundreds of cars for the same passengers."*

## Electrification of trains - Supportive of electrifying the network

*"Electrifying all routes should be pursued urgently."*

*"Electrification, and the removal of diesel passenger trains from Oxford Station is vital. We simply cannot have diesel trains idling their engines for hours every day in the middle of our city and a residential area, especially if rail traffic is to increase."*

## Air quality - Concern for air quality and pollution from existing network

*"I am most concerned about the air pollution from diesel trains. It cannot be good for our children (or our environment!) to be growing up breathing such noxious fumes."*

## Noise pollution - Believe current trains are noisy and electrified trains will reduce noise

*"The diesel trains are noisy, and polluting and it is very important to replace them."*

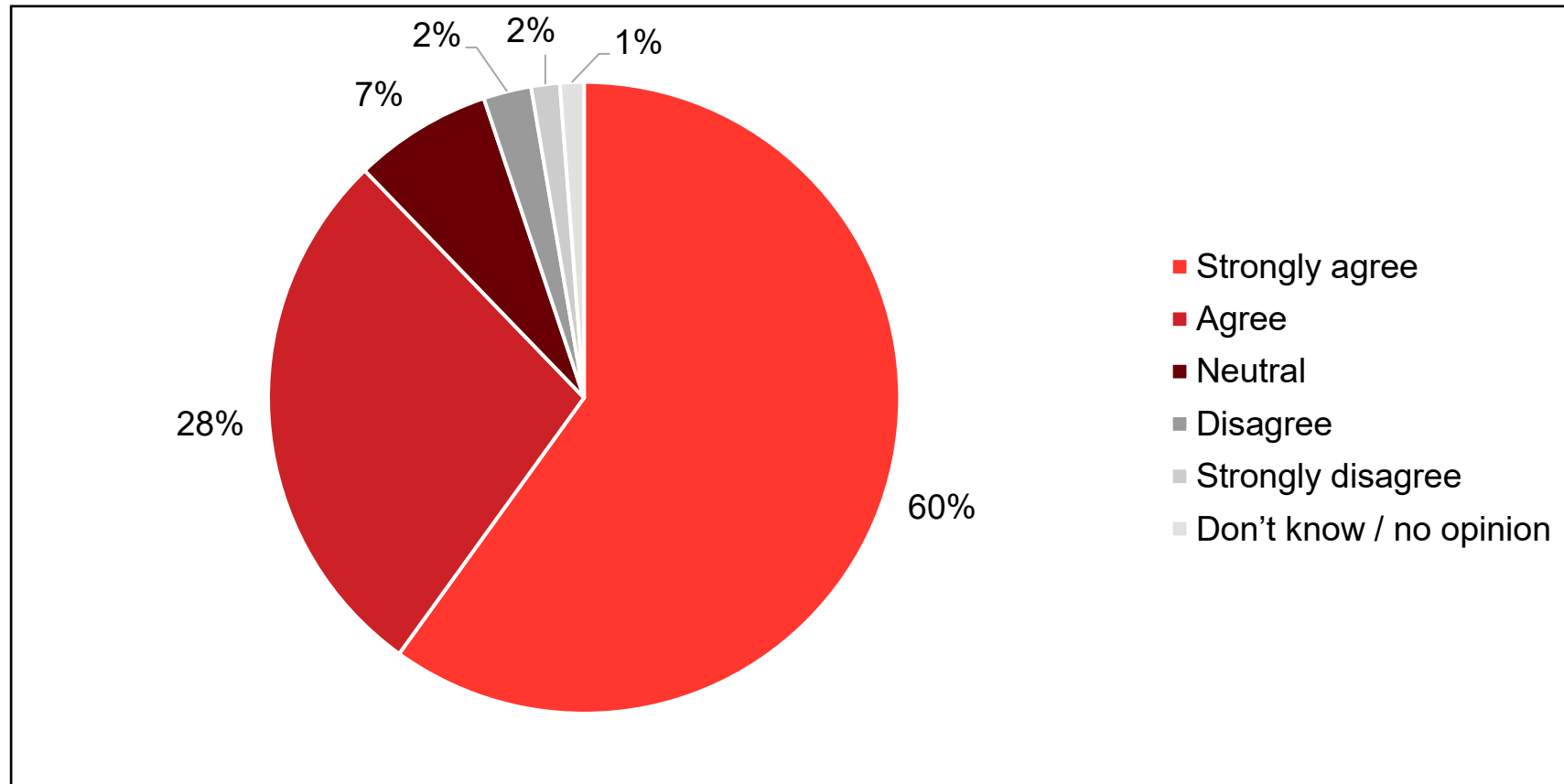
*"I believe electric trains are quieter too which is very important for passengers and people living near railway lines."*

## Lack of concern over the impact

*"Train travel contributes very little pollution overall."*

*"I'm more concerned with connectivity and convenience than environmental impact."*

# Q15. Do you agree or disagree that rail can help shape more connected communities that cater for everyone in Oxfordshire? (2,120)





# Q16. Do you agree that rail can help shape more connected communities that cater for everyone in Oxfordshire?

## Coverage gaps and regional equity

*"This plan does not cater for everyone in Oxfordshire. It is a good plan for connecting Oxford to more places but neglects the needs of other towns outside of Oxford."*

*"West Oxfordshire is increasingly cut off from the rest of the county and the existing arrangements do not encourage people either from a commuting basis or from social one."*

## Reduced dependence on cars

*"It makes other areas more accessible for those that cannot drive or cannot afford a car."*

*"Not every can afford their own vehicle and don't have the privilege to be able to drive, perhaps for health reasons. This would give equal access to transport to everyone."*

## Economic growth and development near stations

*"Transport is fundamental to place shaping and making areas of the place accessible. Creating ways to allow people to move around freely will enable so much opportunity for places."*

*"Where possible build new housing developments around train stations and connect stations with a web of high-quality active travel routes to nearby towns."*

## Accessibility and inclusion

*"Only if it really does cater for everyone and is fully accessible including all the trains and all the stations. Accessibility should be an essential in any rail improvements."*

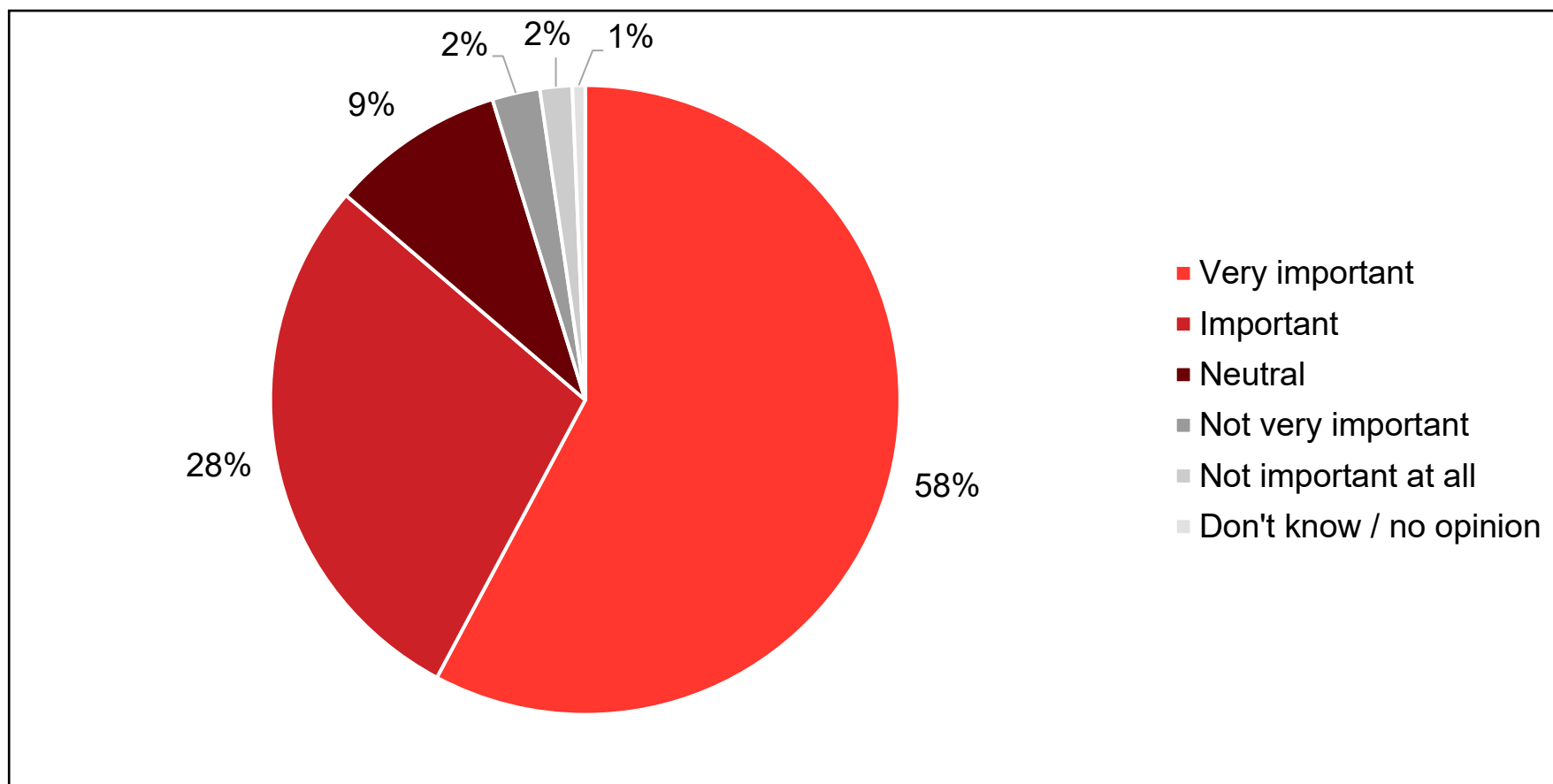
*"Any form of public transport should not be taken for granted as they are important for the elderly and the young children in rural communities."*

## Affordability

*"It is critically dependent on the cost to use the travel system, therefore the physical facilities on their own may not achieve this goal."*

*"Giving trains to Oxford alone will expand the connectivity to south Oxford but the problem is the cost may be a limiting factor."*

**Q17. How important do you believe it is that Oxfordshire's stations become interchange points with better public spaces, improved accessibility and a clear local identity?  
(2,119)**



# Q18. Do you agree that rail can help shape more connected communities that cater for everyone in Oxfordshire?

## Function to be prioritised over identity

*“Better accessibility is very important. But things like a clear local identity aren’t important - the priority is the services work well and are provided as quickly as possible.”*

*“Local identity is always nice but good functional transport is what will serve the community.”*

## Accessibility and inclusion

*“Many stations are currently very difficult or impossible to access for people with disabilities and others such as parents with small children in prams and elderly and frail people.”*

*“Accessibility is important, otherwise people who are disabled won’t be able to take the train and travel, which could.”*

## Joined-up bus links

*“Rail cannot be a door-to-destination solution for most people, so ensuring stations are integrated with reliable, frequent, and affordable local transport options (including bus) is critical.”*

*“Buses to local villages to and from rural train stations would create a massive improvement.”*

## Integrated transport strategy

*“At present most Oxfordshire stations are functioning in glorious isolation - connectivity with other public transport tends to be underwhelming in practice.”*

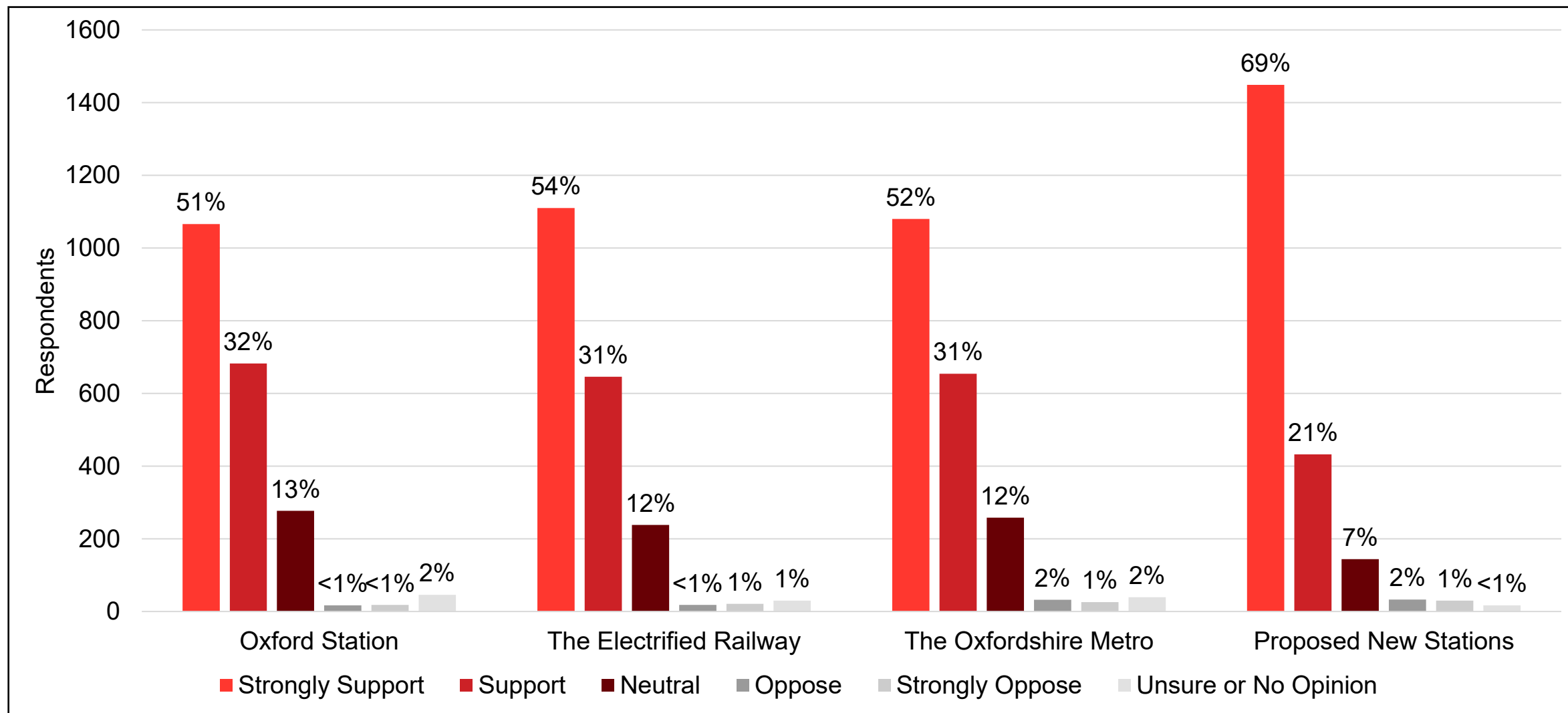
*“Coordinated integration is a key part of this I think because it will open up so much of the county to be able to get from one place to another with one or two easy changes through sensible hubs.”*

## Desire for station design to reflect local identity

*“Each area of Oxfordshire has its own personality it needs to reflect this as it’s the first impression visitors would have if arriving by train.”*

*“Thoughtful and sensitive development of stations can play a key role in developing the sense of place.”*

## Q19. Which priorities do you support? (2,117)



# Q20. Do you support our four priorities – Oxford station, electrified railway, Oxfordshire Metro and proposed new stations?

## Supportive of Oxfordshire Metro

*“A holistic approach of Oxfordshire Metro would be great in encouraging use of the railway network.”*

*“The Oxfordshire Metro offers the frequent, reliable, integrated service needed to shift trips from road to rail.”*

## Oxford Station – support to prioritise upgrades to Oxford Station

*“Oxford Station is a critical national and regional hub that must have capacity, step-free access, and seamless interchange.”*

*“Oxford station deserves a major upgrade to cope with existing passengers and future new services - with much better bus interchange.”*

## Support for environmental benefits of electrification

*“The Electrified Railway is non-negotiable for net-zero and freight decarbonisation.”*

*“Electrification is essential for reducing emissions, improving air quality, and providing faster, quieter, and more reliable services.”*

## Support for a new station at Wantage / Grove

*“Wantage and Grove station would become a lifeline to the area and help build and support a growing community.”*

*“Wantage & Grove station is vital to connect a significantly growing community.”*

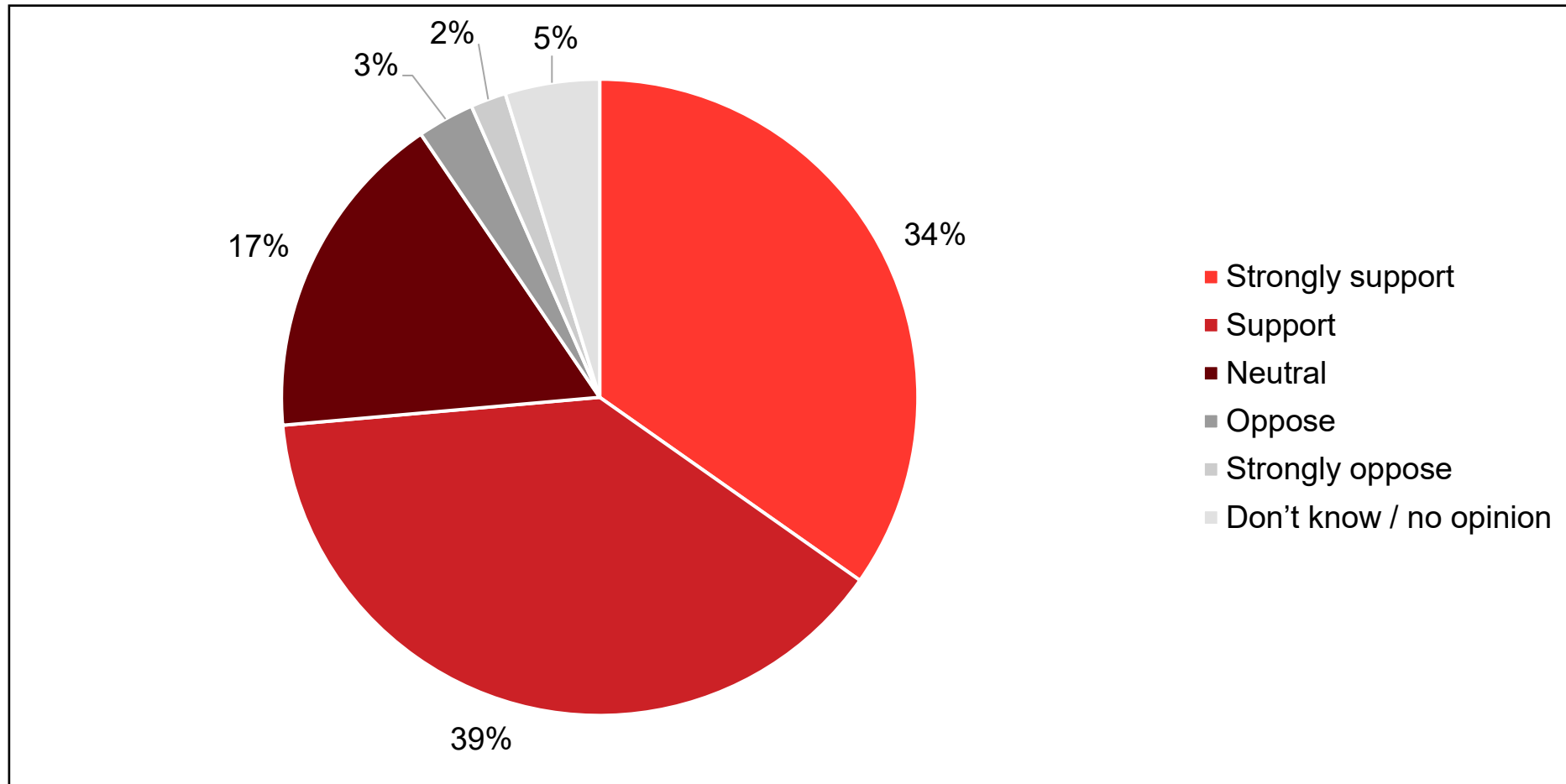
## West Oxfordshire gap – desire to prioritise Witney-Carterton-Eynsham

*“Main issue is, why is a rail link to Witney not included in the priorities. Nice as the Cowley link sounds, a line to Witney is far more important.”*

*“I am concerned that the Carterton-Witney-Eynsham-Oxford connection seems more conceptual than anticipated in the period. It should be fast-tracked.”*



## Q21. To what extent do you support or oppose the Plan's phasing for consultation? (2,106)



## Q22. To what extent do you support the Plan's phasing?

### Desire for accelerated plan timeline

*"It seems like we could be a bit more ambitious with the time it takes to complete these changes. If it takes too long, we aren't keeping up with the new challenges that may present themselves."*

*"Rail improvements must be fast-tracked [forgive the pun] if Oxfordshire is to cope with the challenges which lay ahead."*

### Desire to prioritise delivery of new stations – particularly Wantage and Grove Station

*"Grove station would offer huge benefit for the region and should be the priority to enable transit options for quickly expanding communities, significantly easing local congestion and pollution, which is becoming more problematic every year."*

*"The phasing is too timid. The new stations and linking of them and existing stations to all villages should be an absolute priority."*

### Support for prioritising electrification

*"I support the phasing mostly, but I think rail electrification should be brought forward and priorities to reduce emissions and improve air quality and take advantage of performance improvements offered by electric trains."*

### Delivery and funding concerns

*"I support this, but I am sceptical. I have lived in Littlemore for nearly 20 years and there has been discussion around reopening the rail link to passengers for nearly as long."*

*"I am deeply sceptical that such a wide-ranging plan can be delivered, even in the 15-year timescale given. I suspect this will quickly fall foul of political headwinds and only be part delivered."*

### Prioritise areas under stress

*"Places with large development houses like wantage need to be prioritised first because the roads are being flooded with cars and more accidents and road repairs until there is an alternative method of travel."*

*"In my opinion it would be of greater benefit to prioritise the new stations earlier to help mitigate the increase in population especially in south Oxfordshire and the Vale."*

# Q23. Other thoughts or suggestions about the future of rail in Oxfordshire, and how it can support communities, the environment and the economy.

## Desire for additional lines or stations

*“The Carterton - Witney corridor should feature as a heavy rail link in the plan. The vague notion of a Mass Transit system could lead to a system incompatible with the rest of the rail network in Oxfordshire.”*

*“A new railway station at Grove would give many more people easy access to rail transport for work and leisure, easing pressure on the roads and lessening the environmental impact of travel.”*

## Support for improved bus services

*“Rail is, by its nature, limited to where the rails are and is too expensive. The focus should be on a better bus service across the county if you want people to use public transport.”*

*“For rural Oxfordshire more investment in buses that connect the outlying villages to the City would be the only way to make this scheme of value to the rest of Oxfordshire.”*

## Affordability concerns

*“Rail is currently an expensive luxury and not a serious competitor to driving for most of the county.”*

*“Making local journeys as cheap as the bus would really drive usage.”*

## Improved connectivity to stations and buses

*“Rail is important, but the ease of getting to stations is vital and a much-improved bus network is required to maximise the opportunities presented by better rail services.”*

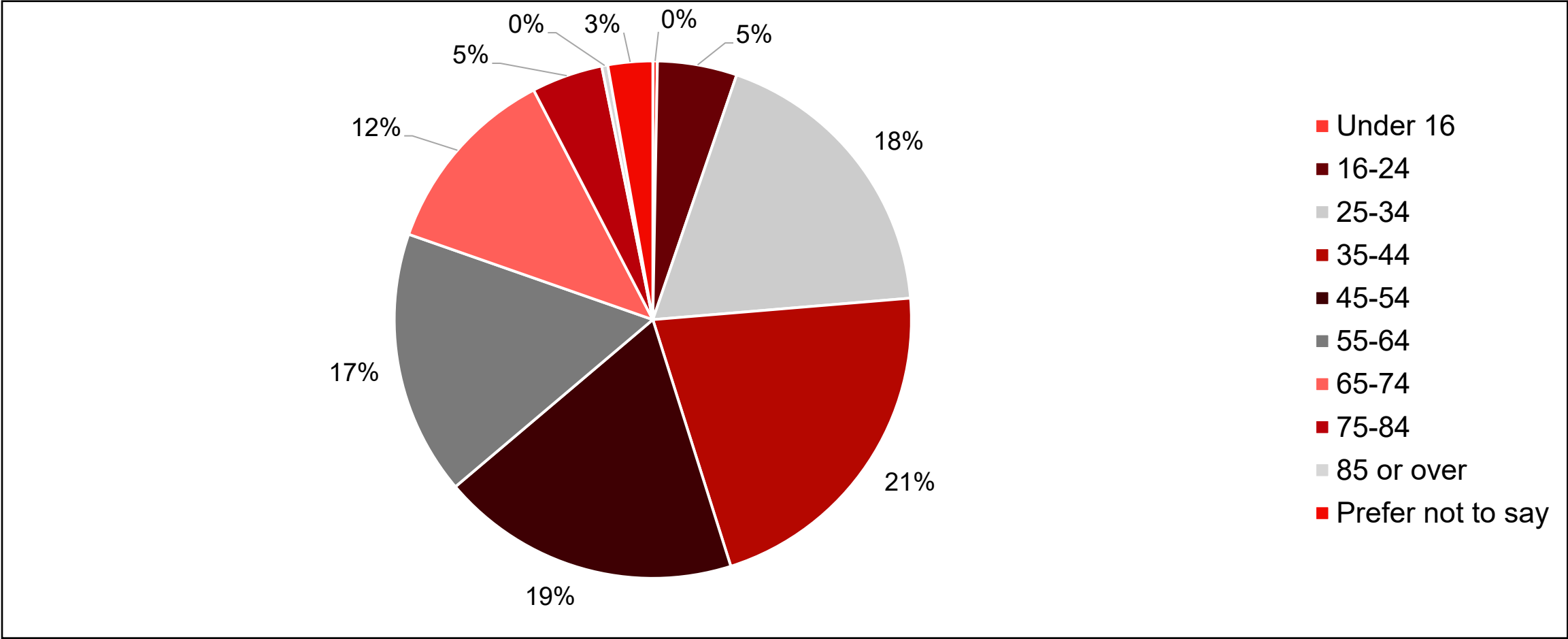
## Desire for safe cycling routes and secure parking

*“Supporting rail with better cycling infrastructure would make this a more compelling option for local residents to switch from cars to more sustainable transport modes.”*

*“Connectivity should include segregated cycle-ways and include safe bike-storage.”*

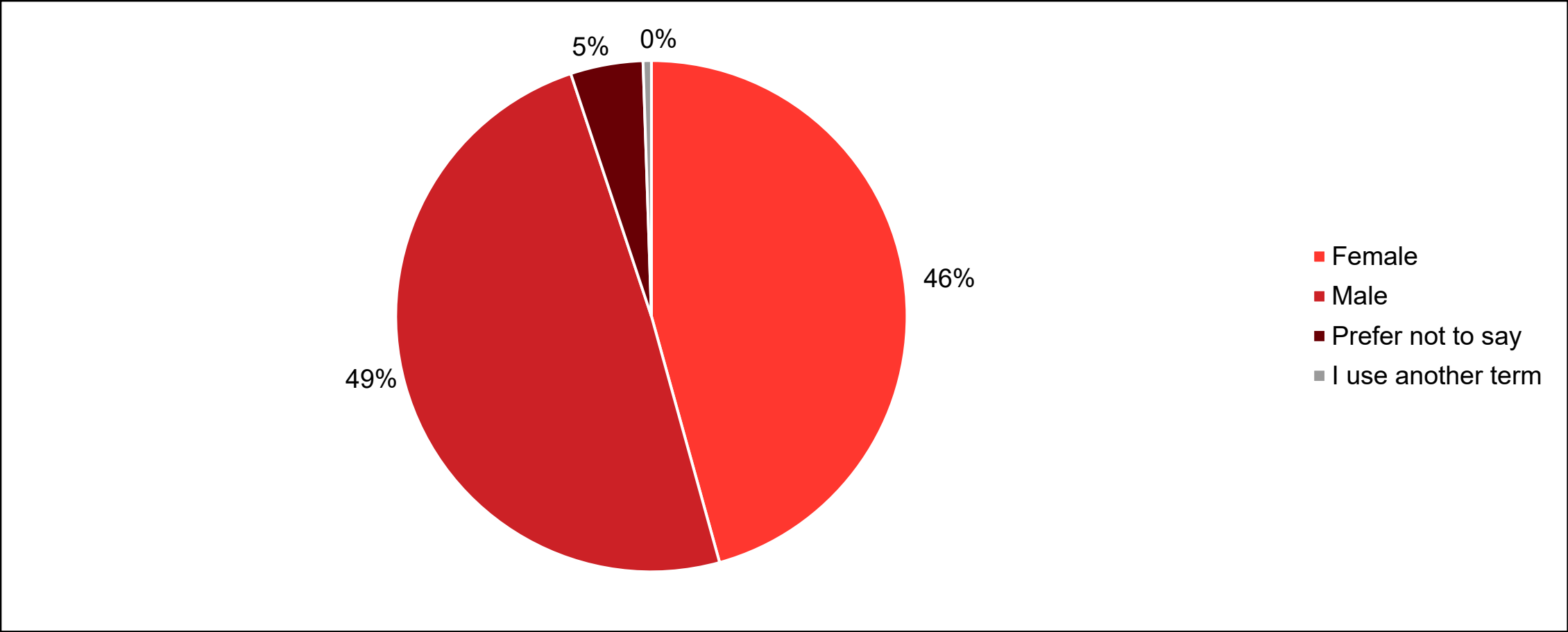


# Q24. What is your age? (2,112)

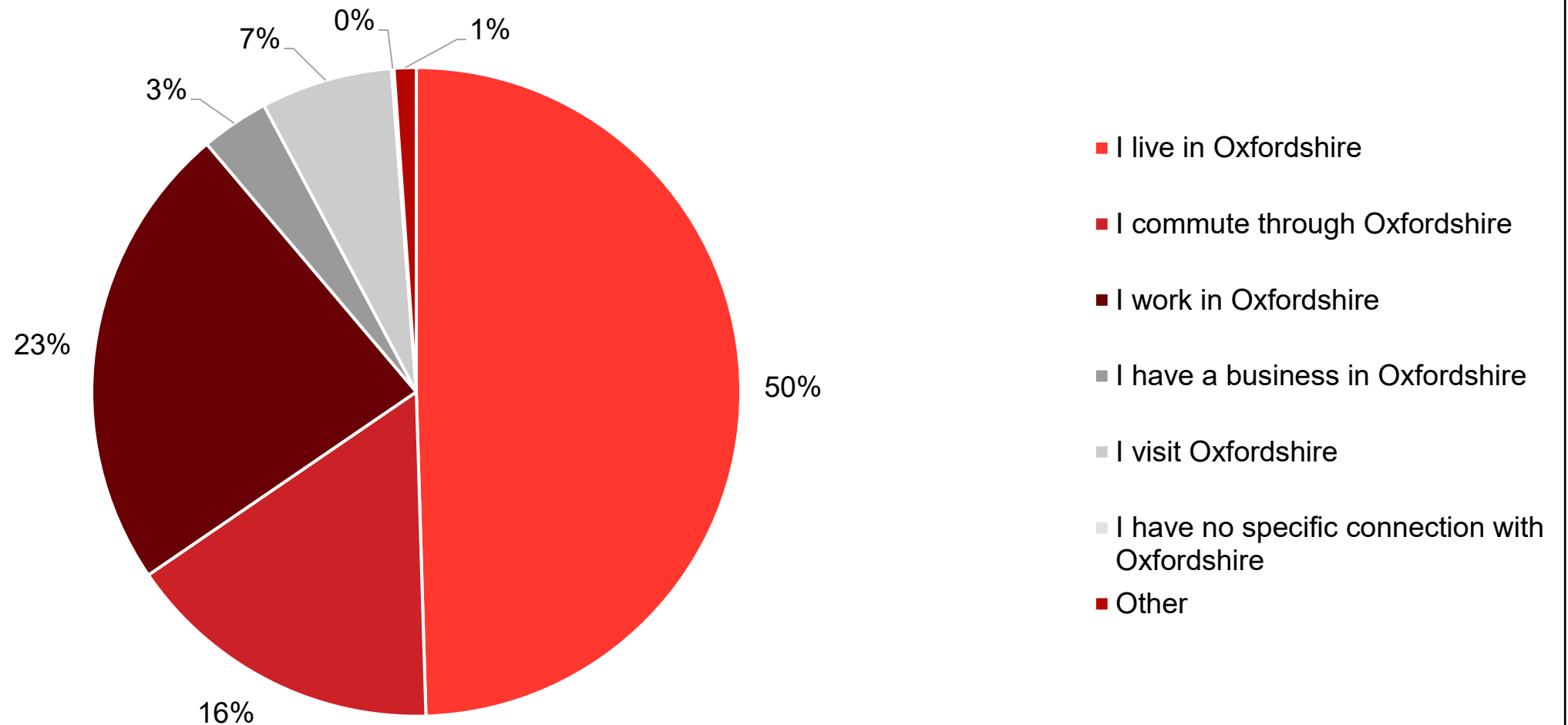




# Q25. What is your sex? (2,094)

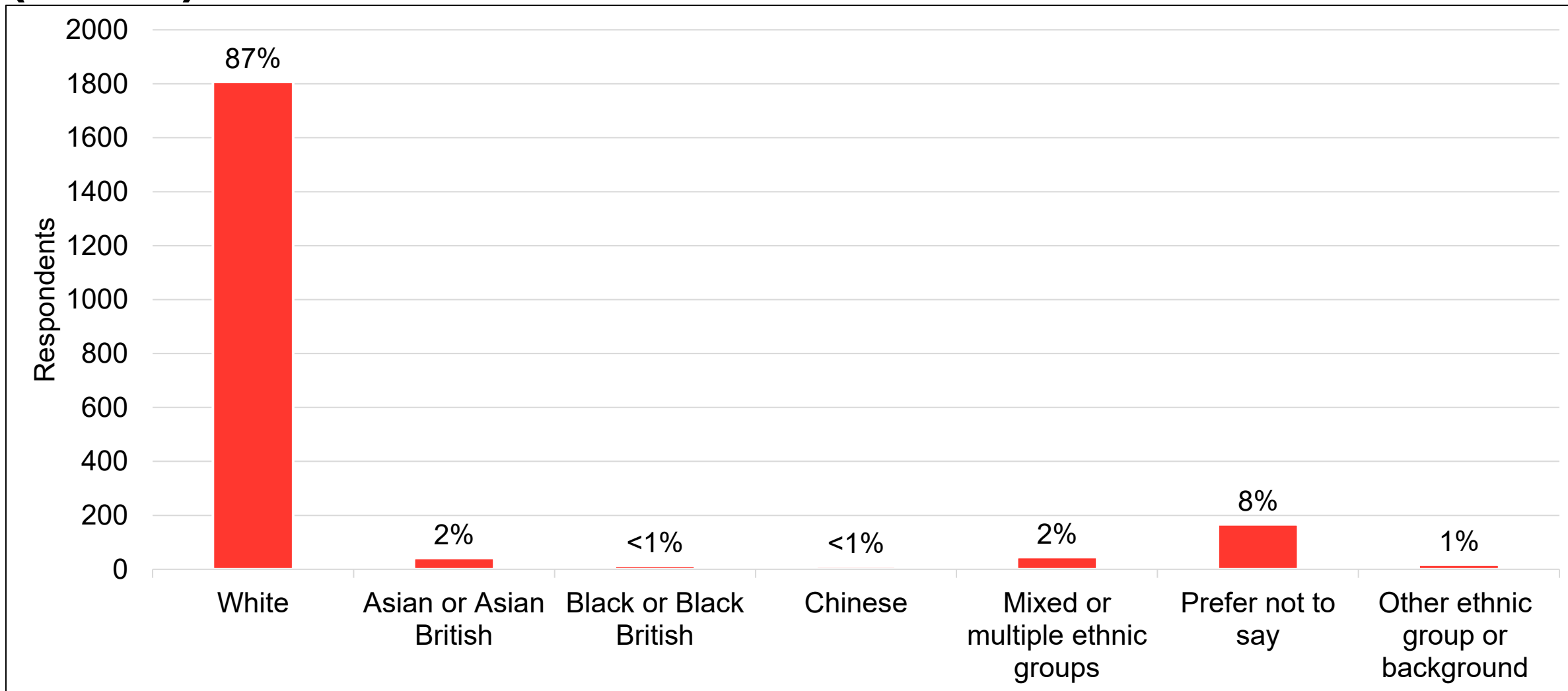


## Q26. What is your connection to Oxfordshire? (2,102)

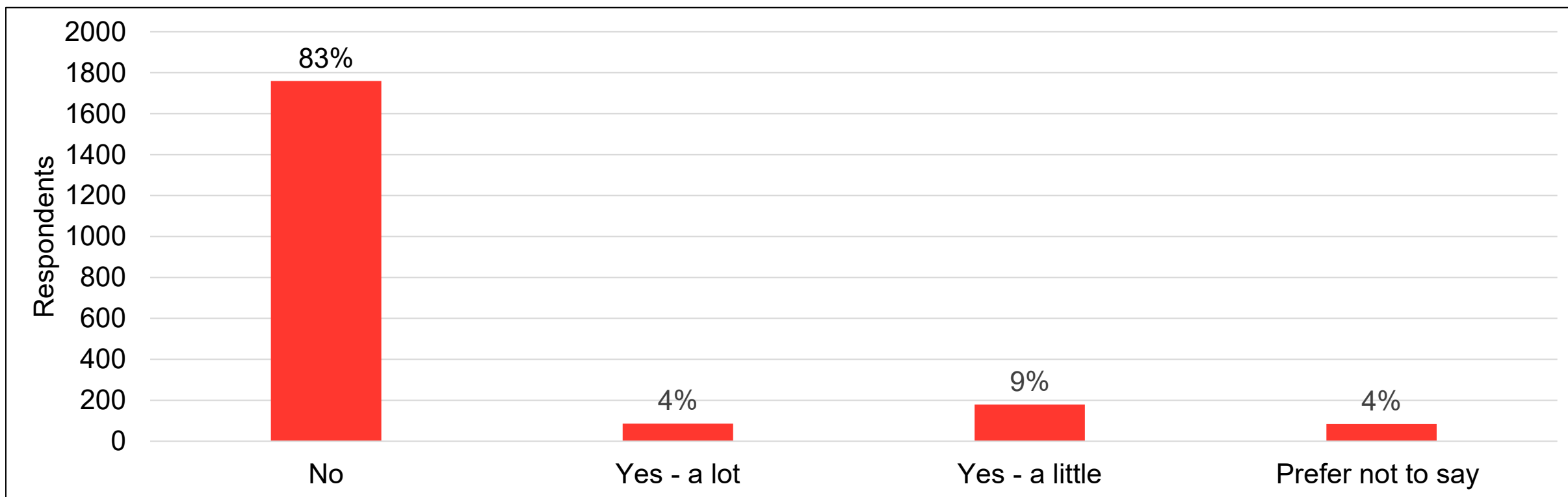




## Q27. What is your ethnic group or background? (2,084)



## Q28: Are your day-to-day activities limited because of a long-term illness, health problems or disability which has lasted, or is expected to last, at least 12 months? (2,108)





# OxRAIL 2040: Plan for Rail

Consultation and Feedback Report

