

Agenda



Oxfordshire Bus Enhanced Partnership

Wednesday 22 April 2026 at 9.30 am

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Members:

Hannah Batty
Phil Whitfield
Tom Bridgman
Ian Boll
Louise Dell
Luke Marion
Glen De-Sousa
George Sloan
Chris Hanson
Robert Williams

Oxfordshire County Council
Oxfordshire County Council
Oxford City Council
Cherwell District Council
South and Vale District Councils
Go Ahead Group (Oxford)
Go Ahead Group (Oxford)
Stagecoach West
Stagecoach West
Reading Buses

In attendance:

Councillor Andrew Gant
Katharine Broomfield
Stuart Kocan-Payne
Melissa Goodacre
Susan Harbour
Babatunde Ogundele

Oxfordshire County Council
Oxfordshire County Council
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Oxfordshire Partnerships

AGENDA

- 1 Welcome and apologies**
- 2 Notes of the previous meeting and actions (Pages 3 - 14)**
- 3 General BSIP and funding updates**
- 4 Bus Plan 2040 and EP+ update**
- 5 Oxfordshire County Council and operator updates**
- 6 BSIP Scheme Progress - questions and comments only (Pages 15 - 19)**
- 7 Working Group updates**
 - a Delivering Our Future Bus Vision**
 - b Making Buses More Attractive**
 - c Improving Bus Speed, Reliability and Infrastructure**
- 8 EP Board substantive discussion items**
 - a EP Risk Register**
- 9 AOB**
- 10 Date of next meeting**

Notes

of a meeting of the

Oxfordshire Bus Enhanced Partnership

held on Wednesday, 21 January 2026 at 9.30 am
Virtual via MS Teams

Members: Luke Marion (Chair), (Go Ahead Group), Hannah Battye, (Oxfordshire County Council), Tom Bridgman, (Oxford City Council), Louise Dell, South Oxfordshire and Vale of White Horse District Councils), Chris Hanson, (Stagecoach), Glenn De Sousa, (Go Ahead Group), George Sloan, (Stagecoach), Phil Whitfield, (Oxfordshire County Council) and Robert Williams, (Reading Buses)

In attendance: Katherine Broomfield, (Oxfordshire County Council), Melissa Goodacre, (Oxfordshire County Council), Susan Harbour, (South Oxfordshire and Vale of White Horse District Councils), Stuart Kocan-Payne, (Oxfordshire County Council), Kevin Jacob, (Oxfordshire Partnerships) and Alyn Jones, (Oxfordshire County Council),

143 Welcome and apologies

Members of the Board welcomed one another.

Luke Marion, Go Ahead Group (Oxford) Chaired the meeting.

Apologies for absence were received from Ian Boll. Chris Hanson indicated that he had to leave the meeting early, but that his colleague George Sloan would remain.

144 Notes of the previous meeting and actions

The notes of the previous meeting were agreed to be an accurate record of matters discussed.

Outstanding actions and matters arising from the previous notes:

- Meeting with the Public Transport Champion.
It was agreed that the action to set up a meeting between Cllr Chris Brant as Public Transport Champion and operators should be carried forward. **Action: MG**
- HIF1 scheme phasing. LM confirmed there had been a meeting with Highways. Action closed.
- Bus network GIS co-ordination with PW. Action completed.

- SESRO consultation. Go Ahead responded – only impacts 1 bus service. Submissions can be found on the website. Action closed.
- Identification of any parts of draft meeting notes that should be marked as confidential following circulation to the group.

It was agreed that this should continue.

- District Council representation at future EP meetings and reporting to the Oxfordshire Leaders Joint Committee, (OLJC) and OLJC Executive Officer Group.

No changes to current representation arrangements. It was agreed that the best way to disseminate the activities of the EP would be to give regular twice-yearly updates to the OLJC Executive Officer Group. **Action: KJ/KB**

- Demand Response Transport, (DRT) Study
Innovate Oxfordshire had been commissioned. It was expected that a report setting out their findings would ready end of January. This to be circulated to the EP Board. **Action: MG**

145 Bus Grant funding update and proposal

Katharine Broomfield (KB) gave a presentation that set out HM Government's new consolidated approach to highways and transport funding made up of an Integrated Transport Fund (ITF) which folds in several previously specific individual funds and a Bus Service Fund, (BSF). This followed the announcement of Oxfordshire's allocations and more recently the conditions attached to the grant.

It was highlighted that ITF was intended to be used to deliver a wide range of local transport outcomes whereas the BSF was intended to be used to only support outcomes for bus passengers or to support bus services.

Key conditions around the use of the funding included completion by 20 March of a single draft Local Transport Delivery Plan, (LTDP) covering detailed plans for spending on schemes for 2026/2027 and outline plans up 2029/2030 with final submission of detailed annual delivery for the 3 / 4 years required by 18 September. The Government had set out a specific focus on accessibility and inclusion as well requiring evaluation of those areas where appropriate.

It was expected that the Oxfordshire County Council Cabinet would consider the draft LTDP on 17 March, but EP members would be consulted on the draft by email in advance of that. An updated Bus Service Improvement Plan, (BSIP) would also need to be in place by April 2027 and new guidance on Enhanced (bus) Partnership was also expected soon.

The EP was informed of the confirmed Bus Grant revenue allocations up to 2028/2029 and capital allocations up to 2029/2030. Revenue showed a minor increase in funding, but capital has been reduced annually by approximately 40% compared to 2025/26 over this period.

Suggested revenue spending priorities for discussion included:

- Continued Bus service support
- MyBus Oxfordshire ticketing scheme
- Asylum seeker bus pass scheme
- Staff resourcing
- Mandated Transport Focus Your Bus Journey Survey

Feedback from operators and the EP working groups indicated two additional asks:

- Restoration of the Bus Champion Role in Highways
- Travel training and schools liaison

In discussion, Luke Marion, (LM) commented that if the Lane Rental scheme could come into operation that might generate funding that the Bus Champion role could be funded from, outside of the main revenue allocation. About the elements of the MyBus scheme he suggested that potential support using part of Oxford Congestion Charge funding should be investigated.

Chris Hanson, (CH) stressed the importance of restoring the faith of local communities to the west of Oxford in bus services following the elongated Botley Road closure and that this should also be an action. It did not necessarily involve direct funding for services, although funds would continue to be needed to be allocated to measures to support recovery from the closure. EP members were informed that the County Council's Travel Behavioural Support Team could potentially help with outreach, for instance to workplaces.

Suggested capital spending priorities for discussion included:

- Focus on integrated ticketing and decarbonisation as per the County Council's Strategic Plan through investment in the Vehicle Improvement Fund, (VIF)
- Ensuring the total number of capital schemes remained manageable
- In 2026/2027 focus on the completion of existing schemes and taking stock to assist in planning for 2027/2028 and beyond

The Board reviewed a list of suggest percentage allocations against the capital grant weighted to reflect the above priorities. Schemes included the Vehicle Improvement Fund, Real Time Passenger Information, Signal Priority, Bus Stop and Transport improvements and Bus Priority Infrastructure.

Feedback from operators and the EP working groups indicated two additional asks:

- Cowley Road Pinch Point Scheme
- Banbury Bus Access Scheme

In discussion, EP operator members supported the proposed priorities including the additional asks as a good list that allowed for a focus on delivery with the Vehicle Improvement Fund being particularly successful in bringing forward vehicle improvements. It was felt that there was a need to communicate and publicise all the positive steps being taken and maintain a focus on passenger growth.

Regarding the governance for the approval of the capital schemes, Hannah Battye (HB) commented that it would be necessary to put together an outline of the individual schemes within each priority as part of a delivery plan.

Action: The draft LTDP (at least the bus schemes) to be circulated to the EP Board for approval prior to submission to DfT in March.

Action: The detail of the bus priority and bus stop schemes to be delivered in 2027/28+ should be worked up by the Improving Bus Speed, Reliability and Infrastructure (IBRSI) Working Group.

Robert Williams, (RW) referred to the need to make the process for accessing the VIF as simple and streamlined as possible for smaller operators. LM commented that feedback was welcomed although it was felt that the process had been quite light touch.

Action: It was agreed that a report setting out how the first Vehicle Improvement Fund had been spent should be brought to a future EP meeting.

146 Other general BSIP updates

KB provided an update on general Bus Service Improvement Programme, (BSIP) matters:

- Q3 BSIP monitoring and reporting reports would were due to be submitted to the Department for Transport by 31 January
- MyBus Electronic Ticket Machine compatibly issues had been resolved
- The Competition and Markets Authority, (CMA) had updated their exemption for block ticketing. The changes were thought to be beneficial providing greater clarity, the inclusion of electronic tickets and removal of an end date.
- The Bus Enhanced Partnership (EP) Forum is scheduled for 27 February to engage with wider stakeholders as part of the EP's governance arrangements setting out an update of the previous 12 month's activity and progress, as well as outlining future plans.
- The MyBus scheme was being reviewed to ensure the scheme remained within budget and was sustainable given current resources, to include relevant data for the 2026/2027 financial year. This within the context of three purposes:
 - Simplicity and integration
 - To represent good value for money for passengers, particularly young people
 - Attracting more bus usage as additionally suggested by the EP Board
- Officers were engaging with stakeholders on what they would like to see with an Enhanced Partnership Plus in addition to developing a draft timeline for implementation which was likely to conclude in the Autumn of 2026. This would include a statutory 28-day operator period.
- Work on the OCC Bus Strategy had been delayed allowing for resources to be used on other priority projects, but activity on the Strategy was picking up as an update to the BSIP was required in 2027.
- The EP had entered three awards – the Decarbonising Transport Award for the ZEBRA scheme, Bus Centre of Excellence and the Transport Ticketing Awards for the MyBus scheme.

Action: CH to provide KB with Stagecoach West data on sales and boardings through MyBus tickets.

147 Oxfordshire County Council and operator updates

Cowley Branch Line

Tom Bridgman, (TB) updated the meeting that following the approval of funding for the reopening of the branch line Oxford City Council and Oxfordshire County Council had formed a joint officer team looking at place and movement issues with the objective of integrating the two new train stations proposed into the Active Travel and wider transport network.

He felt that there should be engagement with bus operators as part of that process.

Action: It was agreed that this point should be picked up in the appropriate EP Working Group.

Oxford Station Redevelopment

TB provided an update on the procurement of a design team and transport engineers for the redevelopment of Oxford Station which had been delayed and suggested that redevelopment was an issue the Board should consider as the project moved forward.

Road Lane Rental

Phil Whitfield, (PW) provided an update on proposals for the introduction within Oxfordshire of the DfT road lane rental scheme that allowed local highways authorities to charge utilities a daily fee to undertake works on major roads. It was expected that the scheme would come into effect from 5 May, with shadow and testing arrangements in place from early April.

PW commented that there were two elements to Lane Rental. Firstly, scheme enforcement, but secondly governance and decisions around the spending of the charging income with 50% of income allocated specifically to highways maintenance and 50% allocated to a fund against which bids could be made to improve the local transport network. Therefore, it was an opportunity bus operators needed to be aware of.

Oxford Green HEAT Network

PW commented that he was not aware of any recent specific HEAT updates. TB updated the group as Chair HEAT Partnership that work was in progress with partners including the universities, colleges and the NHS to progress the initiative and deliver benefits to the wider community whilst minimising disruption and negative impacts. Members of the Board commented that the phasing of any construction would be key given other arrangements already in place.

It was agreed that it should remain as a regular update item.

Stagecoach Operator Update

George Sloan, (GS) provided an update:

- Operated mileage across Oxfordshire for the last quarter stood at 99%, but challenges existed following the introduction of the Oxford

Congestion Charge. These were particularly in northern areas of Oxford with displaced traffic affecting the Banbury Road and specific issues at the Wolvercote and Peartree roundabouts affecting the S5 route

- Good growth was reported from Park and Ride services following the commencement of the congestion charge and associated free bus travel offer.
- Use of the Banbury Gateway development had started with access from the 488 and B3 services although some connectivity issues were to be resolved.
- The 800 service was reporting good initial passenger numbers on the link created between Kidlington and Yarnton.
- There were some continued issues with EVs, but Stagecoach was working with the manufacturer to resolve them.
- Driver numbers were stable and a benefits plan was coming in 2026
- Minor reliability improvements were planned for routes in Bicester.

Go-Ahead Group Update

LM and GDS provided an update:

- There had been some challenges on Go-Ahead routes since the introduction of the Oxford Congestion Charge which had largely been foreseen following the introduction of a network change. In general the introduction was felt to have gone well, but there had been some increase in late running in areas that had not benefitted from increased Park and Ride usage
- Free Park and Ride was performing well with growth in usage of between 40-60%, equating to around 11,000 extra passengers a week. There had not been a reduction in patronage on other services coming into Oxford from the market towns and villages.
- Running times for services on the Abingdon Road were at or better than forecast, but there had not been improvements in roads further away from Park and Ride sites where traffic was not intercepted in the same way such as the Iffley Road.
- Timetable changes had been made to seek to mitigate any late running issues based on free Park and Ride continuing. Further changes were planned for 22 February taking the Congestion Charge into account to seek to improve services on the Marston Ferry Road.
- 15 new vehicles were currently on order including 13 electric ones which would allow for some of the benefits of those vehicles to extend to more parts of the county.
- From 22 February real time data would be used to retime services coming into Oxford from South Oxfordshire. These were expected to improve punctuality and add some additional peak time services.

Reading Buses Update

Robert Williams commented that:

- It was the second year of BSIP improvements to the Pink 25 service which was delivering some compound growth and the Aqua 28 service continued to grow strongly.
- Improvements to some vehicles were expected to be completed by March

148 BSIP Scheme Progress - questions and comments

The BSIP Schemes overview document as of 15 January was shared to the meeting. Alyn Jones, (AJ) reported good progress had been made on projects from the previous financial year.

Commentary was given in respect of each of the schemes listed on the document which included a RAG rating, percentage complete and appropriate notes.

It was noted that a new version of the document would be created in the new financial year to remove completed projects.

Members noted the update.

149 Working Group updates - questions and comments

149a Making Buses More Attractive

KB presented the update document, noting several points had been covered previously under other agenda items. Highlighted points were:

- The design of the fold out county bus map had been finalised with consideration being given to the best time to print and introduce it given services were amended regularly
- There were indications that MyBus usage had potentially reached a plateau
- Small scale improvements were being made to the Gloucester Green and Thornhill Park and Ride sites
- Young person's promotional bus video had been produced [Bus Travel in Oxfordshire](#)
- A video focusing on accessibility would be available soon
- There were no new risks to highlight from the working group

149b Delivering Our Future Bus Vision

KB presented the update document, noting several points had been covered previously under other agenda items and that the last working group had been in November. Highlighted points were:

- On going discussions around Bus Strategy development, network classification, integrated transport, Oxfordshire Metro
- Visioning to 2050 and early planning for 2026/2027 BSIP scheme ideas
- Priorities included bus network classifications, development of standards and aspirations, discussion of BSIP Enhanced Partnership targets.
- Input to the Local Transport and Connectivity Plan, (LTCP), Enhanced Partnership plus development and the emerging Bus Strategy.
- Key issues/risks: Modelling suggested that to meet the LTCP target for reducing car journeys by 33%, bus patronage would need to grow by 250% by 2040, and consideration needed to be given on how to achieve this ambitious target.

Discussion took place regarding the target for reducing car journeys and its implications for bus patronage which included points relating to land use planning.

TB referred to the links between the issues raised and the development of a potential Thames Valley wide spatial development strategy and local government devolution and that the EP needed to link into development of those strategies. HB commented that any future devolution and strategic authority workstreams would include strategic transport and referred to other strategies including the Rail Plan and how different transport modes might be integrated.

Actions:

1. That the next EP update to the Oxfordshire Leaders Joint Committee Executive Officer Group include:

- a. **BSIP funding and EP priorities for the next three financial years**
 - **Highlights of potential risks and issues of concern**

2. HB to arrange a meeting between bus operators and the Oxford Growth Commission.

3. That officers be asked to consider the appropriate time for the Enhanced Partnership to input into the development of future strategies including a potential spatial development strategy.

149c Improving Bus Speed, Reliability and Infrastructure
 Stuart Kocan-Payne, (SKP) presented the update document. Highlighted points included:

- General monitoring of schemes relevant to the working group with a particular focus on the Donnington and Kennington Bridges
- The current Donnington Bridge closure was detrimentally affecting services from the Redbridge Park and Ride site.
- The Gloucester Green scheme was progressing well with one element to be resolved before works could commence on site.
- There had been some queries raised in the relation to the Benson Lane scheme which were being considered
- John Radcliffe Hospital bus priority
- Bus stop audit – 3,600 of 4,500 audits completed
- Upcoming priorities
- There were no new risks to highlight.

LM suggested that it would be appropriate to add potential disruption to services because of HEAT Network related road works.

150 EP Board substantive discussion items

150a EP Risk Register

Members of the EP considered the Risk Register which had been pre-circulated and invite comments.

HB referred to risk RR15 relating to Botley Road reopening delays and commented there was a need to ensure mitigations were considered and ready to be put in place and that the EP be updated on this.

Action: The risk raised by the DOFBV working group is to be added to the EP risk register.

150b Headline BSIP targets

LM introduced the item commenting that the BSIP targets need to be reviewed as some of these are out of date and some will need to be more ambitious, particularly in the context of implementing an Enhanced Partnership Plus (EP+).

KB shared the current BSIP Headline Targets between a 2019/2020 base to 2025 and discussion took place. Board members agreed there was a

need to be aspirational and take account of the bold interventions planned whilst remaining focussed on what would be deliverable. It was also suggested that trail blazing areas should be looked at for best practice and potentially a target should be developed around Oxfordshire's ranking within the Southeast.

It was agreed that new monitoring could include reliability in terms of percentage of scheduled mileage run, satisfaction on particular aspects such as accessibility and miles travelled by ZEBs.

Action: Operators were asked to reflect on BSIP targets as part of their feedback to officers on the Enhanced Partnership asks.

151 AOB

Transport and Accessibility Inclusion Group (IMPACT)

MG reported that Oxfordshire County Council supported the Transport and Accessibility Impact Group which considered accessibility issues across the transport network with a focus on Oxford City, but including county wide issues. An action from a recent meeting of the Group was to ask the EP Board to consider the addition of a representative for accessibility and inclusion and to report back. As of the date of the meeting, it was understood that no individual had put themselves forward.

LM referred to his experience in another local authority area which ran an annual EP public forum to which any member of the public or organisation could contribute. In his view, this was effective in seeking input from the wider public and groups around priorities/feedback from users and suggested the approach as an engagement model for the Oxfordshire EP rather than representation at the Board meetings.

It was agreed in general that that there was a need for wider engagement around accessibility and inclusion within the EP, so it had a greater voice and for the EP to consider wider initiatives around inclusion.

Action: MG to feedback the Board's view to the Transport and Accessibility Inclusion Group and invite them to the EP Forum on 27 February.

152 Date of next meeting

The next meeting was noted as 22 April 2026

The meeting closed at 11.35 am

Chairman

Date

EP Board BSIP Schemes Overview

Last updated:

16-Apr-26

Task	Allocated Person	Next major milestone	Status	% Complete	Comments
Previous BSIP Programme				89%	
Oxford Traffic Filters	Aron Wisdom/ Martin Krafft/ Mehdi Zegmou	Reopening of Botley Road and commencement	Green	100%	Start of the trial scheduled for September 2026. As mitigation to the Botley Road closure OCC is introducing a temporary congestion charge from 29 October 2025, as an interim measure which will deliver similar but reduced benefits to bus as the Traffic Filters. (DfT confirmed on 05/09/2024 that due to works being at the point of completion, which would have seen the scheme open to trial in October / November 2024, the scheme can be listed as completed in M&R reporting.)
Cherwell Street, Banbury	Saffiyah Badurdeen	Scheme delivery	Green	75%	Amended design completed following consultation. Construction commenced 6 January 2026 progress is to plan, on target for completion end July / early August 2026. Project Adjustment Request to carry over funding into 2026/27 approved by the DfT.
Countywide Traffic Signals	Nicholas Marceta	Delivery on site	Green	85%	Three of four junction refurbishments (F002, F239 & F241) now programmed for April - June 2026. Fourth junction (F030) in final design, provisional August start on site.
RTPI Upgrades	Chris Spry	Installation of remaining displays	Green	83%	All together 172 of 206 BSIP1 funded RTIs have been installed/upgraded. The 34 remaining sites (all Oxford based) are on hold pending third party infrastructure. All units have been purchased- budget expended.
X40 bus route enhancement	Dave Harrison	Service in place	Green	100%	Started August 2025.
BSIP Programme 25/26				70%	
Traffic signal priority for buses 2025/26 programme	Nicholas Marceta	Delivery of improvements	Green	70%	All sites programmed for delivery aside from Broad Street (to become part of a wider COMPF project) and Rosehill junction (F202) which has been ordered for delivery in Summer 2026. Approval received to carry forward remaining budget into 2026/27 for delivery. FUSION upgrade planned for 2026/27.
Churchill Dr/ Old St Junction Improvements	Ayesha Weerappulige	Identification of alternative solutions	Green	30%	Traffic counts and further analysis have identified sub-optimal benefits of an enforced left turn ban, alternative options being considered.
John Radcliffe Hospital	Craig Rossington	Consultants report due June 2026.	Green	35%	Bus map complete, consultant appointed to identify improvements to wayfinding, design of main interchange and passenger experience - anticipated to be complete by early June 2026 - remaining budget approved for carry over into 2026/27.
Steventon Lights Scheme - implementation	Mohamed Gulamhussein	Scheme delivery	Green	65%	Site works commenced, Bus Grant funding wholly expended in 2025/26 , moving to scheme delivery with other funding sources.
RTPI upgrades and improvements 2025/26 programme	Chris Spry	Installation of new displays / REACT	Green	75%	54 new sites to be installed in coming months, REACT upgrades applied to 25 sites - approx 1/3rd complete, on track. Funding secured for works completion into 2026/27.
Benson Lane Crowmarsh bus only right turn to A4074 - scheme development	Dan Fenn	Scheme delivery	Green	100%	100% achievement of BSIP target (completion of agreed design). Works pending.
Horspath Driftway queue relocation - scheme development	Gavin Belcher	Commencement of study	Green	30%	Design brief complete, work to commence on study in Q1 of 26/27 - on track. Overall scheme delivery planned for 2028.
Gloucester Green bus station small scale improvements	Stuart Kocan-Payne	Scheme delivery	Green	70%	List of enhancements and procurement sources identified, site meetings held, works being delivered in Q1/2 of 2026/27. Funding carried forward into 26/27 for project completion - any underspend to be reallocated to other infrastructure improvements.
Bus stop installation and upgrades 2025/26 programme	Stuart Kocan-Payne	commission and delivery (route by route basis)	Green	70%	Workstreams being progressed with information from the Bus Stop Audit. Seven route upgrades requisitioned and other routes to follow imminently - 80% of budget committed. Remaining budget to be carried forward into 2026/27 to enable completion - Spring identified for delivery of some corridor enhancements.
Great Bourton bus laybys	Stuart Kocan-Payne	Option review	Green	70%	Design completed, costs identified, optioneering now taking place with partners, including TVP, insufficient funding for current scheme - budget protected.
Vehicle Improvement Fund	Katharine Broomfield	Complete	Green	100%	All Grant Agreements signed and sealed - payments in train.
MyBus Oxfordshire ticketing scheme	Katharine Broomfield	Ongoing	Green	100%	Scheme ongoing, significantly overspent against original budget, price increase to weekly tickets on 11 Jan 2026, reallocation of funding arranged from other revenue projects for remainder of this financial year. Review of scheme for 2026/27 in progress.
Reduced Sunday fares in December	Katharine Broomfield	Suspended for 2025	Red	0%	Scheme not delivered in 2025, funds reallocated to MyBus overspend.
Asylum seekers bus pass scheme	Dave Harrison	Ongoing	Green	100%	Scheme ongoing.
Countywide bus stop audit	Stuart Kocan-Payne	Complete	Green	100%	All stops now audited. Work to digitalise and facilitate public access in train. Audit being utilised to identify infrastructure upgrades as above.
Oxfordshire Bus Stop Design Guide	Stuart Kocan-Payne	Beta draft	Green	70%	Being developed as part of a wider Streets Design Guide, beta draft shared with stakeholders - expected to be completed in Q2 of 2026/27 upon scrutiny of DfT Manual for Streets. Budget allocated.
Countywide pinch point analysis	Nick Marceta	Pending appointment of contractor	Green	50%	We will re-run the analysis in May 2026 to compare benefits against May 2023 - sites identified - meeting held with delivery partner - on track. Funding carried forward from 2025/26.

Task	Allocated Person	Next major milestone	Status	% Complete	Comments
Using the bus support & education scheme pilot	Katharine Broomfield	Suspended for 2025	Red	5%	Work suspended and fund reallocated to MyBus overspend.
Targeted marketing and promotion initiatives	Katharine Broomfield	All videos complete	Green	100%	3 x Promotional Videos delivered. Remainder of budget reallocated to MyBus
Staff resources to support BSIP Delivery Plan and EP activities	Dave Harrison	Service in place	Green	100%	Staff support already started as at April 2025
Fleet Support	Dave Harrison	Service in place	Green	100%	Service support in place as at April 2025
Bus service support (various)	Dave Harrison	Service in place	Green	100%	Service support in place
Bus Grant Programme 26/27				60%	
Continued support for enhanced local bus services 2026-2029	Dave Harrison	Services in place	Green	100%	Services previously established to continue.
Support for additional supported local bus services 2026-2029	Dave Harrison	Pending review of network gaps	Green	20%	Services previously established to continue.
MyBus Oxfordshire ticketing scheme	Dave Harrison	Scheme in place, review pending	Green	100%	Current reimbursement arrangements continue, pending review of scheme for 2026/27 - in progress.
Asylum seekers bus pass scheme	Dave Harrison	Ongoing	Green	100%	Scheme ongoing.
Maintenance of expanded RTP1 estate	Chris Spry	Funding in place	Green	60%	Revenue support for maintenance of expanded estate approved.
Staff resources to support BSIP Delivery Plan and EP activities	Dave Harrison	Service in place	Green	100%	Suitable staff resource in place to administrate.
RTP1 upgrades and improvements 2026/27 programme	Chris Spry	Scoping	Green	15%	Identifying sites for installation during 2026/27 - awaiting feedback from stakeholders.
Transport Focus Your Bus Journey Survey	Dave Harrison	Agreement pending	Green	60%	Finer details being applied to the 2026 survey, pending appointment.
Traffic signal priority for buses 2026/27 programme	Nicholas Marceta	Funding in place	Green	30%	Pinch Point analysis pending (May 2026) and review of sites for upgrade / refurb pending.
Vehicle Improvement Fund	Alyn Jones	Issue invitation to apply	Green	15%	Scheme in place. Information ready to despatch.

Board Meeting Update: Countywide Traffic Signals – Bus Priority Programme

Date: 22 April 2026

1. Programme Overview

Good progress made on both BSIP 1 and 2 programmes, as well as moving forward with early thoughts on a ‘BSIP 3’ programme using the Bus Grant settlement. Approval gained from DfT on carrying over unspent funding into 2026/27.

Those sites **highlighted** have further updates since the last report.

2. Completed Works

Ref	Location	Activity
F155	Ducklington Lane Jct, Witney	Configuration Amendments
F165	Northcourt Rd, Oxford Rd, Abingdon	Configuration Amendments
F417	Marsh Lane, Martson Rd, Oxford	Configuration Amendments
F418	JR Hospital, Oxford	Configuration Amendments
F069	London Rd, Headley Way, Oxford	Configuration Amendments
F003	Between Towns Rd, Holloway, Oxford	Configuration Amendments
F038	Botley Rd, A34 Slip, Oxford	Configuration Amendments
F183	Seacourt P&R, Oxford	Configuration Amendments
F036	Warwick Rd Jct, Banbury	Configuration Amendments
F376	Milton Interchange North	Configuration Amendments
F377	Milton Interchange South	Configuration Amendments
F048	Headington Rbt	Configuration Amendments
F181	Westminster Way, Botley Rd, Oxford	Configuration Amendments
F235	A41, Esso Rbt, Bicester	Configuration Amendments
F323	Oxford Rd, Pingle Drive, Bicester	Configuration Amendments
F001	Old Rd, Windmill Rd, Oxford	Upgraded - FAT/SAT Activities
F016	A338, Harcourt Way, Wantage	Upgraded - FAT/SAT Activities
F067	Iffley Rd, Donnington Br Rd, Oxford	Upgraded - FAT/SAT Activities
F006	High St, Longwall St, Oxford	Upgraded - FAT/SAT Activities
F405	Wolvercote Rbt, Oxford	Configuration Amendments
F406	Cotteslowe Rbt, Oxford	Configuration Amendments
F066	London Rd - Windmill Rd, Oxford	(Delivered outside BSIP)
F004	Headington Hill - St Clements, Oxford	(Delivered outside BSIP)
F077	Old Rd - Gypsy Lane, Oxford	(Delivered outside BSIP)
F050	A4260 / Bicester Rd, Kidlington	(Delivered outside BSIP)
F052	High Street - Lyne Road, Kidlington	(Delivered outside BSIP)
F051	A460 Oxford Road – Sterling Rd Approach, Kidlington	(Delivered outside BSIP)
F349	Oxford Rd - Yarnton Rd, Kidlington	(Delivered outside BSIP)
F104	Lamb Crossroads, Wallingford *	(Delivered outside BSIP)
F137	A4260 / Langford Lane, Kidlington	(Delivered outside BSIP)
F347	Old Rd - Churchill Drive, Oxford	(Delivered outside BSIP)
F093	Manorsfield Rd – Sainsburys, Bicester	(Delivered outside BSIP)
F089	Peartree P&R, Oxford	(Delivered outside BSIP)

F042	Burford Rd / Brize Norton Rd, Carterton	(Delivered outside BSIP)
F147	Upavon Way / Burford Road, Carterton	(Delivered outside BSIP)
F263	Upavon Way / Monahan Way, Brize Norton	(Delivered outside BSIP)
F290	Oxford Hill, Cogges Hill Rd, Witney	(Delivered outside BSIP)

*F104 – Wallingford – Config was previously done but was checked and revalidated on the 24th Sept 2025.

3. Outstanding Works

BSIP 1 Programme

Refurbishments:

Updates shown in table below.

Ref	Location	Activity	Status
F002	Botley Rd, Ferry Hinksey Rd, Oxford	INSTALL/FAT/SAT	Programmed in for 20 April – 11 May 2026.
F239	Banbury Rd, Parks Rd, Oxford	INSTALL/FAT/SAT	Programmed in for 11 May – 5 June 2026.
F241	Thames St, St Aldates, Oxford	INSTALL/FAT/SAT	Programmed in for 1 June – 3 July 2026.
F030	Thornhill P&R, Oxford	INSTALL/FAT/SAT	Site visit held to discuss options. Likely to be programmed in for Summer 2026.

BSIP 2 Programme (2025/26)

Updates shown in table below.

REF	NAME	ACTIVITY	Status
FUSION	UTC/SCOOT UPGRADE x 4 REGIONS	VALIDATION	In progress
F202	Rose Hill Roundabout	REFURB	Design approved, order raised. Delivery likely in Summer 2026
F318	Broad St - George St	REMOVAL	Funding assigned to COMPF project to be incorporated as part of the wider works. Likely to be delivered in 2026/27.
F393	Didcot Rd / Wantage Rd	900/950 UPGRADE	Upgraded - FAT/SAT Activities
F401	Drayton Rd / Kings Street	900/950 UPGRADE	Upgraded - FAT/SAT Activities
F058	Waterloo Bridge, Cholsey	900/950 UPGRADE	Upgraded - FAT/SAT Activities
F014	A4260 / B4031 Deddington Crossroads	900/950 UPGRADE	Upgraded - FAT/SAT Activities
F405	Wolvercote Rbt	Stage / phasing changes and re-validation	Upgraded - FAT/SAT Activities
F406	Cotteslowe Rbt	Stage / phasing changes and re-validation	Upgraded - FAT/SAT Activities
F417	Marsh Lane, Martson Rd	Stage / phasing changes and re-validation	Upgraded - FAT/SAT Activities

Other

Further work is ongoing, planned for May 2026, on (F417) Marsh Lane, Martson Rd, Oxford to revalidate following configuration change.

Alchera Pinch Point Assessment:

The next assessment is scheduled for May 2026 to align with previous assessments and capture the impact of newly completed sites. Preparatory work is well underway on this. Change control with Atkins Realis in hand to facilitate.

4. Bus Grant Potential Sites

Some early thoughts were previously shared with the EP Board on junctions to be looked at using future Bus Grant funding 2026/27 to 2029/30 (excluding that which may be delivered as part of wider schemes), pending the Pinch Point analysis results. A report will be brought to a future meeting of EP Board.

With the budget available we can likely only afford one refurbishment, approximately 10 upgrades plus 40 Bus/MOVA revalidations. Please feedback any further thoughts on preferred junctions.