

To: Council

Date: 24 November 2025

Report of: Director of Law, Governance and Strategy

Title of Report: Public addresses and questions that do not relate to matters for decision – as submitted by the speakers and with written responses from Cabinet Members

Introduction

1. Addresses made by members of the public to the Council put to the Cabinet members or Leader, registered by the deadline in the Constitution, are below.
2. The text reproduces that sent in the speakers and represents the views of the speakers. This is not to be taken as statements by or on behalf of the Council
3. This report will be republished after the Council meeting as part of the minutes pack. This will list the full text of speeches delivered as submitted, summaries of speeches delivered which differ significantly from those submitted, and any further responses.

Addresses to be taken in Part 2 of the agenda

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1. Robin Tucker

Oxon4Buses has launched a petition calling on Network Rail to provide a proper bus hub at Oxford Rail Station, in line with [Oxford City Council's vision for the new Oxford train station area and Oxford Station Masterplan](#).

The petition is in response to the absence of any mention of provision for buses (eg bus stops/ bus station/ interchange) from Network Rail's recent tender for development of the train station site. Network Rail's tender requires 'station entrances, public realm, multi-storey car park, cycle hub, offices, life sciences, hotel and residential elements' – but it omits provision for buses.

The omission of access and parking for buses conflicts with [Oxford City Council's Oxford Station Master Plan](#) documents. These refer in various forms to a comprehensive transport interchange including proper bus parking eg a 'new interchange for walking, cycling and bus'.

The Network Rail contract was allocated in October. The petition aims to give voice to public concern about proper provision for buses and a joined-up public transport system in Oxford. **The lack of any plans for buses requires urgent attention – this**

petition calls on Network Rail, Oxford City Council, Oxfordshire County Council and relevant stakeholders to act now to reverse this omission.

Why do we need provision for buses at the new train station?

Better public transport, and seamless connection between different forms of transport, will be key to reducing congestion in and around Oxford. As the petition says, the redesign of the Oxford train station is a once-in-a-lifetime opportunity to transform Oxford's transport system, and buses are an integral part of this.

The [planned increase in train services](#) amplifies the need for a station design that includes a proper bus hub to accommodate those travelling to and from the station.

A combined bus/rail interchange would bring more people to the station area, increasing the value and development opportunities of everything around that site, whether part of Network Rail's development or others nearby, and increasing the potential number of rail passengers – a win-win.

Why is this urgent?

Network Rail allocated the contract for the design of the train station site in October 2025. A design that omits provision for buses would conflict with the Oxford Local Plan and Oxford Station Masterplan, so decision-makers need to rectify this omission now, before the design work gets underway.

Why have Network Rail omitted a bus hub from the tender?

We don't know. Previous plans have included provision for bus access and comprehensive bus parking, including most recently the [West End and Osney Mead supplementary planning documents](#).

Oxon4Buses has contacted Network Rail, Oxford City Council, Oxford Bus Company and other stakeholders. A first reply on behalf of Network Rail states "buses are always going to be an important part of the future of Oxford station" but does not explain why buses have been omitted from the tender document.

How to help pedestrians?

Relatively few bus services come to the present station, partly because of limited space. This means most people have to trundle their cases and buggies along narrow, uneven pavements (such as Hythe Bridge Street) to find the bus they need, whatever the weather and despite limited mobility in some cases. This is not the welcome we would like to give our visitors and fellow travellers.

Do we need a multi-storey car park?

Oxfordshire County Council are committed to reducing congestion from cars in the centre of Oxford, and have introduced a congestion charge which will be followed by traffic filters when Botley Road bridge is open. If these policies are successful, as we hope they will be, then there should be many less cars parking at the station.

Is a multi-storey car park a good economic choice?

It seems odd that Network Rail should prioritise a multi-storey car park over buses, when most parked cars have resulted in just one person coming to the station, once a day, whereas buses are continually delivering many passengers, throughout the day.

What about Gloucester Green?

The airport buses and other long-distance services use Gloucester Green on George Street as their terminus. This is an awkward and unattractive site, so we want consideration to be given to moving these services into the bus hub at the Oxford rail station. Let's have joined up thinking about joined up travel.

Why now?

Oxfordshire County Council are designing improvements to movement around the centre of Oxford and to creating a better sense of place for our historic city. The bus and cycle networks are already under consideration. These would be facilitated by new bus routes going to the station and freeing up space.

Response from Councillor Alex Hollingsworth, Cabinet Member for Planning and Culture

We welcome the recent momentum being generated at Oxford station by Network Rail property (now known as Platform4 after their merger with London & Continental Railways) and the opportunity that this will present to giving the city a station it deserves. Oxford City Council officers are working closely with Network Rail and Oxfordshire County Council to ensure that the proposals that will come forward in due course will balance the needs of users arriving via a variety of sustainable methods to depart the city and provide a suitably high-quality sense of arrival for those travelling in, with ease of opportunity for onward travel.

Bus provision is an integral part of this, and it is NOT one that has been overlooked in the recent Network Rail tender. The relevant part of the tender documents – Appendix E, Oxford Station Masterplan Development Brief – mentions buses 13 times and includes the specific aspiration for “A new transport interchange to be provided to enhance the transition from bus to rail”.

As I say in my response to a Question on Notice, all of this requires space, and it requires a very substantial amount of money to pay for it. This will only come from taking the site that is currently the Becket Street car park, and replacing it with developments that deliver the increase in capital values necessary to pay for the new railway bridge, new track, new platforms, and new station building

The City Council has long expressed its desire for a no or low customer car parking solution as part of any redeveloped train station. We will continue to push for this as part of the development of the latest masterplan, and any future application will need to be supported by a robust Transport Assessment.

This is an area that the Council has consistently highlighted this area as a key opportunity, and challenge, of the development through planning documents and development of previous masterplan, and we look forward to the Network Rail masterplan taking shape.

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