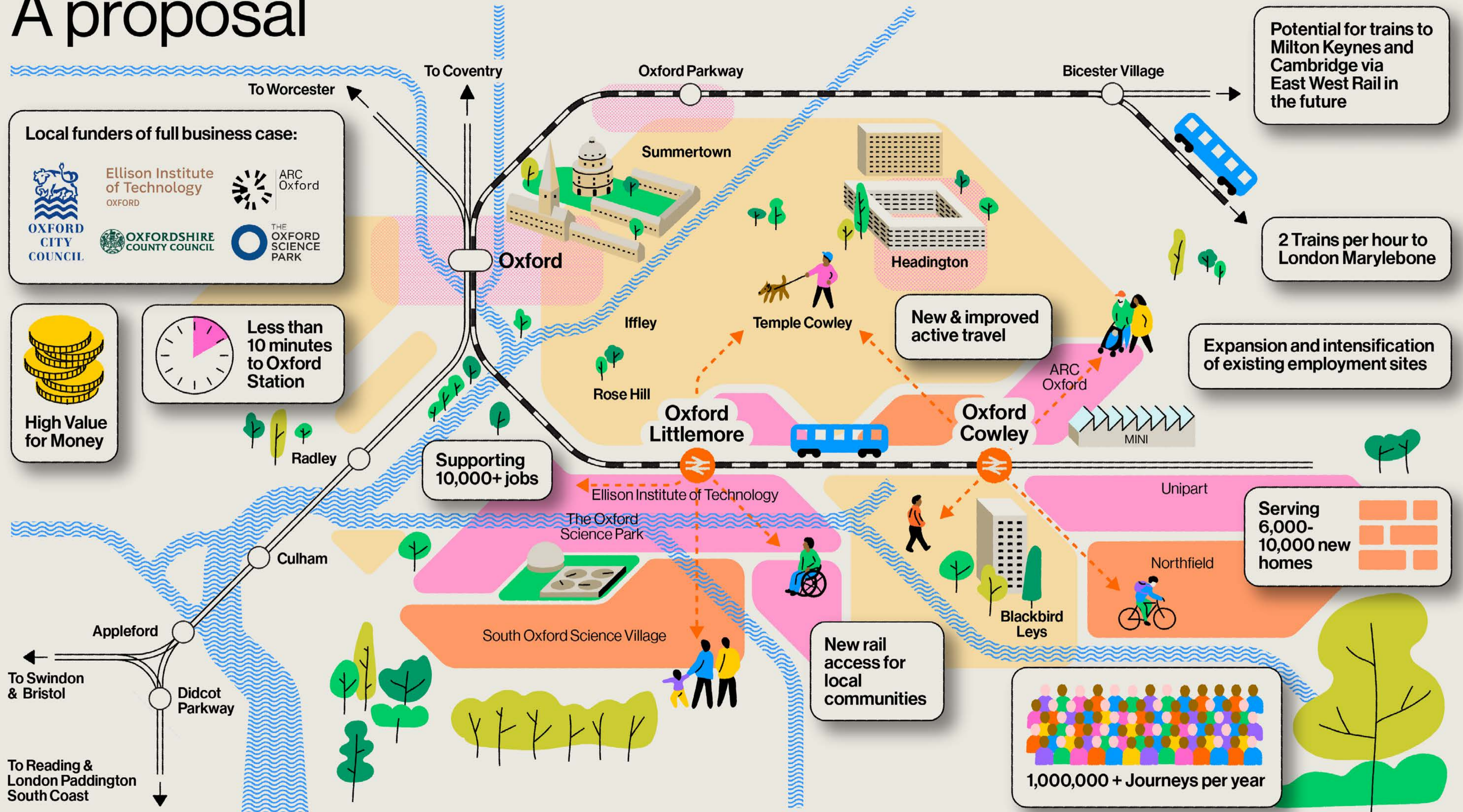
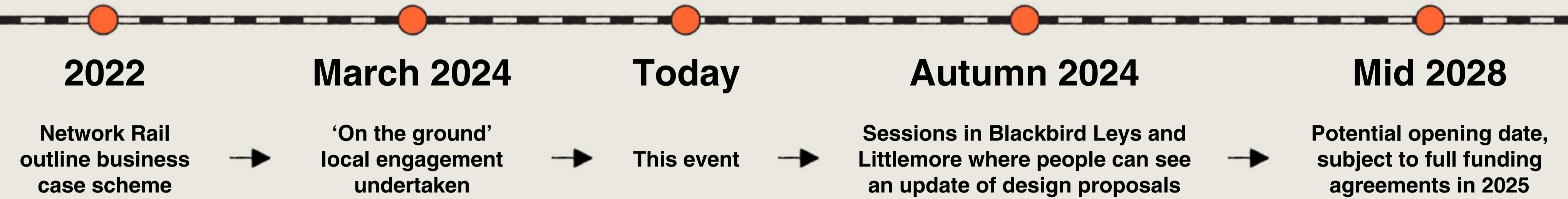


Reopening the Cowley Branch Line for Passengers

A proposal



The story so far...



Cowley Branch Line

Introduction

The Cowley Branch Line is a joint project between Oxford City Council & Oxfordshire County Council in partnership with others.

The proposed passenger train services from new stations at Littlemore and Cowley will transport passengers to Oxford city centre and beyond.

Since Network Rail made the outline business case for the reopening of the Cowley Branch line to passengers in 2022, the project has engaged with the local community to understand how it might benefit residents, and ensure that the new stations meet the needs of the people. The outputs of this engagement formed the initial Community Needs Brief for the scheme.

Today's session is an opportunity for residents to give feedback on the scheme so far, to review the connectivity strategy outlined on the boards and provide feedback on areas that require further design development.

This will be included within the community design brief and will help inform the next stages of the design.

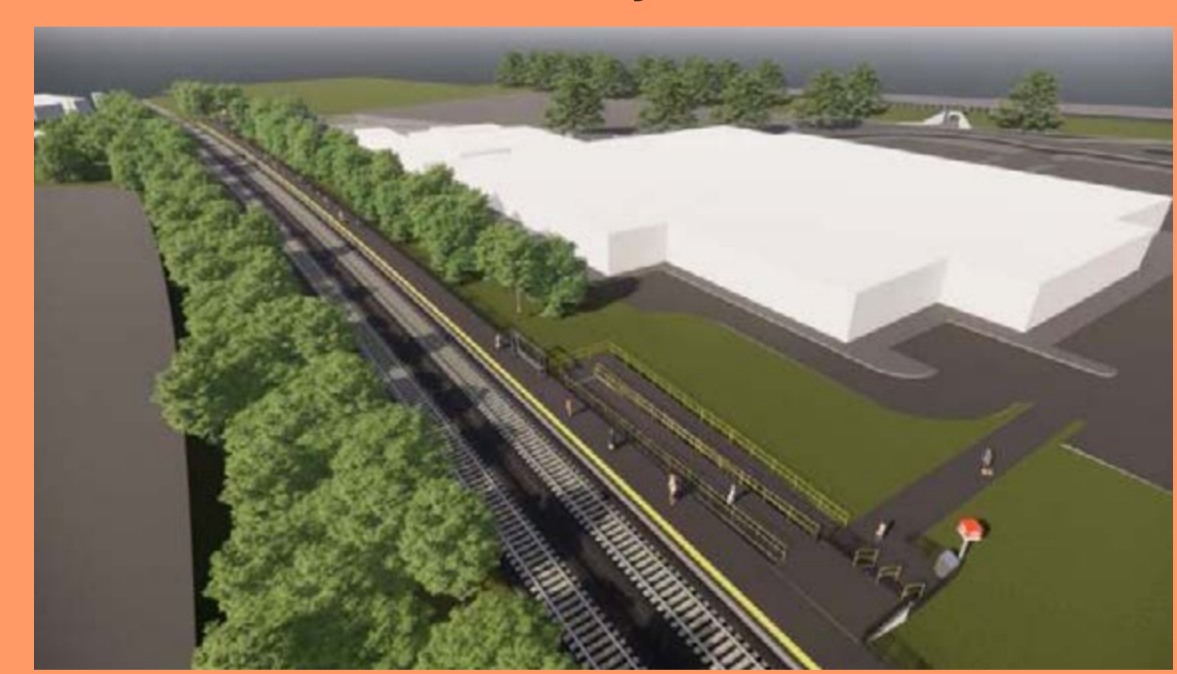
Outline Business Case

Network Rail developed the outline business case to reopen the Cowley Branch Line for passengers, proposing 2 new stations along the line at Littlemore and Cowley. It proposes an extension of the current London Marylebone to Oxford 2 trains per hour service to these 2 new local stations.

Visualisation of Littlemore Station



Visualisation of Cowley Station



Community Engagement Key Findings

A wide range of local residents and those who travel to the area were consulted both in public 'pop up' stalls and more focussed workshop sessions. Participants were asked specifically about travel to the proposed new stations and how access arrangements could link the railway to surrounding neighbourhoods effectively.

The key findings are as follows:

Affordable & Convenient Alternatives

Many people said they would use the stations to visit London. However, ticket prices must be competitive vs car or bus. Bus connections from the outer suburbs would be essential.

Inclusive Access

Residents were concerned by plans for minimal car parking and lack of toilets at stations. Ramped access was requested both at stations and on bus and pavement routes to them.

Safe Pedestrian Approaches

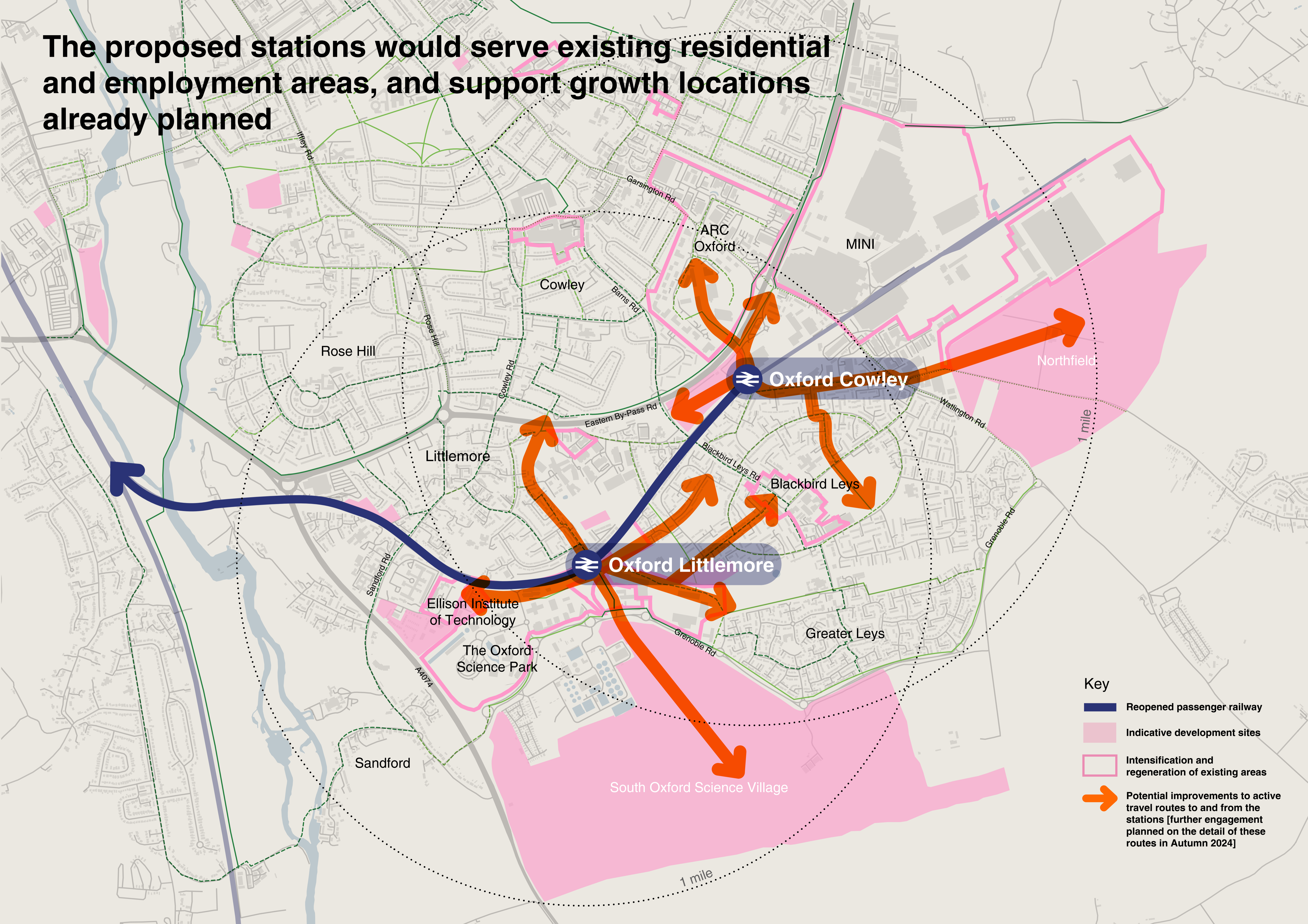
Many who live very nearby would walk there. People expressed feeling unsafe on certain paths near the proposed stations, and wider pavements were requested.





Robust Plans for Parking

People were apprehensive about the additional traffic and demand for parking. Disabilities and inconvenience were cited as barriers to using active travel to get to the stations.

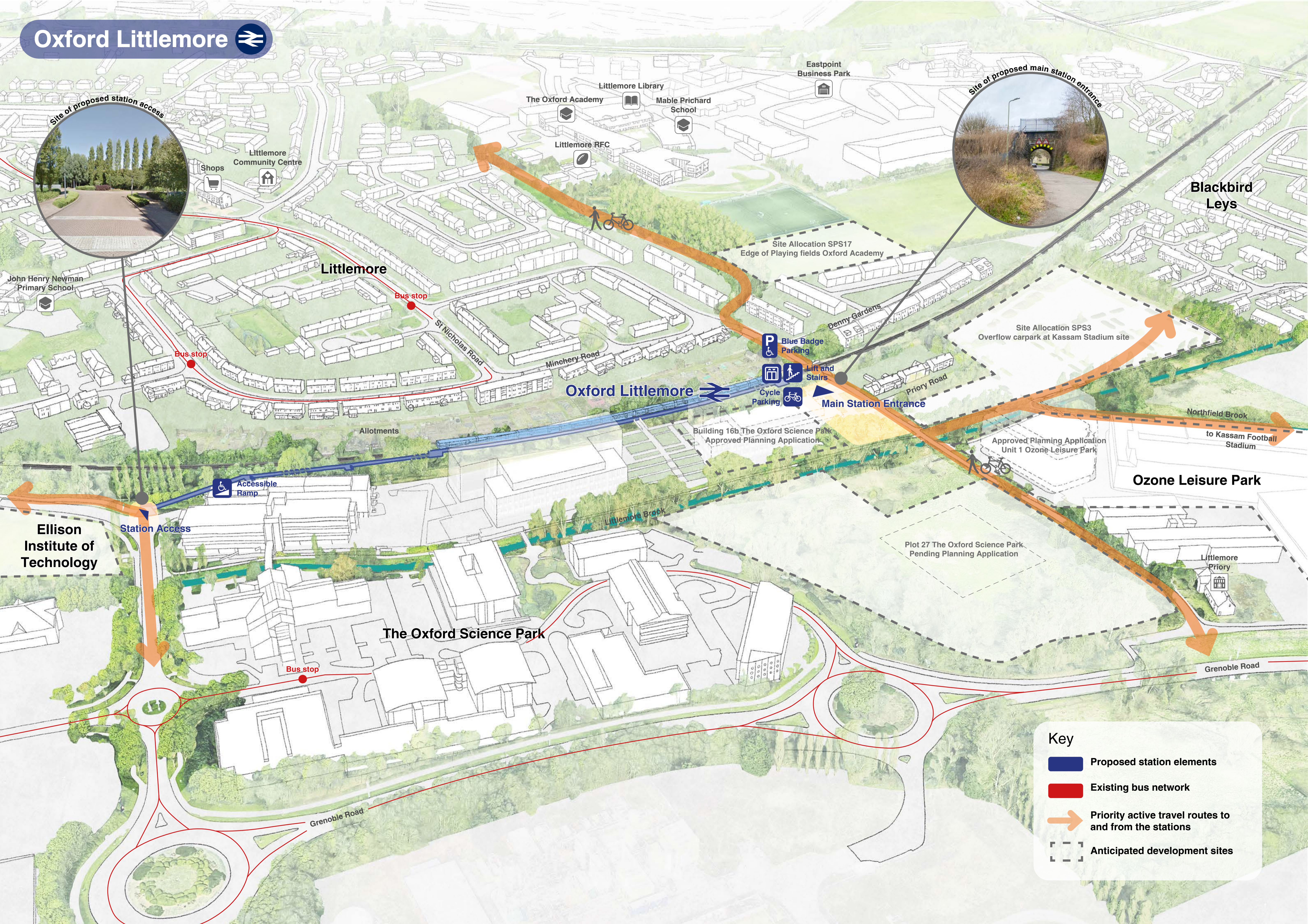


The proposed stations would serve existing residential and employment areas, and support growth locations already planned




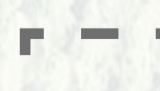


- Key**
-  Reopened passenger railway
 -  Indicative development sites
 -  Intensification and regeneration of existing areas
 -  Potential improvements to active travel routes to and from the stations [further engagement planned on the detail of these routes in Autumn 2024]

Oxford Littlemore

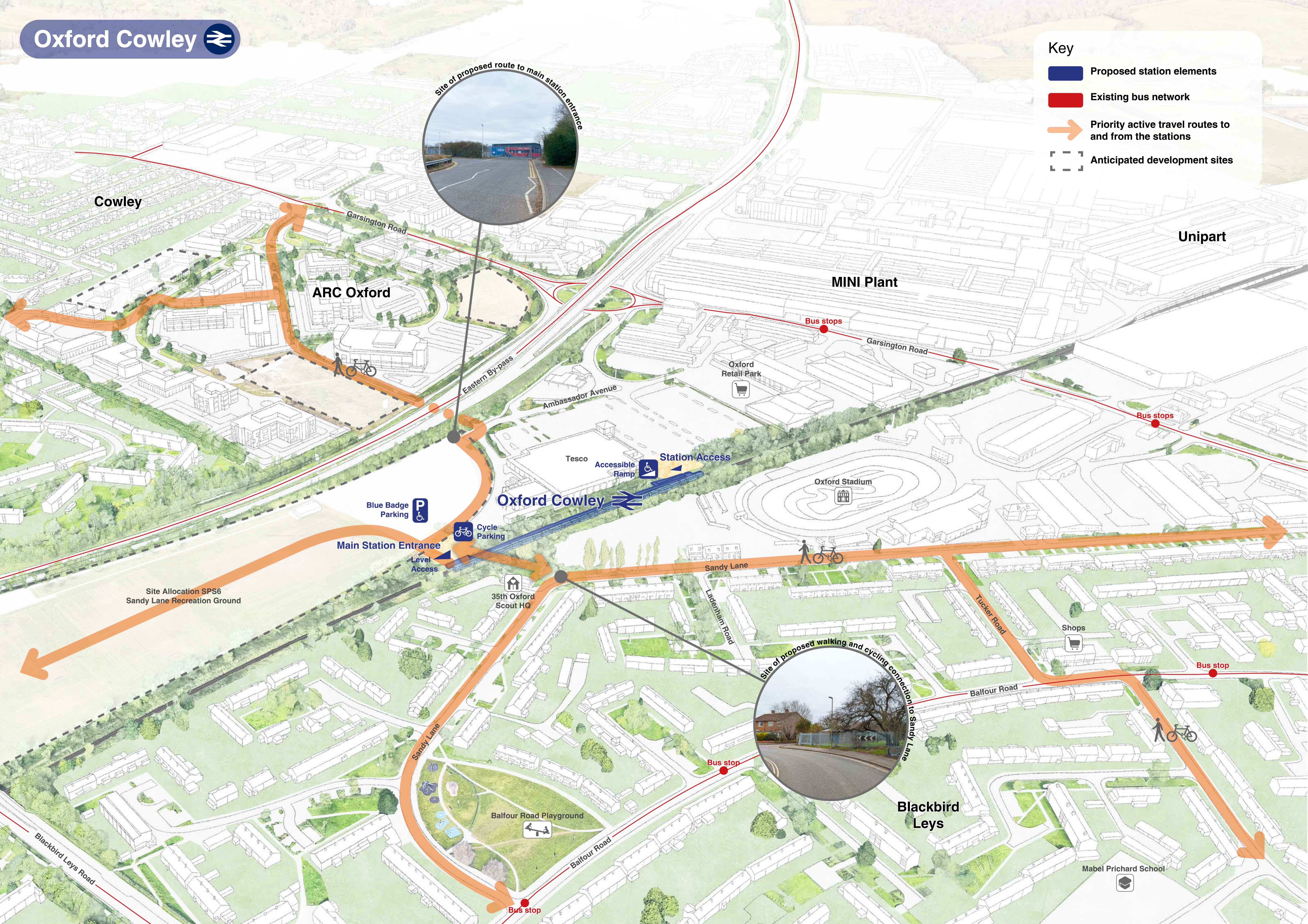


Key

-  Proposed station elements
-  Existing bus network
-  Priority active travel routes to and from the stations
-  Anticipated development sites

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Cowley

ARC Oxford

MINI Plant

Unipart

Oxford Cowley 

Blackbird Leys

Site Allocation SPS6
Sandy Lane Recreation Ground

Main Station Entrance
Level Access

Station Access
Accessible Ramp

35th Oxford Scout HQ

Balfour Road Playground

Sandy Lane

Ambassador Avenue

Eastern By-pass

Garsington Road

Garsington Road

Balfour Road

Tucker Road

Ladenham Road

Blackbird Leys Road

Mabel Prichard School

Oxford Retail Park

Oxford Stadium

Shops

Bus stops

Bus stops

Bus stop

Bus stop

Bus stop

