



Oxfordshire BSIP Progress Report

31 January 2024

Summary

Since the start of the BSIP period (April 2022) Oxfordshire County Council, in partnership with local bus operators and key stakeholders, have so far achieved the following in line with BSIP ambitions:

- secured Government funding to support the introduction of 159 electric buses and the associated infrastructure in Oxford. The first buses were delivered in November 2023 and are already in service;
- offered £1 bus journeys on Sundays in December 2023, to be repeated in 2024;
- introduced 12 new or enhanced bus services;
- enabled the retention of 4 existing bus services;
- supported two county wide joint marketing campaigns for Park and Ride integrated ticketing and for the £1 Sundays;
- made improvements to the provision and availability of Real Time Passenger Information (RTPI) in Oxfordshire;
- extended the use of multi-operator Oxford SmartZone tickets to the main bus operators' smartphone apps;
- recruited officers to lead on bus service improvements, infrastructure and network management; and
- held a bus summit in June 2022 which brought together a host of organisations to discuss how to improve public transport in the county.

Work continues on the development of a large number of further projects including new countywide multi operator tickets for adults and young people.

Headline Targets

Headline targets for improving the bus offer in Oxfordshire are outlined on pages 24 to 27 of the Oxfordshire BSIP. Progress against these is shown in the table below*.

BSIP Headline Targets	BASE 2019/2020	2021	2022	2023	Targets
<p>Patronage Total annual passenger journeys</p> <p><i>Source – DfT table BUS01e</i></p>	40.7m (100%)	11.7m (28.7%)	25.5m (62.6%)	33.6m (82.5%)	2023 stretch target = 34.7m 2030 stretch target = 52.8m
<p>Journey time Average journey speeds for the month of November on selected routes into and out of Oxford</p> <p><i>Source - custom third party reporting tool</i></p>	14.2 mph	13.8 mph	14.5 mph	13.2 mph	Targets to be confirmed as part of 2024 BSIP update.
<p>Punctuality and reliability Non-frequent bus services running on time (no more than one minute early or five minutes late)</p> <p><i>Source - DfT table BUS09a</i></p>	78%	88%	85%	80%	90%
<p>Satisfaction Percentage satisfied with local bus services</p> <p>A) <i>Source: Passenger Focus surveys (bus users)</i> B) <i>Source: National Highways & Transportation Network (NHT) surveys</i></p>	A) 93% B) 61%	A) Not measured B) 60%	A) Not measured B) 60%	A) 81% B) 57%	Targets to be set as part of 2024 BSIP update.

* Please note the following:

- Figures are for the whole of Oxfordshire unless stated otherwise
- This data is only available on an annual basis
- Targets will be reviewed and added to as part of the 2024 BSIP update
- Journey time in Oxford has worsened in the short term due to a number of factors, most notably:
 - *Significant city centre roadworks and the closure of Botley Road by Network Rail;*
 - *The implementation of active travel infrastructure in advance of bus priority measures; and*
 - *20mph zones implemented in some areas.*
- There is an associated target for improvement to bus productivity which includes additional efficiencies such as reduced stop dwell time and reduced schedule recovery time arising from greater reliability, these will be incorporated as part of the 2024 BSIP update.