

Local Bus and Rail Services

Bus and rail services were ranked sixth when respondents chose their three most important issues. However, only 66 respondents use the train daily, and a mere 13 use the bus. 59% said they would use an improved train service but only 26% an improved bus service.

The main issues raised, and considered by the project team, were:

- To install barriers at the level crossing. (Barriers now installed after much pressure from the Parish Council)
- To have a ticket machine at the station
- To have a later train from London in the evening
- To have an extra bus mid morning.

Rail

The '**Better Rail Stations**' report (Dept of Transport 2009) detailed minimum standards that all rail stations should aim to meet over the next decade. Shiplake station is the lowest category - but the minimum standards include the availability of ticket machines (and especially ones that would recognise smart cards such as Oyster cards).

Key priorities in OCC's Rail Strategy and Delivery Plan for the Henley-on-Thames Branch Line are to improve frequency and journey times, to retain peak hour services to London Paddington after Crossrail and Electrification and to ensure shuttle services connect at Twyford with services to Reading and to London Paddington.



The 7.46 to Paddington before it gets crowded?

Based on the recommendations contained within these Reports a letter has been sent to First Great Western. The letter asked for the departure of the weekday 23:37 train from Twyford to Henley to be delayed by 18 minutes to allow transfer from the 23:00 departure from London Paddington. Also requested was a ticket machine, with the alternative of the Corner Shop being a franchised outlet to sell tickets if a ticket machine cannot be installed. The letter pointed out that it should no longer be necessary for trains to sound the horn because barriers have been installed. As of November 2013 no meaningful reply had been received to this letter.

Bus

In view of the low level of use of the bus service, which seems surprising given that 48% of respondents are aged 60+ and therefore eligible for free bus travel, this has not been high priority so far.



The Reading bus

A letter has been sent to the Arriva bus company to seek an additional bus in mid morning. As of November 2013 no reply has been received.