

Witney Town Bus Stop Audit - 18 July 2016

Introduction

I have set out to list all the current and/or existing bus stops within Witney as well as those at Ducklington roundabout and adjacent to the Bromag Industrial Estate on the border with neighbouring parishes. In some cases where no bus service exists a bus stop still remains and I have included these stops also.

Much of the town service operates as a hail and ride service meaning actual bus stops are not necessary. Many stops do exist, however, on estates like Smiths. Other areas like Cogges and Early Road have no bus stops at all. In these locations Go Ride have put up timetables on various lamp posts but I have not actually included these as a formal stop as this may be a temporary arrangement.

I felt it simpler just to list where and what is at each stop rather than give a fuller description. Other information has been provided where relevant. I have also tried to assess the condition of each stop. This can mean that a stop with just a timetable case is classed in a good condition, whilst one with a damaged shelter is classed as being in a poor condition. I have looked at each stop but obviously I have not tested it for safety purposes etc.

Witney Bus Stops

Stop Title	Direction of Travel	Real Time Information	Bus Flag	Timetable	Shelter	Condition	Seating	Road Marking	Bus routes served
Thorney Leys	Eastbound	Yes	Yes	Yes	Yes	Good	Yes	Yes	S1 Villager
	Westbound	No	Yes	Yes	No	Good	No	No	S1, Villager
Abbey Road	Westbound	No	Yes	Yes	No	Good	No	No	S1
	Eastbound	No	Yes	Yes	No	Good	No	No	S1
Removed due to accident									
Mountfield Road	Westbound	No	Yes	Yes	No	Good	No	No	S1
	Eastbound	No	Yes	Yes	No	Good	No	No	S1
Blenheim Drive	Eastbound	No	Yes	Yes	No	Good	No	No	S1
	Westbound	No	Yes	Yes	No	Good	No	No	S1
Burwell shops	Westbound	No	Yes	Yes	No	Good	No	No	S1
	Eastbound	No	Yes	Yes	No	Good	No	No	S1
Removed due to vandalism									
Ducklington Lane	Eastbound	No	Yes	Yes	No	Good	No	No	S1,S2,15,19
	Westbound	No	Yes	Yes	No	Good	No	No	S1,S2,15,19
Bus Garage	Eastbound	Yes	Yes	Yes	Yes	Poor	Yes	Yes	S1,S2,S7,233
	Westbound	No	Yes	Yes	Yes	Good	Yes	Yes	S1,S2,S7,15,19,233
Holloway Road	Eastbound	No	Yes	Yes	No	Good	No	No	S1,S2,S7,233
	Westbound	No	Yes	Yes	No	Good	No	No	S1,S2,S7,15,19,233
Market Square	A	Yes	Yes	Yes	Yes	Good	Yes	Yes	S1,S2,S7,15,VII,215
	B	Yes	Yes	Yes	Yes	Good	Yes	Yes	X9,19,233
	C	Yes	Yes	Yes	Yes	Good	Yes	Yes	X9,214,233
	D	Yes	Yes	Yes	Yes	Good	Yes	Yes	S1,S2,S7
Langdale	Northbound	No	Yes	No	No	Moderate	No	No	

Gate																			
High Street	Southbound	No	Yes	Yes	No	Good	No	No	No	S1,S2,S7,X9,214,233									
	Northbound	Yes	Yes	Yes	Yes	Moderate	No	Yes	Yes	S1,S2,S7,X9,214,233									
Staple Hall	Eastbound	Yes	Yes	Yes	Yes	Poor	No	No	No	S1,S2,S7,214									
	Westbound	No	Yes	Yes	No	Good	No	Yes	Yes	S1,S2,S7									
King George's Field	Eastbound	No	Yes	Yes	No	Good	No	No	No	S1,S2,S7									
Newland	Westbound	No	Yes	Yes	No	Moderate	No	No	No	S1,S2,S7									
Church Lane	Eastbound	Yes	Yes	Yes	Yes	Good	Yes	Yes	Yes	S1,S2,S7,214									
Cogges Hill Road	Westbound	No	Yes	Yes	Ye	Moderate	Yes	Yes	Yes	S1,S2,S7									

Ducklington roundabout	Northbound	No	Yes	Yes	Yes	Good	No	No	No	15,19
	Southbound	No	Yes	Yes	Yes	Good	Yes	No	No	15,19
Premier Inn	Southbound	No	Yes	Yes	No	Good	No	No	No	S2,15,19
	Northbound	No	Yes	Yes	No	Good	No	No	No	S2,15,19
Moorland Road	Eastbound	No	Yes	Yes	No	Moderate	No	No	No	15,19
	Westbound	No	Yes	No	No	Good	No	No	No	Diversionsary Use
Marriott's Walk	Eastbound	No	No	No	Yes	Good	Yes	No	No	No longer a stop
Welch Way	Eastbound	No	No	Yes	No	Good	No	No	No	15,19,215
	Westbound	No	Yes	No	No	Moderate	No	No	No	Diversionsary Use
Downs Road	Eastbound	No	Yes	Yes	No	Good	No	No	No	S7,233
	Westbound	No	Yes	Yes	No	Good	No	No	No	S7,233
Windrush Ind Park	Eastbound	No	Yes	Yes	No	Good	No	No	No	S7,233
	Westbound	No	Yes	Yes	No	Good	No	Yes	Yes	S7,233

Windrush Valley Road	Eastbound	No	Yes	Yes	Yes	Yes	Good	Yes	No	S7,233
	Southbound	No	Yes	Yes	No	No	Good	No	No	S7,233
Tower Hill Garage	Southbound	No	Yes	Yes	No	No	Good	No	No	S7,233
	Northbound	No	Yes	Yes	No	No	Good	No	No	S7,233
Woodgreen	Westbound	No	No	No	No	No	unmarked	No	No	11,233
	Eastbound	No	Yes	Yes	No	No	Moderate	No	No	11,233
Woodgreen School	Eastbound	No	Yes	No	No	No	Poor	No	No	11,233
	Westbound	No	Yes	No	No	No	Moderate	No	No	11,214,233
Harvest Way Turn	Eastbound	No	Yes	Yes	No	No	Good	Yes	No	11,233
	Westbound	No	Yes	Yes	Yes	Yes	Good	Yes	No	11,214,233
Sainsbury's		No	Yes	Yes	Yes	Yes	Good	Yes	Yes	X9
West End	Southbound	No	Yes	No	No	No	Moderate	No	No	X9,214
	Northbound	No	No	No	No	No	Unmarked	No	No	X9
Hailey Road	Southbound	No	Yes	Yes	No	No	Moderate	No	No	X9
	Northbound	No	No	No	No	No	unmarked	No	No	X9

Curbridge Road	Eastbound	No	No	Yes	No	No	Poor	No	Yes	Villager
	Westbound	No	Yes	Yes	No	No	Moderate	No	No	215
Mirfield Road		No	No	Yes	No	No	Poor	No	No	215
Fettiplace Road		No	No	Case only	No	No	Moderate	No	No	215
Apley Way		No	No	Yes	No	No	Moderate	No	No	215
Windrush Valley Road		No	No	Case only	No	No	Moderate	No	No	215

Lancut Road		No	No	Yes	No	No	Good	No	No	215
Park Road		No	No	Yes	No	No	Good	No	No	215
Davenport Road		No	No	Yes	No	No	Good	No	No	215
Springfield Oval		No	No	Yes	No	No	Good	No	No	215
Springfield Park		No	No	Case only	No	No	Poor	No	No	215
Moor Avenue		No	No	Yes	No	No	Good	No	No	215
Cherry Tree Was	Westbound	No	Yes	Yes	No	No	Good	No	No	11,214
	Eastbound	No	Yes	Yes	No	No	Moderate	No	No	11,214
The Bridge	Eastbound	No	Yes	Yes	No	No	Moderate	No	No	11,214
Co-op	Westbound	No	Yes	Yes	No	No	Good	No	No	11,214
Cedar Drive	Westbound	No	Yes	Yes	No	No	Good	No	No	11,214
	Eastbound	No	Yes	Yes	No	No	Good	No	No	11,214
Hazel Close	Southbound	No	Yes	Yes	No	No	Good	No	No	11,214
Campion Way	Northbound	No	Yes	Yes	No	No	Good	No	No	11,214
New Yatt Road	Eastbound	No	Yes	No	No	No	Moderate	No	No	No longer a stop
Farmer's Close		No	No	Yes	No	No	Good	No	No	214
Eastfield Road		No	No	Yes	No	No	Moderate	No	No	No longer a stop
Schofield Avenue		No	No	Yes	No	No	Good	No	No	214
Quarry Road 1		No	No	Yes	No	No	Good	No	No	214
Quarry Road 2		No	No	Yes	No	No	Good	No	No	214

Raleigh Crescent turn	Northbound	No	No	No	No	No	No	No	No	No	No	Disused
Idbury Close	Northbound	No	Yes	Yes	No	No	Good	No	No	No	No	Villager
	Southbound	No	Yes	Yes	No	No	Good	No	No	No	No	Villager
Bourton Close	Southbound	No	Yes	Yes	No	No	Good	No	No	No	No	Villager
	Northbound	No	Yes	Yes	No	No	Good	No	No	No	No	Villager
Farmington Drive	Northbound	No	Yes	Yes	No	No	Good	No	No	No	No	Villager
	Southbound	No	Yes	Yes	No	No	Good	No	No	No	No	Villager
Chedworth Drive	Northbound	No	Yes	Yes	No	No	Good	No	No	No	No	Villager
	Southbound	No	Yes	Yes	No	No	Good	No	No	No	No	Villager
Tetbury Drive	Northbound	No	Yes	Yes	No	No	Good	No	No	No	No	Villager
	Southbound	No	Yes	Yes	No	No	Good	No	No	No	No	Villager
Broadway Close	Northbound	No	Yes	Yes	No	No	Good	No	No	No	No	Villager
	Southbound	No	Yes	Yes	No	No	Good	No	No	No	No	Villager
Deer Park Road	Southbound	No	Yes	Yes	No	No	Good	No	No	No	No	Villager
	Northbound	No	Yes	Yes	No	No	Good	No	No	No	No	Villager
Abbotts	Eastbound	No	No	No	No	No	Unmarked	No	No	No	No	Not on bus route
	Westbound	No	No	No	Yes	Yes	Poor	No	No	No	No	Not on bus route
De Havilland Way	Westbound	No	No	No	No	No	Unmarked	No	No	No	No	Not on bus route
	Eastbound	No	No	No	Yes	Yes	Poor	No	No	No	No	Not on bus route

Conclusion

The town's bus stops come in all shapes and sizes and conditions. The fact that there are around 100 of them makes this not altogether surprising. Generally the stops on the main Stagecoach routes are in the best condition and at the other end of the scale several bus stops are not marked at all and exist mainly by precedent.

Several bus stops could be suitable for advertising shelters, at least those on main roads. This would have to be a commercial decision by whoever erects them but would be a way of improving facilities at no cost to the town council.

There are several empty timetable cases which could be rested where they could be put to better use. It is worth noting there can be legal issues over attaching cases to posts and poles, however, on the hail and ride sections facilities can afford to be basic as long as people in the relevant area have easy access to the timetable. With the town bus word of mouth is still as important in improving people's knowledge of the service.

On the Burwell Farm Estate both bus shelters met an unfortunate fate at the hands of vandals and speeding vehicles and have not been replaced. If facilities are improved anywhere the risk of this happening again would have to be taken into consideration. Generally, the advertising shelters seem to be more durable partly because the companies are maintaining them in a good condition but partly also because their prime location makes criminal activity harder.

It is worth noting that as part of the new district premier routes strategy OCC had bicycle facilities installed at Thorney Leys and Staple Hall. The purpose was for people to cycle to the bus stop and then travel by bus but subsidy cuts meant an end to this programme. If funding could be found for private sources possibly other bus stops could have similar facilities. I accept this is unlikely in the current climate however.

There is an extensive number of bus stops within Witney but there are still gaps. People have often asked for a stop in the vicinity of the Hospital and it is not ideal that the bus stops at Cogges are at the top and bottom of Oxford Hill respectively. There is a very large gap without a bus stop between Staple Hall and the High Street although the road layout makes it difficult to do anything about this. Several of the unmarked stops are still used and did once have a bus stop pole.

People are more likely to use a bus if they have clear and safe stopping facilities. Each bus stop needs to be considered on its own merits but where any improvements are possible then they should be concentrated on where they are the most effective. Where there are Residents Associations they should be involved in deciding what sort of stopping facilities are applicable.

I hope anyway that the audit may be of some assistance in the future.

David Miles

Independent

Transport Representative