

Version: 1.0

Adopted by Council:

Review Date:

1. Introduction

Witney Town Council recognises that as a growing town in the heart of West Oxfordshire, the use of public transport and active travel to help mitigate the effects of climate change and improve the health of its residents must be encouraged.

1.1 Role of the Strategy

This strategy has been created to complement existing planning policies and Active Travel Infrastructure Plan and to inform or direct the decision making on this subject through the work of the Town Council's committees. It can inform residents, developers and planners of the current and proposed plans the Council is working towards.

1.2 The Strategy Period

The Strategy covers a ten-year period from 2020 – 2031 to coincide with the West Oxfordshire District Council Local Plan (1 April 2011-31 March 2031). It is however a working document and should be reviewed by the Town Council regularly in conjunction with its Strategic Action Plan.

1.3 Current Public Transport Infrastructure

Witney Town Council is responsible for 18 bus shelters which all lie within the parish boundary. These shelters are a mixture of styles installed piecemeal over a period of years either when funding was made available from large developments, County Council grant schemes or when the Town Council felt appropriate. Where possible, the same supplier has been used to create uniformity across the town, except for the town centre which falls within a conservation area.

1.4 Public Transport Infrastructure Vision

The Town Council will explore ways in which to enhance the public transport infrastructure to the benefit of its residents and work with bus providers and both West Oxfordshire District and Oxfordshire County Councils to achieve this and to offer an attractive alternative to the free parking offered in the town.

1.5 Public Transport Infrastructure Objectives

The main focus will be towards improving facilities along the most well-used commercial bus routes (and potential routes) in order to encourage residents to use buses to Oxford, Carterton, Long Hanborough and beyond for commuting, commercial and leisure purposes. Witney Town Council will:

- Enhance bus stops and shelters which link to other public transport and active travel routes

- Commit to upgrading outlying town centre bus stops into satellite transport hubs with bins and cycle racks where possible
- Commit to lobby for real-time statistics at all main bus route shelters

1.6 Public Infrastructure Green Commitment

Its commitment to reduce the Town Council’s carbon footprint and encourage a further reduction across the town, the key objectives in terms of public transport are:

- Encourage the use of accessible public transport for all residents
- Support community transport schemes
- Encourage active travel
- Increase connectivity and integrated modes of transport

1.7 Public Infrastructure Customer Commitment

Witney Town Council is committed to installing new and upgraded bus shelters but recognises this can often lead to local concerns from residents directly affected. To alleviate some of these concerns the Town Council will:

- Site stops and shelters away from the immediate frontages of residential properties where possible
- Seek to ensure a safe, comfortable waiting environment
- Keep street clutter to a minimum.
- Work with Local Members, Local Bus Operators, District, Town and Parish councils in agreeing locations and determining the level of infrastructure required
- Endeavour to provide maximum protection from the elements, where possible, when shelters are installed
- Inform residents adjacent to a new stop of the proposals
- Ensure the majority of sites (where possible) are fully accessible
- Regularly clean and maintain bus infrastructure which is in our ownership.
- Maintain a bus stop / bus shelter request list and keep people updated of the process which will depend on funding availability.
- Listen where there are concerns over anti-social behaviour and seek the best preventative methods to resolve any problems, in line with our policy.

1.8 Future Growth & Development

There are several large-scale developments in the process of being built or at planning stage which will add pressure to the current bus infrastructure in future years. These include:

| | |
|----------------|------------|
| Central Witney | 260 homes |
| East Witney | 420 homes |
| North Witney | 1400 homes |
| West Witney | 1200 homes |

1.8.1 West Oxfordshire Local Plan 2031

Witney Town Council will support the policies on bus services as set out in The West Oxfordshire Plan 2031 to enhance the use of frequent and premium routes by providing ‘high quality, frequent bus

services as well as good waiting facilities and up to date service information' to encourage greater passenger use.

Witney Town Council will also In particular, we will ensure that where necessary, new development is supported by improvements to bus services and facilities either provided directly as part of the development or through an appropriate financial contribution These include improvements to bus stops to install real time information and improved waiting and boarding facilities

1.8.2 West Oxfordshire District Council – Infrastructure Delivery Plan

As stated in the plan, 'Oxfordshire County Council has previously identified a range of requirements to support future growth in the District, to include enhanced frequency of the premium routes, upgrading of bus stops on premium routes with Real Time Information, measures to improve bus journey times, future routes to improve access to the rail network and to employment areas and the provision of a Park & Ride facility at Eynsham. Details of the proposed improvements are set out in Appendix 1.

Appendix 1

New and improved bus stops between Corn Street & Oxford Hill to serve the S1/S2 route in Witney
£37,394 for public transport infrastructure in Witney.

£6,384 for improvements to bus stops on Newland. Total - £43,778 (£106)

Witney Town Council will:

1.8.3 Request that developments over 100 dwellings make a Section 106 or CIL contribution to bus infrastructure at the planning stage.

2 General Principles

Witney Town Council recognises that a high-quality passenger waiting environment is fundamental in improving and promoting passenger transport, and bus shelters are an integral part of this. The provision of a good, clean, well-lit shelter with seating and good levels of information within 400m of residents can be the key factor in the decision-making process for people deciding which mode of transport to use. Witney Town Council will:

2.1 Sustainability

- 2.1.1 Maintain shelters under its control to a high standard
- 2.1.2 Will invest annually for bus shelter maintenance/repairs or renewals
- 2.1.3 Replace bus shelters when they reach the natural end of their lives

2.2 Design

- 2.2.2 Look to install flowers on town centre shelters and the use of natural bed roofs
- 2.2.2 Install shelters in keeping with the historic character of the town within the town's conservation area as set out by West Oxfordshire District Council.
- 2.2.3 Request real time stats at all bus shelter bus stops on the main bus routes
- 2.2.4 Request the installation of timetable cases at all bus shelters
- 2.2.5 Provide bus stop flags where there is a bus shelter
- 2.2.6 Provide a hard-standing area.

2.2.7 All bus stops and bus shelters procured by Witney Town Council will be a mix of glazed shelters powder coated in black or grey, suitable for most urban, rural and conservation areas, respectively. All bus stops and bus shelters will conform to DDA standards and glazed shelters will be glazed with polycarbonate to reduce the impact of vandalism.

*The hard stand will be constructed using whatever material is common to the surrounding footway. If laid directly onto a grass verge, the surface will be tarmac. The size of the hard stand will depend on whether it is required for a shelter or bus stop pole and pedestrian flows.

2.3 Accessibility

2.3.1 Ensure there is seating in all shelters

2.3.2 Ensure there is room for disabled users when planning the installation of shelters

2.3.3 Improving accessibility at bus stops Raised kerbs at bus stops make buses easier to access for vulnerable sections of society who would otherwise be excluded, improve accessibility and social inclusion.

2.4 Location

2.4.1 Prioritise bus shelters for residents coming into the town centre

2.4.2 Continue to review the town's bus routes and high-level usage areas to see if bus shelters are needed

Guidance from the Department of Transport on best practice for inclusive mobility suggests that no household on a bus route should be more than 400m from a bus stop, and changes in the location of houses may mean from time to time that new bus stops need to be added, or locations changed.

3. Public Transport Infrastructure Strategy – Ward Areas

To achieve a robust and well-used public transport service, Witney Town Council recognises the requirement for good quality bus shelters across the town in the areas defined by the most well used routes.

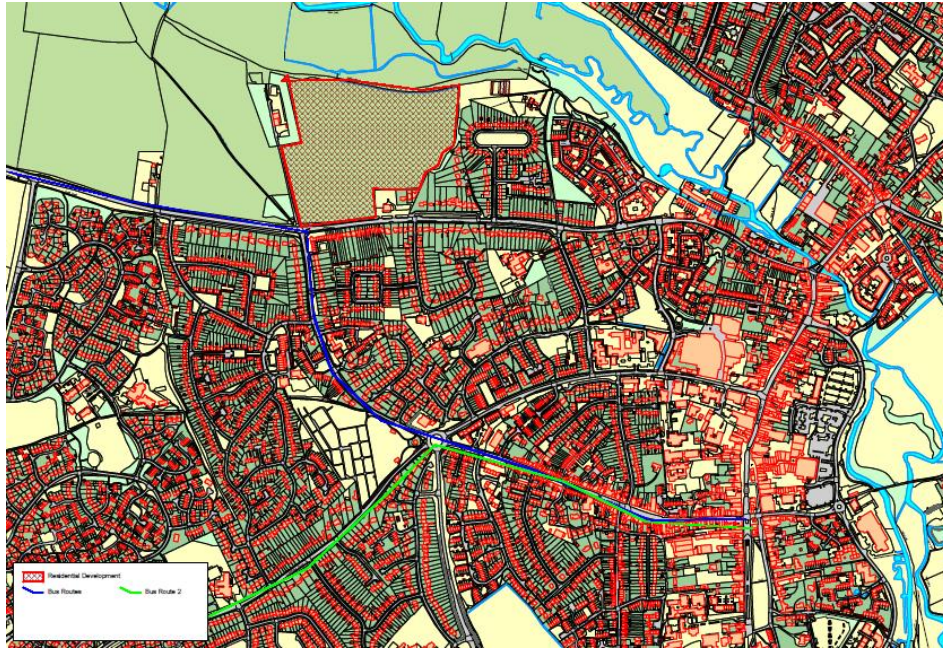
3.1 Central Witney

3.1.1 Current Public Transport Infrastructure

This ward has three bus shelters and several stops principally along Burford Road into the town serving routes 233, 853, V20, V21, V23, V25, V26 via Tower Hill and Corn Street. The bus shelter in the High Street serves the main through routes of 214, 233, 853, NS1, S1, S2, S7 and X9. The third bus shelter in Welch Way is not currently served by any bus service or provider.

3.1.2 Future Residential Development

Further development is underway north of Burford Road which when completed will deliver a further 260 homes. No bus service runs further east than the Tower Hill roundabout on Burford Road leaving the service along Tower Hill into the town centre, the main bus route for these residents.



3.1.3 Principles

- In areas outside of the town centre conservation area, the town council will explore the possibility of making bus shelters 'greener' and more attractive to residents and visitors entering the town.
- Consideration will be given to the addition of cycle racks at Burford Road Bus Stop.
- Consideration will be given to install or enhance bus shelters on the main routes serving the 233 routes to Long Hanborough station and S1 and S2 routes in the town centre.
- Consideration will be given to continue to make town centre shelters attractive by year on year spending on artwork for the shelters
- Consideration on how to utilise the Marriott's Walk Bus Shelter currently unused and not officially owned by anyone
- Consideration will be given to the addition of real time stats at the Burford Road bus shelter

3.1.4 Committed Projects

- Creation of a satellite transport hub at Tower Hill town-centre bound bus stop to include a bus shelter, cycle racks and real-time bus information

3.1.5 Funding Streams

- Developer contributions through Oxfordshire County Council

3.2 North Witney

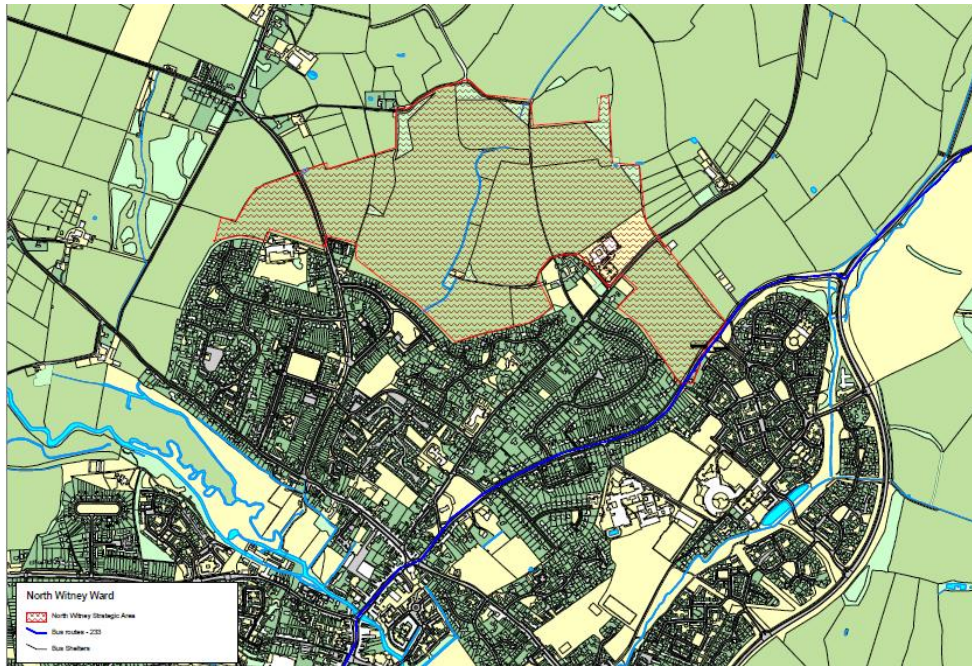
3.2.1 Current Public Transport Infrastructure

This area includes two bus shelters on Woodstock Road which serve the residents of Madley Park (East Ward) and routes 214 and 233. The 233 (northbound) providing a link to Long Hanborough railway station and beyond from Witney town centre.

North Witney has no current main bus services. West Oxfordshire Community Transport operates a town centre service which stops at several designated bus stops and hail and ride areas.

3.2.2 Future Residential Development

The North Witney Strategic development area will deliver 1200 houses to the immediate north of the ward by 2031. Although these houses will officially be in Hailey parish, residents will effectively be attached to Witney and the town centre will be its nearest service centre. Bus stops and shelters are likely to be required on one or more of the main routes from the north of the town, Woodstock Road, New Yatt Road and Hailey Road.



3.2.3 Principles

- The Town Council will request infrastructure at the planning stage of the Witney North development – bus stops and shelters, cycle racks.

3.2.4 Committed Projects

- None at the time of writing

3.2.5 Funding Streams

- Developer Funding from the North Witney Strategic Development Area

3.3 South Witney

3.3.1 Current Public Transport Infrastructure

This ward encompasses most of the town centre which is served by all major bus routes via Corn Street, Market Square and the High Street. The six shelters include; Market Square serving routes 210,

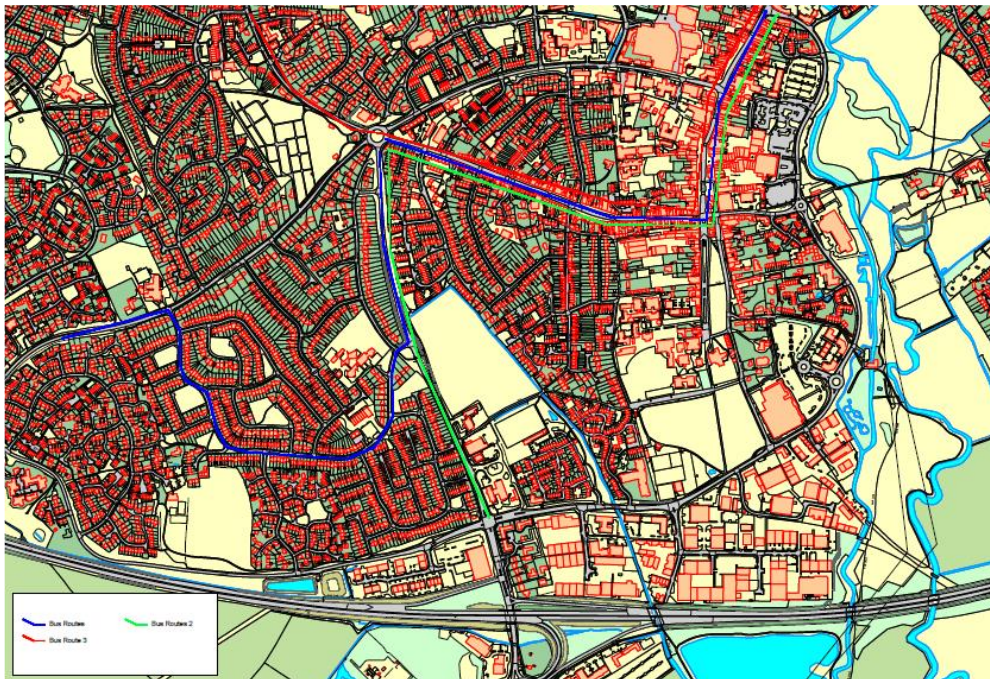
214, 215, 233, NS1, S1, S2, S7, TO1, X9 and 853, two in Corn Street serving the same and at Burwell serving NS1 and S1.

The footfall at the Market Square stops is reinforced by the extension to the pull ins completed by Oxfordshire County Council in 2019.

3.3.2 Future Residential Development

There may be limited scope for further residential development in the West Oxfordshire Local Plan 2031

Large areas of this area are within the designated West Oxfordshire District Council Witney & Cogges Conservation Area.



3.3.3 Principles

- Witney Town Council will be sympathetic to the character and heritage of the town when installing/maintaining bus shelters in this area
- The town Council will seek to make the bus shelters on the main town centre routes more appealing by way of pictures or by sponsored artwork
- Consideration will be given to additional shelters on Ducklington Lane – town centre bound, including bus shelter and real time stats at the underpass and Premier Inn stops.

3.3.4 Committed Projects

- The installation of an additional heritage bus shelter at Market Square Stop adjacent to the Town Hall.
- The installation of an enclosed bus shelter at Burwell precinct

3.3.5 Potential Funding Streams

- Burwell – Witney Town Council budget (agreed)
- Market Square D – Witney Town Council budget (agreed)

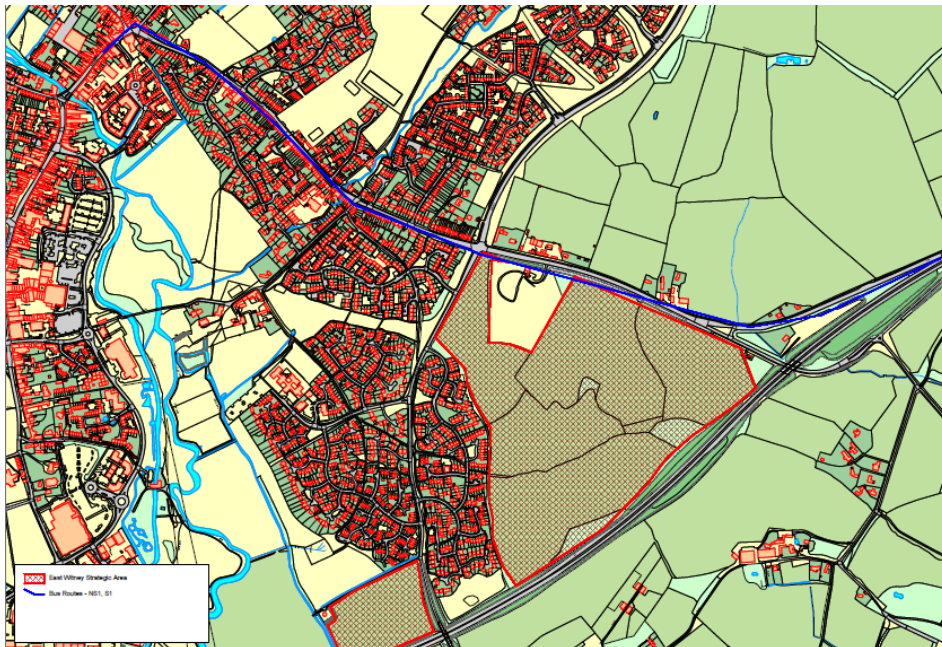
3.4 East Witney

3.4.1 Current Public Transport Infrastructure

This area includes four bus shelters serving the main routes 214, 853, NS1, S1, S2 and S7 from the town centre towards Oxford.

3.4.2 Future Residential Development

This ward will see further residential development as set out in the West Oxfordshire Local Plan 2031 of approximately 420 homes.



3.4.3 Principles

- The Town Council will request infrastructure at the planning stage of the Witney East development – bus stops and shelters, cycle racks.
- Consideration will be given for the installation of a small cantilever shelter and seat at the Staple Hall bus stop, space permitting.
- Consideration will be given for increasing the bike rack capacity at the bus shelter adjacent to Witney Mills Cricket Club

3.4.4 Committed Projects

- The installation of a bus shelter adjacent to Windrush Cemetery

3.4.5 Potential Funding Streams

- Witney East Section 106 Developer contributions

3.5 West Witney

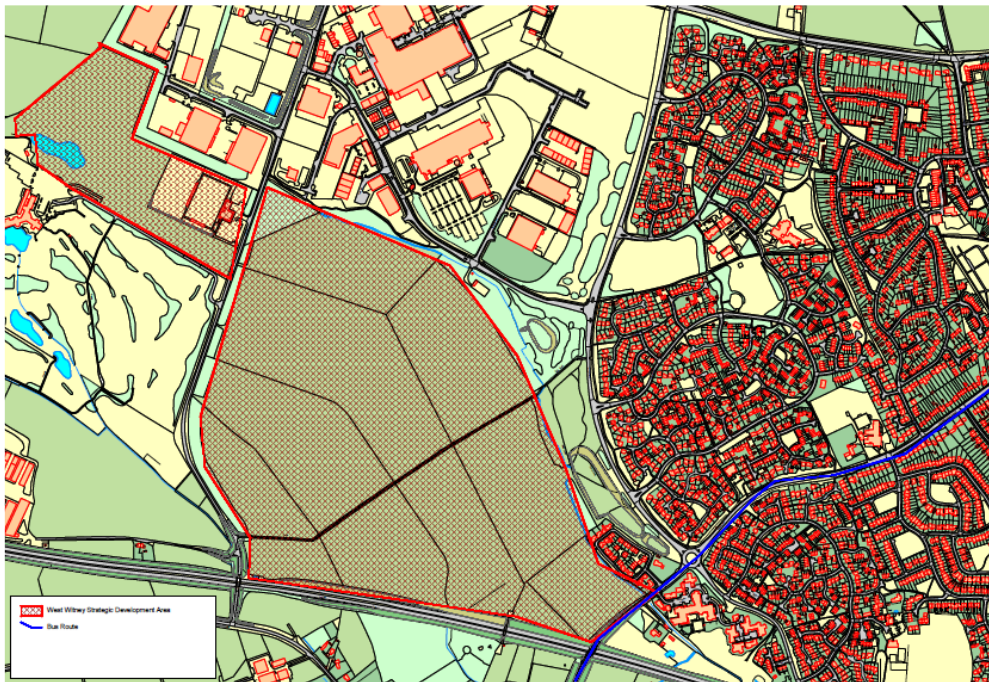
3.5.1 Current Public Transport Infrastructure

This area has five bus shelters. Only one serves the main S1 route between Carterton [Witney] and Oxford while two others are included on the Deer Park estate, served by West Oxfordshire Community Transport and The Villager services. The final two shelters are situated on the Range Road and were installed at the request of businesses in this area, although no commercial services utilise them.

3.5.2 Future Residential Development

A further 1200 homes will be delivered in West Witney through the Windrush Place development which includes a new primary school, allotments and precinct area. Further west the Colwell Green Development, adjacent to Witney Lakes Resort while not in Witney parish, will also utilise the services in Witney.

An agreement is in place for this development to use a bus shelter on Burford Road to use the 233 service into Witney but in practice,



3.5.3 Principles

- Explore the possibility of a bus shelter to serve Windrush Place to create a sustainable satellite transport hub. Cycle racks were installed here as part of the Oxfordshire County Council Active Travel initiative in 2020.

- Addition of more cycle rack at the bus shelter adjacent to Thorney Leys on Curbridge Road overly subscribed
- The Town Council will explore the potential of installing a bus shelter in Centenary Way in the vicinity of the Windrush Place precinct*

*Dependent on the current Stagecoach service being re-routed through Centenary Way.

3.5.4 Committed Projects

3.5.5 Potential Funding Streams

4. Delivery of Infrastructure

The installation of public transport infrastructure is determined on securing funds through several outlets. Grants, developer funding and precepted funds by the Town Council are the main sources of income for these projects, therefore it is not possible to offer a timescale on these projects.

5. Review of the Strategy

The Strategy will be a working document which should be reviewed every two years by the Council. As well as consideration from other stakeholders and authorities, the Town Council also welcomes the views of residents.

5.1 Procedure for Providing New Stops or Reviewing Existing Stops

Requests for new stops or the review of existing stops can be identified in several ways. Through Bus bus stop / shelter requests received from the public, Local Member, District Member, and Local Bus Operators.

All requests for new bus shelters will be assessed for highway safety. A request for a bus shelter will be considered if patronage exceeds more than two boarding passengers per journey in urban areas on a frequent service.

If a stop serves alighting passengers only, requests are unlikely to be considered.

Installations will be prioritised in relation to the funding available and no guarantee can be given to provide a bus shelter even if the criteria is met.

From a successful request, depending upon the width of the footway, The Town Council will seek to install, as a minimum, a cantilever shelter, comprising roof and back panels with a bench style seat for extra passenger comfort and a timetable case. If the footway is wide enough, a fully enclosed shelter will be installed which offers maximum protection against the elements and this will include full end panels and where appropriate, front panels.

5.2 Dealing with Complaints

The siting of bus shelters is a sensitive issue, especially the provision of new stops.

Complaints must be made in writing through the Town Council's Complaints Process. Where the complaint is not upheld the shelter will remain and the complainant advised accordingly.

Where a complaint refers to anti-social behaviour, The Town Council will contact the local police for further evidence from incident reports where these exist. This will enable us to make a judgment on whether the problem is perceived or exists.

Where a shelter is in existence it will not be removed other than in exceptional circumstances. It may instead be modified with the removal of the seating and end panels (where appropriate) making it a less attractive environment for anti-social behaviour, but still providing some protection for bus users.

Bus shelters will not be removed, other than in exceptional circumstances.