

Regulation 19 and Public Transport with Winchester District

Durley Parish Council have serious concerns regarding the potential changes that are included in Regulation 19, and based on the Strategic Transport Assessment. The following report is a summary of the current situation in Durley, but rather than just highlighting the failings it attempts to look at potential solutions. It is our belief that the subject of Public Transport within the Winchester District is so significant that it deserves a collaborative focus that includes all relevant bodies, not just the bus companies, District and County Councils but also includes Parish Councils and other relevant community organisations. This should take the form of an open and constructive workshop that explores all potential options. As the report below shows, there can be options for certain areas that could expand services without any additional costs.

Bus Services in Durley

At the time of writing this there is a single bus service that operates through Durley, operated by Stagecoach route 49, which provides a very limited service from Monday to Friday. . See appendix A for the relevant section of the timetable for this service. Whilst this does provide a public transport service to the residents of Durley it, in reality, only enables any sort of “round trip” to two a day. See appendix B for the details of these two round trips. There is no service at weekends nor on Bank Holidays.

Although relevant to Durley, this paper does not include the Bluestar 606 service to Barton Peveril College as this is a college service that only operates during term times.

For a small village such as Durley, where the public usage of the current bus service is very low and there is very limited new development, it is difficult to argue for enhanced bus services. However, you have to look at how the continued decline of services provided through Durley only lead to a complete loss of faith in any service with the obvious result that residents use, and have to use, private transport although in many cases that is not an option.

Both Winchester City Council and Hampshire County Council have a clearly stated aim of reducing the usage and dependency on private vehicles, and this can only be enabled by better public transport. Yet all the published improvement plans for bus services only focus on a very limited number of routes and only show further reductions for villages such as Durley.

As far as Durley is concerned, and it is the focus of this paper, there would seem to be a few possible solutions to providing a regular service through the village. Durley sits between two existing bus routes, the Bluestar 3 service Southampton to Eastleigh via Botley to the west of Durley, and the Stagecoach 69 service runs, as part of its route, from Bishops Waltham to Fair Oak via Upham to the east. If alternate services of either, or both, were to operate via Durley a regular service with a variety of connections would be available to the residents of Durley. This would, obviously, reduce the services through part of their existing routes but would not be removing the service. A third option could be to look at the Bluestar route 2 service which currently terminates at Fair Oak. It would be a relatively simple extension to this route if some, or all, of the schedule services extended their route in a loop, taking in Mortimers Lane, Winchester Road, through Durley and then back to Fair Oak. If one of these options was coupled with an overall increase in the frequency of the route the negative impact on the sections or timetable affected by this alternating service would be minimized.

Of course, a fundamental part of any public transport service is its usage by the public and to justify what is proposed in this paper would require a demonstrable demand. However, as

mentioned at the beginning, the continued decline of services through Durley in the recent past has resulted in a complete loss of faith in public transport. It will, therefore, require a high level of commitment to the service together with a significant amount of publicity and support to attract residents back to using the service.

Appendix A – Stagecoach Route 49, Durley timetable

Bishops Waltham - Durley, Botley - Hedge End Park

<u>Wildern Hedge End Superstores (W-bound)</u>	13:40
<u>Horton Heath Denhams Corner (NE-bound)</u>	13:47
<u>Durley Memorial Hall</u>	13:50
<u>Bishop’s Waltham, adj Ashton Lane</u>	13:57
<u>Bishop’s Waltham, in The Square</u>	14:02
<u>Waltham Chase, adj Forest Gardens</u>	14:07
<u>Swanmore, o/s Technology College</u>	14:10
<u>Swanmore, o/s St Barnabas Church</u>	14:12
<u>Bishop’s Waltham, adj Free Street</u>	14:16
<u>Bishop’s Waltham, in The Square</u>	14:20

Hedge End Park - Durley, Botley - Bishops Waltham

<u>Bishop’s Waltham, in The Square</u>	11:28	16:05	17:05
<u>Bishop’s Waltham, opp Ashton Lane</u>	11:33	16:10	17:10
<u>Durley Memorial Hall</u>	11:41	16:17	17:18
<u>Horton Heath Denhams Corner (NE-bound)</u>	11:43	16:20	17:20
<u>Wildern Hedge End Superstores (W-bound)</u>	11:50	16:27	17:27

Timetable data from [Stagecoach South](#), 6 September 2024

Appendix B - Durley “Round Trips” by Public Transport

For the purposes of these timings the Durley Memorial Hall has been used as the bus stop in Durley.

Option 1

Catch the 13.50 bus from the Memorial Hall to bishops Waltham, arriving at 14.02.

Return on either the 16.05 or 17.05 from Bishops Waltham, arriving at Durley Memorial Hall at either 16.17 or 17.18.

Option 2

Catch the 11.41 bus from the Memorial Hall to the Hedge End superstores, arriving at 11.50.

Return on the 13.40 from the Hedge End superstores, arriving at the Memorial Hall at 13.50.