

Cam and Dursley Station Travel Survey Reporting and Recommendations

Final Report incorporating feedback from Key
Stakeholder Presentation Meeting (2/2/15)

The key background

- Cam and Dursley station is of strategic importance to the communities of both Cam and Dursley
- Both Dursley Town Council and Cam Parish Council have embarked on their Neighbourhood Plans – and information about the station is critical in terms of the evidence base on transport and connectivity
- The comprehensive station survey and data gathering would form a natural part of the Neighbourhood Planning process but would also form a key part of Gloucestershire County Council's evidence base for LTP review and public transport operations

The wider picture

- Both the Town and Parish Councils are looking at transport as a key issue in their plans
- Dursley's Neighbourhood Plan evidence base (collected during 2014) contains key information on:
 - Missing links in the pedestrian and cycling network
 - Implications of new development on connectivity
 - A comprehensive access audit covering the key pedestrian links
 - The need for the Cam-Dursley Greenway and cycle connections
 - Connectivity to South Gloucestershire and Bristol
 - Bus/rail timings and better integration

A collaborative approach

- Evidence base jointly commissioned by DTC, CPC and GCC
- For DTC and CPC it will inform the priorities in their Neighbourhood Plan and help re-assess the functional role of the station. It will also help inform the impact of future development/growth and the importance of the station and regular services to the community
- For GCC it will help inform the bus and community transport integration serving the station, promote bus service improvements, monitor use of the car park extension, feed into the GCC LTP review process (ready for second round of consultation) and help with the development of a station travel plan in FY15/16
- Initial presentation on findings held on 15th Jan 2015 with representatives from CPC/DTC followed by session on 2/2/15 to present draft report

Cam and Dursley - its strategic context

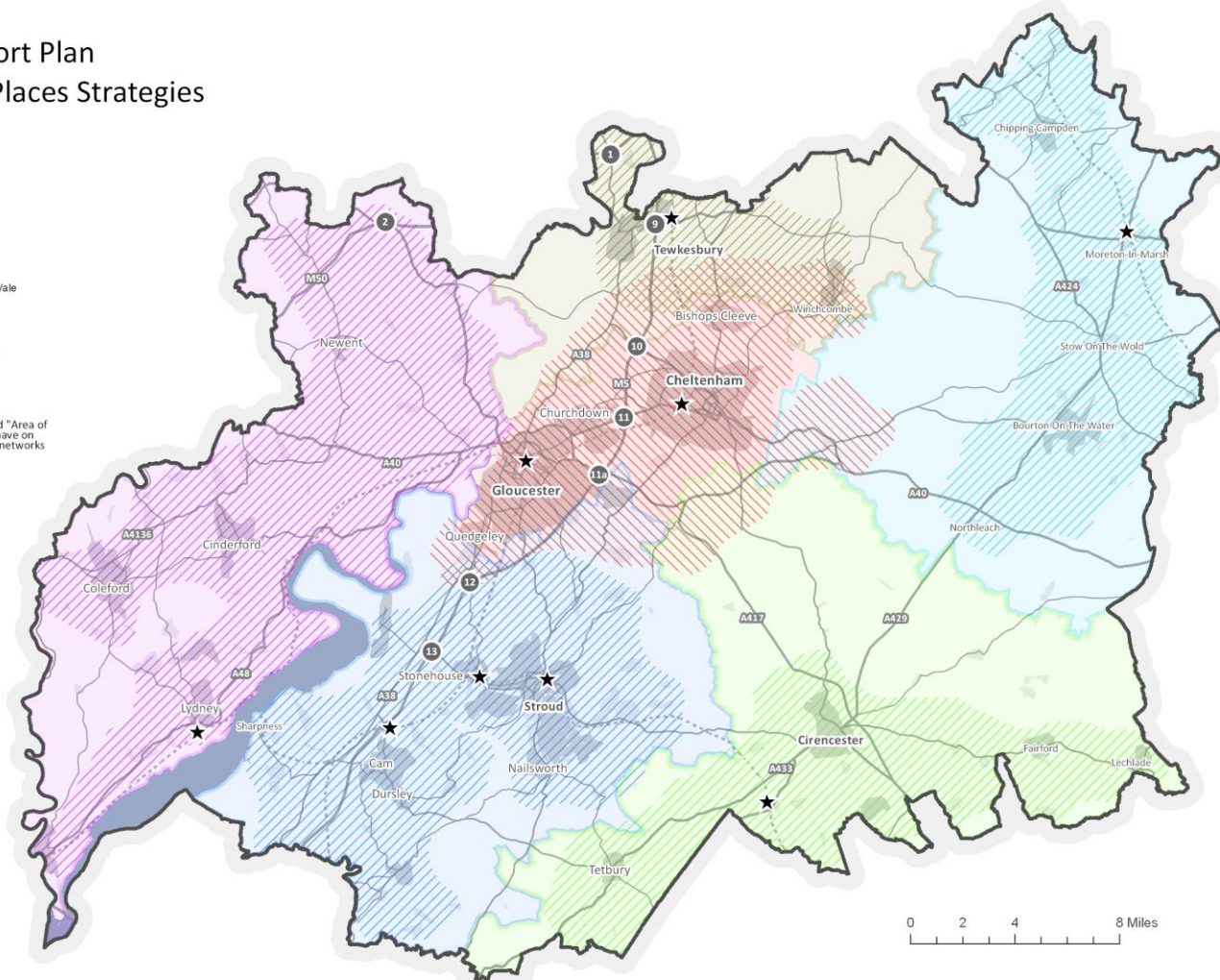
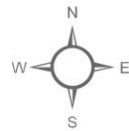
Local Transport Plan
Connecting Places Strategies
November 2014

CPS Zones
CPS Aol

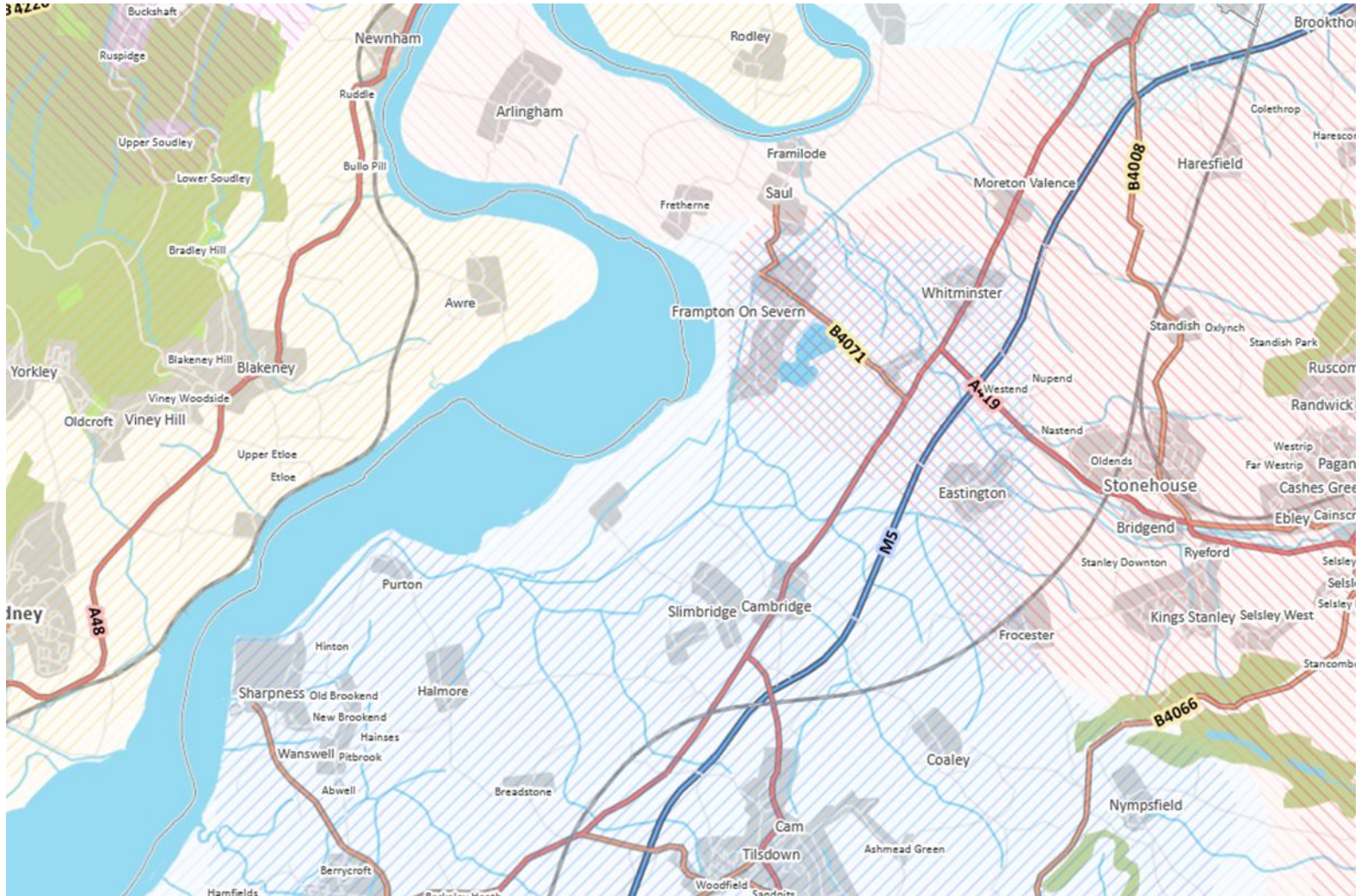
- Central Severn Vale
- North Cotswold
- Forest of Dean
- South Cotswold
- Stroud Area
- Tewkesbury

*CPS Aol refers to the projected "Area of Influence" that each zone will have on local population and transport networks

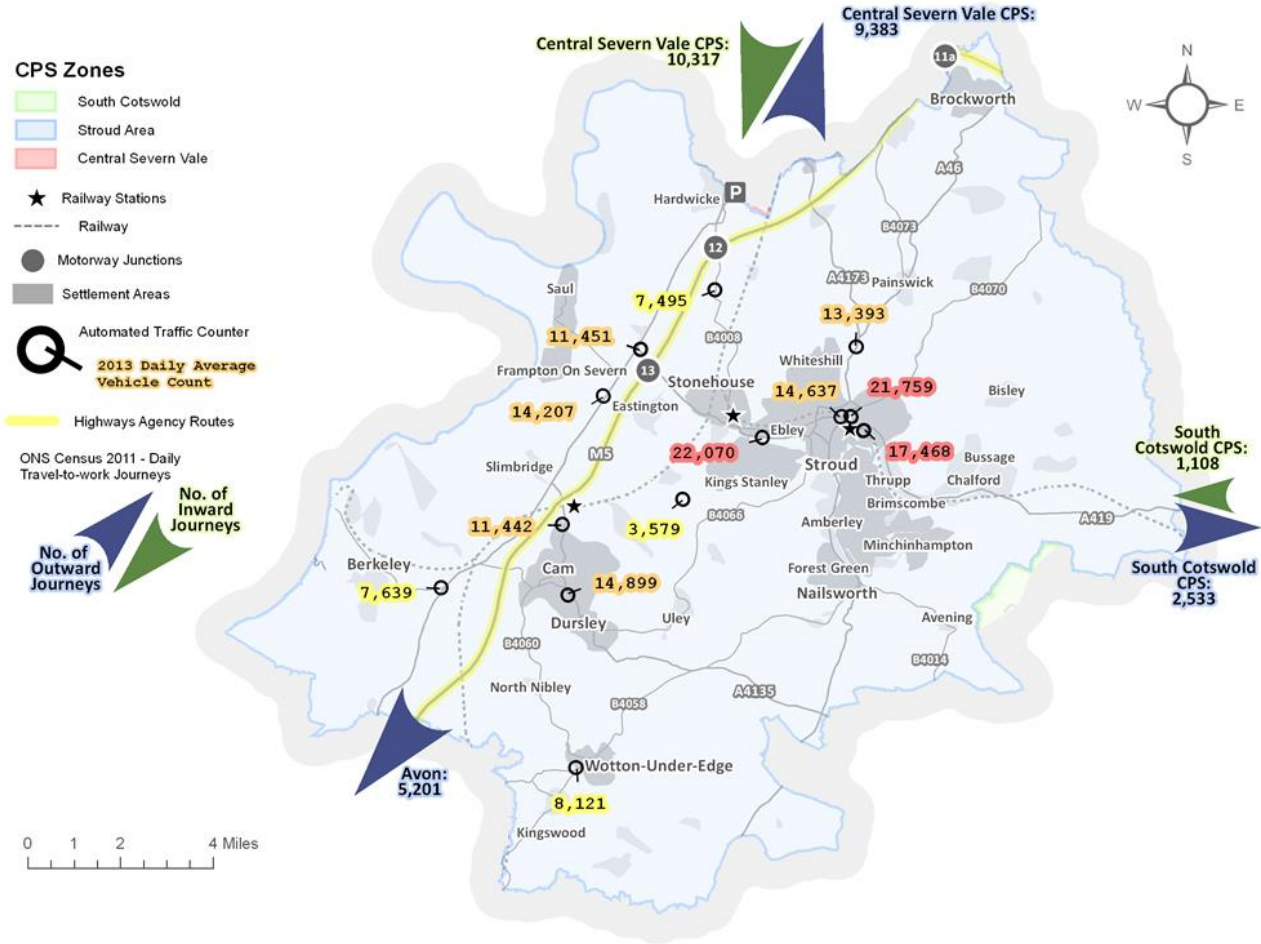
- ★ Railway Stations
- Motorway Junctions
- Settlement Areas



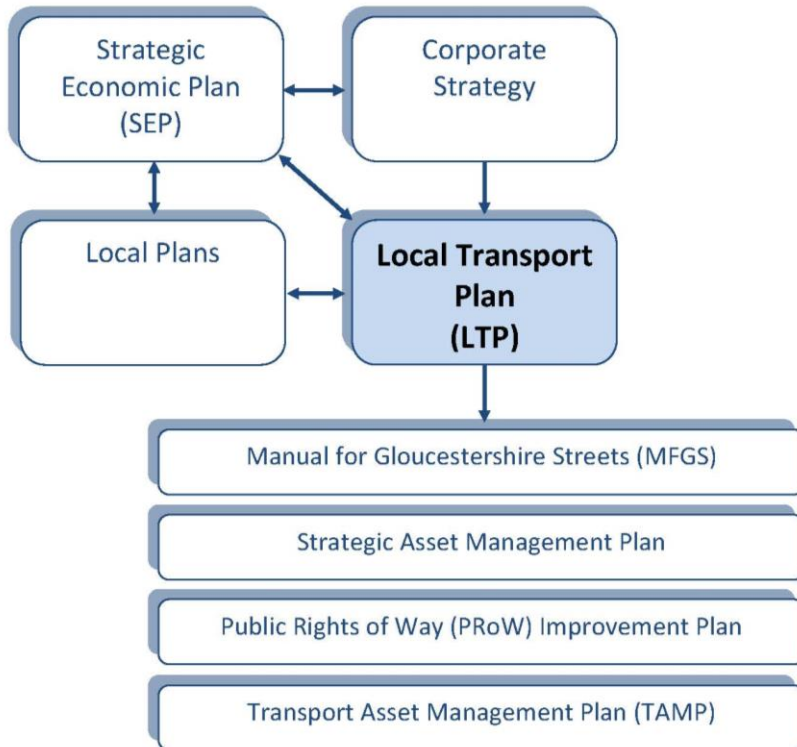
Cam and Dursley - its South Stroud context



Cam and Dursley - its South Stroud context



LTP - Hierarchy of documents



LTP will consist of:

1. Evidence Base Review
2. Overarching Strategy
3. Individual Model Strategies

Supported by Local Evidence base (Neighbourhood Plans etc)

Key facts about Cam and Dursley

- Rail Patronage in 2013/14 (ORR data) = 177,094 pa
- Increase over last 5 years of 29.8% since 2009/10
- Year on year profiles since 2009 look like:

2009/10	136,384	
2010/11	153,102	+12.3% on previous year
2011/12	162,992	+6.5% on previous year
2012/13	166,870	+2.4% on previous year
2013/14	177,094	+6.1% on previous year

Key issue in success is the 'clockface' timetable and minimum hourly frequencies

The station survey approach

The survey approach covered a range of issues and followed national station travel planning best practice (RSSB/ATOC):

Survey 1 – Postcard survey completed ‘on the day’ or posted back

Survey 2 – Detailed optional survey with prize draw incentive

Survey 3 – Patronage on/off rail services

Survey 4 – Patronage on/off bus services calling at the station

Survey 5 – Car parking turnover and parking behaviour

Survey 6 – Mode of travel to/from the station including car occupancy

In addition to these survey the wider Residents surveys for the Neighbourhood Plans will tackle the ‘non-user’ needs

The station survey approach

- The surveys were carried out during November 2014 and covered weekdays and weekends to obtain a variety of feedback
- Weekdays were split into 2 shifts to capture early morning commuters but also those returning from work and using the train for leisure purposes
- The dates and timeframes for the surveys were:
 - Wednesday 26th November 2014 6am – 11am
 - Thursday 27th November 2014 11am – 4pm
 - Friday 28th November 2014 4pm – 9pm
 - Saturday 2nd December 2014
 - Monday 4th December 2014

The station survey approach

- The surveys were carried out prior to the December 2014 timetable changes but no new timetables were available to hand out as a 'conversation' starter
- The total number of completed surveys was
- 144 for the postcard survey – response rate of 22% based on key assumptions on the number of 'repeat' station users
- 28 detailed surveys – response rate of 32% against those who stated they would complete the survey
- Cost of £20 per engagement including all reporting and analysis
- Cost of £13.50 per engagement based on contact time only – in line with Personalised Travel Planning requirements

Key findings for survey 1 - Snapshot Customer

This survey was designed to:

- Assess mode choice of travel to the station
- Identify journey purpose
- Identify destination
- Identify frequency
- Identify where they respondents live
- Obtain follow-up survey sign up

Cam Parish Council
Dursley Town Council and
Gloucestershire County Council

Date Survey Code No:

Cam and Dursley Station Snapshot Customer Travel Survey
Thank you for using Cam and Dursley station today. Please take a moment to answer these questions to us develop the Neighbourhood Plans for Cam and Dursley, and also to give important feedback to Gloucestershire County Council about how the station is being used. **Either pass the postcard to a travel advisor or put it in the post using the Freepost address on the back.**

Q1. How did you get to the station today? (tick all that apply)
Car on my own / Car - with passengers / Car - dropped off or picked up / Walk / Cycle (parking at the station) / Cycle (taking the bike on the train) / Public Bus / Taxi/Private Hire / Motorbike / Other (please specify)

Q2. What is the main reason for your journey today?
Travelling to school / Travelling to college or university / Commuting / Company business / Personal business / Leisure / Holiday / Shopping / Social / Other (please specify)

Q3. Where are you travelling to?
Gloucester / Cheltenham / Yate / Bristol Parkway / Bristol Temple Meads / Filton Abbey Wood / Bath / Worcester / London / Other - please state below

Q4. How often do you catch the train?
7 days a week / 5 days a week / 3 to 4 times a week / Once or twice a week / A few times a month / Less frequently but a few times over the year / One off visit / Other / Not applicable

Q5. Do you live in Cam or Dursley? Yes / No

Q6. Would you be willing to take part in a more detailed survey about the station? There is prize draw if you participate
Yes No

Q7. If yes, please let us have your contact details
Phone
Email

Q8. Home postcode (eg GL5 3)

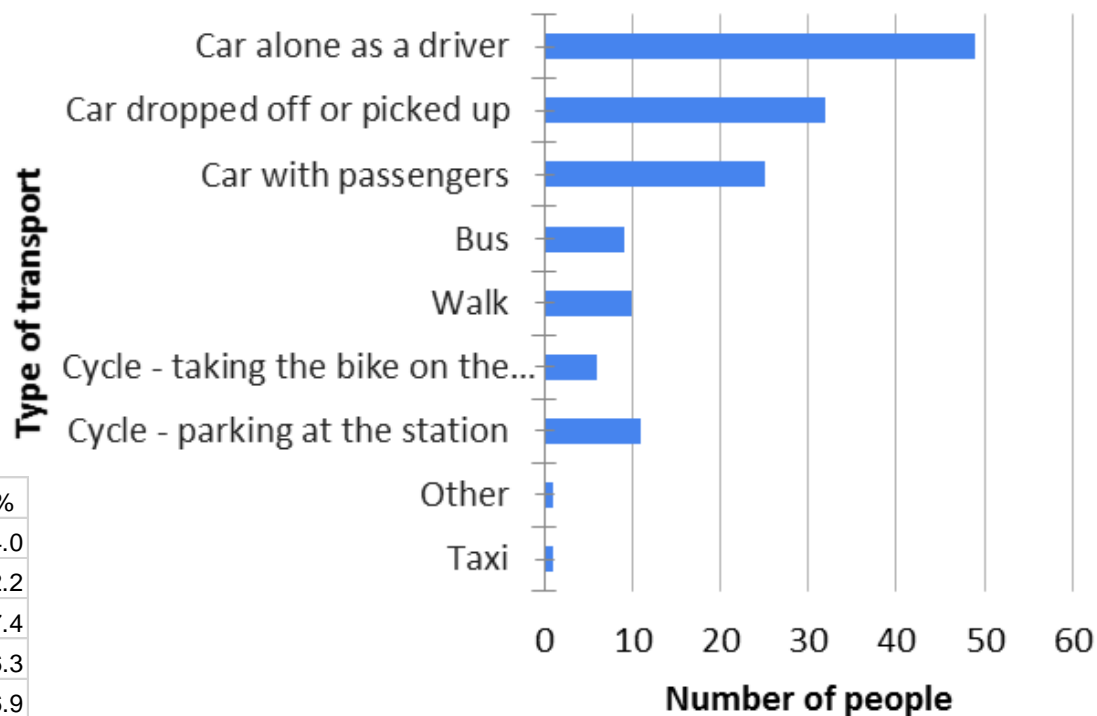
Thank you for taking the time to complete this survey



Key findings for survey 1 - Snapshot Customer

Mode Choice

How did you travel to the station today?

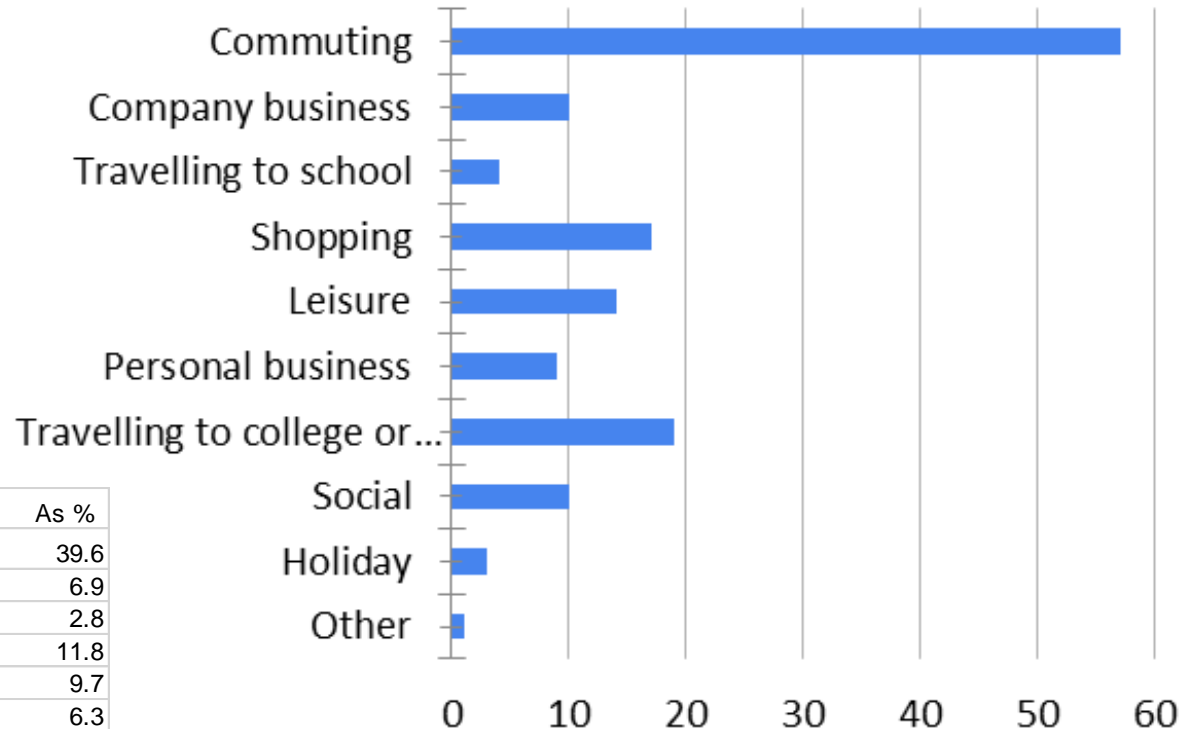


Mode of travel to station	No of responses	As %
Car alone as a driver	49	34.0
Car dropped off or picked up	32	22.2
Car with passengers	25	17.4
Bus	9	6.3
Walk	10	6.9
Cycle - taking the bike on the train	6	4.2
Cycle - parking at the station	11	7.6
Other	1	0.7
Taxi	1	0.7

Key findings for survey 1 - Snapshot Customer

Journey Purpose

What is the main reason for your journey today?

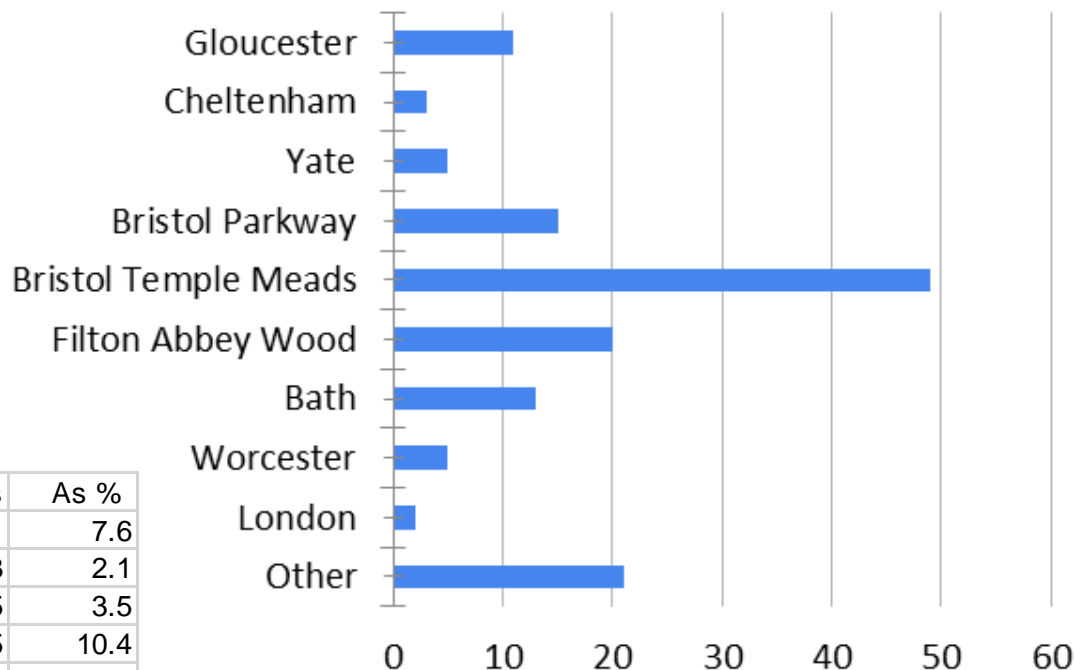


Journey purpose	No of responses	As %
Commuting	57	39.6
Company business	10	6.9
Travelling to school	4	2.8
Shopping	17	11.8
Leisure	14	9.7
Personal business	9	6.3
Travelling to college or university	19	13.2
Social	10	6.9
Holiday	3	2.1
Other	1	0.7

Key findings for survey 1 - Snapshot Customer

Key destinations

Where are you travelling to today?

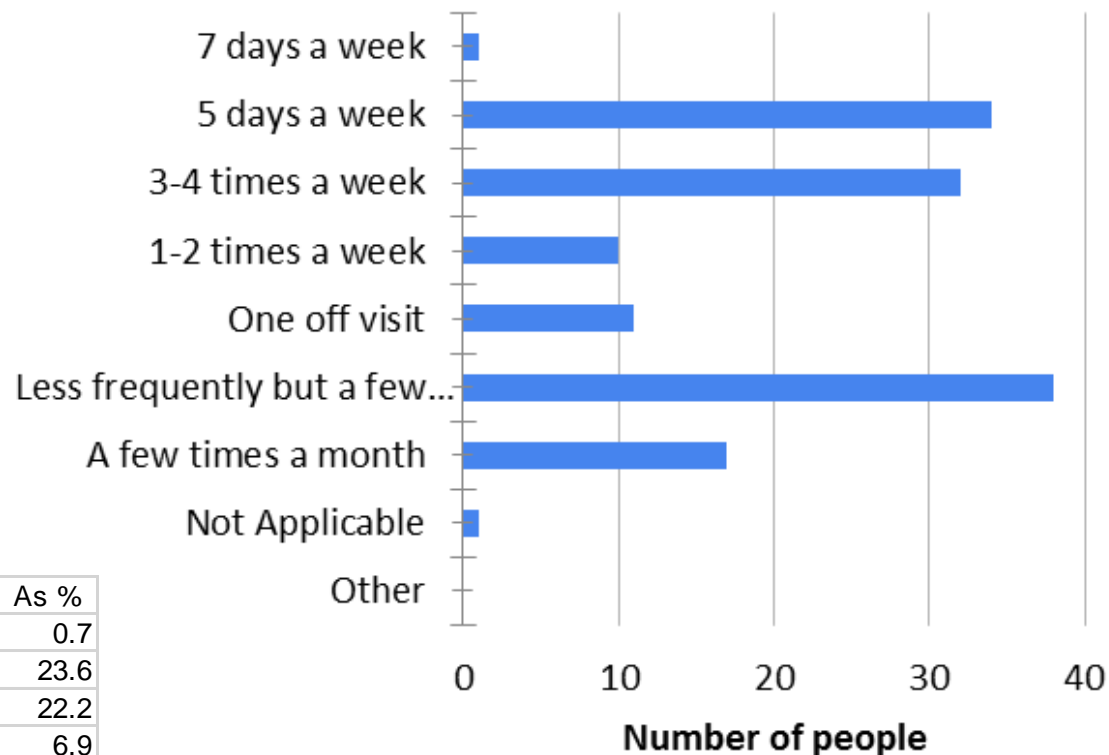


Key destinations	No of responses	As %
Gloucester	11	7.6
Cheltenham	3	2.1
Yate	5	3.5
Bristol Parkway	15	10.4
Bristol Temple Meads	49	34.0
Filton Abbey Wood	20	13.9
Bath	13	9.0
Worcester	5	3.5
London	2	1.4
Other	21	14.6

Key findings for survey 1 - Snapshot Customer

Frequency of using the train

How often do you catch the train?



Frequency of travel by train	No of responses	As %
7 days a week	1	0.7
5 days a week	34	23.6
3-4 times a week	32	22.2
1-2 times a week	10	6.9
One off visit	11	7.6
Less frequently but a few times over the year	38	26.4
A few times a month	17	11.8
Not Applicable	1	0.7

Key findings for survey 1 - Snapshot Customer

Getting into the detail: as a result of the session with DTC/CPC the following additional information has been analysed

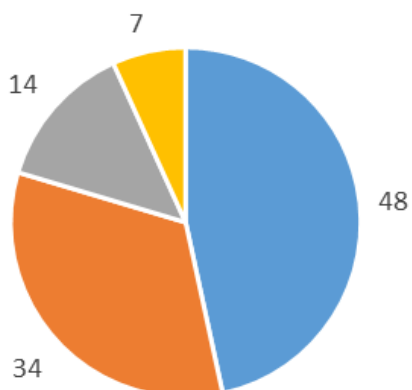
- Postcode of 'home' origin - based on 4 categories of location
- Mode of choice to the station for the GL11 and wider Stroud/Sevenside catchments
- Key destinations by location group
- Journey purpose by location group

Note 103 of 144 respondents gave a postcode zone

Key findings for survey 1 - Snapshot Customer

Where respondents live

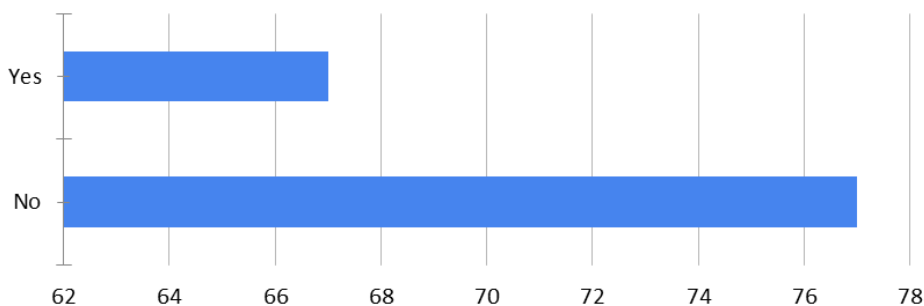
Where respondents are coming from (%)



- Cam and Dursley area (GL11)
- Stroud/Stroud Valleys/Sevenside
- Other GL postcodes
- Other-further afield

	No respondents	As %
Cam and Dursley area (GL11)	48	46.6
Stroud/Stroud Valleys/Sevenside	34	33.0
Other GL postcodes	14	13.6
Other-further afield	7	6.8

Number of people living in Cam and Dursley

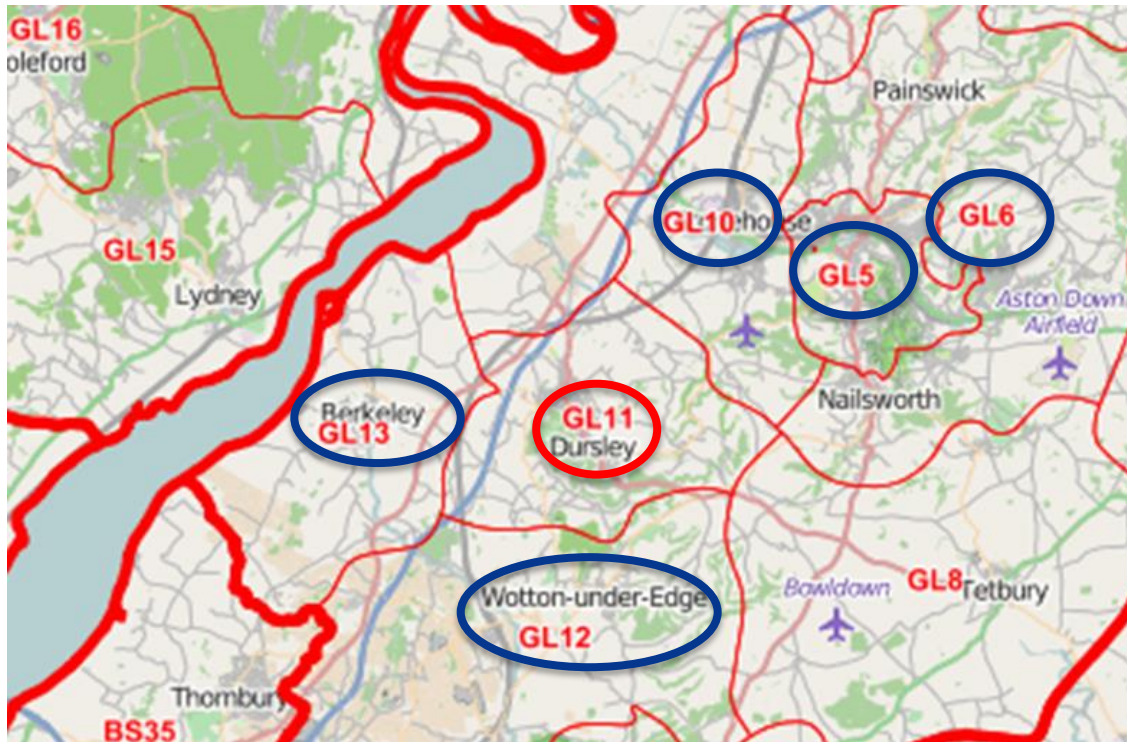


Where station users live	No of responses	As %
In Cam or Dursley area	67	46.5
Other locations	77	53.5

Key findings for survey 1 - Snapshot Customer

Postcode locations for passenger origins :

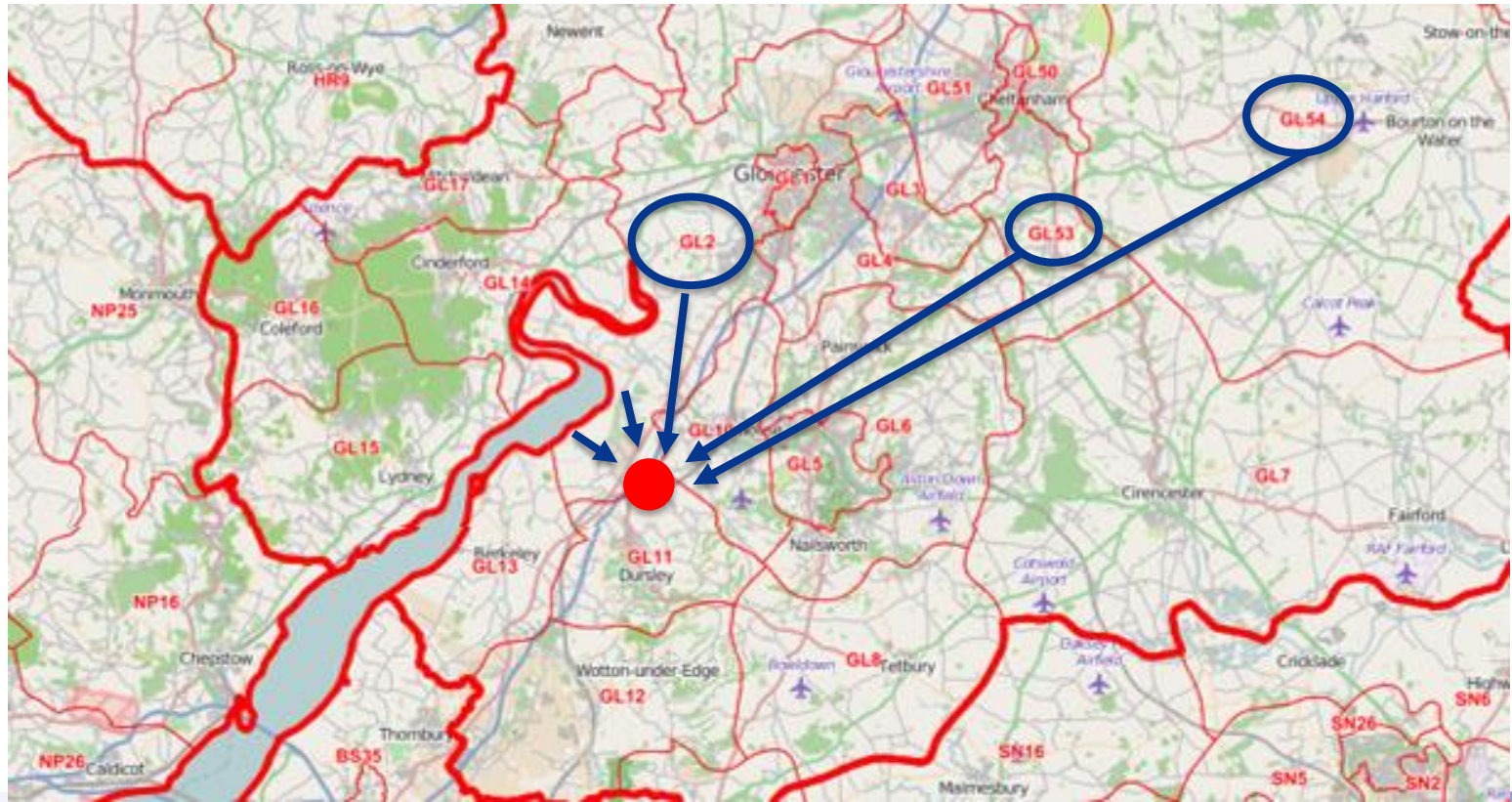
Cam and Dursley and Stroud/Sevenside catchment – combined account for nearly 80% of throughput



Key findings for survey 1 - Snapshot Customer

Postcode locations for:

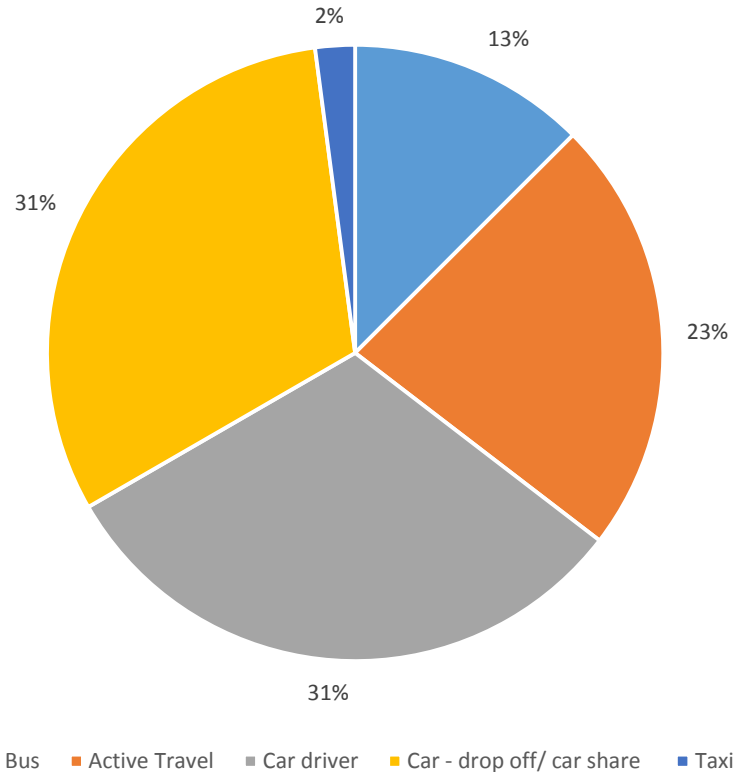
The remaining 20% - roughly 2/3 were GL postcodes (nearly all Gloucester) and 1/3 elsewhere



Key findings for survey 1 - Snapshot Customer

Cam and Dursley 'local' catchment – GL11

Mode of travel from Cam and Dursley catchment (GL11)



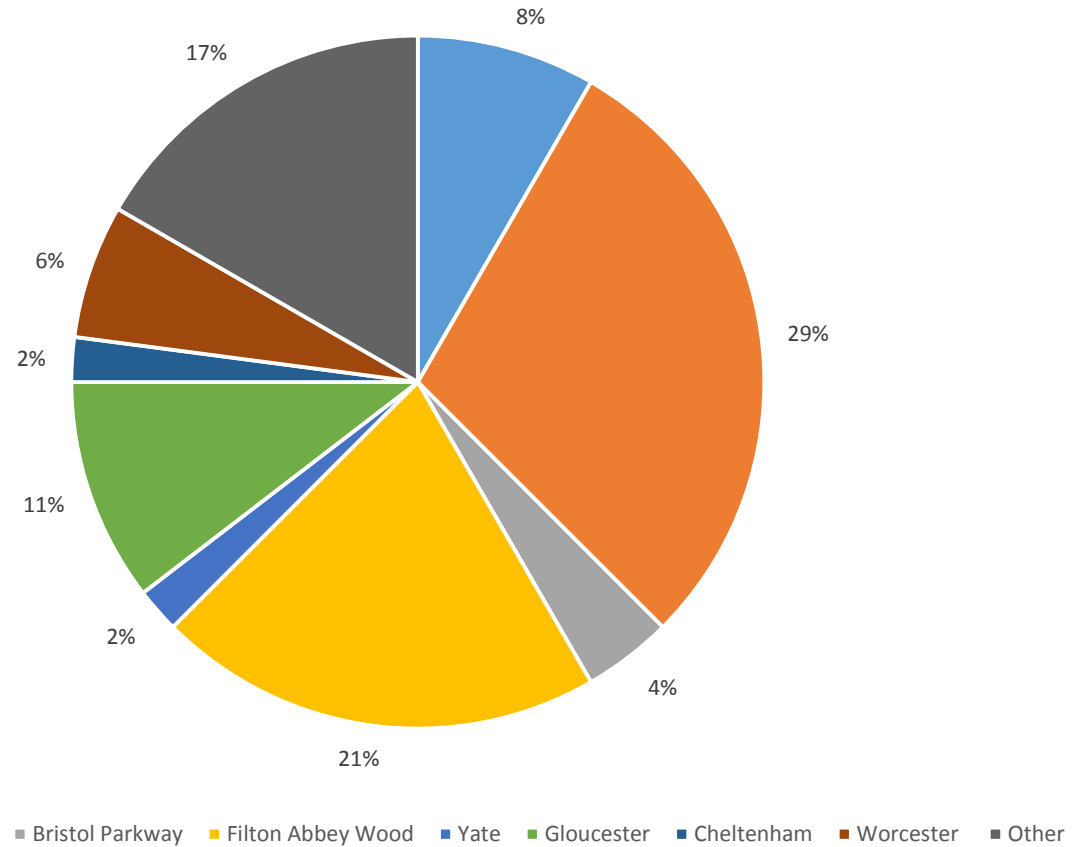
Mode	No of respondents	As %
Bus	6	12.5
Active Travel	11	22.9
Car driver	15	31.3
Car - drop off/ car share	15	31.3
Taxi	1	2.1

Key findings for survey 1 - Snapshot Customer

Cam and Dursley 'local' catchment – GL11

Key Destinations	No of respondents	As %
Bath	4	8.3
Bristol TM	14	29.2
Bristol Parkway	2	4.2
Filton Abbey Wood	10	20.8
Yate	1	2.1
Gloucester	5	10.4
Cheltenham	1	2.1
Worcester	3	6.3
Other	8	16.7

Key Destinations for Cam and Dursley catchment

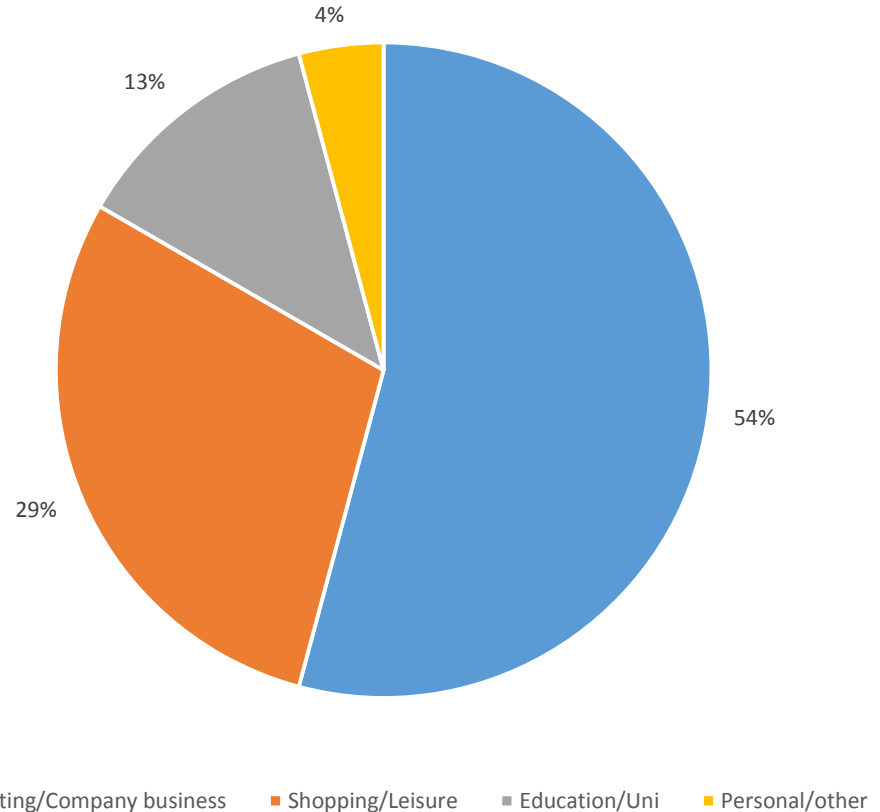


Key findings for survey 1 - Snapshot Customer

Cam and Dursley 'local' catchment – GL11

Journey Purpose for Cam and Dursley catchment

Journey Purpose	No of respondents	As %
Commuting/Company business	26	54.2
Shopping/Leisure	14	29.2
Education/Uni	6	12.5
Personal/other	2	4.2

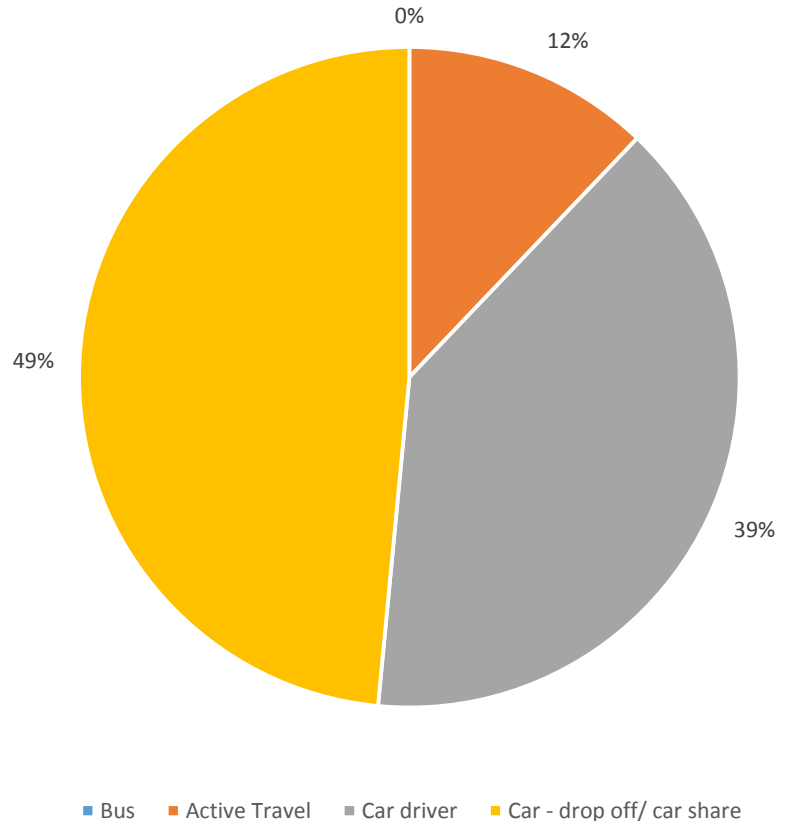


Key findings for survey 1 - Snapshot Customer

Stroud/Stroud Valleys and Severnside catchment (GL5, 6, 10, 12 & 13)

Mode of travel for Stroud/Severnside catchment

Mode	No of respondents	As %
Bus	0	0
Active Travel	4	12.1
Car driver	13	39.4
Car - drop off/ car share	16	48.5

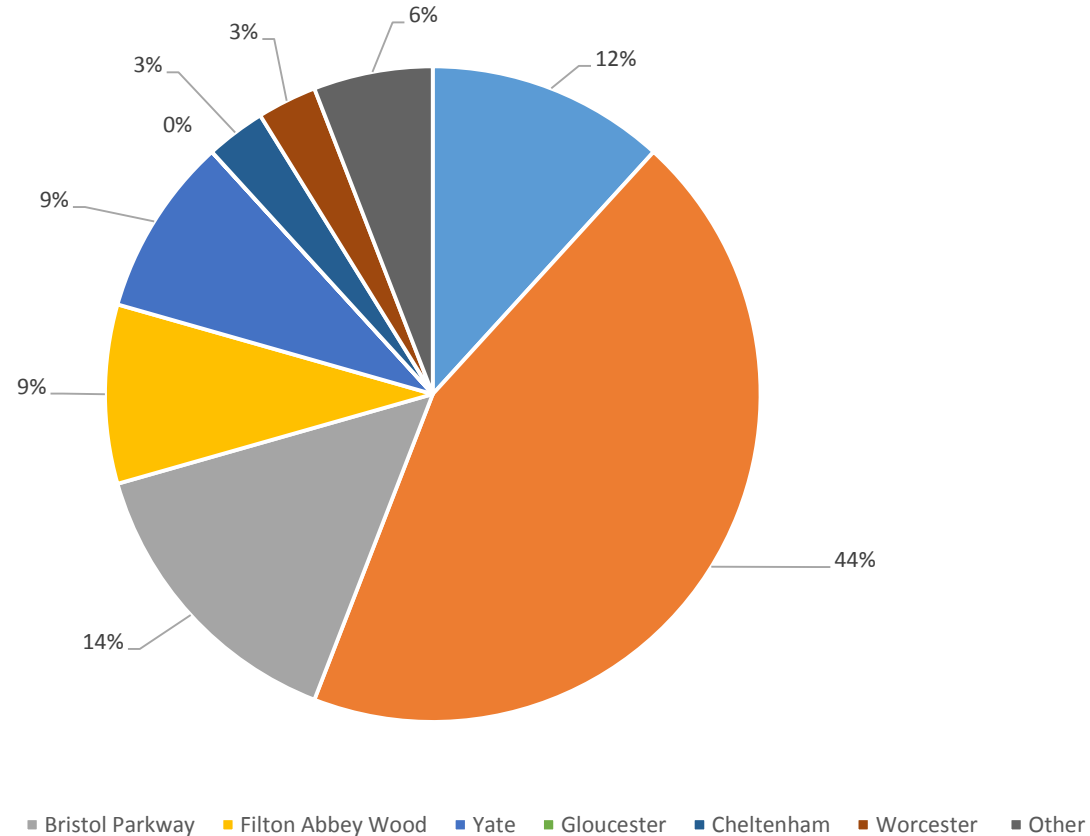


Key findings for survey 1 - Snapshot Customer

Stroud/Stroud Valleys and Severnside catchment (GL5, 6, 10, 12 & 13)

Key destinations for Stroud/Severnside catchment

Key Destinations	No of respondents	As %
Bath	4	11.8
Bristol TM	15	44.1
Bristol Parkway	5	14.7
Filton Abbey Wood	3	8.8
Yate	3	8.8
Gloucester	0	0.0
Cheltenham	1	2.9
Worcester	1	2.9
Other	2	5.9

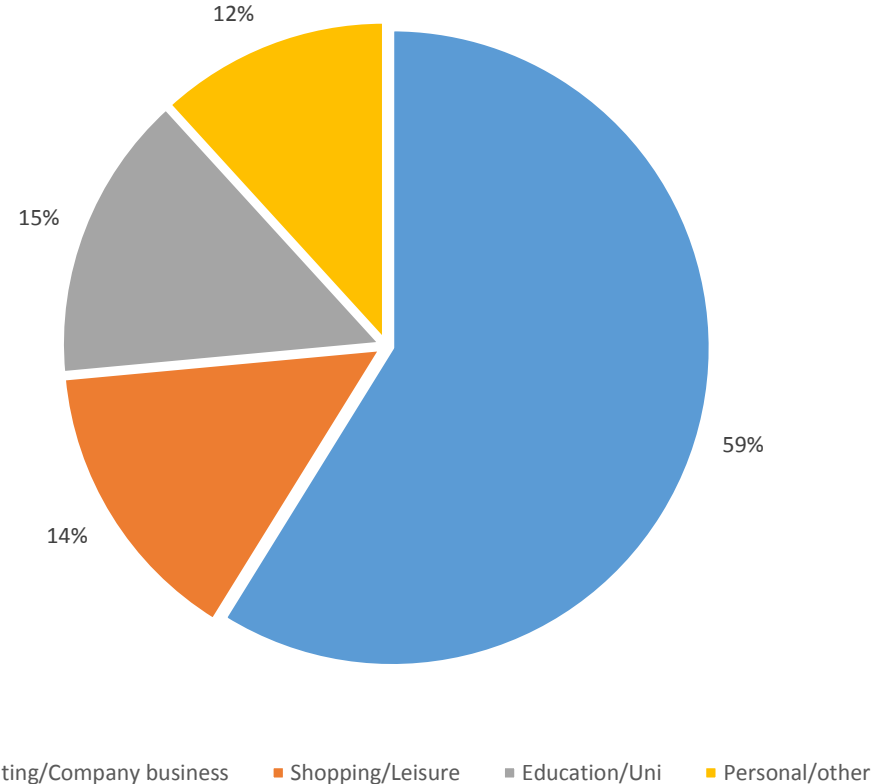


Key findings for survey 1 - Snapshot Customer

Stroud/Stroud Valleys and Severnside catchment (GL5, 6, 10, 12 & 13)

Journey purpose for Stroud/Severnside catchment

Journey Purpose	No of respondents	As %
Commuting/Company business	20	58.8
Shopping/Leisure	5	14.7
Education/Uni	5	14.7
Personal/other	4	11.8



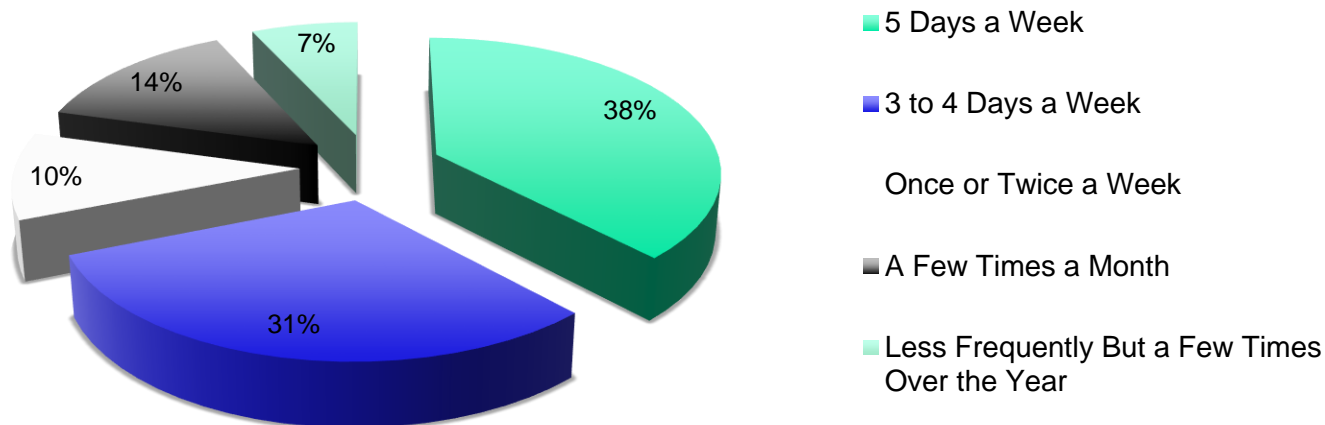
Key findings for survey 1 - Snapshot Customer

Other catchment characteristics

- Majority of GL origins (especially GL2 - South Gloucester) are going to Bristol or Bath
- Wider destinations towards South Wales, Salisbury/Portsmouth line
- Not used greatly for movement into Gloucester (or Cheltenham in particular) due to changing trains

Key findings for survey 2 - Detailed survey

How Often Do You Use/Visit Cam and Dursley Rail Station? (n=29)



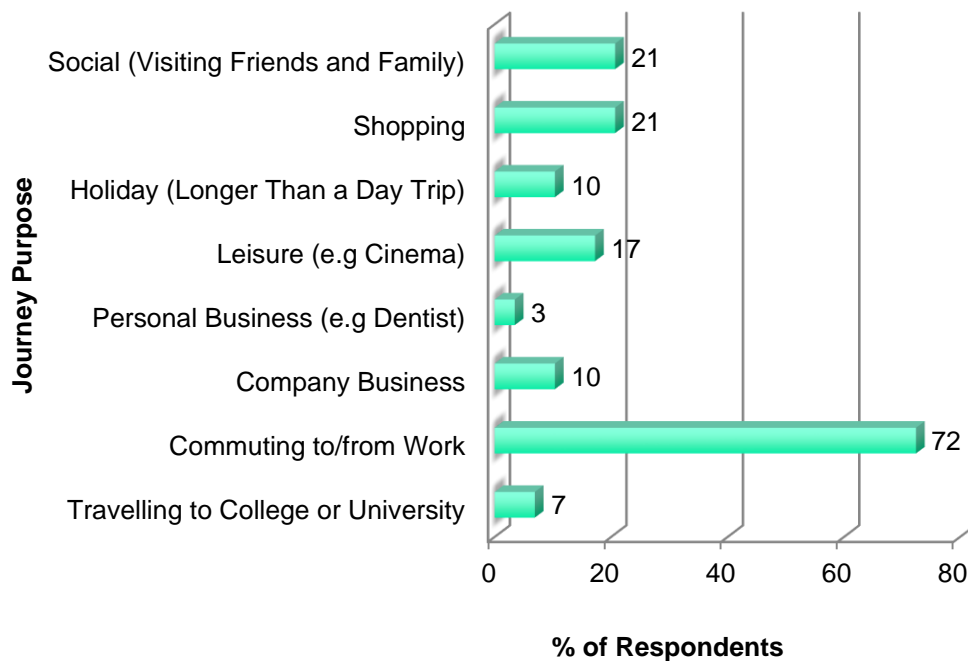
Often	Count	%
5 Days a Week	11	38
3 to 4 Days a Week	9	31
Once or Twice a Week	3	10
A Few Times a Month	4	14
Less Frequently But a Few Times Over the Year	2	7

Comments: Mixed profile suggests that the station is not used purely by commuters for work purposes but also for recreational and leisure journeys. Alternatively the results may convey the flexibility of individuals working arrangements

Key findings for survey 2 - Detailed survey

What Is The Main Purpose of Your Journeys From The Station? (n=29)

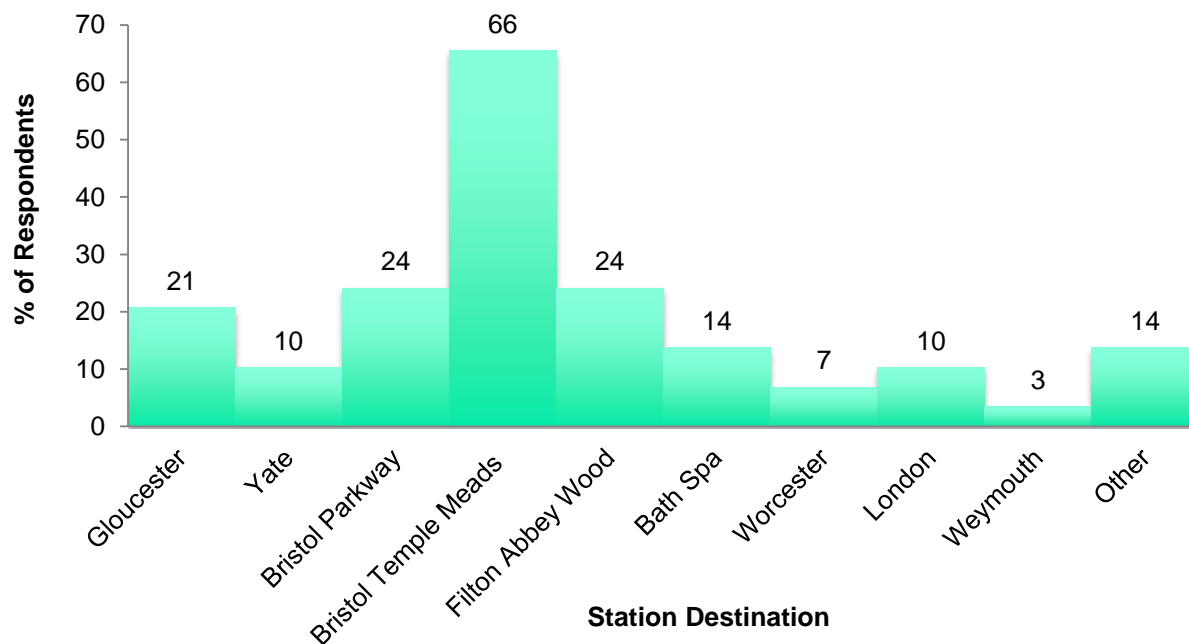
(Multiple Choice)



Journey Purpose	Count	%
Travelling to College or University	2	7
Commuting to/from Work	21	72
Company Business	3	10
Personal Business (e.g Dentist)	1	3
Leisure (e.g Cinema)	5	17
Holiday (Longer Than a Day Trip)	3	10
Shopping	6	21
Social (Visiting Friends and Family)	6	21

Key findings for survey 2 - Detailed survey

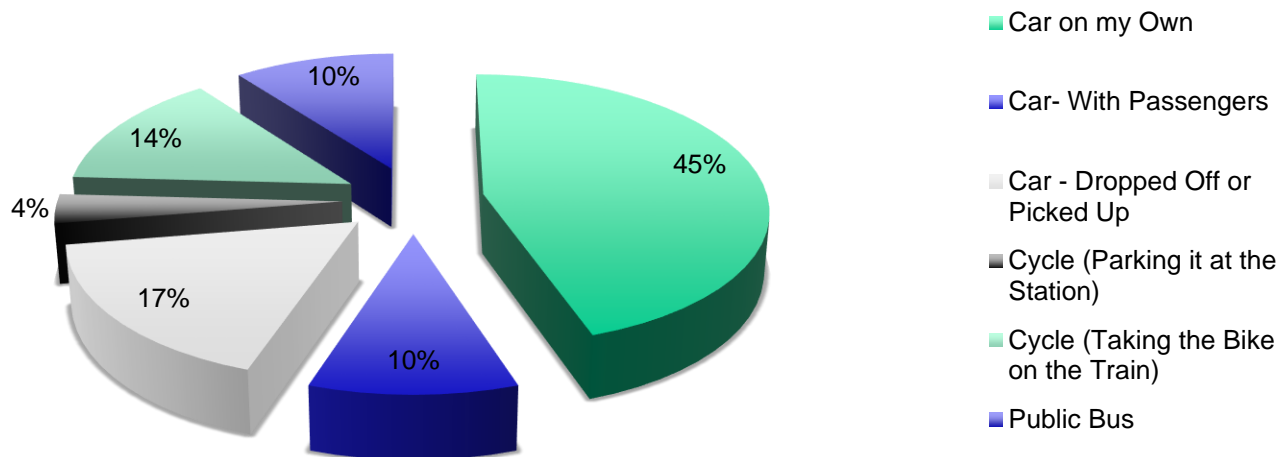
Which Train Stations Do You Normally Travel To? (n=29) (Multiple Choice)



Station Destination	Count	%
Gloucester	6	21
Yate	3	10
Bristol Parkway	7	24
Bristol Temple Meads	19	66
Filton Abbey Wood	7	24
Bath Spa	4	14
Worcester	2	7
London	3	10
Weymouth	1	3
Other	4	14

Key findings for survey 2 - Detailed survey

How Do You Normally Travel To and From The Rail Station? (n=29)

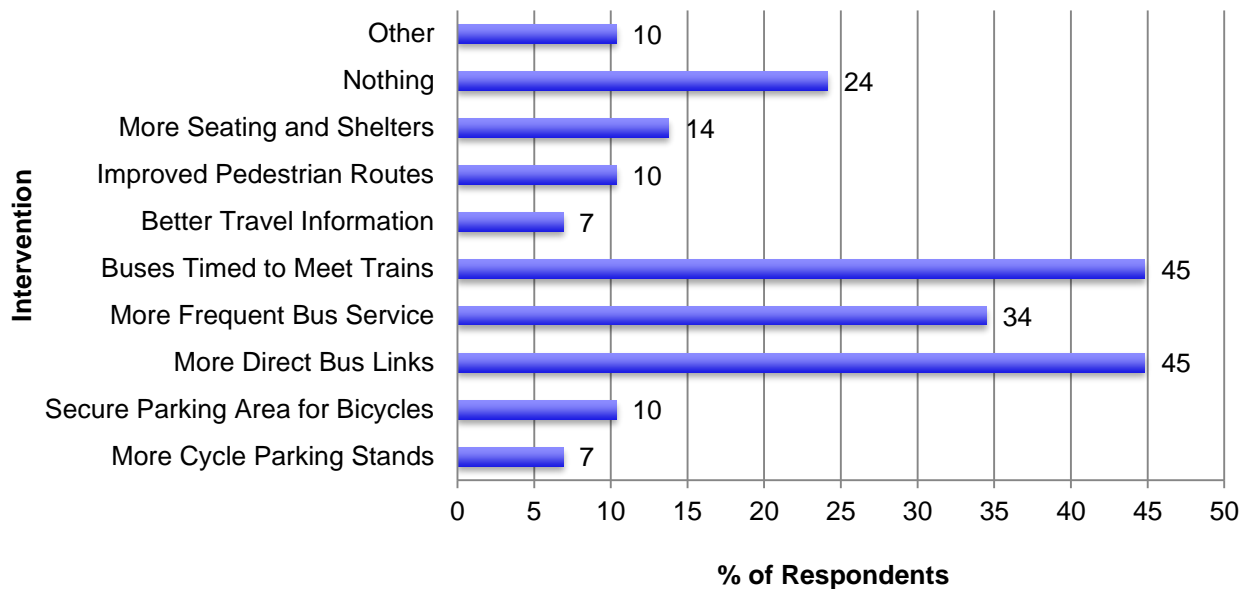


Travel Method	Count	%
Car on my Own	13	45
Car- With Passengers	3	10
Car - Dropped Off or Picked Up	5	17
Cycle (Parking it at the Station)	1	3
Cycle (Taking the Bike on the Train)	4	14
Public Bus	3	10

Key findings for survey 2 - Detailed survey

What Would Encourage You To Change the Way You Travel To And From The Station In The Future? (n=29) (Multiple Choice)

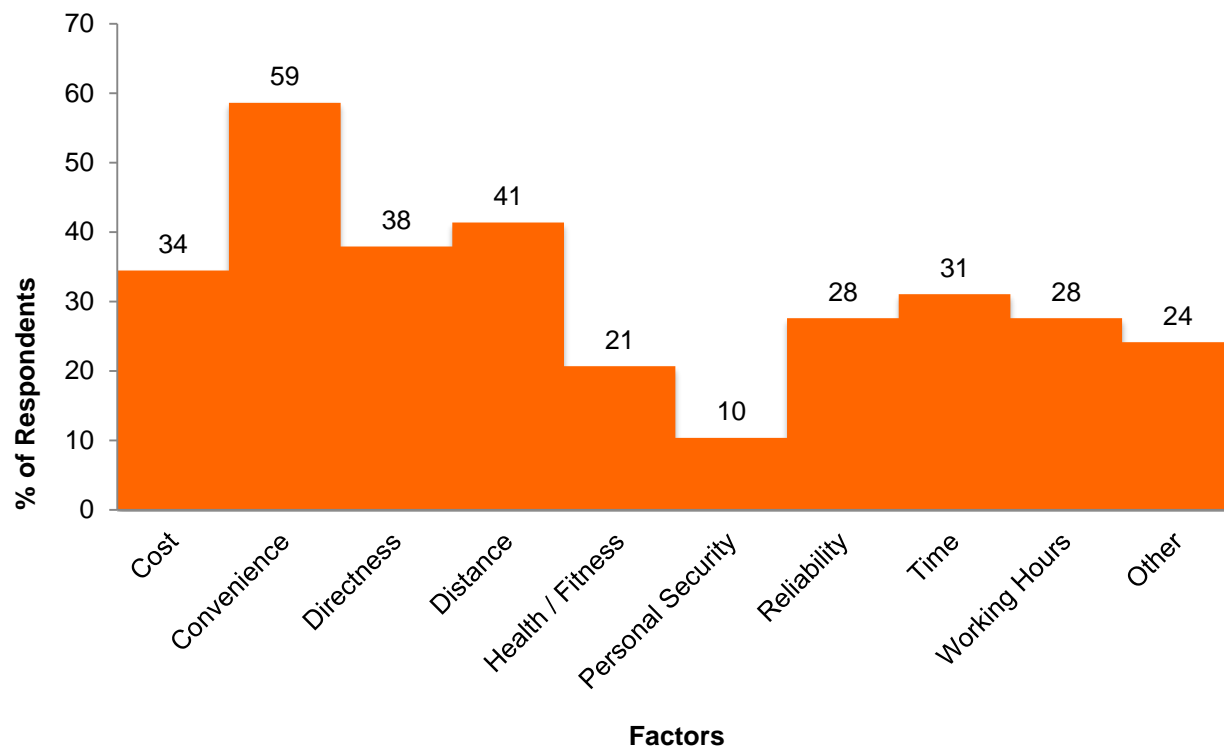
Intervention	Count	%
More Cycle Parking Stands	2	7
Secure Parking Area for Bicycles	3	10
More Direct Bus Links	13	45
More Frequent Bus Service	10	34
Buses Timed to Meet Trains	13	45
Better Travel Information	2	7
Improved Pedestrian Routes	3	10
More Seating and Shelters	4	14
Nothing	7	24
Other	3	10



Key findings for survey 2 - Detailed survey

What Factors Influence Your Choice Of Travel To/From Cam And Dursley Station? (n=29)

(Multiple Choice)

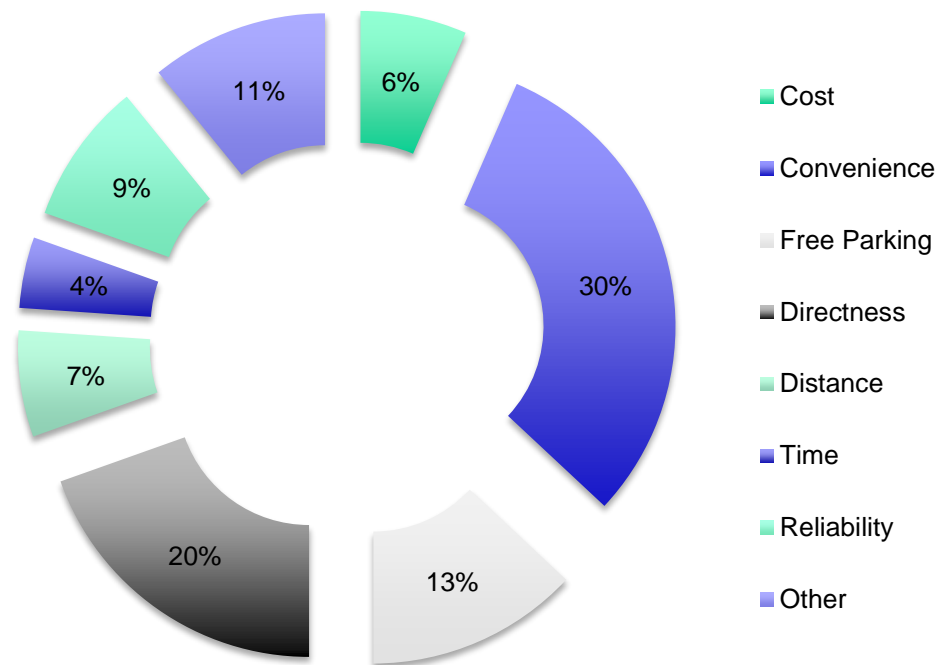


Factors	Count	%
Cost	10	34
Convenience	17	59
Directness	11	38
Distance	12	41
Health / Fitness	6	21
Personal Security	3	10
Reliability	8	28
Time	9	31
Working Hours	8	28
Other	7	24

Key findings for survey 2 - Detailed survey

What Is The Main Factor That Influences Your Decision To Use Cam And Dursley Station
(n=29)

Factors	Count	%
Cost	3	6
Convenience	14	30
Free Parking	6	13
Directness	9	20
Distance	3	7
Time	2	4
Reliability	4	9
Other	5	11

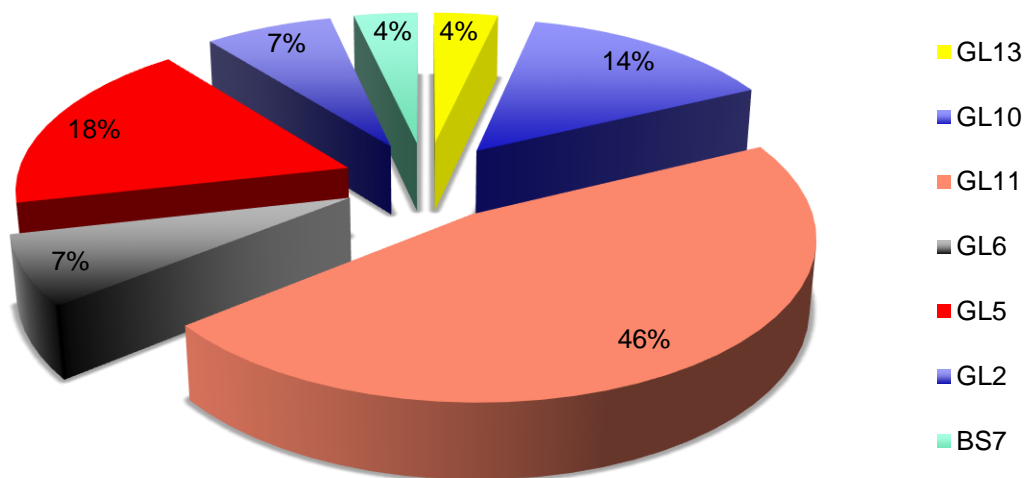


Key findings for survey 2 - Detailed survey

Postcode Location of Journey Origin (n=29)

Postcode	Count	% of Respondents
GL13	1	4
GL10	4	14
GL11	13	46
GL6	2	7
GL5	5	18
GL2	2	7
BS7	1	4

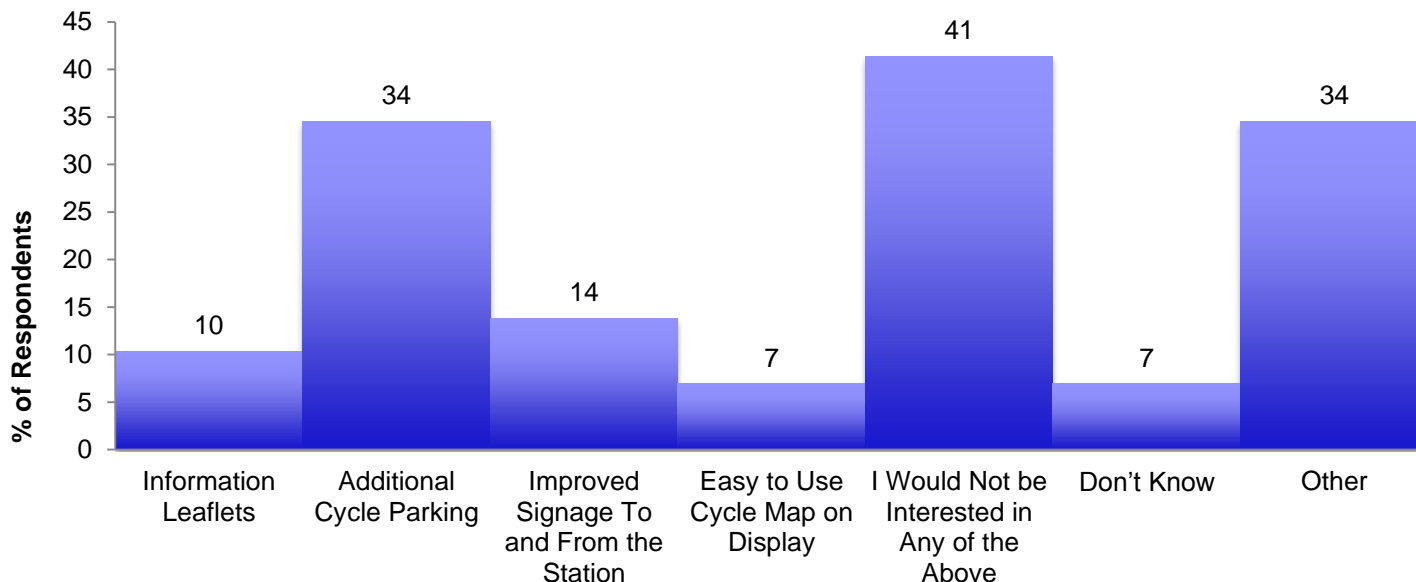
Postcode Spread n=29



Comment: Although almost half of individuals live in the GL11 catchment area, the remainders living arrangements are relatively dispersed across Gloucestershire

Key findings for survey 2 - Detailed survey

How CRespondents Facilities Best Be Improved at Cam and Dursley Station? (n=29) (Multiple Choice)

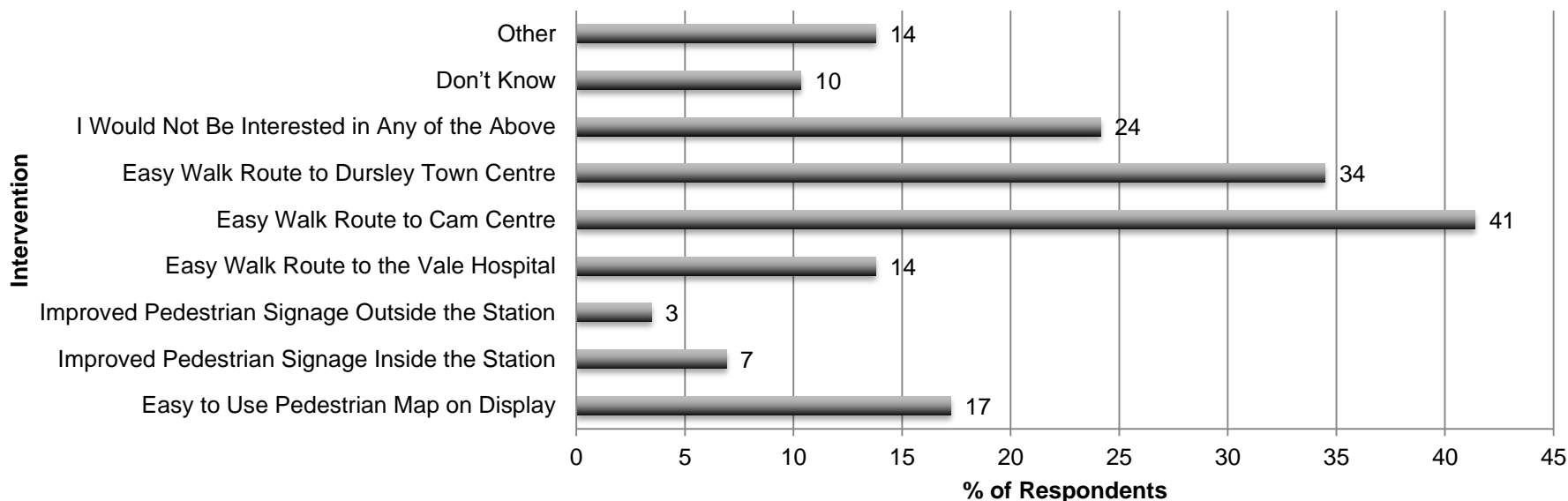


Interventions

Intervention	Count	%
Information Leaflets	3	10
Additional Cycle Parking	10	34
Improved Signage To and From the Station	4	14
Easy to Use Cycle Map on Display	2	7
I Would Not be Interested in Any of the Above	12	41
Don't Know	2	7
Other	10	34

Key findings for survey 2 - Detailed survey

How Could Pedestrian / Access Facilities Be Best Improved At Cam And Dursley Station? (n=29) (Multiple Choice)



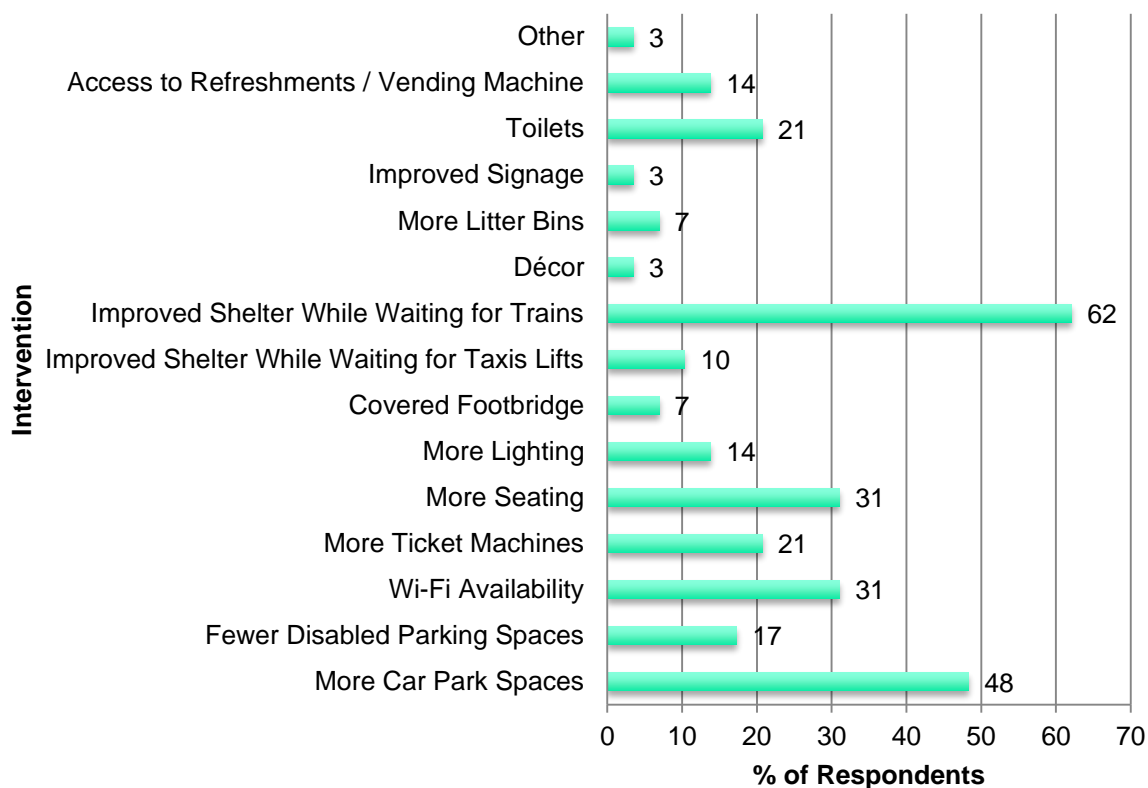
Intervention	Count	%
Easy to Use Pedestrian Map on Display	5	17
Improved Pedestrian Signage Inside the Station	2	7
Improved Pedestrian Signage Outside the Station	1	3
Easy Walk Route to the Vale Hospital	4	14
Easy Walk Route to Cam Centre	12	41
Easy Walk Route to Dursley Town Centre	10	34
I Would Not Be Interested in Any of the Above	7	24
Don't Know	3	10
Other	4	14

Key findings for survey 2 - Detailed survey

How Could Station Facilities Generally Be Improved At Cam And Dursley Station?

(n=29)

(Multiple Choice)



Intervention	Count	%
More Car Park Spaces	14	48
Fewer Disabled Parking Spaces	5	17
Wi-Fi Availability	9	31
More Ticket Machines	6	21
More Seating	9	31
More Lighting	4	14
Covered Footbridge	2	7
Improved Shelter While Waiting for Taxis Lifts	3	10
Improved Shelter While Waiting for Trains	18	62
Décor	1	3
More Litter Bins	2	7
Improved Signage	1	3
Toilets	6	21
Access to Refreshments / Vending Machine	4	14
Other	1	3

Key findings for survey 2 - Detailed survey

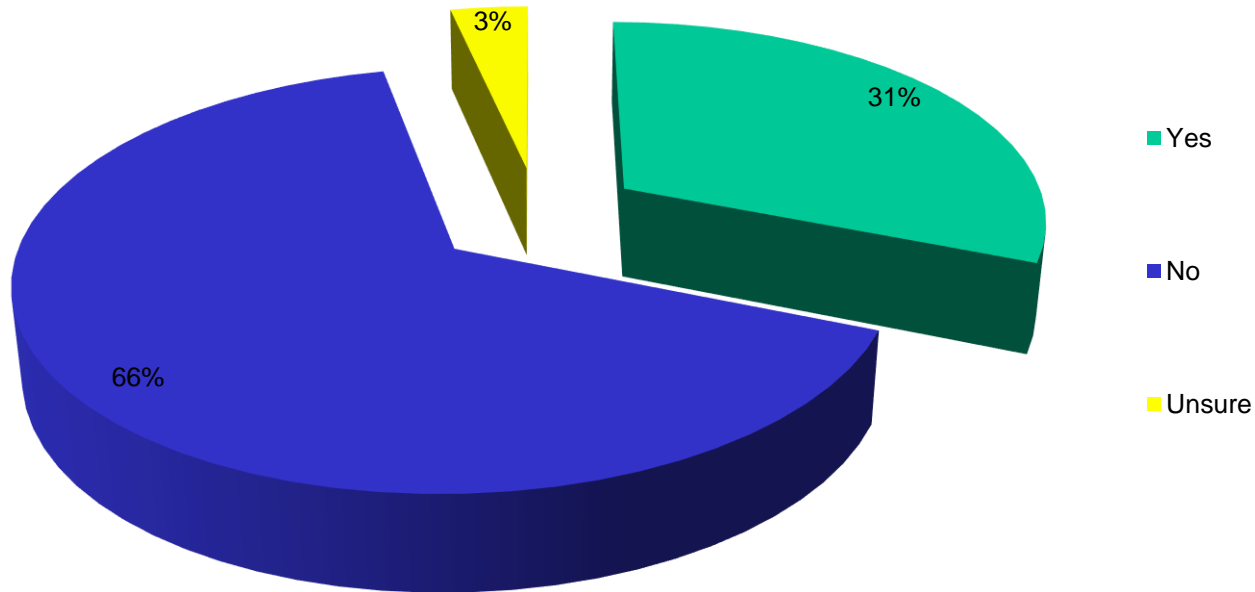
Comments on the Experience of Rail Station



- ❖ Perceived inconvenient timetable scheduling and co-ordination of bus and train schedules
- ❖ Inadequate cycle parking capacity and standard which heightened the perceived risk of theft and damage to personal goods.
- ❖ High demand for vehicle parking provision, particularly at peak hours.
- ❖ Issues with the quality and safety of bicycle and walking routes to the station from the surrounding area,
- ❖ General practical repairs required to the station, including increasing the reliability of ticket machines
- ❖ Issues with the grip on the current surface material during poor weather conditions.
- ❖ Station considered by many as a great asset in the area and for the local community

Key findings for survey 2 - Detailed survey

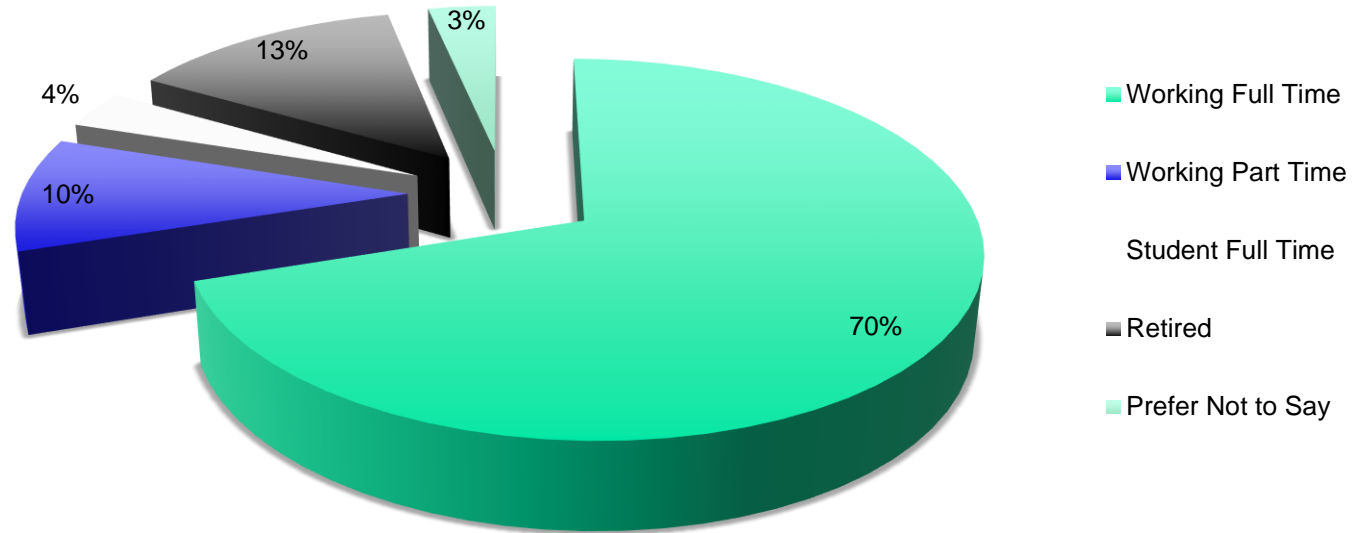
Did The Stations Existence Have An Influence On
Where You Live (n=29)



Influence	Count	%
Yes	9	31
No	19	66
Unsure	1	3

Key findings for survey 2 - Detailed survey

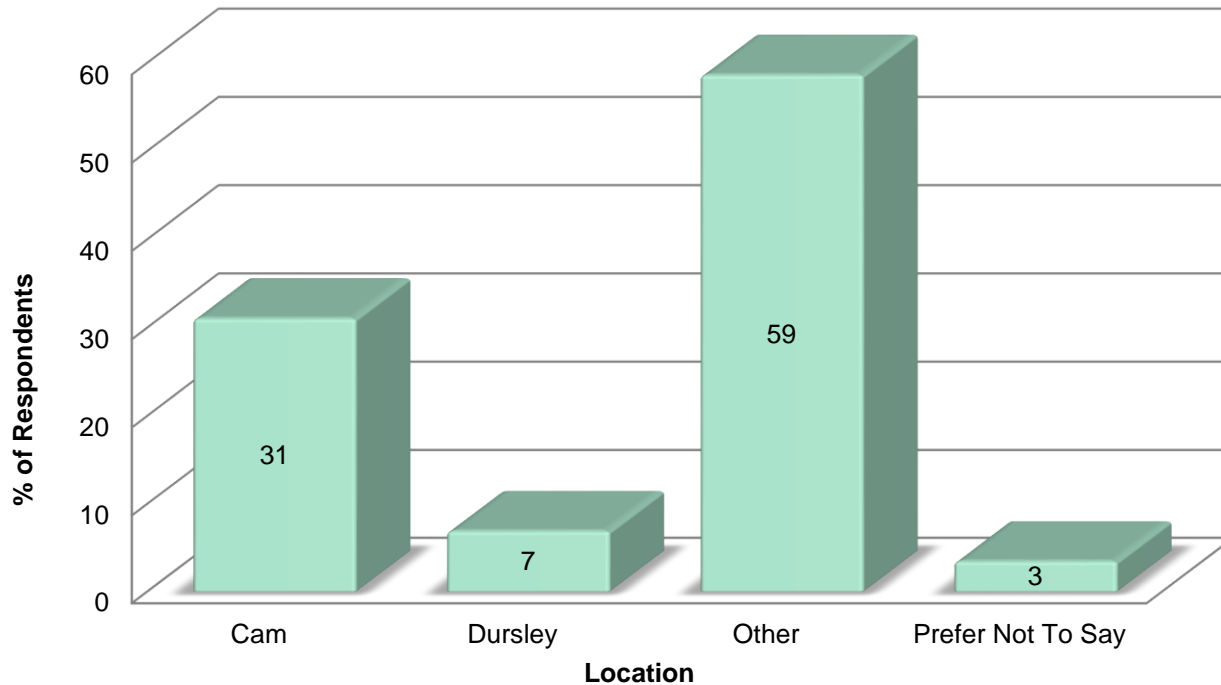
What Is Your Working Status? (n=29)



Working Status	Count	%
Working Full Time	21	72
Working Part Time	3	10
Student Full Time	1	3
Retired	4	14
Prefer Not to Say	1	3

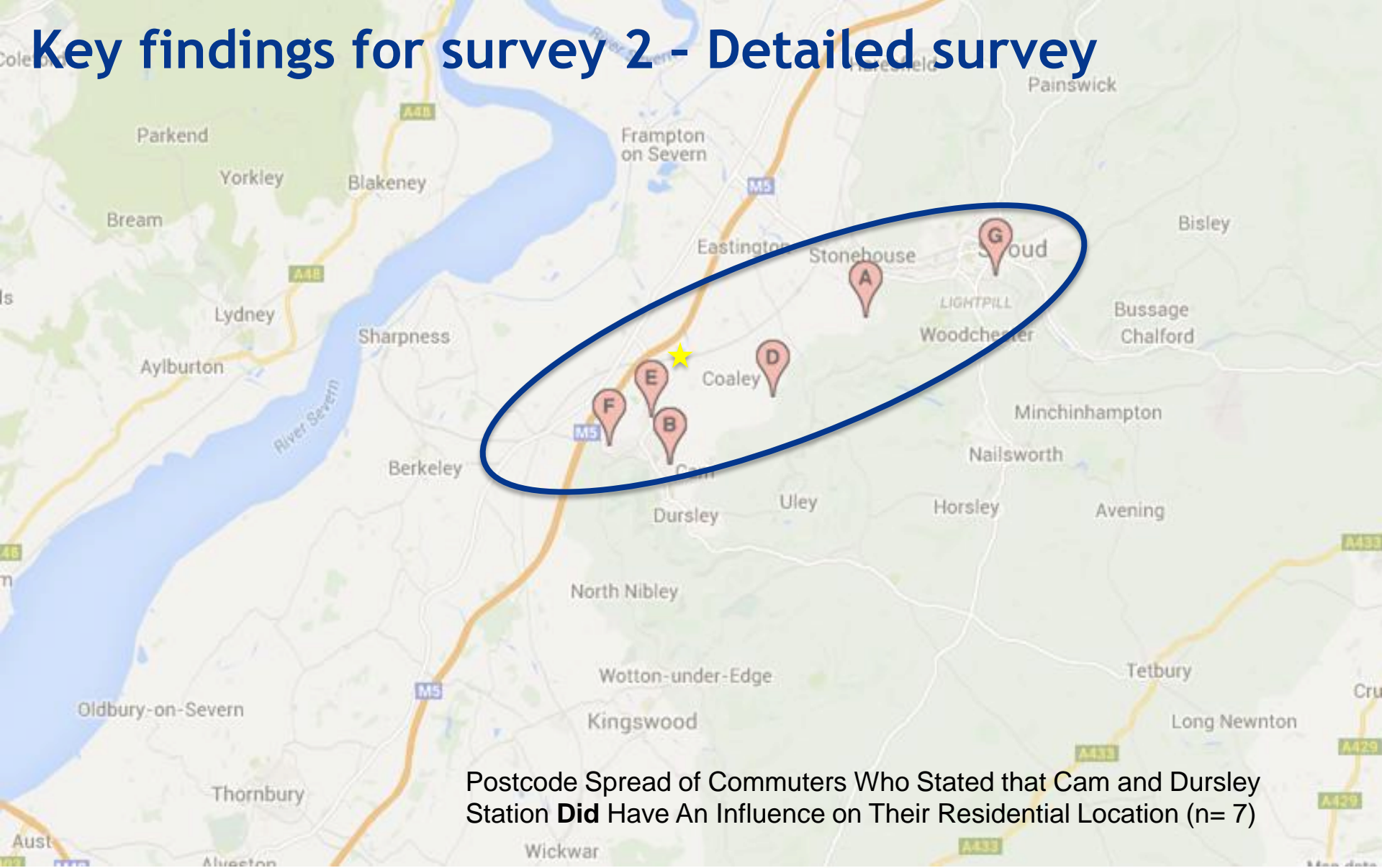
Key findings for survey 2 - Detailed survey

Where Do You Live? (n=29)



Location	Count	%
Cam	9	31
Dursley	2	7
Other	17	59
Prefer Not To Say	1	3

Key findings for survey 2 - Detailed survey



Postcode Spread of Commuters Who Stated that Cam and Dursley Station **Did** Have An Influence on Their Residential Location (n= 7)

Key findings for survey 2 - Detailed survey

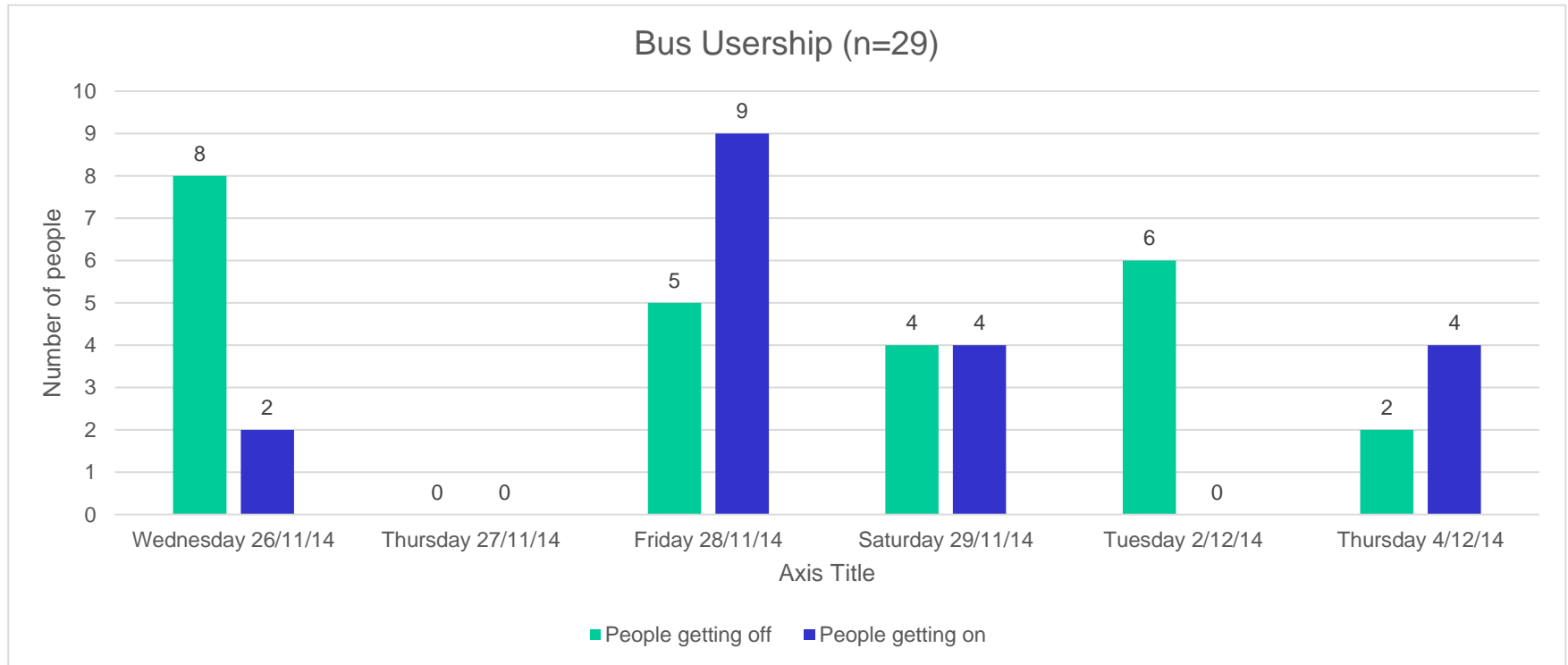


Postcode Spread of Commuters Who Stated that Cam and Dursley Station **Did Not** Have An Influence on Their Residential Location (n=19)

Key findings for survey 3 - Rail Patronage

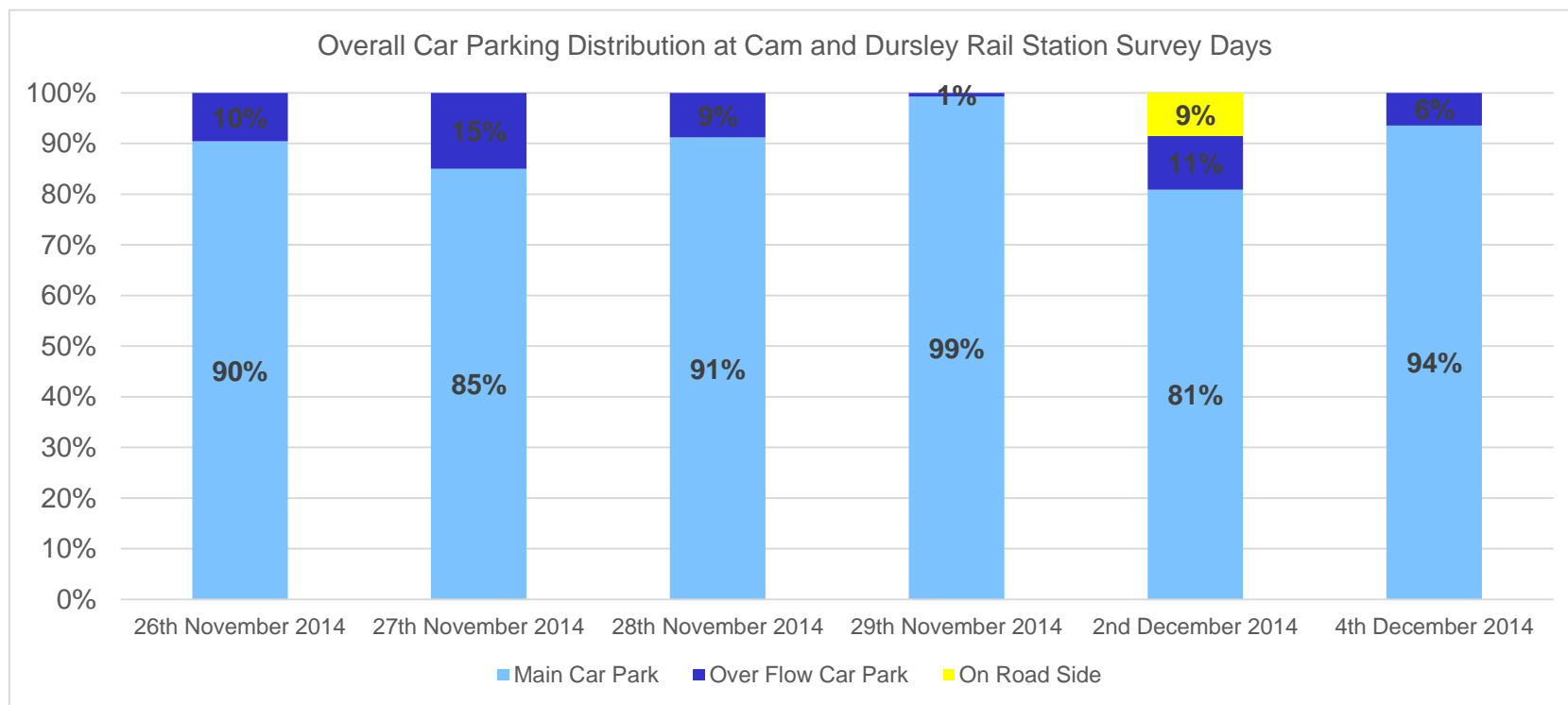
Date	Day	Summary Period	Boarding	Alighting	Totals
26/11/2014	Wednesday	6-11am	191	18	209
27/11/2014	Thursday	11-4pm	40	35	75
28/11/2014	Friday	4-9pm	47	164	211
29/11/2014	Saturday	7:30-1:30pm	351	284	635
02/12/2014	Tuesday	6-11am	236	15	251
04/12/2014	Thursday	4-9pm	33	200	233
			898	716	1614

Key findings for survey 4 - Bus services



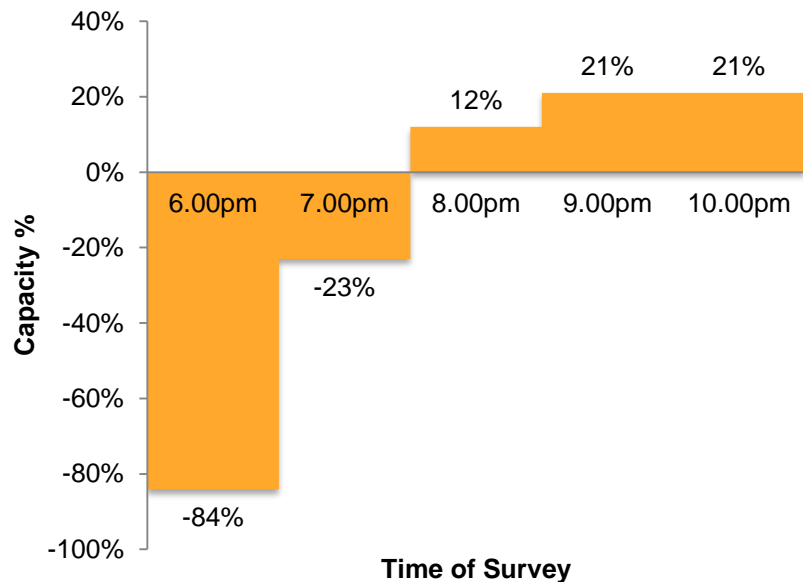
Key findings for survey 5 - Car parking

Date of Survey	Overall Number of Parked Vehicles
26th November 2014	157
27th November 2014	133
28th November 2014	114
29th November 2014	135
2nd December 2014	141
4th December 2014	124

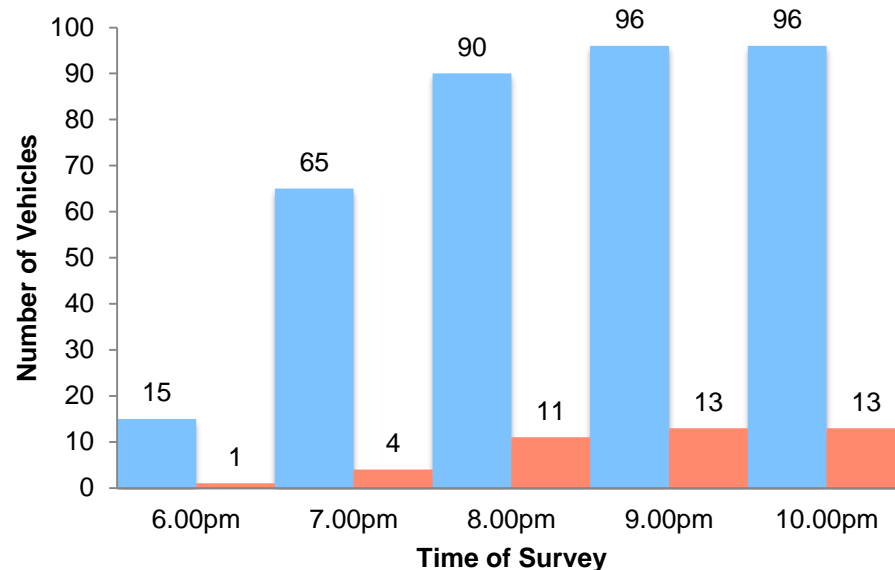


Key findings for survey 5 - Car parking

Car Park Capacity at Cam and Dursley Rail Station
(Wednesday 26th November 2014)



Number of Parked Vehicles at Cam and Dursley Rail Station
(Wednesday 26th November 2014)



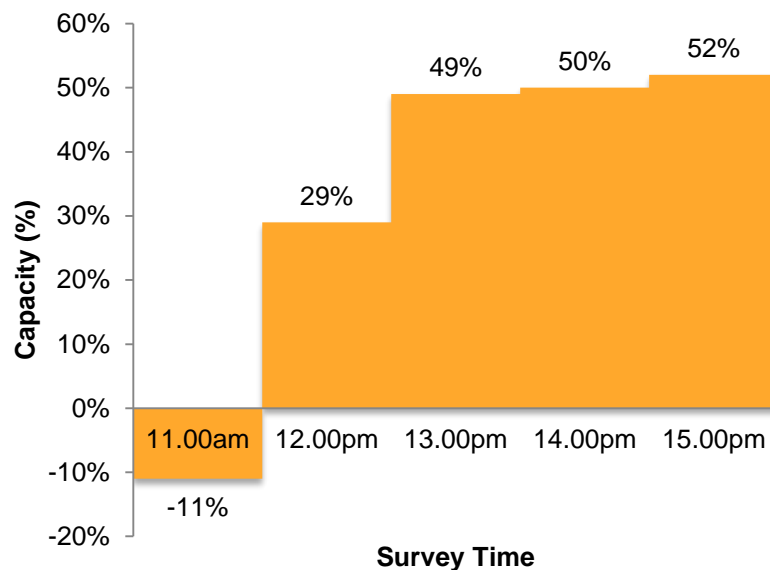
Time	Number of Parked Vehicles	% of Car Parking Capacity	Shortfall / Exceed at the Hour
6.00pm	16	18	-84%
7.00pm	69	77	-23%
8.00pm	101	112	12%
9.00pm	109	121	21%
10.00pm	109	121	21%

Time	Main Car Park	Overflow Car Park
6.00pm	15	1
7.00pm	65	4
8.00pm	90	11
9.00pm	96	13
10.00pm	96	13

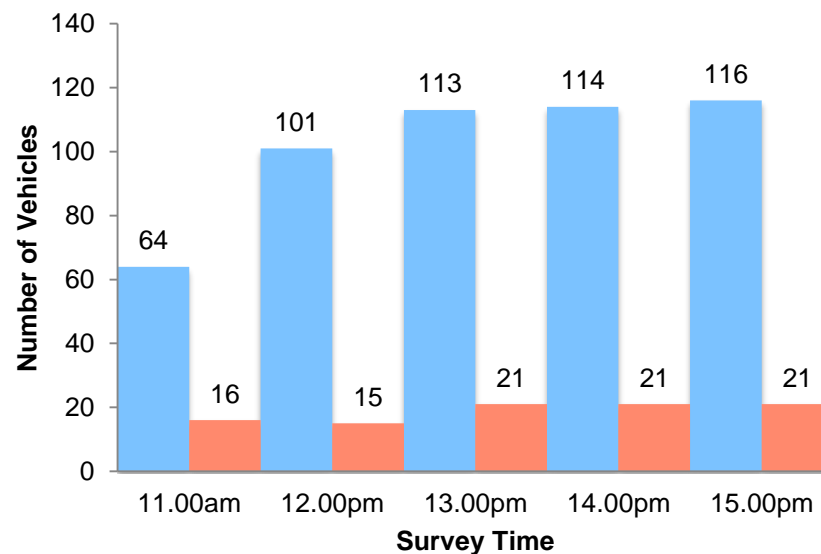


Key findings for survey 5 - Car parking

Car Park Capacity at Cam and Dursley Rail Station
(Thursday 27th November 2014)



Number of Parked Vehicles at Cam and Dursley Rail Station
(Thursday 27th November 2014)

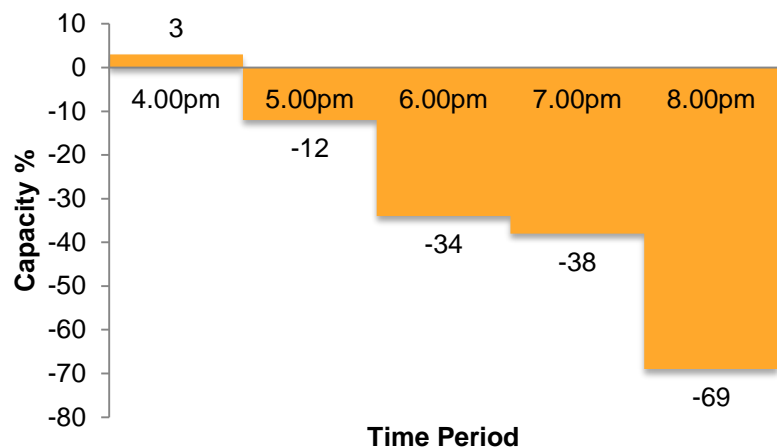


Time	Number of Parked Vehicles	% of Car Parking Capacity	Shortfall / Exceed at the Hour
11.00am	80	89	-11%
12.00pm	116	129	29%
13.00pm	134	149	49%
14.00pm	135	150	50%
15.00pm	137	152	52%

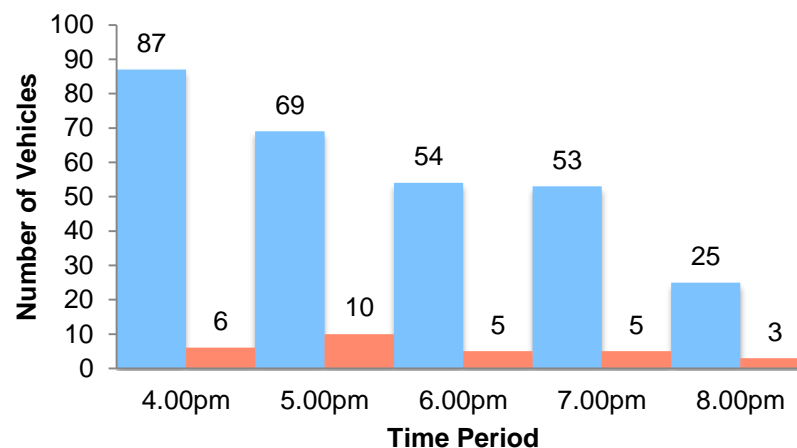
Time	Main Car Park	Overflow Car Park
11.00am	64	16
12.00pm	101	15
13.00pm	113	21
14.00pm	114	21
15.00pm	116	21

Key findings for survey 5 - Car parking

Car Park Capacity at Cam and Dursley Rail Station
(Friday 28th November 2014)



Number of Parked Vehicles at Cam and Dursley Rail Station
(Friday 28th November 2014)

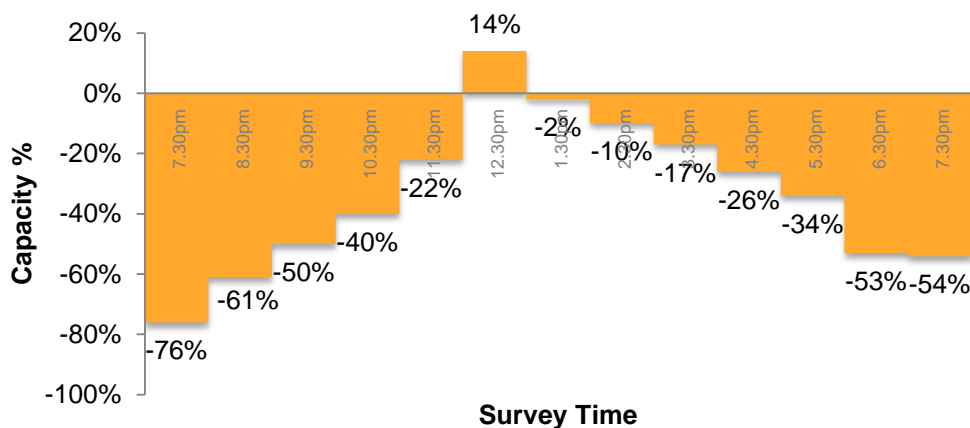


Time	Number of Parked Vehicles	% of Car Parking Capacity	Shortfall / Exceed at the Hour
4.00pm	93	103	3
5.00pm	79	88	-12
6.00pm	59	66	-34
7.00pm	58	62	-38
8.00pm	28	31	-69

Time	Main Car Park	Overflow Car Park
4.00pm	87	6
5.00pm	69	10
6.00pm	54	5
7.00pm	53	5
8.00pm	25	3

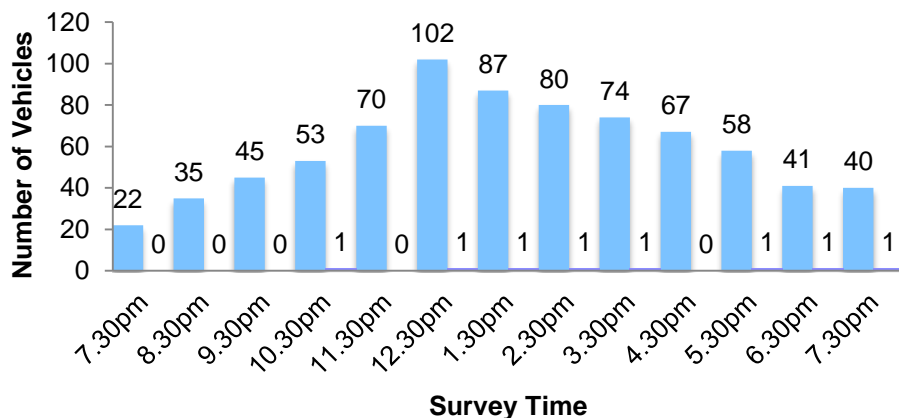
Key findings for survey 5 - Car parking

Car Park Capacity at Cam and Dursley Rail Station
(Saturday 29th November 2014)



Time	Number of Parked Vehicles	% of Car Parking Capacity	Shortfall / Exceed at the Hour
7.30pm	22	24	-76%
8.30pm	35	39	-61%
9.30pm	45	50	-50%
10.30pm	54	60	-40%
11.30pm	70	78	-22%
12.30pm	103	114	14%
1.30pm	88	98	-2%
2.30pm	81	90	-10%
3.30pm	75	83	-17%
4.30pm	67	74	-26%
5.30pm	59	66	-34%
6.30pm	42	47	-53%
7.30pm	41	46	-54%

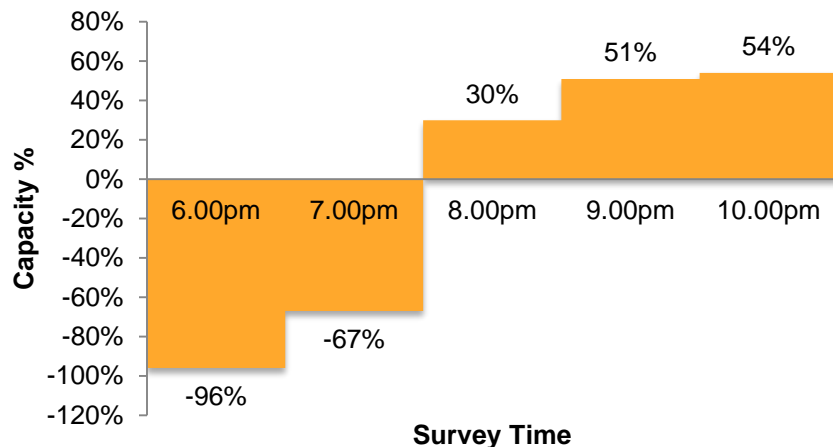
Number of Parked Vehicles at Cam and Dursley Rail Station
(Saturday 29th November 2014)



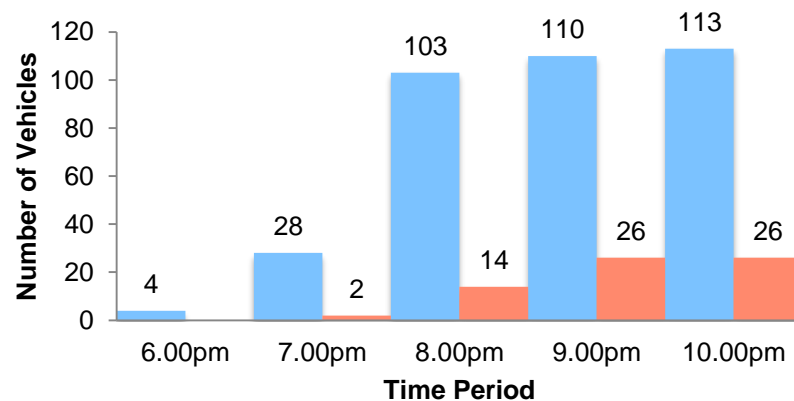
Time	Main Car Park	Overflow Car Park
7.30pm	22	0
8.30pm	35	0
9.30pm	45	0
10.30pm	53	1
11.30pm	70	0
12.30pm	102	1
1.30pm	87	1
2.30pm	80	1
3.30pm	74	1
4.30pm	67	0
5.30pm	58	1
6.30pm	41	1
7.30pm	40	1

Key findings for survey 5 - Car parking

Car Park Capacity at Cam and Dursley Rail Station
(Tuesday 2nd December 2014)



Number of Parked Vehicles at Cam and Dursley Rail Station
(Tuesday 2nd December 2014)

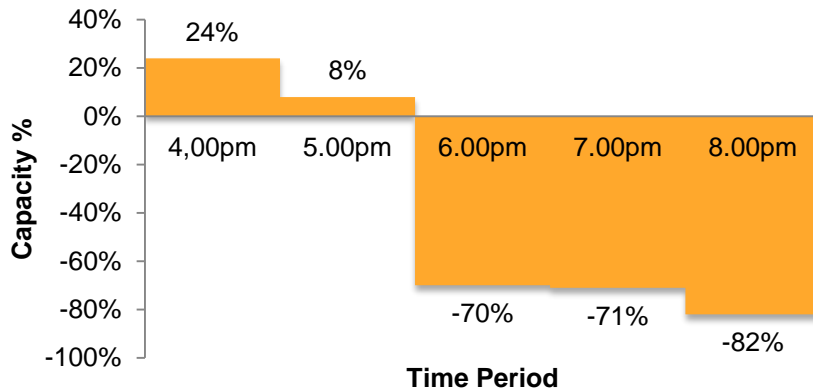


Time	Number of Parked Vehicles	% of Car Parking Capacity	Shortfall / Exceed at the Hour
6.00pm	4	4	-96%
7.00pm	30	33	-67%
8.00pm	117	130	30%
9.00pm	136	151	51%
10.00pm	139	154	54%

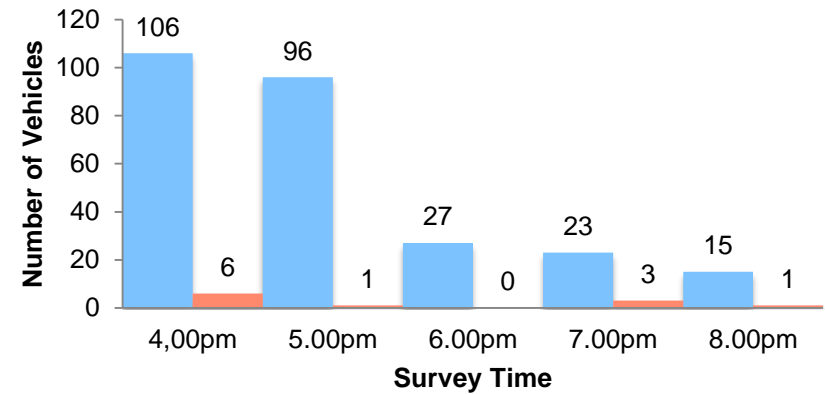
Time	Main Car Park	Overflow Car Park
6.00pm	4	0
7.00pm	28	2
8.00pm	103	14
9.00pm	110	26
10.00pm	113	26

Key findings for survey 5 - Car parking

Car Park Capacity at Cam and Dursley Rail Station
(Thursday 4th December 2014)



Number of Parked Vehicles at Cam and Dursley Rail Station
(Thursday 4th December 2014)

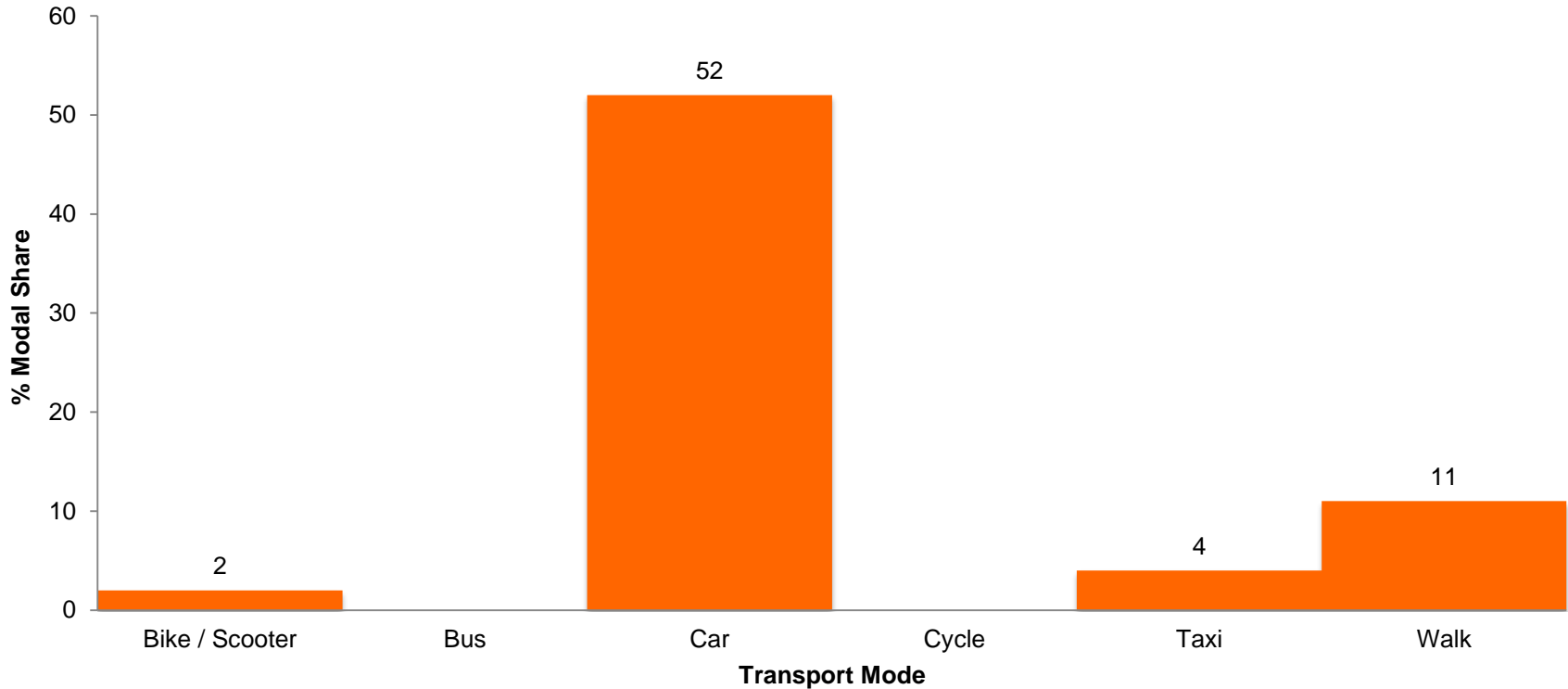


Time	Number of Parked Vehicles	% of Car Parking Capacity	Shortfall / Exceed at the Hour
4,00pm	112	124	24%
5,00pm	97	108	8%
6,00pm	27	30	-70%
7,00pm	26	29	-71%
8,00pm	16	18	-82%

Time	Main Car Park	Overflow Car Park
4,00pm	106	6
5,00pm	96	1
6,00pm	27	0
7,00pm	23	3
8,00pm	15	1

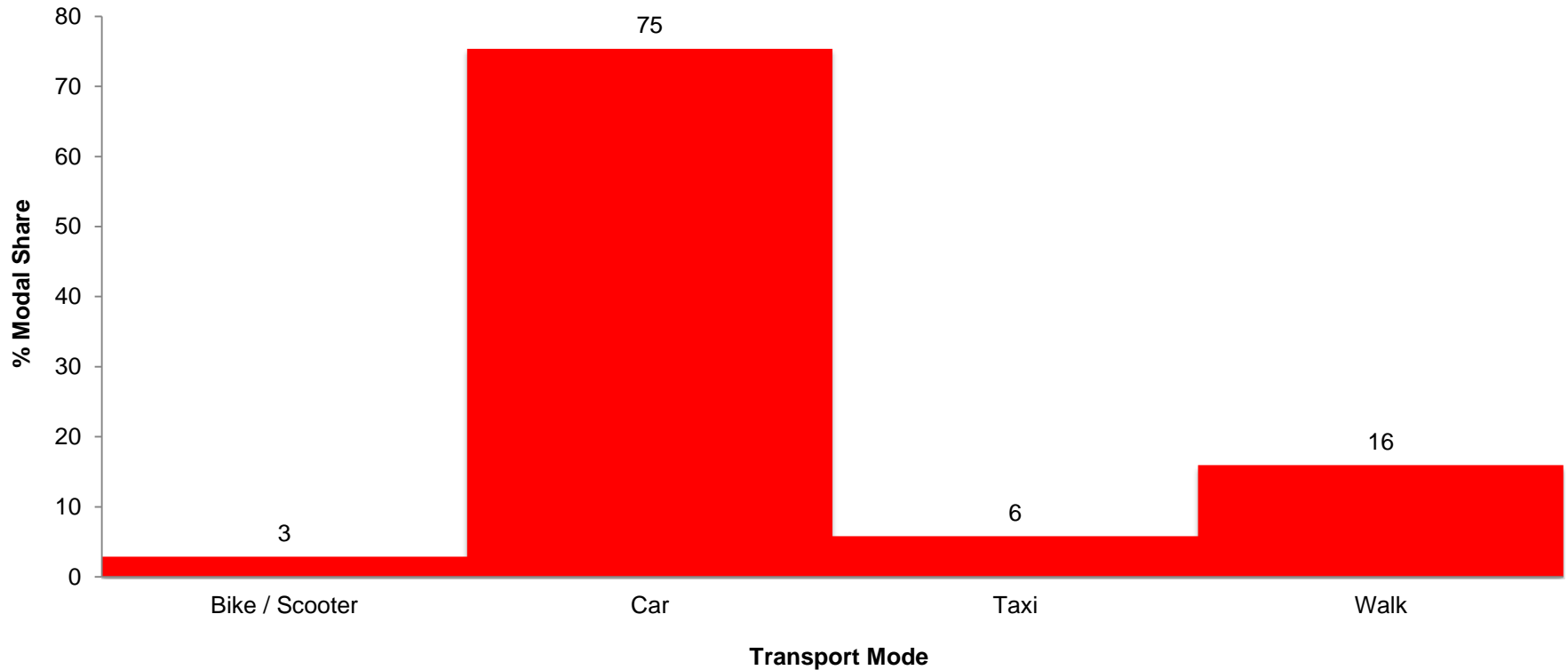
Key findings for survey 6 - Mode of travel

Modal Share - November 26th (Wednesday)
Arriving and Departing Cam and Dursley Station (n=162)



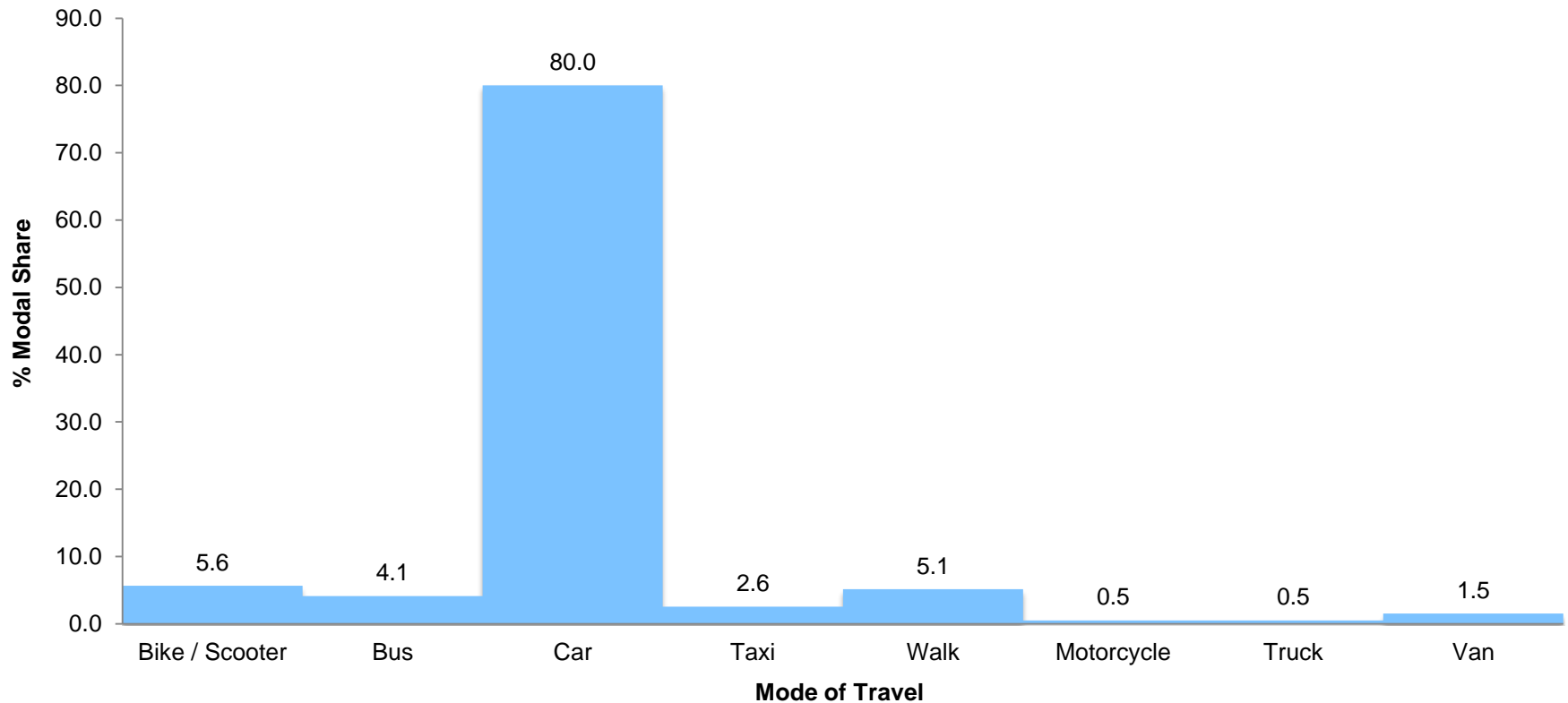
Key findings for survey 6 - Mode of travel

Modal Share - November 27th (Thursday)
Arriving and Departing Cam and Dursley Station (n=69)



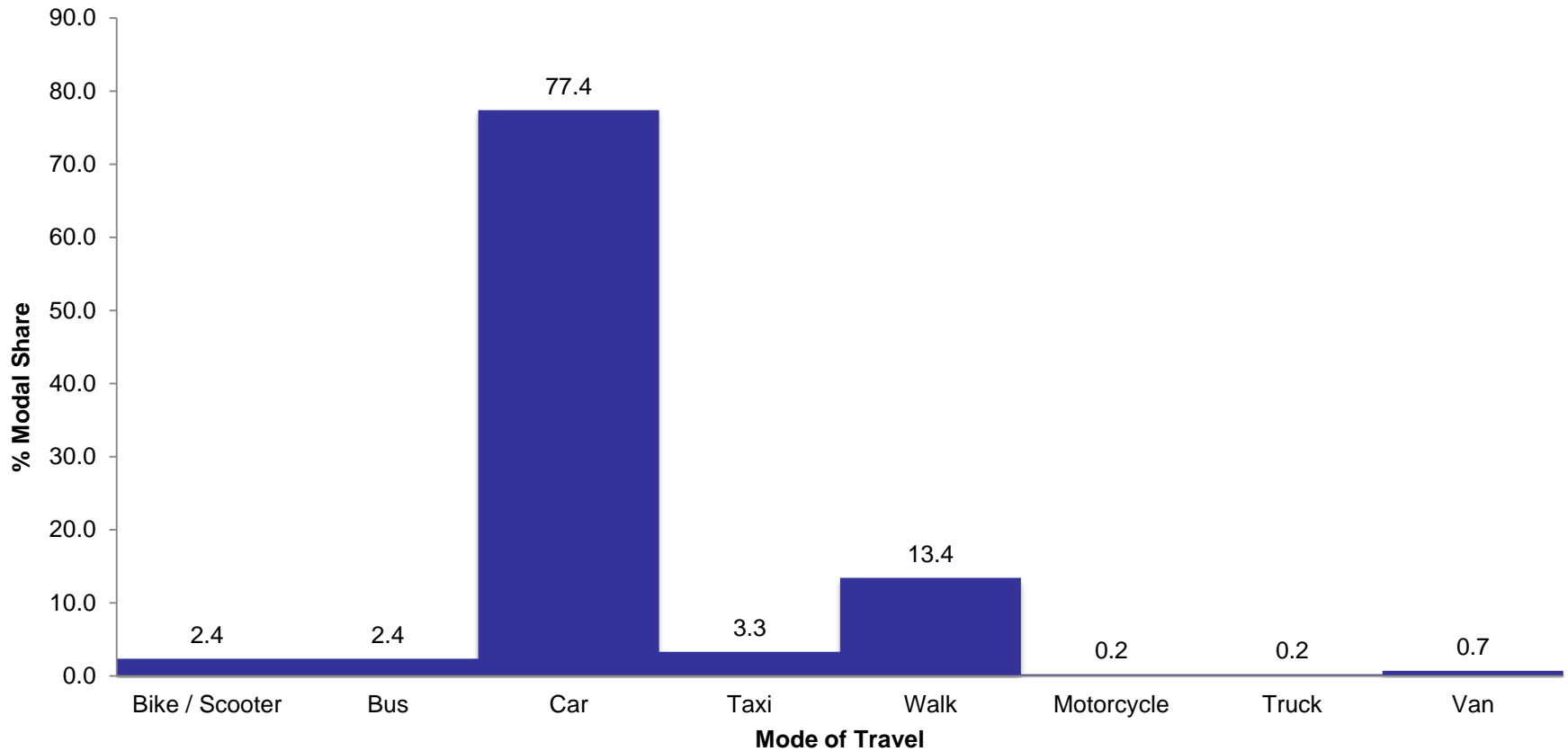
Key findings for survey 6 - Mode of travel

Modal Share - November 28th (Friday)
Arriving and Departing Cam and Dursley Station (n=195)



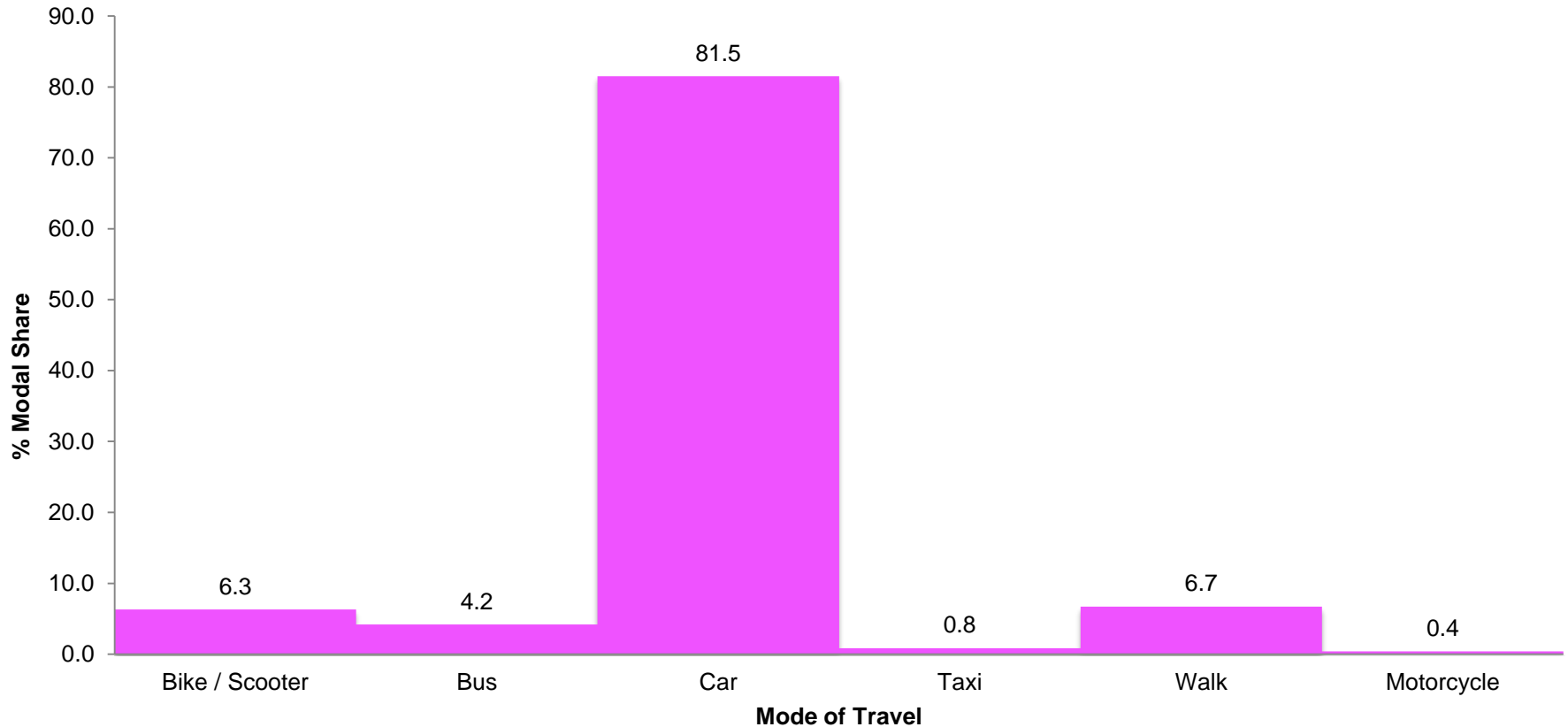
Key findings for survey 6 - Mode of travel

Modal Share - November 29th (Saturday)
Arriving and Departing Cam and Dursley Station (n= 425)



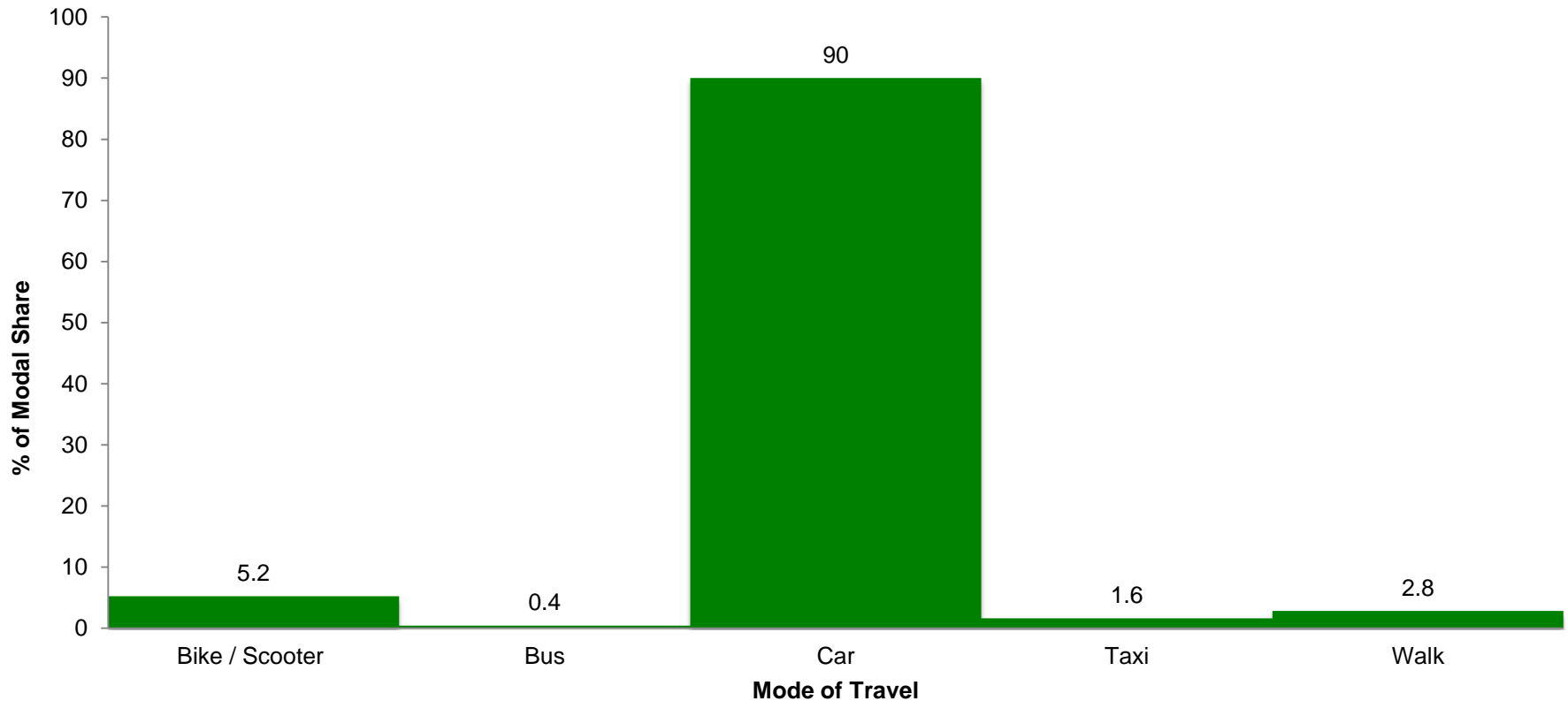
Key findings for survey 6 - Mode of travel

Modal Share - December 2nd (Tuesday)
Arriving and Departing Cam and Dursley Station (n=238)



Key findings for survey 6 - Mode of travel

Modal Share - December 4th (Thursday)
Arriving and Departing Cam and Dursley Station (n=250)



Key Recommendations

- Cam and Dursley evolving and developing as a strategic as well as 'local' station
- Car parking will continue to be a key issue that requires addressing
- Untapped potential for bus and community transport integration
- Active travel use is already 'strong' but greater mode shift could still be achieved to cycling given GL11 catchment. Greenway/safer routes to station implications and need for secure cycle parking
- New development allocation close to station will need managing
- Strong 'south' pull for rail patronage but a need to look at Gloucester and Cheltenham
- Ripe for a Station Travel Plan as natural next step in FY 15/16

Further detailed analysis is available from

- Feedback to go to:

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North Warehouse

The Docks

Gloucester

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