

Movement and Connectivity | Evidence Base Report 2018

Cam and Dursley Train Station

NDP Objectives:

1. Maintain and improve connections for pedestrians and cyclists in and around Cam Parish, whilst maintaining its rural character.
2. Strengthen pedestrian and cycle links to local services and facilities, including the Village Centre, Cam / Dursley Train Station, and the surrounding countryside.
3. To manage the car parking provision at Cam and Dursley Station and provide secure cycle parking.

Cam and Dursley station is on the Bristol-Birmingham main railway line and is of strategic importance to the communities of both Cam and Dursley. Both the Parish and Town Councils are aligned on the need for better connectivity, walking/cycling routes, and better bus connections to the station. There is high demand for vehicle parking provision, particularly at peak hours.

The Stroud Local Plan included provisions for Contributions to improvements to passenger facilities at Cam and Dursley railway station as part of the Allocation SA3.

Consultation (Cam and Dursley Station Travel Survey 2015) highlighted the following points:

- co-ordination of bus and train schedules is perceived to be inconvenient and inadequate cycle parking capacity and standards
- 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 evidence

Cam and Dursley Station Travel Survey Reporting and Recommendations, Final Report (Harris Ethical Ltd 2015)

Report 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

Office of Rail Regulator Data <http://orr.gov.uk/statistics/published-stats/station-usage-estimates>

The data illustrates a steady upward trend, one which further development in Cam would like likely increase.

• 2016/17	201188	+3.9% on previous year
• 2015/16	193640	+4.4% on previous year
• 2014/15	185504	+4.7% on previous year
• 2013/14	177,094	+6.1% on previous year
• 2012/13	166,870	+2.4% on previous year
• 2011/12	162,992	+6.5% on previous year

The main buses that serve the station are the Dursley - Gloucester 62 service, the Stagecoach 60; and the Stagecoach 65 also serves the station.

NOTE: There is an active local Transportation group
<https://camanddursleytransportationgroup.weebly.com>

Cycling & Walking

Objective: To increase opportunities for safe walking and cycling

Key Information:

- 16% of households have no car in Cam CP compared with 26% across England (Rural Profile 2016)
- 33.8% of 3,570 households have two cars – higher than the national average of 24.7% (Rural Profile 2016)

Cam Dursley Greenway - The Greenway action plan is for a cycleway to follow the river Cam, using the alignment of the former railway line for most of its route. This will provide a key off-road asset to link Dursley and Cam to railway station. The project is included in Local Plan site allocation requirements (SA3 in Stroud District Local Plan 2015) and at the southern end of the parish in the new development of Littlecombe that sits mostly in adjoining parish of Dursley, part of the greenway has already been delivered, providing a corridor that feeds the Rednock Secondary school through the new housing area.

Snickets are an important pedestrian network in Cam Parish and have been mapped illustrating an extensive network that links to key points around the settlement including schools, Public Rights of Way and local services and facilities. The condition is variable however and has not been audited.

Issues with the quality and safety of bicycle and walking routes to the train station from the surrounding area have been recorded as an issue in 2015 station travel consultation.

The 2016 NDP consultation results highlighted a perception of the 'centre' of Cam near the Tesco's and the roundabout at the bottom of Cam Pitch as being hazardous to pedestrians – particularly for crossing the roads at the point.