Meeting	FULL COUNCIL
Date	FC.25.134 To RECEIVE request to fund feasibility study of wider concept of E1 through Neighbourhood CiL and AGREE actions
Report Title	FPGP.25.084 To RECEIVE update on strategic and neighbourhood CIL and AGREE actions
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Officer's Recommendations:

1. Approve the allocation of £55,000.00 from EMRs Neighbourhood CIL reserves to fund the strategic feasibility work forming part of the Phase 1 Feasibility Study for the Cam Transport Hub (E1) concept; and
2. Notes that subsequent phases of the wider E1 programme will seek strategic funding support from Stroud District Council and other external partners.

Purpose of Report:

To seek ratification from the Full Council for the allocation of Neighbourhood Community Infrastructure Levy (CIL) reserves to commission Phase 1 of a Feasibility Study for the Cam Transport Hub (E1) concept at Cam & Dursley railway station.

Phase 1 is structured in **two complementary workstreams running concurrently**:

- **Workstream A – Customer Behaviour and Travel Research**, potentially supported by a funding application to Great Western Railway (GWR);
- **Workstream B – Strategic Feasibility and Land Use Assessment**, funded primarily through Neighbourhood CIL, and a contribution of £10,000.00 from Gloucestershire County Council.

Together, these workstreams will provide the evidence base required to determine the viability, scope, and long-term implications of the E1 Transport Hub concept.

This report sets out the strategic context, scope of Phase 1, financial implications, and next steps.

Background and Strategic Context:

Gloucestershire County Council (GCC) and Cam Parish Council (CPC) are working in partnership to explore potential improvements at Cam & Dursley Station and the creation of a transport hub at E1.

Cam & Dursley is one of the county's key rail interchange points and is currently the only station within Stroud District offering a direct rail service to Bristol. The station therefore plays a critical role in supporting sustainable commuting between Gloucester and Bristol and reducing reliance on private car travel.

GCC operates the 140-space station car park, which is operating at — and frequently beyond — effective capacity. With continued housing growth in Cam and surrounding areas, demand for rail travel and associated parking is expected to increase further.

To remain attractive, accessible and capable of accommodating future demand, the station requires a strategic, evidence-led feasibility assessment before any capital decisions are made.

Phase 1 Feasibility Study Structure:

Phase 1 represents an early-stage feasibility and evidence-gathering exercise. It does not commit the Council to delivery but establishes whether, and how, the E1 concept could progress.

Due to a time-limited funding opportunity with GWR, Phase 1 has been structured into two parallel but coordinated workstreams:

Workstream A – Customer Behaviour and Travel Research

(Subject to GWR CCIF funding application)

An application has been submitted to GWR's Community & Customer Improvement Fund (CCIF) to support a programme of community engagement and travel research.

This workstream focuses on understanding customer behaviour, travel patterns, and barriers to rail and sustainable transport use. The outputs will directly inform the strategic feasibility assessment.

The programme will be delivered in partnership with the Gloucestershire Community Rail Partnership, local councils, community groups and businesses.

Proposed Activities:

- Resident travel survey (face-to-face and online), targeting up to 500 participants;
- Travel planning drop-in event and distribution of access maps;
- Targeted engagement with up to 100 residents in areas of higher deprivation;
- Community workshop involving residents, schools and community groups;
- Community artwork initiative with outputs displayed at the station;
- Engagement with underrepresented and hard-to-reach groups.

Anticipated Duration:

4–6 months.

Expected Outputs:

- Robust evidence of travel patterns and mode share;
- Understanding of local transport preferences and barriers;
- Insight into challenges faced by underrepresented groups;
- Increased awareness of sustainable transport options;
- Community-informed recommendations to shape the strategic feasibility study.

Workstream B – Strategic Feasibility, Land Use and Wider Implications

(Subject to the ratification of funding request)

This workstream forms the core technical feasibility assessment of the E1 Transport Hub concept.

It will examine:

- Options for car park expansion;
- Potential redevelopment of land opposite the station on Box Road (E1 site);
- Sustainable access improvements (walking, cycling, bus integration);
- Station facility enhancements;
- Integration with planned housing and employment growth;
- Wider land use, planning policy and strategic transport implications.
- The site opposite the station has outline planning permission for commercial use (Classes B1, B2 and B8) and presents a potential opportunity to support transport hub ambitions, subject to feasibility testing.

GCC officers are currently drafting the detailed feasibility brief.

This workstream ensures that decisions are informed not only by customer behaviour data (Workstream A), but also by land use constraints, planning considerations, infrastructure capacity and long-term strategic alignment.

GCC are writing the feasibility study proposal.

Project stage	Activities/deliverables	Cost
Demand forecasting	• Model calibration • New developments info gathering, review, and input into model	£12,000
P&R demand	• Parking provision, informed by trip rate modelling above, to consider a car park expansion and proportional uplift in spaces to accommodate additional demand at the station	£6,000
Operational assessment	Understand operational constraints and consider future service increases: • Data gathering from stakeholders • Review of current train service and loading • Review of potential future service increases • Review of increased demand due to developments • Identify gaps in current service provision • Develop options for improvements	£13,000
Wider connectivity	Evaluate the surrounding transport links, identifying issues risks and constraints: • Transport baseline & future improvements, including improvements to sustainable transport links to the station and proposed Cam & Dursley Greenway • Identify improvements to facilities to encourage transport integration	£6,000
Station concept study & urban realm	Feasibility for improving access to the station and station facilities: • Work with stakeholders to collate requirements • Develop concept options and associated requirements (both with and without the development of the land opposite the station) • Consider whether the station is still fit for purpose with an uplift in services, including platform enhancements • Understand operational constraints at the station • Understand and improve access from all directions for pedestrians, cycles, buses and vehicular traffic • Review with stakeholders • Produce visualisations • Produce high level requirements, costings and timelines for delivery (short, medium & long term) • Produce constraints, opportunities and strategic movement plans with sketches	£28,000
Total		**£65,000**

Budget Information:

Workstream A – Customer Behaviour and Engagement

Total project cost: **£14,000**

- £12,000 – Funding application to GWR CCIF
- £2,000 – Match funding from Train Station EMRs (approved by P&H Committee, February 2026)
- GCC contribution – Officer time and project management

Workstream B – Strategic Feasibility Study

Total estimated cost: **£65,000**

- £10,000 – Commitment from GCC
- £55,000 – Requested from Neighbourhood CIL reserves (subject of this report)

Later phases of the E1 programme will seek strategic funding from Stroud District Council and other external partners.

Conclusion:

Cam & Dursley Station is a strategically important transport asset and the only direct rail gateway to Bristol within Stroud District. With parking operating at capacity and continued housing growth, a proactive and evidence-led approach is required.

This report seeks approval to fund **Phase 1 of a feasibility study**, delivered through two concurrent and complementary workstreams:

- One focused on **customer behaviour and community engagement**, supported by a GWR funding opportunity;
- One focused on **strategic feasibility, land use, infrastructure capacity and long-term planning implications**, funded through Neighbourhood CIL.

The requested allocation represents an early-stage, proportionate investment that will enable the Parish Council and partners to determine whether the Cam Transport Hub (E1) concept is viable, deliverable, and aligned with wider strategic objectives before progressing to subsequent phases.