

Consultation



BEDFORD
BOROUGH COUNCIL

All Linked In
Bedford Stations Travel Plan

A row of green icons representing different modes of transport: a bicycle, a pedestrian, a bus, a taxi, a motorcycle, another bicycle, and a car with a '2+' sign.

Survey Report

May 2011

Introduction

Background

The Stations Travel Plan aims to transform the Bedford Midland and St Johns stations into effective sustainable transport hubs. The plan, which has been developed by the Bedford Stations Travel Plan Steering Group, will achieve its aims by improving infrastructure and transport services in the area of the train stations.

The plan will encourage train users to use more sustainable modes of transport to and from the stations such as busses and cycling. This will result in fewer people using their cars which will ease congestion, reduce carbon monoxide emissions and improve air quality.

Many improvements are already underway such as better signage at St Johns Station and the Woburn Road contra flow cycle scheme

As part of the station travel planning process a passenger travel plan was undertaken.

Methodology

The survey was produced as both a paper and online questionnaire. The survey was open from 15th March to the 4th April 2011, and was promoted in the following ways.

- On the morning of Tuesday 15th March and the evening of Thursday 17th March, staff handed out paper surveys to people using Bedford Midland Station. A box was placed in the station for completed questionnaires.
- A paper questionnaire was sent to all members of the Bedford Commuters Association.
- Questionnaires were handed out at a Marston Vale Community Rail Partnership event.
- A link to the online questionnaire was included on the front page of the council website and the consultations database.
- The survey was mentioned in several 'Tweets' from the Borough Council Twitter account (@BedfordTweets) which included a link to the online questionnaire.
- The survey was advertised in the Bedfordshire Rural Communities Charity and Bedford Commuters Association newsletters.

Responses

Overall 365 responses were received, 215 via paper and 150 via online questionnaire.

Summary of Results

- Commuting to work is the most common reason given for using the train station. It was given by 65% of respondents.
- 42% reported travelling 0 – 5 miles to the station, and 37% reported travelling 2 – 5 miles.
- Of those that gave enough information to detect which ward they come from the most common wards given were Castle (28 respondents), Bromham (22 respondents) and Harpur (21 respondents).
- The most common destination given was London (272 respondents, 75% of the overall responses).
- The most commonly reported methods of getting to and from the station were walking (37%) followed by using a car on their own (32%).
- Of the suggestions given the ones that would make respondents journeys to and from the station better are: better and direct bus connections (50%); followed by better and dedicated cycle routes (31%).
- The main factors considered when choosing a method of transport are the time taken (58%), cost (49%) and convenience (36%).

Results

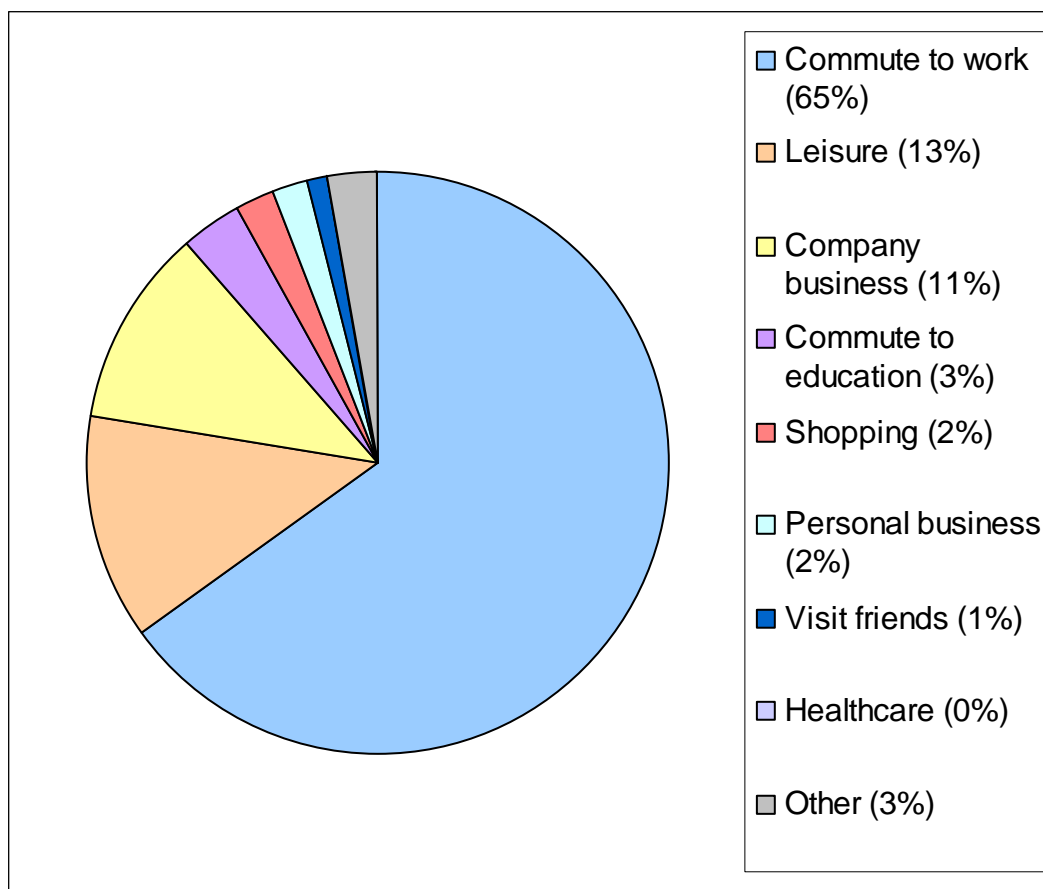
Where percentages do not add up to 100 it is due to rounding or multiple responses being permitted.

Where questions ask for a written response, summaries of responses are given here rather than direct quotations for consistency and brevity.

1) Please state which train station you use. If you use both, please select the station you use most frequently. Please refer only to this station in all further questions.

Bedford Midland Station	347
Bedford St. Johns Station	10
Not specified	8
Total	365

2) What is the main purpose for your rail journeys from the train station?



3) Where do you normally start your journey?

47 respondents stated 'Bedford'.

The table below shows the most common wards people reported starting their journeys from.

Castle	28	Carlton	7
Bromham	22	Harrold	6
Harpur	21	Kempston	6
Putnoe	17	Turvey	5
Brickhill	17	Sharnbrook	5
Queens Park	14	Wootton	4
Great Barford	12	Riseley	4
Clapham	11	Kempston East	3
De Parys	11	Kingsbrook	3
Newnham	10	Oakley	3
Goldington	10	Kempston South	3
Roxton	8	Kempston North	2
Wilshamstead	7	Eastcotts	2
Cauldwell	7		

Some respondents only gave a partial postcode, the table below shows them most common partial postcodes received.

MK41	8
MK40	7

The table below shows the most common responses where an area outside the borough was stated.

Flitwick	8
Olney	4
Luton	4
Lidlington	2
Bletchley	3
London	2
Rushden	2
Woburn Sands	2

The following other responses were given:

- Anywhere where gates are open
- Aspley Guise
- Biggleswade
- Clophill
- Deadmans Cross
- Different places in the area
- Dunstable
- Earls Barton
- Felmersham
- Fenny Stratford
- Hail Weston

- Henlow
- Higham Ferrers
- Luton or Milbrook
- Marston Moretaine
- Milton Keynes
- Nottingham
- St Albans
- Stagsden
- Sutton
- Wellingborough

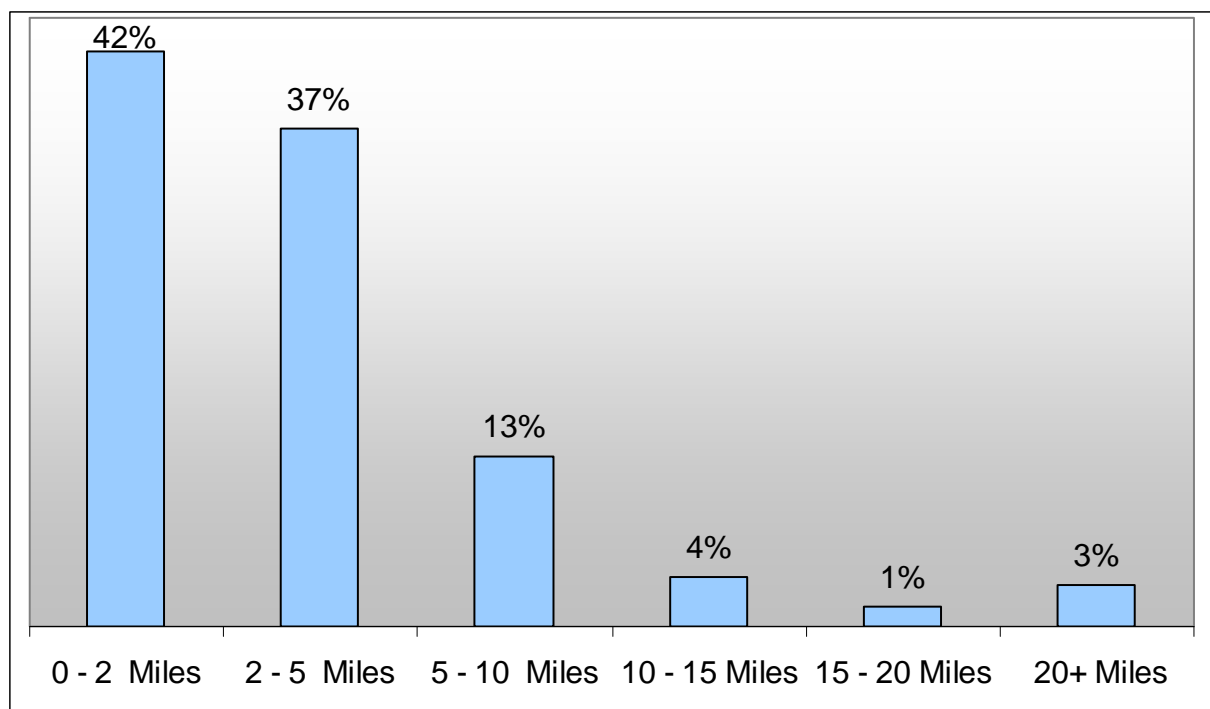
4) Where do you normally travel to?

The table shows the responses received and the number of respondents who gave them. Several respondents listed multiple locations, and so have been counted several times.

London	272
Bedford	34
Luton	14
Milton Keynes	11
Birmingham	8
Leicester	8
Hertfordshire	5
Central Bedfordshire	4
Brighton	3
Leeds	3
Sheffield	2

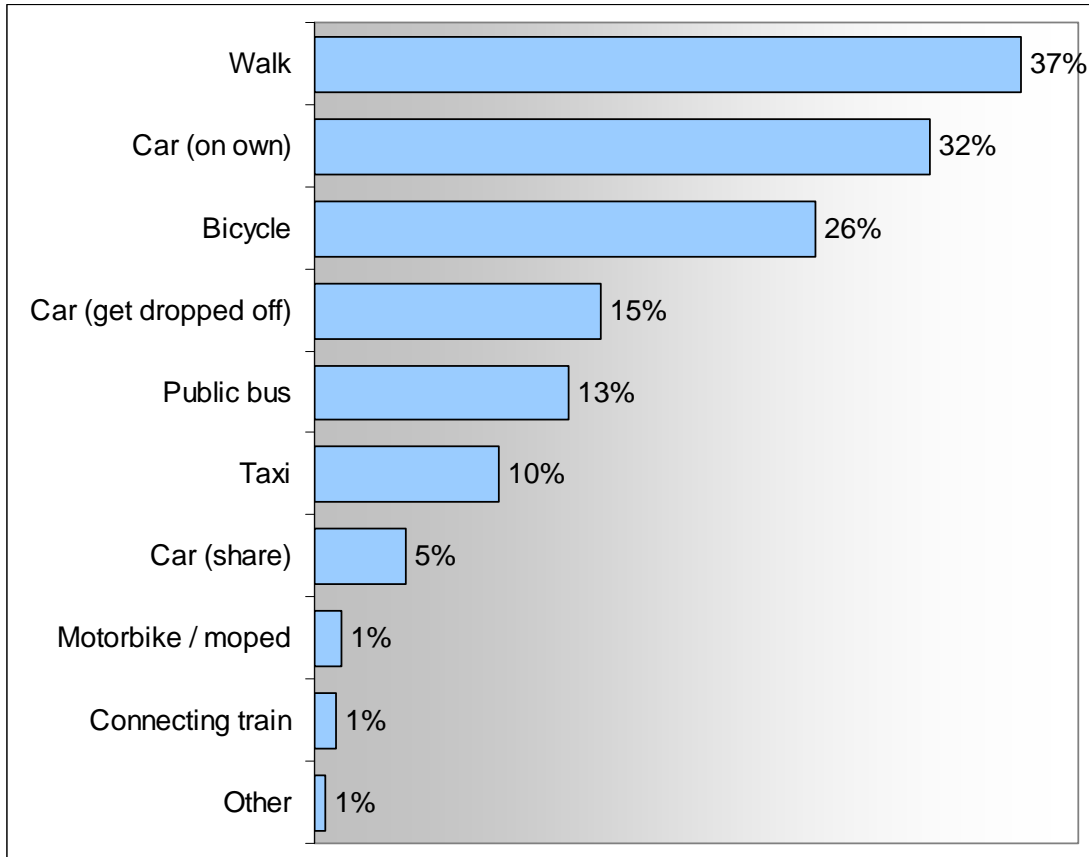
West Sussex	2
Derby	1
Hampshire	1
Ipswich	1
Midlands	1
North of England	1
Nottingham	1
Plymouth	1
Scotland	1
Wales	1
Wellingborough	1

5) How far do you travel to or from the train station in Bedford?



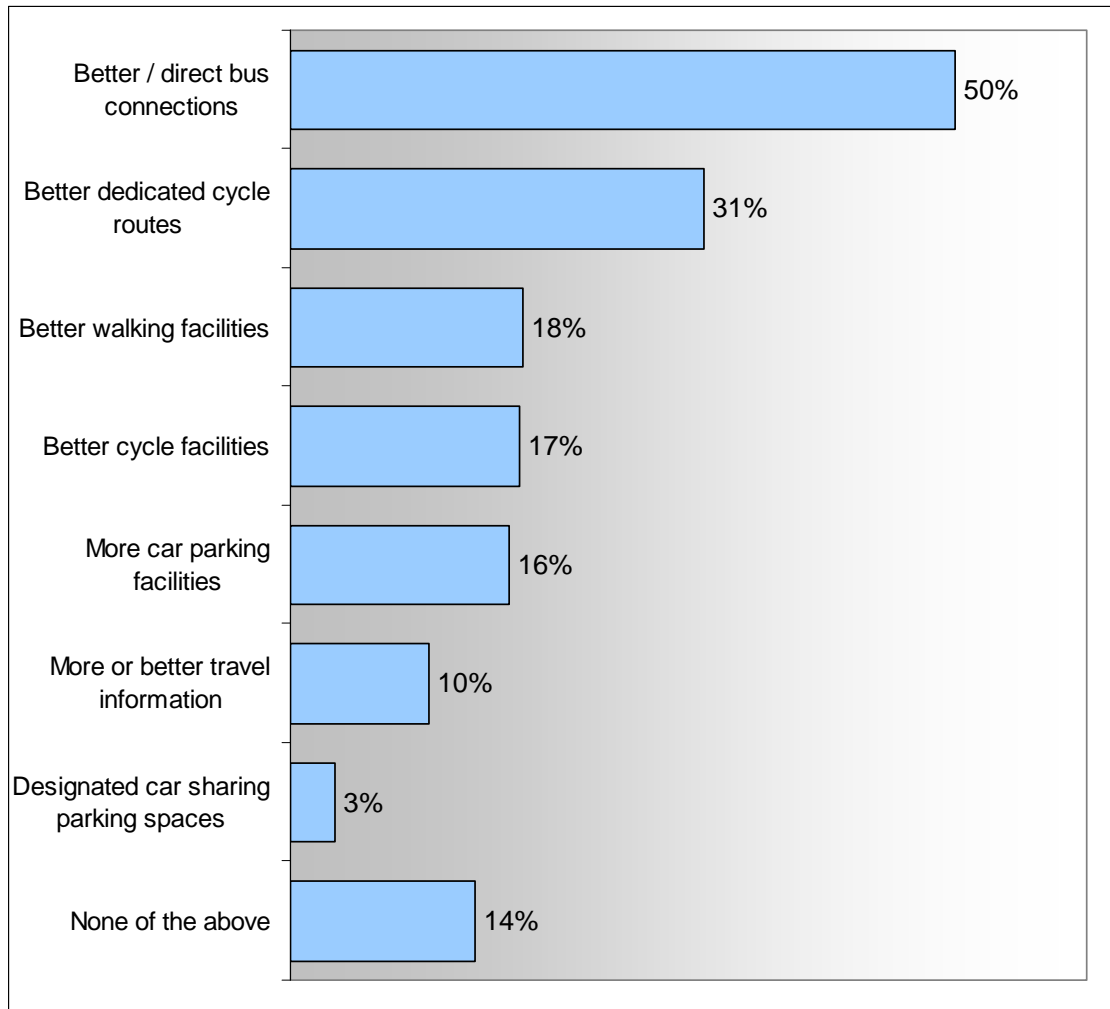
6) What are the main modes of transport that you use to get to / from the train station?

Respondents were invited to give up to two responses to this question.



7) Which of the following, if any, do you feel would make travel to / from the train station better for you?

Respondents were invited to select all the responses that apply for this question.



Please give any further details to your response above, or suggest other actions to improve travel to and from the train station in Bedford.

The table below shows the most common responses received, and the number of respondents who gave them.

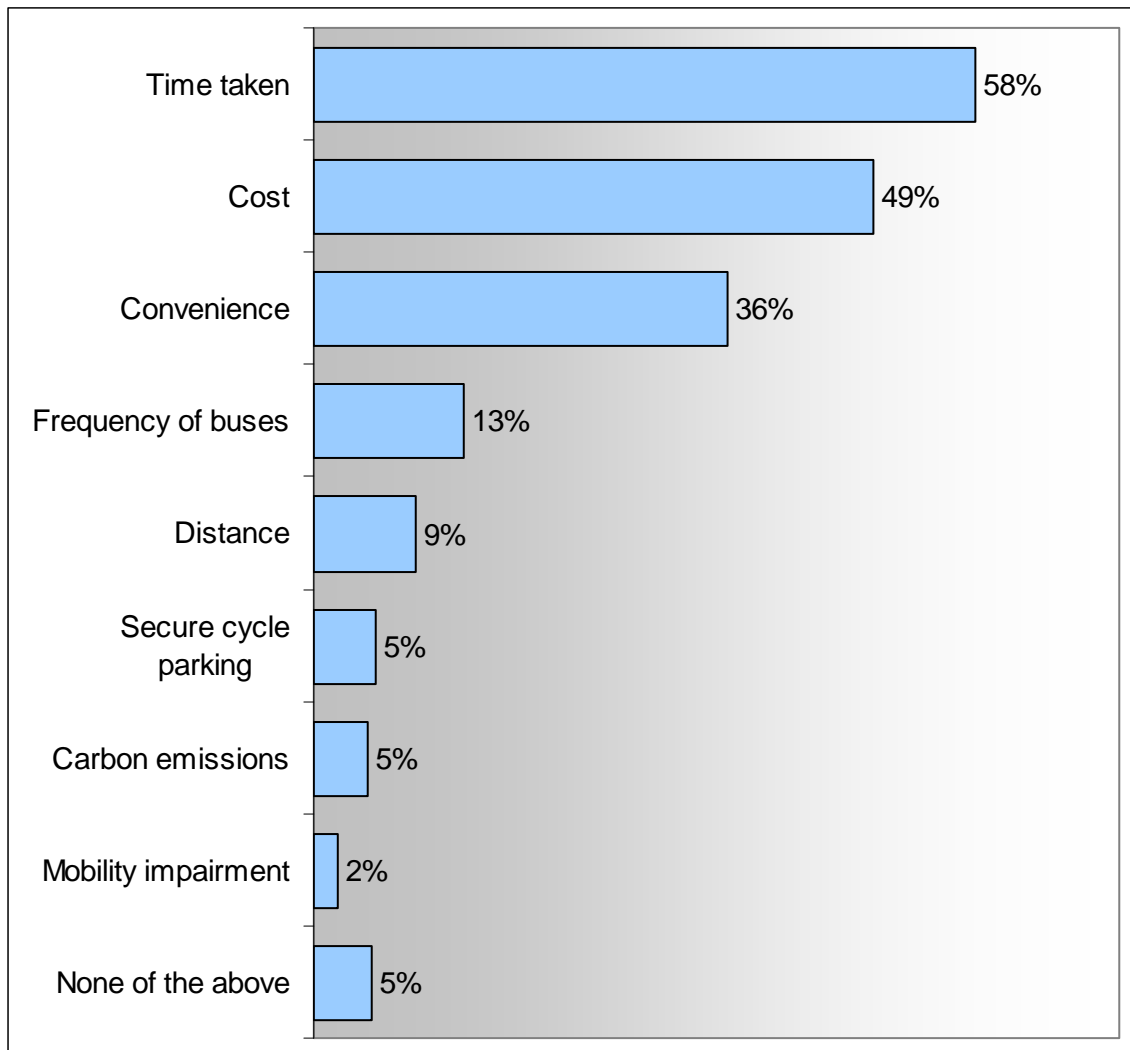
Better direct and frequent buses	37
Better cycle routes	31
More buses to go via the station	16
Cheaper parking	14
Improve entry and exit into the station	12

The following were also given as responses:

- Better crossings on busy roads
- Lockers for cyclists
- Link the bus and train station
- Better information available
- Direct access from Queens Park to platform 4
- Better lighting
- Better walking routes
- Allow cyclists to cycle through town centre at peak commuter times

8) What are the main factors you consider when choosing your mode of transport?

Respondents were invited to tick up to two boxes for this question.



Please tell us any other factors you consider?

The table below shows the most common responses received, and the number of respondents who gave them.

Better bus service	24
Cost of parking	20
Healthier to cycle	16
Weather dependent	16
Safety	11
Time taken	11
Convenience	9

The following were also given as responses:

- Carbon emissions
- Carrying luggage
- options available
- Security of bikes/cars
- Security of car park

9) Please provide any other travel related comments you may have. We appreciate all your thoughts and comments and will use them to help develop travel initiatives as part of the plan.

The table below shows the most common responses received, and the number of respondents who gave them

Better bus services	43
Better cycle routes	28
Cheaper parking	17
Improve entry/exit into station	17
Better information/signposting	12

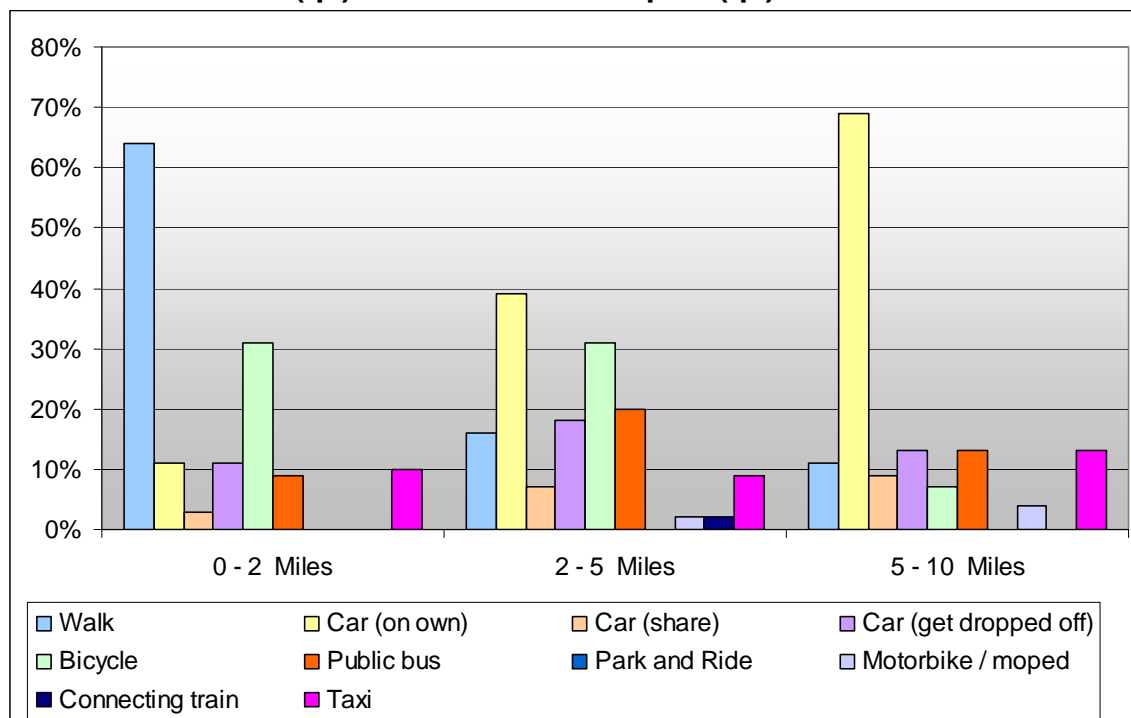
The following were also given as responses:

- Later bus service
- Too many taxis
- More car parking required
- Cheaper train tickets
- More/ reliable trains

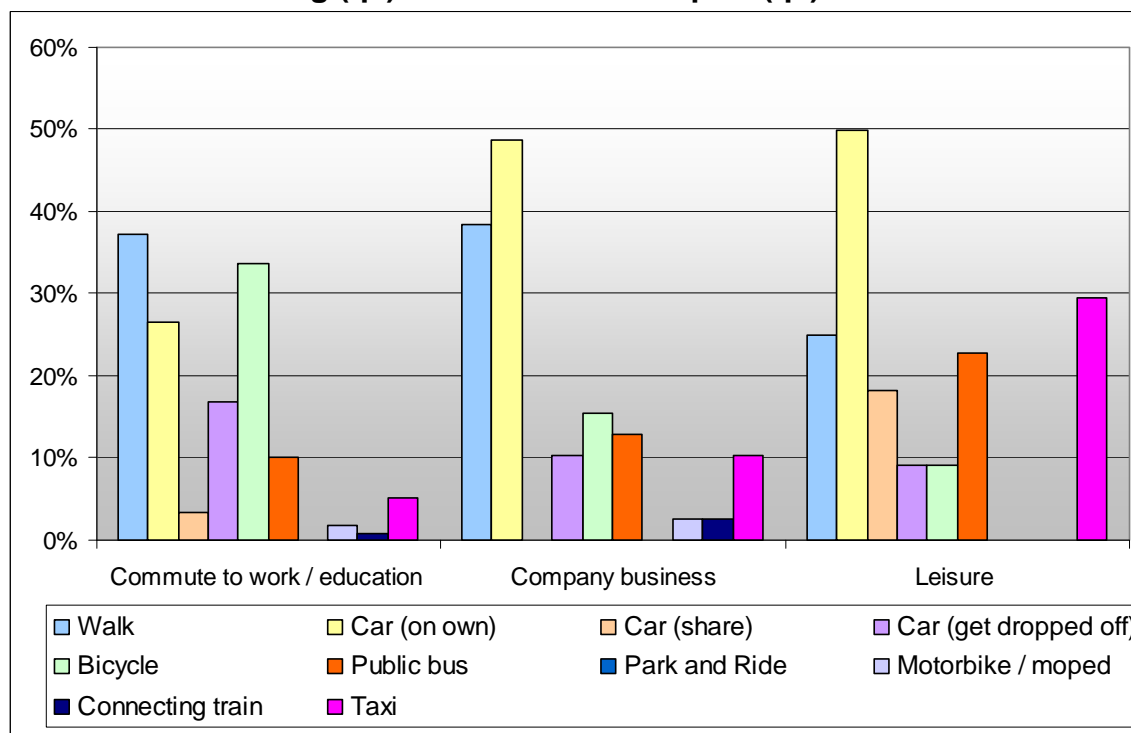
Further Analysis

In order to look at the data further the following charts compare responses between questions, to indicate trends. Where subgroups contain less than 30 responses, they are excluded from analysis.

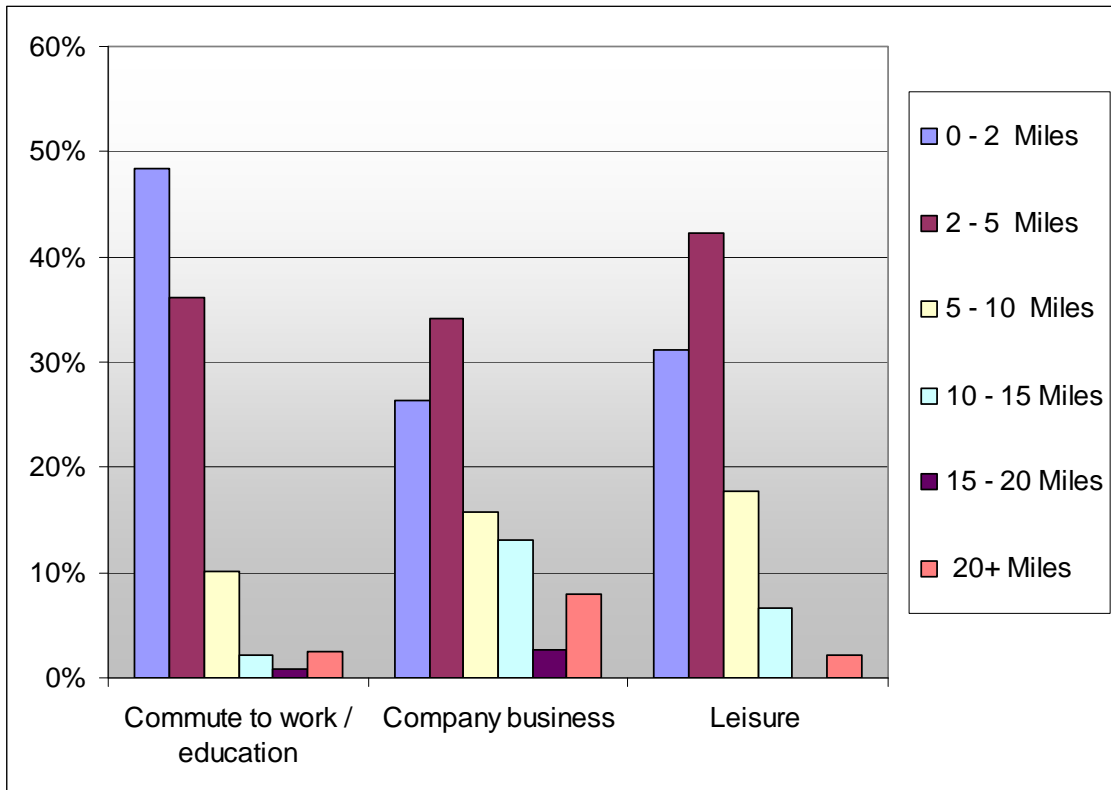
Distance Travelled (q5) and Mode of Transport (q6)



Reason for Travelling (q2) and Mode of Transport (q6)

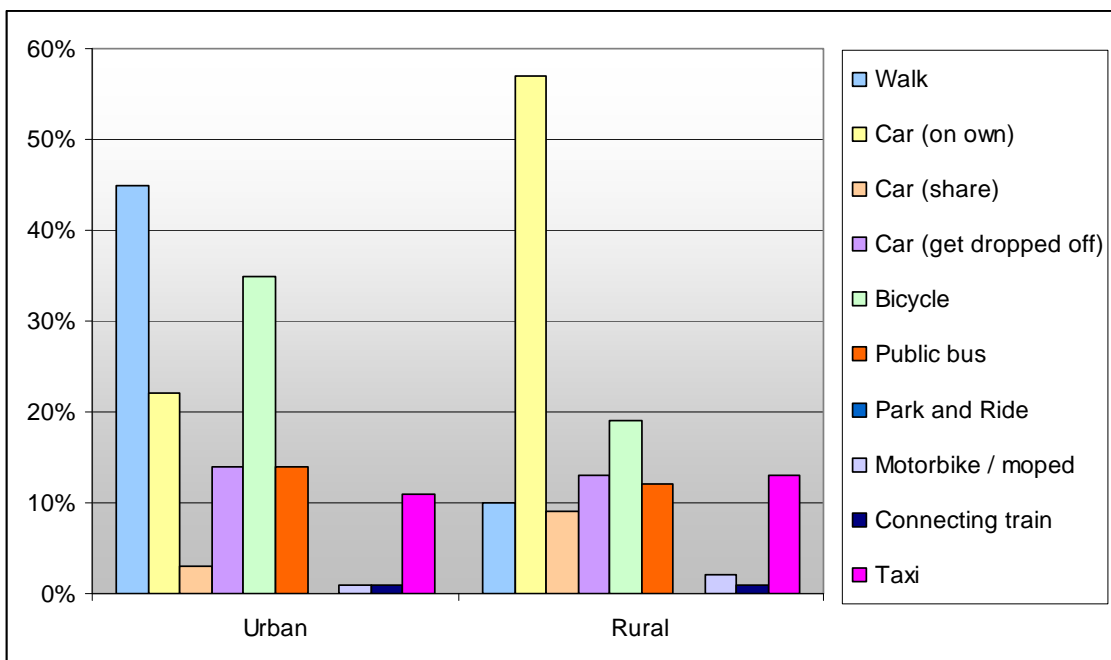


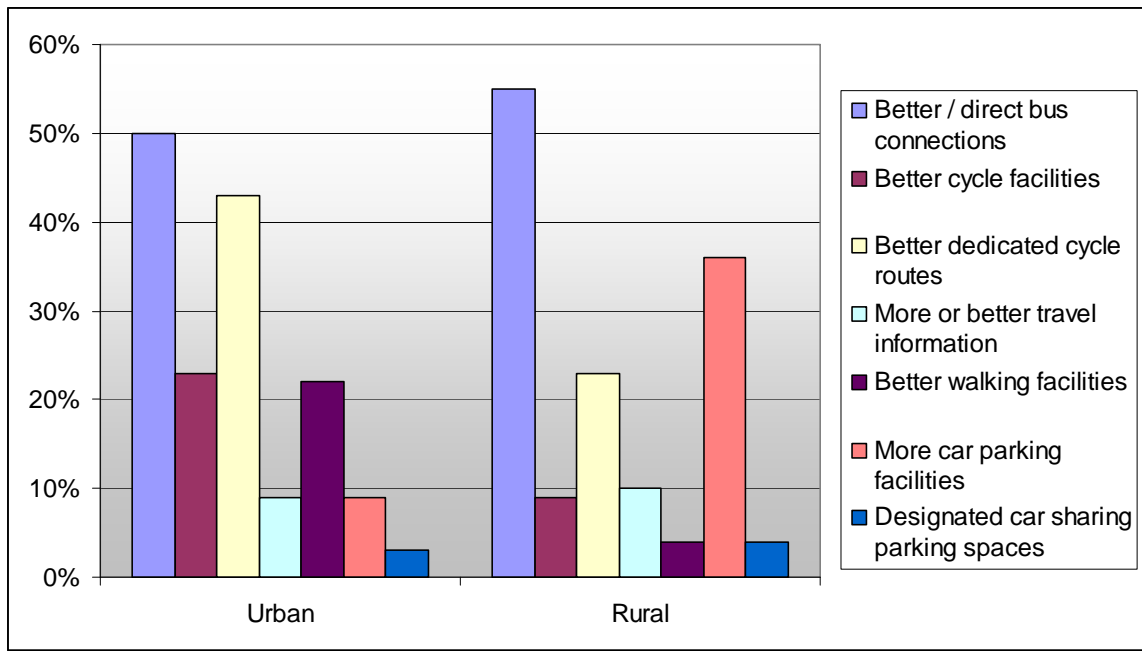
Reason for Travelling (q2) and Distance Travelled (q5)



Urban / Rural

Those that gave enough information to determine what ward they lived in were split into urban and rural wards. The tables below look at the differences for how they travel to the station (q6), and what would improve their journey (q7).





Diversity Monitoring Questions

Gender

Male	224	61%
Female	133	36%
No response	8	2%
Total	365	

Age

Under 18	3	1%
18 - 24	14	4%
25 - 34	60	16%
35 - 44	72	20%
45 - 54	102	28%
55 - 64	89	24%
65 +	18	5%
No response	7	2%
Total	365	

Disability:

A physical disability	15	4%
A sensory disability	5	1%
Mental health problems	7	2%
Learning difficulties	3	1%
Any other long term condition	14	4%
None of the above	261	72%
No response	70	19%
Base	365	