

# PLUMPTON STATION PASSENGER SURVEY Wednesday 24th June 2009

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## INTRODUCTION

In this survey we focus on the access to Plumpton Station for those who arrive on foot, cycle and car, and the main aim of the survey is to examine the patterns of commuter car parking.

The train service from Plumpton has increased and improved enormously in recent years. In 1993 there were 10 Plumpton trains up to London each weekday, and 11 down. Now there are 20 up and 17 down. The ticket office is a delight and its services have improved to meet the growth in traffic.

## FINDINGS

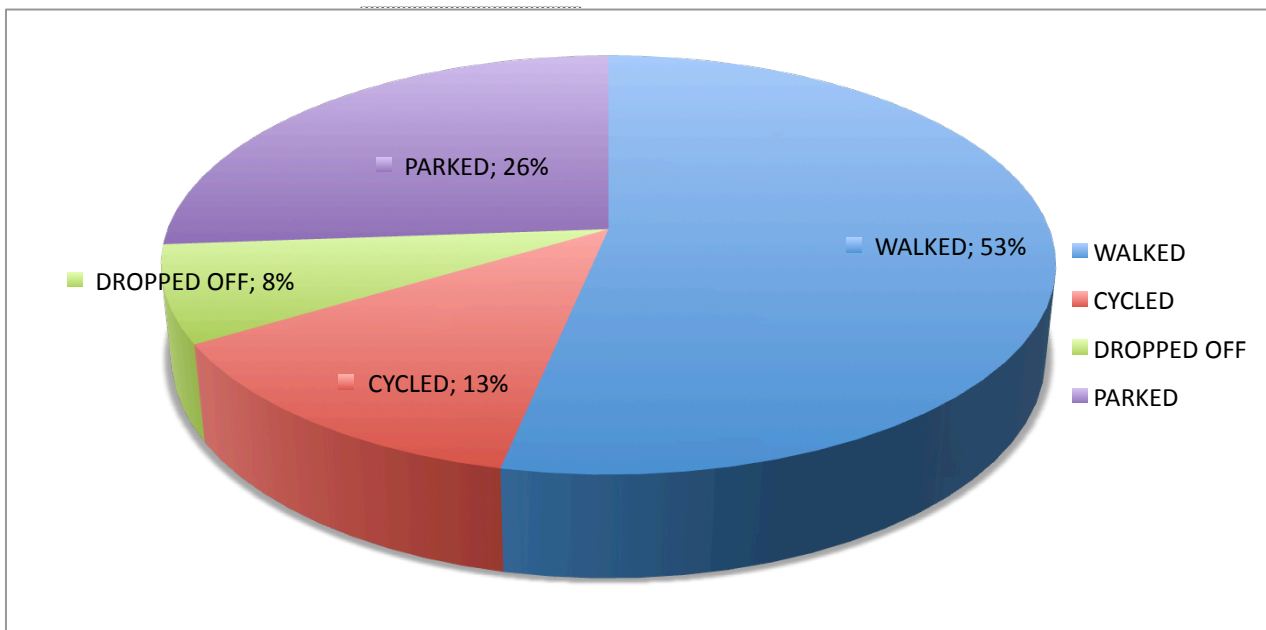
- 2 We spoke to all the passengers from all the London bound trains from the 06.13 to the 09.59, on 24th June, and the 3 main morning Southbound trains a few days later. This survey was carried out by volunteers. We believe the results are typical for a working day.

Numbers of passengers on each train:-

NORTHBOUND		SOUTHBOUND	
06.13	6	07.20	4
07.00	20	07.43	6
07.32	22	08.42	2
07.53	13		
08.04	10		
08.33	11		
09.27	10		
09.59	2		

Total, all trains: 106 passengers

106 passengers were interviewed. About one or two per train (max 10 people) were missed.



- 4 Most walked to the station. Adding the 53% who walked to those who cycled, it is clear that 66% of these commuters got to the station under their own steam. A further 8% were driven and dropped off. The remaining 26% drove to the station and parked in the vicinity.

- 5 Cycling to the station has increased in recent years, partly due to the welcome encouragement of the parking stands which allow some 10 bikes to be chained up to 5 strong metal supports. (These stands are used to capacity and the addition of several more would be an advantage.)

6 Most train users (70%) were shown to be regular daily travellers but 15% were shown to be 2 - 3 day a week travellers and 15% were the occasional travellers. The 09.27 northbound carried more occasional travellers.

15%	1 DAY /WK or LESS
15%	2-3 DAYS /WK
<u>70%</u>	4 or MORE DAYS/WK
<u>100%</u>	

7 We asked each passenger for their post code. The 26% who drove and parked (bringing 28 cars) were local: there is no evidence that people are driving in from the catchment areas of stations like Lewes and Haywards Heath to avoid parking charges. Most were from Plumpton outskirts (outside the village, mainly Plumpton Lane), Chailey and East Chilmington. All were from the local catchment area.

8 cars	Plumpton outskirts - in the Parish but outside Plumpton Green
8 cars	North and South Chailey
5 cars	East Chilmington
2 cars	Barcombe
1 car	Newick
1 car	Wivelsfield
<u>3 cars</u>	<u>Plumpton Green</u>
<u>28 cars</u>	<u>IN TOTAL</u>

8 Having checked all the main trains and found 28 car drivers who parked, we counted the cars in the carparks as a double check. We found very slightly more cars believed to be commuters this way: 32 on one midweek day and 37 another:-

	PLAYING FIELD CARPARK	STATION PARKING SPACES	NEARBY IN STATION ROAD	<u>TOTAL</u>
day 1	14	13	5	32 cars
day 2	18	14	5	37 cars

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#### CONCLUSION

There are over 100 railway users each day at the moment, and around 30 of them arrive at Plumpton station by car and park..

Allowing for winter weather, there is a need for at least 40 spaces this year. There are only 12 spaces provided by the railway. This and the room afforded by the Playing Fields and in the road is inadequate. Another 10 -20 off-road spaces are urgently required to avoid serious congestion.

We have made no attempt to project the car park needs for future growth. As the railway services continue to improve and there is some continued population growth, the need for car parking spaces could easily rise from 40 spaces this year to 50 in, say, 4 years time, requiring a further 10 spaces.

Peter Baker. VAP Road Safety Team.