

ASLOCKTON PARISH COUNCIL
&
WHATTON-IN-THE-VALE PARISH COUNCIL
JOINT CONSULTATION

SURVEY OF TRAIN USAGE FROM ASLOCKTON STATION

NOTTINGHAM-GRANTHAM LINE
OPERATED BY EAST MIDLANDS TRAINS

NOVEMBER 2008

GR REDFORD
WHATTON-IN-THE-VALE
NOVEMBER 2008

JOINT CONSULTATION

SURVEY OF TRAIN USAGE FROM ASLOCKTON STATION

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ACKNOWLEDGEMENTS

Claire Pegg – Clerk to Aslockton Parish Council.

Mike Elliot – Clerk to Whatton-in-the-Vale Parish Council.

Members of Aslockton Parish Council

Members of Whatton-in-the-Vale Parish Council

Mathew and Kate Flint

Chris Watson – Community Rail Manager – Nottingham-Skegness Community Rail Partnership.

John Hillman – Stakeholder Development Manager – East Midland Trains.

Councillor Martin Suthers – Bingham Division Councillor – Nottinghamshire County Council.

Rushcliffe Borough Council - We acknowledge the support of Rushcliffe Borough Council in the mailing of this survey. However, the Borough Council is not an active partner in the consultation.

GR Redford – Whatton-in-the-Vale

November 2008.

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EXECUTIVE SUMMARY

The proposed reduction of train services from Aslockton was made against a background of increasing usage of the Station. The Office of Rail Regulation had identified Aslockton Station as a 'GROWTH' facility.

There is no evidence of any local consultations in respect of the proposed changes, in fact both parish councils (Aslockton and Whatton-in-the-Vale) have made it clear that neither was consulted in respect of the proposed changes.

Completed surveys were received from 34% of the combined households of Aslockton and Whatton-in-the-Vale. 124 (49.6%) of the households considering themselves to be 'regular' train users with a further 24 (9.6%) as 'occasional' train users. The remainder (102 – 40.8%) did not use the train service at all. It may be reasonable to assume that those households who did not reply did not have any interest in the rail service. Even if that was held to be true, the survey indicates that 20% of the total households in both parishes consider themselves to be regular train users.

25% of the respondents indicated that they used the train service to either commute to work or education. 33% used the service for shopping purposes (mainly to Nottingham) and 23% to access leisure.

The most popular destinations were Nottingham as the final destination (33%) and Nottingham for other destinations (15%). Presumably, the latter category may be using other rail services from Nottingham. Bingham rated the second most popular at 16%. The third most popular was Grantham as the final destination (16%) and Grantham for other destinations (15%). Again presumably the latter infers the use of other rail services from Grantham.

Approximately 63% of the respondents considered the changes to be 'disruptive' to some extent. The survey indicates that as a direct result of the changes 66% of the current users will STOP using the train service and use alternative methods of transport. 50% indicated that they would use a car as an alternative to the train.

Not only will the proposed time-table inhibit any potential growth in rail usage from Aslockton but will also disenfranchise the existing established rail user base.

The results of the survey indicate that, as a direct result of the proposed changes:

1. Rail use from Aslockton Station will fall drastically.
2. The Rail user base from Aslockton Station will be virtually eliminated.
3. An increase in travel by private car will result.

In consequence it is recommended that:

1. Reinstate the pre-change timetable to maintain existing user base.
2. Provide the basis for increasing rail usage from Aslockton Station:
 - a. Review the possibility of additional trains during the 0900-1500 week-day time slot.
 - b. Review the possibility of additional trains during the 1800-0600 week-day time slot.
 - c. Review the possibility of additional trains during the 0900-1500 week-end time slot.
 - d. Pro-actively promote the service.

GR Redford
Whatton-in-the-Vale.

INTRODUCTION

BACKGROUND

East Midlands Trains (EMT) recently announced a reduction in rail services stopping at Aslockton, with effect from December 2008. A petition was organised, following which a special joint Parish Council meeting was held on 19 August, attended by representatives from the Community Rail Partnership and EMT.

Views on the importance of the train service to the local community were clearly and concisely presented by rail users. Points raised included:

- **Lack of community consultation on the proposed changes.**
- **New timetable ruled out commuter journeys by public transport**
- **New timetable failed to provide inclusive service for commuters, leisure and social use**
- **Reduction in train services would lead to increased reliance on car journeys, counter to the philosophy of encouraging wider use of public transport**
- **Data on rail usage was incorrect – it was revealed that usage at Aslockton had increased by 33.5% over the past four years.**

As a result of information from the meeting, a crucial Nottingham – Aslockton commuter train was re-instated, (17.50 – subject to confirmation by Network Rail). Furthermore, East Midland Trains stated they would be willing to consider any evidence suggesting that additional stops would be justified at Aslockton.

The proposal to reduce the number of trains stopping at Aslockton despite the evidence of increasing usage.

Table 1- Total Station usage

Total Station Usage	2002/3	2003/4	2004/5	2005/6	2006/7	Inc (Dec)	Pop	Per Head
Bingham	41048		28053	26134	25181	38.65%	10000	2.52
Radcliffe	13220		9565	10892	9326	29.46%	7000	1.33
Aslockton	15991		16064	18538	21363	33.59%	2000	10.68
Bottesford	25215		29251	31191	40514	60.67%	6000	6.75

Source: Office of Rail Regulation and derived data

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The increase was achieved without the benefit of pro-active promotion of the rail services and despite the unreliable and ineffective service provided by the previous operator.

Table 2 – Aslockton – Nottingham Existing and Proposed Timetable

Aslockton to Nottingham		Nottingham to Aslockton	
Current	Proposed	Current	Proposed
06:27	06:29	05:09	
07:27	07:27	05:50	
08:17	08:17	08:50	08:45
09:56		10:50	
11:56	12:02	12:50	12:45
13:56		14:50	
15:56		15:50	15:45
17:56		16:50	16:45
20:10	20:06	17:50	17:34
22:10		18:50	17:50 (*)
		20:51	20:45

(*) Added as a result of the Meeting on the 19th August 2008

Table 3 – Aslockton – Grantham Existing and Proposed Timetable

Aslockton to Grantham		Grantham to Aslockton	
Current	Proposed	Current	Proposed
05:27		06:09	06:10
06:11		07:10	07:10
09:10	09:06	07:59	07:58
11:11		09:40	
13:10	13:05	11:40	11:45
15:10		13:40	
16:11	16:05	15:40	
17:11	17:06	17:40	
18:11	17:54	19:54	19:54
19:09	18:11 (**)	21:52	
21:12	21:35		

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CONSULTATIONS AND COMMUNICATION OF CHANGES

It was made clear at the joint parish council meeting on the 19 August the neither parish council had been involved in any consultation in respect of the proposed timetable changes. In fact the parish councils were only aware of the proposed new timetable when it was brought to their attention by a concerned resident.

Information about the proposed changes was posted by the Rail Station and in the local shop by concerned residents to increase awareness of the proposed timetable reductions. This action was reasonably successful as 74% of the respondents indicated that they were aware on the proposals to some extent, the table below shows the level of awareness.

Table 3 – Level of awareness of proposed changes.

Fully aware	111	43.87%
Partially aware	75	29.64%
Not really aware	21	8.30%
Not aware at all	31	12.25%
Don't know	<u>15</u>	5.93%

Source: Survey Question 11

SURVEY METHODOLOGY

The survey was posted to ALL households in both parishes on the 10th November 2008. (*A copy of the survey is included in Appendix II*).

A prepaid envelope was included with each survey to facilitate the return of the survey.

The deadline for completed surveys was set as the 24th November 2008.

The data from the survey was loaded into an excel model (*the basic results from the survey are included in Appendix I*). The model performed the analysis of the data.

Only completed surveys received on or before the 24th November 2008 have been used in this report.

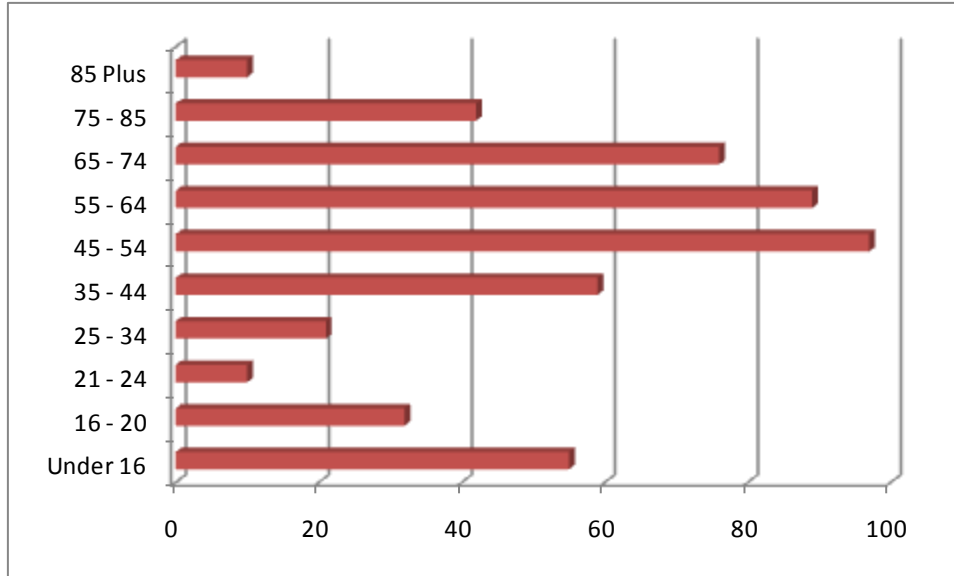
Any data that has been derived or extrapolated is explained in the report text.

SURVEY RESULTS

COVERAGE

250 surveys were completed representing 34% of the 735 that were issued. The survey result covered approximately 553 individuals. The age range of the respondent households is shown in the graph below.

Chart 1- Age Distribution of Respondents Households



Source – Survey Question 2b

A can be seen from the table below, the respondents were broadly split equally between regular Train Users and occasional or non Train Users.

Table 4 – Respondents Analysis

	Households	People	%
Regular Train users	121	300	54.25%
Occasional Train Users	24	82	14.83%
Not using train	105	171	30.92%
	<u>250</u>	<u>553</u>	

Source: Survey Results – Occasional Train Users derived from a number of questions

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CURRENT USAGE

49% percentage of the respondents considered themselves to be 'regular' uses (two more journeys per month), a further 10% made use of the train service on an 'occasional' basis. Based on two journeys per month, the table below shows the minimum average train usage.

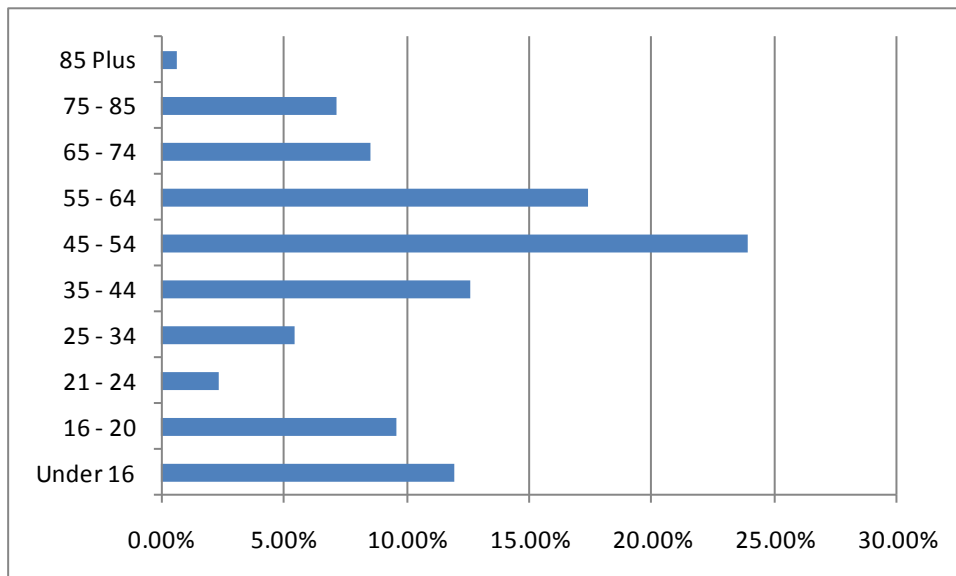
Table 5 – Minimum Average Train Usage – based on two journeys per month

Average minimum Journeys per day	13
Average minimum Journeys per week	90
Average minimum journeys per month	390
Average minimum journeys per year	4,680

Source: Survey Extrapolated from Question 3.

The above table clearly understates the actual amount of journeys, on the assumption that Commuters (both to work and to education) make five journeys per week the annual number of journeys would equate to approximately 23,600 which is reflective of the Office of Rail Regulation figures for 2006/2007.

Chart 2 – Age Groups of Train Users



Source: Survey Analysis of Question Q2b

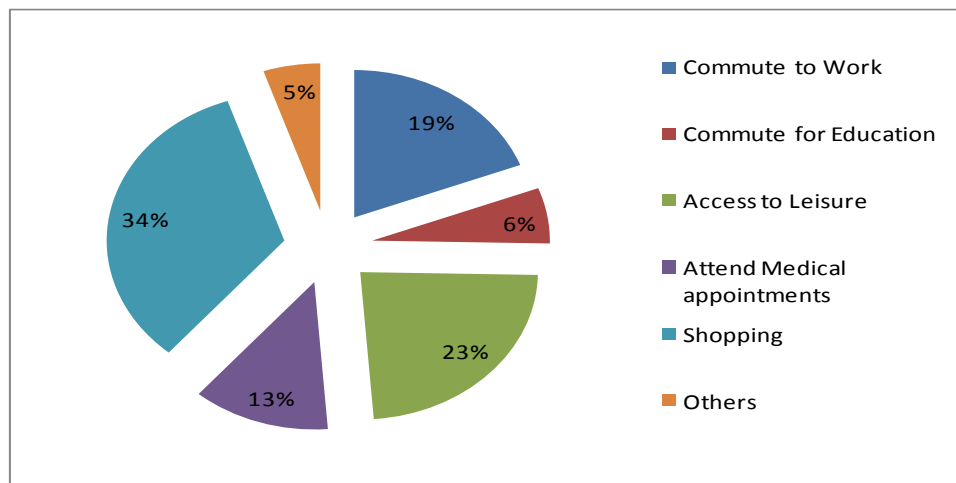
Table 6 – Regular Train Users – Households and People

	Persons	Households
1 using on regular basis	71	71
2 using on regular basis	74	37
3 using on regular basis	42	14
4 using on regular basis	8	2
5 or more using on regular basis	0	0
Total number using service	195	124

Source: Survey Question 3.

The principle reasons supplied by respondents for their train travel are shown in the chart below.

Chart 3 – Reasons for travel



Source: Survey Question 5.

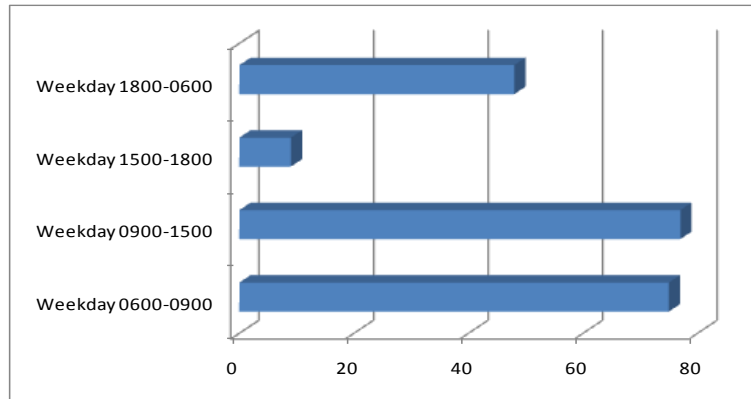
Shopping at 34% was the ‘top of the list’, followed by Commuting to work and Commuting to Education, combined at 25%, access to leisure amounted to 23%. Clearly, in terms of actual journeys the Commuting section would generate the most.

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SURVEY OF TRAIN USAGE FROM ASLOCKTON STATION

It is clear from the survey data that the morning time 'slots' are those used by the respondents, the chart below shows the train usage on week-days.

Chart 4 – Train usage timings – Week-days

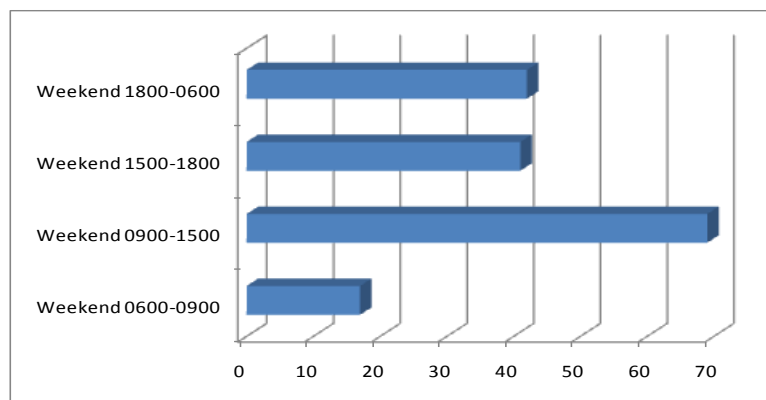


Source: Survey Question 4

The lower usage in the 1800-0600 timeslot is probably explained by the lack of services, even under the pre-changes timetable, available during those times.

Week-end travel shows an increase in the 1500-1800 area and a decreased in the 0600-0900 periods indicating a higher use of the service for access to leisure activities. The details are show in the chart below.

Chart 5 – Train usage timings – Week-ends

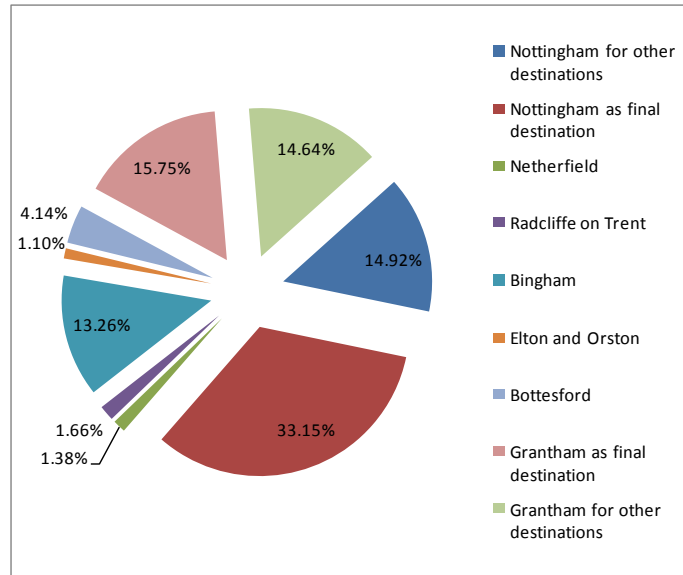


Source: Survey Question 4

CURRENT RAIL DESTINATIONS

The most popular destination is Nottingham, both as final destination and a link to other destinations, combined they represent 48%. Grantham as both a final destination and a link to other destinations amounts to 30%.

Chart 6 – Train Users destinations



Source: Survey Question 6

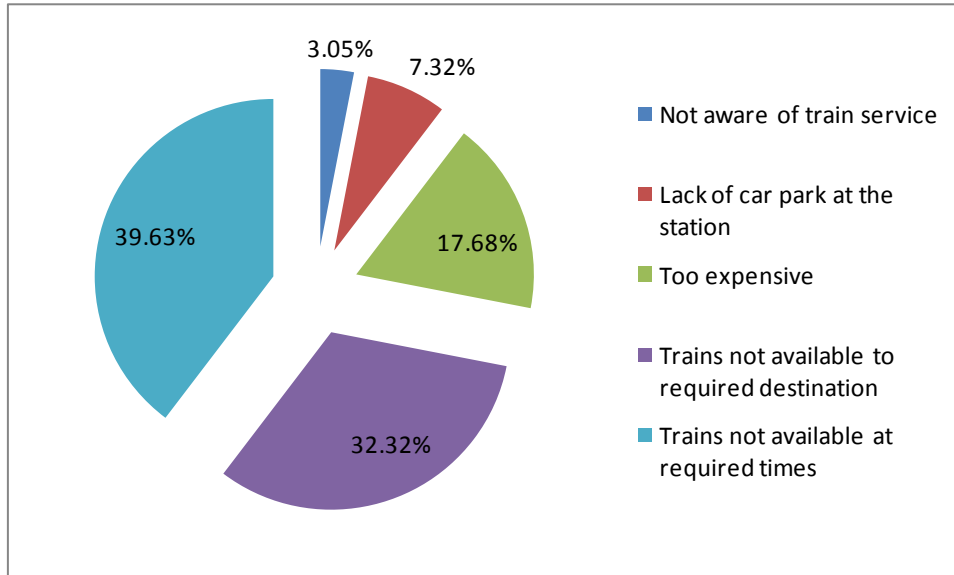
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NON-RAIL USERS

The principal reasons given for not using the train service were Trains not available at required times followed Trains not available to required destination.

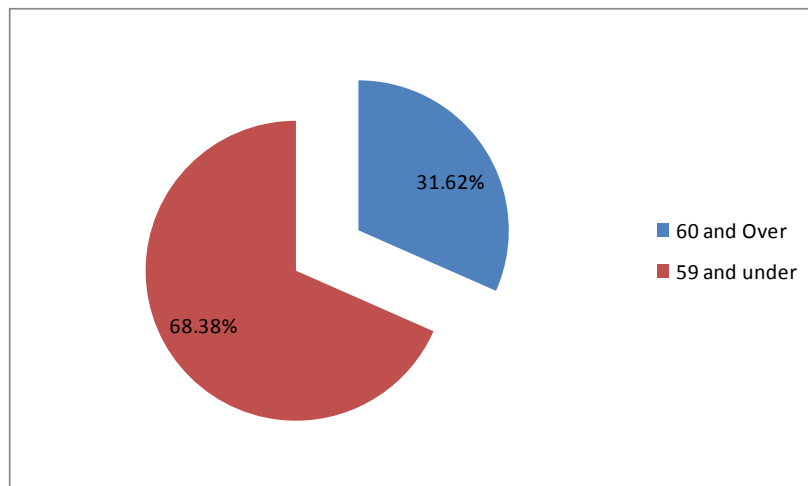
Chart 7 – Reasons for not using the train service.



Source: Survey Question 7.

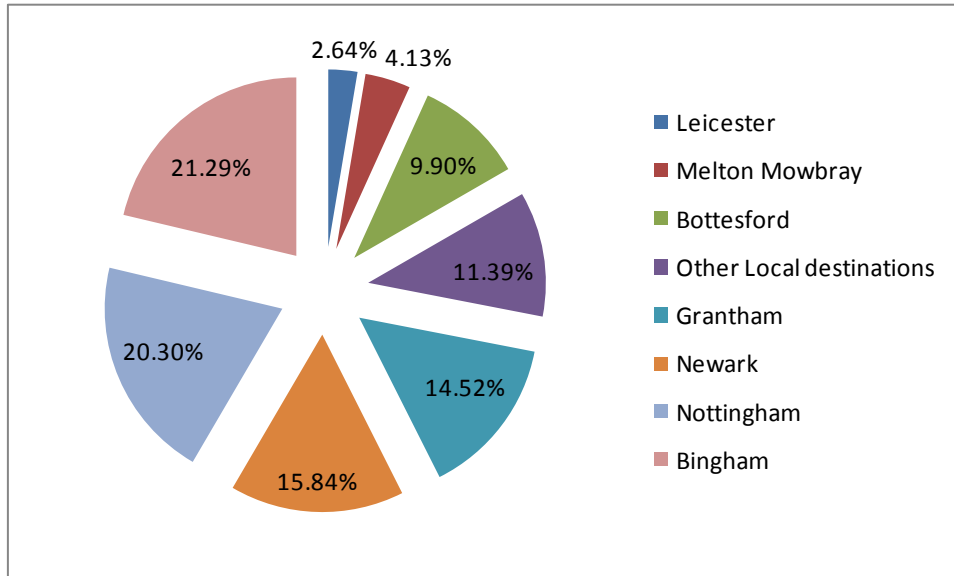
The cost of travel rated third in the list, as there is a bus service to Bingham between the hours of 8am and 5pm there is a likely impact from free bus passes for the over 60s. The chart below shows the distribution of non train users.

Chart 8 – Age Distribution of non train users



Some 66% of the destinations by other modes of transport are located on the Grantham – Nottingham line.

Chart 9 – Destinations by other modes of transport.



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IMPACT OF CHANGES

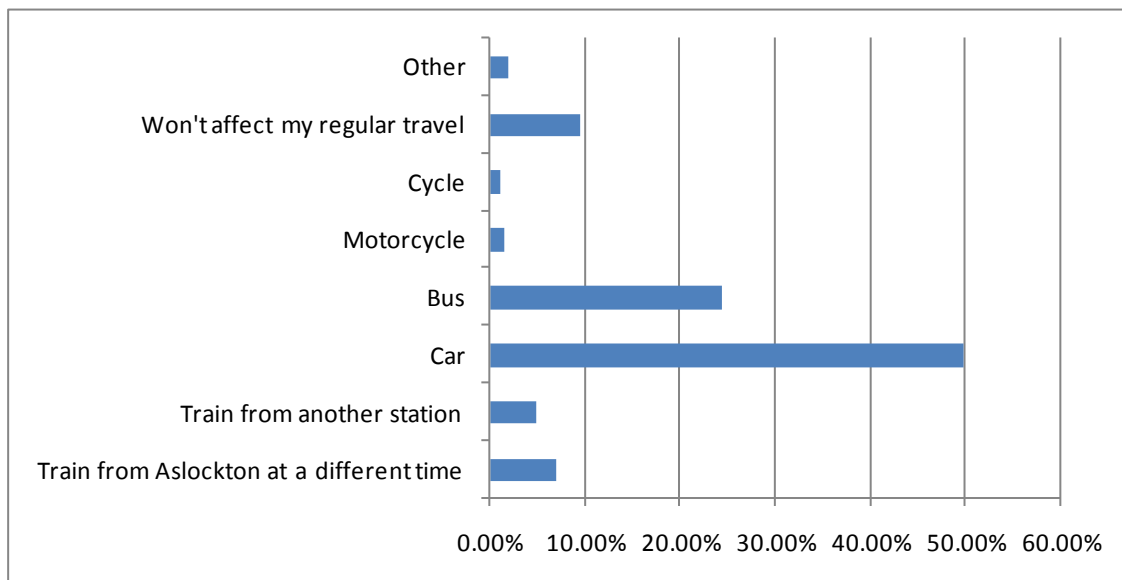
62.8% of the respondents that expressed a view considered the proposed changes to the timetable to be 'disruptive' to some extent, 47% considered the changes to be disruptive or very disruptive. The views are shown in the table below.

Table 7 – Disruptive impact of changes

Very disruptive	56	22.40%
Disruptive	61	24.40%
Not very disruptive	40	16.00%
Not disruptive at all	63	25.20%
Don't know	30	12.00%

The survey indicates of the current 124 households who consider themselves 'regular' users, only 25 would use an alternative train from Aslockton station, a further 17 intend to use a train from another station (presumably Bingham or Grantham and using a car to access those alternative stations). The results imply that 82 of the households who currently use the train service on a regular basis will cease to do so when the proposed changes take effect. The table below details of various transport modes that will be employed by current 'regular' users post the timetable changes.

Chart 10 – Alternative modes of transport



Source: Survey Question 12

There are within the responses to question 12 a number where more than one alternative will be used. It is clear that the largest impact will be the use of the private car.

The survey clearly indicates that the proposed timetable changes will have a substantial impact on rail travel. The table below describes the how the alternative modes of travel that will be used by current rail users will impact on train travel from Aslockton.

Table 8 – Impact on Rail Travel from Aslockton

Current Households using the service	121
Prospective Households using Aslockton Station	25
Prospective Households using another Station	17
Decrease in Households	(79)

Clearly, if the alternative modes of transport indicated by the respondents are implemented households using the train service will FALL by 66%. As the majority of those using alternative modes of transport are commuters the impact on the number of journeys will substantially higher.

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CONCLUSION

Aslockton has achieved growth in rail usage despite poor service from the previous contractor and no pro-active promotion of the service. However, it is clear from the survey that the impact of the proposed changes will be substantial. The indications are that households using the train service from Aslockton will FALL by 66%. More importantly, the majority of those opting for alternative modes of transport are commuters; the impact of the number of journeys therefore will be substantial.

Not only will the new timetable will deter increased use of the service it will decimate the existing user base.

The survey indicates that, as a direct result of the proposed changes:

1. Rail use from Aslockton will fall drastically.
2. The Rail user base from Aslockton station will be decimated.
3. An increase in private traffic will result.

RECOMMENDATIONS

1. Reinstate the pre-change timetable to maintain existing user base.
2. Look to increasing Rail usage:
 - a. Review the possibility of additional trains during the 0900-1500 week-day timeslot.
 - b. Review the possibility of additional trains during the 1800-0600 week-day timeslot.
 - c. Review the possibility of additional trains during the 0900-1500 week-end timeslot.
 - d. Review the possibility of additional trains during the 1800-0600 week-end timeslot.
 - e. Pro-actively promote the service.

APPENDIX I – SUMMARY OF SURVEY RESULTS

Table 9 - Summary of Survey Responses

Number of Surveys issued	735
Number of Surveys completed	250
Percentage completed	34.01%
Total number of people in survey	553

Table 10 - Awareness of current service at Aslockton Station (Question 1)

	Number	%
Are aware of Train service	214	85.60%
Are not aware of Train service	36	14.40%
<u>TOTAL</u>	<u>250</u>	

Table 11 - Number of People in Household (Question 2a and Question 2b)

	Households	People	%
Regular Train users	121	300	54.25%
Occasional Train Users	24	82	14.83%
Not using train	<u>105</u>	<u>171</u>	30.92%

Table 12 – No. of people using train service on a regular basis (Question 3)

	Persons	Households	Average
1 using on regular basis	71	71	
2 using on regular basis	74	37	
3 using on regular basis	42	14	
4 using on regular basis	8	2	
5 or more using on regular basis	0	0	
<u>Total number using service</u>	<u>195</u>	<u>124</u>	1.57

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SURVEY OF TRAIN USAGE FROM ASLOCKTON STATION

Table 13 – Times trains are used (Question 4)

Weekday 0600-0900	75	44.38%
Weekday 0900-1500	77	45.56%
Weekday 1500-1800	9	5.33%
<u>Weekday 1800-0600</u>	<u>48</u>	28.40%
<u><u>Total</u></u>	<u><u>209</u></u>	
Weekend 0600-0900	17	10.06%
Weekend 0900-1500	69	40.83%
Weekend 1500-1800	41	24.26%
<u>Weekend 1800-0600</u>	<u>42</u>	24.85%
<u><u>Total</u></u>	<u><u>169</u></u>	

Table 14 – Minimum Journeys (Station footfall) – Derived Data

Average minimum Journeys per day	13
Average minimum Journeys per week	90
Average minimum journeys per month	390
Average minimum journeys per year	4,680

Table 15 – Reasons for train journey (Question 5)

	Number	%
Commute to Work	63	19.21%
Commute for Education	20	6.10%
Access to Leisure	77	23.48%
Attend Medical appointments	41	12.50%
Shopping	110	33.54%
<u>Others</u>	<u>17</u>	5.18%
<u><u>Total</u></u>	<u><u>328</u></u>	

Table 16– Train destinations (Question 6)

Nottingham for other destinations	54	14.92%
Nottingham as final destination	120	33.15%
Netherfield	5	1.38%
Radcliffe on Trent	6	1.66%
Bingham	48	13.26%
Elton and Orston	4	1.10%
Bottesford	15	4.14%
Grantham as final destination	57	15.75%
Grantham for other destinations	53	14.64%
<u>Total destinations</u>	<u>362</u>	

Table 17 – Reasons for not using the train service from Aslockton (Question 7)

Trains not available at required times	65	39.63%
Not aware of train service	5	3.05%
Too expensive	29	17.68%
Lack of car park at the station	12	7.32%
Trains not available to required destination	53	32.32%
Other	0	0.00%
<u>Total reasons</u>	<u>164</u>	

Table 18 – Other current modes of Transport (Question 8)

Car	150	64.94%
Bus	67	29.00%
Motorcycle	0	0.00%
Cycle	11	4.76%
Other	3	1.30%
<u>Total</u>	<u>231</u>	

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Table 19 – Destinations by modes of transport specified in Question 8 (Question 9)

Bingham	129	21.29%
Bottesford	60	9.90%
Grantham	88	14.52%
Leicester	16	2.64%
Melton Mowbray	25	4.13%
Newark	96	15.84%
Nottingham	123	20.30%
Other Local destinations	69	11.39%
Other	0	0.00%
<u>Total</u>	<u>606</u>	

Table 20 – Aware of Timetable changes (Question 10)

Fully aware	111	43.87%
Partially aware	75	29.64%
Not really aware	21	8.30%
Not aware at all	31	12.25%
Don't know	15	5.93%
	<u>253</u>	100.00%

Table 21 – Level of disruption of timetable changes (Question 11)

Very disruptive	56	22.40%
Disruptive	61	24.40%
Not very disruptive	40	16.00%
Not disruptive at all	63	25.20%
Don't know	<u>30</u>	12.00%

Table 22 – Future travel modes (Question 12)

Train from another station	17	4.76%
Car	178	49.86%
Bus	87	24.37%
Motorcycle	5	1.40%
Cycle	4	1.12%
Won't affect my regular travel	34	9.52%
Other	7	1.96%
	357	

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SURVEY OF TRAIN USAGE FROM ASLOCKTON STATION

APPENDIX II - SURVEY

**JOINT ASLOCKTON PARISH COUNCIL AND WHATTON IN THE VALE PARISH
COUNCIL CONSULTATION:
REDUCTION IN ASLOCKTON TRAIN SERVICE FROM DECEMBER 2008**

East Midlands Trains (EMT) recently announced a reduction in rail services stopping at Aslockton, with effect from December 2008. A petition was organised, following which a special joint Parish Council meeting was held on 19 August, attended by representatives from the Community Rail Partnership and EMT.

Views on the importance of the train service to the local community were clearly and concisely presented by rail users. Points raised included:

- **Lack of community consultation on the proposed changes.**
- **New timetable ruled out commuter journeys by public transport**
- **New timetable failed to provide inclusive service for commuters, leisure and social use**
- **Reduction in train services would lead to increased reliance on car journeys, counter to the philosophy of encouraging wider use of public transport**
- **Data on rail usage was incorrect – it was revealed that usage at Aslockton had increased by 33.5% over the past four years.**

As a result of information from the meeting, a crucial Nottingham – Aslockton commuter train was re-instated, (17.50 – subject to confirmation by Network Rail). Furthermore, East Midland Trains stated they would be willing to consider any evidence suggesting that additional stops would be justified at Aslockton.

We acknowledge that the survey is lengthy but really appreciate your assistance in its completion. Although we may not be able to influence the December timetable, we need your help to try to improve the service from May 09, by presenting East Midlands Trains

with an accurate and comprehensive picture of rail usage at Aslockton. This is the only opportunity we have to make a difference!

Please follow the instructions carefully when completing each question, making sure you answer on behalf of all the members of your household.

Please complete and return the survey in the BUSINESS REPLY envelope provided by 24 November, or return to Claire Pegg, 6 Park Road, Barnstone, Nottingham, NG13 9JG

NB We acknowledge the support of Rushcliffe Borough Council in the mailing of this survey. However, the Borough Council is not an active partner in the consultation and should not be contacted with questions about the survey.

Feedback from the survey will be published in 'Contact' and 'Aslockton Voice', posted on the web site (www.aslockton.org) and on the village notice boards.

The current and proposed timetables have been included for information, at the end of the survey

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SURVEY OF TRAIN USAGE FROM ASLOCKTON STATION

Section 1 - Current Usage

This section looks at how all members of your household use the current train service at Aslockton Train Station.

Q1. Are any members of your household aware of the current train service at Aslockton Train Station? (Please tick one box only)

Yes No

(If you answered 'yes' then please go to question 2, if you answered 'no' then please go to question 7)

Q2a How many people are there in your household?

Q2b What are the ages of the members of your household?

(Please write in ages)

Q2c. Does anyone in your household currently use the train service from Aslockton Train Station on a regular basis? A regular basis means two or more journeys per month (Please tick one box only)

Yes No

Q3. How many people in your household currently use the train service from Aslockton on a regular basis? A regular basis means two or more journeys per month (Please tick one box only)

1 2 3 4 5 or more

Q4. Please indicate below what times all members of your household use the trains at Aslockton (please tick all boxes that apply)

Weekdays 0600-0900	<input type="checkbox"/>
0900-1500	<input type="checkbox"/>
1500-1800	<input type="checkbox"/>
1800-0600	<input type="checkbox"/>
Weekends 0600-0900	<input type="checkbox"/>
0900-1500	<input type="checkbox"/>
1500-1800	<input type="checkbox"/>
1800-0600	<input type="checkbox"/>

Q5. Please indicate all of the reasons why members of your household use the train service from Aslockton (please tick all that apply).

Commuter to work	<input type="checkbox"/>
Commuter to education	<input type="checkbox"/>
Access leisure	<input type="checkbox"/>
Attend medical appointments	<input type="checkbox"/>
Shopping	<input type="checkbox"/>
Other, please specify.....	<input type="checkbox"/>

Q6. Please indicate below your destinations (please tick all that apply)

Nottingham for other destinations	<input type="checkbox"/>
Nottingham as final destination	<input type="checkbox"/>
Netherfield	<input type="checkbox"/>
Radcliffe on Trent	<input type="checkbox"/>
Bingham	<input type="checkbox"/>
Elton & Orston	<input type="checkbox"/>
Bottesford	<input type="checkbox"/>
Grantham as final destination	<input type="checkbox"/>
Grantham for other destination	<input type="checkbox"/>

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SURVEY OF TRAIN USAGE FROM ASLOCKTON STATION

Q7. If you do not currently use the train service at Aslockton, please indicate below your reasons for this (please tick all that apply)

Trains not available at the times required	<input type="checkbox"/>
Not aware of the train service	<input type="checkbox"/>
Too expensive	<input type="checkbox"/>
Lack of car parking at the station	<input type="checkbox"/>
Trains not available to my destination	<input type="checkbox"/>
Other, please specify.....	<input type="checkbox"/>

Q8. If you do not currently use the train service from Aslockton, please indicate how else you travel from the options below (please tick all that apply)

Car	<input type="checkbox"/>
Bus	<input type="checkbox"/>
Motorbike	<input type="checkbox"/>
Cycle	<input type="checkbox"/>
Other, please specify.....	<input type="checkbox"/>

Q9. If you do not use the Train service please indicate the destination(s) to which you travel by the mode (s) indicated in Q8 (please tick all that apply)

Bingham	<input type="checkbox"/>
Bottesford	<input type="checkbox"/>
Grantham	<input type="checkbox"/>
Leicester	<input type="checkbox"/>
Melton Mowbray	<input type="checkbox"/>
Newark	<input type="checkbox"/>
Nottingham	<input type="checkbox"/>
Other Local (within 5 miles)	<input type="checkbox"/>
All other destinations	<input type="checkbox"/>

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Section 2 – Changes to train services

Q10. To what extent are you aware that the train service from Aslockton will be cut from December 2008 by approx 50%?

Fully aware	Partially aware	Not really aware	Not aware at all	Don't Know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q11. To what extent do you think this will disrupt how members of your household travel?

Very disruptive	Disruptive	Not very disruptive	Not disruptive at all	Don't Know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q12. How will you have to travel in the future?

Train from Aslockton at different time	<input type="checkbox"/>
Travel to a different station to get another train	<input type="checkbox"/>
Car	<input type="checkbox"/>
Bus	<input type="checkbox"/>
Motorbike	
Cycle	
Won't affect my regular travel	<input type="checkbox"/>
Other, please specify.....	<input type="checkbox"/>

About yourself

Aslockton Parish Council and Whatton in the Vale Parish Council are committed to providing fair services to everyone. To enable us to do this, we would be grateful if you would take a minute to complete these following optional questions, which would help us to improve our services and provide better outcomes.

Q1. Are you male or female?

Please tick ✓ one box only

Male.....

Female

Q2. What was your age on your last birthday?

Please write in _____

Q3. Do you have any long-standing illness, disability or infirmity? (long-standing means anything that has troubled you over a period of time or that is likely to affect you over a period of time)

Please tick ✓ one box only

Yes (***Please continue to Q4***)

No (***Please go to Q5***)

Q4. Does this illness or disability limit your activities in any way?

Please tick ✓ one box only

Yes

No

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SURVEY OF TRAIN USAGE FROM ASLOCKTON STATION

Q5 To which of these groups do you consider you belong to?

Please tick ✓ one box only

White		Black or Black British	
British	<input type="checkbox"/>	Caribbean	<input type="checkbox"/>
Irish	<input type="checkbox"/>	African	<input type="checkbox"/>
Any other White background	<input type="checkbox"/>	Any other Black background	<input type="checkbox"/>
(✓ and write in below)		(✓ and write in below)	
<input type="text"/>		<input type="text"/>	
Mixed		Asian	
White & Black Caribbean	<input type="checkbox"/>	Indian	<input type="checkbox"/>
White & Black African	<input type="checkbox"/>	Pakistani	<input type="checkbox"/>
White & Asian	<input type="checkbox"/>	Bangladeshi	<input type="checkbox"/>
Any other Mixed background	<input type="checkbox"/>	Any other Asian background	<input type="checkbox"/>
(✓ and write in below)		(✓ and write in below)	
<input type="text"/>		<input type="text"/>	
Chinese and Other ethnic groups			
Chinese	<input type="checkbox"/>	Other ethnic group	<input type="checkbox"/>
		(✓ and write in below)	
		<input type="text"/>	

Aslockton to Nottingham		Nottingham to Aslockton	
Current	Proposed	Current	Proposed
06:27	06:29	05:09	
07:27	07:27	05:50	
08:17	08:17	08:50	08:45
09:56		10:50	
11:56	12:02	12:50	12:45
13:56		14:50	
15:56		15:50	15:45
17:56		16:50	16:45
20:10	20:06	17:50	17:34
22:10		18:50	17:50 (*)
		20:51	20:45

(*) Added as a result of the Meeting on the 19th August 2008

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SURVEY OF TRAIN USAGE FROM ASLOCKTON STATION

Aslockton to Grantham	Grantham to Aslockton
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Current	Proposed	Current	Proposed
05:27		06:09	06:10
06:11		07:10	07:10
09:10	09:06	07:59	07:58
11:11		09:40	
13:10	13:05	11:40	11:45
15:10		13:40	
16:11	16:05	15:40	
17:11	17:06	17:40	
18:11	17:54	19:54	19:54
19:09	18:11 (**)	21:52	
21:12	21:35		

Q6 Would you be interested in joining a group of volunteers working towards improving the appearance of Aslockton Station?

Yes

No

Name

Address
.....

Email:

All data will be processed in accordance with the Data Protection Act 1998.

Thank you for taking the time to complete this questionnaire. Please return it in the Business Reply envelope provided or to **Claire Pegg, 6 Park Road, Barnstone, Nottingham, NG13 9JG.**

If you have any queries regarding the survey please contact Claire Pegg on 01949 861181.

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SURVEY OF TRAIN USAGE FROM ASLOCKTON STATION