

# 2016 Lostwithiel Rail Station Research

*Summary of findings*



March 2016

# BACKGROUND & METHODOLOGY

*Respondents were asked a series of questions about their usage of Lostwithiel Railway Station*

# Background

- Lostwithiel rail station is on the Cornish mainline.
- The 2018 timetable is due to be radically recast, with 2 trains per hour in both directions on the mainline and Lostwithiel Town Council would like to have an increased number of trains stopping at Lostwithiel within this timetable.
- Lostwithiel Town Council has asked Cornwall Council to work with them to seek to improve the rail offer for the town of Lostwithiel including improvements to facilities and lobbying for service improvements.
- Following a meeting between the two councils on 10 May 2016, Cornwall Council offered to assist with a survey of local residents to identify the potential for more local rail use to use as evidence in campaigns for an improved rail service.

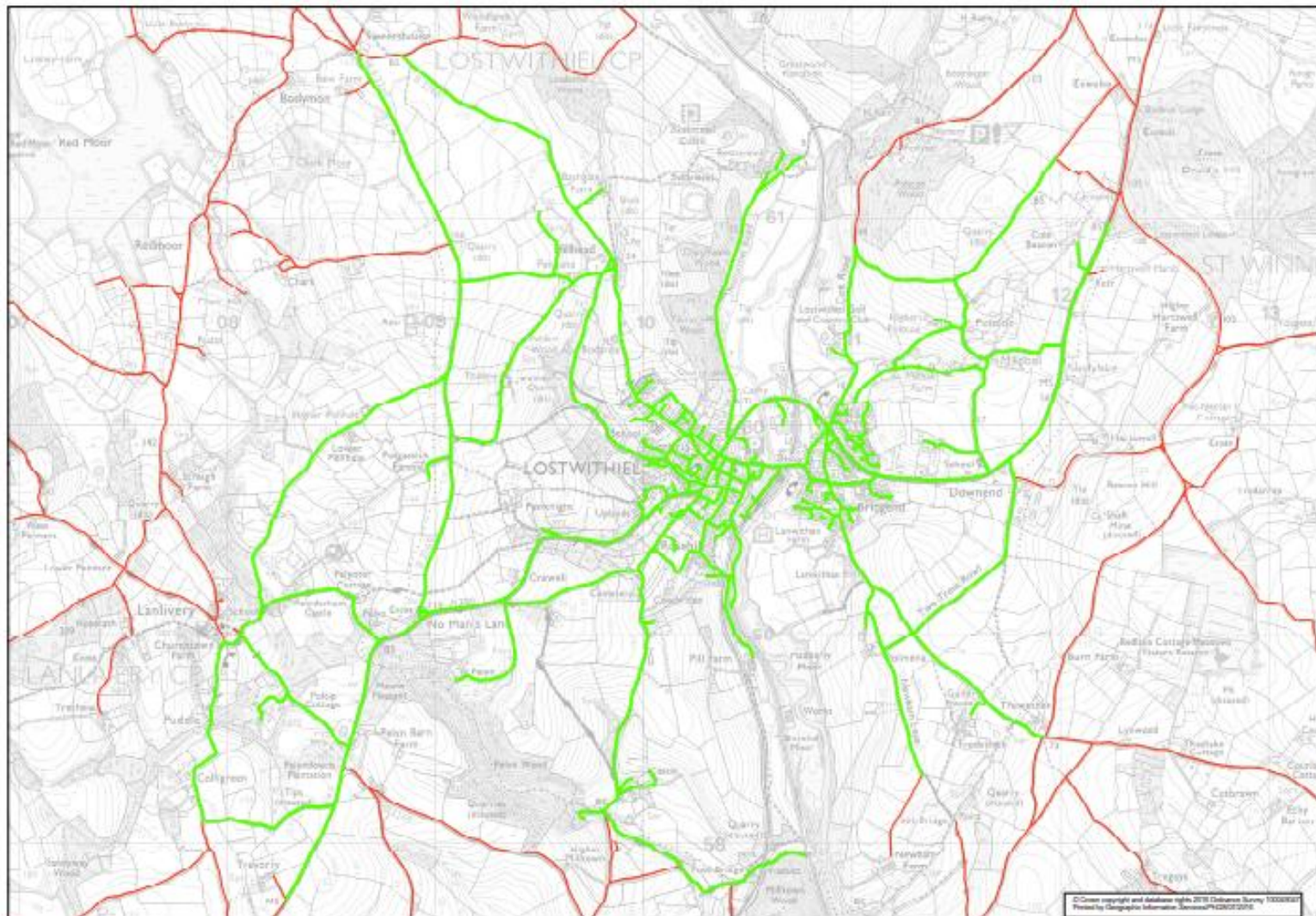
# Current issues

- Lostwithiel currently has 29 services stopping per day (in both directions). In comparison, the next station along the line, Bodmin Parkway, has 47 calls/day.
- The sleeper service only calls in one direction (towards Penzance not London).
- The last services in the evening are too early for those wishing to enjoy a night out in Plymouth or Truro.
- Station has a small car park.
- Level crossing barrier closures affects road and foot access across the line for every train passing through the station.
- There is an aspiration to see passenger train services return to Fowey.
- There is an aspiration for a footbridge over the railway.



# Methodology

- We conducted 250 telephone interviews with residents in a defined area (shown in green below) of Lostwithiel in September 2016.
- Sample contained approximately 750 households – meaning that a third participated in the research.



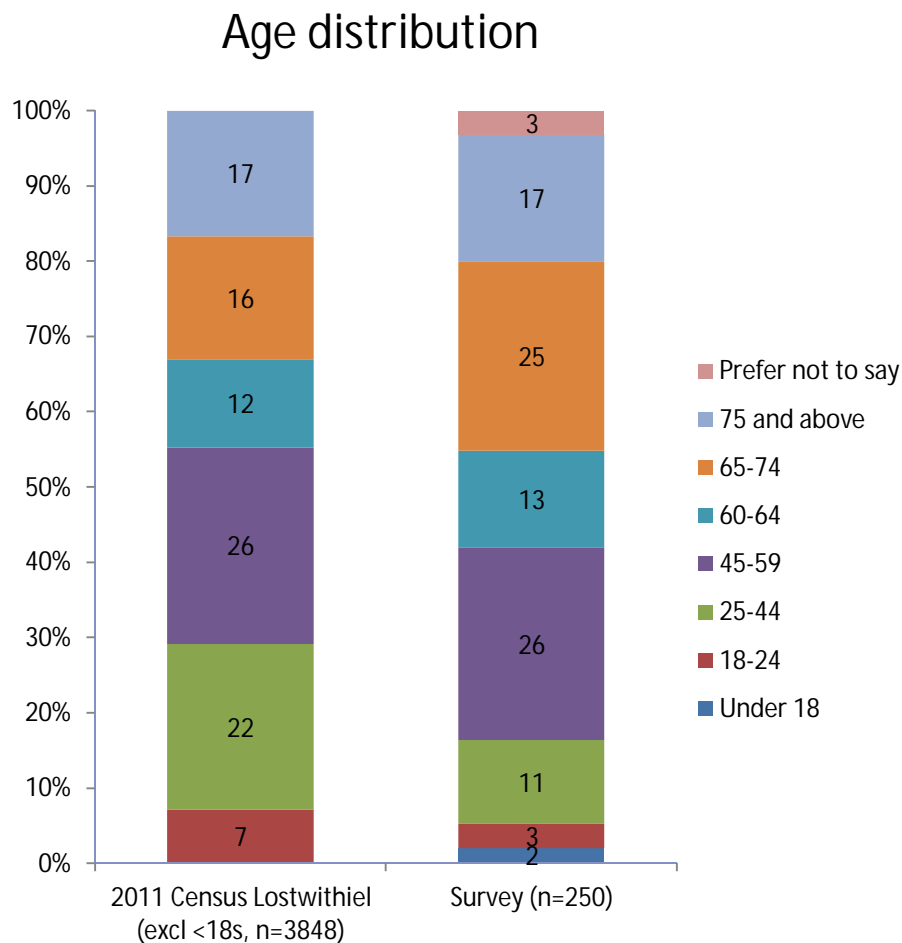
# Analysis

- All open questions have been coded to group together similar response.
- The data collected has been analysed in depth to produce this summary report. Detailed tables are also available.
- Responses to each question are presented in turn.
- Charts are based on the total sample, and the results are broken down in more detail where appropriate to highlight any salient points.
- Each chart indicates the sample size (n) for that particular question.

# RESEARCH FINDINGS

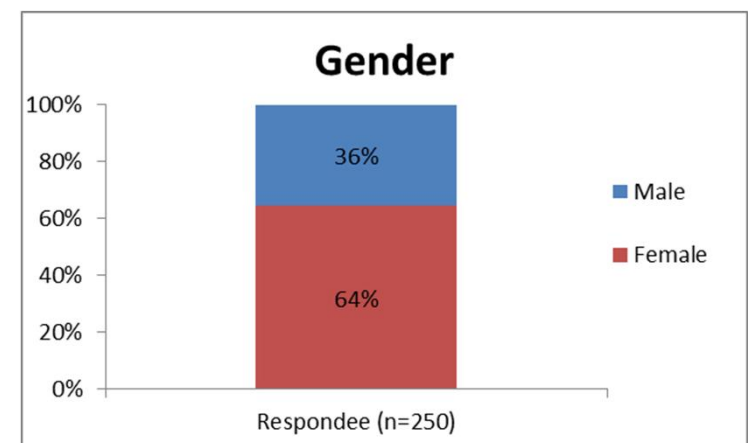
## Demographic profile of respondents

Respondents represent a good spread of ages, though younger groups (aged up to 44) are less prevalent (16% of the sample). Two-thirds of respondents are female.



→ There is a good spread of ages, though compared with Census data for Lostwithiel there is an over-representation of 65-74 year olds (25% of the sample) and an under-representation of those aged 25-44 (11%, compared to 22% in Lostwithiel as a whole).

→ Two-thirds of respondents (64%) are female and a third (36%) male.



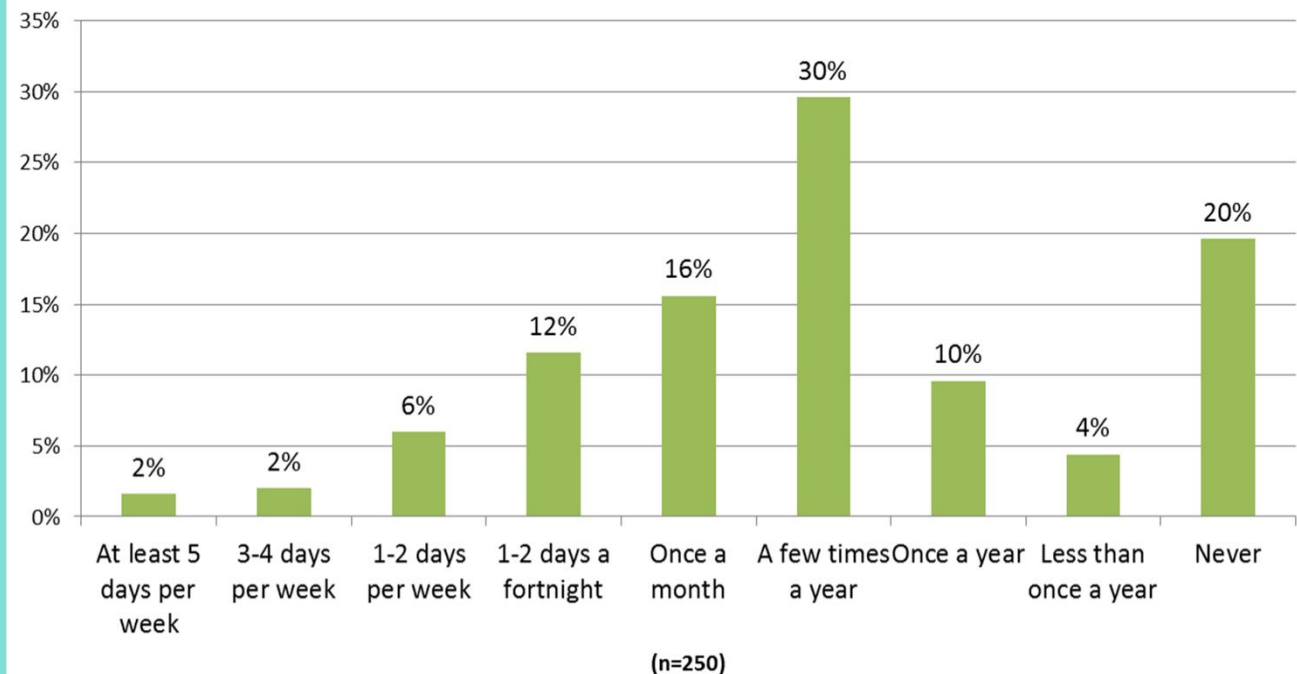


## Question 1: How often do you currently use Lostwithiel rail station?

The majority of respondents (64%) rarely/never use Lostwithiel rail station though over a third (38%) use the station on at least a monthly basis.

- Overall, 10% of respondents are considered frequent users, travelling to/from Lostwithiel station at least once or twice a week.
- Over a quarter (28%) of respondents use the station between on a fortnightly or monthly basis.
- A third of respondents (30%) use the railway station only a few times a year, while 14% use it less often and a fifth (20%) never use the station.
- In summary: 10% are frequent users (at least weekly), 28% are semi-frequent users (fortnightly/monthly), 44% use the station rarely (a few times a year or less) and 20% never use Lostwithiel station.
- Frequent (at least weekly) use is greatest amongst 25-54 year olds (14%).

How often do you currently use Lostwithiel rail station?

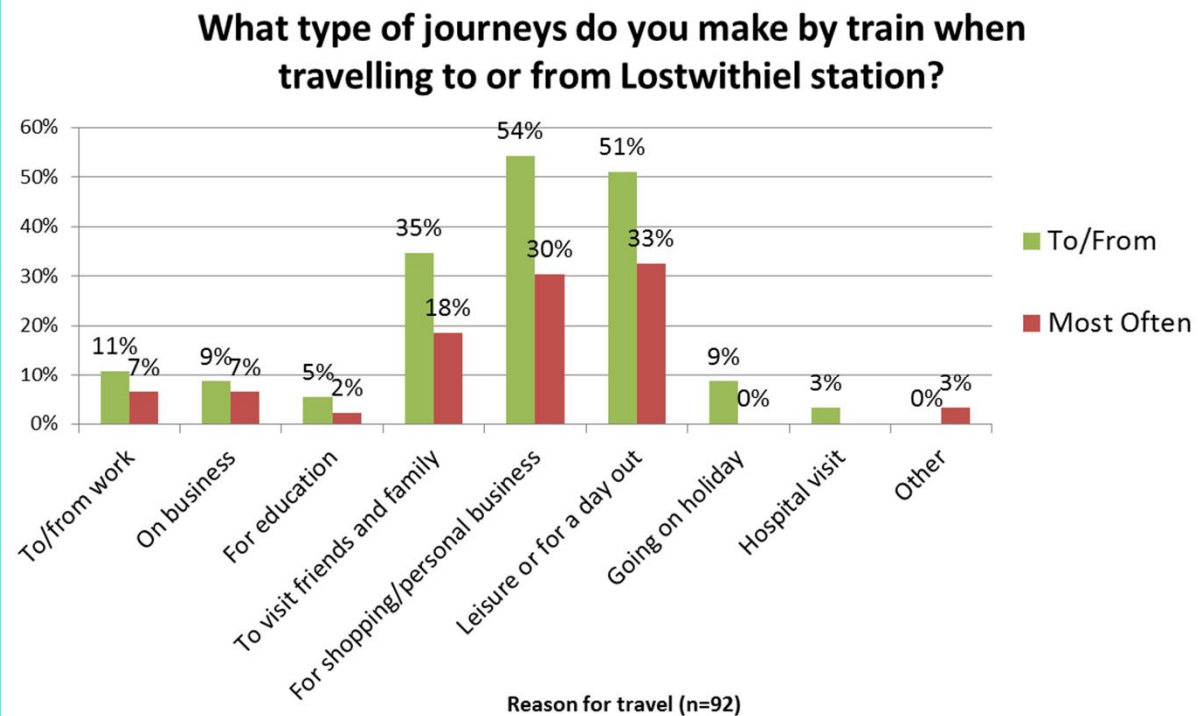


**Question 2: What type of journeys do you make by train when travelling TO or FROM Lostwithiel station?**

**Question 3: And which one of those do you make most often from Lostwithiel station?**

Lostwithiel station is predominantly used for leisure travel

- Those who use Lostwithiel station at least once a month (n=92) travel **to/from** the station for shopping / personal business (54%), leisure / day out (51%), followed by visiting friends and family (35%).
- A small number of respondents use the train for travelling to/from work (11%) or on business (9%).
- When asked which one type of journey they make most often from Lostwithiel station, respondents confirmed that leisure / a day out (33%) and shopping / personal business (30%) trips are the most popular.
- **NOTE:** Respondents could indicate more than one answer at Q2 so the sum total of percentages exceeds 100%. At Q3 they were asked to select the one they most frequently travel for.

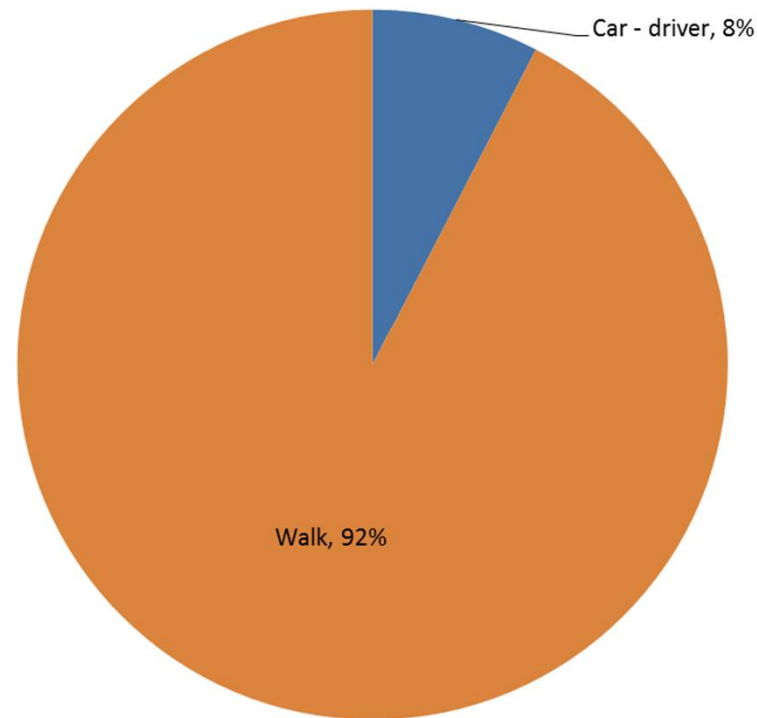


#### Question 4: Thinking about the journeys you regularly make, how do you usually travel to Lostwithiel station?

The vast majority of users walk to the station

- The vast majority of those who use Lostwithiel station at least once a month (n=92) walk to the railway station (92%).
- The remaining 8% travel by car.
- Size of settlement of Lostwithiel supports high walk mode share to station

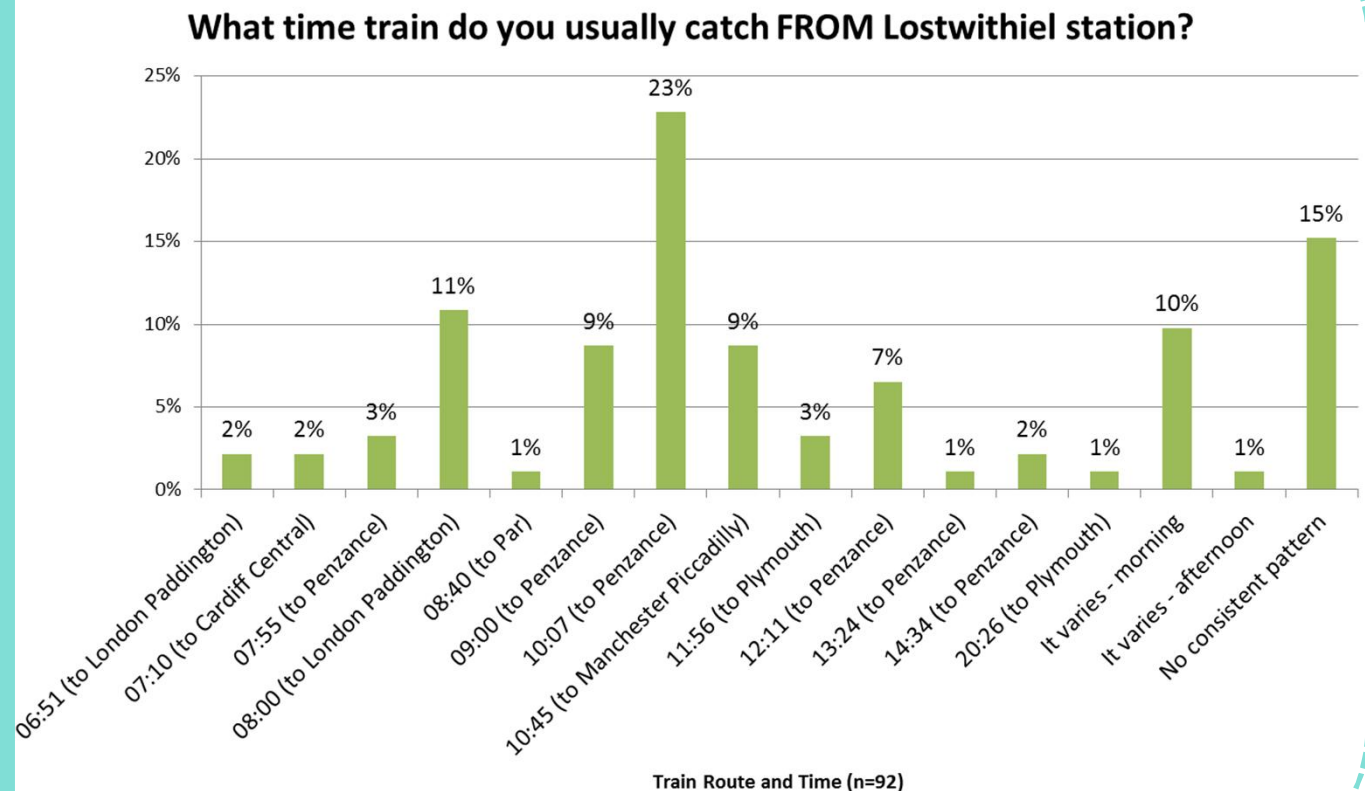
How do you usually travel to Lostwithiel station?



### Question 5: What time train do you usually catch FROM Lostwithiel station?

Penzance-bound trains are the most popular amongst those who use Lostwithiel station at least once a month

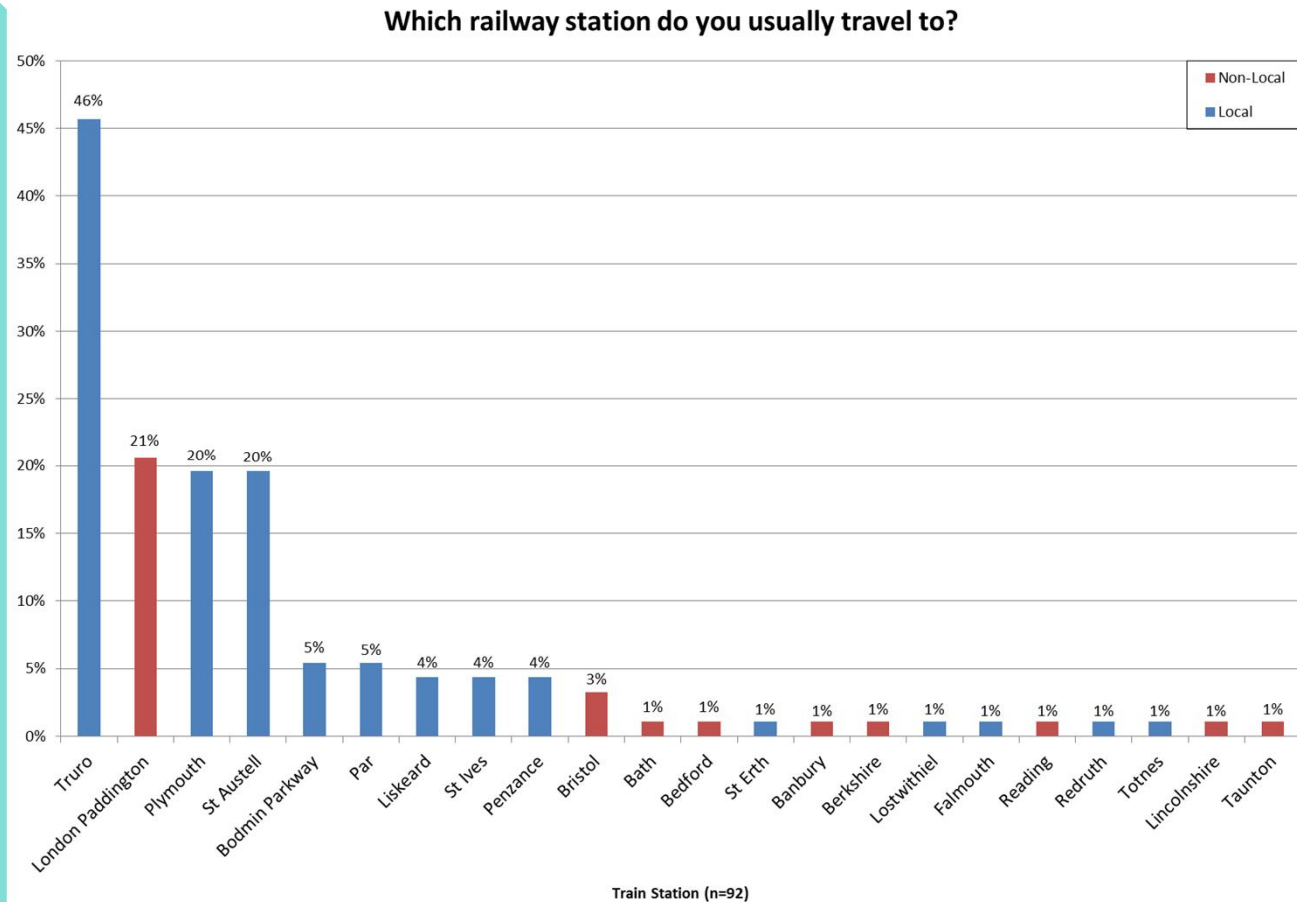
- The most popular train amongst those who use Lostwithiel station at least once a month (n=92) is the 10:07 to Penzance (23%).
- The second most popular train is 08:00 to London Paddington (11%).
- A number of respondents (15%) do not have a consistent pattern of travel.
- Overall predominant train route throughout the day is Penzance bound.
- **NOTE:** Respondents could indicate more than one answer so the sum total of percentages exceeds 100%.



## Question 6 a): Which railway station(s) do you usually travel to?

### Truro is the most popular destination

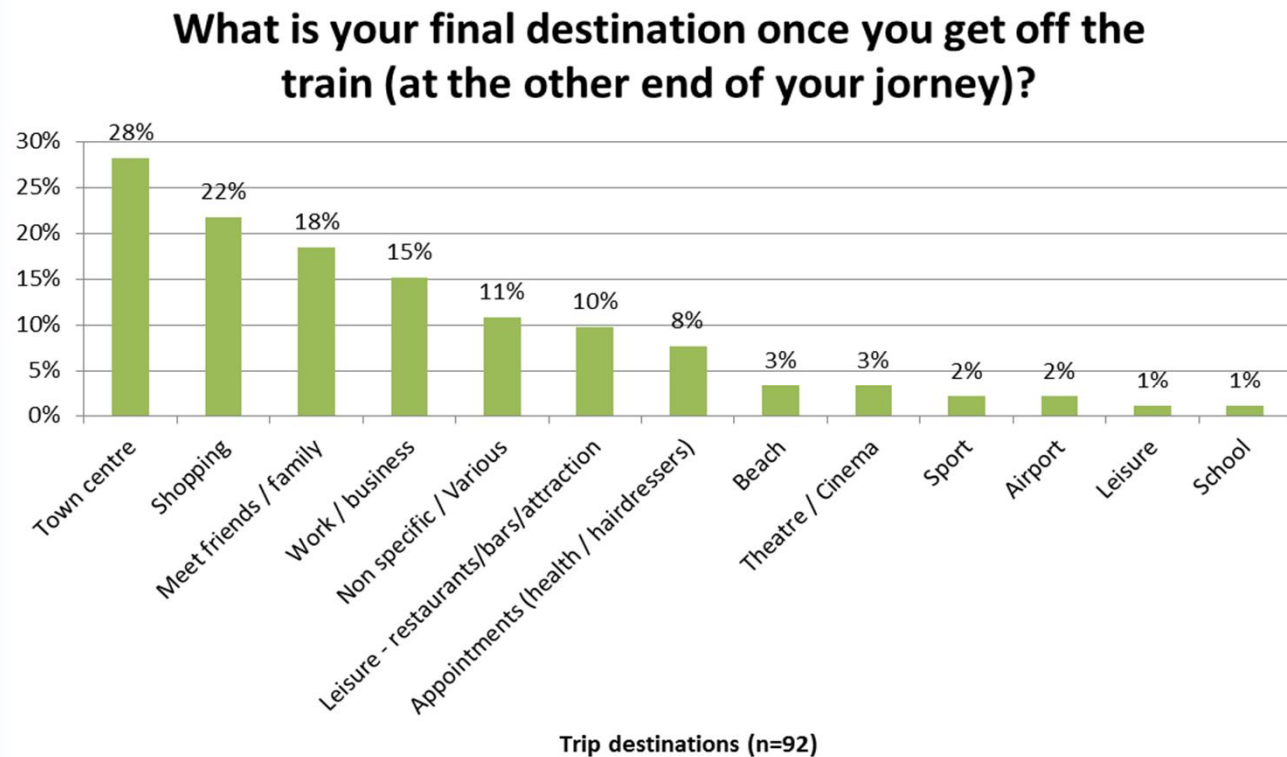
- The most popular destination amongst those who use Lostwithiel station at least once a month (n=92) is Truro (46%).
- Around 20% of users regularly travel to London Paddington, Plymouth and St Austell stations.
- The majority of journeys are made to 'local' stations (no further than Penzance of Plymouth)
- **NOTE:** Respondents could indicate more than one answer so the sum total of percentages exceeds 100%.



## Question 6 b): What is your final destination once you have got off the train (at the other end of your journey)?

### Respondents tend to travel to the town centre

- The most popular final destination amongst those who use Lostwithiel station at least once a month (n=92) is the 'town centre' (28%).
- Second most common destination is 'shopping' (22%).
- Third most popular destination is to meet friends/family (18%).
- NOTE: Respondents could indicate more than one answer so the sum total of percentages exceeds 100%.



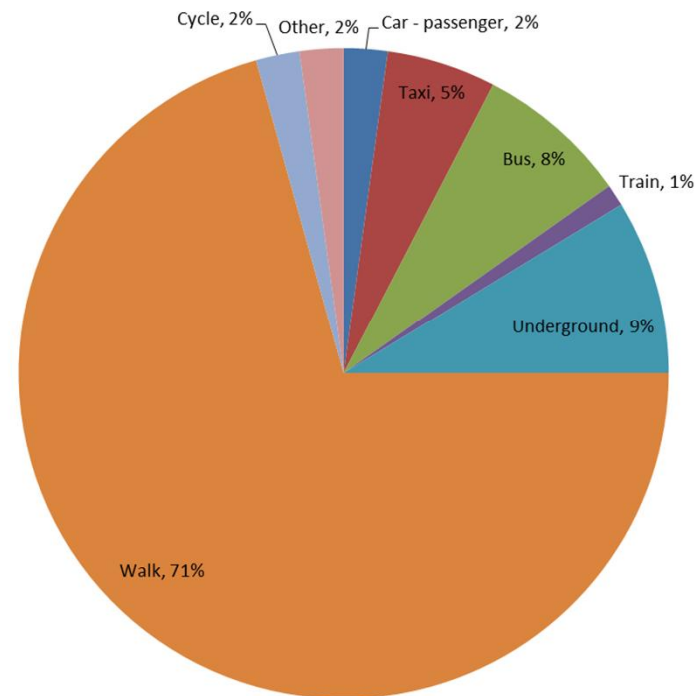


**Question 7: How do you usually travel to your final destination once you have got off the train (at the other end of your journey)?**

The majority walk to their final destination once they disembark the train

- The majority of those who use Lostwithiel station at least once a month (n=92) walk to their final destination (71%).
- Small proportions travel by Underground (9%), bus (8%) and taxi (5%).
- Walking is the most popular means of travel among all age groups.

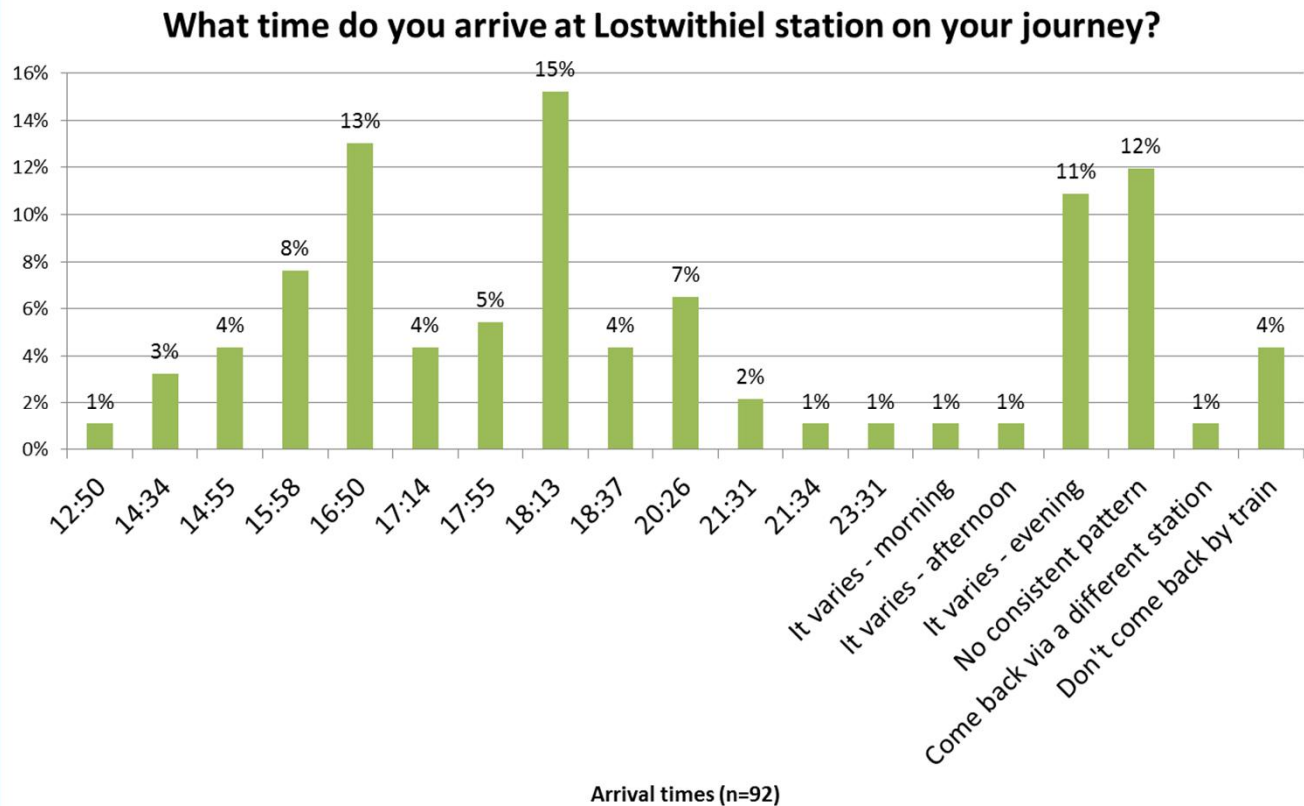
**How do you usually travel to your final destination once you have got off the train?**



## Question 8: What time do you arrive at Lostwithiel station on your return journey?

Respondents are most likely to return to Lostwithiel in the evening

- Most popular arrival time at Lostwithiel station (amongst those who use the station at least once a month, n=92) is 18:13 (15%).
- Second most popular return train arrives at Lostwithiel at 16:50 (13%).
- A number of respondents (12%) have 'no consistent pattern', whilst 11% stated that they return to Lostwithiel in the evening but at various times.

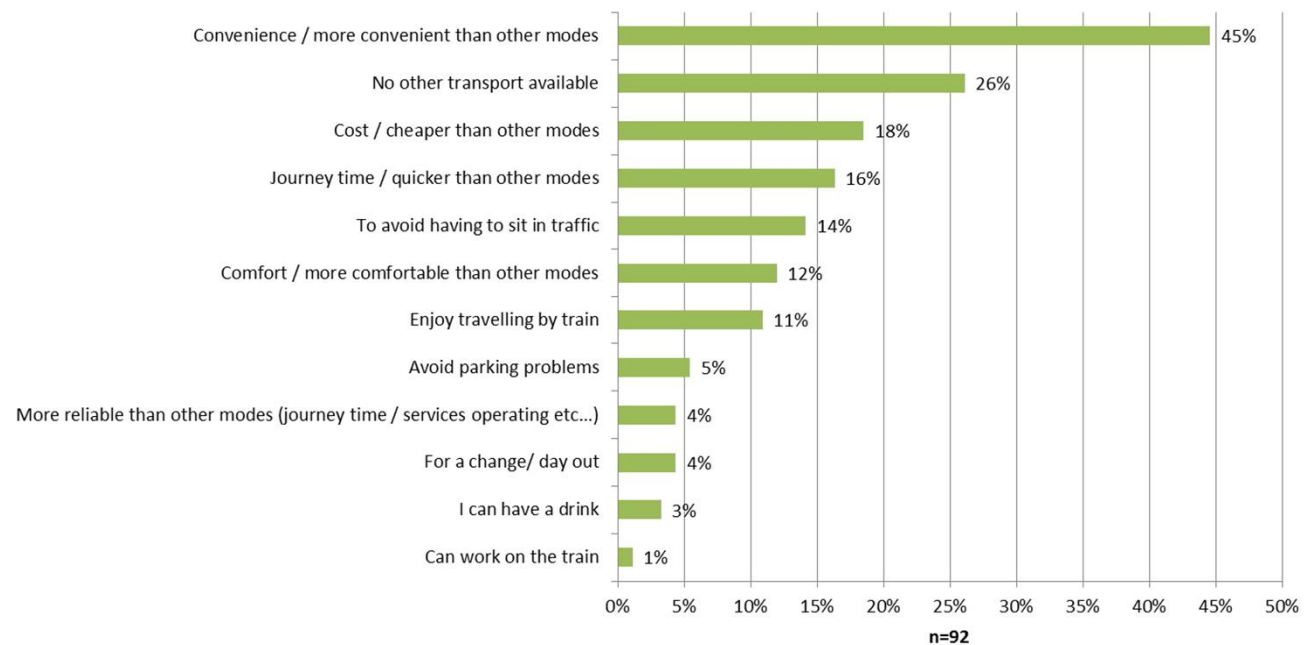


## Question 9 a): Can you tell me the reasons why you travel by train from Lostwithiel station?

### Lostwithiel station offers convenience

- The predominant reason for travelling from Lostwithiel station amongst those who use it at least once a month (n=92) is convenience (45%).
- However, a quarter of users (26%) cite that they have no alternative transport available.
- Comparative cost (18%) and journey time (16%) over other modes also govern mode choice.
- NOTE: Respondents could indicate more than one answer so the sum total of percentages exceeds 100%.

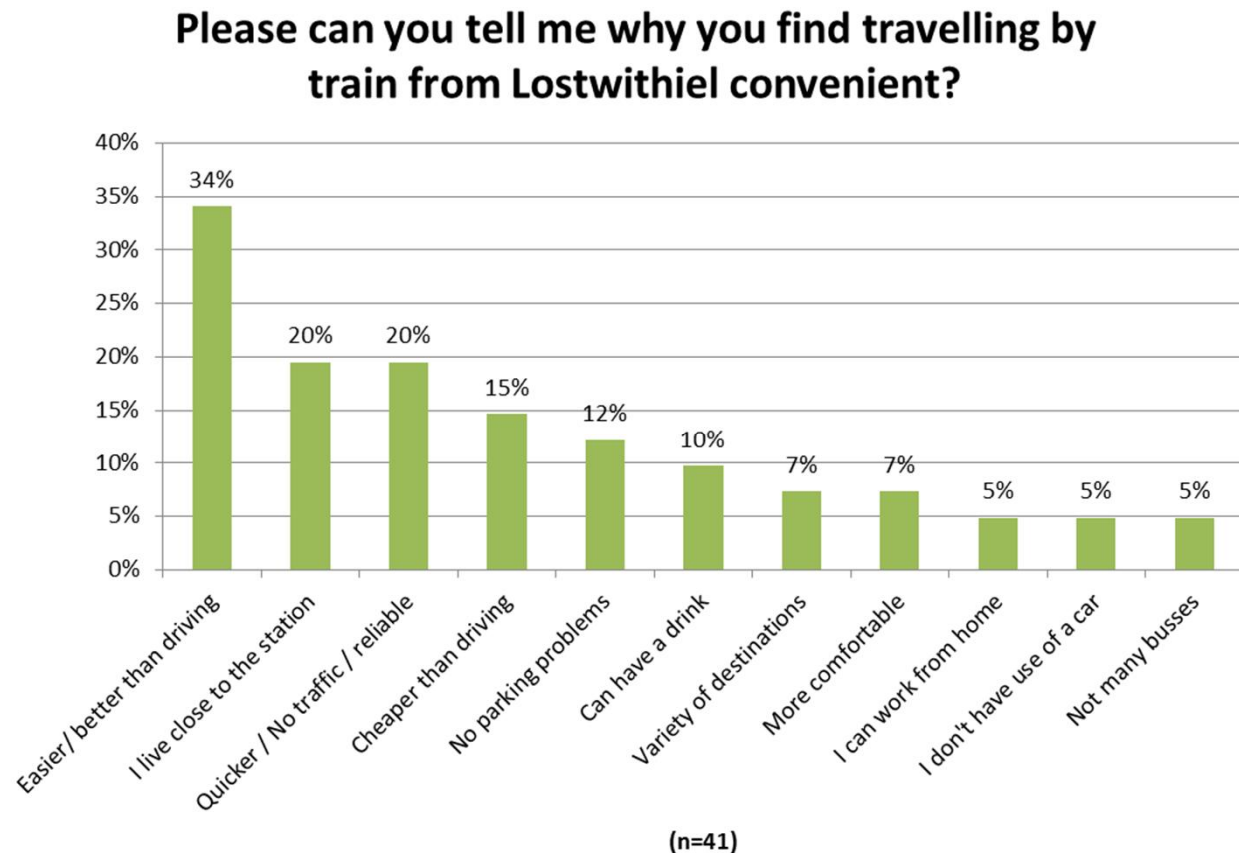
#### Can you tell me the reasons why you travel by train from Lostwithiel station?



### Question 9 b): Please can you tell me why you find travelling by train from Lostwithiel convenient?

Rail travel from Lostwithiel is considered to be 'easier' than driving and offers time and cost savings over the car

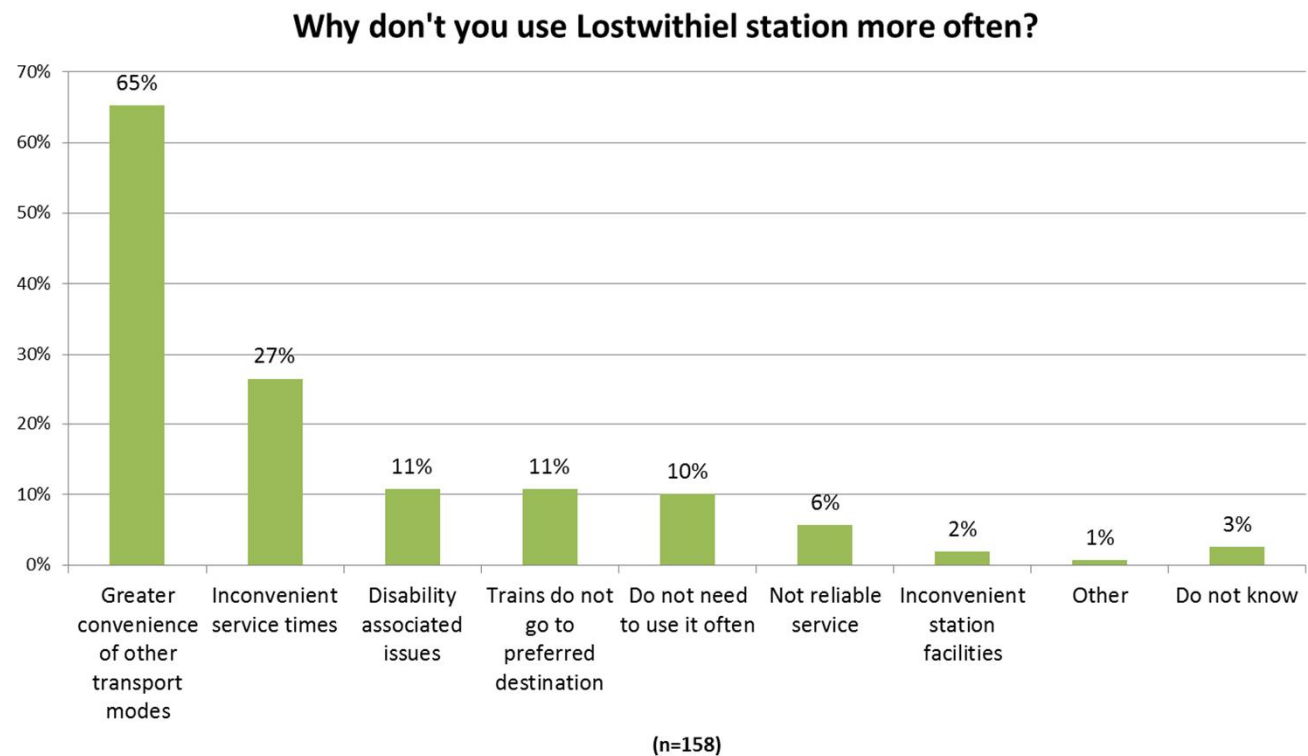
- In particular, travelling by train from Lostwithiel station is felt to be convenient because it is 'easier/better than driving' (34%).
- A fifth of respondents (20%) associate convenience with proximity of their home to the station.
- The train is felt to be quicker/ offer more reliable journey times and cheaper than driving.
- NOTE: small sample sizes mean that results should be considered indicative only



## Question 10: Please can you tell me why you don't use Lostwithiel station more often?

### Infrequent users find other modes more convenient than the train

- Those who use Lostwithiel station less than once a month (n=158) attribute their infrequent use of the train to the comparable greater convenience of other modes (65%).
- A quarter (27%) cite inconvenient service times.
- **NOTE: Respondents could indicate more than one answer so the sum total of percentages exceeds 100%.**

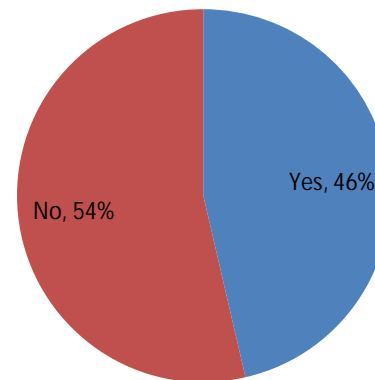


## Question 11: Do you ever travel to/from another train station in the area instead of Lostwithiel, (Q12) and which one?

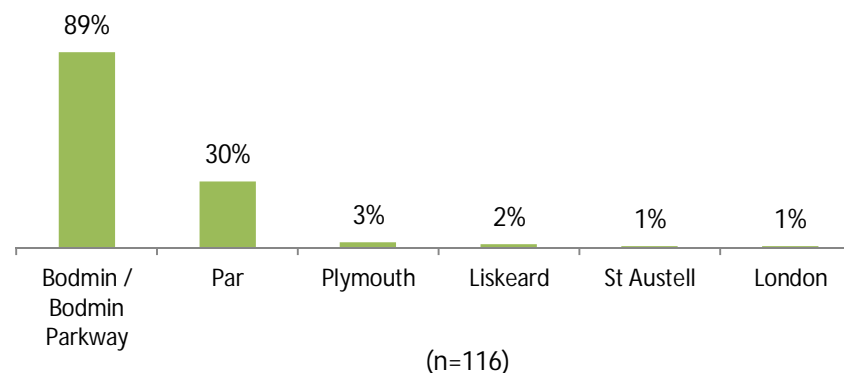
### Many use alternative stations in the area, particularly Bodmin Parkway

- Nearly half (46%) of all respondents use other stations in the area.
  - An improved service may encourage them to use their local station.
- The most frequently used alternative rail station by far is Bodmin Parkway (used by 89% of those who use another station).
- 30% use Par station.
- Very few respondents (5%) use any other station.
- Note that those who use other stations are more likely to be users of Lostwithiel station than non-users.
- **NOTE:** the percentages shown in 'Other stations used' are based on all who use alternative stations (n=116). Respondents could select more than one answer so the sum total of percentages exceeds 100%.

Do you ever travel to/from another train station?



Other stations used



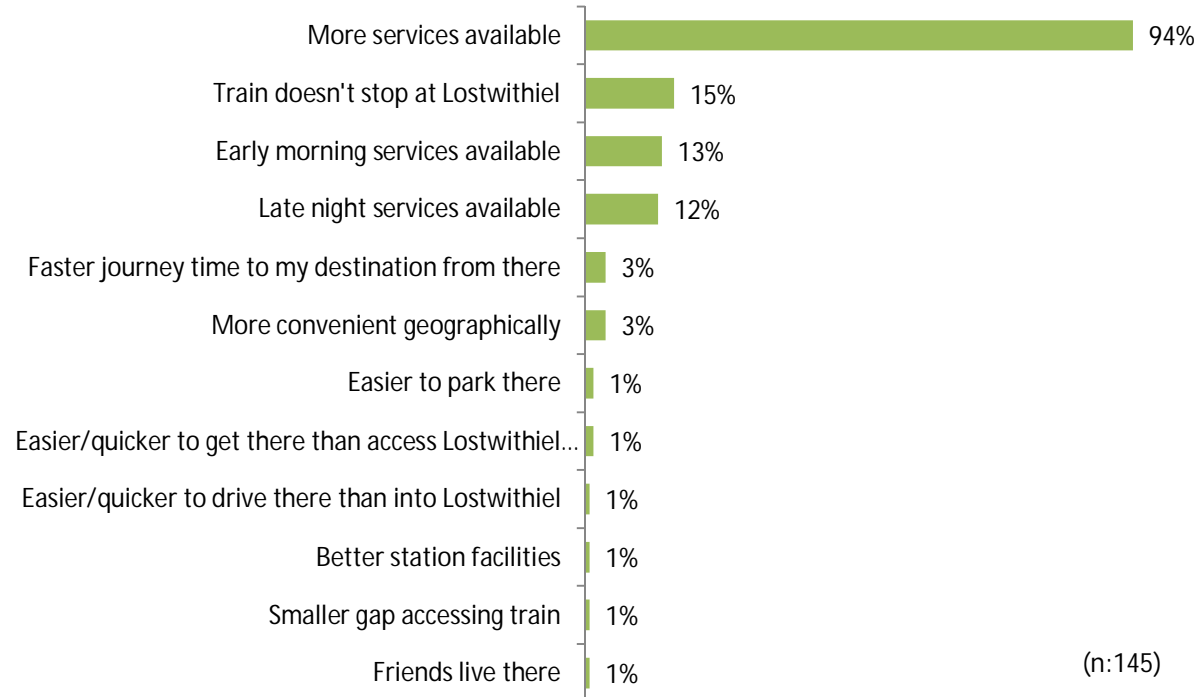


### Question 13: Why do you use other stations instead of Lostwithiel?

Other stations are used as they have better availability of services

- Above all, the main reason for using other stations is due to greater availability of rail services (cited by 94% of those who use other stations).
- Fifteen percent state that they use other stations because trains do not stop at Lostwithiel.
- The lack of early morning and late night services at Lostwithiel is also felt to render other stations more attractive.
- **NOTE: Respondents could indicate more than one answer so the sum total of percentages exceeds 100%.**

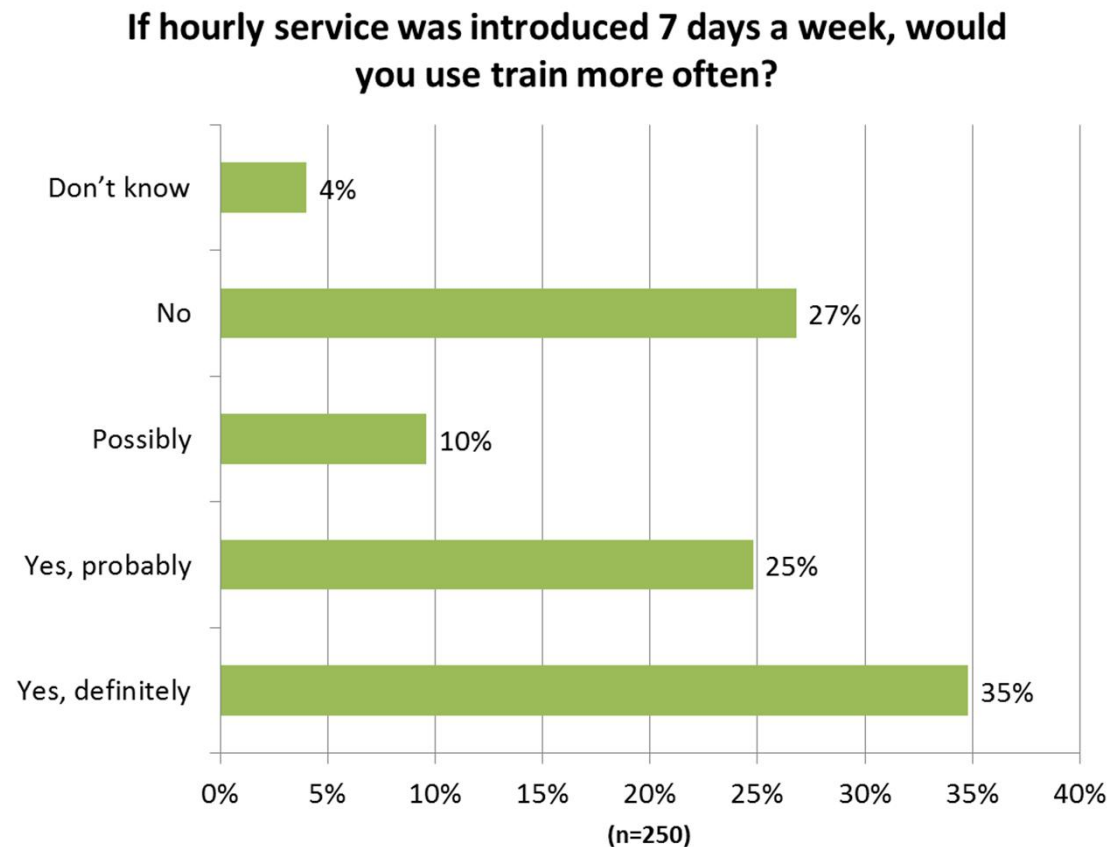
#### Why do you use other stations instead of Lostwithiel?



**Question 14: If an hourly service was introduced 7 days a week, do you think you would catch the train more often than you currently do?**

Three-fifths of respondents (60%) would definitely or probably use the train more often if an hourly service was introduced from Lostwithiel

- The timetabling of the current service to/from Lostwithiel station means there are gaps of over 4 hours between trains at some times of the day.
- Around a third (35%) of respondents would **definitely** and a quarter (25%) would **probably** use the train more often if an hourly service was introduced. In total, this equates to 60% of all respondents.
- Based on the adult population of Lostwithiel (c. 3850), an improved service could result in a significant increase in patronage.

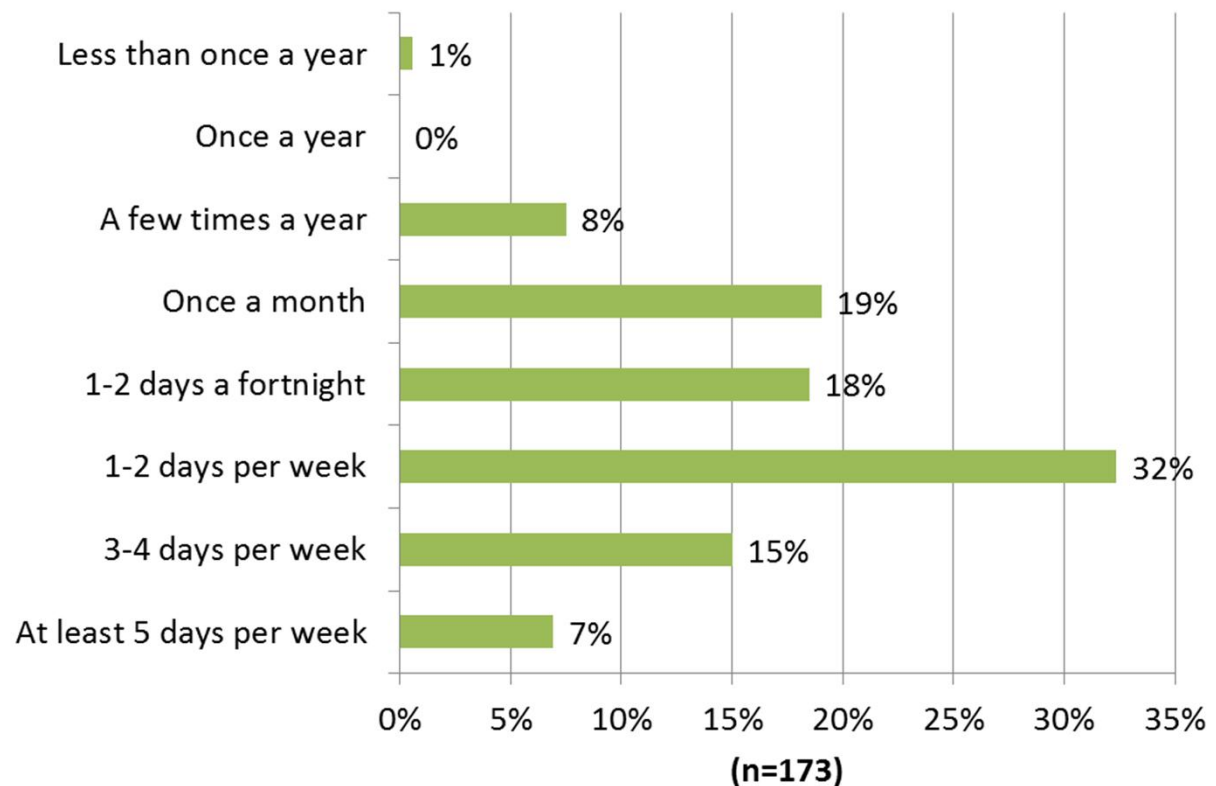


### Question 15: How often do you think you would use Lostwithiel rail station if an hourly service was introduced?

Over half of those who would make more use of an improved (i.e. hourly) service anticipate using the Lostwithiel service at least once a week.

- Looking at those who would definitely/ probably/ possibly use the train more often (n=173), a third (32%) anticipate that they would travel by train 1-2 days per week.
- Around a fifth (22%) believe they would travel by train at least three days per week.
- In total, over half (54%) of those who would definitely/ probably/ possibly use the train more often anticipate using the improved Lostwithiel service at least once a week.
- Over a third (37%) would use an increased service once or twice a month.

**How often would you use Lostwithiel rail station if hourly service was introduced?**

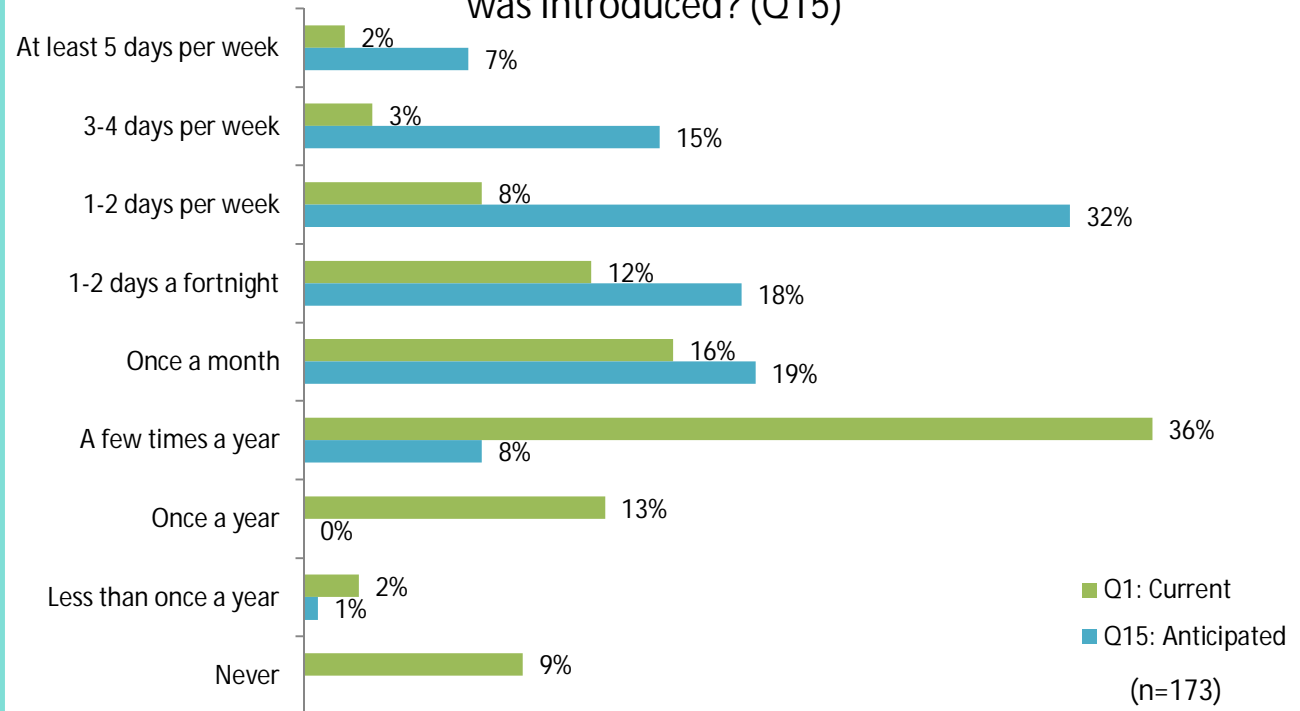


## Comparison of current usage (Q1) and anticipated future usage if hourly service is introduced (Q15)

If an hourly service was introduced, there is potential for a significant increase in usage

- This chart focuses just on those who would definitely/ probably/ possibly use the train more often if an hourly service from Lostwithiel was provided (n=173).
- Currently, 13% of this group are frequent users of Lostwithiel station (using it at least once a week), while 28% are semi-frequent users (fortnightly/monthly), 51% use the station rarely (a few times a year or less) and 9% never use Lostwithiel station.
- If an hourly service was introduced, **the proportion of weekly users could increase from 13% to 54%.**

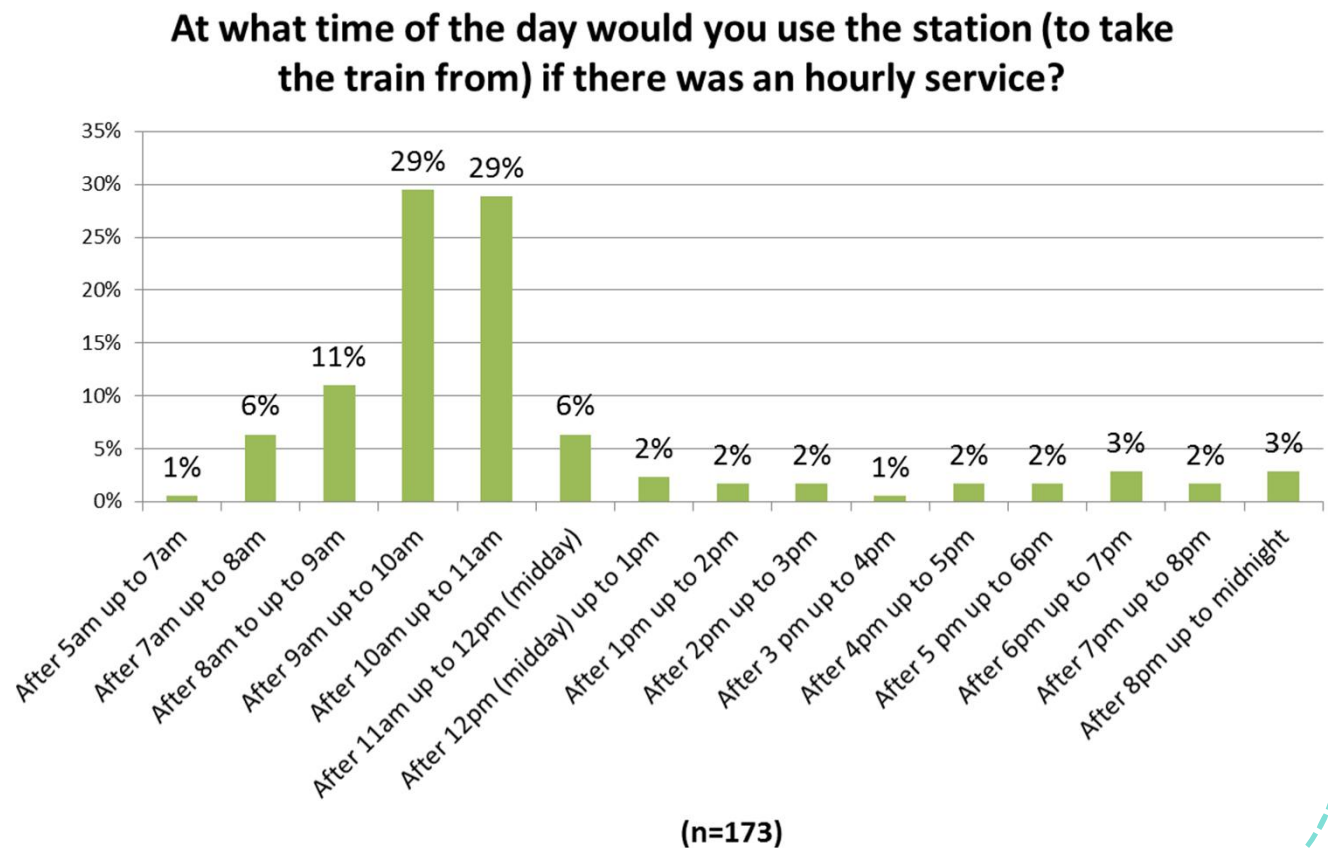
Comparison: How often do you currently use Lostwithiel rail station? (Q1) How often would you use it if an hourly service was introduced? (Q15)



## Question 16: At what time of the day do you think you would use the station (take a train from Lostwithiel) if there was an hourly service?

### Morning services from Lostwithiel would be best used

- The majority (58%) of those who would definitely/ probably/ possibly use the train more often (n=173) would travel from Lostwithiel station slightly outside the morning peak (between 9 and 11 am).
- A further 17% would travel during the morning peak hours (7-9 am).



## Question 17: For what type of journeys would you take the train from Lostwithiel station if hourly service was introduced?

An improved Lostwithiel rail service would be used predominantly for leisure and shopping trips

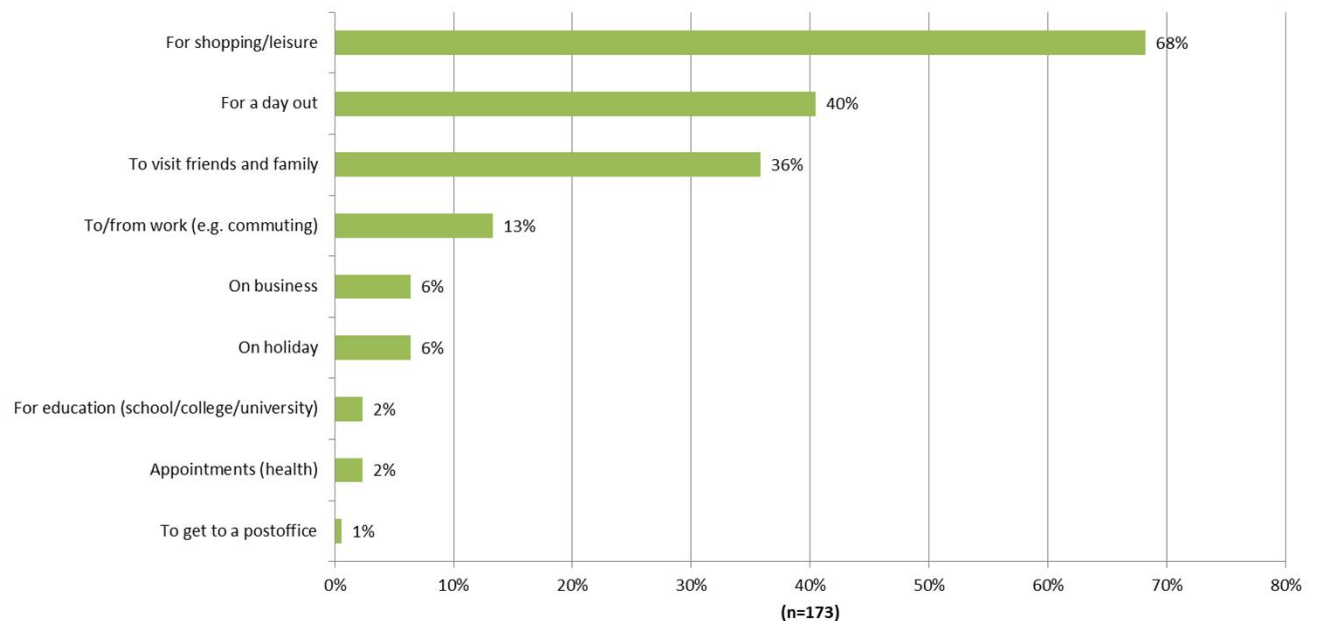
→ Two-thirds (68%) of those who would definitely/ probably/ possibly use the train more often (n=173) would travel by train for shopping and leisure purposes.

→ Other leisure uses would also be popular: 40% would take the train for 'a day out' and 36% to visit family and friends.

→ Overall, 13% would use Lostwithiel station to commute to/from work and 6% for business trips.

→ NOTE: Respondents could indicate more than one answer.

**What type of journeys would you take with the train from Lostwithiel station?**



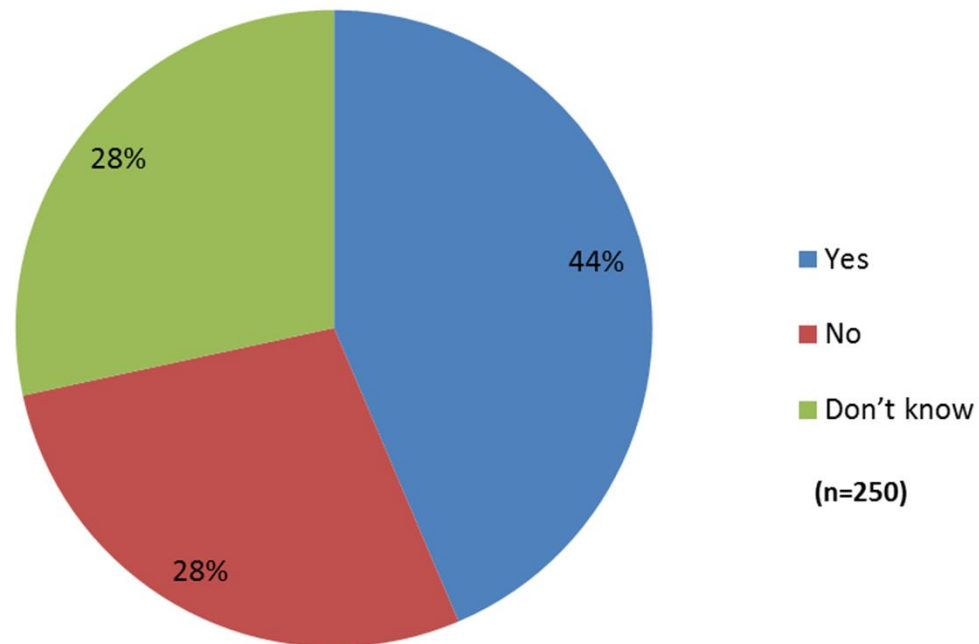


**Question 18: Are there any gaps in the current timetable to or from Lostwithiel station that you would like to see filled?**

Nearly half of all respondents (44%) would like timetabling to be improved

- Largest proportion (44%) of respondents believe there are gaps that need to be filled in the current timetable.
- Respondents of working age (25-64 years) are most likely to recognise the gaps in the current timetabling.

**Are there any gaps in the current timetable to or from Lostwithiel station that you would like to see filled?**

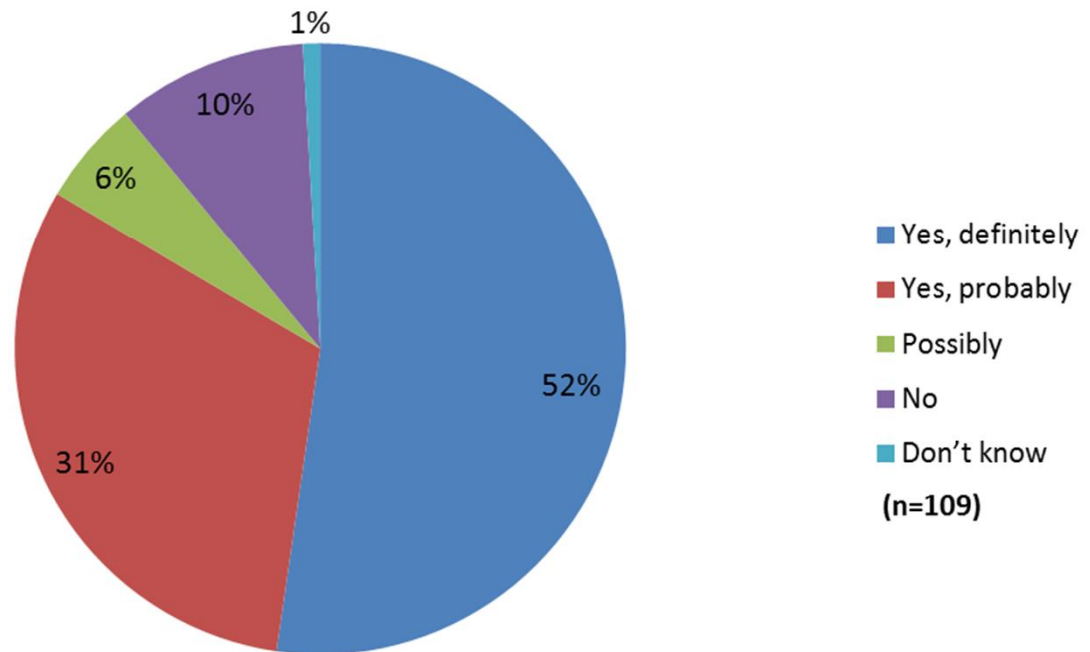


**Question 19: If that change was made, do you think you would catch the train more often than you currently do?**

An amended timetable is likely to result in greater usage of the Lostwithiel service

- Just over half (52%) of those who would like the current timetable to be amended would 'definitely' and 31% would 'probably' use train more often if the timetable was changed. This gives a total of 84% who would definitely/probably use the train more often.
- Just 10% stated that they would not catch the train more often if the timetable was improved.

**Do you think you would catch train more often if changes were made to the current timetable?**

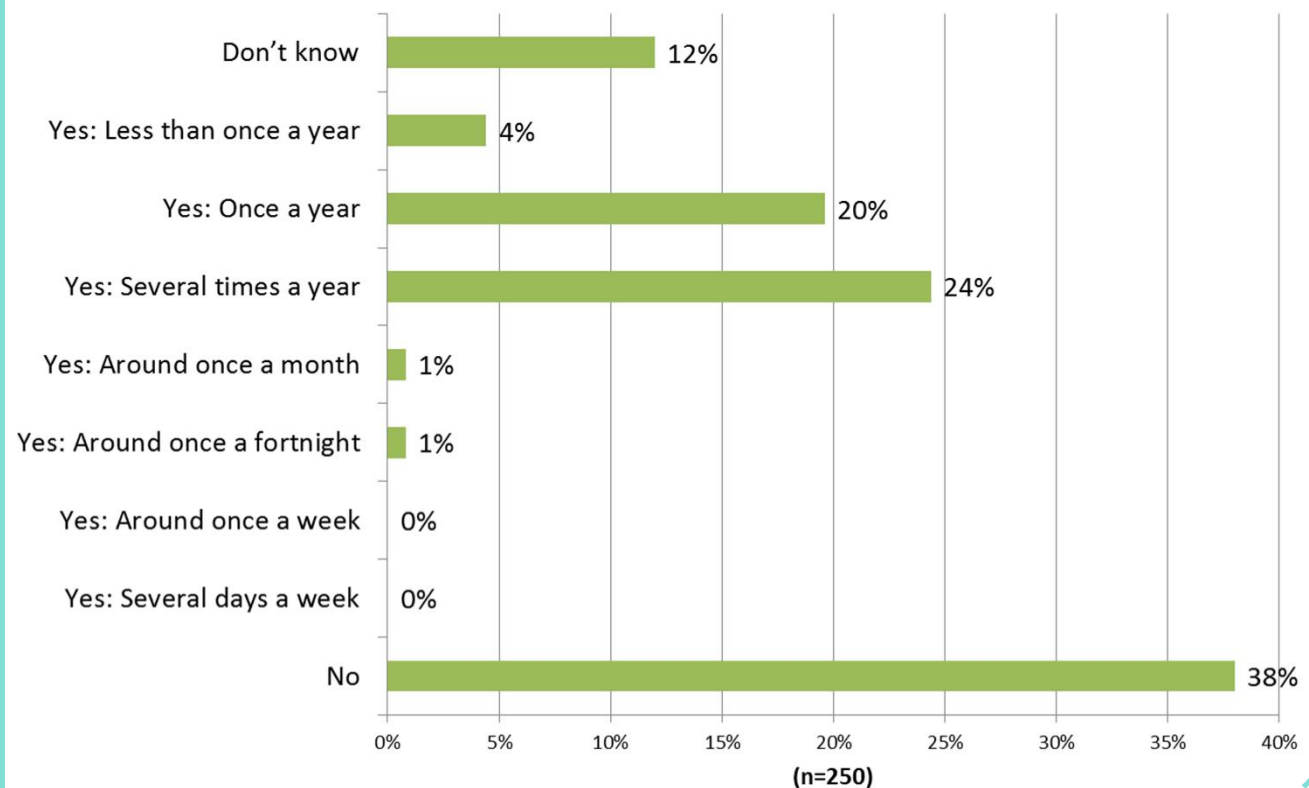


## Question 20: Would you use the over-night sleeper train service to London Paddington if it stopped at Lostwithiel?

Half of all respondents would use the overnight sleeper service to London to some degree if it called at Lostwithiel

- The overnight sleeper service currently stops at Lostwithiel in the London to Penzance direction only.
- When asked whether they would use the service if it called at Lostwithiel in the reverse direction (to London), 50% of respondents feel they would use it to some degree.
- Though the majority would not use the sleeper service frequently, a quarter (24%) would use it several times a year and a further fifth (20%) around once a year. Two percent of respondents would use the sleeper around once a month or more often.
- Over a third (38%) would not use an overnight service.
- Given the demographic profile of the survey respondents (e.g. over-representation of older respondents), the sample may under-represent those groups that would be more likely to use a sleeper service.

**Would you use over-night sleeper train service to London Paddington if it stopped at Lostwithiel?**

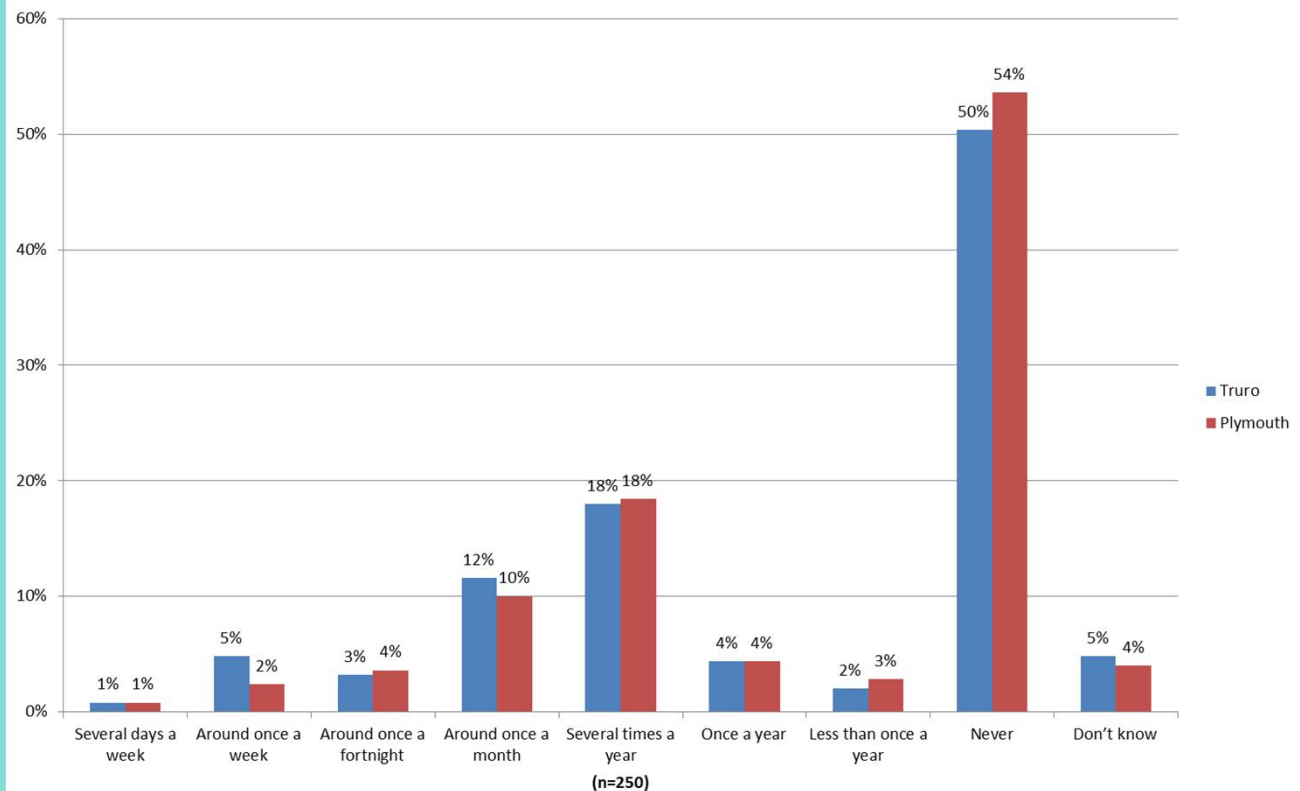


## Question 21/22: How often might you use a late evening rail service (after 11pm) to Lostwithiel from Truro/Plymouth) if it were available?

Late evening Truro-Lostwithiel and Plymouth-Lostwithiel rail services appeal to around 20% of respondents

- Approximately half of all respondents (50% for Truro and 54% for Plymouth) would not use a late evening rail service to Lostwithiel if it was available.
- A small number (5% for Truro, 3% for Plymouth) anticipate using such a service at least once a week.
- Around 15% would use a late night service once or twice a month.
- Just under a fifth (18%) would use a late evening service from Truro or Plymouth several times a year.
- Given the demographic profile of the survey respondents, the sample may under-represent those groups that are more likely to use a late evening service (e.g. 6 of the 14 respondents who stated that they would use such a service from Truro at least once a week are aged under 25).

How often might you use a late evening rail service (after 11pm) to Lostwithiel from Truro or Plymouth, if it were available?

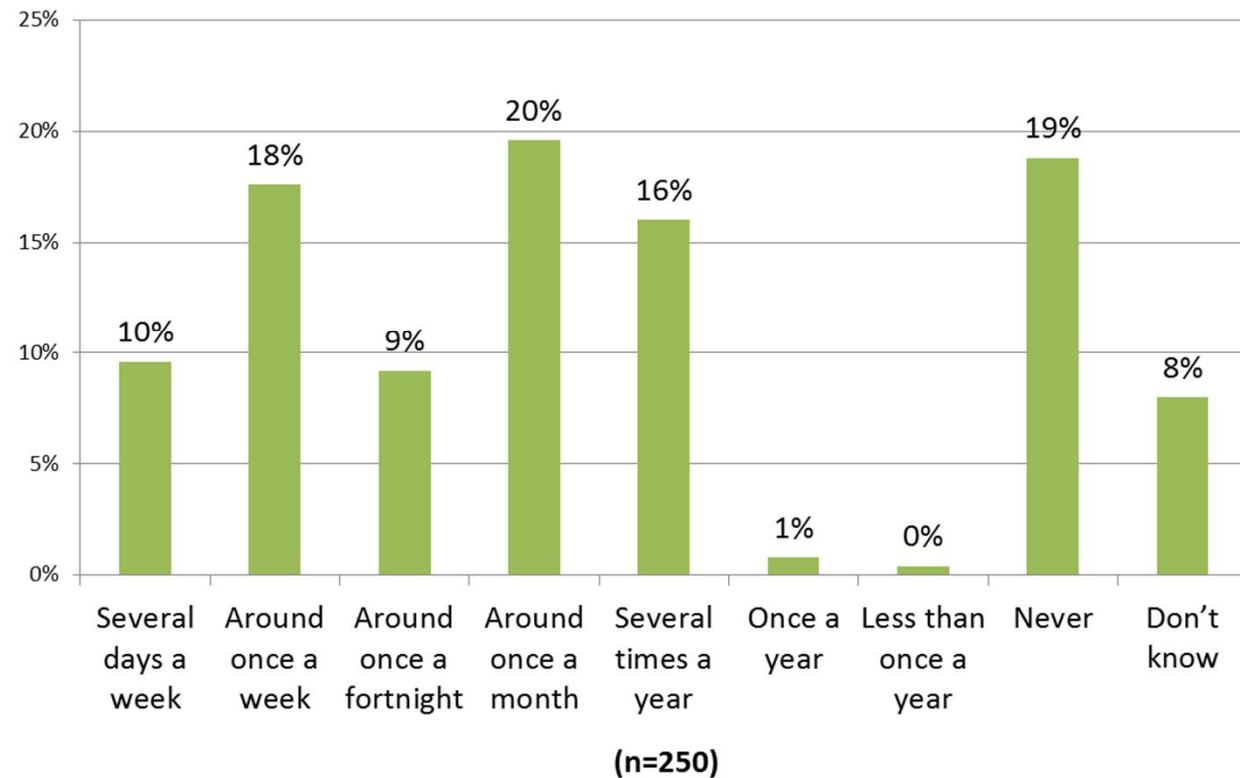


**Question 23: How often might you use a regular rail service between Lostwithiel and Fowey if the branch line was reinstated?**

There is a good level of interest in a Lostwithiel to Fowey rail service

- There is a keen level of interest in the reinstatement of a branch line to Fowey.
- Over a quarter (28%) of respondents believe they would use it at least once a week, and a similar proportion (29%) anticipate using it once or twice a month.
- A fifth (19%) do not believe they would ever use a Lostwithiel-Fowey rail service.

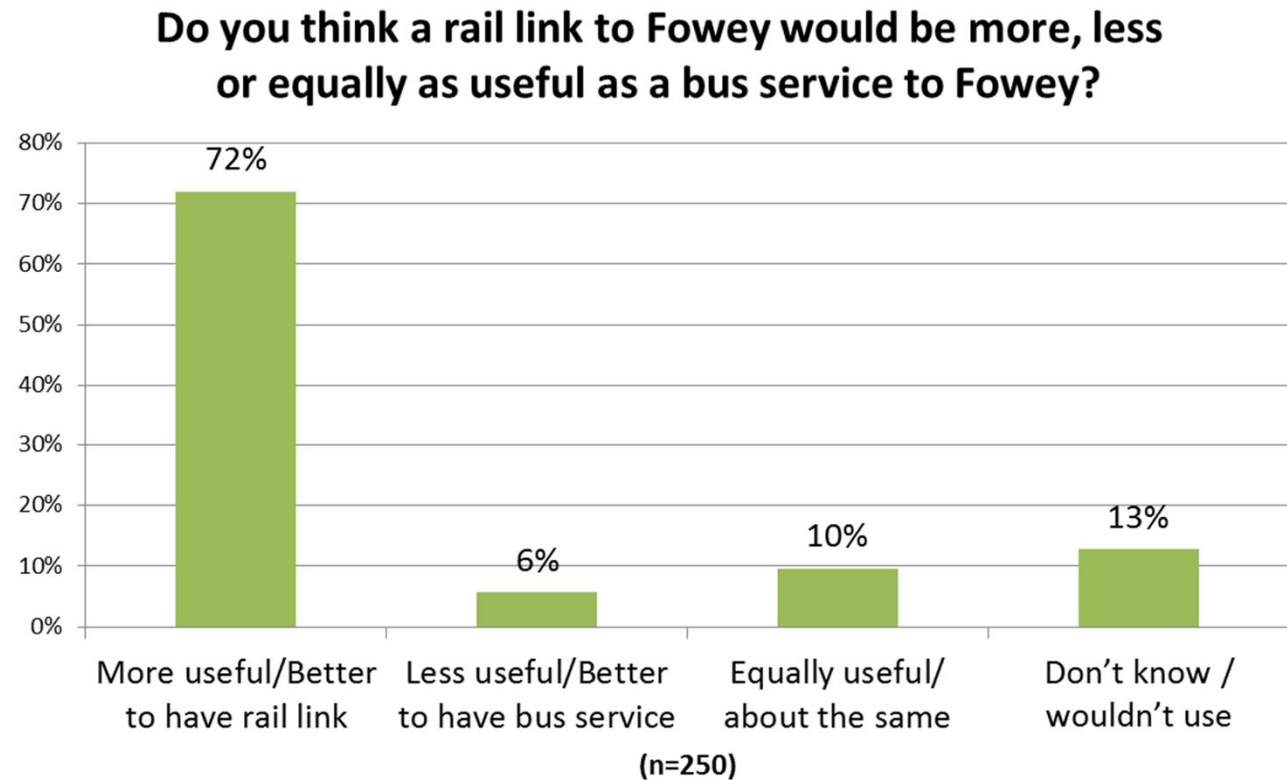
**How often might you use a regular rail service between Lostwithiel and Fowey if the branch line was reinstated?**



**Question 24 a): Do you think a rail link to Fowey would be more, less or equally as useful as a bus service to Fowey?**

There is considerably greater support for a rail link over a bus link from Lostwithiel to Fowey

- Three-quarters (72%) of respondents would prefer a rail link to Fowey over a bus service.
- Just 10% of respondents consider bus and rail routes equally useful, while 6% would prefer a bus link over a rail link.



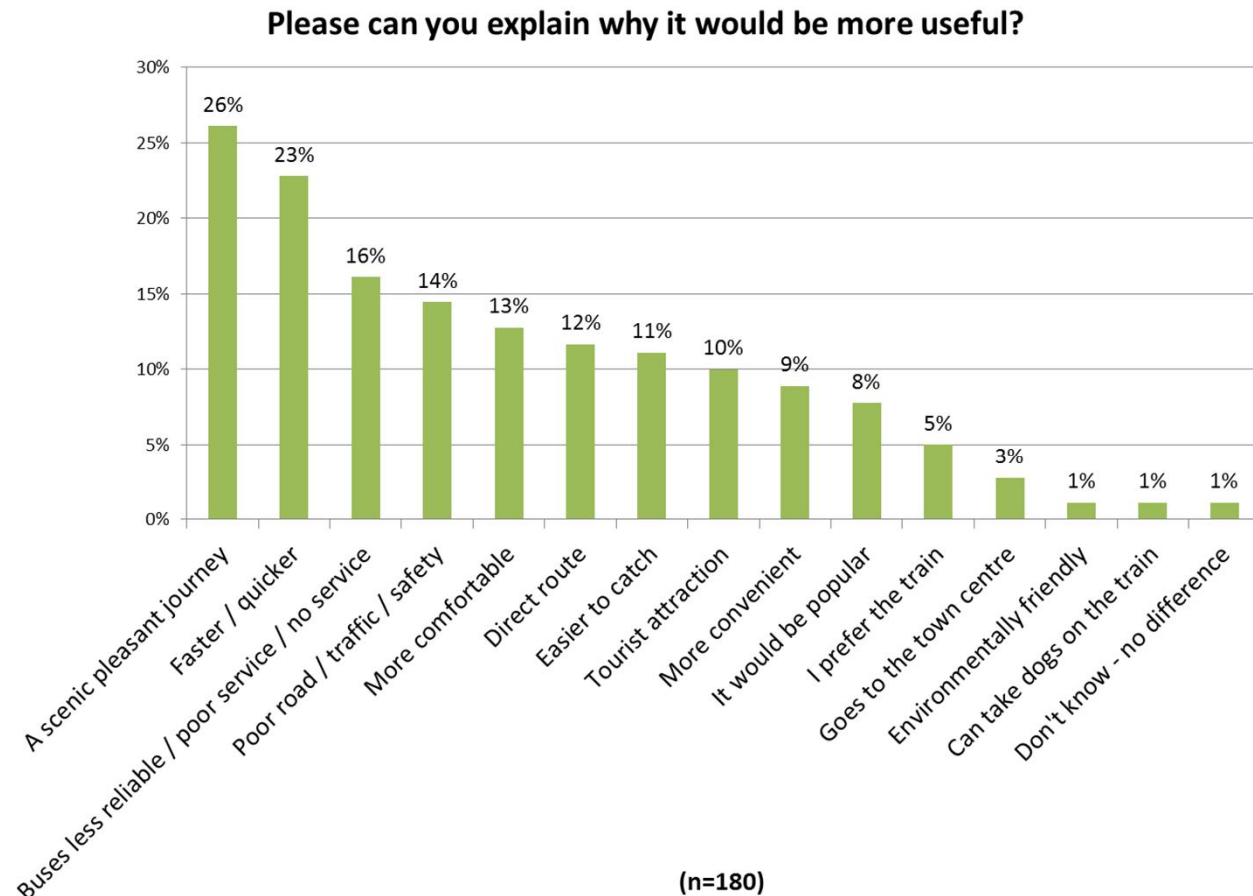


## Question 24 b): Please can you explain why a rail link to Fowey would be more useful?

A rail link to Fowey would above all offer a more scenic, pleasant journey, quicker journeys, and reliability advantages over a bus service

→ Those who would prefer a rail link to Fowey over a bus link believe that the rail link would be more useful because it would offer:

- A scenic pleasant journey (26%)
- Shorter journey times (23%)
- Reliability advantages over the bus (16%)
- Safety (14%)
- More comfortable than the bus (13%)
- Direct route (12%)
- Easier to catch (11%)
- Tourist attraction (10%).

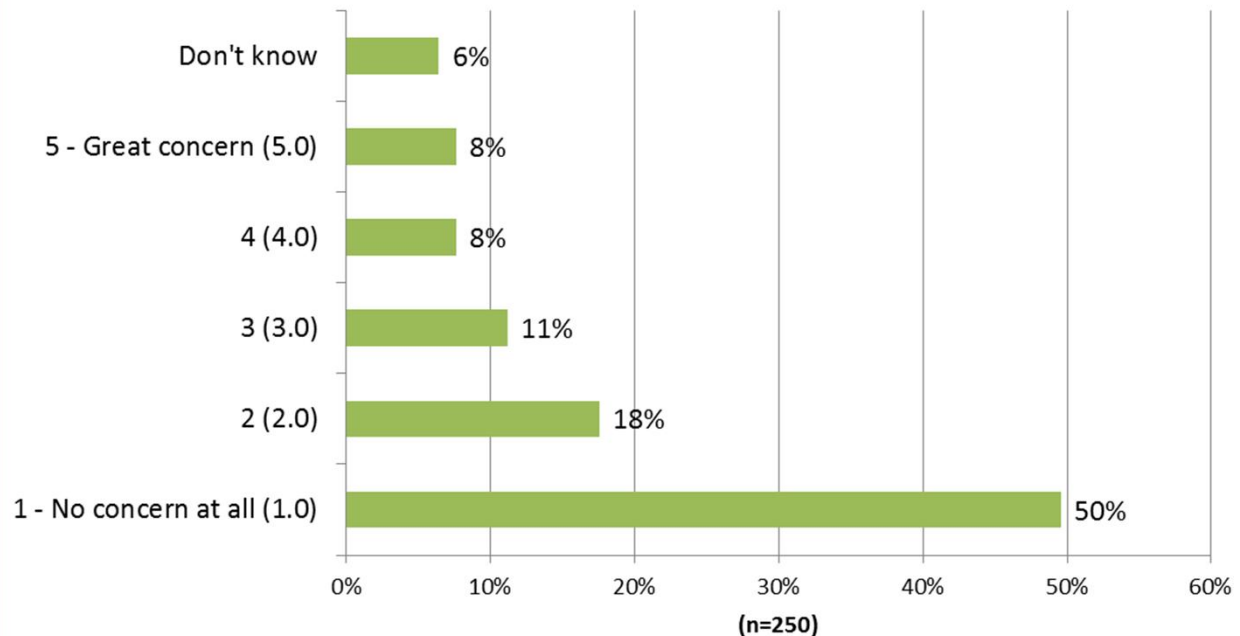


**Question 25: If more regular services were introduced to/from Lostwithiel station, this could increase the number of times the level crossing across Grenville Road in Lostwithiel is closed. On a scale from 1 to 5, where 1 is no concern at all and 5 is great concern, how much of an issue you would consider this to be?**

The majority of respondents would not be concerned by more frequent closure of the level crossing barriers

- When asked whether they would be concerned about increasing the frequency of closing the level crossing barriers on Grenville Road, 50% of respondents would not be concerned at all (point 1 on the scale). A further 18% would be 'fairly unconcerned' (point 2 on the scale)
- Just 16% of respondents expressed some concern (points 4-5 on the scale).
- 11% of respondents expressed a neutral option (point 3 on the scale).

**How concerned would you be if level crossing across Grenville Road was closed more frequently?**

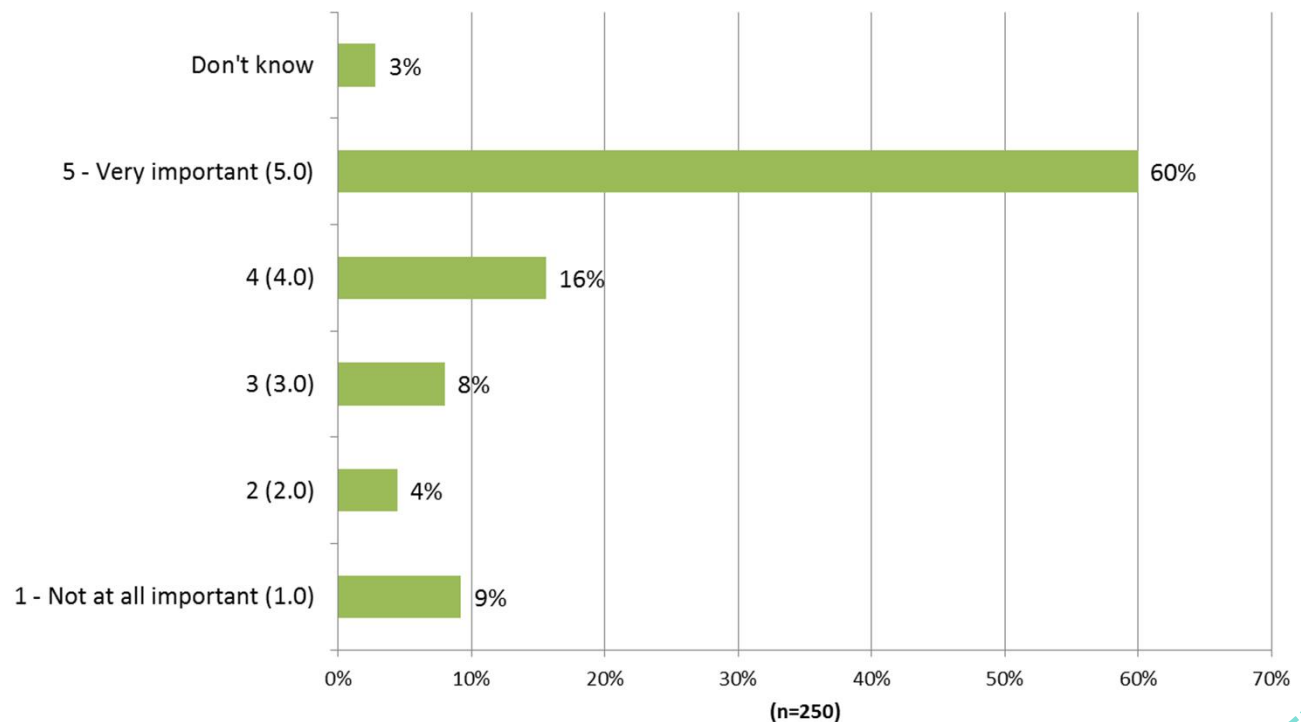


**Question 26: Pedestrians and cyclists coming from Grenville Road East can currently only access the station via the level crossing. On a scale from 1 to 5, where 1 is not at all important and 5 is very important, how important is it to improve pedestrian access by providing a footbridge over the rail line so pedestrians can access the station when the level crossing barriers are down?**

There is strong support (76%) for a footbridge over the rail line to enable pedestrians to access the station when the level crossing barriers are closed

- When asked how important it is to improve pedestrian access by providing a footbridge over the rail line so pedestrians can access the station when the level crossing barriers are closed (using a fixed point scale), the majority of respondents (60%) consider a footbridge to be 'very important' and a further 16% consider it 'important' (point 4 on the scale).
- Just 13% of respondents do not consider the provision of a footbridge to be important (points 1-2 on the scale).
- Eight percent expressed a neutral opinion (point 3).

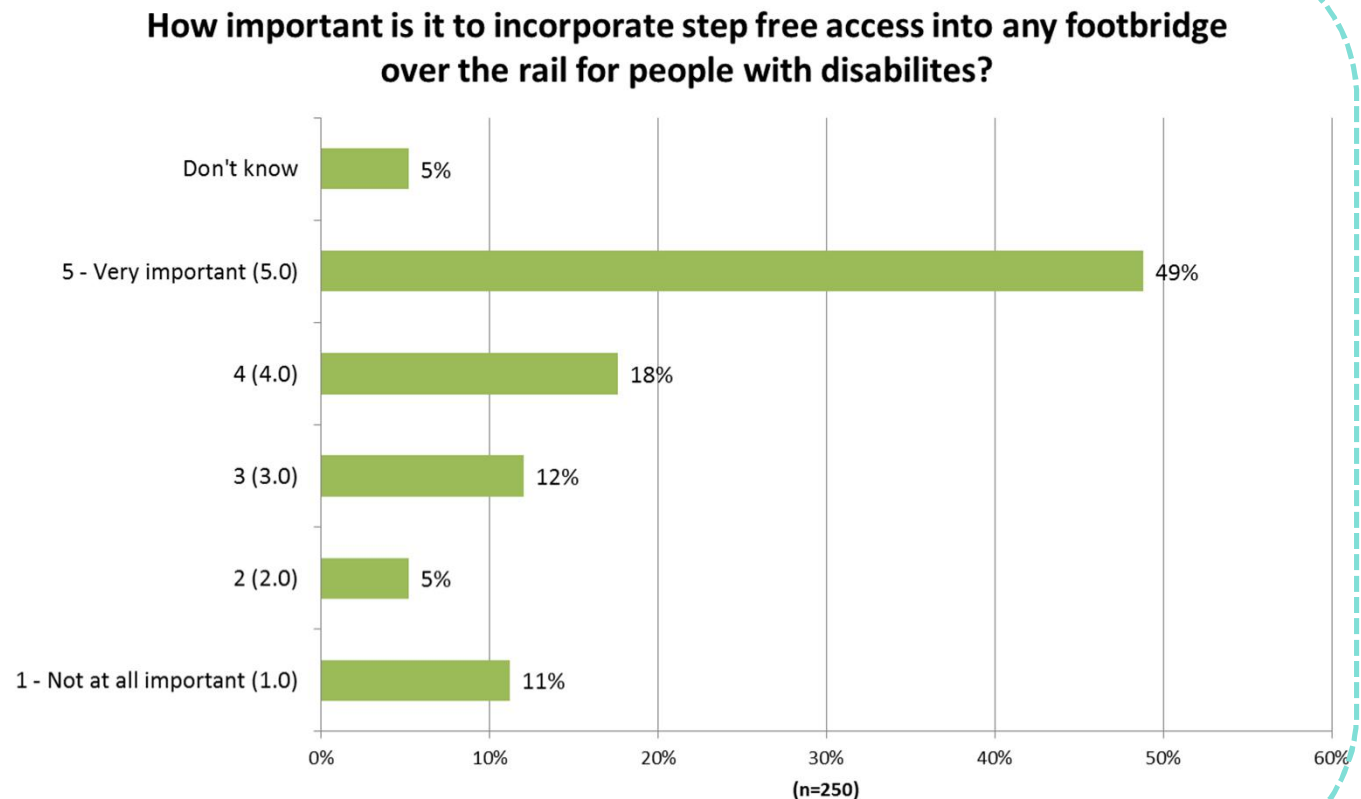
**How important is it to improve pedestrian access by providing a footbridge over the rail?**



**Question 27: Using the same scale, how important is it to incorporate step free access (i.e. a lift) into any footbridge over the rail line to improve access for people with disabilities / pushchairs, recognising that this would be a more costly solution?**

There is strong support (67%) for step-free access to be incorporated into any footbridge over the rail line

- Similarly, respondents are similarly supportive of the need to provide step free access to the station to improve access for people with disabilities / pushchairs.
- Half of all respondents (49%) consider step free access to be 'very important', while a fifth (18%) consider it 'important' (point 4 on the scale).
- Just 16% do not consider step free access to be important (points 1-2 on the scale).
- Twelve percent expressed a neutral opinion (point 3).



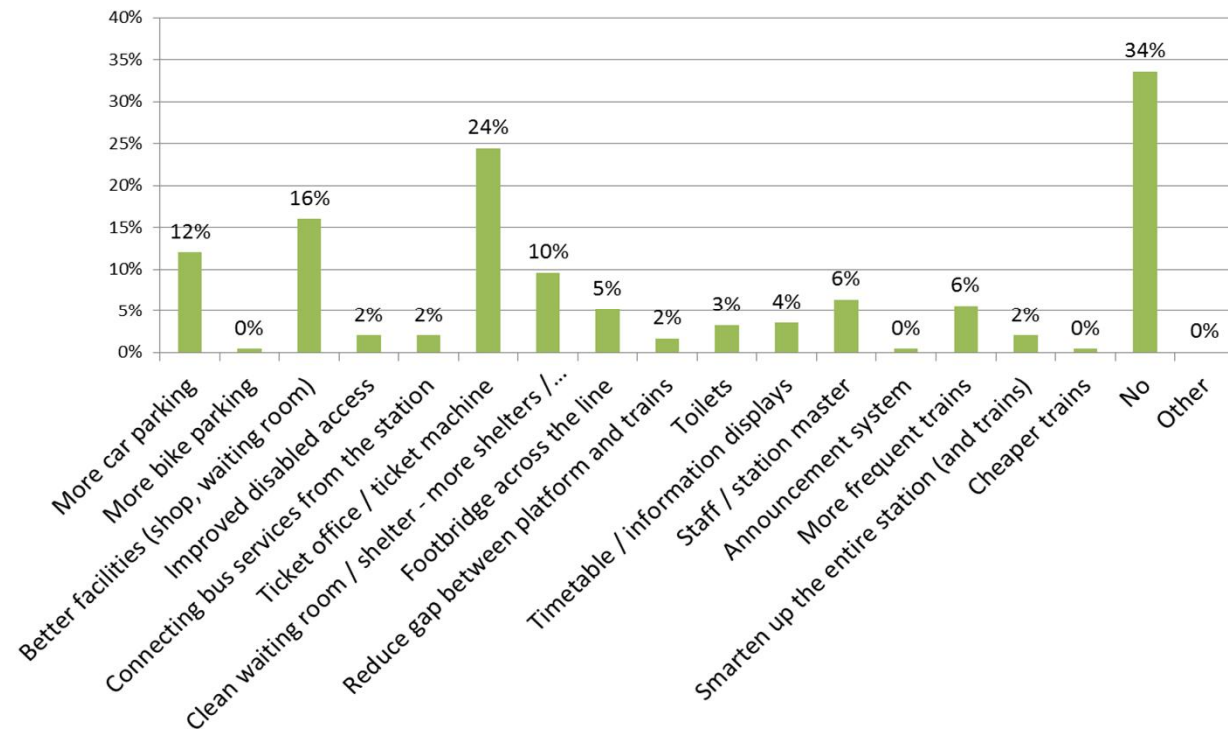
**Question 28: Are there any other improvements you would you like to see at or around Lostwithiel station that would encourage you to travel by train more often, or improve your current journeys?**

There is some interest in providing additional and upgrading existing facilities at Lostwithiel station, including ticket purchase, shop, waiting room /shelters and car parking.

→ Other improvements that would likely increase usage of Lostwithiel station are:

- Ticket office/ ticket machines (24%)
- Improved facilities (e.g. shop, waiting room) (16%)
- More car parking (12%)
- Improved waiting facilities (10%)
- A third of respondents (34%) do not believe any other improvements are necessary.

**Are there any other improvements you would you like to see at or around Lostwithiel station that would encourage you to travel by train more often, or improve your current journeys?**

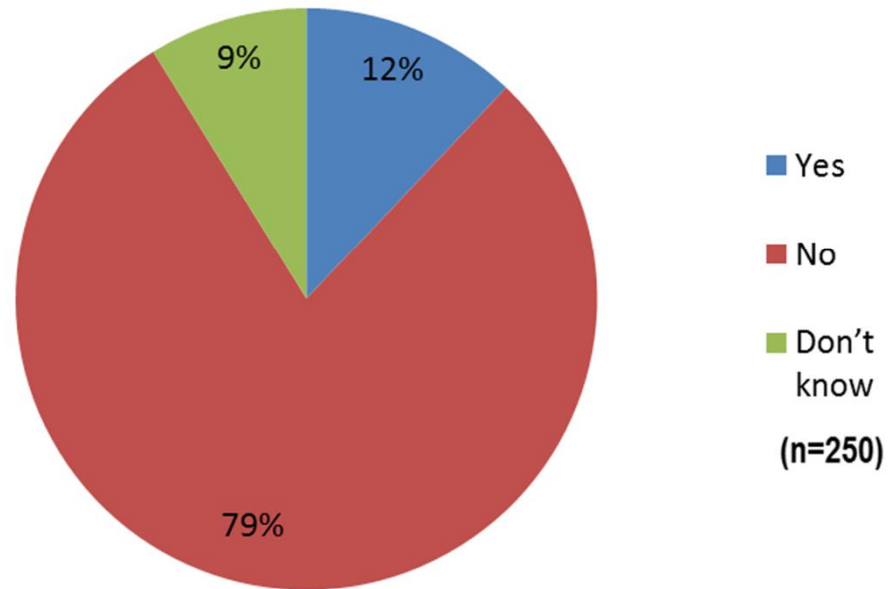


(n=250)

**Question 29 a): Would you like to see improvements made to other stations on the line?**

Few respondents seek improvements to other stations on the line

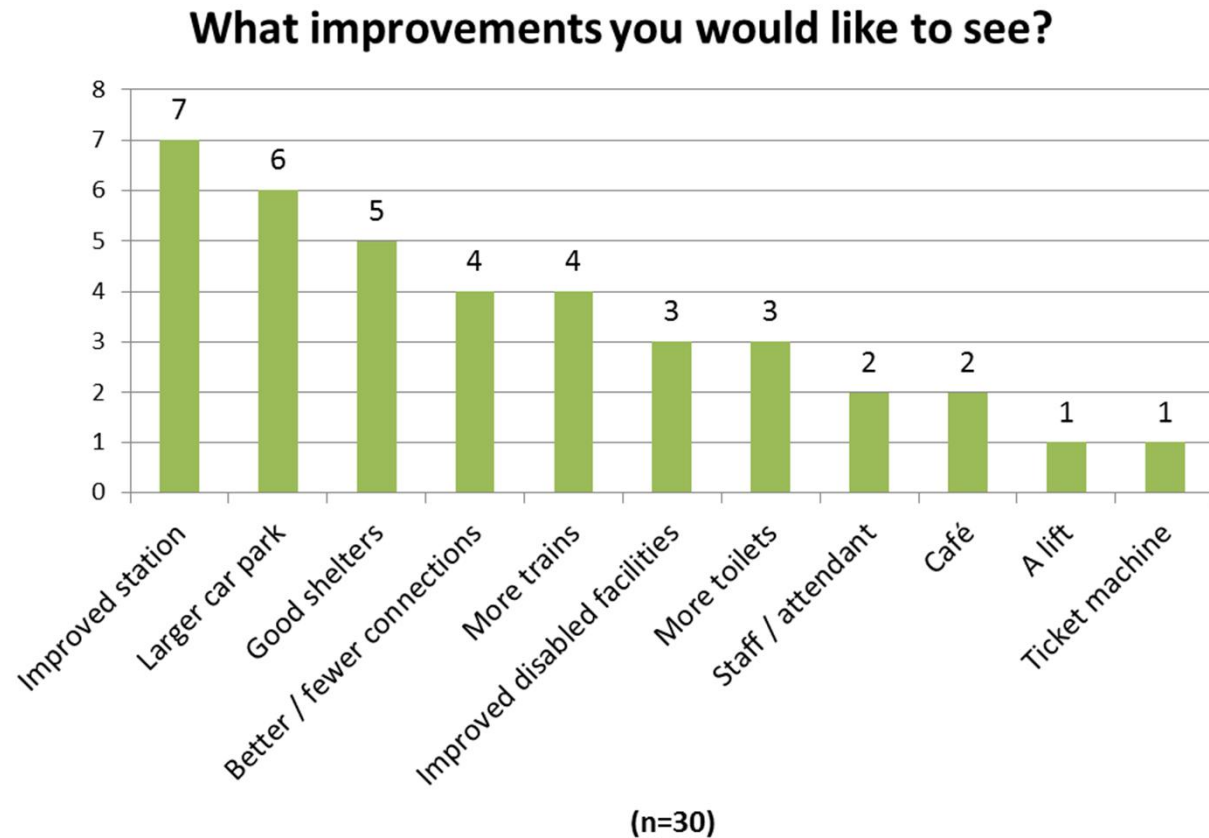
→ The majority of respondents (79%) believe there is no need to improve other stations on the line.

**Would you like to see improvements made to other stations on the line?**

## Question 29 b): Please tell me what improvements you would like to see?

Several respondents suggested various improvements to other stations

→ An improved station, larger car park and improved shelters are the most frequently suggested improvements

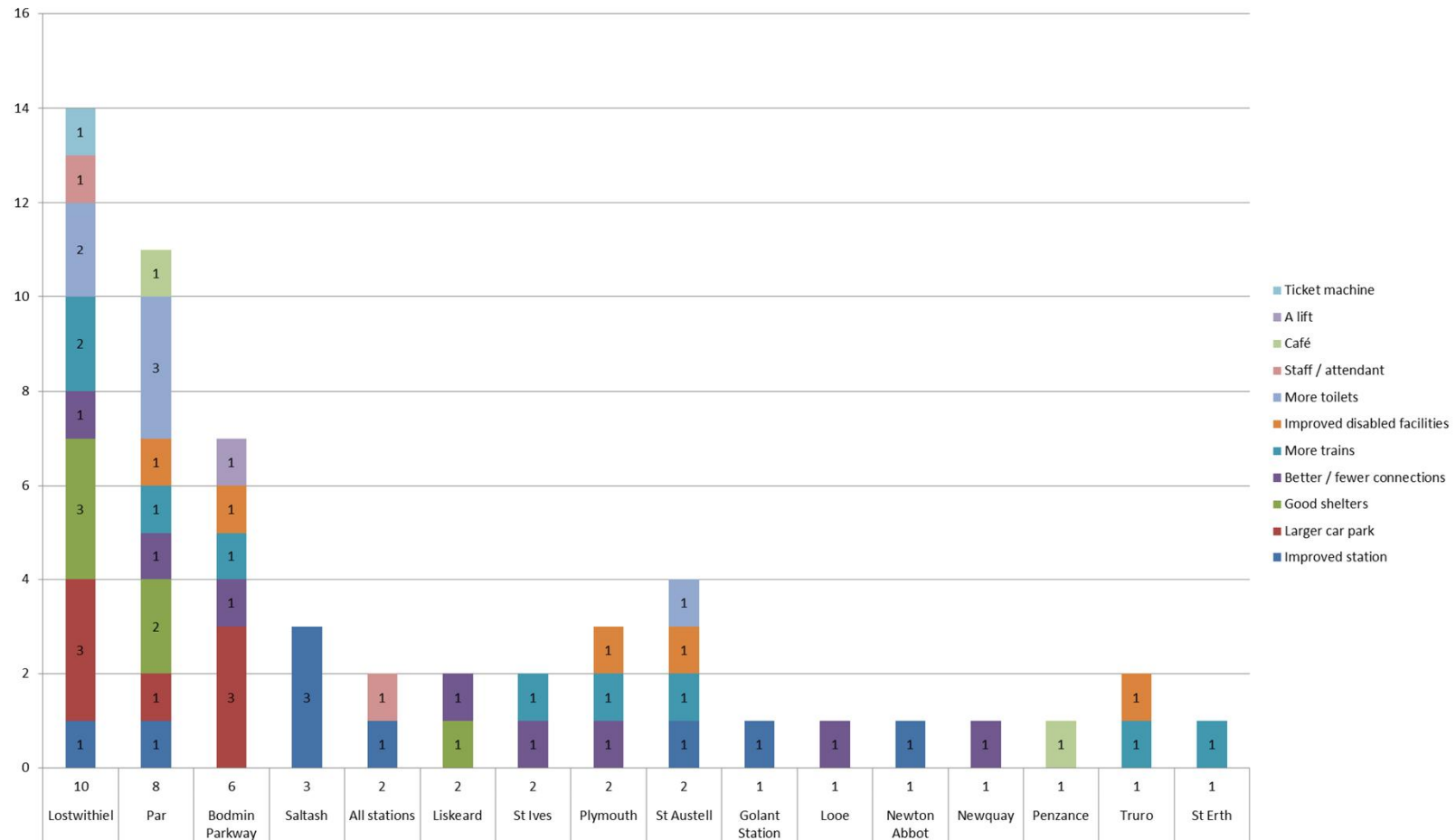




## Question 29 b): Please tell me at what stations you would like this improvements.

The station that has been suggested to need the most improvements is Lostwithiel itself

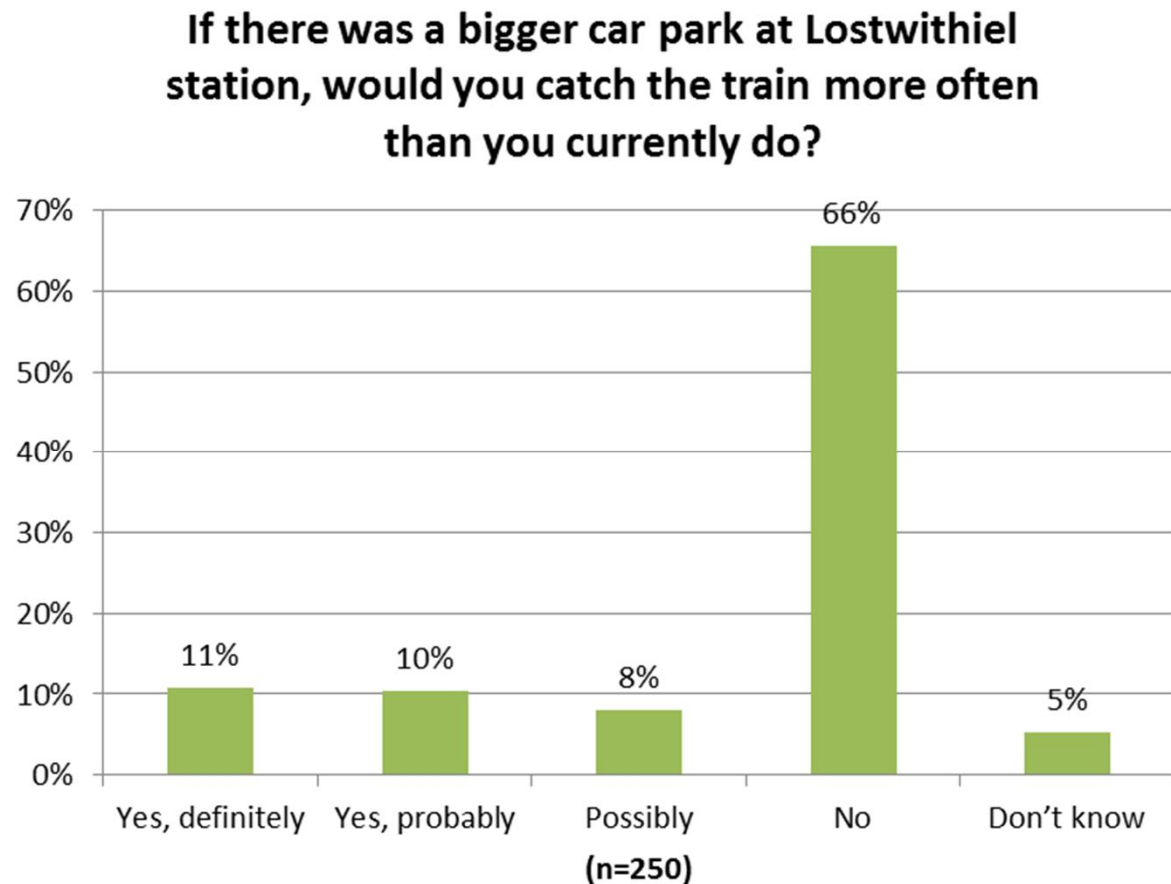
At which stations would you like this improvement ?



**Question 30: If there was a bigger car park at Lostwithiel station, would you catch the train more often than you currently do?**

Two thirds of respondents would not be encouraged to use the station more often by the provision of a bigger car park

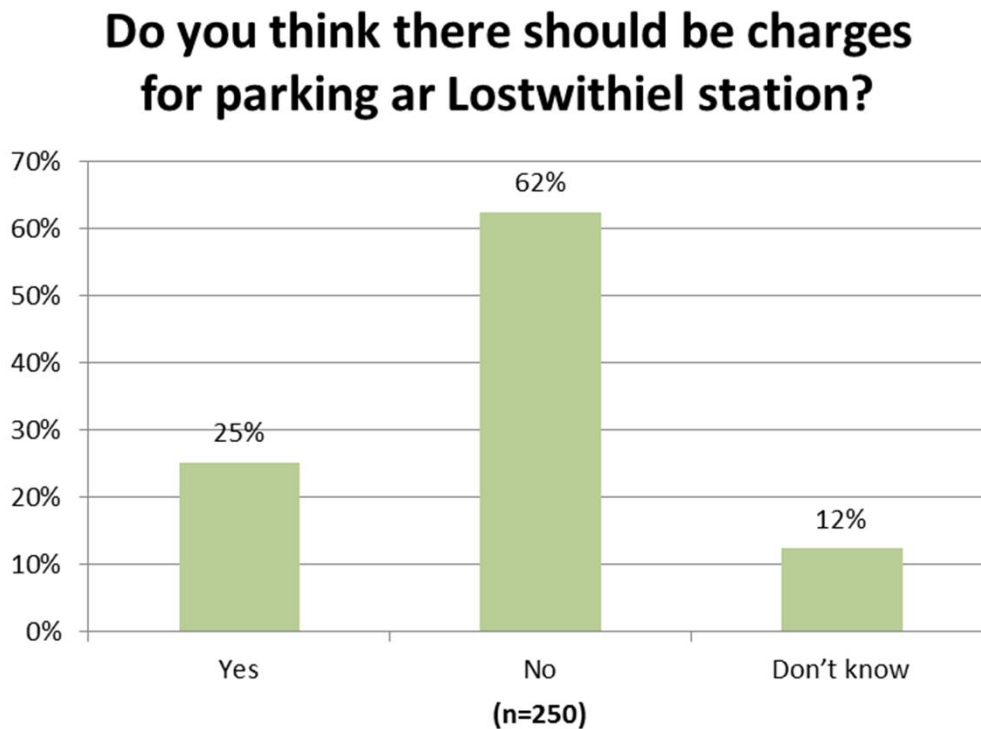
- Two thirds (66%) of respondents would not use the station more often if there was a bigger car park.
- A fifth (21%) would definitely or probably use the station more often.



### Question 31: Do you think there should be charges for parking at Lostwithiel station?

The majority of respondents do not think there should be parking charges at Lostwithiel station

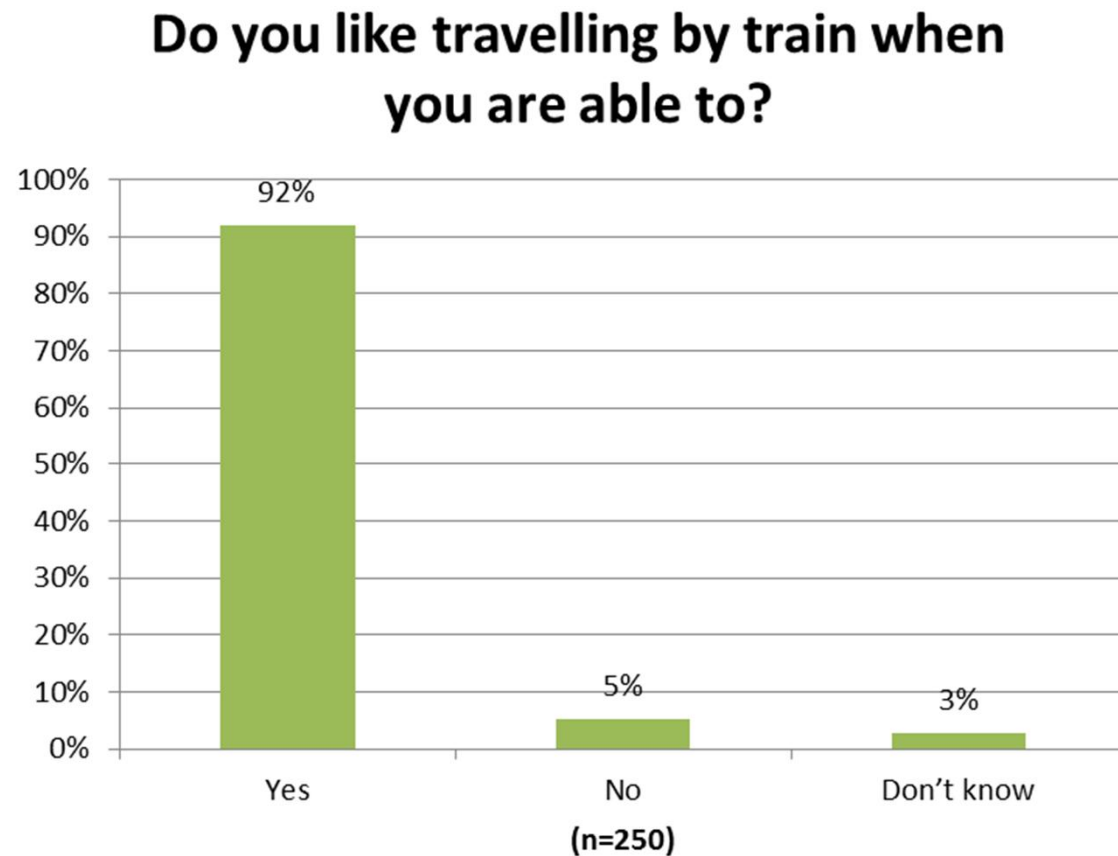
- The majority (62%) of the respondents do not support the need for parking charges at Lostwithiel station.
- A quarter (25%) believe there should be parking charges.



### Question 32: Do you like travelling by train when you are able to?

The vast majority of respondents enjoy travelling by train when they can

→ Over 90% of respondents enjoy travelling by train when they are able to.



# DEMOGRAPHICS

## Other Demographics

### Employment status

Status	Percentage
Employed full time	18%
Employed part time	11%
Self-employed	11%
Looking after family	3%
In education	3%
Retired	49%
Not currently working/unemployed	3%
Refused	2%

### Ethnic Origin

Ethnicity	Percentage
White (e.g. British, Scottish)	71%
Mixed (e.g. White and Asian)	2%
Asian or Asian British	0%
Black or Black British	0%
Cornish	22%
Other	0%
Prefer not to say	5%

## Other Demographics

### Household Vehicles

Quantity	Percentage
None	13%
One	44%
Two	31%
Three or more	12%

### Rail Card or Season Ticket

Type	Percentage
Season Ticked	1%
16-25 Railcard	1%
Two together railcard	2%
Family & Friends Railcard	2%
Senior Railcard	16%
Disabled Persons Railcard	1%
Devon & Cornwall Railcard	6%
Network Railcard	1%
NO railcard or season ticket	50%



## Other Demographics

Do you suffer from a long term disability or long-term illness?

Answer	Percentage
Yes, it limits my activity	13%
Yes, but does not limit my activities	6%
No	76%
Prefer not to say	5%

How would you describe your sex?

Type	Percentage
Male	36%
Female	62%
Intersex	0%
Gender Fluid	0%
Non-Binary	0%
Would not say	2%

# SUMMARY

# SUMMARY: CURRENT USE

- The vast majority (92%) enjoy travelling by train when they can.
- Over a third (38%) of respondents use Lostwithiel station at least once a month. However, the majority (64%) rarely/never use the station.
- The station is predominantly used by leisure travellers
  - 54% of those who use Lostwithiel station at least monthly do so for shopping / personal business (54%), and leisure / day out (51%).
  - Just 11% use Lostwithiel station for travelling to/from work or on business (9%).
- The size of the settlement supports high walk mode share of those travelling to/from Lostwithiel station: 92% of those who use Lostwithiel station at least once a month typically walk to the railway station.
- 57% of respondents live in a household with one or no car – reliance on public transport?
- Lostwithiel station is felt to be convenient. Rail travel from Lostwithiel is considered to be 'easier' than driving and offers time and cost savings over the car.
- However, nearly half (46%) of all respondents use other stations in the area – in particular, Bodmin Parkway – mainly due to the wider availability of services. An improved service may encourage them to use their local station.

# SUMMARY: IMPROVED TIMETABLING

- Nearly half of all respondents (44%) would like timetabling to be improved. Of these respondents, 84% say they would definitely/ probably use the train more often if timetabling was improved.
- 60% of respondents would definitely or probably use the train more often if an hourly service was introduced from Lostwithiel.
- Over half (54%) of those who would definitely/ probably/ possibly use the train more often (if an hourly service was introduced) anticipate using the improved Lostwithiel service at least once a week.
- The majority (68% of those who would definitely/ probably/ possibly use the train more often) anticipate using the improved service for shopping and leisure. Just 13% would use Lostwithiel station to commute to/from work and 6% for business trips. This raises some question as to whether there would be sufficient demand to support a service which does not have a large commuter base.

# SUMMARY: DIFFERENT SERVICES

- The survey does not demonstrate strong evidence for the need to reinstate the sleeper service:
  - While half of all respondents would use the overnight sleeper service to London to some degree if it called at Lostwithiel, just 2% would use it around once a month or more often.
- Late evening Truro-Lostwithiel and Plymouth-Lostwithiel rail services have some, albeit limited, appeal:
  - A small number (5% for Truro, 3% for Plymouth) anticipate using such a service at least once a week. Around 15% would use a late night service once or twice a month.
- There is considerable support for a rail link from Lostwithiel to Fowey:
  - Nearly three-quarters (72%) of respondents would prefer a rail link to Fowey.

# SUMMARY: STATION IMPROVEMENTS

- The majority of respondents would not be concerned by more frequent closure of the level crossing barriers on Grenville Road:
  - Just 16% of respondents expressed some concern (points 4-5 on the scale).
- There is strong support (76%) for a footbridge over the rail line to enable pedestrians to access the station when the level crossing barriers are closed. There is agreement (67%) that this should provide step free access to the station.
- 34% of respondents do not believe any other improvements to Lostwithiel station are necessary, though there is some interest in upgrading existing facilities, including ticket purchase, shop, waiting room /shelters and car parking.
- There is limited interest in the need for a bigger car park:
  - 66% of respondents would not use the station more often if there was a bigger car park, but 21% would definitely or probably use the station more often.
  - Would a larger car park impact on the high walk mode share to the station?