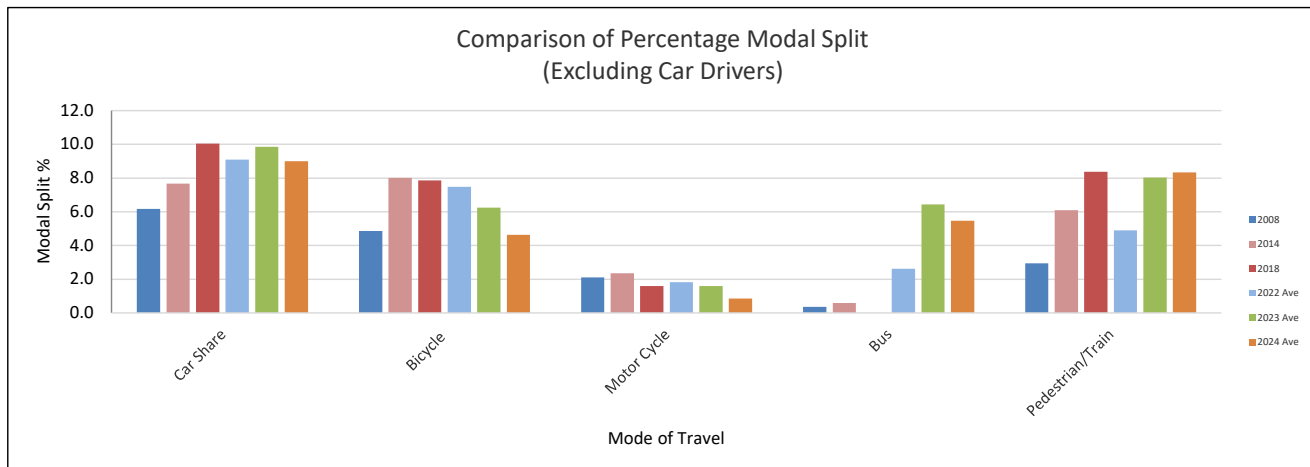
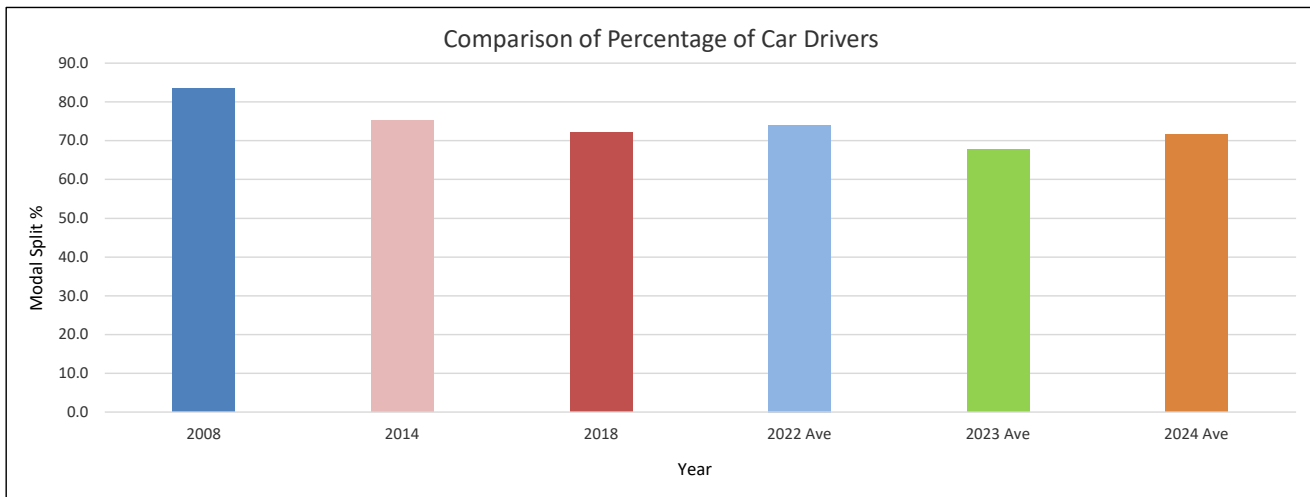


Modes of Travel To/From Culham Campus

Comparison of Counts Carried Out Between 2008 and 2024

Mode of Transport	04.11.2008		10.09.2014		26.09.2018		Average of 05.10 and 06.10.2022		Average of 03.10 and 05.10.2023*		Average of 24.09, 25.09 and 26.09.24	
	Dry & cloudy		Dry with sunny spells		Dry with sunny spells		Dry with sunny spells		Dry and cloudy		Dry and cloudy	
	Nr Trips	%	Nr Trips	%	Nr Trips	%	Nr Trips	%	Nr Trips	%	Nr Trips	%
Car Drivers	2730	83.5	2679	75.3	3016	72.1	2747	74.1	2938	67.8	2827	71.7
Car Share	202	6.2	273	7.7	420	10.0	338	9.1	427	9.8	355	9.0
Bicycle	159	4.9	285	8.0	329	7.9	278	7.5	271	6.2	183	4.6
Motor Bike	69	2.1	84	2.4	67	1.6	68	1.8	70	1.6	34	0.9
Bus	12	0.4	21	0.6	0	0.0	98	2.6	279	6.4	216	5.5
Pedestrian/Train	96	2.9	217	6.1	350	8.4	182	4.9	348	8.0	328	8.3
Total	3268	100	3559	100	4182	100	3709	100	4331	100	3943	100

Notes: * Data from 04.10.2023 excluded due to impact of rail strike



Notes:

1. Although there is a small amount of fluctuation, the percentage of car drivers is generally reducing at Culham Campus (CC)
2. 4.6% of people currently cycle to/from CC, supported by an increasing number of cycle parking facilities and improvements completed by the UKAEA to cycleways at the entrance to CC. The number of cyclists could potentially be significantly increased if improved cycle facilities, particularly between CC and Abingdon/Oxford, were provided.
3. Car sharing continues to be a consistently attractive option (9.0% of the modal split) for travel to and from CC, and there has been a year on year increase in the number of people registered on the CC car share database.
4. Train travel accounts for 8.3% of journeys, which is approaching pre-covid levels. It is however essential that the level of train services is at the very least maintained.
5. Bus use is an attractive transport option, more than doubling from 2.6% in 2022 to 5.5% in 2024. This is a positive result of the bus contributions made by the UKAEA towards increasing bus routes and frequencies.
6. A number of improvements to pedestrian and cycle facilities have been completed at CC, and further significant reductions in the percentage of car drivers would potentially require some form of transport infrastructure investment.