

## Relay parking survey results



Union Européenne

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## Context and Methodology



Various redevelopments of Quimper are part of a projet aimed at reinforcing the town centre's attractiveness. In this context, the parking supply in town centre proximity will be reduced and regulated. For example, Providence car park, up until now freely accessible, has had its maximum length parking reduced to 2.5 hours since October 2011 (with obligation to affix a European badge).

Many people, in particular those working in the town centre, are going to have to find another parking solution.

One of the alternative solutions is the creation of relay car parks.

This direction is part of a global plan whose more long term objective is the development of other relay car parks to favour intermodal connections.

Greater Quimper therefore wished to carry out a survey to guage the concept's appeal, discern the expectations and the brakes on potential users.

The survey took place face to face, at different carparks, at the arrival and departure of the driver. At first, the interviewers were located at the free town centre car parks from 22 to 30 September :

	Size	%
Providence	99	44,8%
Allées Loc Maria	43	19,5%
Omnisport	43	19,5%
La Tourbie	36	16,3%
Total	221	100,0%

This report presents the results of 221 questionnaires.

The second time, the interviewers will be located, after the phasing in of the Providence car park regulations, 2 days at the relay car park « Croix des gardiens » in order to question motorists who have made the choice to park at this car park to get to the town centre. The « Croix des gardiens » results will be presented in a separate note.

# Summary



## ► An adapted user profile

The town centre carpark users come 70% from outside towns and 33% come from Quimper but from peripheral districts to the town centre (within proximity therefore, to the potential different plans for creation of relay car parks).

The coming into the town centre is frequent: 73% come several times a week. 65% of those questioned thus explain their presence for professional reasons (going to a place of work or study).

If moving around Quimper does not actually present real difficulty, the availability of parking places and the cost of parking could on the other hand represent important disincentives for motorists.

## ► An appealing concept

On the principle of the functioning of a relay parking, the opinions are very divided: half of them support it, the other half reject it. With the latter, two brakes are detected: the loss of time, and the financial aspect. More precisely, the shuttle bus which will be put into place is accepted by around 70% of the population questioned on the journey time, the journey frequency and the extent of the timetables. But again, it's the financial aspect which raises apprehension: only 22% accept the « global price » or more or less that they must pay for the bus .....

## ► An over estimation of prices to smooth out

Faced with precise proposals of the « global price », i.e. 10€/month with an employer contribution or 1€50 percar, the acceptance rate is 72% (against 22% on a more general question on pricing). The rejection is not so much on the amount but more on the principal itself. Indeed, almost all of the people who didn't like the price simply wanted it to be completely free (about 24% of those questioned).

# Summary



## ► Accepted concessions

80% of those surveyed are ready to accept that the use of this new mode of transport will engender more time: from 5 to 10 minutes maximum. In order to respect this wait, the bus stops must be situated within 5 minutes maximum of the car park and the final destination and the route must be situated in such a way that it does not necessitate an increase of the normal journey.

## ► An accessible relay car park

The car park's accessibility must be translated in terms of it being free and having long opening hours: from 7a.m. to 9 p.m., knowing that 35% of responders are more demanding and require continuous opening.

Accessibility is also the ability to use the bus easily, translated by the desire to find the means of buying bus tickets and a QUB bus information point close to the car park.

## ► Secondary expectations

One can also question whether having secure parking at the relay car parks could be an influence: 60% have pointed this out.

The offer of a bicycle (on loan or on rental) could interest 70% of users.

Lastly, half of those questioned don't find totally superfluous the presence of small shops and a post office space.

## ► Limited current interest in Croix du Gardiens car park

Despite a not unimportant number of motorists who are quite favorable towards the relay parking concept (54% intend to use it), the Croix des Gardiens car park has not been successful. This could be partly explained by a too finely targeted localisation. On the other hand, in terms of a feeling of security, this car park does not really fulfil users demands. Lastly, if the bus service offered is really regular and the journey short, it does not present any advantages in terms of « gaining time ».

Among the different site projects for the relay parking, and over the entirety of the 221 people questioned, Croix des Gardiens scored 7% parking intent, just after Ludugris (12%), Eau Blanche (10%) and Kerdrezec (9.5%).



# IDENTIFICATION OF RESPONDERS

# Composition of the sample



## Car Park

	Number	%
<b>Providence</b>	99	44,8%
<b>Allées Loc Maria</b>	43	19,5%
<b>Omnisport</b>	43	19,5%
<b>La Tourbie</b>	36	16,3%
<b>Total</b>	221	100,0%

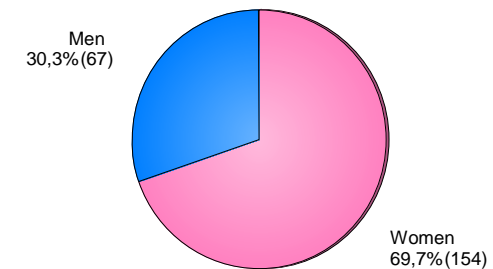
	Providence	Allées Loc Maria	Omnisport	La Tourbie	Total
<b>Thursday 22 September</b>	28			1	29
<b>Friday 23 September</b>	6	16	17		39
<b>Saturday 24 September</b>	34				34
<b>Tuesday 27 September</b>	31				31
<b>Wednesday 28 September</b>		18		15	33
<b>Thursday 29 September</b>			16	20	36
<b>Friday 30 September</b>		9	10		19
<b>Total</b>	99	43	43	36	221

## Number of people in the car

	Number	%
<b>One (driver)</b>	196	88,7%
<b>Driver and one passenger</b>	22	10,0%
<b>More than 3 people</b>	3	1,4%
<b>Total</b>	221	100,0%

Among the responders were 96% drivers and 4% passengers.

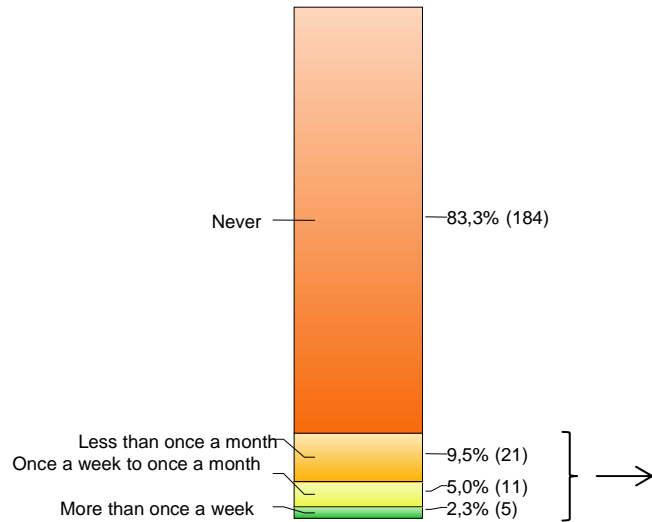
Women represent 2/3 of the sample:



# Multiple usage



« How often do you use Quimper's buses? »



## Transport ticket :

	Number	%
Single ticket	26	72,2%
Book of 10 tickets	2	5,6%
Multi-journey	1	2,8%
"Transcool"	1	2,8%
Yearly subscription	6	16,7%
<b>Total</b>	<b>36</b>	<b>100,0%</b>

7% of drivers are also regular QUB bus network users.

# Movement zones

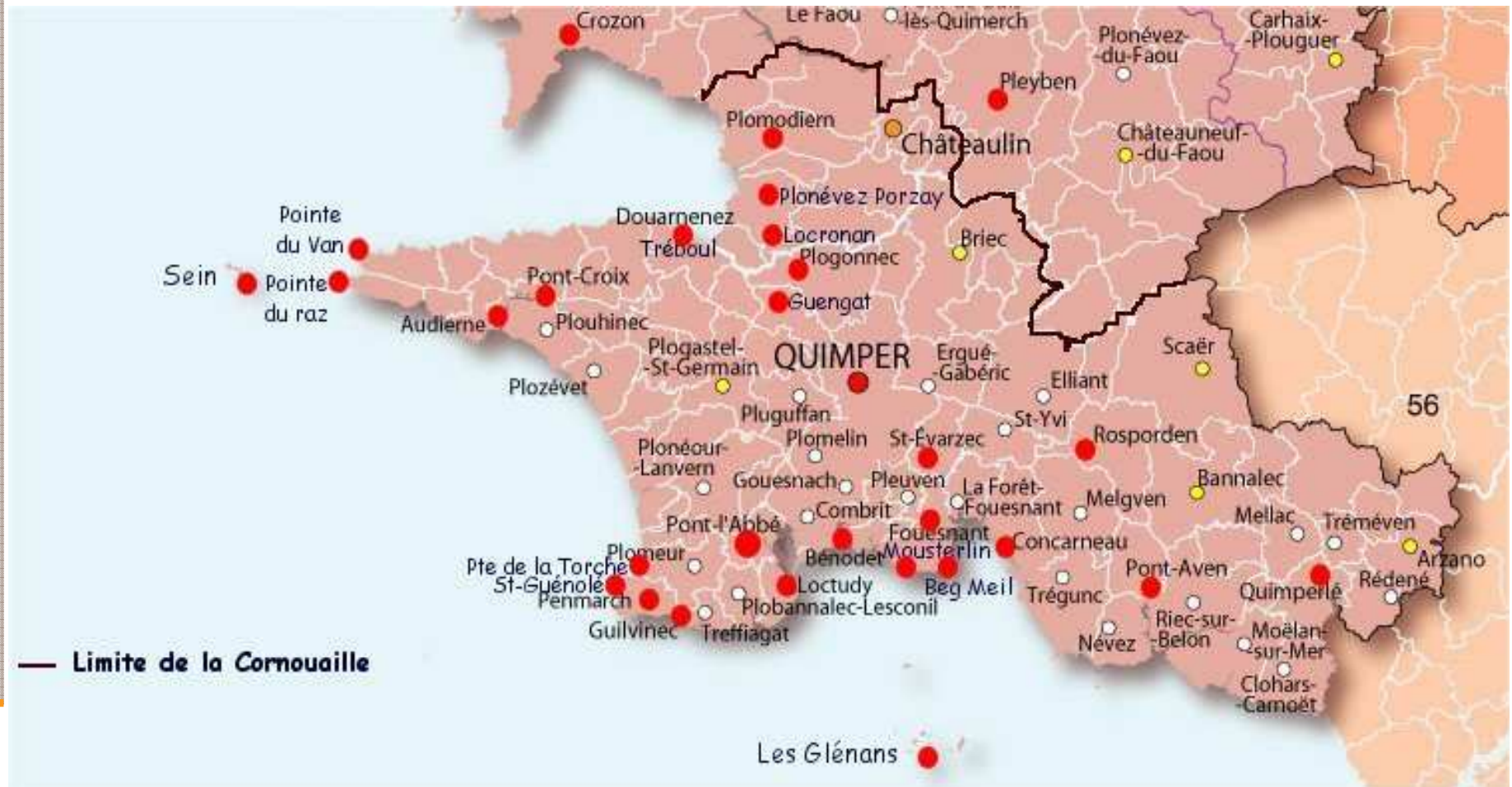


## Towns of provenance

	Number	%		Number	%
Audierne	1	0,5%	Nevez	1	0,5%
Bannalec	2	0,9%	Penmarc'h	1	0,5%
Brest	1	0,5%	Plobannalec	2	0,9%
Briec	3	1,4%	Ploemeur	1	0,5%
Chateaulin	1	0,5%	Pleuven	1	0,5%
Château Neuf Du Faou	1	0,5%	Plogastel St Germain	1	0,5%
Clohars-Fouesnant	2	0,9%	Plogoff	1	0,5%
Combrit	3	1,4%	Plogonnec	5	2,3%
Concarneau	6	2,8%	Plomelin	12	5,5%
Douarnenez	6	2,8%	Plomodiern	1	0,5%
Eliant	1	0,5%	Plonevez	1	0,5%
Ergué-Gabéric	12	5,5%	Ploneis	1	0,5%
Forêt Fouesnant	1	0,5%	Plonéour-Lanvern	4	1,9%
Fouesnant	11	5,0%	Plougastel	3	1,4%
Gouesnach	2	0,9%	Plouvez	1	0,5%
Gouezec	1	0,5%	Plozevet	4	1,8%
Goulven	1	0,5%	Pluguffan	5	2,3%
Gourin	2	0,9%	Pont Croix	1	0,5%
Guengat	4	1,8%	Pont L'Abbé	8	3,7%
Hôpital Camfrout	1	0,5%	Pont- Aven	1	0,5%
Ile Tudy	1	0,5%	Pouldreuzic	1	0,5%
Kernilis	1	0,5%	Quimper	71	32,6%
Landrévarzec	3	1,4%	Quimperlé	2	0,9%
Landudal	2	0,9%	Rosporden	3	1,4%
Langolen	1	0,5%	Route de Rosporden	1	0,5%
Lanvéoc	1	0,5%	St Evarzec	2	0,9%
Laz	1	0,5%	St Jean de Troumon	1	0,5%
Le Guilvinec	2	0,9%	St Yvi	2	1,0%
Lesconil	1	0,5%	Tréguenc	1	0,5%
Locmaria	1	0,5%	Tréméoc	1	0,5%
Locronan	1	0,5%	Vannes	1	0,5%
			Total	218	100,0%

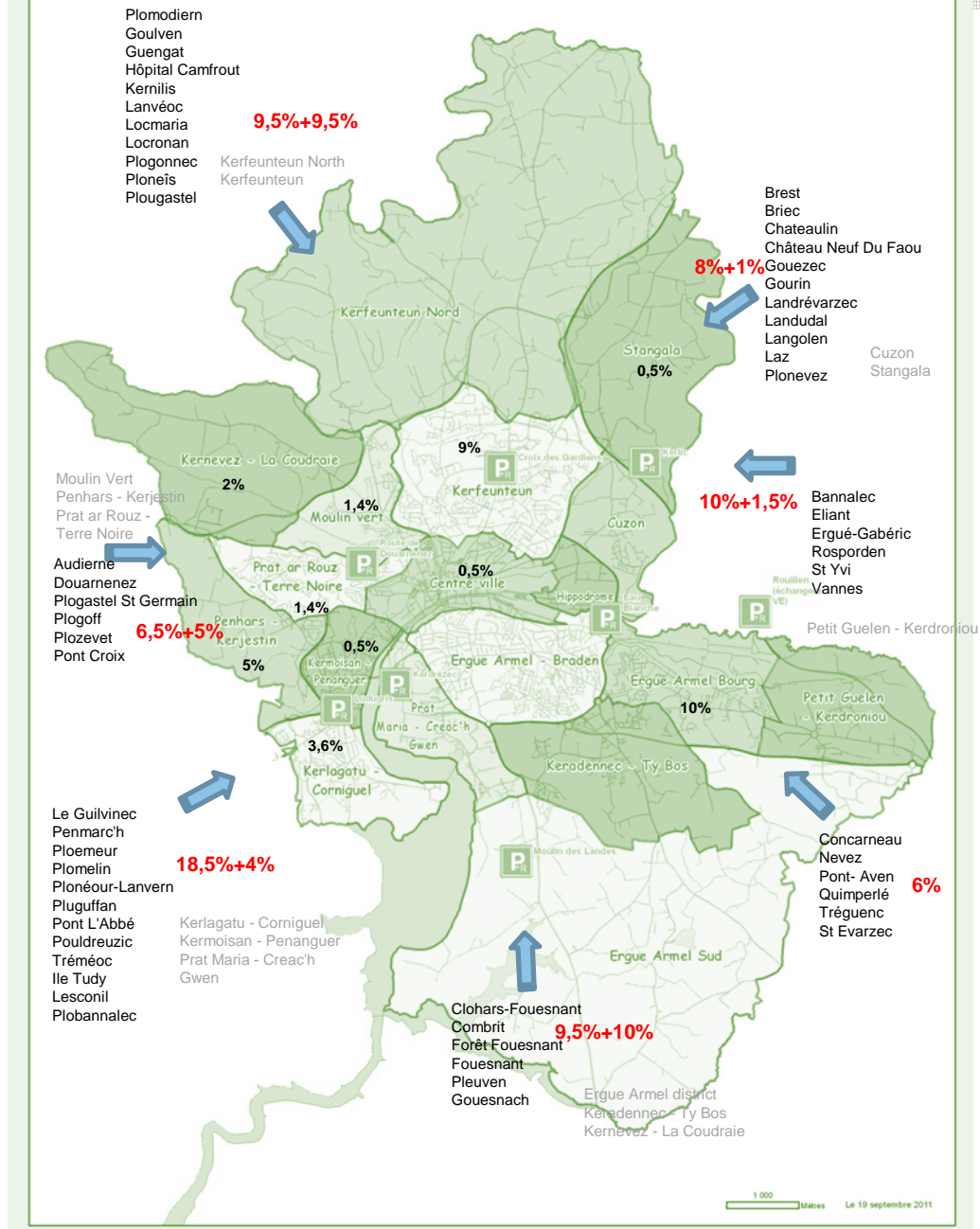
33% of drivers have carried out a short journey because they come from a Quimper suburb. By that we understand that they don't really enter into the potential client target of a relay parking. On the other hand, it would be interesting to localise these Quimper districts to judge the closeness of a regular line. Furthermore, we note, as the following map shows, the closeness of almost all of the motorists in relation to the car park plans, from whom an eventual interest in a new bus service could be linked.

Quimper district	Number	%
<b>Town centre</b>	1	1,5%
<b>Cuzon</b>	1	1,5%
<b>Ergue Armel district</b>	15	22,4%
<b>Ergue Armel - Braden</b>	2	3,0%
<b>Keraden nec - Ty Bos</b>	2	3,0%
<b>Kerfeunteun Nord</b>	2	3,0%
<b>Kerfeunteun</b>	18	26,9%
<b>Kerlagatu - Corniguel</b>	4	6,0%
<b>Kermois an - Penanguer</b>	1	1,5%
<b>Kernevez - La Coudraie</b>	2	3,0%
<b>Moulin Vert</b>	3	4,5%
<b>Penhars - Kerjestin</b>	5	7,5%
<b>Petit Guelen - Kerdroniou</b>	3	4,5%
<b>Prat ar Rouz - Terre Noire</b>	3	4,5%
<b>Prat Maria - Creac'h Gwen</b>	4	6,0%
<b>Stangala</b>	1	1,5%
<b>Total</b>	67	100,0%





### PROVENANCE : Towns outside Quimper and Quimper districts



## Areas of displacement



### Final destination

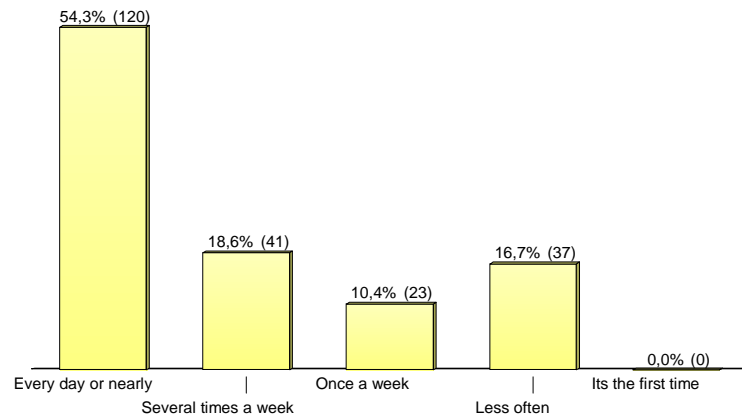
	Number	%
Pont Médard	1	0,5%
Rue Keréon	5	2,7%
Town centre	72	38,5%
Boulevard Dupleix	1	0,5%
Hotel de Ville	5	2,7%
Amiral Rosmard	1	0,5%
Quai de l'Odet	1	0,5%
Quai Dupleix	1	0,5%
Préfecture	10	5,3%
Rue Astor	3	1,6%
Rue St Mathieu	2	1,1%
Rue Vis	1	0,5%
Rue du Parc	5	2,7%
Rue du Steir	2	1,1%
Rue St François	4	2,1%
Locmaria	1	0,5%
Rue Kergariou	1	0,5%
Place St Corentin	7	3,7%
Rue de la Providence	7	3,7%
Rue Cartier	3	1,6%
Rue des Réguaires	4	2,1%
Rue Verdelet	4	2,1%
Rue J.Jaurès	1	0,5%
Rue du Froust	2	1,1%
Boulevard Kergelen	4	2,1%
Place de la Tourbie	4	2,1%
Lycée le Likès	3	1,6%
Rue Du Gué Odet	1	0,5%
Place au Beurre	1	0,5%
Rue du Chapeau Rouge	3	1,6%
Rue Laennec	1	0,5%
Lycée	4	2,1%
Cap Horn	1	0,5%
Rue Du Palais	1	0,5%
Les Halles	2	1,1%
La Poste	1	0,5%
La Gare	4	2,1%
Rue René Madec	1	0,5%
Place Terre au Duc	3	1,6%
Rue Roi Gradlon	1	0,5%
Place de Locronan	1	0,5%
Place de la Résistance	1	0,5%
Rue de Locronan	2	1,1%
Avenue de la Gare	3	1,6%
Rue A Briand	1	0,5%
Total	187	100,0%

From the car park, all the people questioned reached their final destination on foot

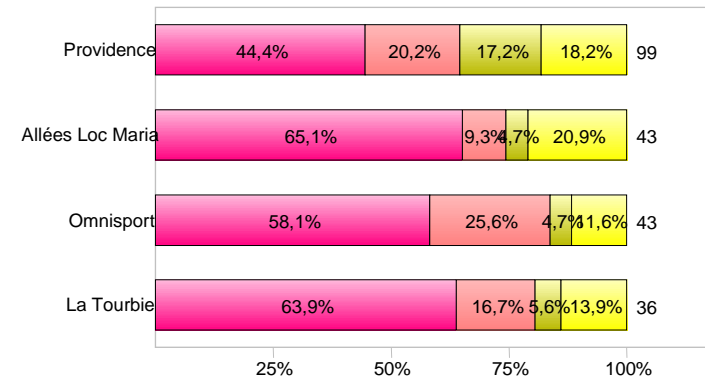
# Use of the car park



## Usage frequency

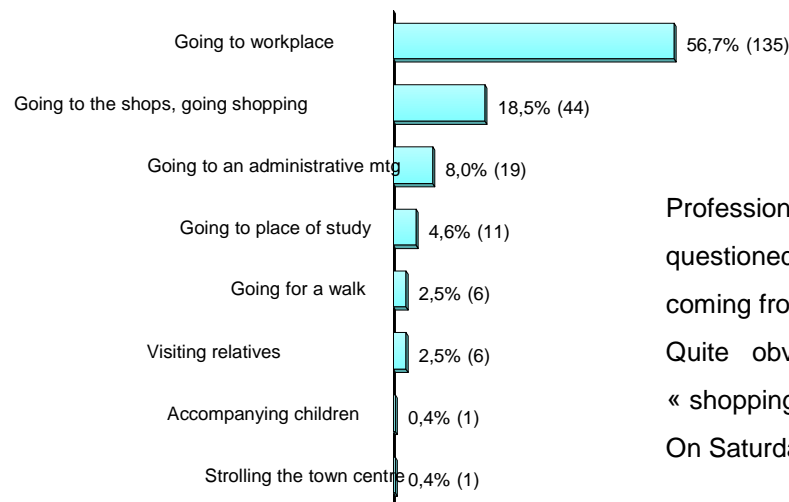


■ Every day or nearly  
■ Several times a week  
■ Once a week  
■ Less often  
■ It's the first time



NB : Providence car park is the only one that was surveyed on a Saturday, which might explain the less frequent usage. If one sets this carpark aside, about 60% of motorists usually park every day or nearly at the free town centre car parks..

## Reasons for movement



Professional reasons are less frequent amongst Quimper people: 42% of those questioned who came from Quimper gave professional reasons, against 64% of people coming from outside towns.

Quite obviously professional reasons would entail an almost daily visit; whilst « shopping » visits would be weekly .

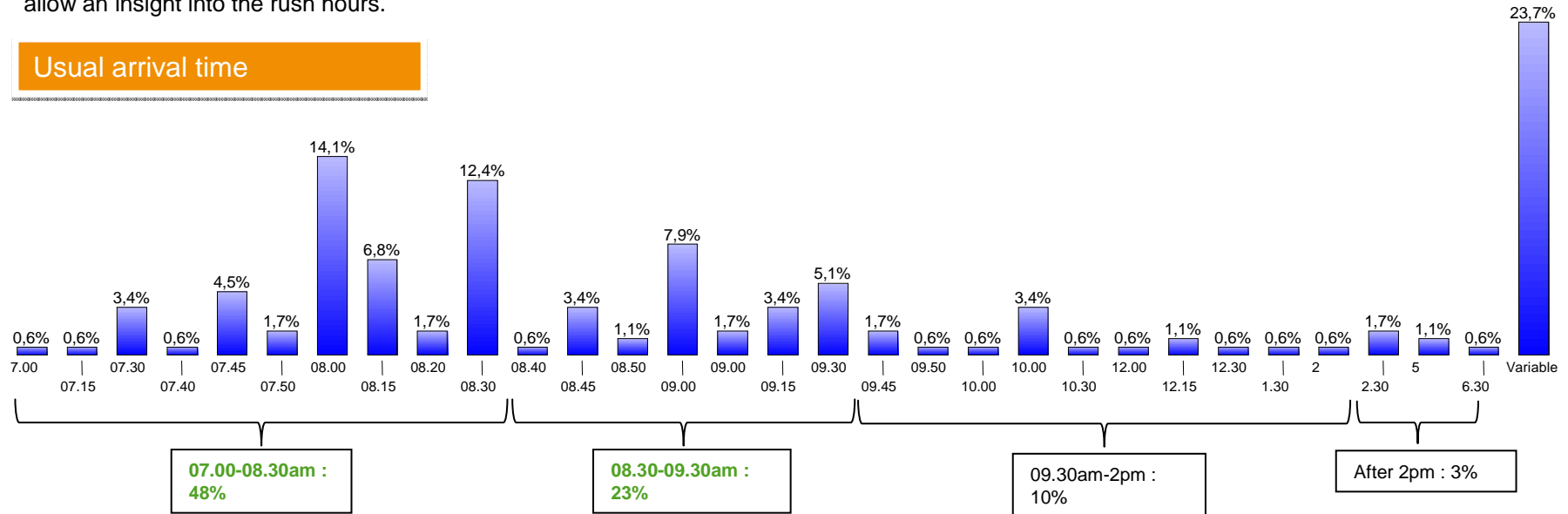
On Saturdays, 24% of visits were tied to professional reasons.

# Car park usage



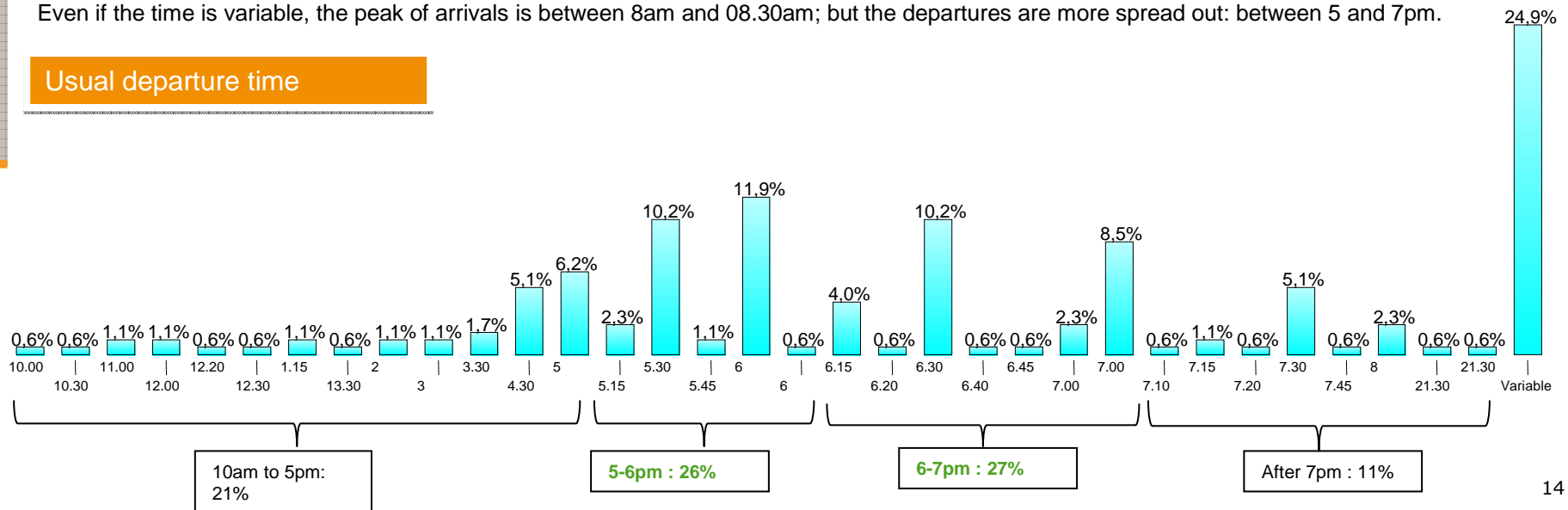
**Be aware** : these graphics are not intended to be a precise representation of traffic frequency at the car parks. The responses are of course influenced by the time when the interviewers are there (07.30 – 10am then 5-7.30pm and during the day on Saturday. They nevertheless allow an insight into the rush hours.

## Usual arrival time



Even if the time is variable, the peak of arrivals is between 8am and 08.30am; but the departures are more spread out: between 5 and 7pm.

## Usual departure time



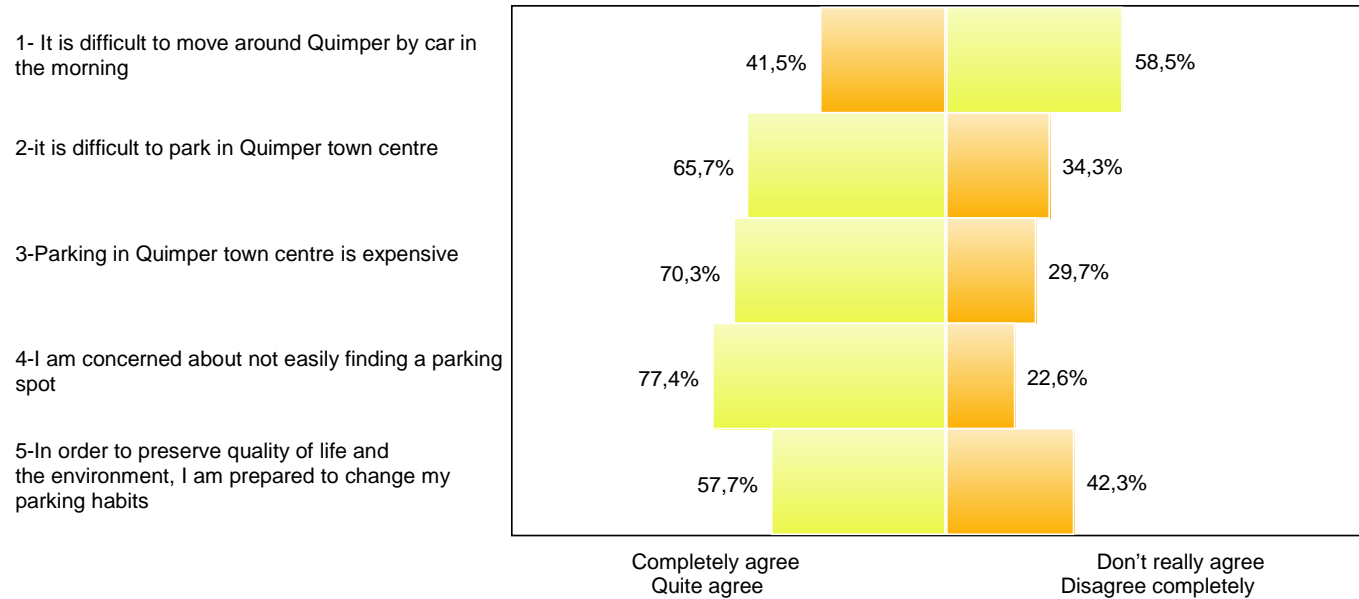


# MOVING AROUND QUIMPER

# Car traffic



« Do you agree with the following statements ? »



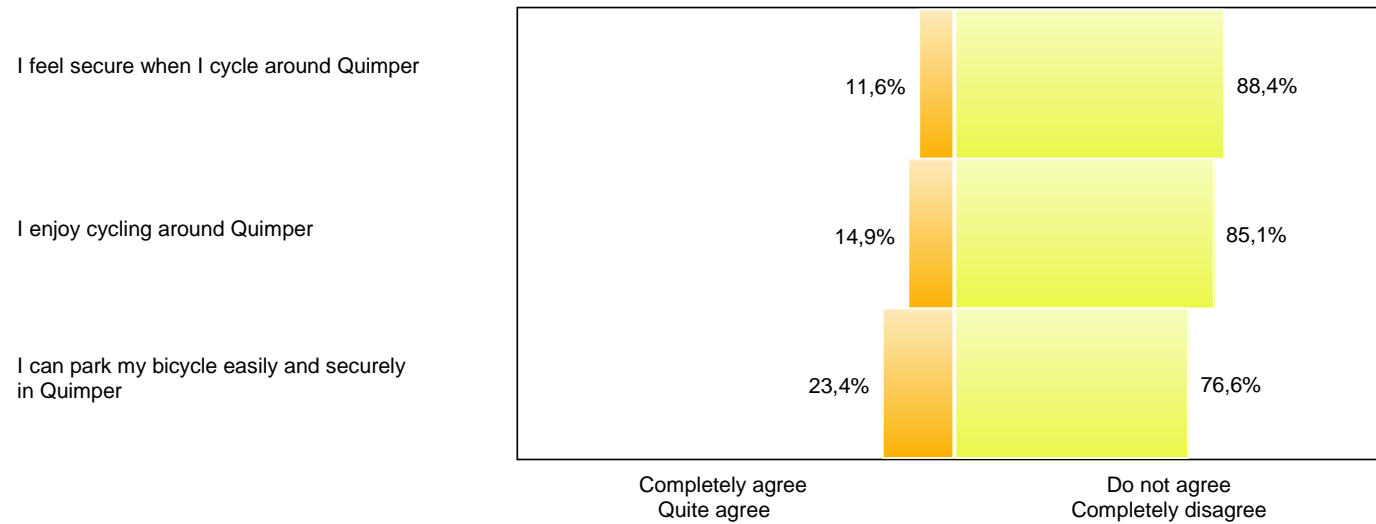
	Completely agree		Quite agree		Don't really agree		Completely disagree		Total
<b>1- It is difficult to park in Quimper town centre in the morning</b>	55	26,6%	31	15,0%	42	20,3%	79	38,2%	207
<b>2-It is difficult to park in Quimper town centre</b>	37	34,3%	34	31,5%	28	25,9%	9	8,3%	108
<b>3-Quimper town centre parking is expensive</b>	129	60,8%	20	9,4%	19	9,0%	44	20,8%	212
<b>4-I am concerned about not easily finding a parking spot</b>	157	71,0%	14	6,3%	17	7,7%	33	14,9%	221
<b>5-[...], I am prepared to change my parking habits</b>	62	28,2%	65	29,5%	40	18,2%	53	24,1%	220

Motorists think that Quimper traffic is quite fluid. On the other hand, they experience parking difficulties and point out the cost of it. All the same, 42% of those questioned wanted to retain their displacement habits.

# Bicycle traffic



« Do you agree with the following statements ? »



	Completely agree		Quite agree		Do not agree		Completely disagree		Total
<b>I feel secure when I cycle around Quimper</b>	9	5,5%	10	6,1%	11	6,7%	134	81,7%	164
<b>I enjoy cycling around Quimper</b>	11	6,8%	13	8,1%	16	9,9%	121	75,2%	161
<b>I can park my bike easily and securely in Quimper</b>	22	14,3%	14	9,1%	8	5,2%	110	71,4%	154
<b>Total</b>	42	8,8%	37	7,7%	35	7,3%	365	76,2%	479

Moving around Quimper by bike is strongly questioned.



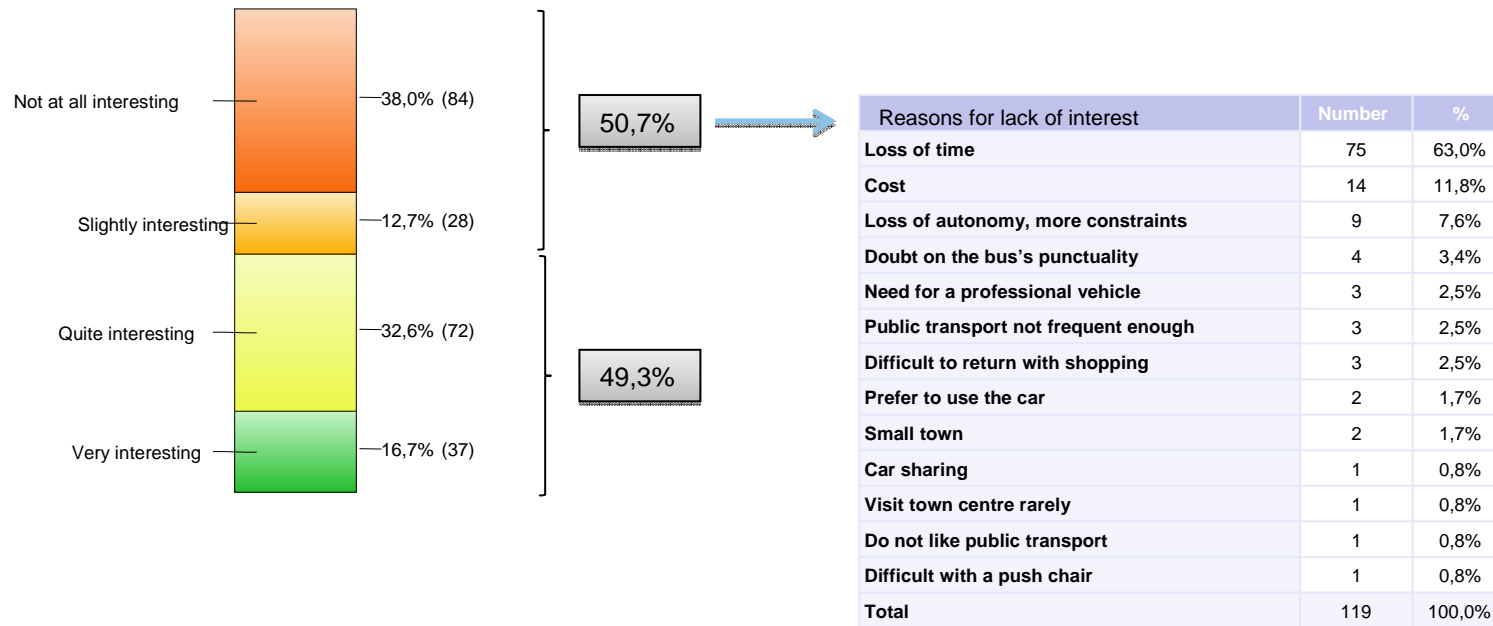
# THE PARKING RELAY CONCEPT

# Level of satisfaction on the principle



« The relay parking / QUB bus principle allows one to reach the town centre in less than 10 minutes. At peak times, there is a bus every 10 minutes. The bus lines function from 7am to 8pm ».

« For you, you find the principle... »

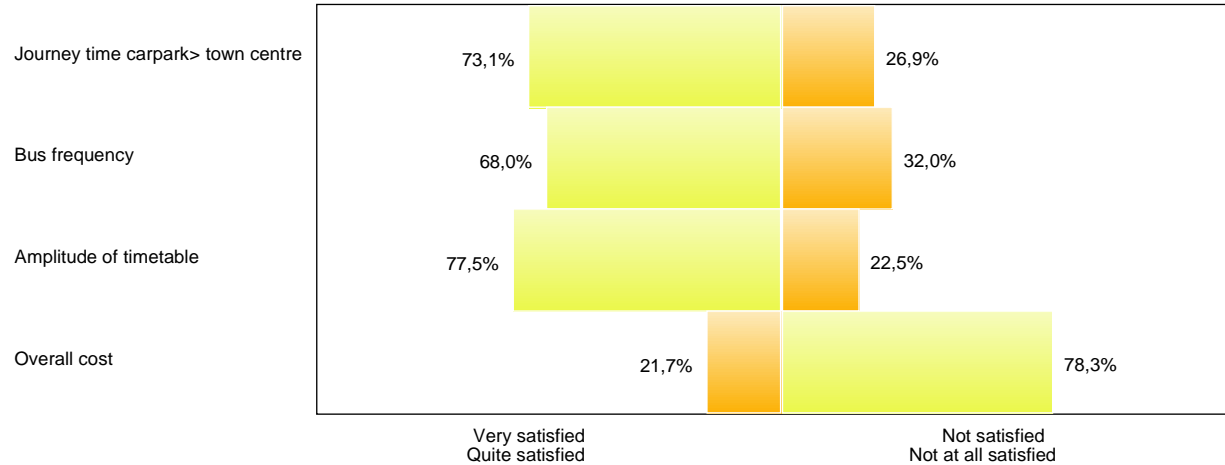


The rate of interest is similar between current users of the bus network and non-users, no matter where they are from. We note a keener interest from men: 60%, against 40% from women.

# Level of satisfaction on the principle



« And more precisely, how do you judge the following aspects ... »



	Very satisfied		Quite satisfied		Not satisfied		Not at all satisfied		Total
<b>Journey time carpark &gt; town centre</b>	75	34,2%	85	38,8%	25	11,4%	34	15,5%	219
<b>Bus frequency</b>	82	37,4%	67	30,6%	41	18,7%	29	13,2%	219
<b>Amplitude of timetable</b>	106	48,6%	63	28,9%	24	11,0%	25	11,5%	218
<b>Overall cost</b>	11	5,1%	36	16,6%	39	18,0%	131	60,4%	217
<b>Total</b>	274	31,4%	251	28,8%	129	14,8%	219	25,1%	873

At this stage, those questioned did not have precise information on the pricing, or it seems that the pricing image is very negative (if they asked for more information, the response given by the interviewer was « the price of a bus journey »).

On these different criteria, one notes a more positive perception with men, except for the timetable amplitude where men and women have the same opinion.

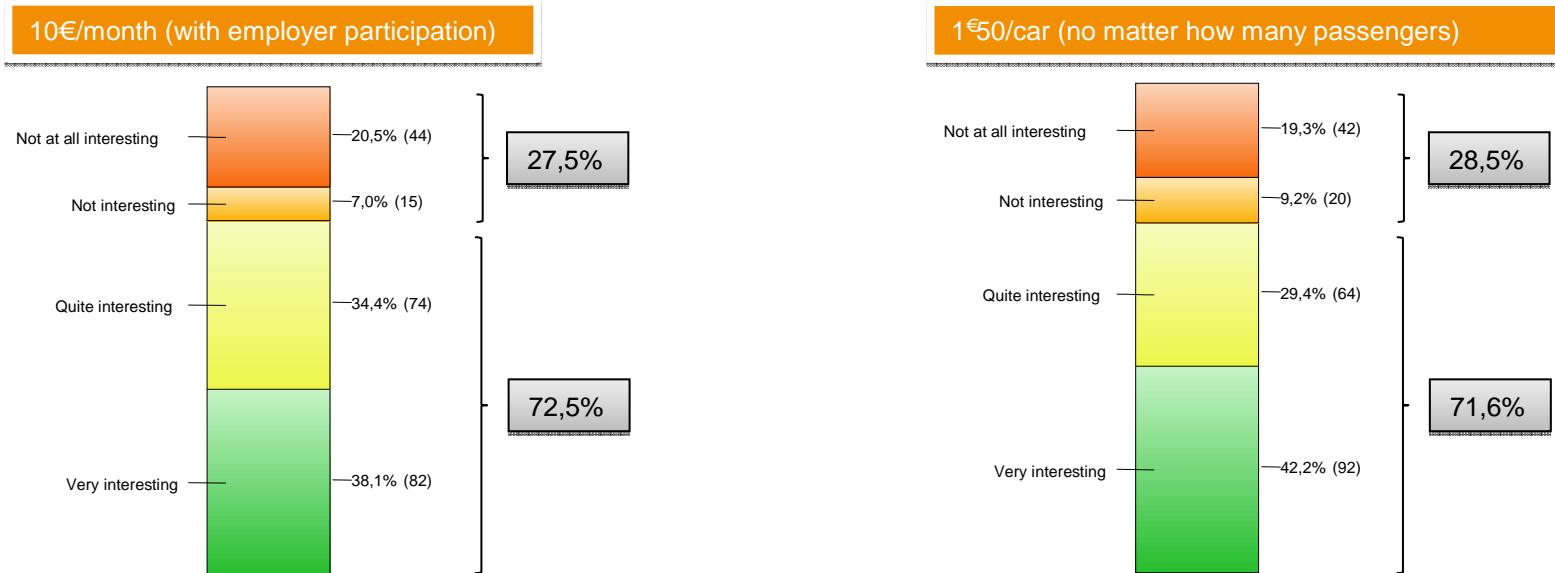
On the other hand, differences exist according to whether the motorist is already a bus-user or not :

- 86,5% of users appreciate the journey time (against 70% of non-users)
- 76,0% of users appreciate the journey frequency (against 66% for non-users)

# Level of satisfaction on the principle



« Concerning the specific bus ticket « carpark + bus » :



Among the uninterested people, the great majority wanted it to be totally free: 85% between them (around 24% of those questioned).

12 people accepted they must pay but only the minimum :

Monthly tariff

3 € (1 person)

5 € (4 people)

Single tariff

0,50 € (2 people)

1 € (4 people)

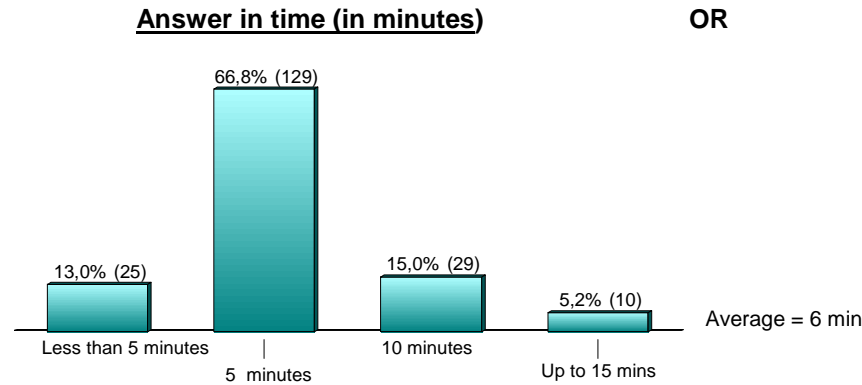
1,20 € (1 person)

Finally, after being given the true pricing, the opinion on price image reverses. The fixed rates thus constitute real levers.

# Expectations of potential users



« At what maximum distance must the nearest bus stop be situated from the carpark and / or your final destination ? »



OR

**Answer in distance (in metres)**

	Number	%
Under 50m	3	20,0%
Between 50-499m	4	26,7%
From 500-799m	3	20,0%
Over or equal to 800m	5	33,3%
<b>Total</b>	<b>15</b>	<b>100,0%</b>

Whilst the real constraint perceived in the proposition « parking + bus » was a loss of time (34% of those questioned), 67% accept doing 5 minutes walk on foot to reach the bus stop.

« And what should the timetable amplitude of the car park be ? » (basis: 221 questioned)

**Opening time :**

5am	4	1,8%
6am	12	5,4%
6.30am	8	3,6%
7am	41	18,6%
8am	3	1,4%

**Closing time :**

Until 7pm	2	0,9%
Until 8.30pm	27	12,2%
Until 9pm	15	6,8%
Until 10pm	8	3,6%
Until 11pm	5	2,3%
Until 2am	4	1,8%

77 people, thus 35% of those questioned, wanted continuous opening

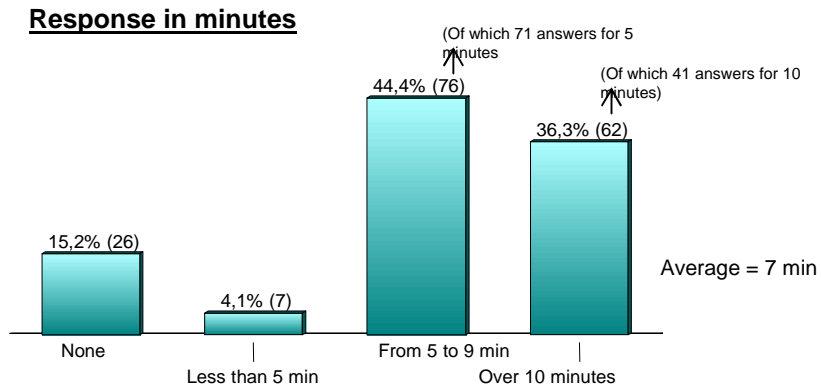
In relation to their current usage of town centre car parks, the motorists take a security margin; whilst arrival peaks seem to be between 8 and 8.30am, the majority want an access from 7am. In the same way, whilst the departures are made rarely after 7pm, a closure after 9pm is envisaged.

In any case, the majority (35%) want permanent access.

# Expectations of potential users



« What supplementary time on top of your total journey are you ready to accept ? »

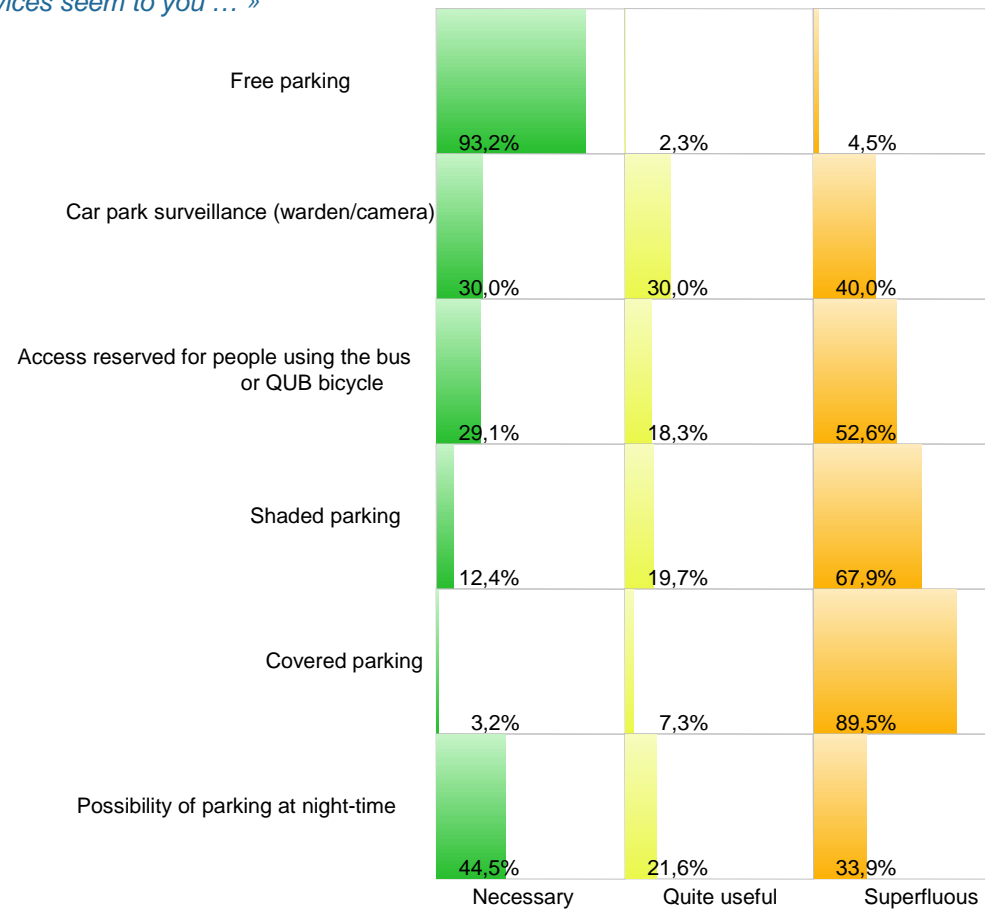


Once again, we note that whilst a few motorists are reluctant due to loss of time, 44% would tolerate a supplementary time of 5 minutes and 36% up to 10 minutes.

# Expectations of potential users



« The following services seem to you ... »



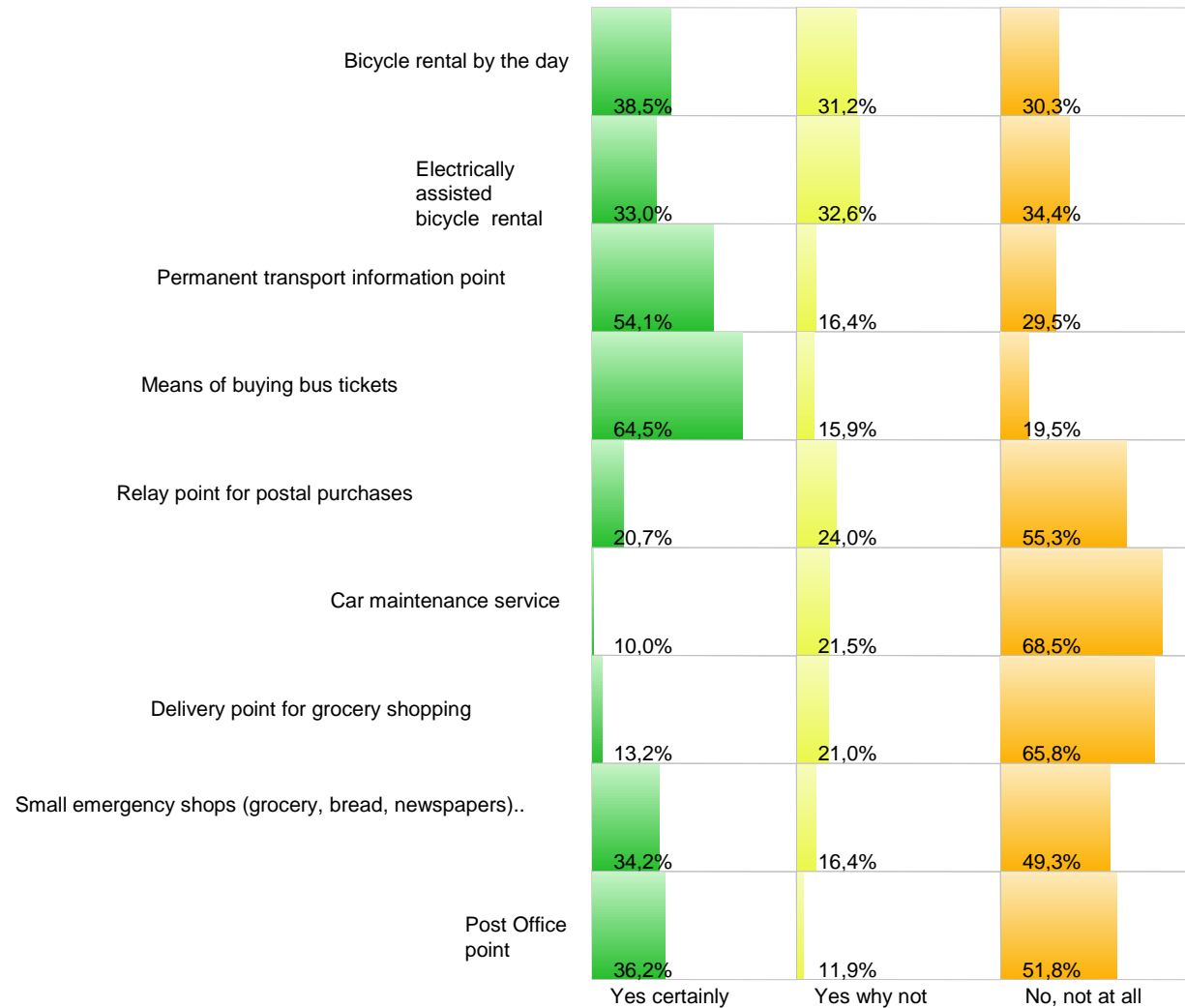
That the car park is free is considered a necessity. More information should be gathered on this criterion because the financial aspect is strongly criticised in the town centre car parks, and the image of the relay car parks is rather negative on this point; one gets the impression that those questioned are unaware of the « parking+bus » concept.

Once again one notes an expectation of permanent access. Furthermore the need for security should not be ignored. On the other hand, comfort is not considered important

# Expectations of potential users



« Would the following services offered at the car park constitute an interest for you ? »



In order to fulfil its function perfectly, potential users hope to find services tied to intermodality: QUB information and ticket purchase, eventually bicycle rental.

# Expectations of potential users



« What other complementary services might favour the usage of this relay carpark ? »

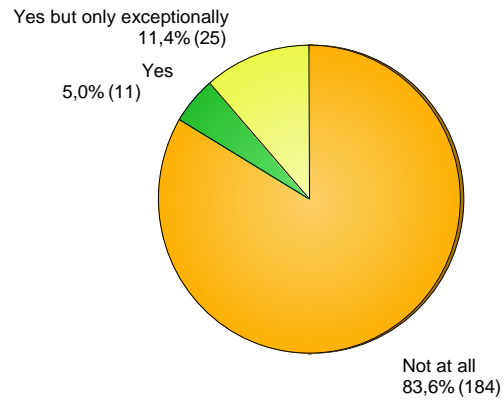
	Effectifs	%
Toilets (free)	10	40,0%
Day nursery	4	16,0%
Rubbish disposal	2	8,0%
Shuttle for handicapped people	2	8,0%
Association offices	1	4,0%
Snack food	1	4,0%
Shelters	1	4,0%
Dog area	1	4,0%
Ashtrays	1	4,0%
Recharge point for electric cars	1	4,0%
Sports room	1	4,0%
<b>Total</b>	<b>25</b>	<b>100,0%</b>

# USAGE INTENTION





« To begin with, would you use the Croix des Gardiens car park ? »

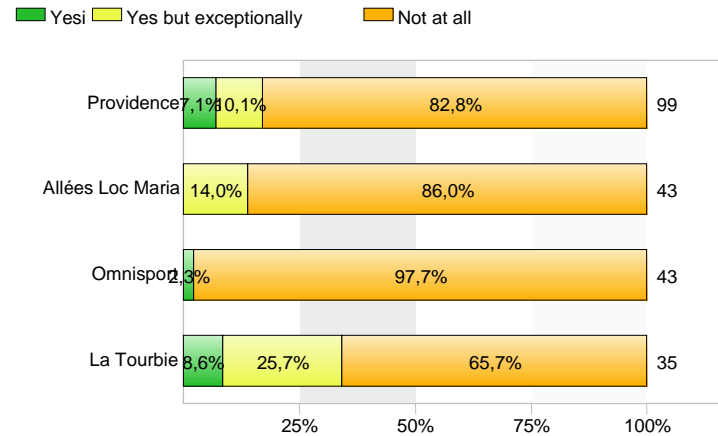


Not at all  
83,6% (184)

↓

For what reasons	Number	%
<b>Too far</b>	91	86,7%
<b>Loss of time</b>	7	6,7%
<b>Expensive</b>	6	5,7%
<b>Less freedom of movement</b>	3	2,9%
<b>Need work vehicle</b>	1	1,0%
<b>Lack of frequency</b>	1	1,0%
<b>Obliged to take the bus</b>	1	1,0%
<b>Absence of security</b>	1	1,0%
<b>Total</b>	105	100,0%

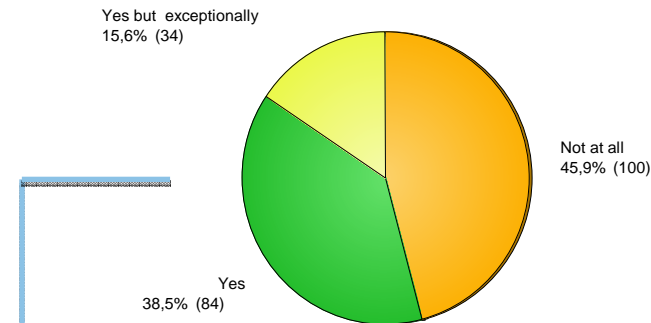
Bearing in mind current parking place



# Other relay car parks

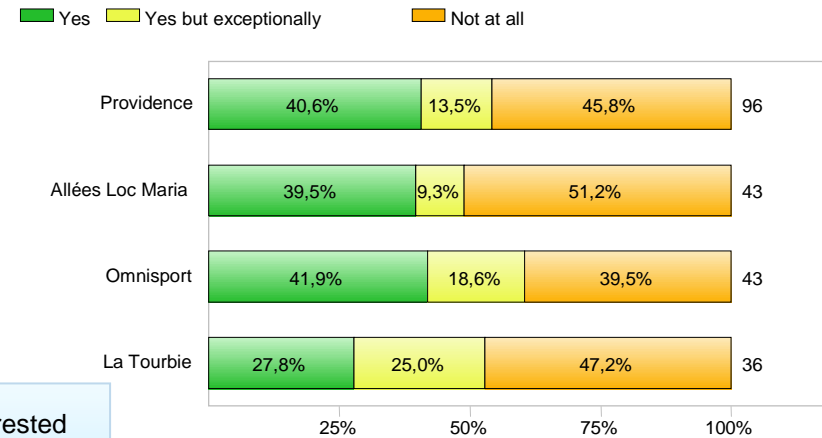


« If tomorrow, there was a relay car park at less than 15 mins by bus from the town centre and close to your usual journey would you be ready to use it ? »



57% of people coming from outside Quimper might be interested and 46% of those coming from Quimper.

## Bearing in mind current parking area



### Si OUI :

	Number	%
Ludugris	27	21,9%
Eau Blanche	22	17,9%
Kerdrezec	21	17,1%
Croix des Gardiens	16	13,0%
Route de Douarnenez	15	12,2%
Rouillen	9	7,3%
Kerlic	4	3,3%
Moulin des Landes	3	2,4%
Gare sncf	2	1,6%
Rond point De Bénodet	2	1,6%
<b>Total</b>	<b>123</b>	<b>100,0%</b>

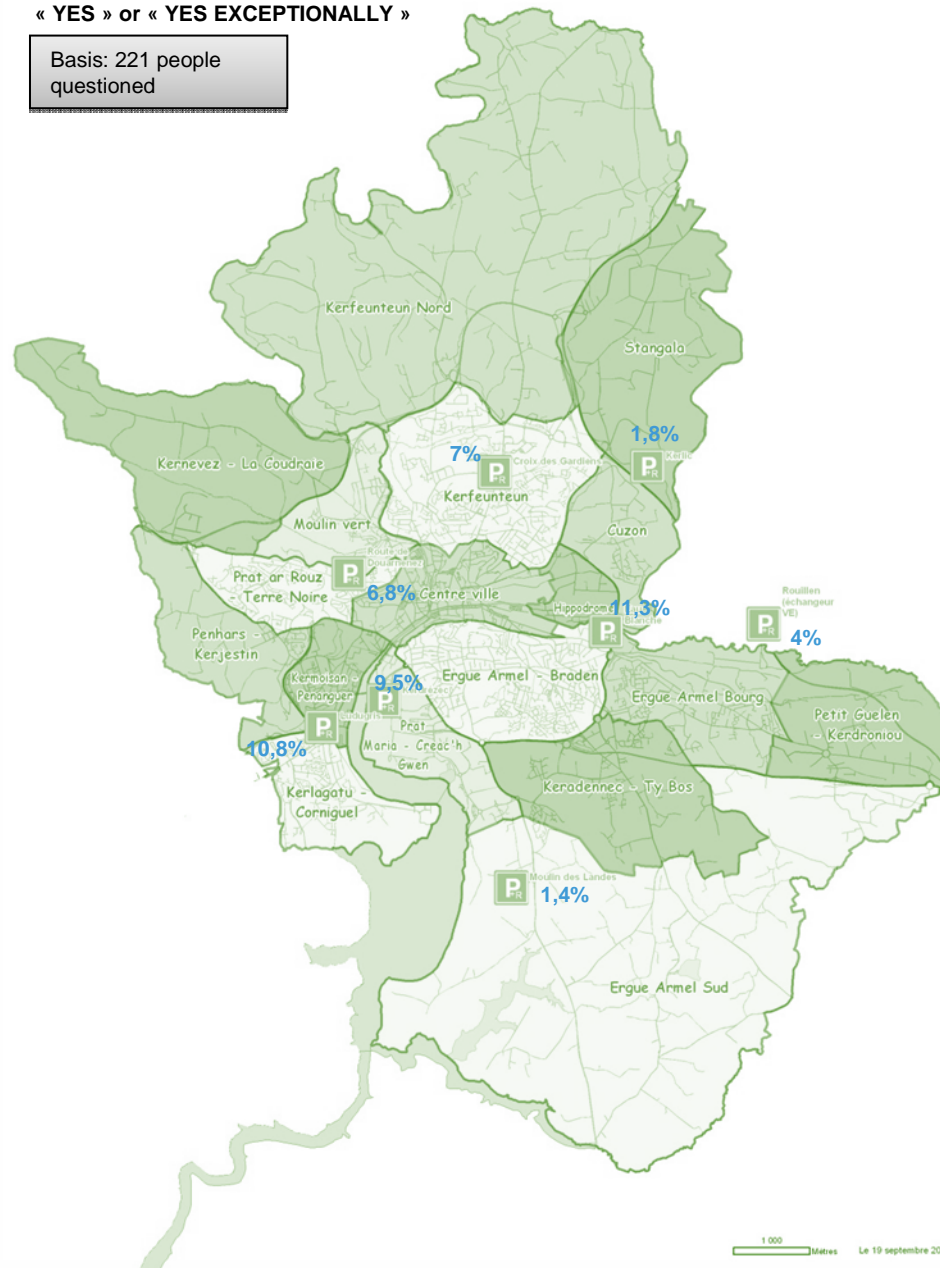
Only 5% of motorists are today ready to use the « Croix des Gardiens » carp park but the reason for refusal is essentially bases on the problem of localisation. Thus, we note that if they had the choice of site, the relay parking could frankly interest 38% of people, maybe more than half for more specific usage.

In concrete terms, amongst those 184 hesitant people counted solely on the question of the Croix des Gardiens car park, 51% change opinion if one gives them the choice of site (and 49% are still reticent).



**Interest for relay car parks**  
**« YES » or « YES EXCEPTIONALLY »**

Basis: 221 people  
questioned



# CONCLUSION

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- ▶ **An adapted user profile**
- ▶ **A appealing concept**
- ▶ **An overestimation of price to smooth out**
- ▶ **A relay car park which must be accessible**
- ▶ **Users must accept certain concessions**



# CROIX DES GARDIENS

## Context and Methodology

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The survey at the different town centre car parks took place from 22-30 September.

The second time, on Tuesday 4 and Thursday 13 October, after the phasing-in of the new regulations for the Providence car park, the interviewers questioned motorists using the car park « Croix des Gardiens » over its relay carpark function.

The « Croix des Gardiens » results are quite succinct since over these 2 days, only 14 questionnaires were obtained (due to lack of influx). The following pages will only re-present the analysis elements seen previously if the differences seem perceptible between the opinions of the free town centre carpark surveys / relay car parks.

On the other hand, all the results are presented whose questions were specific to the Croix des Gardiens carpark.

# Composition of the sample



All the people questioned were alone in their car.  
 Thirteen women answered the survey and one man.

Half of the people questioned said they were public transport users aswell (against 17% in the results « town centre car parks »). This in part is explained by the motorists who have chosen to park at this car park to take the bus and now consider themselves QUB clients. Among these clients 2 are season-ticket users and the others use single tickets (of whom half say they are free tickets).

## Towns of provenance

	Number	%
<b>Briec</b>	3	21,4%
<b>Plogennec</b>	3	21,4%
<b>Plomelin</b>	2	14,3%
<b>Pluguffan</b>	2	14,3%
<b>Quimper</b>	4	28,6%
<b>Total</b>	14	100,0%

The 4 people from Quimper come from Kerfeunteun district

## Reasons for movement



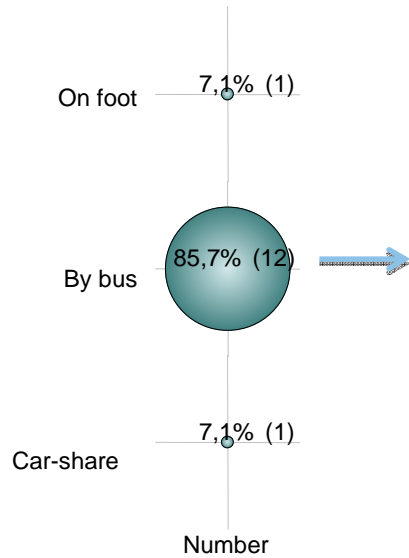
# Utilisation du parking



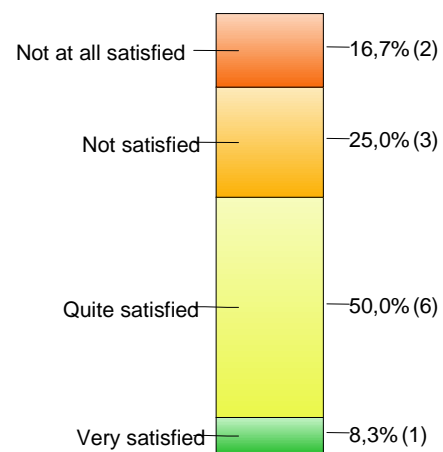
## Final destination

Putting aside the person for whom the car park constituted the final destination, the other 13 were going to the town centre.

### Means of transport until the final destination :



### Level of satisfaction :

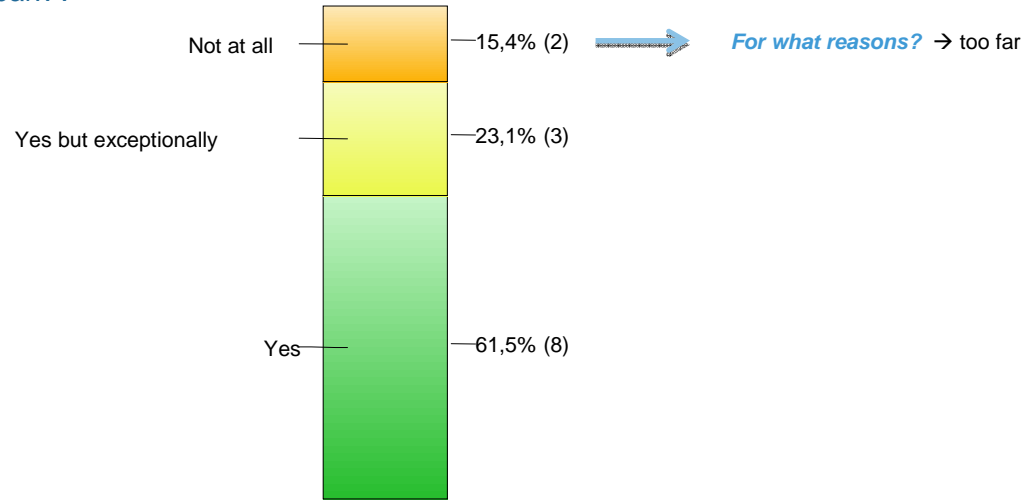


Why?	Number	%
<b>Very long journey</b>	3	60,0%
<b>Time taken</b>	2	40,0%
<b>Timetable</b>	1	20,0%
<b>Cost</b>	2	40,0%
<b>Total</b>	5	100,0%

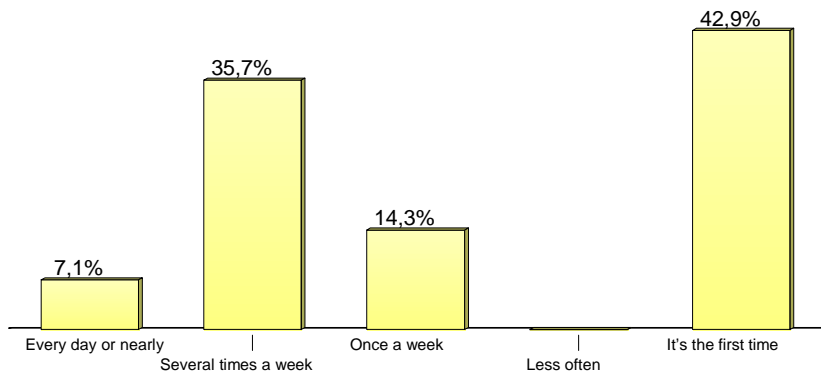
# Car park usage



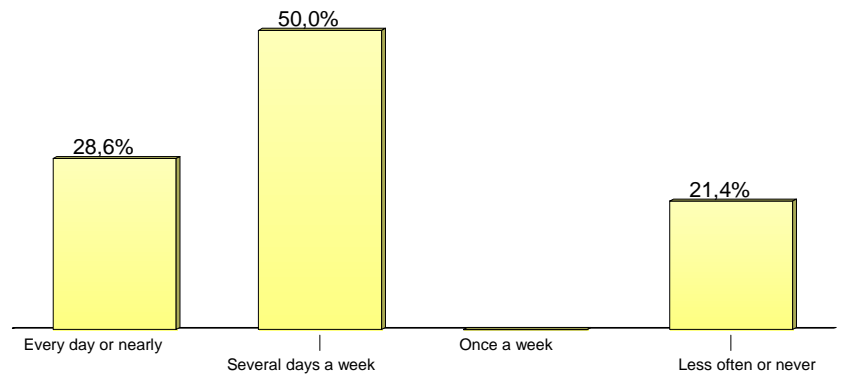
« In the future in order to get to the town centre would you think about using this relay car park ? »



Current usage frequency



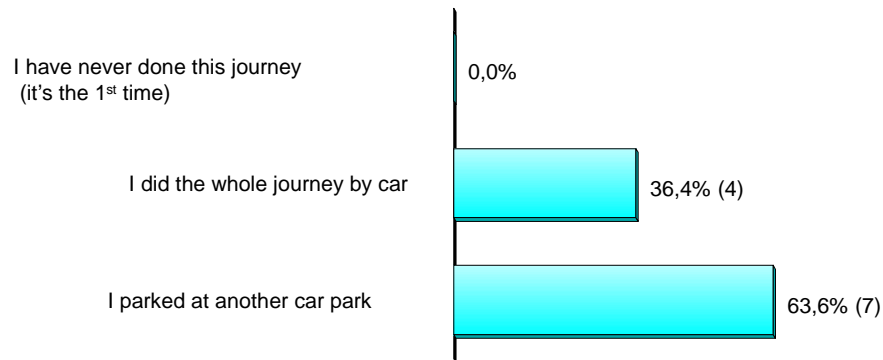
Future usage frequency



# Car park usage



« Usually, for the same type of journey, how would you do it ? »



« What elements motivated you to use this car park ? »

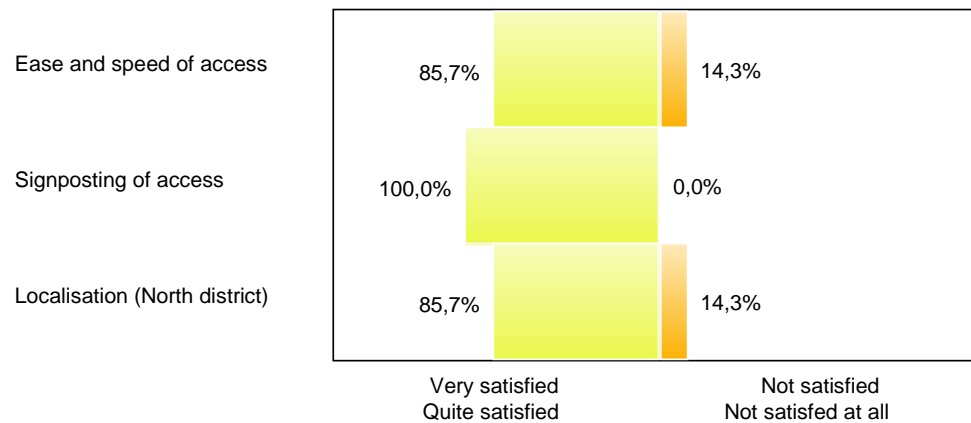
	Number	%
<b>Providence car park has become a blue zone</b>	4	50,0%
<b>No space at the other car parks</b>	2	25,0%
<b>Free ticket</b>	1	12,5%
<b>Closeness</b>	1	12,5%
<b>Total</b>	8	100,0%

85% of those questioned at the Croix des Gardiens are ready to change their displacement habits in order to preserve their lifestyle and the environment (58% for those questioned in the town centre).

# Car park usage



« Of the car park offered, what is your level of satisfaction ? »



## Level of satisfaction on the principle



« The relay car park/QUB bus proposition allows access to the town centre in less than 10 minutes. In peak hours, there is a bus every 10 minutes. The bus lines run from 7am to 8pm »

→ Half of those questioned in the town centre found the concept interesting.

→ 64% of those questioned at Croix des Gardiens find the concept interesting (i.e. 9 people).

The dissatisfaction was expressed with the necessary delays as much as with the cost (the loss of time at 70% of opinion arrived mostly first in preceding analysis).

	Number	%
<b>Cost</b>	2	40,0%
<b>Delay</b>	2	40,0%
<b>Insufficient frequency</b>	1	20,0%
<b>Total</b>	5	100,0%

NB : 11 people thought they knew the entire proposition perfectly and 3 know it partially.

« What supplementary time on top of your total journey are you ready to accept ? »

Whilst 80% of those questioned in the town centre expressed readiness to accept supplementary journey time of less than 5 minutes, tied to the usage of a relay car park, in reality, at the Croix des Gardiens carpark, 44% accept this concession and more than half do not want their journey to take any more time.