



# Travel to Work Report 2008

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**EXTERNAL**

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## Headline results

- Sustainable travel has increased from 32.5% to 34.2% from 2007 to 2008.
- This is an increase of 6.4% since 2005.
- Organisations based in the larger urban areas have less than 70% respondents travelling to work by car. This compares with organisations whose offices are mainly in smaller urban or rural areas where the modal share travelling by car ranges from 72% to 80%.
- BT, Willis and CSD have the highest proportion of sustainable travelling rather than the local authorities and Suffolk Primary Care Trust (PCT).
- BT, CSD and Waveney did not improve their sustainable travel on 2007
- There is an approximately 60/40 split of respondents who travel more than 5 miles/ under 5 miles to their place of work.

## Background

The second Suffolk Local Transport Plan (LTP) was implemented in 2006. It set out Suffolk County Council's intentions regarding transport issues for the five-year period to 2011. It identified a number of primary and secondary objectives that included increasing the use of sustainable modes of travel.

The 1-day travel to work survey is one of a number of activities to help Suffolk County Council (SCC), understand how people travel within the county in order to help improve transport services. The data collected from this survey is used in two main ways:

- To monitor Suffolk's local performance indicators related to sustainable travel for LTP2.
- To assist companies to annually monitor progress on their Green Travel Plans.

The 1-day travel to work survey has been conducted on-line and was first used by SCC in May 2003. Sustainable modes of transport for LTP2 are taken to mean:

- walking
- cycling
- bus
- park & ride
- train
- taxi
- car passenger
- working from home

This is the definition used for the data shown in the rest of the report.

Prior to the 2007 survey the PCT group was made up of the individual PCTs. In 2007 these were merged, with the exception of Waveney PCT, to become Suffolk PCT. Waveney PCT became part of Great Yarmouth and Waveney PCT, and as such was not included in the Suffolk travel survey. The PCTs also do not include staff employed by the hospitals. Anglian Water only took part in 2005.

## Methodology for 2008 Survey

- The 2008 ‘1-day travel to work’ survey was conducted entirely on-line.
- The survey had two pages of questions, which included five questions on how people travelled to work, and for the first time a further seven demographic questions. The travel to work questions on page 1 were: -
  1. Which organisation to you work for?
  2. How did you travel to work today, Wednesday 6th June?
  3. How do you usually travel to work?
  4. What distance do you travel to work?
  5. Are you an essential car user?
- Questions 2-5 were the same as the 2005/ 2006 surveys. Each question had a list of standard answers of which the respondent could select one. Questions 1 and 2 had more options to select in 2006, 2007 and 2008- respondents could choose between Car driver- car share, or Car driver- single occupant instead of just car driver.
- Previously a separate link (URL of the same survey) was provided to each participating organisation, however for 2008 “Survey Monkey” was used so it was easier to get respondents to select which organisation they worked for. Since 2006 Customer Service Direct has been included as separate from SCC.
- The survey was initiated on Wednesday 14th May, and left active for approximately two weeks to allow people not at their workplace on the Wednesday to still respond.
- Data analysis was completed using Microsoft Excel.
- On the day of the survey the weather was fine and dry, but cooler than previous surveys with greater chance of rain.
- There were some technical problems with Ipswich and Mid Suffolk, so few responses were received from them.

The organisations and the geographic location of where the majority of the workforces are based are shown in Table 1, with respondent numbers for 2007.

Table 1 – Organisations, Companies and Respondent numbers

Organisation	Location	Number of Respondents	% of Total Respondents
Suffolk County Council	Ipswich	1518	35%
Customer Service Direct	Ipswich	277	6%
Babergh District Council	Hadleigh	119	3%
Forest Heath District Council	Mildenhall	113	3%
Ipswich Borough Council	Ipswich	10	0%
Mid Suffolk District Council	Needham Market	15	0%
St. Edmundsbury Borough Council	Bury St. Edmunds	112	3%
Suffolk Coastal District Council	Woodbridge	187	4%
Waveney District Council	Lowestoft	56	1%
British Telecom	Martlesham	1441	33%
Willis	Ipswich	682	16%
Suffolk Primary Care Trust	Bramford	114	3%
Total	-	4644	100%

## Results- 2007 All Organisations

For the 2008 survey there were 11 organisations taking part, however they were not the same as in 2005. CSD was included as separate from SCC.

As there were few responses from Ipswich and Mid Suffolk in 2008, the 2007 results have been used as a proxy in order to show no change, but keep the same organisations.

The total number of respondents for the 2007 survey was 4644 however with the Ipswich and Mid Suffolk proxy results included the total is 4940. The response rate from companies has varied but has been good in most instances. The lowest response rate was approximately 14%, with the highest being approximately 65%. The average response rate was 36%.

Table 2 – Modal Share, 2007 Survey

1. How did you travel to work today Wednesday 11 May?	Number	% Split
Bus	321	6.5%
Car driver- Car share	353	7.1%
Car driver- Single occupant	2484	50.3%
Car passenger	218	4.4%
Cycle	359	7.3%
Didn't go to work	315	6.4%
Motorcycle/Moped/Motor Scooter	66	1.3%
Other mode of transport	3	0.1%
Park & Ride	50	1.0%
Taxi	8	0.2%
Train	170	3.4%
Walk	416	8.4%
Worked from home	177	3.6%
<b>Total</b>	<b>4940</b>	<b>-</b>
Sustainable modes – Modal Share	1719	34.8%

Question 2 of the survey was introduced in 2004 following feedback from 2003 advising that on the day of the survey, a mode other than the respondents 'normal' had been used to travel to work. In light of the results from 2005 this has been proven useful, and is a better indicator for comparison with surveys after 2003. This is also the question used for the LTP2 indicator.

Table 3 – Usual Mode of Travel

2. How do you usually travel to work?	Number	% Split	Difference Today-Usually
Bus	349	7.1%	-28
Car driver- Car share	429	8.7%	-76
Car driver- Single occupant	2745	55.6%	-261
Car passenger	189	3.8%	29
Cycle	409	8.3%	-50
Motorcycle/Moped/Motor Scooter	0	0.0%	N/A
Other mode of transport	72	1.5%	-6
Park & Ride	4	0.1%	N/A
Taxi	63	1.3%	-13
Train	2	0.0%	6
Walk	144	2.9%	26
Worked from home	483	9.8%	-67
Total	4940	-	-
Sustainable modes	1690	34.2%	29

The results from Questions 1 & 2 are similar, however there is a significant difference in people usually using the car on the day compared to usually- 337 more people usually drive compared to on the day. Worked from home is the next highest change with 67 more people usually working from home. This highlights flexible working practices available. On the day of the survey there were 29 more people travelling sustainably than those who do normally.

Chart 1 – Q1 (Travel Today) & Q2 (Usually Travel) Comparison, 2008 Survey

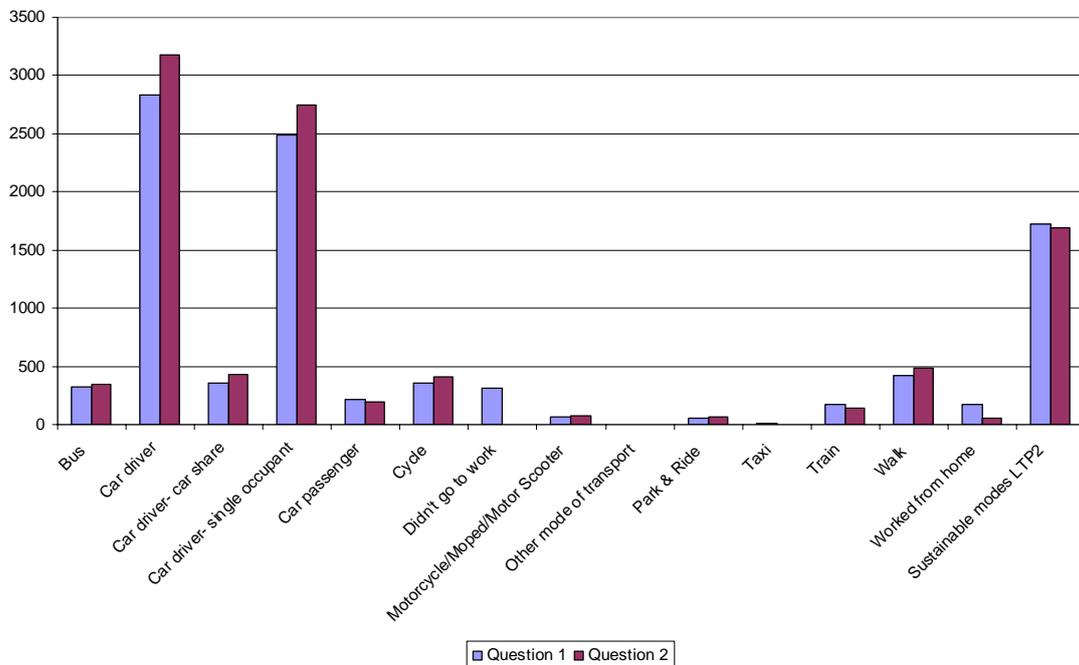
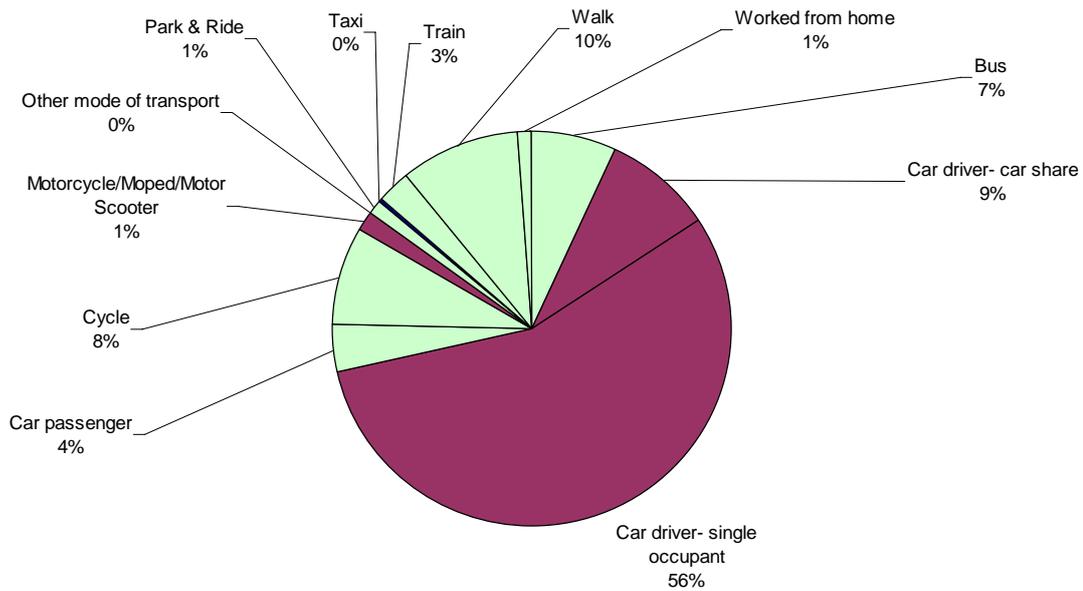


Chart 2 – Modal Share Question 2, 2008



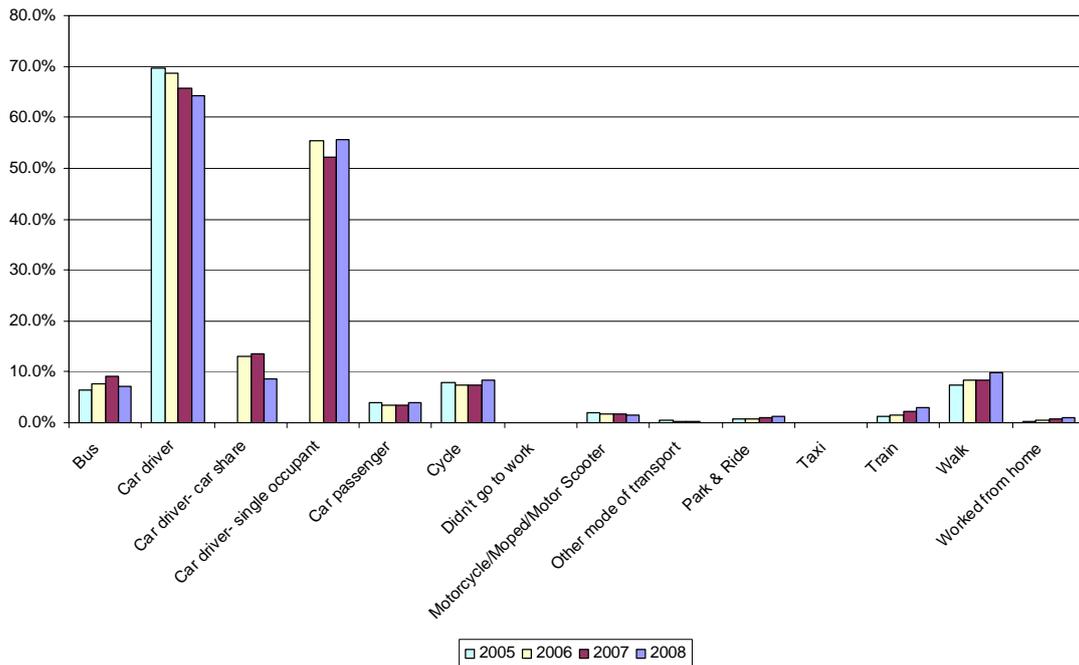
(Purple denotes unsustainable transport; green denotes sustainable transport)

Chart 2 shows usual mode of travel to work. Similarly to the previous surveys the organisations based in the larger urban areas have less than 70% respondents travelling to work by car. This compares with organisations whose offices are mainly in smaller urban or rural areas where the modal share travelling by car ranges from 72% to 80%. There are an equal number of rural/ urban organisations for the 2007 survey. BT, Willis, CSD, Ipswich Borough and Suffolk County Council have the highest proportion of sustainable travelling rather than the district authorities and PCT. Those district councils with low levels travelling sustainably however have improved in this survey.

Chart 3 shows the modal preference since 2005 for all organisations. The drop off in car use can be seen, as can cycling use, while bus and walking have seen a year on year increase. Train and Park & Ride have both seen a small increase overall.

The decrease in cycling to work is interesting to note as the cycling recorded at cycle counters located mainly in the 3 main towns in Suffolk show that cycle movements have increased significantly year on year since 2004.

Chart 3 – 2005 to 2008 Results – Modal Preference



Question 3 was introduced to find the distances people were travelling to work, and analyse whether people were travelling shorter distances unsustainably. The results indicate that there is an approximately 60/40 split of respondents who travel more than 5 miles/ under 5 miles to their place of work. As would be expected there is a decrease in the use of sustainable transport the further someone has to travel to work. Table 4 shows the summary of distances travelled by % split for 2005 and 2008. Generally there has been little change in distance travelled since the start of the survey.

Table 4 – Distance Travelled, 2005 & 2008

3. What distance do you travel to work?	2005	2008
Less than 1 mile	5.1%	5.5%
1 to less than 3 miles	19.6%	21.2%
3 to less than 5 miles	15.5%	15.2%
5 to less than 10 miles	24.2%	21.4%
10 to less than 20 miles	21.0%	22.1%
Over 20 miles	14.6%	14.6%

Table 5 shows the % of how each distance group travelled to work. Generally the further people travel, the less sustainable they are.

Table 5 – % of Distance Travelled by Mode

	<1 mile	1 to <3 miles	3 to <5 miles	5 to <10 miles	10 to <20 miles	>20 miles
Bus	1.6%	8.6%	9.8%	9.9%	5.7%	0.6%
Car driver- car share	1.6%	5.4%	10.3%	11.2%	9.0%	7.9%
Car driver- single occupant	10.8%	34.9%	58.5%	60.5%	72.0%	71.7%
Car Passenger	2.0%	5.6%	4.6%	2.9%	3.5%	2.3%
Cycle	9.2%	16.3%	12.1%	9.5%	2.1%	0.6%
Motorcycle/ Moped/ Motor Scooter	0.0%	1.4%	1.4%	1.8%	1.9%	0.9%
Park & Ride	0.0%	0.1%	0.4%	2.1%	1.5%	2.5%
Taxi	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%
Train	0.0%	0.0%	0.3%	1.4%	3.3%	12.0%
Walk	66.7%	27.3%	2.1%	0.1%	0.4%	0.0%
Worked From Home	8.0%	0.5%	0.1%	0.7%	0.6%	1.6%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Sustainable	87.5%	58.4%	29.7%	26.6%	17.1%	19.6%

Question 4 was introduced for 2006 survey in response to previous surveys, and to examine how many people would not necessarily be able to travel sustainably as they have to use their car for work purposes. Table 6 shows that overall 20% of respondents and 29% of those driving to work are essential car users. However it is interesting to note that a large number of those that say they are essential car users do not usually drive to work. These people presumably use pool cars at work instead of their own cars.

Table 6 – Essential Car Users (by usually travel to work)

4. Are you an essential car user?	Yes		No	
	Number	%	Number	%
Bus	12	3.8%	306	96.2%
Car driver- car share	75	19.3%	314	80.7%
Car driver- single occupant	769	29.3%	1856	70.7%
Car Passenger	4	2.3%	167	97.7%
Cycle	22	5.7%	363	94.3%
Motorcycle/ Moped/ Motor Scooter	4	6.0%	63	94.0%
Park & Ride	6	10.3%	52	89.7%
Taxi	0	0.0%	2	100.0%
Train	6	4.5%	127	95.5%
Walk	29	6.5%	417	93.5%
Worked From Home	5	10.0%	45	90.0%
Total	932	20.1%	3712	79.9%

The Suffolk PCTs had the highest proportion of essential car users, with more than half of all respondents answering 'Yes', while CSD had the lowest proportion with only 4%. This was closely followed by Willis (12%), BT (11%) and Ipswich BC (13%). The other districts and borough were generally between 30% and 40% essential car users. This may highlight that people still do not understand what is meant by an 'essential car user'

## Travel to Work- Less Than 5 Miles

The group travelling under 1 mile are the group most likely to be able to use sustainable transport, and it would be reasonable to assume most people can walk to work easily from this distance. Of the 5.5% travelling under 1 mile 87.6% were sustainable, by far the largest group. This was followed by those travelling 1 to less than 3 miles (21.1% of respondents) where 58.4% were sustainable, and for 3 to less than 5 miles (15.2% of respondents) 29.7%.

Overall, 41% of respondents travel less than 5 miles to their place of work. Of this group 47.2% drove their car to travel to work. The modal share by distance travelled indicates that 51.7% travel sustainably (Chart 4/ Table 7). This is an improvement on the results from the 2006 survey where 46.2% travelled sustainably, and just 38.1% in 2005.

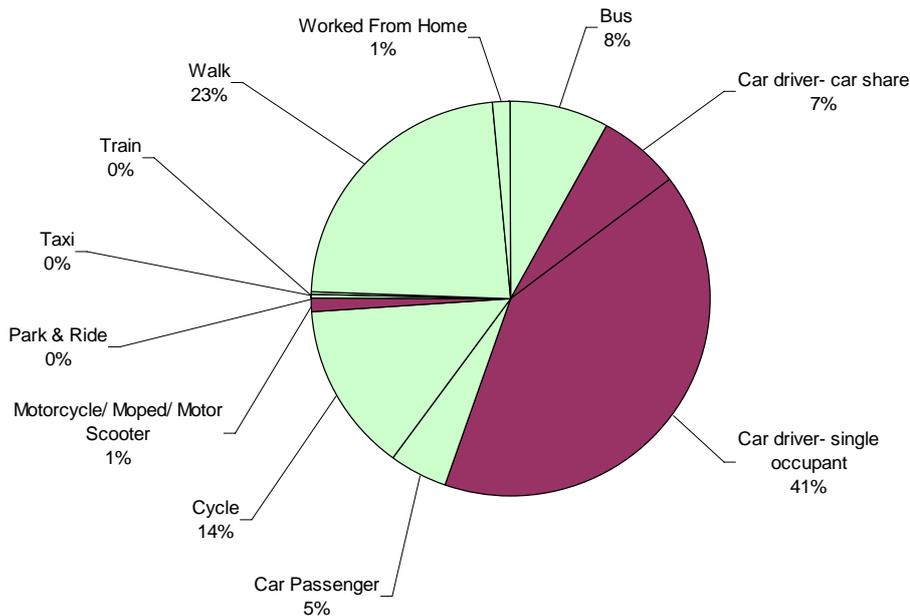
Table 7 – Distance Travelled by Mode (Under 5 Miles)

	Total <5 miles	
	Number	%
Bus	155	8.1%
Car driver- car share	127	6.7%
Car driver- single occupant	770	40.5%
Car passenger	90	4.7%
Cycle	263	13.8%
Motorcycle/Moped/Motor Scooter	23	1.2%
Park & Ride	4	0.2%
Taxi	2	0.1%
Train	2	0.1%
Walk	441	23.2%
Worked from home	26	1.4%
Total	1903	100.0%
Sustainable Modes	983	51.7%

Table 8 – Distance Travelled (Under 5 Miles) as % of Total Respondents

	Less <1 mile		1 to <3 miles		3 to < 5 miles		Total <5 miles	
	Number	%	Number	%	Number	%	Number	%
Bus	4	0.1%	82	1.8%	69	1.5%	155	3.3%
Car driver- car share	4	0.1%	51	1.1%	72	1.6%	127	2.7%
Car driver- single occupant	27	0.6%	332	7.1%	411	8.9%	770	16.6%
Car passenger	5	0.1%	53	1.1%	32	0.7%	90	1.9%
Cycle	23	0.5%	155	3.3%	85	1.8%	263	5.7%
Motorcycle/Moped/Motor Scooter	0	0.0%	13	0.3%	10	0.2%	23	0.5%
Park & Ride	0	0.0%	1	0.0%	3	0.1%	4	0.1%
Taxi	0	0.0%	0	0.0%	2	0.0%	2	0.0%
Train	0	0.0%	0	0.0%	2	0.0%	2	0.0%
Walk	166	3.6%	260	5.6%	15	0.3%	441	9.5%
Worked from home	20	0.4%	5	0.1%	1	0.0%	26	0.6%
Total	249	5.4%	952	20.5%	702	15.1%	1903	41.0%

Chart 4 – Modal Share Travelling Less Than 5 Miles to Their Place of Work



(Purple denotes unsustainable transport; green denotes sustainable transport)

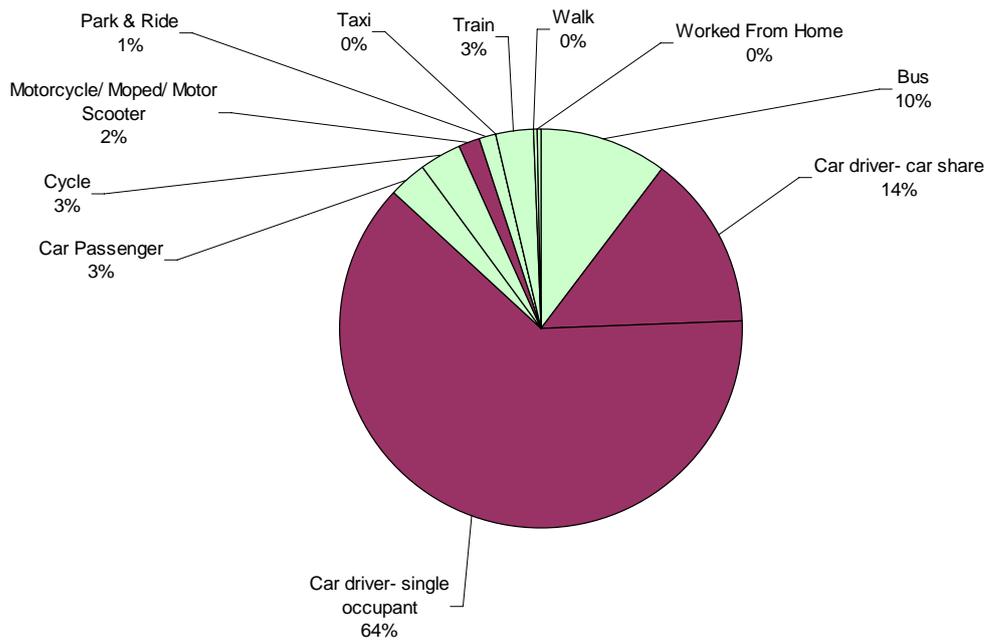
### ***Travel to Work- Over 5 Miles***

The level of sustainable travel is much lower for those travelling over 5 miles, only 21.2%, however this is an improvement on the 2006 results where only 18.3% travelled sustainably.

Of the 21.4% travelling 5 to less than 10 miles 26.6% were sustainable, followed by over 20 miles (14.6% respondents) where 19.6% were sustainable, and for 10 to less than 20 miles (22.1% respondents) only 17.1%.

Generally the figures for car driver single occupant are not that high- for example only 5.6% of all respondents travel in a car by themselves over 5 miles- the % who car share is 39.9%. It is not known however how much of the journey is car share, and the purpose of this, e.g. dropping children off at school.

Chart 5 – Modal Share Travelling Over 5 Miles to Their Place of Work



(Purple denotes unsustainable transport; green denotes sustainable transport)

Table 8 shows an overall summary of the last three groups of question 3- those travelling over 5 miles.

Table 9 – Distance Travelled by Mode (Over 5 Miles)

	Total >5 miles	
	Number	%
Bus	163	5.9%
Car driver- single occupant	262	9.6%
Car driver- car share	1855	67.7%
Car passenger	81	3.0%
Cycle	122	4.5%
Motorcycle/Moped/Motor Scooter	44	1.6%
Park & Ride	54	2.0%
Taxi	0	0.0%
Train	131	4.8%
Walk	5	0.2%
Worked from home	24	0.9%
Total	2741	100.0%
Sustainable Modes	580	21.2%

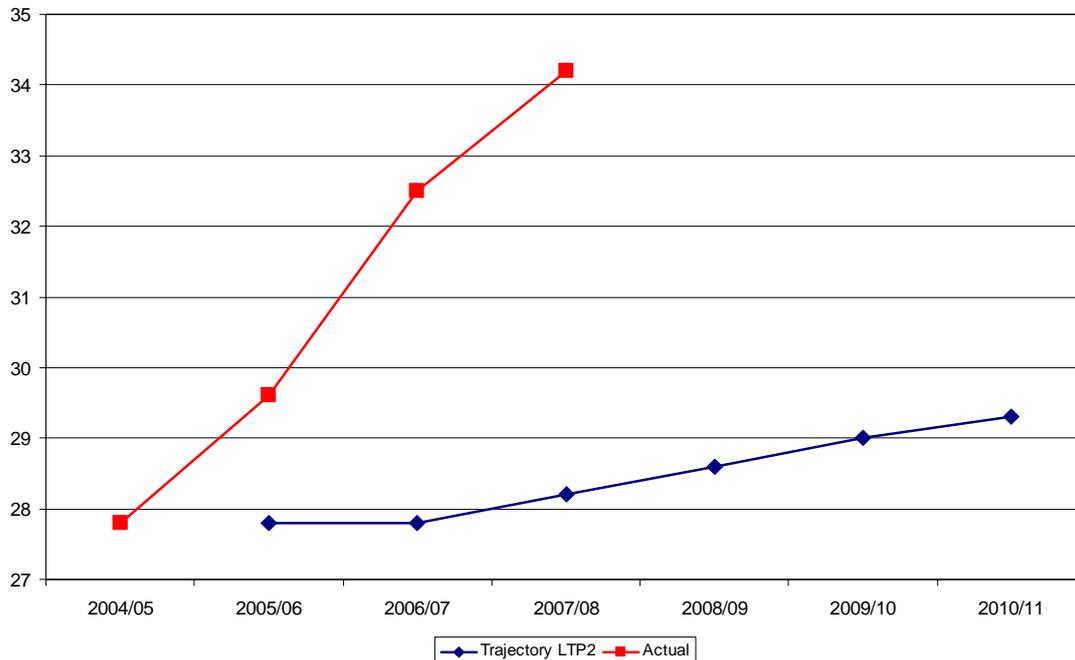
Table 10 – Distance Travelled (Over 5 Miles) as % of Total Respondents

	5 to <10 miles		10 to <20 miles		Over 20 miles		Total >5 miles	
	Number	%	Number	%	Number	%	Number	%
Bus	100	2.2%	59	1.3%	4	0.1%	163	3.5%
Car driver- single occupant	113	2.4%	94	2.0%	55	1.2%	262	5.6%
Car driver- car share	611	13.2%	748	16.1%	496	10.7%	1855	39.9%
Car passenger	29	0.6%	36	0.8%	16	0.3%	81	1.7%
Cycle	96	2.1%	22	0.5%	4	0.1%	122	2.6%
Motorcycle/Moped/Motor Scooter	18	0.4%	20	0.4%	6	0.1%	44	0.9%
Park & Ride	21	0.5%	16	0.3%	17	0.4%	54	1.2%
Taxi	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Train	14	0.3%	34	0.7%	83	1.8%	131	2.8%
Walk	1	0.0%	4	0.1%	0	0.0%	5	0.1%
Worked from home	7	0.2%	6	0.1%	11	0.2%	24	0.5%
<b>Total</b>	<b>1010</b>	<b>21.7%</b>	<b>1039</b>	<b>22.4%</b>	<b>692</b>	<b>14.9%</b>	<b>2741</b>	<b>59.0%</b>

### LTP2 Trajectory

The result compared to the LTP2 trajectory is very good, exceeding our target (see Chart 6). The sustainable means included in LTP2 are walking, cycling, bus, park & ride, train, taxi, working from home and car passenger.

Chart 6 – LTP2 Trajectory



## Considerations

SCC, Ipswich BC and BT have Green Travel Plans (GTP) - SCC's GTP in particular was implemented with the move to new offices in April 2004 and Ipswich BC's in 2006. SCC and Ipswich have also recently benefited from Park and Ride buses stopping nearby and a free town centre shuttle bus stopping outside the buildings. BT benefits from a high profile Superoute 66 service, and an extensive network of cycle routes, largely off road, from nearby residential development.

There have been fluctuations in the different year's data even when considering just SCC and BT, which have taken part in all surveys. However it does appear that overall sustainable transport has shown a slight upward trend.

It is not known whether people have calculated their distance travelled to work as direct from home or if they have included other destinations they may have visited- such as a school. There may have also been some confusion in the 2006 survey as to what constitutes an 'essential car user' as opposed to a casual car user. As such the figures presented may appear slightly inflated. This is backed up by statistics which show that some people who do not drive their car to work have indicated that they are essential car users. For the 2008 survey the question was clarified.

This year's survey has been able to identify response rates from most of the organisations, but not the type of worker. It is known that some workers will not have access to the internet and so would not be able to participate. The 2005 and 2006 surveys were able to overcome this problem at St. Edmundsbury Borough Council with electronic versions emailed to workers. However this year there were no emailed versions sent to St. Edmundsbury. This type of worker is often low paid and may be more likely to use sustainable means as they may not be able to access a car.

The survey this year included additional demographic questions required by SCC policy, making the survey considerably longer. It is not known whether this has contributed to the significant drop in the number of responses, however it did lead to a drop in the number of emails questioning the survey. The 1-day travel survey is intended to be a snapshot of modal share and it is important to keep it short and easy to complete, to encourage as much of the workforce as possible to respond, to ensure good quality usable data. The survey is cost effective, simple so as not to irritate, and organisations are prepared to respond annually, knowing it will not take employees long to complete.

There is data from the Labour Force Survey (Office for National Statistics) in 2005 available to compare with the rest of the East of England and nationally. The Labour force survey puts national sustainable transport at 29% and the East of England at 20%. Based on this Suffolk compares well with the rest of the region, and is higher than national (based on 2007 figure), however

comparing 2005 figures Suffolk is lower. This would be expected, as Suffolk is a rural county, and people in the East of England travel further to work than the national average.

The LTP2 indicator is to measure % travelling sustainably to work. The baseline of 27.8% has been exceeded by the 2006 survey with 34.2% travelling sustainably.

It is slightly worrying to note that there does not appear to be much difference between the organisations with GTPs and those without. The main difference appears to be the location- urban/ rural. As post codes were collected in 2008 the spread of responders could be mapped- the results showed a fairly even spread across Suffolk, with expected clusters around the three main towns.

In encouraging sustainable transport to work, it would probably be easiest to target those travelling under 5 miles, as these groups have high numbers of car drivers, but travel distances easily managed by cheap or free sustainable modes.

Some universities elsewhere have adopted policies whereby people are not allowed to come by car if they live within 3 miles (excepting special circumstances). The University Campus Suffolk Green Travel Plan has a number of measures that will be fully implemented during after phase 2 (2009), which include no parking at halls of residence and no permit to park on the campus if student live within 1.5km. It would be interesting to see the difference it would make if these measures were to be implemented by companies and organisations in Suffolk (a quarter of the workforce live within 3 miles). This could provide more car parking space for customers/ visitors, showing better customer focus. Alternatively a charge could be made for the use of the company car park that is dependent on distance travelled, so those travelling furthest would pay the least. This would have the effect of encouraging people who could travel sustainably the easiest, not to use their car.