



# **Travel to Work Report 2012**

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## 1 Headline results

The 2012 online travel to work survey was conducted on the 16<sup>th</sup> May 2012. 17 organisations participated with a total of 4512 respondents, or 1.3% of the working population of Suffolk.

The key findings from the survey were:

In 2012, 31.2% of respondents usually travelled to work by sustainable modes {Bus, Car passenger, Cycle, Park and Ride, Taxi, Train, Walk and Work from home}, some 2.2% less than the previous 3 years. When restricted to those organisations that formed the original 2005 base set the sustainability stands at 32.4% a drop of 1.9% on the sustainability of 2011.

Looking at the baseline of organisations, over the period 2005 to 2011 most sustainable modes of transport, saw a steady year on year improvement throughout the period. 2012 has seen a departure from this simple model with:

Walking to work increasing from 7.3%, to a peak of 10.5% in 2010 and a decline to 9.6% in 2012.

Home working reached its peak in 2011 with a 6 fold increase on 2005 (0.3% to 1.9%), now stands at 1.6%

Train travel has seen a steady 3 fold increase from 1.3% in 2005 to 3.9% in 2012.

Park and Ride has resumed its upward trajectory, now stands at 1.1% – following the drop in 2011 associated with the closure of Ipswich, Bury Road Park and Ride.

Bus usage reached its peak in 2007 at 9.2% and now stands at 4.9%

'Car driver – single occupant' now stands at an all time high of 57% whilst those travelling as a 'Car Passenger' stands at an all time low of 3.1%

In 2012 some 30% of respondents used their own car at least once a week for work purposes.

For BT, SCC and IBC the survey separated out responses by location – allowing comparisons of travel mode to be made for employees at the same organisations but based at different locations. For SCC the difference in sustainability figure is very variable with ACS Whitehouse having a sustainability figure of just 5% whilst at Endeavour House it is 48%.

## 2 Background and methodology

Suffolk County Council has produced three Local Transport Plans since 2001 to help guide the future of transport in Suffolk. Suffolk's Local Transport Plan [<http://www.suffolk.gov.uk/environment-and-transport/transport-planning/local-transport-plan/>] has a long-term strategy covering the period 2011 through to 2031, while the implementation plan covers the short-term to 2014. 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 survey data is also used to assist companies to develop their own travel plans or monitor progress against existing ones.

The 1-day travel to work survey is conducted on-line and was first used by SCC in May 2003. A copy of the 2012 survey questions is included in Appendix A.

For 2012 'Survey Monkey' software was used for the Survey; opening on the 11th May and staying open for 3 weeks to allow people not at their workplace on the day to respond.

The 2012 survey used 'Survey logic' to skip questions that are not relevant to a particular participant. For example question 2 and 3 were only relevant to SCC so these questions were automatically missed out for others.

To assist individual organisations with their own transport plans the following changes were made to the survey.

- The BT responses were split between Adastral and Bibb Way.
- The Police response was split between Martlesham and Ipswich – with dedicated survey conducted for Ipswich to gather information in preparation for their move to Landmark House – the results of this survey are not included in this report.

In total 15 organisations participated, with a total of 4512 respondents or 1.3% of the working population of Suffolk. As not everyone answers every question the response rate varies from question to question.

## 2.1 Validation checks

A small number of validation checks of the raw data is necessary to ensure the accuracy of the results. This includes the following:

- There are a number of fields where the individual can select the 'Other option' rather than select a specific option. This can be for a variety of reasons such as wishing to provide additional information or having missed the option in the list provided. Processing is needed to ensure that these entries are handled appropriately in the analysis.
- Removing erroneous data – for example travelling by 'solar powered canoe' or finding every box ticked. In these very limited cases the data is treated as test data and is removed prior to the analysis.

## 3 Results

A copy of the questions asked are shown in Appendix A.

### 3.1 Q1 Which organisation do you work for?

The organisations and the geographic location of where the majority of the workforces are based are shown in Table 1, with respondent numbers for 2012.

Table 1 - Companies participating in the 2012 travel survey.

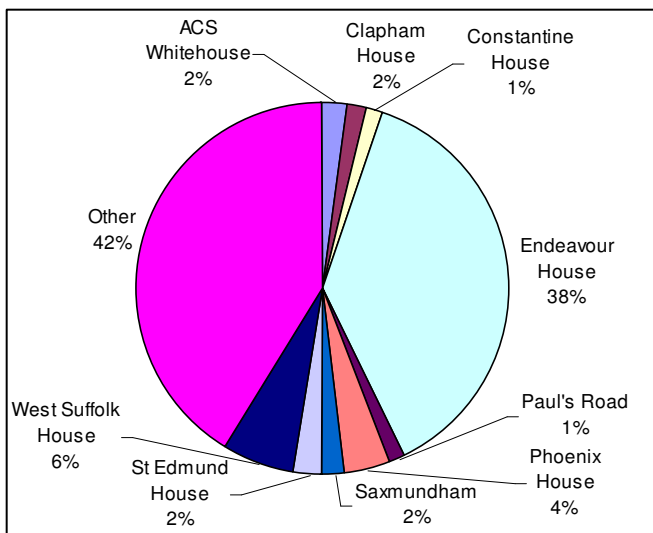
| Organisation                     | Main location                   | Respondents | % of total survey |
|----------------------------------|---------------------------------|-------------|-------------------|
| Babergh District Council         | Hadleigh                        | 93          | 2.1%              |
| BT                               | Adastral and Bibb Way (Ipswich) | 844 + 35    | 19.5%             |
| Customer Service Direct          | Ipswich                         | 346         | 7.7%              |
| Forest Heath District Council    | Mildenhall                      | 96          | 2.1%              |
| Ipswich Borough Council          | Ipswich                         | 111         | 2.5%              |
| Mid Suffolk District Council     | Needham Market                  | 104         | 2.3%              |
| Police - Martlesham              | Martlesham                      | 251         | 5.6%              |
| St Edmundsbury Borough Council   | Bury St Edmunds                 | 189         | 4.2%              |
| Suffolk Coastal District Council | Woodbridge                      | 86          | 1.9%              |
| Suffolk Coastal Services         | Ufford                          | 27          | 0.6%              |
| Suffolk County Council           | Ipswich                         | 1918        | 42.5%             |
| Suffolk PCT                      | Ipswich                         | 24          | 0.5%              |
| The Environment Agency           | Bramford                        | 40          | 0.9%              |
| University Campus Suffolk        | Ipswich                         | 141         | 3.1%              |
| Waveney District Council         | Lowestoft                       | 89          | 2.0%              |
| Other                            | various                         | 116         | 2.6%              |

For the 2012 survey there were 15 organisations taking part, compared to 17 in 2011, with the removal of Willis and Ipswich Hospital. Willis were undertaking a more comprehensive travel survey at around the same time so decided not to participate in the online survey on this occasion (to prevent survey fatigue).

For the analysis of trends and comparisons with previous years the following base set of companies has been used, the main difference from previous years is the absence of Willis:

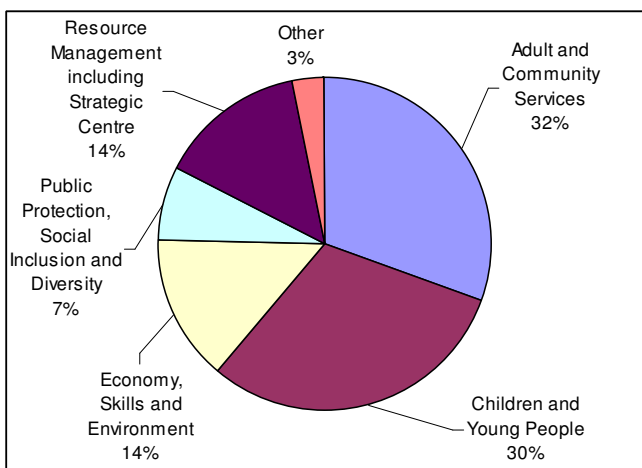
- Babergh District Council
- BT
- Customer Service Direct
- Forest Heath District Council
- Ipswich Borough Council
- Mid Suffolk District Council
- St Edmundsbury Borough Council
- Suffolk Coastal District Council
- Suffolk County Council
- Suffolk PCT
- Waveney District Council

### 3.2 Q2 Which location do you normally work at? (SCC only)



There were a total of 1860 responses to this question, restricted to SCC employees only.

### 3.3 Q3 Which section do you work in? (SCC only)



### 3.4 Q4 How do you normally travel to work? (All organisations)

The question was intended to capture all modes that people use to get to work, be it multiple modes on a single day or multiple modes over different days. It was intended to show the breadth of travel options that people use – rather than the single primary mode.

**Table 2 - All travel modes used to travel to work along with their primary (or most used) travel mode.**

|                     |                              | All travel modes |                              |                             |               |       |             |               |       |         |                |
|---------------------|------------------------------|------------------|------------------------------|-----------------------------|---------------|-------|-------------|---------------|-------|---------|----------------|
|                     |                              | Bus              | Car driver - single occupant | Car driver - with passenger | Car passenger | Cycle | Motor cycle | Park and Ride | Train | Walking | Work from home |
| Primary travel mode | Bus                          | 4.6%             | 0.5%                         | 0.3%                        | 0.5%          | 0.2%  | 0.0%        | 0.0%          | 0.2%  | 1.5%    | 0.2%           |
|                     | Car driver – single occupant | 1.5%             | 58.6%                        | 4.1%                        | 1.4%          | 4.8%  | 1.0%        | 0.7%          | 1.7%  | 3.6%    | 4.4%           |
|                     | Car driver - with passenger  | 0.5%             | 2.1%                         | 9.3%                        | 0.8%          | 0.8%  | 0.2%        | 0.1%          | 0.3%  | 0.9%    | 0.8%           |
|                     | Car passenger                | 0.8%             | 0.7%                         | 0.4%                        | 2.7%          | 0.2%  | 0.0%        | 0.0%          | 0.1%  | 0.6%    | 0.1%           |
|                     | Cycle                        | 0.8%             | 3.6%                         | 0.6%                        | 0.3%          | 9.4%  | 0.3%        | 0.1%          | 0.2%  | 2.0%    | 0.5%           |
|                     | Motor cycle                  | 0.1%             | 0.4%                         | 0.0%                        | 0.0%          | 0.1%  | 0.9%        | 0.0%          | 0.1%  | 0.0%    | 0.0%           |
|                     | Park and Ride                | 0.1%             | 0.6%                         | 0.1%                        | 0.0%          | 0.0%  | 0.0%        | 1.0%          | 0.0%  | 0.1%    | 0.0%           |
|                     | Train                        | 0.4%             | 1.0%                         | 0.1%                        | 0.3%          | 0.7%  | 0.0%        | 0.0%          | 3.3%  | 1.5%    | 0.2%           |
|                     | Walk                         | 1.1%             | 1.8%                         | 0.3%                        | 0.7%          | 0.6%  | 0.1%        | 0.0%          | 0.1%  | 8.7%    | 0.5%           |
|                     | Work from home               | 0.0%             | 0.9%                         | 0.1%                        | 0.0%          | 0.1%  | 0.0%        | 0.0%          | 0.1%  | 0.2%    | 1.5%           |

The table shows all modes that a person uses as well as their primary mode. The primary mode or normal mode was obtained from the participant’s response to Q5. With the pale yellow squares on each row representing the % that use a particular primary mode of travel. These primary modes add up to 100%. The primary mode % may differ slightly from those given in the next section as not every one completed both questions.

The percentages are the % of all participants. Each row corresponds to a particular primary travel mode and the columns to all travel modes that are used to get to work.

For example – Car driver – single occupant as a primary mode of travel to work is given by the yellow square on the ‘Car driver – single occupant row’ as 58.6%. The square to the left of this yellow square, 1.5%, is the percentage of participants that have a primary travel mode of ‘car driver - single occupant’ but also travel to work by bus, on occasion.

An alternative view is to see what proportion use a particular travel mode sometime – be it every day or occasional. This is obtained by adding together the figures for a travel mode column in table 2.

| Travel Mode                  | % of participants (primary travel mode) |       |       | % of participants (sometime) |       |       |
|------------------------------|---|-------|-------|------------------------------|-------|-------|
|                              | 2010                                    | 2011  | 2012  | 2010                         | 2011  | 2012  |
| Bus                          | 5.1%                                    | 4.4%  | 4.6%  | 10.6%                        | 9.4%  | 9.8%  |
| Car driver - single occupant | 56.9%                                   | 55.6% | 58.6% | 68.4%                        | 69.5% | 69.5% |
| Car driver- with passenger   | 9.1%                                    | 9.6%  | 9.3%  | 15.6%                        | 15.4% | 14.9% |
| Car passenger                | 3.4%                                    | 3.1%  | 2.7%  | 7.9%                         | 7.9%  | 6.7%  |
| Cycle                        | 8.1%                                    | 9.4%  | 9.4%  | 14.5%                        | 16.3% | 16.7% |
| Motor cycle                  | 1.0%                                    | 1.2%  | 0.9%  | 2.5%                         | 2.6%  | 2.4%  |
| Park and Ride                | 1.4%                                    | 0.9%  | 1.0%  | 2.6%                         | 1.6%  | 1.9%  |
| Train                        | 3.1%                                    | 3.5%  | 3.3%  | 6.2%                         | 6.2%  | 6.0%  |
| Work from home               | 1%                                      | 1.6%  | 1.5%  | 6.8%                         | 7.3%  | 8.0%  |
| Walk                         | 11%                                     | 10.6% | 8.7%  | 21.5%                        | 20.8% | 18.7% |

This shows for example that although 8.7% of participants in 2012 used walking as their primary or normal travel mode to get to work this grows to 18.7% that sometimes walk. Both over 2% lower than in 2010 – presumably a reflection of the unusually wet spring in 2012

### 3.5 Q5 Of the modes reported in Q4, which do you use the most?

Table 4 shows the mode share for all participants – using all returns from all organisations. Using this approach there was a drop of 2.2% decline in LTP sustainability figure of 31.2%.for 2012, compared to the preceding 3 years.

**Table 3 - Most used travel mode to work - average of all organisations participating**

|              |  | Year  |       |       |       |
|--------------|--|-------|-------|-------|-------|
|              |  | 2009  | 2010  | 2011  | 2012  |
| Primary mode | Bus  | 5.8%  | 5.3%  | 4.4%  | 4.6%  |
|              | Car driver - single occupant (whole journey)                     | 55.5% | 55.9% | 55.6% | 58.6% |
|              | Car driver with a passenger/ car share (any part of the journey) | 9.6%  | 9.4%  | 9.6%  | 9.3%  |
|              | Car passenger  | 3.9%  | 3.9%  | 3.1%  | 2.7%  |
|              | Cycle  | 7.8%  | 7.9%  | 9.4%  | 9.4%  |
|              | Motor cycle/ moped/ motor scooter                                | 1.3%  | 1.1%  | 1.2%  | 0.9%  |
|              | Park and Ride  | 1.2%  | 1.5%  | 0.9%  | 1.0%  |
|              | Train  | 3.2%  | 3.2%  | 3.5%  | 3.3%  |
|              | Work from home   | 1.2%  | 1.2%  | 1.6%  | 1.5%  |
|              | Walk   | 10.2% | 10.9% | 10.6% | 8.7%  |
|              | Other  | 0.1%  | 0.2%  | 0.1%  | 0.1%  |
|              |  |       |       |       |       |
|              | <b>Sustainable</b>   | 33.4% | 33.4% | 33.4% | 31.2% |

An alternative sustainability figure can be obtained by restricting the organisations to those that have been used historically, in particular to:

Babergh District Council  
 BT - Bibb Way  
 BT - Martlesham  
 Customer Service Direct  
 Forest Heath District Council



Ipswich Borough Council  
 Mid Suffolk District Council  
 St Edmundsbury Borough Council  
 Suffolk Coastal District Council  
 Suffolk County Council  
 Suffolk PCT  
 Willis

If this is undertaken without Willis (as they were unable to participate) the sustainability figure comes out at 32.1%. To compensate for this by including the previous returns for Willis the Sustainability figure comes out at 32.4%. Which is 1% less than any of the previous 3 years. The weather is a potential contributing factor for the observed change as 2011 was the warmest spring on record whilst 2012 was one of the wettest.

**Table 4 - Most used travel mode to work – base line organisations only**

|                     |   | Year  |       |       |       |
|---------------------|---|-------|-------|-------|-------|
|                     |   | 2009  | 2010  | 2011  | 2012  |
| <b>Primary mode</b> | <b>Bus</b>  | 5.9%  | 5.4%  | 5.0%  | 4.9%  |
|                     | <b>Car driver - single occupant (whole journey)</b>                     | 55.1% | 56.1% | 55.4% | 57%   |
|                     | <b>Car driver with a passenger/ car share (any part of the journey)</b> | 9.7%  | 9.4%  | 8.9%  | 9.6%  |
|                     | <b>Car passenger</b>  | 4.0%  | 3.6%  | 3.1%  | 3.1%  |
|                     | <b>Cycle</b>  | 7.9%  | 7.7%  | 9.6%  | 8.3%  |
|                     | <b>Motor cycle/ moped/ motor scooter</b>                                | 1.4%  | 0.9%  | 1.3%  | 0.8%  |
|                     | <b>Park and Ride</b>  | 1.2%  | 1.4%  | 1.0%  | 1.1%  |
|                     | <b>Train</b>  | 3.2%  | 3.4%  | 3.5%  | 3.9%  |
|                     | <b>Work from home</b>   | 1.2%  | 1.4%  | 1.9%  | 1.6%  |
|                     | <b>Walk</b>   | 10.2% | 10.5% | 10.1% | 9.6%  |
|                     | <b>Other</b>  | 0.1%  | 0.1%  | 0.1%  | 0.1%  |
|                     |   |       |       |       |       |
|                     | <b>Sustainable</b>  | 33.8% | 33.4% | 34.3% | 32.4% |

Although the sustainability figure is 32.4% for the mode of travel people normally (most) use to travel to work. As shown in section 4, people use a combination of modes if the same sustainability calculation is performed on all the modes that people use the sustainability figure rises to 43.4%. This means that the secondary modes of travel that people use tend to be more sustainable. It is interesting that this figure is exactly the same as last year although the most used sustainability is less.

**Table 5 - Most used travel mode compared to all travel modes used – all participating organisations**

|                     |   | 2012             |                |
|---------------------|---|------------------|----------------|
|                     |   | Normal mode only | All modes used |
| <b>Primary mode</b> | <b>Bus</b>  | 4.6%             | 6.0%           |
|                     | <b>Car driver - single occupant (whole journey)</b>                     | 58.6%            | 44.2%          |
|                     | <b>Car driver with a passenger/ car share (any part of the journey)</b> | 9.3%             | 9.8%           |
|                     | <b>Car passenger</b>  | 3.0%             | 5.0%           |
|                     | <b>Cycle</b>  | 9.4%             | 10.4%          |
|                     | <b>Motor cycle/ moped/ motor scooter</b>                                | 0.9%             | 1.6%           |
|                     | <b>Park and Ride</b>  | 1.0%             | 1.0%           |
|                     | <b>Train</b>  | 3.3%             | 3.9%           |

|                       |       |       |
|-----------------------|-------|-------|
| <b>Work from home</b> | 1.5%  | 4.7%  |
| <b>Walk</b>           | 8.6%  | 13.2% |
| <b>Other</b>          | 0.1%  | 0.1%  |
|                       |       |       |
| <b>Sustainable</b>    | 31.8% | 43.4% |

### 3.5.1 Modal trends

Table 6 and Figures 1 & 2 show the modal preference. 'usual mode of transport' or primary travel mode, since 2005 for the baseline organisations.

From 2005 through to 2011 the percentage travelling by sustainable means has increased from 27.8% to 34.3%, whilst 2012 has seen a year on year decline of 1.9%.

For the baseline of organisations, from 2005 to 2011, most sustainable modes of transport, saw a steady year on year improvement throughout the period. 2012 has seen a departed from this simple model with:

Walking to work increasing from 7.3% in 2005 to a peak of 10.5% in 2010 and has declined to 9.6% in 2012.

Home working in 2005 stood at 0.3%, saw a 6 fold increase by 2011 and now stands at 1.6%.

Train travel has seen a steady 3 fold increase from 1.3% in 2005 to 3.9% in 2012.

Park and Ride has resumed its upward trajectory, now stands at 1.1% – following the drop in 2011 associated with the closure of Ipswich, Bury Road Park and Ride.

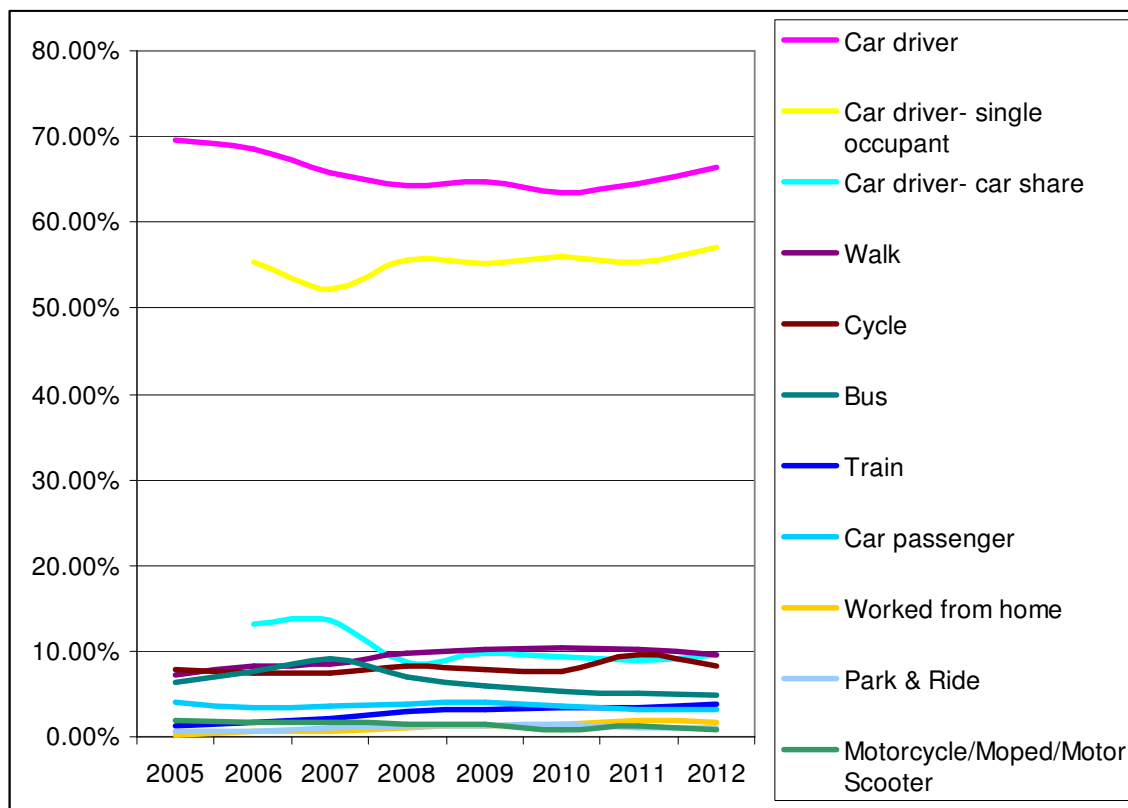
Bus usage reached it peak in 2007 at 9.2% and now stands at 4.9%

'Car driver – single occupant' now stands at an all time high of 57% whilst those travelling as a 'Car Passenger' at an all time low of 3.1%.

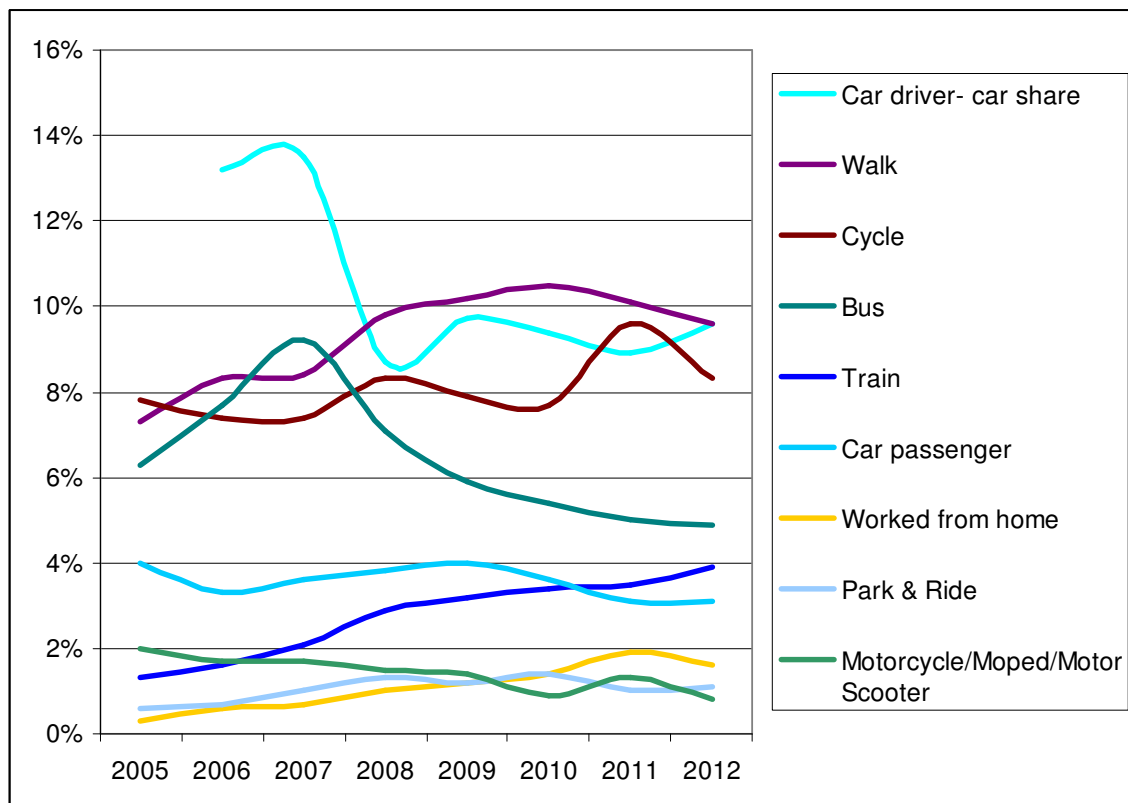
**Table 6 - Modal trends (base line of organisation)**

| <b>Travel Mode</b>             | <b>2005</b> | <b>2006</b> | <b>2007</b> | <b>2008</b> | <b>2009</b> | <b>2010</b> | <b>2011</b> | <b>2012</b> |
|--------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Bus                            | 6.3%        | 7.7%        | 9.2%        | 7.1%        | 5.9%        | 5.4%        | 5.0%        | 4.9%        |
| Car driver                     | 69.7%       | 68.6%       | 65.8%       | 64.3%       | 64.8%       | 63.5%       | 64.5%       | 66.4%       |
| Car driver- car share          |             | 13.2%       | 13.5%       | 8.7%        | 9.7%        | 9.4%        | 8.9%        | 9.6%        |
| Car driver- single occupant    |             | 55.4%       | 52.2%       | 55.6%       | 55.1%       | 56.1%       | 55.4%       | 57.0%       |
| Car passenger                  | 4.0%        | 3.3%        | 3.6%        | 3.8%        | 4.0%        | 3.6%        | 3.1%        | 3.1%        |
| Cycle                          | 7.8%        | 7.4%        | 7.4%        | 8.3%        | 7.9%        | 7.7%        | 9.6%        | 8.3%        |
| Motorcycle/Moped/Motor Scooter | 2.0%        | 1.7%        | 1.7%        | 1.5%        | 1.4%        | 0.9%        | 1.3%        | 0.8%        |
| Other mode of transport        | 0.5%        | 0.1%        | 0.2%        | 0.1%        | 0.1%        | 0.1%        | 0.1%        | 0.1%        |
| Park & Ride                    | 0.6%        | 0.7%        | 1.0%        | 1.3%        | 1.2%        | 1.4%        | 1.0%        | 1.1%        |
| Train                          | 1.3%        | 1.6%        | 2.1%        | 2.9%        | 3.2%        | 3.4%        | 3.5%        | 3.9%        |
| Walk                           | 7.3%        | 8.3%        | 8.4%        | 9.8%        | 10.2%       | 10.5%       | 10.1%       | 9.6%        |
| Worked from home               | 0.3%        | 0.6%        | 0.7%        | 1.0%        | 1.2%        | 1.4%        | 1.9%        | 1.6%        |
| LTP2 sustainability            | 27.8%       | 29.6%       | 32.3%       | 34.2%       | 33.8%       | 33.4%       | 34.3%       | 32.4%       |

**Figure 1 - 2005 to 2012 All modal travel trends**



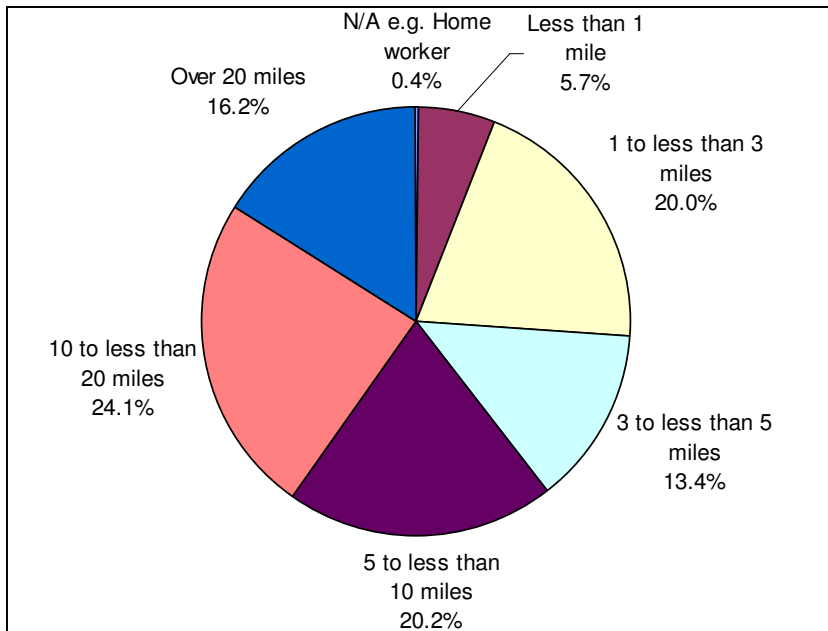
**Figure 2 - 2005 to 2012 Modal travel trends - expanded bottom half**



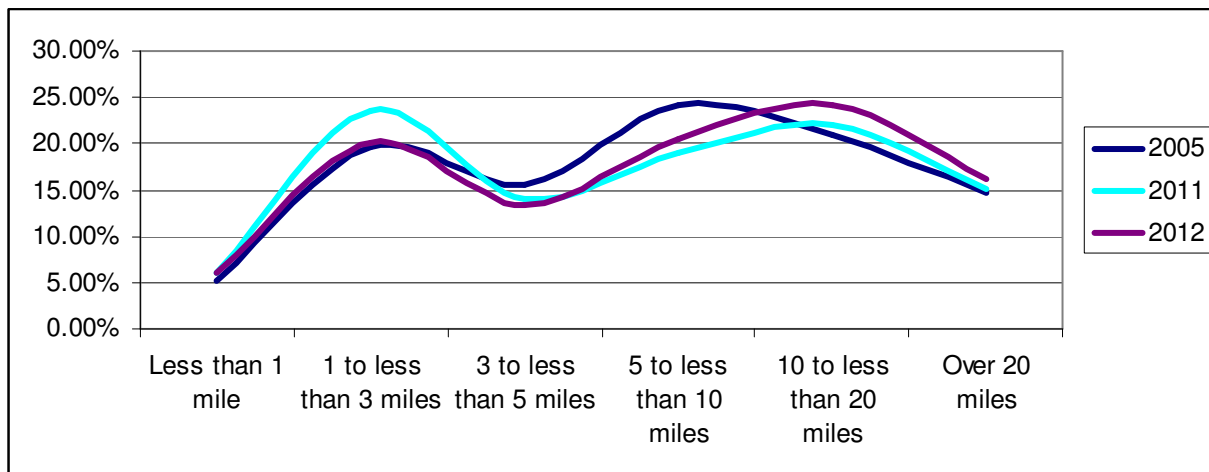
### 3.6 Q6 What distance do you travel to work?

Question 6 was introduced to find the distances people were travelling to work, and analyse whether people were travelling short distances unsustainably. Back in 2005 there was a 60/40 split of respondents who travel more than 15 miles / under 5 miles to their place of work. This ratio decline slightly up to 2011 but for 2012 is now back were it started.

**Figure 3 - Distance travelled to work**



**Figure 4 - Change in travel distance profile**



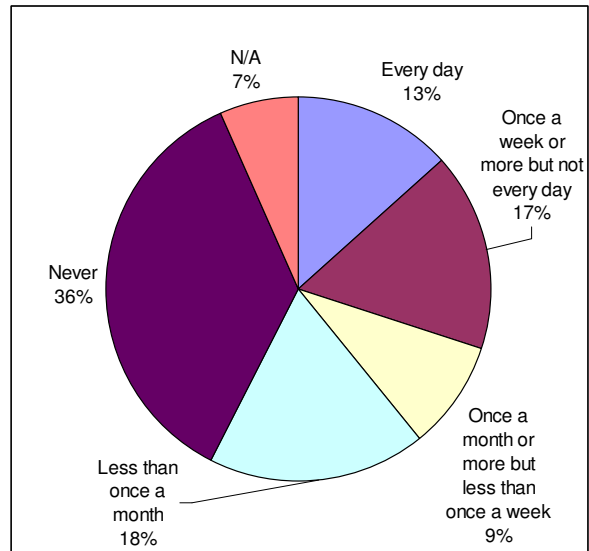
**Table 7 - Distance travelled to work trends**

| Distance                 | 2005  | 2009  | 2010  | 2011  | 2012  |
|--------------------------|-------|-------|-------|-------|-------|
| Less than 1 mile         | 5.1%  | 5.9%  | 6.3%  | 6.0%  | 6.1%  |
| 1 to less than 3 miles   | 19.6% | 21.2% | 23.2% | 23.5% | 20%   |
| 3 to less than 5 miles   | 15.5% | 14.9% | 13.8% | 14.0% | 13.4% |
| 5 to less than 10 miles  | 24.2% | 21.4% | 19.8% | 19.1% | 20.2% |
| 10 to less than 20 miles | 21.0% | 22.6% | 22.8% | 22.1% | 24.1% |
| Over 20 miles            | 14.6% | 14.1% | 14.0% | 15.2% | 16.2% |

The bimodal nature of the distribution shown in Figure 4 and the shift in that distribution with time may reflect the geographic distribution of housing and work.

### 3.7 Q7 Whilst at work, how often do you use your own car for work purposes?

In 2012 some 13% use their own car for work every day and an additional 17% at least once a week.



### 3.8 Q8 If you don't use sustainable transport which of these 'factors' would help persuade you to do so?

This question was intended to see what factors might persuade people to use sustainable transport. Only those individuals that currently travel by non sustainable means, as their primary or normal mode, have been included in the analysis.

Of 3168 responses that don't currently travel by sustainable means, the highest returns were 28.2% for 'reliability of public transport', 27.9% for 'the cost of public transport' and 22.4% for faster more direct bus services.

The number of committed car users were nothing would persuade them (None and N/A) stands at 26.6% in 2012 this is marginally up on the equivalent figure of 25.9% for 2011.

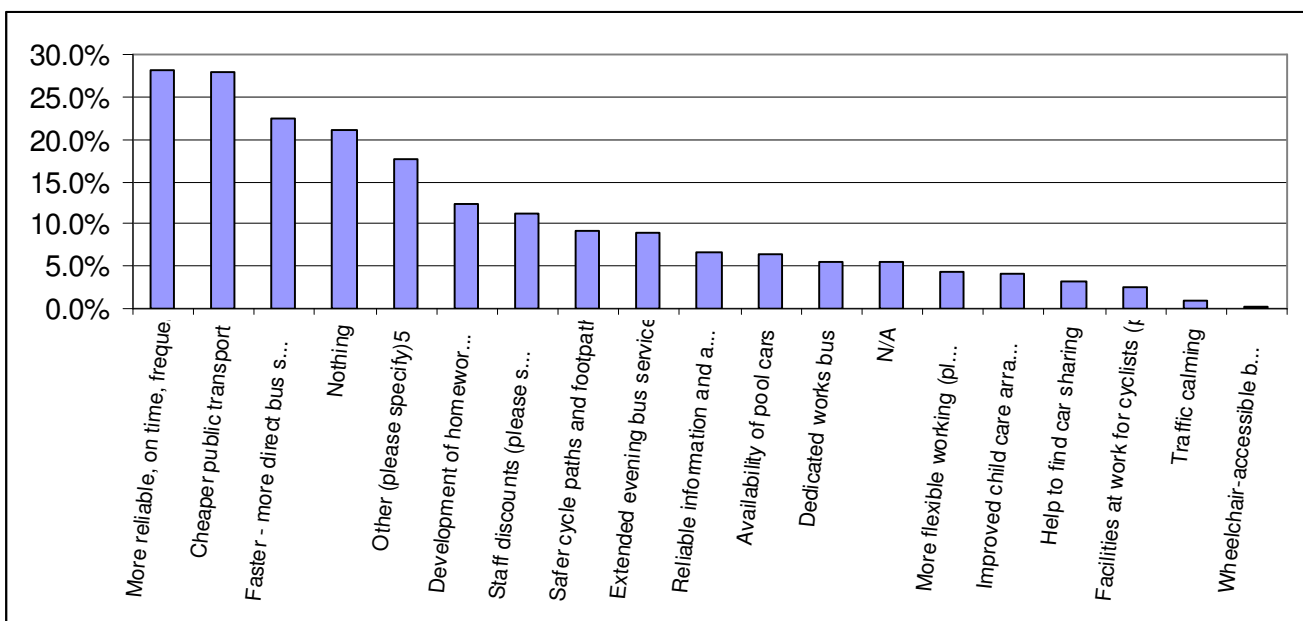


Figure 5 - What would persuade you to travel by sustainable means? (% of participants)

**Table 8 - What would persuade you to travel by sustainable means? (% of participants)**

| <b>Factor</b>   | <b>2012</b> |
|---|-------------|
| More reliable, on time, frequent and clean public transport   | 28.2%       |
| Cheaper public transport  | 27.9%       |
| Faster - more direct bus services   | 22.4%       |
| Nothing   | 21.1%       |
| Other (please specify) <sup>5</sup>   | 17.6%       |
| Development of homeworking  | 12.4%       |
| Staff discounts (please specify which service/operator in the text field below - you may need to select other first)  | 11.3%       |
| Safer cycle paths and footpaths   | 9.2%        |
| Extended evening bus services   | 9.0%        |
| Reliable information and advice on public transport availability  | 6.8%        |
| Availability of pool cars   | 6.4%        |
| Dedicated works bus   | 5.6%        |
| N/A   | 5.5%        |
| More flexible working (please provide details in text box below - you may need to select other first)                 | 4.5%        |
| Improved child care arrangements  | 4.1%        |
| Help to find car sharing  | 3.2%        |
| Facilities at work for cyclists (please provide details in the text field below - you may need to select other first) | 2.6%        |
| Traffic calming   | 0.8%        |
| Wheelchair-accessible buses   | 0.1%        |

#### **4 Company comparison**

For 2011, reports have been produced and distributed to all organisations that took part:

Babergh District Council  
 BT  
 Customer Service Direct  
 Forest Heath District Council  
 Ipswich Borough Council  
 Mid Suffolk District Council  
 Police (Martlesham)  
 St. Edmundsbury Borough Council  
 Suffolk Coastal District Council  
 Suffolk Coastal Services  
 Suffolk County Council  
 The Environment Agency  
 NHS Suffolk  
 University Campus Suffolk  
 Waveney District Council

These reports were produced using the raw data out of Survey Monkey. The results contained in this report 'Travel to work report 2012' although still derived using the survey monkey data has undergone additional validating (section 2.1) to remove erroneous data etc.

## 4.1 Sustainability comparison 2008 to 2012

Of the 15 organisations that participated most firms saw a drop in the overall sustainable travel modes reported {Bus, Car passenger, Cycle, Park and Ride, Taxi, Train, Walk and Work from home} in 2012 compared to 2011 – the only exceptions were Ipswich BC, Mid Suffolk DC and Suffolk coast DC.

There are big differences in the sustainable transport figures across the county. The highest sustainable figures were 52.7%, 46.9% and 44.9% for Ipswich Borough Council, BT Bibb Way, University Campus Suffolk respectively; whilst the lowest at 0%, 4.3%, 8.6% and 10.9% were Suffolk PCT, Suffolk Coastal Services, Babergh DC and Forest Heath DC respectively.

The distance travelled to work and the % using a car for work had been included in the sustainability trend table as potential contributing factors. The distance travelled to work varies from 7.7 miles for Waveney DC up to 16.4 miles for Suffolk Coastal services. While the percentage using a car at work, for 1 or more days a week, ranges from 9% for BT Bibbway through 11% for Ipswich BC to 59% for Forest Heath DC.

**Table 9 - Headline sustainability results for 2008 to 2011 - by company**

| Company                   | Main location   | No. of returns | Average Distance travelled (miles) | % using a car at work | Sustainability % |      |      |      |      |
|---------------------------|-----------------|----------------|------------------------------------|-----------------------|------------------|------|------|------|------|
|                           |                 |                |                                    |                       | 2008             | 2009 | 2010 | 2011 | 2012 |
| Babergh DC                | Hadleigh        | 93             | 11.3                               | 46%                   | 16.0             | 13.7 | 17.1 | 15.3 | 8.6  |
| BT - Bibb Way             | Ipswich         | 35             | 8.9                                | 9%                    | 33.3             | 33.7 | 35.4 | 57.1 | 46.9 |
| BT - Adastral             | Martlesham      | 844            | 11.1                               | 14%                   |                  |      | 32.1 | 35.8 | 32.2 |
| Customer Service Direct   | Ipswich         | 346            | 10.0                               | 14%                   | 45.8             | 48.4 | 45.1 | 49.4 | 43.2 |
| Forest Heath DC           | Mildenhall      | 96             | 14.3                               | 59%                   | 12.4             | 11.3 | 10.9 | 16.9 | 10.9 |
| Ipswich BC                | Ipswich         | 111            | 8.5                                | 11%                   | 42.9             | 46.2 | 47.4 | 50.0 | 52.7 |
| Mid Suffolk DC            | Needham Market  | 104            | 10.2                               | 42%                   | 13.2             | 14.7 | 16.2 | 16.8 | 17   |
| Other                     | Various         | 107            | 13.2                               | 53%                   |                  | 31.6 | 10.5 | 26.5 | 17.5 |
| Police                    | Martlesham      | 251            | 13.1                               | 12%                   |                  |      |      | 20.8 | 18.9 |
| St Edmundsbury BC         | Bury St Edmunds | 189            | 12.7                               | 31%                   | 22.3             | 30.0 | 28.2 | 26.1 | 20.4 |
| Suffolk Coastal DC        | Woodbridge      | 86             | 11.2                               | 47%                   | 14.4             | 9.1  | 11.8 | 11.1 | 11.8 |
| Suffolk Coastal Services  | Ufford          | 27             | 16.4                               | 44%                   |                  | 8.9  | 6.5  | 15.8 | 4.3  |
| Suffolk CC                | Ipswich         | 1918           | 10.6                               | 40%                   | 37.6             | 37.6 | 35.3 | 35.8 | 34.2 |
| Suffolk PCT               | Bramford        | 24             | 11.4                               | 46%                   | 15.8             | 13.3 | 7.4  | 0    | 0    |
| The Environment Agency    | Ipswich         | 40             | 12.1                               | 27%                   |                  |      | 18.8 | 16.7 | 13.5 |
| University Campus Suffolk | Ipswich         | 141            | 10.1                               | 15%                   |                  |      | 42.9 | 45.0 | 44.9 |
| Waveney DC                | Lowestoft       | 89             | 7.7                                | 36%                   | 26.8             | 28.1 | 29.6 | 38.8 | 32.6 |
| Grand Total               |                 | 5921           | 10.9                               | 30%                   | 34.2             | 33.4 | 33.4 | 33.4 | 31.2 |

### 4.1.1 Sustainability comparison across Suffolk County Council – by location

For SCC participants, responses to Q2 'Which location do you normally work at' allowed the sustainability to be viewed by location as shown in tables 11, 12 and 13. These range from 5% for ACS Whitehouse to 62% for Constantine House.

**Table 10 – Returns and Sustainability figures for SCC locations**

| Location                    | Returns | Sustainability |      |      |
|-----------------------------|---------|----------------|------|------|
|                             | 2012    | 2010           | 2011 | 2012 |
| ACS Whitehouse              | 39      | 15%            | 4%   | 5%   |
| Clapham House               | 28      | 32%            | 28%  | 32%  |
| Constantine House           | 26      | 39%            | 59%  | 62%  |
| Endeavour House             | 691     | 56%            | 54%  | 48%  |
| Paul's Road                 | 21      | 12%            | 17%  | 24%  |
| Phoenix House               | 76      |                | 20%  | 28%  |
| Saxmundham County Buildings | 36      |                |      | 11%  |
| St Edmund House             | 44      | 42%            | 37%  | 39%  |
| West Suffolk House          | 111     | 21%            | 26%  | 30%  |
| Other                       | 756     | 24%            | 27%  | 24%  |

The location of the two highest sustainability figures Endeavour House (48%) and Constantine House (62%) are geographically close to the main location for Ipswich Borough Council and BT Bibb way which also had the highest sustainability of the participating firms at 52.7% and 46.9% respectively. This cluster of high sustainability is probably a result of a number of factors such as:

- 400m from the rail station
- Park and Ride stops within 200m
- Staff discounts (50% off season tickets and Park and Ride tickets)
- Free shuttle bus stops outside
- It is reasonably well served by cycle routes - on cycle route 51
- Covered and secure cycle facility provided
- Changing and shower facilities provided for cyclists
- Active green travel plan manage with initiatives such as cycle loan facilities and free cycle service.
- Availability of pool cars for business use (SCC)
- Road traffic congestion getting in and out of work, plus £3 car park charge act as barriers to using a car (SCC).

**Table 11 - Normal travel mode responses by location for SCC**

| Location           | Bus | Car driver - single occupant | Car driver with a passenger | Car passenger | Cycle | Motor cycle | Park and Ride | Train | Walk | Work from home | Sustainability |
|--------------------|-----|------------------------------|-----------------------------|---------------|-------|-------------|---------------|-------|------|----------------|----------------|
| ACS Whitehouse     |     | 34                           | 3                           | 1             |       |             |               |       | 1    |                | 5%             |
| Clapham House      | 2   | 17                           | 2                           | 2             | 2     |             |               | 1     | 2    |                | 32%            |
| Constantine House  | 4   | 9                            | 1                           | 1             | 3     |             |               | 1     | 7    |                | 62%            |
| Endeavour House    | 53  | 287                          | 63                          | 25            | 71    | 6           | 26            | 66    | 83   | 10             | 48%            |
| Paul's Road        | 1   | 15                           | 1                           |               | 1     |             |               | 1     | 1    | 1              | 24%            |
| Phoenix House      | 6   | 49                           | 5                           | 2             | 6     |             |               | 4     | 2    | 1              | 28%            |
| Saxmundham         |     | 29                           | 3                           | 1             | 1     |             |               |       | 2    |                | 11%            |
| St Edmund House    | 1   | 24                           | 2                           | 2             | 3     | 1           |               | 1     | 10   |                | 39%            |
| West Suffolk House |     | 66                           | 12                          | 2             | 8     |             |               | 2     | 20   | 1              | 30%            |
| Other              | 28  | 531                          | 38                          | 18            | 43    | 2           | 5             | 11    | 72   | 7              | 24%            |
| Grand Total        | 95  | 1061                         | 130                         | 54            | 138   | 9           | 31            | 87    | 200  | 20             | 34.2%          |



**Table 12 - Normal travel mode % by location for SCC**

| Location           | Bus | Car driver - single occupant | Car driver with a passenger | Car passenger | Cycle | Motor cycle | Park and Ride | Train | Walk | Work from home | Sustainability |
|--------------------|-----|------------------------------|-----------------------------|---------------|-------|-------------|---------------|-------|------|----------------|----------------|
| ACS Whitehouse     | 0%  | 87%                          | 8%                          | 3%            | 0%    | 0%          | 0%            | 0%    | 3%   | 0%             | 5%             |
| Clapham House      | 7%  | 61%                          | 7%                          | 7%            | 7%    | 0%          | 0%            | 4%    | 7%   | 0%             | 32%            |
| Constantine House  | 15% | 35%                          | 4%                          | 4%            | 12%   | 0%          | 0%            | 4%    | 27%  | 0%             | 62%            |
| Endeavour House    | 8%  | 42%                          | 9%                          | 4%            | 10%   | 1%          | 4%            | 10%   | 12%  | 1%             | 48%            |
| Paul's Road        | 5%  | 71%                          | 5%                          | 0%            | 5%    | 0%          | 0%            | 5%    | 5%   | 5%             | 24%            |
| Phoenix House      | 8%  | 65%                          | 7%                          | 3%            | 8%    | 0%          | 0%            | 5%    | 3%   | 1%             | 28%            |
| Saxmundham         | 0%  | 81%                          | 8%                          | 3%            | 3%    | 0%          | 0%            | 0%    | 6%   | 0%             | 11%            |
| St Edmund House    | 2%  | 55%                          | 5%                          | 5%            | 7%    | 2%          | 0%            | 2%    | 23%  | 0%             | 39%            |
| West Suffolk House | 0%  | 59%                          | 11%                         | 2%            | 7%    | 0%          | 0%            | 2%    | 18%  | 1%             | 30%            |
| Other              | 4%  | 70%                          | 5%                          | 2%            | 6%    | 0%          | 1%            | 1%    | 10%  | 1%             | 24%            |
| Grand Total        | 5%  | 58%                          | 7%                          | 3%            | 8%    | 0%          | 2%            | 5%    | 11%  | 1%             | 34.2%          |

## **4.2 Most used travel mode comparison**

There are big differences in the travel modes used across the county and also between organisations within the same locality.

'Working from home' has some marked differences with the majority of organisations at 0%, a few at around 1%, whilst BT stands out with Adastral at 4% and Bibb Way at 6%.

Cycling – varies from 0% in remote areas to 15% for BT Adastral Park, 18% for IBC and 19% for BT Biddway.

Walking – varies from 0% in remote areas to 19% for University Campus Suffolk and 20% for BT Biddway.

Car driver single occupancy varies from 37% and 44% for IBC and CSD up to 87% and 95% for Suffolk coastal service and Suffolk PCT

**Table 13 - Most used travel mode**

| Response                         | Main location   | Bus  | Car driver, single occupant | Car driver with a passenger | Car passenger | Cycle | Motor cycle | Park and Ride | Train | Walk | Work from home |
|----------------------------------|-----------------|------|-----------------------------|-----------------------------|---------------|-------|-------------|---------------|-------|------|----------------|
| Babergh District Council         | Hadleigh        | 0%   | 83%                         | 9%                          | 3%            | 1%    | 0%          | 0%            | 0%    | 3%   | 1%             |
| BT - Adastral Park               | Martlesham      | 6%   | 55%                         | 11%                         | 2%            | 15%   | 2%          | 0%            | 1%    | 4%   | 4%             |
| BT - Bibb way                    | Ipswich         | 0%   | 41%                         | 13%                         | 0%            | 19%   | 0%          | 0%            | 3%    | 19%  | 6%             |
| Customer Service Direct          | Ipswich         | 7%   | 44%                         | 11%                         | 5%            | 10%   | 1%          | 2%            | 7%    | 11%  | 1%             |
| Forest Heath District Council    | Mildenhall      | 1%   | 82%                         | 8%                          | 1%            | 3%    | 0%          | 0%            | 0%    | 5%   | 0%             |
| Ipswich Borough Council          | Ipswich         | 8%   | 37%                         | 9%                          | 3%            | 18%   | 1%          | 3%            | 11%   | 10%  | 0%             |
|                                  | Needham         | 3%   | 72%                         | 10%                         | 2%            | 3%    | 1%          | 0%            | 1%    | 8%   | 0%             |
| Mid Suffolk District Council     | Market          |      |                             |                             |               |       |             |               |       |      |                |
| Other (please specify)           | Various         | 1%   | 71%                         | 10%                         | 1%            | 6%    | 1%          | 1%            | 0%    | 6%   | 1%             |
| Police - Martlesham              | Martlesham      | 2%   | 63%                         | 16%                         | 1%            | 13%   | 2%          | 0%            | 0%    | 3%   | 0%             |
| St Edmundsbury Borough Council   | Bury St Edmunds | 2%   | 66%                         | 13%                         | 3%            | 6%    | 1%          | 0%            | 0%    | 8%   | 1%             |
| Suffolk Coastal District Council | Woodbridge      | 1%   | 79%                         | 8%                          | 2%            | 1%    | 1%          | 0%            | 1%    | 5%   | 1%             |
| Suffolk Coastal Services         | Ufford          | 0%   | 87%                         | 9%                          | 0%            | 0%    | 0%          | 0%            | 4%    | 0%   | 0%             |
| Suffolk County Council           | Ipswich         | 5%   | 58%                         | 7%                          | 3%            | 8%    | 0%          | 2%            | 5%    | 11%  | 1%             |
| Suffolk PCT                      | Bramford        | 0%   | 95%                         | 5%                          | 0%            | 0%    | 0%          | 0%            | 0%    | 0%   | 0%             |
| The Environment Agency           | Ipswich         | 0%   | 68%                         | 19%                         | 0%            | 11%   | 0%          | 0%            | 0%    | 0%   | 3%             |
| University Campus Suffolk        | Ipswich         | 6%   | 50%                         | 4%                          | 3%            | 11%   | 1%          | 1%            | 5%    | 20%  | 0%             |
| Waveney District Council         | Lowestoft       | 0%   | 58%                         | 9%                          | 3%            | 10%   | 0%          | 0%            | 2%    | 15%  | 1%             |
| Grand Total                      |                 | 4.6% | 58.6%                       | 9.3%                        | 2.7%          | 9.4%  | 0.9%        | 1.0%          | 3.4%  | 8.7% | 1.5%           |

Key :   – top 15%  
  – bottom 15%

### ***4.3 What would change your behaviour***

This section looks at the variation between organisations in their response to Q8 **'If you don't use sustainable transport (walking, cycling, bus, train, park and ride, home working or car passenger) which of these would help persuade you to do so?'** It is hoped that tables 14 and 15 would be particularly beneficial to individual organisations in developing their travel plans. There are some district differences between organisations and how the participants have answered these questions. There is also definite clustering of answers – for example certain organisations having higher % for public transport related initiatives.

**Table 14 - What would change your behaviour**

| Company                         | Cheaper public transport | More reliable, on time, frequent and clean public transport | Faster - more direct bus services | Nothing | Development of homeworking | Staff discounts (please specify which service/operator in the | Reliable information and advice on public transport availability | Extended evening bus services | Safer cycle paths and footpaths | Facilities at work for cyclists (please provide details in the text field | Other (please specify) | Availability of pool cars | More flexible working (please provide details in text box below - you | Improved child care arrangements | Traffic calming | Help to find car sharing | Dedicated works bus | N/A  |
|---------------------------------|--------------------------|---|-----------------------------------|---------|----------------------------|---|--|-------------------------------|---------------------------------|---|------------------------|---------------------------|---|----------------------------------|-----------------|--------------------------|---------------------|------|
| Babergh District Council        | 23.5%                    | 30.6%   | 22.4%                             | 24.7%   | 14.1%                      | 2.4%  | 5.9%   | 10.6%                         | 7.1%                            | 1.2%  | 11.8%                  | 8.2%                      | 1.2%  | 3.5%                             | 1.2%            | 1.2%                     | 4.7%                | 5.9% |
| BT - Adastral Park              | 32.6%                    | 32.8%   | 30.8%                             | 23.4%   | 6.6%                       | 11.1%   | 8.8%   | 11.1%                         | 14.2%                           | 1.7%  | 16.6%                  | 3.1%                      | 2.8%  | 2.1%                             | 1.4%            | 2.1%                     | 9.9%                | 4.9% |
| BT - Bibb way                   | 35.0%                    | 45.0%   | 25.0%                             | 15.0%   | 5.0%                       | 5.0%  | 10.0%  | 10.0%                         | 20.0%                           | 0.0%  | 5.0%                   | 0.0%                      | 0.0%  | 5.0%                             | 0.0%            | 0.0%                     | 0.0%                | 5.0% |
| Customer Service Direct         | 38.2%                    | 36.7%   | 24.1%                             | 16.6%   | 12.6%                      | 16.6%   | 7.5%   | 11.1%                         | 11.6%                           | 1.5%  | 19.1%                  | 3.0%                      | 3.5%  | 5.0%                             | 1.0%            | 5.0%                     | 3.0%                | 6.5% |
| Forest Heath District Council   | 15.1%                    | 26.7%   | 18.6%                             | 18.6%   | 22.1%                      | 7.0%  | 9.3%   | 5.8%                          | 7.0%                            | 0.0%  | 14.0%                  | 11.6%                     | 20.9%   | 10.5%                            | 0.0%            | 2.3%                     | 5.8%                | 3.5% |
| Ipswich Borough Council         | 27.0%                    | 27.0%   | 15.9%                             | 20.6%   | 7.9%                       | 9.5%  | 4.8%   | 9.5%                          | 4.8%                            | 0.0%  | 14.3%                  | 3.2%                      | 1.6%  | 3.2%                             | 1.6%            | 0.0%                     | 3.2%                | 1.6% |
| Mid Suffolk District Council    | 26.4%                    | 18.4%   | 19.5%                             | 29.9%   | 11.5%                      | 9.2%  | 2.3%   | 9.2%                          | 9.2%                            | 6.9%  | 17.2%                  | 11.5%                     | 4.6%  | 2.3%                             | 0.0%            | 5.7%                     | 1.1%                | 5.7% |
| Police - Martlesham             | 26.3%                    | 24.9%   | 26.3%                             | 21.5%   | 21.5%                      | 13.2%   | 9.3%   | 10.2%                         | 9.3%                            | 4.4%  | 22.0%                  | 3.4%                      | 3.4%  | 2.0%                             | 0.0%            | 4.9%                     | 8.3%                | 3.9% |
| St Edmundsbury Borough Council  | 21.1%                    | 28.9%   | 28.9%                             | 28.9%   | 4.6%                       | 6.6%  | 5.9%   | 11.2%                         | 7.2%                            | 0.7%  | 11.8%                  | 2.6%                      | 2.0%  | 2.6%                             | 0.0%            | 1.3%                     | 3.3%                | 3.9% |
| Suffok Coastal District Council | 25.0%                    | 27.6%   | 25.0%                             | 28.9%   | 15.8%                      | 5.3%  | 10.5%  | 11.8%                         | 7.9%                            | 5.3%  | 17.1%                  | 11.8%                     | 6.6%  | 3.9%                             | 0.0%            | 3.9%                     | 7.9%                | 5.3% |
| Suffolk Coastal Services        | 26.9%                    | 26.9%   | 19.2%                             | 23.1%   | 3.8%                       | 7.7%  | 7.7%   | 7.7%                          | 3.8%                            | 3.8%  | 7.7%                   | 15.4%                     | 11.5%   | 0.0%                             | 3.8%            | 0.0%                     | 11.5%               | 7.7% |
| Suffolk County Council          | 26.1%                    | 25.7%   | 18.6%                             | 19.9%   | 14.7%                      | 12.3%   | 5.7%   | 6.6%                          | 7.2%                            | 2.6%  | 19.2%                  | 8.5%                      | 5.0%  | 5.6%                             | 0.5%            | 3.2%                     | 4.6%                | 6.3% |
| Suffolk PCT                     | 12.5%                    | 33.3%   | 16.7%                             | 20.8%   | 8.3%                       | 4.2%  | 8.3%   | 20.8%                         | 25.0%                           | 0.0%  | 20.8%                  | 12.5%                     | 4.2%  | 0.0%                             | 4.2%            | 8.3%                     | 8.3%                | 4.2% |
| The Environment Agency          | 48.6%                    | 42.9%   | 22.9%                             | 8.6%    | 17.1%                      | 8.6%  | 8.6%   | 20.0%                         | 5.7%                            | 0.0%  | 11.4%                  | 8.6%                      | 5.7%  | 8.6%                             | 2.9%            | 0.0%                     | 2.9%                | 2.9% |
| University Campus Suffolk       | 40.5%                    | 35.4%   | 26.6%                             | 13.9%   | 11.4%                      | 21.5%   | 6.3%   | 15.2%                         | 8.9%                            | 1.3%  | 15.2%                  | 2.5%                      | 6.3%  | 2.5%                             | 1.3%            | 5.1%                     | 2.5%                | 2.5% |
| Waveney District Council        | 31.1%                    | 26.2%   | 18.0%                             | 18.0%   | 13.1%                      | 9.8%  | 6.6%   | 3.3%                          | 13.1%                           | 14.8%   | 23.0%                  | 4.9%                      | 3.3%  | 0.0%                             | 3.3%            | 6.6%                     | 3.3%                | 6.6% |
| Other (please specify)          | 18.3%                    | 16.1%   | 10.8%                             | 18.3%   | 4.3%                       | 9.7%  | 2.2%   | 9.7%                          | 7.5%                            | 3.2%  | 16.1%                  | 4.3%                      | 1.1%  | 1.1%                             | 0.0%            | 2.2%                     | 4.3%                | 8.6% |
| Grand Total                     | 27.9%                    | 28.2%   | 22.4%                             | 21.1%   | 12.4%                      | 11.3%   | 6.8%   | 9.0%                          | 9.2%                            | 2.6%  | 17.6%                  | 6.4%                      | 4.5%  | 4.0%                             | 0.8%            | 3.1%                     | 5.6%                | 5.5% |

Key : Green – top 15%, Purple – bottom 15%

**Table 15 - What would change your behaviour (SCC only) by location**

| Company                           | Cheaper public transport | More reliable, on time, frequent and clean public transport | Faster - more direct bus services | Nothing | Development of homeworking | Staff discounts (please specify which service/operator in the | Reliable information and advice on public transport availability | Extended evening bus services | Safer cycle paths and footpaths | Facilities at work for cyclists (please provide details in the text field | Other (please specify) | Availability of pool cars | More flexible working (please provide details in text box below - you may | Improved child care arrangements | Traffic calming | Help to find car sharing | Dedicated works bus | N/A |
|-----------------------------------|--------------------------|---|-----------------------------------|---------|----------------------------|---|--|-------------------------------|---------------------------------|---|------------------------|---------------------------|---|----------------------------------|-----------------|--------------------------|---------------------|-----|
| ACS Whitehouse                    | 23%                      | 33%   | 33%                               | 15%     | 28%                        | 15%   | 8%   | 5%                            | 13%                             | 10%   | 13%                    | 26%                       | 10%   | 23%                              | 0%              | 0%                       | 13%                 | 5%  |
| Clapham House                     | 15%                      | 35%   | 15%                               | 15%     | 10%                        | 10%   | 10%  | 5%                            | 10%                             | 5%  | 10%                    | 20%                       | 5%  | 0%                               | 0%              | 10%                      | 5%                  | 5%  |
| Constantine House                 | 64%                      | 55%   | 18%                               | 9%      | 9%                         | 27%   | 0%   | 0%                            | 0%                              | 0%  | 27%                    | 0%                        | 0%  | 0%                               | 0%              | 0%                       | 0%                  | 0%  |
| Endeavour House                   | 37%                      | 30%   | 21%                               | 16%     | 16%                        | 16%   | 6%   | 8%                            | 8%                              | 2%  | 21%                    | 4%                        | 4%  | 8%                               | 0%              | 4%                       | 5%                  | 5%  |
| Other (please specify + postcode) | 23%                      | 24%   | 16%                               | 24%     | 13%                        | 11%   | 6%   | 7%                            | 7%                              | 3%  | 20%                    | 10%                       | 6%  | 4%                               | 1%              | 3%                       | 3%                  | 7%  |
| Paul's Road                       | 18%                      | 18%   | 29%                               | 29%     | 6%                         | 6%  | 6%   | 0%                            | 0%                              | 0%  | 29%                    | 6%                        | 0%  | 0%                               | 0%              | 0%                       | 6%                  | 0%  |
| Phoenix House                     | 40%                      | 33%   | 38%                               | 22%     | 22%                        | 18%   | 7%   | 7%                            | 7%                              | 4%  | 15%                    | 5%                        | 4%  | 5%                               | 0%              | 4%                       | 20%                 | 2%  |
| Saxmundham                        | 9%                       | 16%   | 13%                               | 25%     | 16%                        | 6%  | 0%   | 6%                            | 6%                              | 0%  | 22%                    | 6%                        | 9%  | 0%                               | 0%              | 3%                       | 3%                  | 19% |
| St Edmund House                   | 22%                      | 30%   | 15%                               | 22%     | 26%                        | 11%   | 4%   | 4%                            | 7%                              | 0%  | 26%                    | 22%                       | 11%   | 4%                               | 4%              | 0%                       | 7%                  | 4%  |
| West Suffolk House                | 15%                      | 24%   | 20%                               | 21%     | 21%                        | 11%   | 4%   | 8%                            | 5%                              | 0%  | 21%                    | 14%                       | 5%  | 5%                               | 0%              | 3%                       | 8%                  | 10% |
| Grand Total                       | 26%                      | 26%   | 19%                               | 20%     | 15%                        | 12%   | 6%   | 7%                            | 7%                              | 3%  | 19%                    | 9%                        | 5%  | 6%                               | 1%              | 3%                       | 5%                  | 6%  |

Key : Green – top 15%  
Red – bottom 15%

## Appendix A – 1 day travel survey travel questions

This is a short survey to research how people travel to work.

### \*1. Which organisation do you work at?

- |   |  |   |
|---|--|---|
| <input type="radio"/> Babergh District Council      | <input type="radio"/> Mid Suffolk District Council     | <input type="radio"/> Suffolk PCT               |
| <input type="radio"/> BT - Bibb way                 | <input type="radio"/> Police - Martlesham              | <input type="radio"/> The Environment Agency    |
| <input type="radio"/> BT - Adrenal Park             | <input type="radio"/> St Edmundsbury Borough Council   | <input type="radio"/> University Campus Suffolk |
| <input type="radio"/> Customer Service Direct       | <input type="radio"/> Suffolk Coastal District Council | <input type="radio"/> Wrensey District Council  |
| <input type="radio"/> Forest Heath District Council | <input type="radio"/> Suffolk Coastal Services         | <input type="radio"/> Willis                    |
| <input type="radio"/> Ipswich Borough Council       | <input type="radio"/> Suffolk County Council           |   |
| <input type="radio"/> Ipswich Hospital NHS Trust    | <input type="radio"/> Suffolk New College              |   |
| <input type="radio"/> Other (please specify)        |  |   |

**\* 2. Which location do you normally work at?**

- ACS Whitehouse
- Clapham House
- Constantine House
- Endeavour House
- Paul's Road
- Phoenix House
- Sixmudham County Buildings
- St Edmund House
- West Suffolk House
- Other (please specify + postcode)

**\* 3. Which section do you work in?**

- Adult and Community Services
- Children and Young People
- Elected Councillor
- Economy, Skills and Environment
- Public Protection, Social Inclusion and Diversity
- Resource Management including Strategic Centre
- Other (please specify)

**\*4. How do you normally travel to work? You can choose all modes that you use. For example you may normally use a car plus Park and Ride (Monday to Thursday) and on a Friday you have a significant walk to a railway station. Then you would record car, Park and Ride, walk and train.**

- Bus
- Car driver - single occupant (whole journey)
- Car driver with a passenger/ car share (any part of the journey)
- Car passenger
- Cycle
- Motor cycle/ moped/ motor scooter
- Park and ride
- Train
- Work from home
- Walk
- Other (please specify)

**\*5. Of the modes reported above, which do you use the most? (if you use several modes, record the one for the longest distance, unless you use Park and Ride in which case record Park and Ride)**

- Bus
- Car driver - single occupant (whole journey)
- Car driver with a passenger/ car share (any part of the journey)
- Car passenger
- Cycle
- Motor cycle/ moped/ motor scooter
- Park and ride
- Train
- Work from home
- Walk
- Other (please specify)

**\*6. What distance do you travel to work?**

- |  |  |  |
|--|--|--|
| <input type="radio"/> Less than 1 mile       | <input type="radio"/> 5 to less than 10 miles  | <input type="radio"/> N/A e.g. Home worker |
| <input type="radio"/> 1 to less than 3 miles | <input type="radio"/> 10 to less than 20 miles |  |
| <input type="radio"/> 3 to less than 5 miles | <input type="radio"/> Over 20 miles            |  |



**\* 7. Whilst at work, how often do you use your own car for work purposes?**

- Every day
- Once a week or more but not every day
- Once a month or more but less than once a week
- Less than once a month
- Never
- N/A

**8. If you don't normally use sustainable transport (walking, cycling, bus, train, Park and Ride, homeworking or car passenger) which of these would help persuade you to do so?**

- Reliable information and advice on public transport availability
- Cheaper public transport
- More reliable, on time, frequent and clean public transport
- Extended evening bus services
- Faster - more direct bus services
- Staff discounts (please specify which service/operator in the text field below - you may need to select other first)
- Safer cycle paths and footpaths
- Facilities at work for cyclists (please provide details in the text field below - you may need to select other first)
- Wheelchair-accessible buses
- Availability of pool cars
- More flexible working (please provide details in text box below - you may need to select other first)
- Development of homeworking
- Improved child care arrangements
- Traffic calming
- Help to find car sharing
- Dedicated works bus
- Nothing
- N/A
- Other (please specify)

Please note that this section is optional and you don't have to complete these questions if you don't want to. If you choose not to disclose this information, please tick the 'Prefer Not to Disclose' option so that we are aware of your choice.

The information you provide will be used for monitoring purposes only and your anonymity is assured. Any information provided is governed by the Data Protection Act 1998 and will be treated as strictly confidential.

**9. If you choose not to disclose this information, please tick the 'Prefer not to disclose' option so that we are aware of your choice.**

Prefer not to disclose

**10. Are you:**

Male

Female

Do not wish to specify

**11. Which age group do you fit into?**

Under 16

16-24

25-34

35-44

45-54

55-64

65-74

75+

Do not wish to specify

**12. What is your home postcode?**

**We will not use this information to identify you, we just need to check we are surveying people from different areas of the county.**