



Travel to Work Report 2011

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1 **Headline results**

The 2011 online travel to work survey was conducted on the 11th May 2011. 17 organisations participated with a total of 5921 respondents, or 1.7% of the working population of Suffolk.

The key findings from the survey were:

In 2011, 33.4% of respondents usually travelled to work by sustainable modes {Bus, Car passenger, Cycle, Park and Ride, Taxi, Train, Walk and Work from home}, which is the same as both the 2009 and 2010 published figure. When restricted to those organisations that formed the original 2005 base set the sustainability now stands at an all time high of 34.3%.

Most sustainable modes have increased steadily from 2005 through to 2011 with:

Walking to work increasing from 7.3% to 10.6%.

Home working increasing, more than 6 fold, from 0.3% to 1.9%

Train travel increasing, more than 2 fold, from 1.3% to 3.5%

The decline has been in bus usage which started dropping from a peak of 9.2% in 2007 to 4.4% today.

Park and Ride increased from 0.6% in 2005 to a peak of 1.4% in 2010, dropped to 0.9% in 2011 on the closure of Ipswich, Bury Road Park and Ride.

In 2011 some 28.4% of respondents used their own car at least once a week for work purposes, a 1% drop on 2010.

A new question for 2011 was on shift-working – the average sustainability for non shift-workers was 34% dropping to 29.9% for permanent shift-worker which drops to 25.7% for occasional shift-workers.

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 4% whilst at Endeavour House it is 54%.

In 2011, at over 20% BT Bibb Way had by far the largest proportion of home-workers, compared to a Suffolk average of 1.9%. This represents a 10% improvement in just one year and appears to give a disproportionate improvement in sustainability – with a propensity for home-workers to come from the longer distance journeys by car, whilst the shorter distance walkers and cyclist remain office based. These improvements appear to result from campaigns for homeworking plus a dedicated works bus linking BT Bibb Way to BT Adastral and the railway station.

In 2011, there were 266 requests (4.5% of responses) for information on sustainable travel. This is an increase of 1% over the 3.5% for 2010 – reflecting an increased interest in sustainable travel. Last year's mail shot, to those interested in sustainable travel may have contributed to the rise in sustainable travel observed this year.

2 **Background and methodology**

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 3rd LTP has undergone public consultation and is currently at draft status

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 – where sustainable travel was defined under LTP2 as including Bus, Car passenger, Cycle, Park and Ride, Taxi, Train, Walk and Work from home.

- 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.

The 2010 survey had four pages of questions, which includes nine travel related questions plus four demographic questions. The travel related questions were:

Q1 Which organisation do you work for?

Q2 Which location do you normally work at? (SCC and IBC only)

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

Q4 How do you normally travel to work? You can choose all modes that you use.

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

Q6 What distance do you travel to work?

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

Q8 If you don't use sustainable transport (walking, cycling, bus, train, park and ride, home working or car passenger) which of these 'factors' would help persuade you to do so?

Q9 Do you do shift working?

Q9 If you would like us to contact you with additional information on sustainable transport, please give your email address

For 2011 'Survey Monkey' software was used for the Survey; opening on the 11th May and staying open for 2 weeks to allow people not at their workplace on the day to respond.

The survey for 2011 is an amalgamation of the original 1 day travel survey with an internal SCC and IBC surveys – the goal was three fold:

- i. To have a single set of questions to baseline and track performance improvements of individual organisation transport plans and Suffolk County Council's Local Transport Plan.
- ii. To reduce the number of surveys.
- iii. To keep the survey completion time down to a minimum, by restricting the number of questions, whilst still ensuring the questions cover the key areas required. As a consequence some questions have been dropped, for example ethnicity.

The 2011 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. Because of the auto numbering feature of survey monkey it was necessary to delete any reference to specific question numbers as the question numbers are no longer constant.

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.
- IBC had an additional question they wished to have added.
- A question on shift working was added at the request of Ipswich Hospital NHS Trust.
- The answer list for Q8 "If you don't use sustainable transport (walking, cycling, bus, train, park and ride, home working or car passenger) which of these 'factors' would help persuade you to do so?" was updated to include "Dedicated works bus"

In total 17 organisations participated, with a total of 5921 respondents or 1.7% 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 2011.

Table 1 - Companies participating in the 2010 travel survey.

Organisation	Main location	Respondents	% of total survey
Babergh District Council	Hadleigh	112	1.9%
BT	Adastral and Bibb Way (Ipswich)	961	16.2%
Customer Service Direct	Ipswich	341	5.8%
Forest Heath District Council	Mildenhall	88	1.5%
Ipswich Borough Council	Ipswich	235	4.0%
Ipswich Hospital NHS Trust	Ipswich	288	4.9%
Mid Suffolk District Council	Needham Market	147	2.5%
Police - Martlesham	Martlesham	300	5.1%
St Edmundsbury Borough Council	Bury St Edmunds	186	3.1%
Suffolk Coastal District Council	Woodbridge	192	3.2%
Suffolk Coastal Services	Ufford	41	0.7%
Suffolk County Council	Ipswich	1965	33.2%
Suffolk PCT	Ipswich	38	0.6%
The Environment Agency	Bramford	98	1.7%
University Campus Suffolk	Ipswich	174	2.9%
Waveney District Council	Lowestoft	107	1.8%
Willis	Ipswich	551	9.3%
Other	various	97	1.6%

For the 2011 survey there were 17 organisations taking part, compared to 18 in 2010, with the addition of the police at Martlesham and the removal of Suffolk new college and DC leisure.

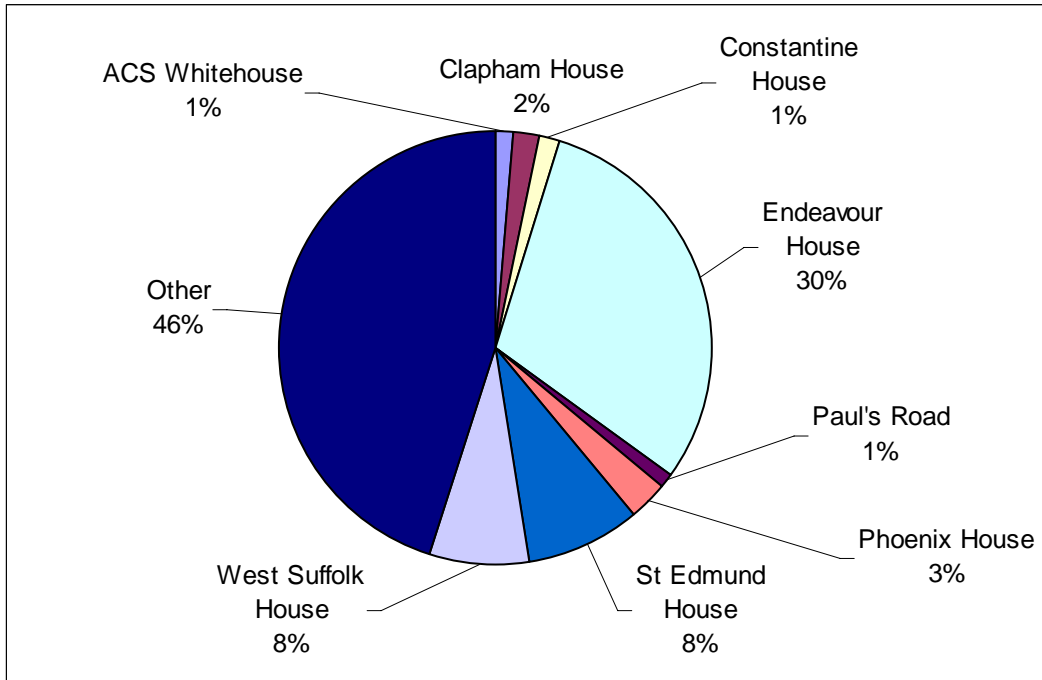
The total number of respondents for 2011 was 5921 which is a drop on the 2010 return of 6,766. Ipswich Hospital NHS Trust and Suffolk PCT were unable to send out the survey on the 11th May but did so a couple of days later.

For the analysis of trends and comparisons with previous years the following base set of companies has been used:

- Babergh District Council
- BT
- Customer Service Direct
- Forest Heath District Council
- Ipswich Borough Council

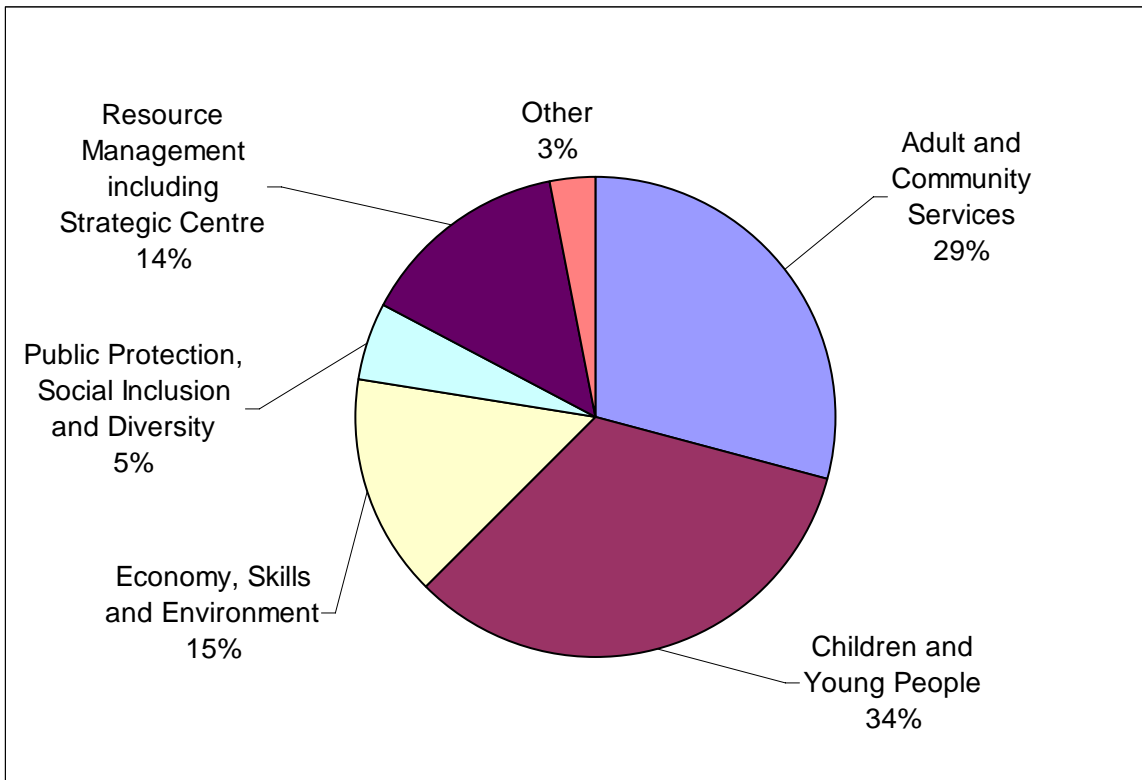
- Mid Suffolk District Council
- St Edmundsbury Borough Council
- Suffolk Coastal District Council
- Suffolk County Council
- Suffolk PCT
- Waveney District Council
- Willis

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

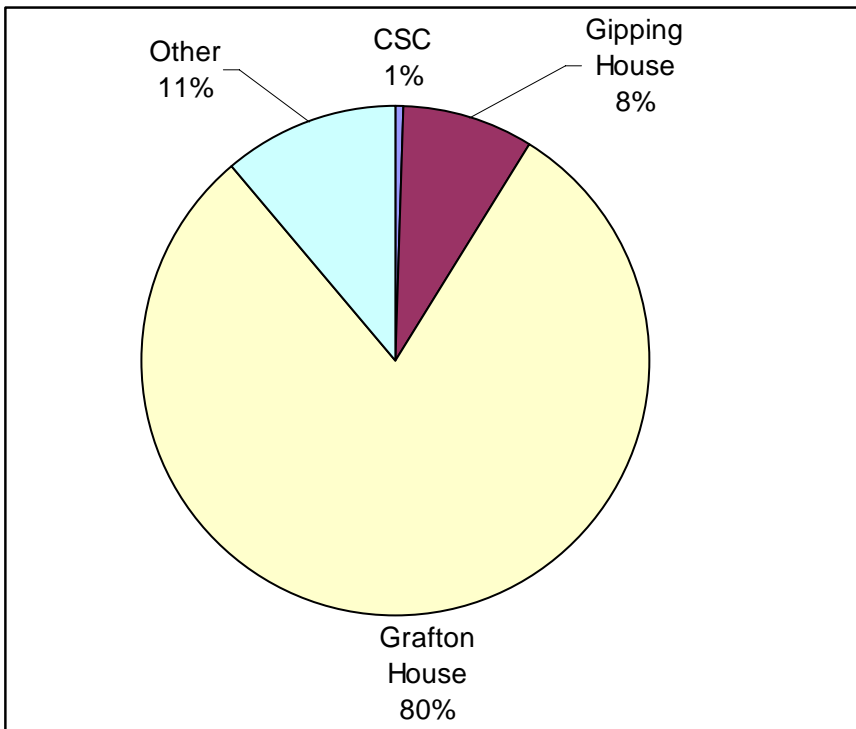


There were a total of 1926 responses to this question, restricted to SCC employees only.

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



3.4 Q2 Which location do you normally work at? (IBC only)



There were a total of 177 responses to this question, restricted to IBC employees only.

3.5 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.

The number of respondents that dropped out on this particular question last year was 10%. This has dropped to 4% this year even though the survey has not significantly changed. It is difficult to understand why respondents have been more willing to respond this year - possibly a growing interest in travel in general because of the rise in petrol prices.

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	4.2 %	0.7 %	0.2 %	0.7 %	0.2 %	0.0 %	0.0 %	0.1 %	1.4 %	0.2 %
	Car driver – single occupant	1.5 %	57.0 %	4.1 %	1.9 %	3.8 %	0.7 %	0.4 %	1.6 %	3.8 %	3.9 %
	Car driver - with passenger	0.4 %	2.2 %	9.2 %	0.8 %	0.8 %	0.2 %	0.1 %	0.3 %	0.7 %	0.7 %
	Car passenger	0.5 %	0.7 %	0.5 %	3.0 %	0.2 %	0.0 %	0.1 %	0.2 %	0.6 %	0.2 %
	Cycle	0.7 %	3.5 %	0.5 %	0.4 %	9.5 %	0.2 %	0.0 %	0.2 %	1.9 %	0.5 %
	Motor cycle	0.0 %	0.7 %	0.1 %	0.0 %	0.2 %	1.2 %	0.0 %	0.1 %	0.0 %	0.1 %
	Park and Ride	0.1 %	0.5 %	0.1 %	0.0 %	0.0 %	0.0 %	0.8 %	0.0 %	0.1 %	0.0 %
	Train	0.5 %	1.1 %	0.3 %	0.2 %	0.6 %	0.0 %	0.0 %	3.4 %	1.6 %	0.3 %
	Walk	1.3 %	2.1 %	0.5 %	0.7 %	0.9 %	0.1 %	0.0 %	0.2 %	10.6 %	0.4 %
	Work from home	0.1 %	0.9 %	0.2 %	0.0 %	0.2 %	0.0 %	0.0 %	0.2 %	0.1 %	1.2 %

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 57%. 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	2010	2011
Bus	5.1%	4.4%	10.6%	9.4%
Car driver - single occupant	56.9%	55.6%	68.4%	69.5%
Car driver- with passenger	9.1%	9.6%	15.6%	15.4%
Car passenger	3.4%	3.1%	7.9%	7.9%
Cycle	8.1%	9.4%	14.5%	16.3%
Motor cycle	1.0%	1.2%	2.5%	2.6%
Park and Ride	1.4%	0.9%	2.6%	1.6%
Train	3.1%	3.5%	6.2%	6.2%
Work from home	1%	1.6%	6.8%	7.3%
Walk	11%	10.6%	21.5%	20.8%

This shows for example that although 10.6% of participants in 2011 used walking as their primary or normal travel mode to get to work this grows to 20.8% that sometimes walk.

3.5.1 Average number of travel modes

As people can use more than one mode of travel to get to work, each organisation will have an average number of modes, as shown in Table 2; with values ranging from 1.10 for Ipswich Borough to 2.02 for BT Bibb Way. The biggest change from last year is Ipswich Borough Council which has seen a drop from 1.64 last year to just 1.10 in 2011. This drop can't readily be explained and needs further investigation.

Table 3 - Average number of travel modes

Company	Average No. of modes	
	2010	2011
Ipswich Borough Council	1.64	1.10
Suffolk Coastal Services	1.23	1.12
Forest Heath District Council	1.22	1.18
Mid Suffolk District Council	1.34	1.18
Babergh District Council	1.25	1.27
Ipswich Hospital	1.49	1.41
Waveney District Council	1.46	1.44
Suffolk County Council	1.56	1.45
Police - Martlesham		1.45
Suffolk PCT	1.74	1.45
Willis	1.38	1.46
Suffolk Coastal District Council	1.33	1.50
BT – Adastral Park	1.59	1.52
Customer Service Direct	1.63	1.52
St Edmundsbury Borough Council	1.59	1.53
The Environment Agency	1.67	1.59
BT - Bibb Way	1.83	2.02
Other	1.47	1.32
All organisations	1.53	1.46

3.6 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 no change in the LTP sustainability figure of 33.4%.for 2011, compared to 2010 or 2009.

Table 4 - Most used travel mode to work - average of all organisations participating

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

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

Using this baseline the sustainability figure for 2011 has risen to an all time high of 34.3% compared to 33.4% in 2010 and 33.8% in 2009.

A possible contributing factor to the improvement in this year's figures could be the option in last year's survey to receive additional information on sustainable transport. Some 3.5% of individuals took up the offer last year and were provided with sustainable transport information links on bus time tables, car sharing, cycle and walking routes etc. These individuals may have a tendency to answer in a more sustainable fashion.

Cycling in 2011 has gone up by 1.5% on the 2010 values to 9.4%. There is strong evidence from cycle traffic count information that cycle activity is dependent on the weather with severe winter weather depressing cycling activity. Conversely, the spring of 2011 has been the warmest on record and presumably is the primary reason for the increase in cycling seen in 2011.

Table 5 - Most used travel mode to work – base line organisations only

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

Although the sustainability figure is 34.3% 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.

Table 6 - Most used travel mode compared to all travel modes used – all participating organisations

		2011	
		Normal mode only	All modes used
Primary mode	Bus	4.4%	6.0%
	Car driver - single occupant (whole journey)	55.6%	44.2%
	Car driver with a passenger/ car share (any part of the journey)	9.6%	9.8%
	Car passenger	3.1%	5.0%
	Cycle	9.4%	10.4%
	Motor cycle/ moped/ motor scooter	1.2%	1.6%
	Park and Ride	0.9%	1.0%
	Train	3.5%	3.9%
	Work from home	1.6%	4.7%
	Walk	10.6%	13.2%
	Other	0.1%	0.1%
	Sustainable	33.4%	43.4%

3.6.1 Modal trends

Table 7 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 2010 percentage travelling by sustainable means has increased from 27.8% to 34.3%, with a peak in 2008 of 34.2% and a marginal decline of 0.8% to 2010 followed by a record high of 34.3% in 2011.

Most sustainable modes have increased steadily from 2005 through to 2010 with:

- Walking to work increasing from 7.3% to 10.6%.
- Home working increasing, more than 4 fold, from 0.3% to 1.9%
- Park and Ride increasing, more than 2 fold, from 0.6% to a peak of 1.4% in 2010 but has dropped to 0.9% in 2011 on the closure of Bury Rd Park and Ride in Ipswich.
- Train travel increasing, more than 2 fold, from 1.3% to 3.5%

The decline has been in bus usage which started dropping from a peak of 9.2% in 2007 to 5.0% in 2011. This decline is statistically significant (99% confidence limit is 1.3%, based on a Poisson distribution) is not consistent with overall bus usage. A number of factors have been considered as causes for the decline but at the current time the underlying cause has not been identified:

- The same baseline of organisations has been used throughout so variations between companies should not be a cause.
- The survey uses people's usual travel mode so factors such as the weather should not influence the result.
- Cost of travel is not believed to be a contributing factor as there has not been a particularly sharp rise in costs in the years where usage has dropped, so cost should not be a disincentive. However the perception is that short distance bus fares are high which would agree with the observed rise in the percentage walking.
- There have been no major service withdrawals or route changes that could be a factor.

Table 7 - Modal trends (base line of organisation)

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

Figure 1 - 2005 to 2010 All modal travel trends

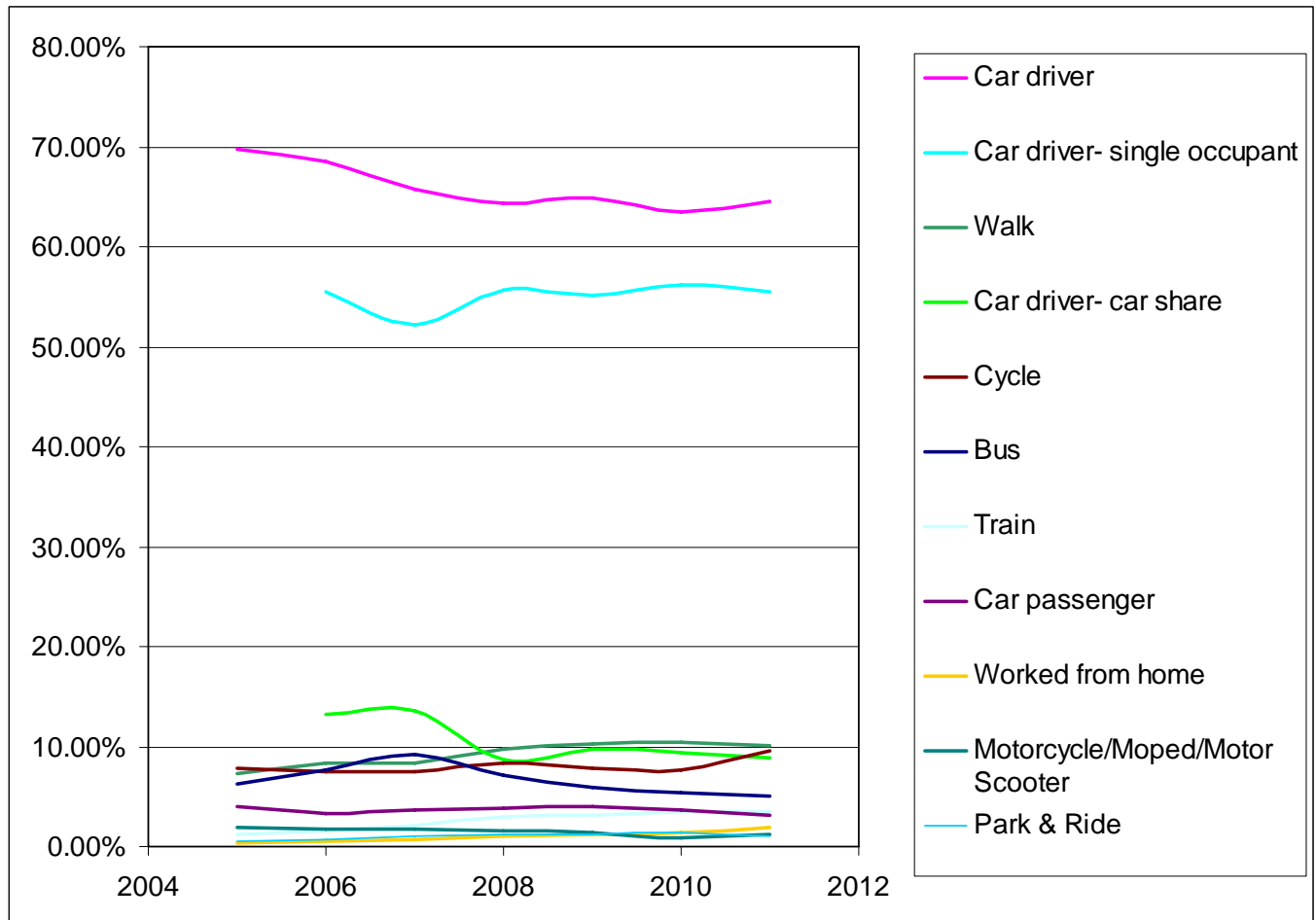
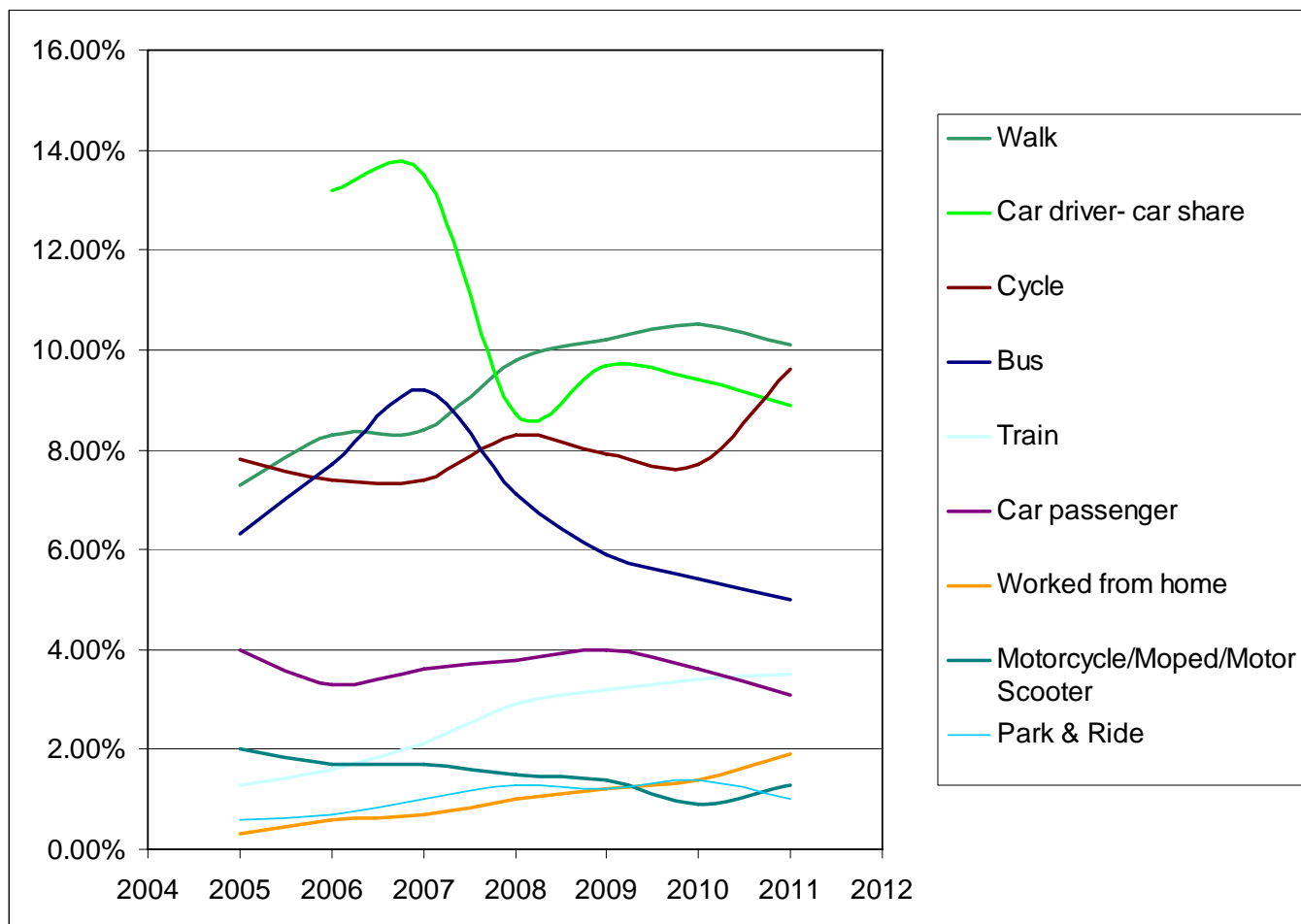


Figure 2 - 2005 to 2010 Modal travel trends - expanded bottom half



3.7 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 has decline slightly over the years and in 2011 stands at 57/43 – so the average distance travelled to work is getting marginally less. This view is supported by Table 8 and Figure 4.

Figure 3 - Distance travelled to work

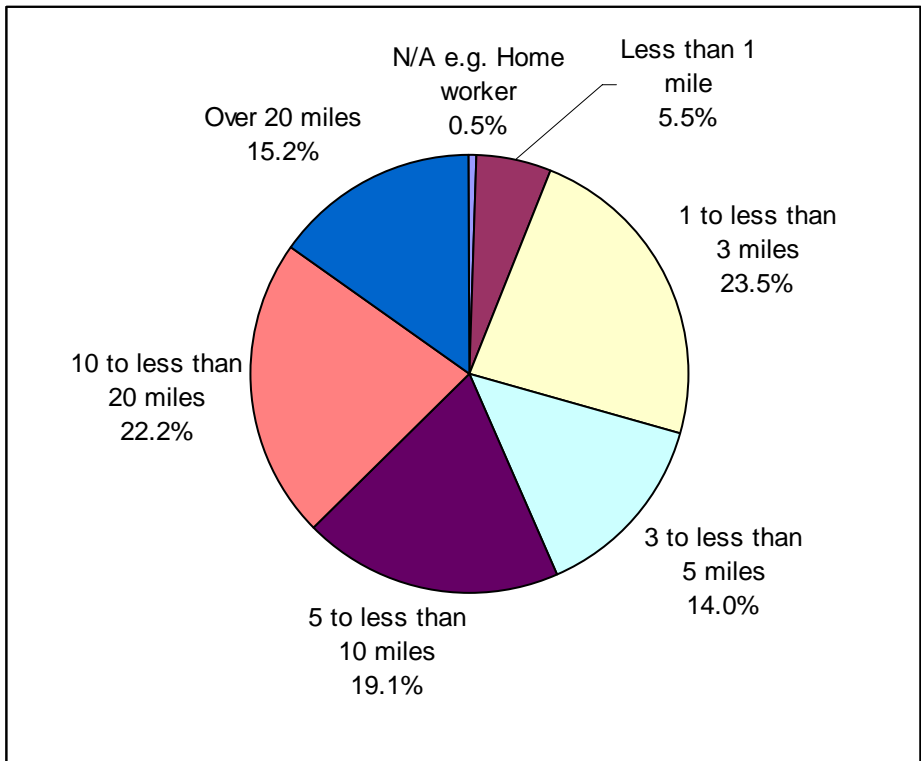
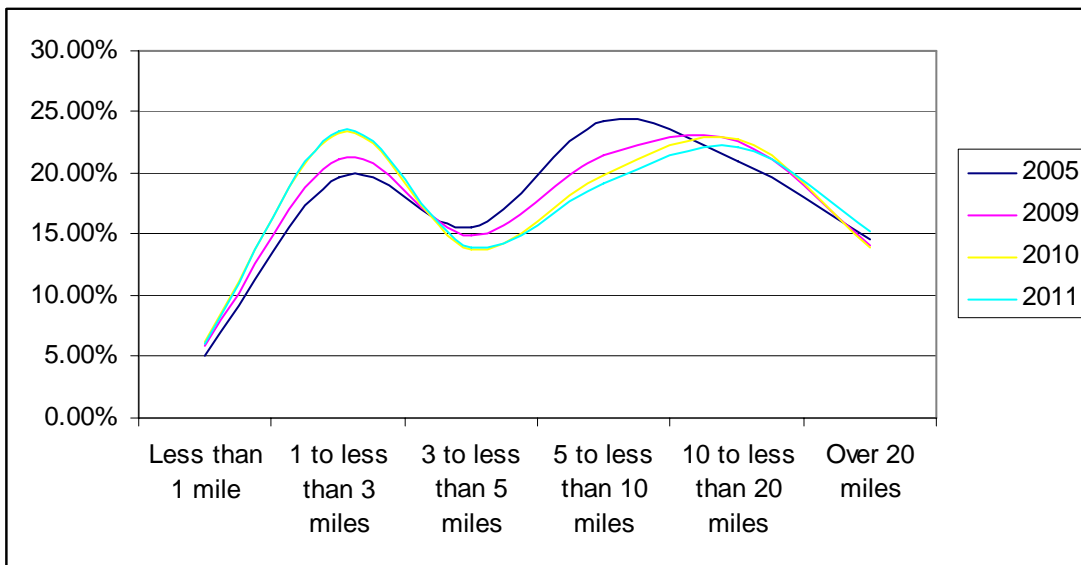


Table 8 - Distance travelled to work trends

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

The bimodal nature of the distribution shown in Figure 4 and the shift in that distribution with time are likely to reflect the geographic distribution of housing and work. The curve shows an increase between 2005 and 2011 of 4% in the number of people travelling 1 to 3 miles to work and decreases of 5% in the 5 to 10 mile range. For distances greater than 20 miles there has been a 1% increase. An explanation for this shift to shorter distance is that the organisations surveyed and new housing developments (Grange Farm Kesgrave, Belstead Brook, Ravenswood) have a propensity to be located in the Ipswich areas – the main centre of employment. The shift to reduced distance to work could also be seen as one of the successes of planning regulations ensuring that new housing developments are located close to centres of employment, public transport etc., whilst the increase in those travelling over 20 miles may reflect people being prepared to travel greater distance for employment given the recession.

Figure 4 - Change in travel distance profile



3.8 Q7 Do you do shift working?

This question was new for 2011, introduced to see if the travel habits of shift-workers is substantially different from other workers. Some 6.1% of respondents did shift work and an additional 4% sometimes did.

Table 9 - Proportion of Respondents that do shift-working

Organisation	Shift-working	
	Always	Sometimes
Babergh District Council	2.7%	0.9%
BT - Adastral Park	2.4%	2.5%
BT - Bibb way	0.0%	2.1%
Customer Service Direct	6.7%	2.8%
Forest Heath District Council	2.4%	2.4%
Ipswich Borough Council	4.3%	5.5%
Ipswich Hospital NHS Trust	22.6%	8.4%
Mid Suffolk District Council	1.4%	5.0%
Other (please specify)	14.3%	8.3%
Police - Martlesham	24.7%	11.8%
St Edmundsbury Borough Council	3.4%	5.1%
Suffolk Coastal District Council	12.2%	4.2%
Suffolk Coastal Services	7.9%	0.0%
Suffolk County Council	4.8%	3.5%
Suffolk PCT	0.0%	0.0%
The Environment Agency	0.0%	5.2%
University Campus Suffolk	4.7%	8.2%
Waveney District Council	3.0%	4.0%
Willis	1.7%	1.1%
Grand Total	6.1%	4.0%

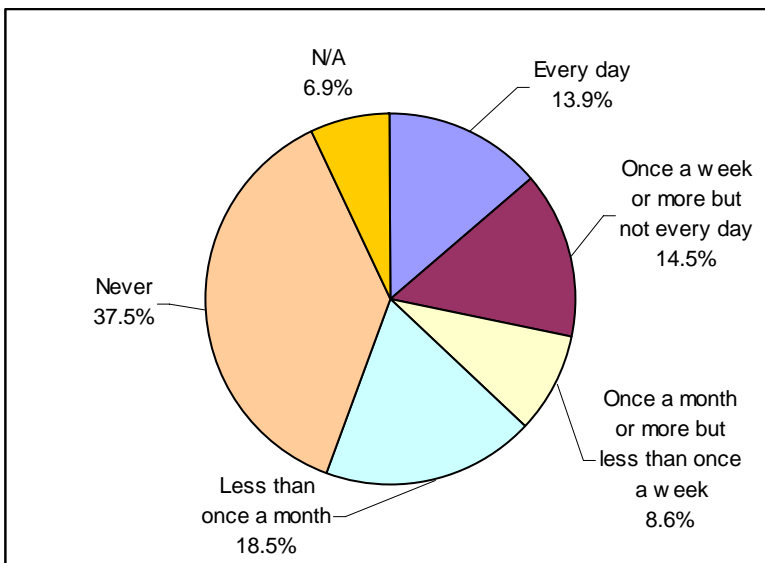
Table 10 - Proportion that use a particular travel modes by Shift-worker category

Mode	Shift-working		
	Never	Sometimes	Always
Bus	4.4%	3.1%	4.6%
Car driver - single occupant (whole journey)	54.9%	62.4%	62.9%
Car driver with a passenger/ car share (any part of the journey)	9.9%	9.7%	6.1%
Car passenger	3.2%	2.7%	1.4%
Cycle	9.2%	8.8%	13.3%
Motor cycle/ moped/ motor scooter	1.2%	2.2%	1.2%
Park and ride	0.9%	0.4%	0.6%
Train	3.8%	0.9%	1.4%
Walk	10.8%	8.4%	8.1%
Work from home	1.6%	1.3%	0.3%
Sustainable	34.0%	25.7%	29.9%

The sustainable travel, for both categories of shift workers (always and sometimes), is worse than for those that never shift-work; some 4% worse for those that always shift work and 8% worse for those that sometime, with car driver single occupant some 7% greater for both classes of shift-worker. For those that always shift work cycling is 4% higher than for those that never, this may be due to a number of reasons – one possible explanation is that shift workers may be more likely to travel off peak and the subsequent drop in traffic may be more conducive for cycling. In addition off peak there are is more likely to be public transport availability issues – although this theory is supported by the observed decline in train usage, from 3.8% to 1.4% the bus figure have actually increased from 4.4% to 4.6% implying that bus availability is not an issue.

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

In 2011 some 13.9% use their own car for work every day and an additional 14.5% at least once a week, this is a combined drop of 1% on the 2010 figures of 14.2% and 15.2% respectively.



3.10Q8 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.

The returns for 2011 were with few exceptions higher on all categories than in 2010. This increased interest not only applies to those categories aimed at improving sustainable transport but also to those that can't. For example, in 2011, of the 3779 responses that don't currently travel by sustainable means, the highest returns were 32.9% for 'the cost of public transport' and 32.5% for 'reliability of public transport'. Although these were also the highest returns in 2010 with figures of 26.3% and 28.9% respectively the factors have increased by 6.6% and 3.6% respectively during the year. At the other end of the spectrum, the response rate of 25.9% in 2011 for those that answered 'None' or 'N/A' shows a 3.8% increase on the 22.1% for 2010.

It is difficult to interpret why respondents have been more willing to respond as in Q4 it could be a growing interest in travel in general because of the rise in petrol prices. Alternatively are the responses becoming more bipolar with a growing interest in travelling sustainably but also a growing core of people that for what ever reason are unable to travel sustainably?

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

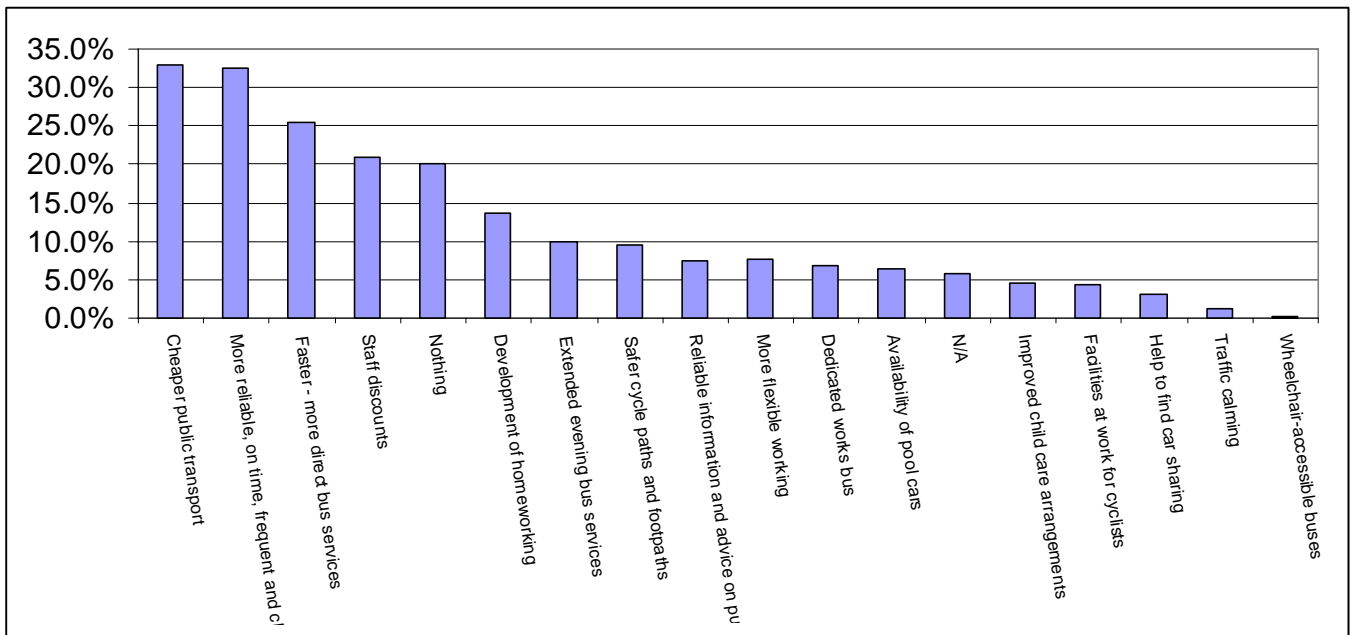


Table 11 - What would persuade you to travel by sustainable means? (% of participants)

Factor	2010	2011
More reliable, on time, frequent and clean public transport.	28.9%	32.5%
Cheaper public transport	26.3%	32.9%
Faster - more direct bus services	22.9%	25.6%
Staff discounts	16.9%	20.9%
Nothing	16.8%	20.1%
Other	11.8%	(not included)
Development of homeworking	11.3%	13.7%
Safer cycle paths and footpaths	8.6%	9.6%
Extended evening bus services	7.6%	9.8%
Reliable information and advice on public transport availability.	7.2%	7.5%
More flexible working	6.8%	7.7%
Dedicated works bus	(not included)	6.8%
Availability of pool cars	5.7%	6.4%
N/A	5.3%	5.8%
Facilities at work for cyclists	3.8%	4.3%
Improved child care arrangements	3.8%	4.5%
Help to find car sharing	3.0%	3.1%
Traffic calming	1.2%	1.3%
Wheelchair-accessible buses	0.1%	0.2%

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 Hospital NHS trust
 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
 Willis

These reports were produced using the raw data out of Survey Monkey. The results contained in this report 'Travel to work report 2011' 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 2011

There are big differences in the LTP2 sustainable transport figures across the county. The highest sustainable figures were 57.1%, 50% and 49.4% for BT Bibb Way, Ipswich Borough Council, and Customer Service Direct respectively; whilst the lowest at 0% and 11.1% where 6.5% and 7.4% were Suffolk PCT and for Suffolk Coastal District Council. There have been three big increases during the year BT-Bibb Way (21.7% increase), Suffolk Coastal Services (9.3% increase) and Waveney DC (9.2%)

Of the 9 organisation with sustainability figures greater than 35% all except Waveney DC are based in the Ipswich area – showing the geographic influence of sustainability. Presumably due to a number of factors encouraging sustainability such as superior public transport, cycling and walking infrastructure whilst other factors such as congestion and car park charges act as barriers to car use.

There is just one Ipswich organisation substantially outside the 35% bracket - the Environment Agency with a sustainability figure of just 16.7%. The underlying reason(s) for this low sustainability is not known; Located on Cobham Road it has access to an extensive bus service along Felixstowe Rd and lies on Cycle route 4a which links to cycle route 51 and 1.

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 6 miles for BT Bibb Way up to 16 miles for Suffolk PCT. While the percentage using a car, for 1 or more days a week, ranges from 12% for Ipswich Hospital to 52% for Suffolk Coastal District Council and 54% for Suffolk PCT.

Table 12 - 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
Babergh District Council	Hadleigh	112	11.9	46%	16.0	13.7	17.1	15.3
BT - Bibb Way	Ipswich	50	6.0	24%	33.3	33.7	35.4	57.1
BT - Adastral	Martlesham	911	10.4	15%			32.1	35.8
Customer Service Direct	Ipswich	341	9.1	15%	45.8	48.4	45.1	49.4
Forest Heath District Council	Mildenhall	88	16.1	53%	12.4	11.3	10.9	16.9
Ipswich Borough Council	Ipswich	235	9.0	19%	42.9	46.2	47.4	50.0
Ipswich Hospital	Ipswich	288	9.4	12%			35.9	34.1
Mid Suffolk District Council	Needham Market	147	9.1	42%	13.2	14.7	16.2	16.8
Other	Various	95	13.7	44%		31.6	10.5	26.5
Police	Martlesham	300	12.5	14%				20.8
St Edmundsbury Borough Council	Bury St Edmunds	186	11.1	33%	22.3	30.0	28.2	26.1
Suffolk Coastal District Council	Woodbridge	192	12.0	52%	14.4	9.1	11.8	11.1
Suffolk Coastal Services	Ufford	41	14.3	45%		8.9	6.5	15.8
Suffolk County Council	Ipswich	1965	10.3	40%	37.6	37.6	35.3	35.8
Suffolk PCT	Bramford	38	16.0	54%	15.8	13.3	7.4	0
The Environment Agency	Ipswich	98	14.5	36%			18.8	16.7
University Campus Suffolk	Ipswich	174	10	23%			42.9	45.0
Waveney District Council	Lowestoft	107	8.1	26%	26.8	28.1	29.6	38.8
Willis	Ipswich	551	8.5	13%	37.7	36.8	36.9	34.8
Grand Total		5921	10.4	28%	34.2	33.4	33.4	33.4

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 4% for ACS Whitehouse to 59% for Constantine House.

Table 13 – Returns and Sustainability figures for SCC locations

Location	Returns	Sustainability	
	2010	2010	2011
ACS Whitehouse	27	15%	4%
Clapham House	39	32%	28%
Constantine House	22	39%	59%
Endeavour House	577	56%	54%
Paul's Road	23	12%	17%
Phoenix House	50		20%
St Edmund House	158	42%	37%
West Suffolk House	144	21%	26%
Other	845	24%	27%

The location of the two highest sustainability figures Endeavour House (54%) and Constantine House (59%) 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 50% and 57.1% 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, free cycle service and free yellow jerkin (SCC).
- 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 14 - 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		26							1		4%
Clapham House		27	1	1	5			1	4		28%
Constantine House	2	9		1	2				6	2	59%
Endeavour House	47	191	65	25	65	8	17	58	92	9	54%
Paul's Road	1	17	2	1	1			1			17%
Phoenix House	3	35	4	3	3	1			1		20%
St Edmund House	9	85	12	10	3	2	8	4	25		37%
West Suffolk House	2	91	15	5	9			2	18	2	26%
Other	34	566	44	16	51	10	5	13	98	8	27%
Grand Total	98	1047	143	62	139	21	30	79	245	21	35.8%

Table 15 - 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%	96%	0%	0%	0%	0%	0%	0%	4%	0%	4%
Clapham House	0%	69%	3%	3%	13%	0%	0%	3%	10%	0%	28%
Constantine House	9%	41%	0%	5%	9%	0%	0%	0%	27%	9%	59%
Endeavour House	8%	33%	11%	4%	11%	1%	3%	10%	16%	2%	54%
Paul's Road	4%	74%	9%	4%	4%	0%	0%	4%	0%	0%	17%
Phoenix House	6%	70%	8%	6%	6%	2%	0%	0%	2%	0%	20%
St Edmund House	6%	54%	8%	6%	2%	1%	5%	3%	16%	0%	37%
West Suffolk House	1%	63%	10%	3%	6%	0%	0%	1%	13%	1%	26%
Other	4%	67%	5%	2%	6%	1%	1%	2%	12%	1%	27%
Grand Total	5%	56%	8%	3%	7%	1%	2%	4%	13%	1%	35.8%

4.1.2 Sustainability comparison across Suffolk County Council – by directorate

SCC participants were asked which directorate they worked in. This allows travel mode and sustainability to be viewed by directorate as shown in table 9. The sustainability figures range from 27.1% for 'Adult and Community Service' to 52.5% for 'Resource Management and Strategic Centre'.

Table 16 - Normal travel mode responses by directorate for SCC

	Bus	Car driver - single occupant	Car driver with a passenger	Car passenger	Cycle	Motor cycle	Park and Ride	Train	Walk	Work from home	Total	Sustainability
Adult and Community Services	25	368	30	18	23	2	12	10	58	3	549	27.1%
Children and Young People	40	465	32	13	37	6	10	12	91	3	709	29.1%
Elected Councillor		9			2		1			1	13	30.8%
Environment and Transport	8	107	17	13	34	3	9	24	32	2	249	49.0%
Other	7	80	13	7	7	2	1	6	15	3	141	32.6%
Public Protection, Social Inclusion and Diversity	5	60	12	2	20	3	4	5	11	2	124	39.5%
Resource Management including Strategic Centre	26	109	22	17	24		10	27	37	4	276	52.5%
Total	111	1198	126	70	147	16	47	84	244	18	2061	35.0%

Table 17 - Normal travel mode % by directorate for SCC

Directorate	Bus	Car driver - single occupant	Car driver with a passenger	Car passenger	Cycle	Motor cycle	Park and Ride	Train	Walk	Work from home	Sustainability
Adult and Community Services	4.6%	67.0%	5.5%	3.3%	4.2%	0.4%	2.2%	1.8%	10.6%	0.5%	27.1%
Children and Young People	5.6%	65.6%	4.5%	1.8%	5.2%	0.8%	1.4%	1.7%	12.8%	0.4%	29.1%
Elected Councillor	0.0%	69.2%	0.0%	0.0%	15.4%	0.0%	7.7%	0.0%	0.0%	7.7%	30.8%
Environment and Transport	3.2%	43.0%	6.8%	5.2%	13.7%	1.2%	3.6%	9.6%	12.9%	0.8%	49.0%
Other	5.0%	56.7%	9.2%	5.0%	5.0%	1.4%	0.7%	4.3%	10.6%	2.1%	32.6%
Public Protection, Social Inclusion and Diversity	4.0%	48.4%	9.7%	1.6%	16.1%	2.4%	3.2%	4.0%	8.9%	1.6%	39.5%
Resource Management including Strategic Centre	9.4%	39.5%	8.0%	6.2%	8.7%	0.0%	3.6%	9.8%	13.4%	1.4%	52.5%
Total	5.4%	58.1%	6.1%	3.4%	7.1%	0.8%	2.3%	4.1%	11.8%	0.9%	35.0%

4.1.3 Sustainability comparison, at Endeavour House, by directorate.

Contributing factors for the difference in sustainability between directorates, shown in section 4.1.2, are:

- Different directorates may have a propensity to be located in different buildings.
- Different directorates may have different needs for individuals to use their own car for work purposes.

By filtering the data on those SCC employees working at Endeavour House – location variation can be removed to give the following sustainability figures. (Those directorates with fewer than 20 people have been removed from the analysis). This shows that that Endeavour House sustainability by directorate varies from 57% for Environment and Transport to 43% for Public Protection, Social Inclusion and Diversity.

	Sustainability	Travel for work (once a week or more)	Number of responses
Adult and Community Services	58%	22%	65
Children and Young People	47%	40%	78
Economy, Skills and Environment	57%	17%	167
Public Protection, Social Inclusion and Diversity	43%	20%	65
Resource Management including Strategic Centre	56%	13%	197
Grand Total	54%	19%	577

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.

Park and Ride only applies to Ipswich only as the other major towns have yet to deploy them, but its use also varies widely with SCC/Customer Service Direct/University Campus Suffolk having figures in the 2%

range and rest in the 0 to 1% range. The overall figure for 2011 is 0.9%, some 0.5% lower than the high of 1.4% for 2010, due to the closure of Bury Road P&R.

'Working from home' has some marked differences with the majority of organisations at 0%, a few in the 1 to 2% range, whilst BT stands out with Adastral at 4.6% and Bibb Way at 20%. Presumably as a result of this propensity to home work, BT Bibb Way also has the lowest car usage of 43% (average 66%), the lowest average distance to work of just 6miles average 10.4 miles (table 12) and one of highest cycling and walking. Comparisons with the previous year's travel to work figures gives evidence that homeworking gives greater sustainable benefits than we might initial expect as those that opt for Home Working appears to come primarily from the longer distance car travellers rather than from those that travel either shorter distances or by more sustainable means.

With SCC's drive and backing for a broadband Suffolk major programme to help the economy of Suffolk by connecting up business and public to high-speed broadband. This scheme is also major enabler for homeworking. If BT Bibb Way can be used as an indication of the benefits of Homeworking, from a transport point of view it leads to a reduction in long distance travel and a migration to more sustainable travel!

Cycling – varies from 0% in remote areas to 15% for Police, 17% for Ipswich Hospital and 18% for BT.

Walking – varies from 0% in remote areas to 16% for Willis and 23% for University Campus Suffolk.

Table 18 - Most used travel mode

Response	Main location	Bus	Car driver, single occupant	Car driver with a passenger	Car passenger	Cycle	Motor cycle	Other	Park and Ride	Train	Walk	Work from home
Babergh District Council	Hadleigh	3%	77%	7%	3%	2%	0%	0%	0%	0%	8%	0%
BT - Adastral Park	Martlesham	5%	50%	12%	2%	19%	2%	0%	0%	1%	4%	5%
BT - Bibb way	Ipswich	6%	29%	14%	0%	18%	0%	0%	0%	2%	10%	20%
Customer Service Direct	Ipswich	10%	40%	10%	5%	10%	1%	0%	2%	8%	13%	1%
Forest Heath District Council	Mildenhall	0%	78%	5%	4%	4%	0%	0%	0%	0%	8%	1%
Ipswich Borough Council	Ipswich	10%	38%	10%	4%	12%	2%	0%	1%	10%	12%	1%
Ipswich Hospital NHS Trust	Ipswich	3%	57%	8%	2%	17%	1%	0%	0%	1%	11%	0%
	Needham											
Mid Suffolk District Council	Market	1%	73%	10%	0%	3%	0%	0%	0%	3%	10%	0%
Other (please specify)	Various	0%	67%	5%	1%	7%	1%	1%	0%	5%	13%	0%
Police - Martlesham	Martlesham	1%	63%	15%	2%	15%	1%	0%	0%	0%	2%	0%
St Edmundsbury Borough Council	Bury St Edmunds	3%	61%	12%	3%	3%	1%	1%	0%	2%	14%	1%
Suffolk Coastal District Council	Woodbridge	2%	84%	5%	2%	2%	0%	0%	0%	1%	4%	1%
Suffolk Coastal Services	Ufford	5%	71%	13%	3%	3%	0%	0%	0%	3%	3%	0%
Suffolk County Council	Ipswich	5%	55%	8%	3%	7%	1%	0%	2%	4%	13%	1%
Suffolk PCT	Bramford	0%	89%	5%	0%	0%	5%	0%	0%	0%	0%	0%
The Environment Agency	Ipswich	0%	70%	11%	2%	8%	1%	1%	0%	2%	3%	1%
University Campus Suffolk	Ipswich	4%	46%	8%	1%	7%	2%	0%	2%	5%	23%	2%
Waveney District Council	Lowestoft	4%	52%	8%	8%	12%	1%	0%	0%	4%	12%	0%
Willis	Ipswich	4%	50%	14%	5%	2%	1%	0%	1%	6%	16%	1%
Grand Total		4%	56%	10%	3%	9%	1%	0%	1%	3%	11%	2%

Key : Green – top 15%
Red – 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 19 and 20 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.

A dedicated works bus was a new answer for 2011, introduced at the request of BT and Ipswich Hospital. The highest responses for this service came from the police (14%) and Suffolk Coastal Services (18.8%)

The following thematic maps (figure 7 8 and 9) show the geographic interest in a dedicated works bus to central Ipswich, Ipswich Hospital and Martlesham.

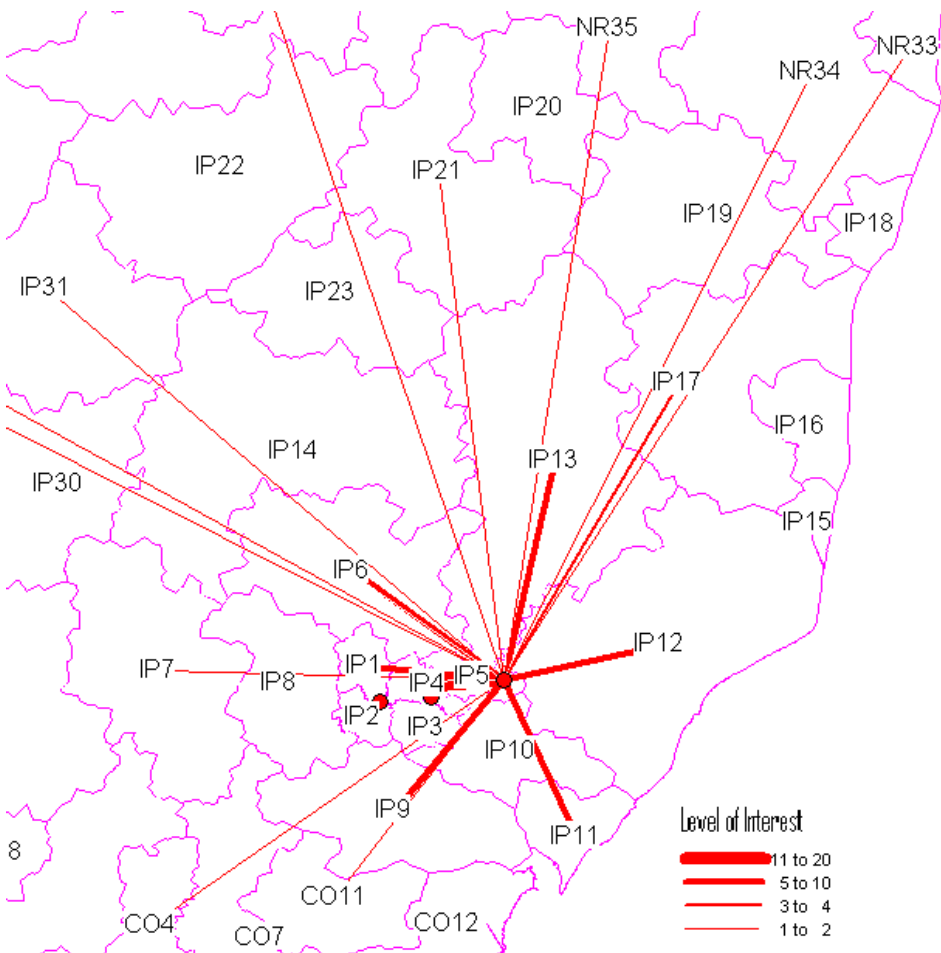


Figure 6 - Thematic Map of level of interest in a dedicated works bus – Martlesham

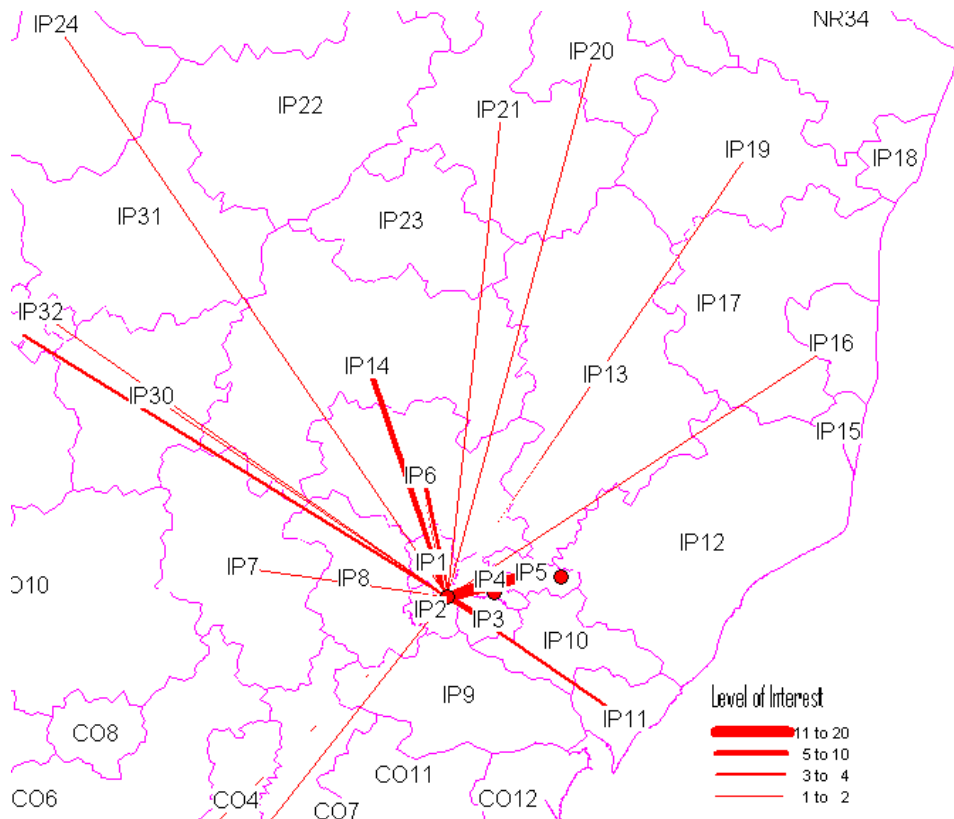


Figure 7 - Thematic Map of level of interest in a dedicated works bus – Ipswich

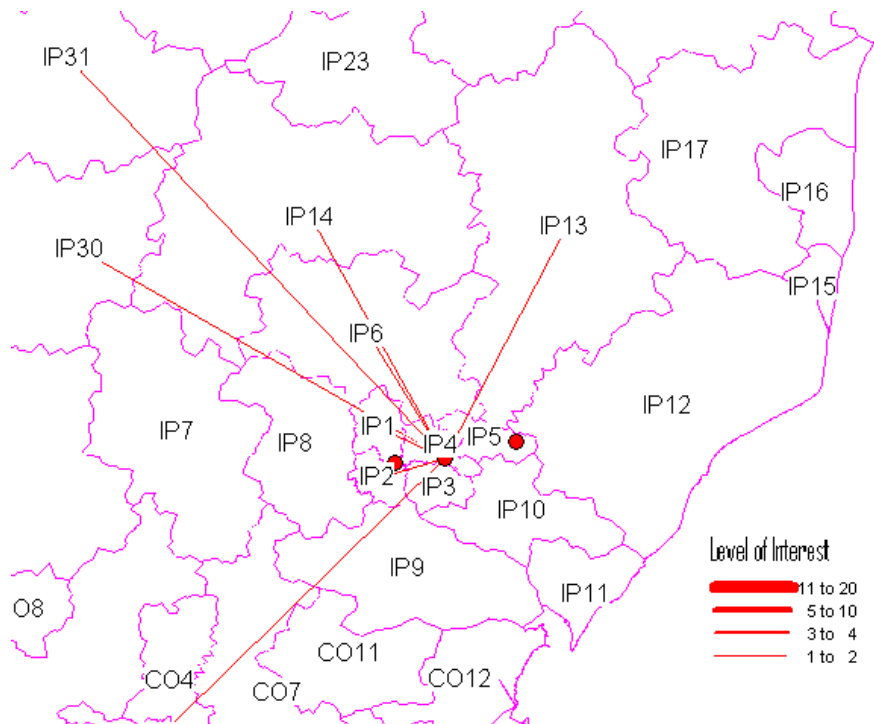


Figure 8 - Thematic Map of level of interest in a dedicated works bus – Ipswich Hospital

Table 19 - What would change your behaviour

Company	Cheaper public transport	More reliable, on time, frequent and clean public transport	Faster - more direct bus services	Staff discounts	Nothing	Development of homeworking	Extended evening bus services	Safer cycle paths and footpaths	Reliable information and advice on public transport availability	More flexible working	Dedicated works bus	Availability of pool cars	N/A	Improved child care arrangements	Facilities at work for cyclists	Help to find car sharing	Traffic calming	Wheelchair-accessible buses
Babergh District Council	26.6%	39.4%	28.7%	16.0%	18.1%	20.2%	12.8%	6.4%	7.4%	10.6%	9.6%	9.6%	6.4%	5.3%	0.0%	2.1%	1.1%	0.0%
BT - Adastral Park	30.5%	32.2%	35.5%	15.7%	20.2%	9.8%	11.0%	14.6%	8.2%	5.2%	9.9%	1.9%	3.8%	3.0%	4.4%	2.6%	1.0%	0.0%
BT - Bibb way	57.1%	47.6%	23.8%	14.3%	4.8%	9.5%	14.3%	33.3%	4.8%	9.5%	4.8%	0.0%	4.8%	9.5%	4.8%	4.8%	4.8%	0.0%
Customer Service Direct	35.9%	35.3%	21.6%	28.1%	12.6%	13.2%	8.4%	10.2%	7.2%	10.2%	7.2%	0.6%	7.2%	5.4%	1.8%	2.4%	0.6%	0.6%
Forest Heath DC	11.6%	20.3%	14.5%	8.7%	26.1%	23.2%	1.4%	4.3%	2.9%	23.2%	4.3%	14.5%	4.3%	7.2%	1.4%	2.9%	1.4%	0.0%
Ipswich Borough Council	48.2%	38.6%	19.3%	33.7%	24.1%	14.5%	10.8%	7.2%	7.2%	4.8%	7.2%	12.0%	3.6%	6.0%	3.6%	2.4%	2.4%	1.2%
Ipswich Hospital NHS Trust	44.5%	35.7%	39.0%	37.9%	18.1%	7.1%	14.3%	8.8%	6.6%	9.9%	12.6%	3.3%	6.0%	4.4%	8.2%	2.2%	1.1%	0.0%
Mid Suffolk DC	21.8%	31.1%	15.1%	16.0%	24.4%	15.1%	4.2%	10.1%	5.9%	5.9%	3.4%	5.9%	7.6%	6.7%	5.9%	5.9%	0.0%	0.8%
Other (please specify)	25.8%	30.6%	16.1%	21.0%	17.7%	11.3%	9.7%	1.6%	4.8%	3.2%	3.2%	12.9%	12.9%	1.6%	0.0%	1.6%	0.0%	1.6%
Police - Martlesham	34.1%	30.1%	30.6%	27.9%	26.2%	18.8%	9.6%	8.7%	8.7%	5.7%	14.0%	7.0%	7.0%	3.9%	7.0%	2.6%	2.2%	0.4%
St Edmundsbury BC	20.9%	32.1%	23.1%	9.7%	29.9%	2.2%	7.5%	6.7%	4.5%	3.0%	4.5%	3.7%	8.2%	4.5%	0.7%	2.2%	0.0%	0.0%
Suffolk Coastal District Council	26.6%	32.5%	20.1%	18.3%	29.0%	16.0%	6.5%	8.3%	4.7%	6.5%	3.0%	13.0%	4.7%	1.8%	5.3%	4.7%	0.6%	0.0%
Suffolk Coastal Services	28.1%	25.0%	31.3%	18.8%	25.0%	9.4%	3.1%	9.4%	6.3%	15.6%	18.8%	25.0%	0.0%	0.0%	0.0%	18.8%	0.0%	0.0%
Suffolk County Council	27.1%	28.2%	19.9%	20.2%	18.9%	16.8%	7.5%	7.7%	6.8%	9.5%	4.9%	9.3%	7.5%	5.3%	5.0%	3.2%	0.9%	0.2%
Suffolk PCT	18.9%	18.9%	32.4%	16.2%	24.3%	16.2%	8.1%	16.2%	2.7%	13.5%	10.8%	8.1%	5.4%	2.7%	10.8%	0.0%	8.1%	0.0%
The Environment Agency	44.4%	30.9%	38.3%	21.0%	12.3%	13.6%	6.2%	16.0%	9.9%	8.6%	6.2%	0.0%	4.9%	4.9%	0.0%	4.9%	3.7%	0.0%
University Campus Suffolk	46.8%	43.6%	39.4%	31.9%	12.8%	11.7%	20.2%	12.8%	16.0%	4.3%	7.4%	4.3%	1.1%	5.3%	5.3%	5.3%	3.2%	0.0%
Waveney District Council	42.9%	38.1%	30.2%	20.6%	25.4%	11.1%	9.5%	15.9%	12.7%	3.2%	4.8%	7.9%	7.9%	0.0%	11.1%	1.6%	1.6%	0.0%
Willis	55.6%	44.4%	23.7%	20.9%	17.2%	11.0%	18.1%	8.2%	9.6%	5.4%	3.4%	1.1%	1.7%	4.8%	1.7%	1.7%	2.0%	0.0%
Grand Total	32.9%	32.5%	25.6%	20.9%	20.1%	13.7%	9.8%	9.6%	7.5%	7.7%	6.8%	6.4%	5.8%	4.5%	4.3%	3.1%	1.3%	0.2%

Key : – top 15%, – bottom 15%

Table 20 - 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	Staff discounts	Nothing	Development of homeworking	Extended evening bus services	Safer cycle paths and footpaths	Reliable information and advice on public transport availability	More flexible working	Dedicated works bus	Availability of pool cars	N/A	Improved child care arrangements	Facilities at work for cyclists	Help to find car sharing	Traffic calming	Wheelchair-accessible buses
ACS Whitehouse	23%	27%	31%	15%	31%	8%	4%	8%	4%	15%	4%	8%	0%	4%	15%	0%	0%	0%
Clapham House	39%	39%	29%	50%	14%	36%	0%	7%	4%	21%	4%	11%	4%	4%	11%	7%	0%	0%
Constantine House	80%	60%	50%	40%	20%	10%	10%	20%	0%	0%	10%	0%	0%	10%	0%	0%	0%	0%
Endeavour House	38%	32%	21%	24%	13%	16%	10%	9%	9%	8%	6%	3%	4%	10%	1%	3%	2%	0%
Other (please specify + postcode)	22%	28%	18%	17%	19%	15%	8%	8%	6%	9%	4%	10%	9%	3%	6%	3%	1%	0%
Paul's Road	10%	10%	5%	15%	40%	10%	5%	5%	0%	5%	0%	5%	15%	10%	0%	5%	0%	0%
Phoenix House	30%	23%	38%	30%	20%	23%	0%	3%	10%	8%	10%	13%	5%	0%	0%	3%	0%	0%
St Edmund House	37%	23%	18%	26%	17%	23%	9%	7%	6%	17%	5%	19%	8%	5%	9%	4%	0%	0%
West Suffolk House	16%	23%	20%	13%	26%	19%	4%	4%	9%	6%	6%	17%	9%	5%	2%	4%	1%	0%
Grand Total	27%	28%	20%	20%	19%	17%	8%	7%	7%	9%	5%	9%	8%	5%	5%	3%	1%	0%

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

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

<input type="checkbox"/> Endeavour House
<input type="checkbox"/> Constantine House
<input type="checkbox"/> West Suffolk House
<input type="checkbox"/> Clapham House
<input type="checkbox"/> Paul's Road
<input type="checkbox"/> ACS Whitehouse
<input type="checkbox"/> St Edmund House
<input type="checkbox"/> Phoenix House
<input type="checkbox"/> Other (please specify + postcode)

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

<input type="checkbox"/> Adult and Community Services
<input type="checkbox"/> Children and Young People
<input type="checkbox"/> Elected Councillor
<input type="checkbox"/> Economy, Skills and Environment
<input type="checkbox"/> Public Protection, Social Inclusion and Diversity
<input type="checkbox"/> Resource Management including Strategic Centre
<input type="checkbox"/> Other (please specify)

*** 4. Which location do you normally work at?**

- CBC
- Grafton House
- Gipping House
- Other (please specify + postcode)

*** 5. 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
- Walk from home
- Walk
- Other (please specify)

*** 6. 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)

*** 7. What distance do you travel to work?**

- Less than 1 mile
- 1 to less than 3 miles
- 3 to less than 5 miles
- 5 to less than 10 miles
- 10 to less than 20 miles
- Over 20 miles
- N/A e.g. Home worker

*** 8. 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

9. If you don't 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
- Safer cycle paths and footpaths
- Facilities at work for cyclists
- Wheelchair-accessible buses
- Availability of pool cars
- More flexible working
- Development of homeworking
- Improved child care arrangements
- Traffic calming
- Help to find car sharing
- Dedicated works bus
- Nothing
- N/A
- Other (please specify)

10. Do you do shift working?

- Yes
- No
- Sometimes

11. If you would like us to contact you with additional information on sustainable transport, please give your email address

12. If you would like to take part in a follow up survey on the impact of fuel price on driving habits, please give your email address

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.

13. 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

14. Are you:

Male

Female

Do not wish to specify

15. 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

16. 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.

Thank you for completing this survey. The results should be published on the SCC website in July.

If you have any questions about the survey, please contact Richard Catton of Research and Intelligence Group, Suffolk County Council
Email: Richard.Catton@suffolk.gov.uk

Please click on "Done" to submit your results.