



Travel to Work Report 2009

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1 **Headline results**

The 2009 online travel to work survey was conducted on the 13th May 2009, some 16 companies participated with a total of 5444 respondents, 1.5% of the working population of Suffolk.

The key findings from the survey were:

- In 2009, 33.4% usual travelled to work by sustainable mode, {Bus, Car passenger, Cycle, Park and ride, Taxi, Train, Walk and Work from home}, which is some 0.8% lower than 2008's figure of 34.2%
- Despite the survey day being forecast as rain, on the day in 2009 the sustainability travel mode figure at 34.1% was higher than the usual sustainable travel mode figure of 33.4%; with a 2.3% increase in home working, plus increases in car passenger (0.9%), train (0.6%) and buses (0.4%), counteracting drops of 1.7% in cycling and 1.5% in walking.

From 2005 through to 2009 the

- % walking to work has increased from 7.3% to 10.2%
- There has been a 4 fold increase in home working (0.3% to 1.2%)
- There has been a 2 fold increase in park and ride (0.6% to 1.2%)
- Train travel has increased 2 fold from 1.3% to 3.2%
- The distance people travel to work has remained steady with approximately 60/40 split of respondents who travel more than 5 miles/ under 5 miles to their place of work

In 2009 as in previous years some 20% of respondents say they are essential car users, meaning that they are expected to have a car available to do their work.

In 2009, some 2289 free format answers were made against the question 'what would change your behaviour towards sustainable transport?'. 52% of the comments were Public transport related, 12% work related, 12% cycle related and the remaining 24% felt they could never change.

There are some significant differences in mode trends with age, distance and sex.

- For those above 25, women are 3 times more likely to be a car passenger than men.
- For the 25-54 age group 3 times as many men cycle to work than women.
- Men cycle an average of 4.8 miles to work compared to 2.8 miles for women.

- The 35-54 age groups are 3 times as likely as the 16-34 age groups to use a moped or motorcycle to get to work.
- Twice as many men work from home as women.

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

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

The 1-day travel to work survey is conducted on-line and was first used by SCC in May 2003.

The 2009 survey had two pages of questions, which included 6 questions on how people travelled to work and a further seven demographic questions. The travel to work questions were: -

- Q1 Which organisation do you work for?
- Q2 How did you travel to work today, Wednesday 13th May?
- Q3 How do you usually travel to work?
- Q4 What distance do you travel to work?
- Q5 Are you an essential car user?
- Q6 If not already, what would change your behaviour towards sustainable transport?

For 2009 'Survey Monkey' software was used for the Survey; opening on the 13th May and staying open for 2 weeks to allow people not at their workplace on the day to respond. On the day of the survey the weather forecast was prospect of showers. Data analysis was completed using Microsoft Excel.

Some 16 companies participated in 2009 with 5444 employees responding (1.5% of the working population of Suffolk)

3 Results

A copy of the questions asked is shown in Appendix B

3.1 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 2009.

Table 1 - Companies participating in the 2009 travel survey.

Organisation	Main location	No.	% of total survey
Babergh District Council	Hadleigh	168	3.1%
BT	Martlesham	1358	24.9%
Customer Service Direct	Ipswich	339	6.2%
DC Leisure	various	16	0.3%
Forest Heath District Council	Mildenhall	106	1.9%
Ipswich Borough Council	Ipswich	199	3.7%
Mid Suffolk District Council	Needham Market	150	2.8%
Norfolk Property Services	Woodbridge	4	0.1%
Openwide	various	3	0.1%
Other	various	19	0.3%
St. Edmundsbury Borough Council	Bury St Edmunds	227	4.2%
Suffok Coastal District Council	Woodbridge	208	3.8%
Suffolk Coastal Services	Ufford	56	1.0%
Suffolk County Council	Ipswich	1761	32.3%
NHS Suffolk	Bramford	45	0.8%
Waveney District Council	Lowestoft	96	1.8%
Willis	Ipswich	689	12.7%
Total		5444	100%

For the 2009 survey there were 16 organisations taking part, which is 4 more than in previous years. The extras organisations were:

- DC leisure
- Norfolk property Services
- Openwide
- Suffolk Coastal services

These new companies where all at the request of Suffolk Coastal District Council.

The total number of respondents for 2009 was 5444, with some 79 of these from the new companies. This compares with a total response of 4644 for 2007 or 4940 for 2007 when proxy results are included to cover low returns from Ipswich and Mid Suffolk. DC leisure were unable to send out the survey on the 13th but did so later in the week.

The BT survey was sent to BT people at Bibbway Ipswich as well as Martlesham.

For the analysis of trends and comparisons with previous years it was felt that the additional 79 returns from the new companies, nor the 1 or 2 day delay in the sending out of the survey to DC leisure would adversely affect the results.

3.2 Q1 - How did you travel to work today, Wednesday 13th May 2009

The question was intended to capture the primary mode of travel by distance on the day of the survey – the 13th was a cloudy, showery day. The question raised a number of queries from those individuals that travelled by more than one mode of transport. With over one percent of responses using the other category (see Appendix B) to capture multiple transport modes for their journey. In keeping with previous years, and to avoid these entries being eliminated from the analysis, a subjective call was made as to which segment of the journey was the largest and then using this as the primary transport mode.

Key findings:

- For 2009 'on the day' sustainable transport indicator was 34.1% when adjustment is made for the 5.0% who didn't go to work and didn't work at home on the 13th May

Table 2 - How did you travel to work today, 13th May

Travel Mode	Number	% Split
Bus	322	5.9%
Car driver - car share (any part of journey)	465	8.5%
Car driver - single occupant (whole journey)	2886	53.0%
Car passenger	246	4.5%
Cycle	315	5.8%
Didn't go to work	272	5.0%
Motorcycle/ moped/ motor Scooter	55	1.0%
Other (please specify)	2	0.0%
Park & Ride	51	0.9%
Taxi	3	0.1%
Train	196	3.6%
Walk	451	8.3%
Worked from home	180	3.3%
Total	5444	100%
Sustainable modes - Modal Share	1819	32.4%

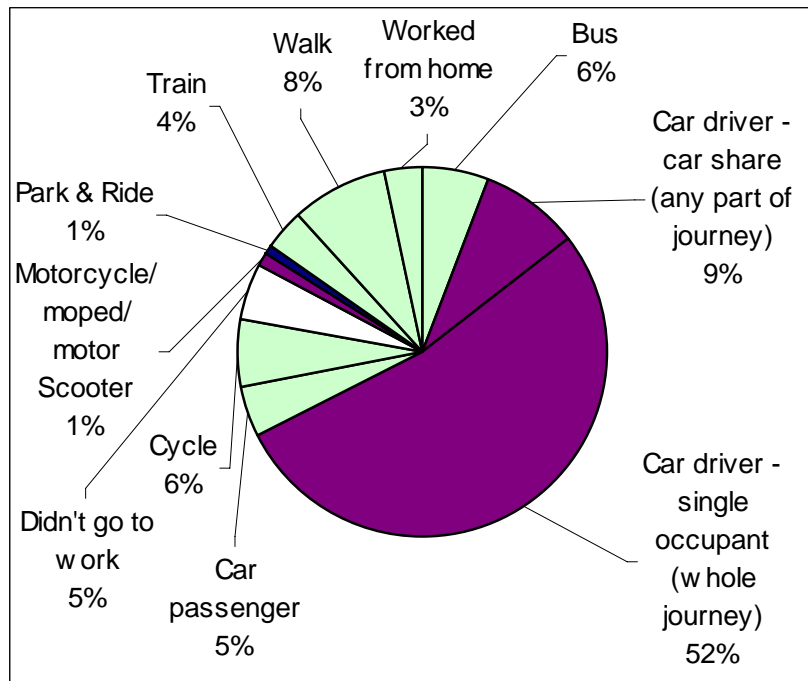


Figure 1 - On the day (13th May) travel mode

3.3 Q2 - How do you usually travel to work?

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

Key findings:

- The sustainable transport indicator for 2009 is 33.4% compared to 34.2% for 2008

Table 3 - How do you usually Travel

Travel Mode	Number	% Split
Bus	318	5.8%
Car driver- Car share	523	9.6%
Car driver- Single occupant	3022	55.5%
Car passenger	215	3.9%
Cycle	427	7.8%
Motorcycle/Moped/Motor Scooter	73	1.3%
Other mode of transport	5	0.1%
Park & Ride	65	1.2%
Taxi	1	0.0%
Train	173	3.2%
Walk	555	10.2%
Worked from home	67	1.2%
Total	5444	100.0%
Sustainable modes	1725	33.4%

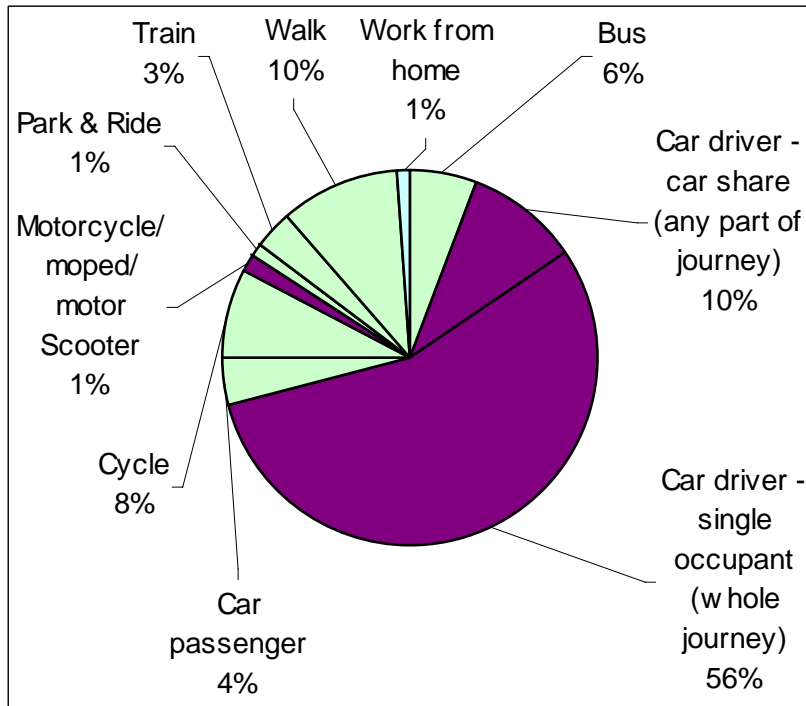


Figure 2 - Usual mode of travel

3.3.1 Comparison with travel on the 13th May

Question 2 was how people travelled on the 13th of May whilst Q3 was how they normally travelled. The weather forecast on the 13th was for rain and in the Ipswich area it rained for much of the day, although it was dry first thing. On the 13th of May, some 5% of the respondents didn't go to work - for the comparison these 5% have been removed. Compared to people's usual travel mode the on the day travel mode (13th May - wet day) had the following observations:

- Overall sustainable modes of transport went up from 33.4% to 34.1% an increase of 0.7%.
- Home working increased from 1.2% to 3.5%.
- Cycling decreased from 7.8% to 6.1%.
- Walking decreased from 10.2% to 8.7%
- Car passenger increased from 3.9% to 4.8% but car share went down from 9.6% to 9.0%.

The overall sustainability figures went up on the 13th May, compared to peoples usual sustainability figure. This result is somewhat counter intuitive for a wet day; as an example at SCC Endeavour House on a wet day the car parks tend to fill earlier in the day - indicating that more people drive to work on such days and a lower sustainability would be expected.

Table 4 - Comparison of on the day and usual travel modes.

Travel mode	Travel mode 13% May	Usual mode %	Difference Today-Usually
Bus	6.2%	5.8%	0.4%
Car driver- Car share	9.0%	9.6%	-0.6%
Car driver- Single occupant	55.8%	55.5%	0.3%
Car passenger	4.8%	3.9%	0.9%
Cycle	6.1%	7.8%	-1.7%
Motorcycle/Moped/Motor Scooter	1.1%	1.3%	-0.2%
Other mode of transport	0.0%	0.1%	-0.1%
Park & Ride	1.0%	1.2%	-0.2%
Taxi	0.1%	0.0%	0.1%
Train	3.8%	3.2%	0.6%
Walk	8.7%	10.2%	-1.5%
Worked from home	3.5%	1.2%	2.3%
Total	100%	100.0%	100%
Sustainable modes	34.1%	33.4%	0.7%

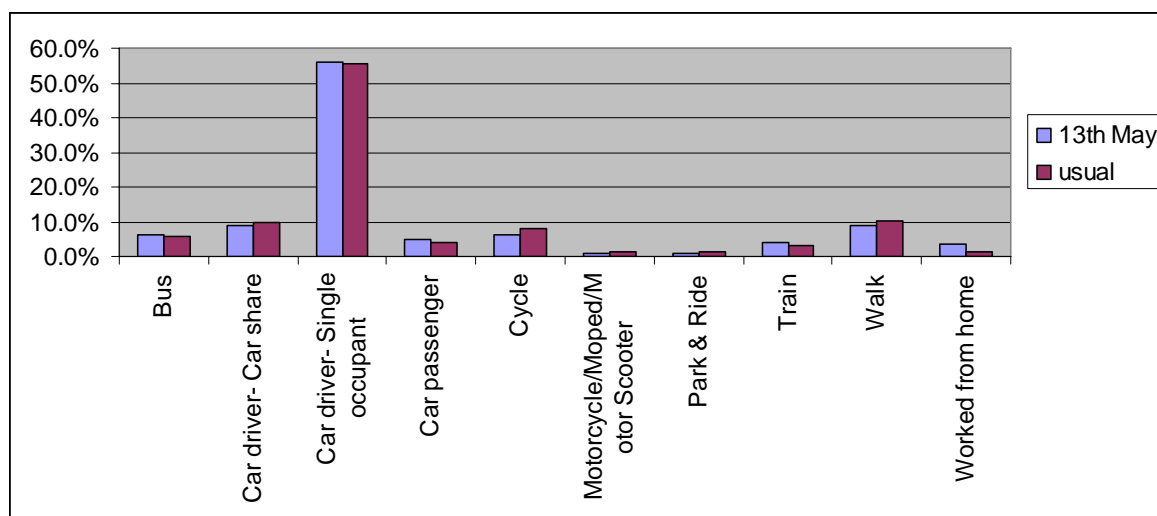


Figure 3 - Comparison of 'on the day' and 'usual travel' modes.

3.3.2 Modal trends

Table 1 and Chart 3 show the modal preference since 2005 for all organisations. Analysis has been conducted using the responses to peoples usual mode of transport, from 2005 through to 2009 and the following trends can be seen:

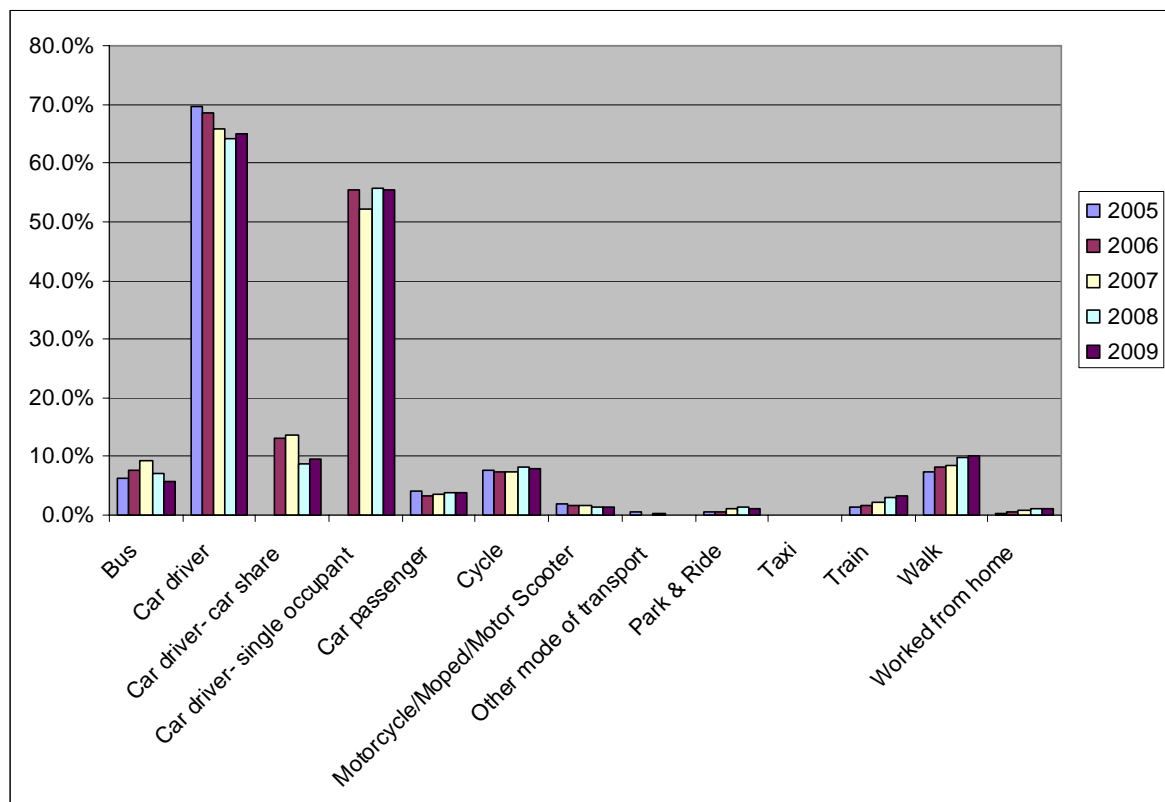
- % driving to work has dropped from 69.7% to 65.1%, or 4.6%
- % cycling has remained reasonably constant at 7.8%
- % using a moped or motor cycle has dropped from 2% to 1.3%; which is a relative drop of some 30%.

- % using park and ride has increased from 0.6% to 1.2%
- % using the train has increased from 1.3% to 2.9%
- % working from home has increased 4 fold from 0.3% to 1.2%
- % walking has increased from 7.3% to 10.2%

Table 5 - Modal trends

Travel Mode	2005	2006	2007	2008	2009
Bus	6.3%	7.7%	9.2%	7.1%	5.8%
Car driver	69.7%	68.6%	65.8%	64.3%	65.1%
Car driver- car share	0.0%	13.2%	13.5%	8.7%	9.6%
Car driver- single occupant	0.0%	55.4%	52.2%	55.6%	55.5%
Car passenger	4.0%	3.3%	3.6%	3.8%	3.9%
Cycle	7.8%	7.4%	7.4%	8.3%	7.8%
Motorcycle/Moped/Motor Scooter	2.0%	1.7%	1.7%	1.5%	1.3%
Other mode of transport	0.5%	0.1%	0.2%	0.1%	0.1%
Park & Ride	0.6%	0.7%	1.0%	1.3%	1.2%
Taxi	0.1%	0.0%	0.0%	0.0%	0.0%
Train	1.3%	1.6%	2.1%	2.9%	3.2%
Walk	7.3%	8.3%	8.4%	9.8%	10.2%
Worked from home	0.3%	0.6%	0.7%	1.0%	1.2%
LTP2 sustainability	27.8%	29.6%	32.3%	34.2%	33.4%

Chart 3 - 2005 to 2009 Results - Modal Preference



3.4 Q3 - What distance do you travel to work?

Question 3 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 5 miles/ under 5 miles to their place of work. This ratio has not changed substantially since 2009 although 2009 now has a ratio of 58/42 - so there may be a slight tendency for people to travel shorter distances to work.

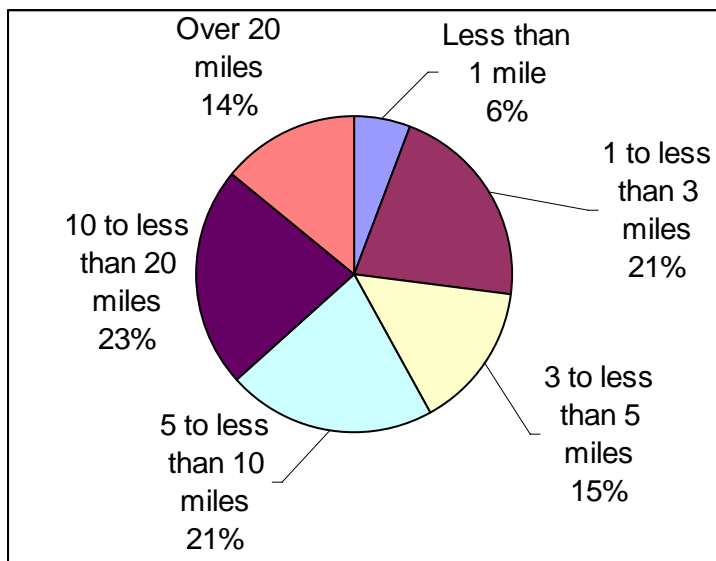


Figure 4 - Distance travelled to work

Table 6 - Distance travelled to work trends

Distance	2005	2009
Less than 1 mile	5.1%	5.9%
1 to less than 3 miles	19.6%	21.2%
3 to less than 5 miles	15.5%	14.9%
5 to less than 10 miles	24.2%	21.4%
10 to less than 20 miles	21.0%	22.6%
Over 20 miles	14.6%	14.1%

3.5 Q4 - Are you an essential car user?

An essential car user is someone who requires their car for work purposes. The question was introduced for the 2006 survey in response to previous surveys, and to examine how many people would not necessarily be able to travel sustainably as they have to use their car for work purposes. For 2009 some 20.4% of respondents were essential car users and some 91.3% of these usually drive to work.

3.6 Q5 - If not already, what would change your behaviour towards sustainable transport?

Of the 5444 responses to the survey some 2289 made a reply against this question. The responses covered a whole plethora of concerns and issues and for presentational purposes have been categorised into Public transport, Cycling, Work and Never. This categorisation brings with it a degree of subjectivity. In some cases comments and issues covered more than one area - in which case they have been included in all the appropriate areas.

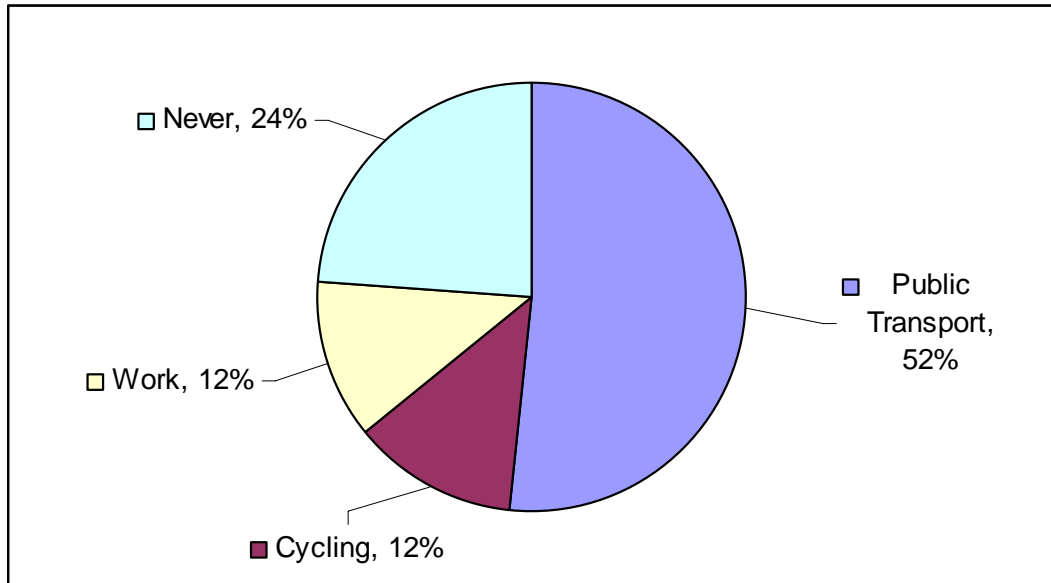


Figure 5 - Comment categorises

Each of these areas has been split into a number of subcategories as shown in the following tables:

Table 7 - Breakdown of Public transport related comments

Description	%
Availability, reliability, clean & frequent.	27.9%
Cost	16.2%
Direct service / speed	6.5%
Integrated - time table and ticket	1.3%
Total	51.9%

The Public transport comments includes comments made on bus, train and Public transport. There was roughly a 5:1 split between bus and train related comments.

Table 8 - Breakdown of Cycling related comments

Description	%
Safe cycle routes	6.2%
Facilities at work, secure storage, lockers, showers, etc.	2.5%
Improved road and path surface, lighting, signage and no parking on cycle ways.	1.4%
Financial incentive	1.2%
Cycle to work scheme (cheaper cycles)	0.8%
Others - Facilities for Bike on PT, Priority at traffic lights etc.	0.2%
Total	12.30%

1 in 6 of these comments came from existing cyclists

Table 9 - Breakdown of work related comments

Description	%
Home working *1	6.6%
Flexible working	1.0%
Pool Cars	0.7%
Car share	3.2%
Total	11.50%

*1 Some 0.3% of the 6.6% of 'home working' comments came from Home workers.

Table 10 - Breakdown of Never related comments

Description	%
Never	8.0%
Work related	7.0%
Children	5.8%
Environment	2.1%

Other	1.3%
Total	24.2%

4 Modal Analysis

As well as the travel related questions there were also demographic and other questions which allow a wide range of demographic and other comparisons to be made. A summary for each mode of travel is given covering:

- Transportation mode by age and sex
- Transportation mode by distance and sex
- Changes in transportation mode by distance with time.

In the analysis, the travel mode used is the usual travel mode - unless otherwise stated.

4.1 Bus Travel mode

Key finding:

- In the 25-34 age group, there is a significant difference between the sexes in the use of buses. With males, some twice as likely to use buses as females.
- Virtually, no one uses buses for short distances (<1mile) or long distances (>20miles)
- 2009 has seen a decline in the use of buses at all distance compared to 2008.

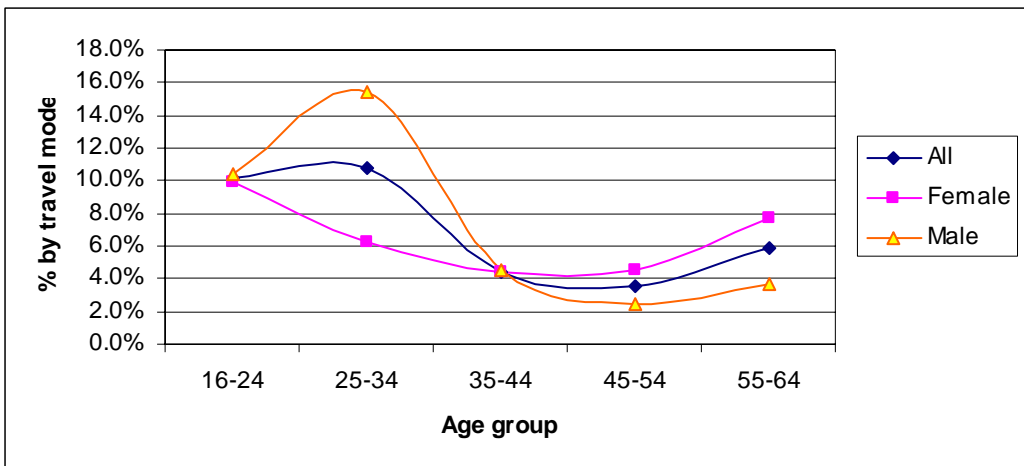


Figure 6 - Bus travel mode by age group
(sample size 295)

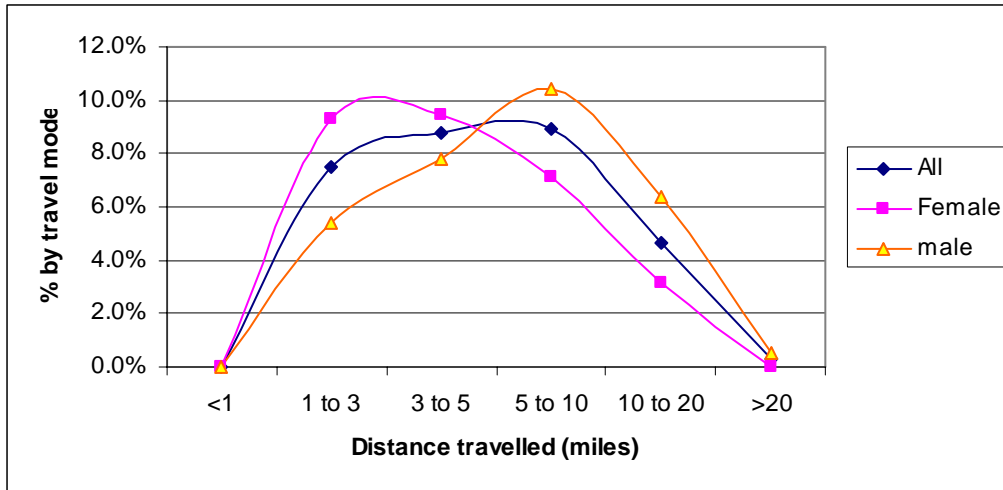


Figure 7 - Bus travel mode by distance travelled

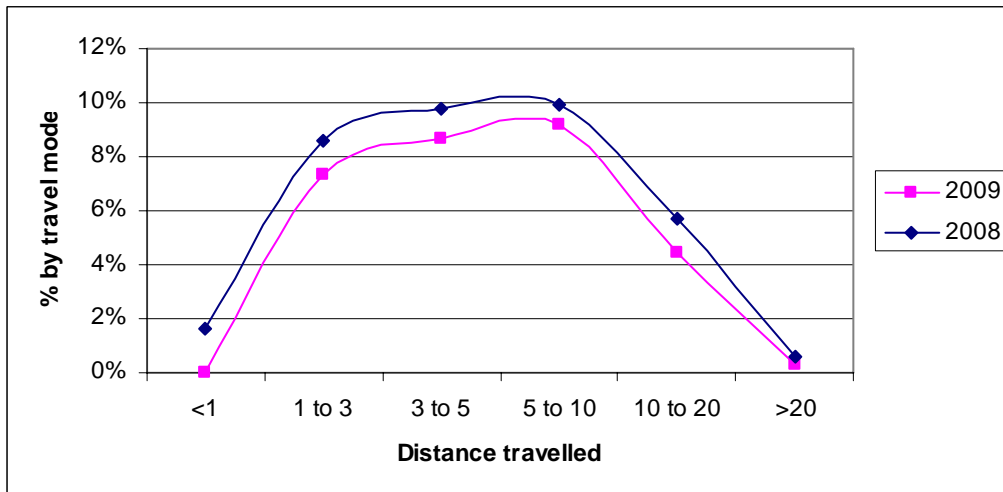


Figure 8 - Bus travel trend

4.2 Car driver (car share) travel mode

Key finding;

- There are significantly more females using car share as a mode of transport in the 35-54 age groups.
- 2009 has seen an increase in the use of car share as a mode of transport at all distance, compared to 2008.

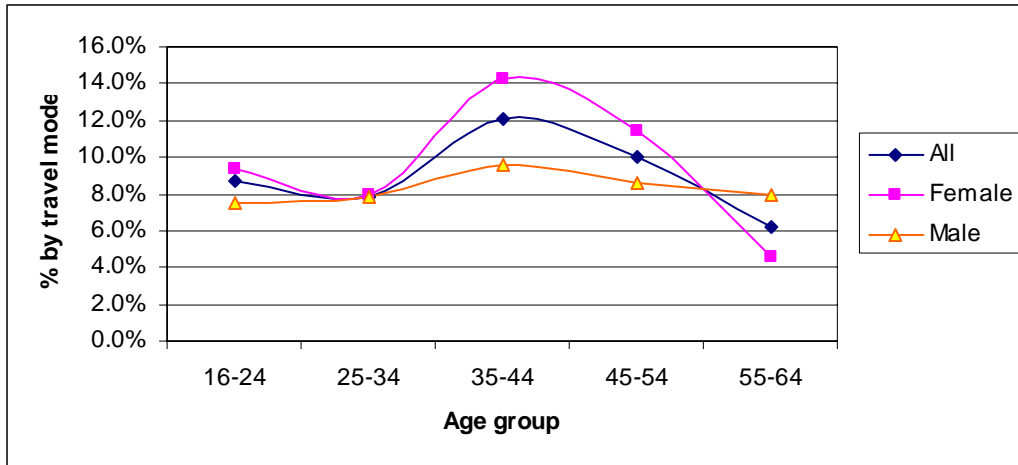


Figure 9 - Car driver (car share) by age group
(sample size 478)

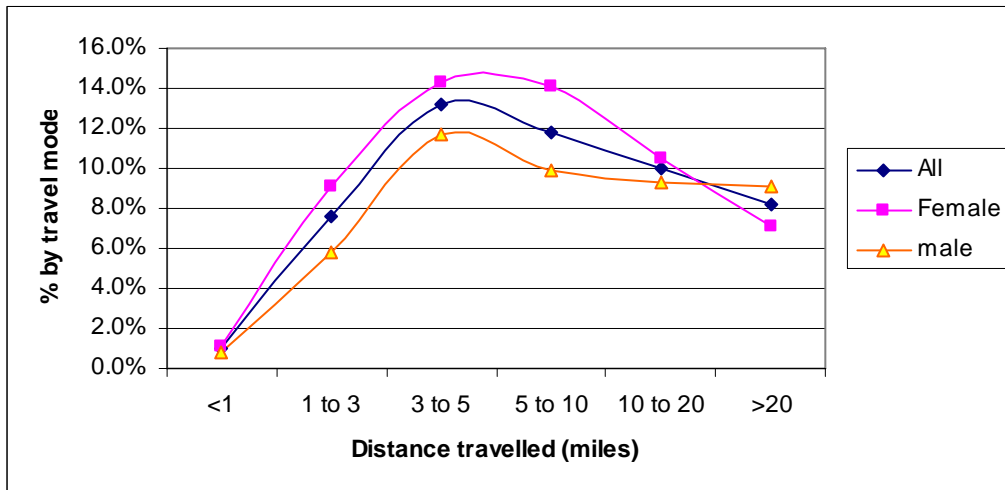


Figure 10 - Car driver (car share) by distance travelled.

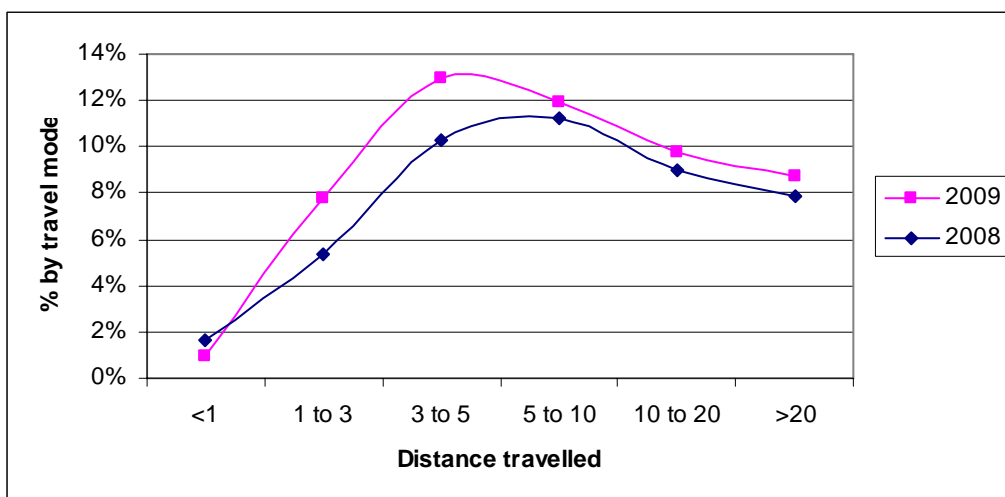


Figure 11 - Car driver (car share) trend

4.3 Car driver (single occupant) travel mode

Key finding:

- Use of car driver (single occupant) travel mode increases steadily with age; from some 45% for the 16-24 age group to 63% for the 55-64.
- Use of Car drive (single occupant) travel mode is some 14% greater for women compared to men in the 25-34 age group.
- Use of car driver (single occupant) travel mode, is some 6% greater for females than for men at all distance. This difference is most pronounced for travel distances less than 1 mile; with 20% of women, compared to 14% for men.
- In 2009, use of car driver (single occupant) travel mode, for those travelling less than 1 mile, is some 5% greater than for 2008 (17.6% compared to 12.4%).
- Use of car driver (single occupant) travel mode is 72.9% for people travelling >20miles to work

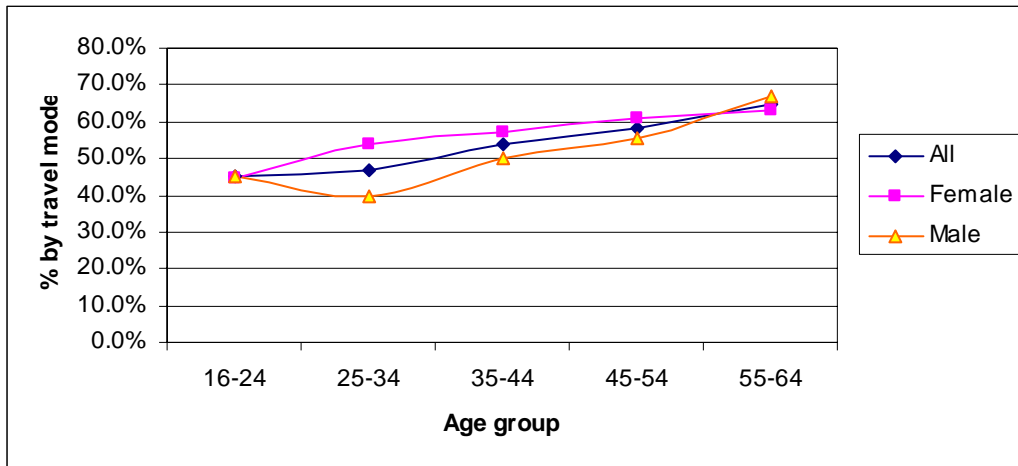


Figure 12 - Car driver (Single occupant) by age group (sample size 2768)

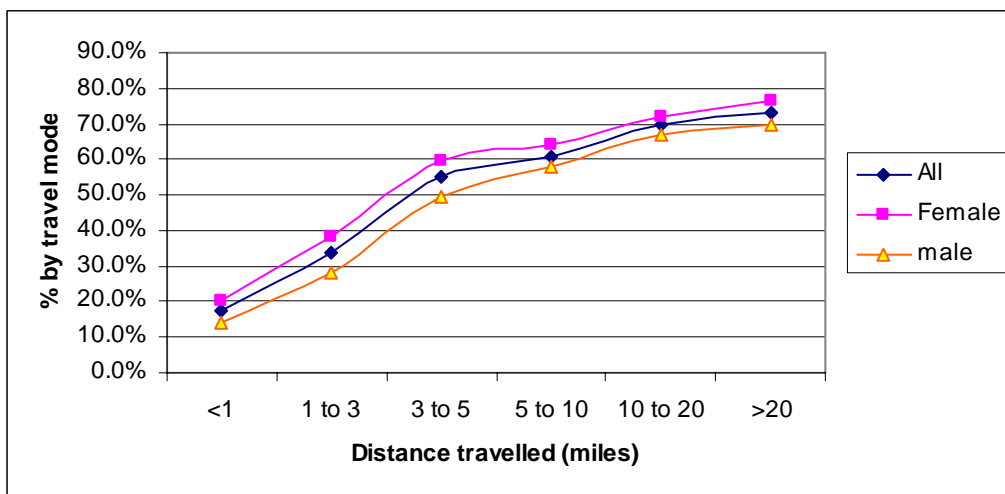


Figure 13 - Car driver (Single occupant) by distance travelled

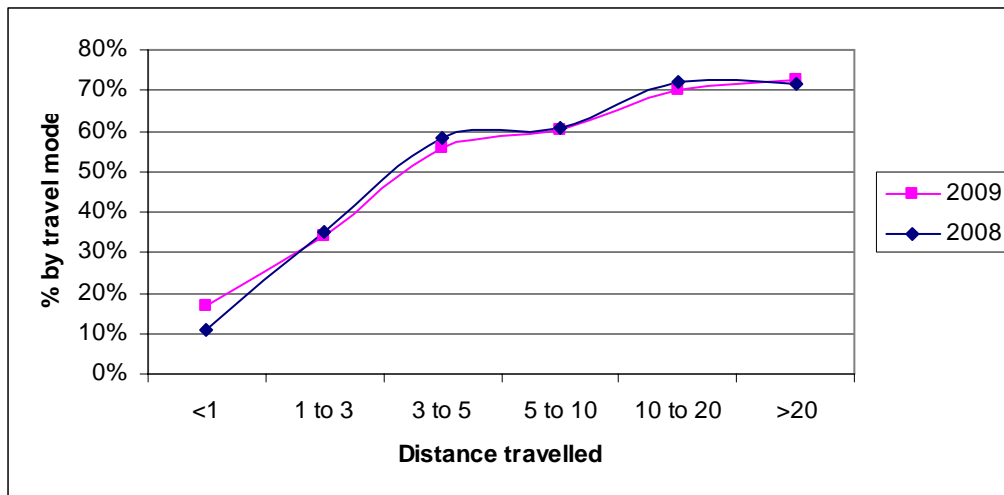


Figure 14 - Car driver (Single occupant) trend

4.4 Car driver (single occupant + share) travel mode

Car driver (single occupant + share) is the total of the previous two sections. The results are not substantially different in shape from the car driver (single occupant) the exception being the absolute levels are greater due to the inclusion of the car share element.

- Use of car driver (single occupant) travel mode increases steadily with age; from some 53% for the 16-24 age group to 71.2% for the 55-64.
- Use of Car drive (single occupant + share) travel mode is some 12 to 14% greater for women compared to men in the 25-44 age groups.
- Use of car driver (single occupant + share) travel mode, for those travelling less than 1 mile, is some 6% greater for females than for men (21.1% of women compared to 14.9% for men).
- In 2009, use of car driver (single occupant + share) travel mode, for those travelling less than 1 mile, is some 5.4% greater than for 2008 (17.8% compared to 12.4%).
- Use of car driver (single occupant + share) travel mode is 81.1% for people travelling >20miles to work

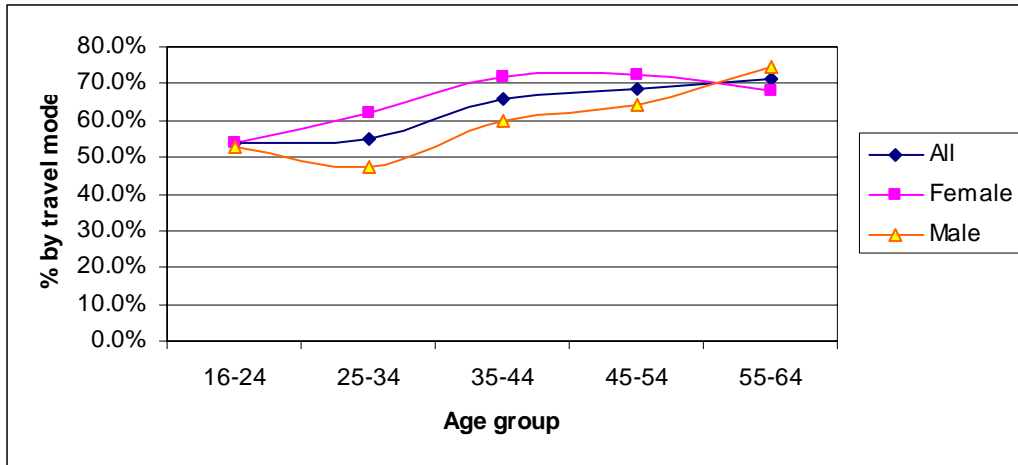


Figure 15 - Car driver (Single occupant + share) travel mode by age group
(sample size 3246)

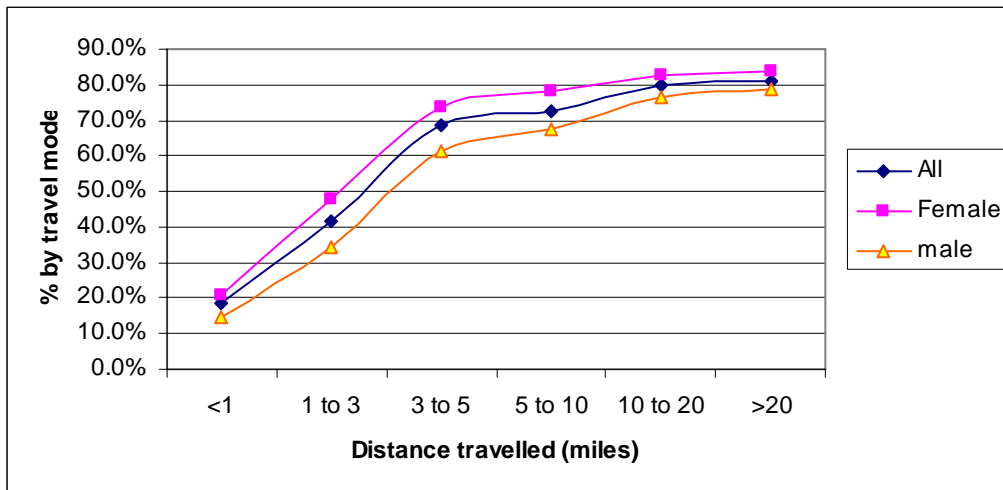


Figure 16 - Car driver (Single occupant + share) travel mode by distance

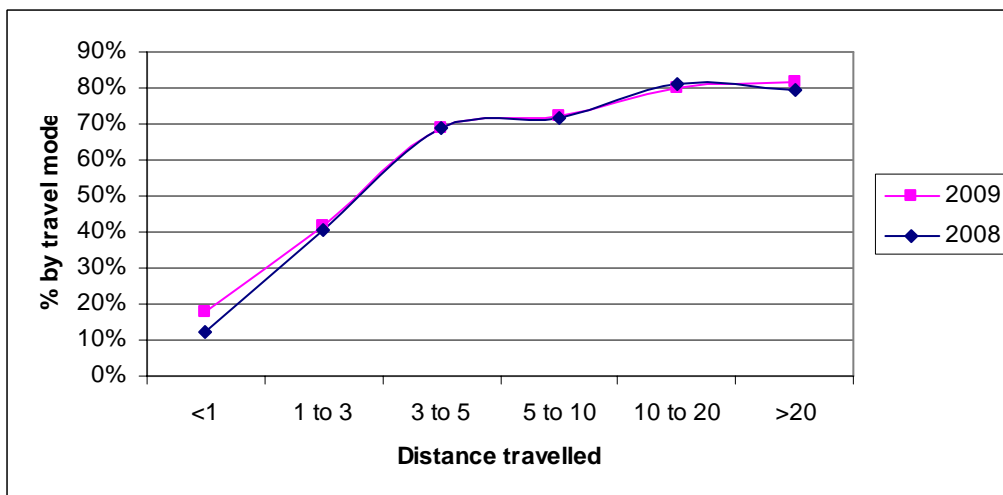


Figure 17 - Car driver (Single occupant + share) travel trend

4.5 Car passenger travel mode

Key finding:

- Use of car passenger travel mode is some 8% for the 16-24 age range and decreases with increasing age ranges.
- For those above 25, females are almost 3 times more likely to be a car passenger than males.
- Compared to 2008, 2009 has seen an increase in the use of car passenger travel mode, for distances of 5 to 20 miles

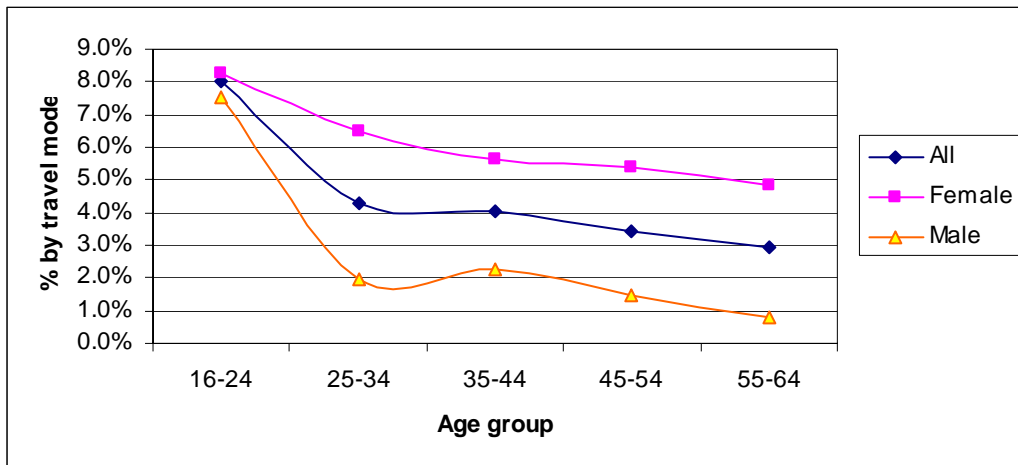


Figure 18 - Car Passenger by age group
(sample size 198)

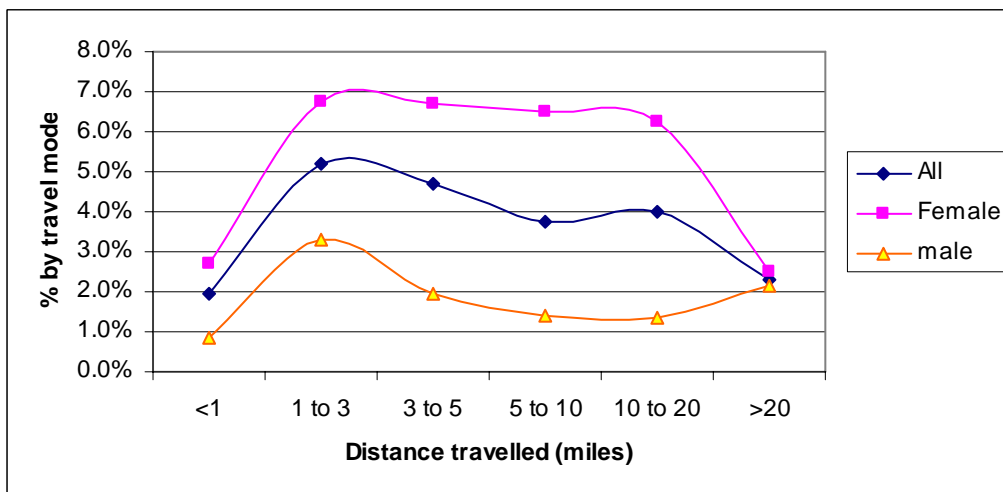


Figure 19 - Car Passenger by distance travelled

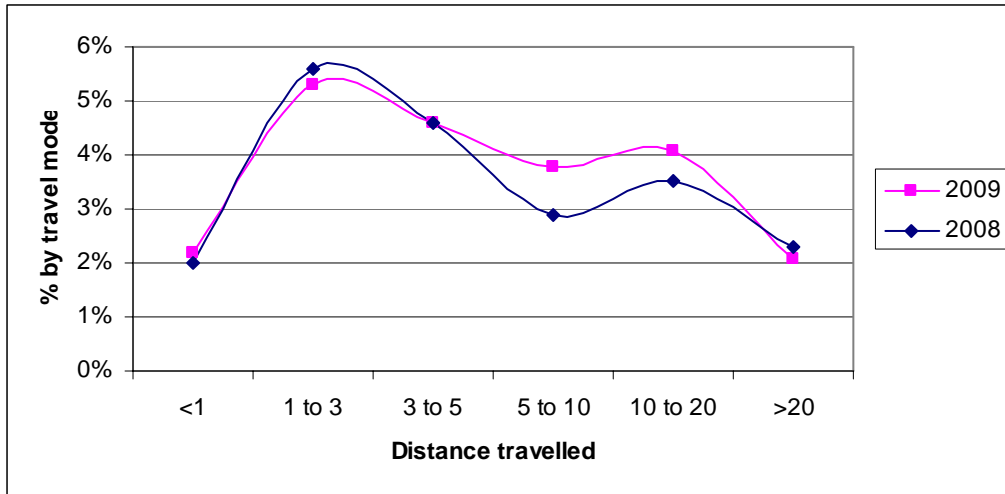


Figure 20 - Car Passenger trend

4.6 Cycle travel mode

Key finding:

- For all age ranges, more males cycle to work than females. For the 25-54 age ranges the disparity is 3 times.
- Some 24% of males cycle to work for distances from 1 to 3 miles.
- The % cycling to work in 2009 are slightly lower than those for 2008.
- In 2009, the average distance cycled to work was 4.3miles; comprised of 4.8 miles for males and 2.8 miles for females.

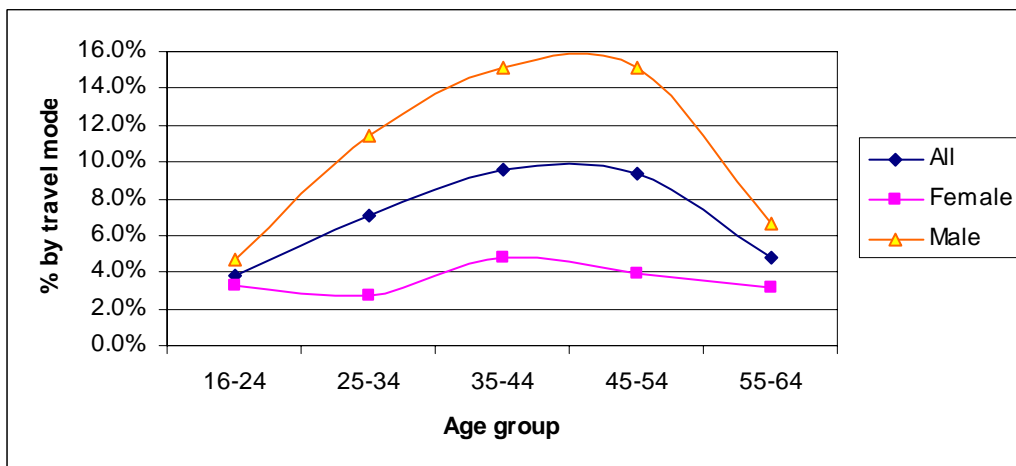


Figure 21 - Cycle travel mode by age group

(sample size 400)

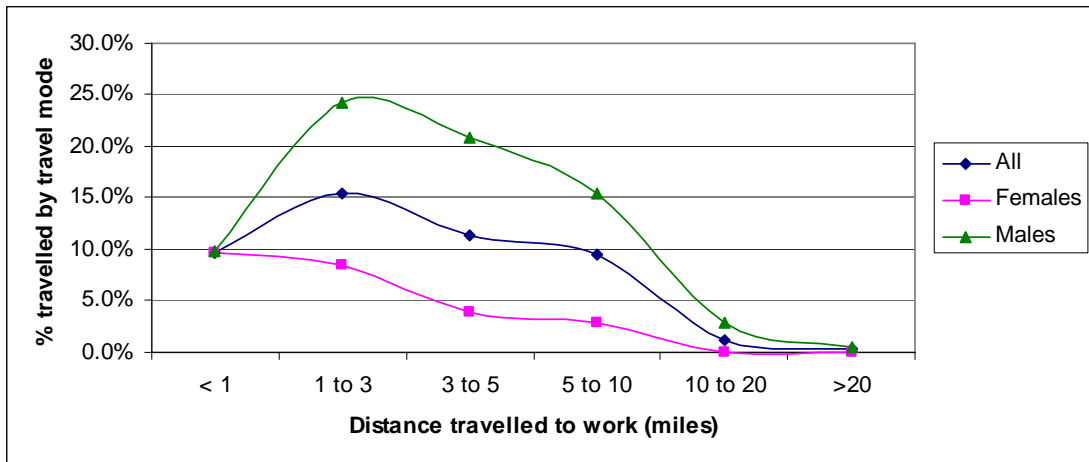


Figure 22 - Cycle travel mode by distance travelled

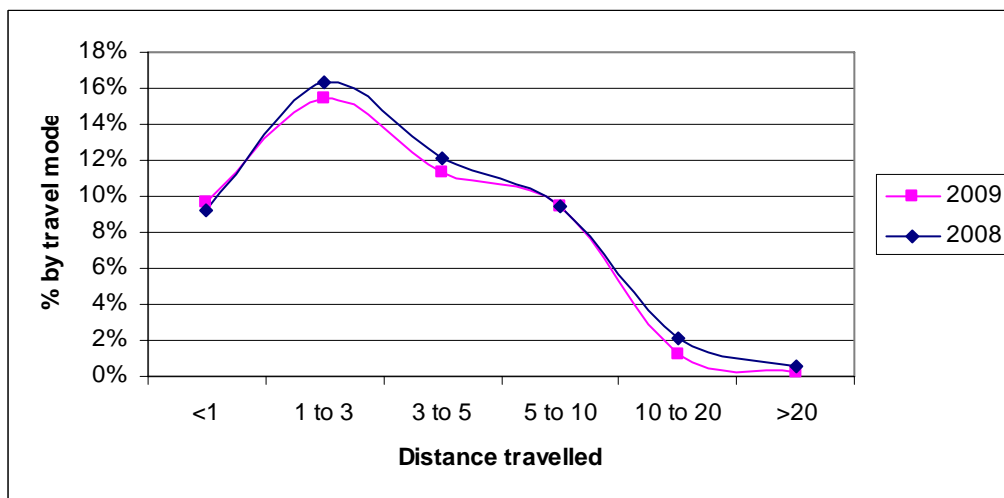


Figure 23 - Cycle travel mode trend

4.7 Moped, Motor cycle travel mode

Key finding:

- We have very few females using moped, motor cycle mode of transport to travel to work.
- The 35-54 age groups are 3 times as likely to use this mode of transport than those 16-34.

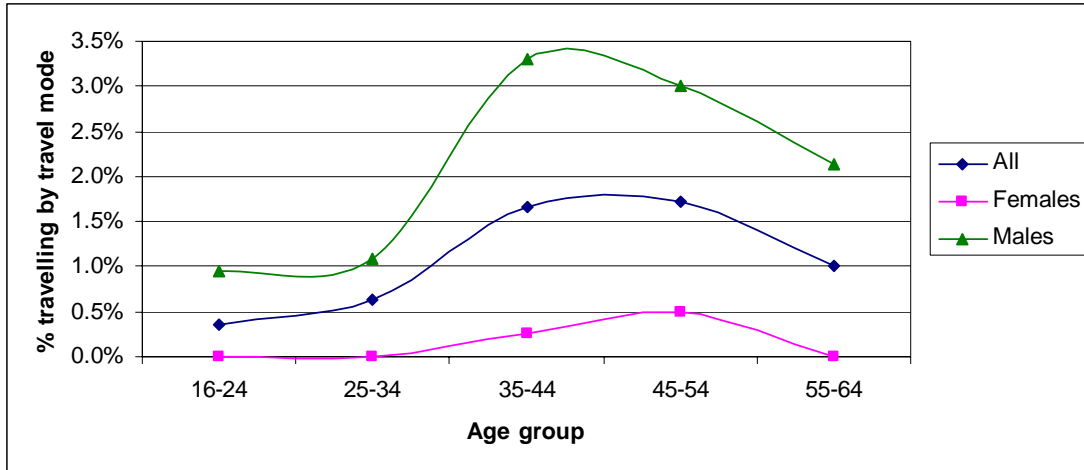


Figure 24 - Model, Motor cycle travel mode by age group
(sample size 65)

Sample size too small to give meaningful trends against distance etc.

4.8 Park and ride travel mode

Key finding:

- There is no significant use of park and ride for less than 3 miles. Other profiles have not been included as the sample size is too small to give meaningful profiles.

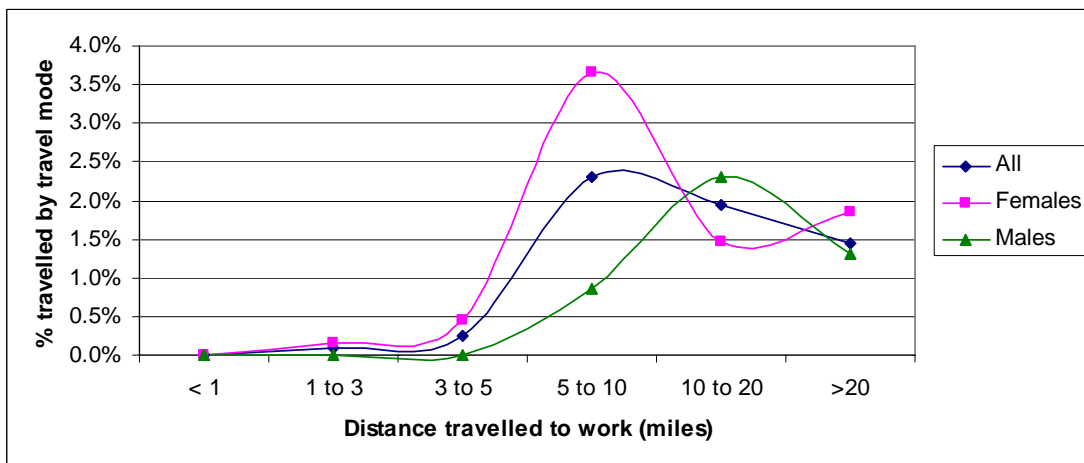


Figure 25 - Park and Ride travel trend
(sample size 57)

4.9 Train travel mode

Key finding:

- The 16-34 range ranges are more likely to use this travel mode than the older age ranges.
- Females in the 35-44 age range are only ½ as likely to use this travel mode as males.

- Compared to 2008, 2009 has some significant differences in the profiles of usage against distance, with double (3% to 6%) the percentage of people using trains to travel to work 10-20 miles.

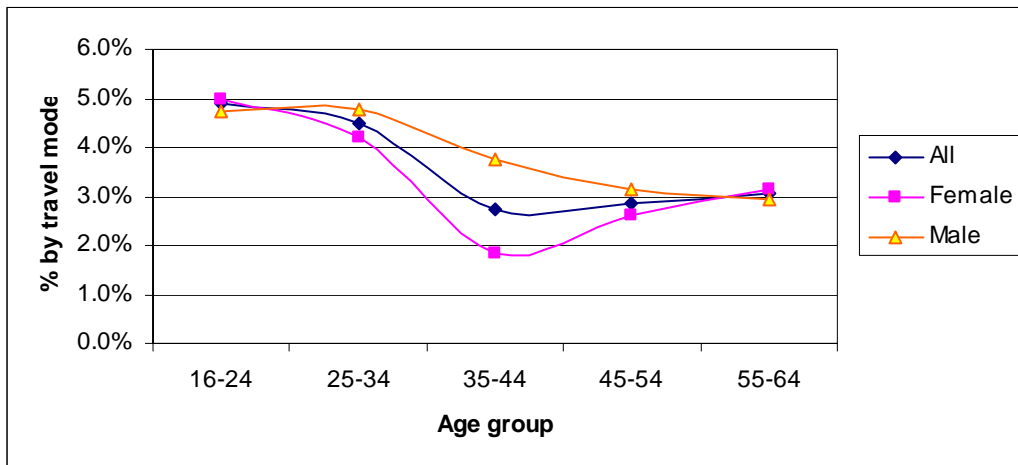


Figure 26 - Train travel mode by age group
(sample size 164)

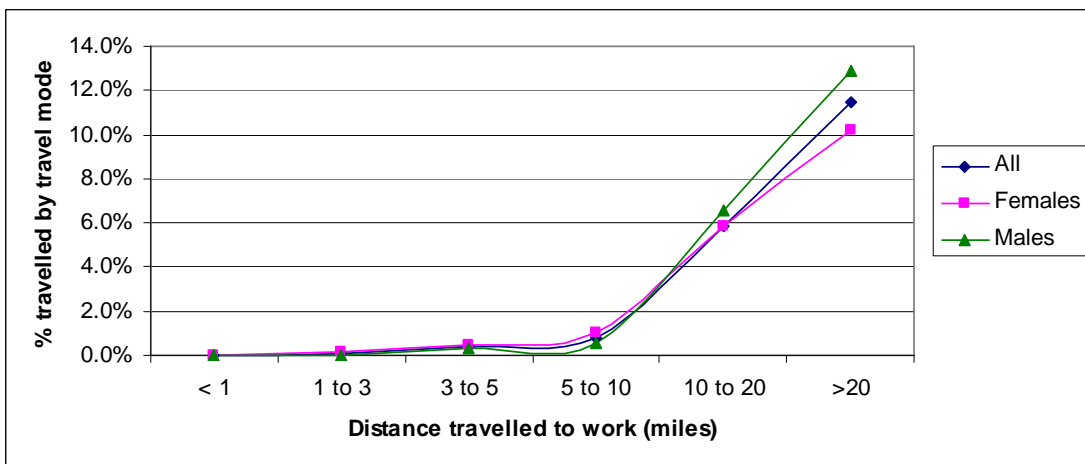


Figure 27 - Train travel mode by distance travelled.

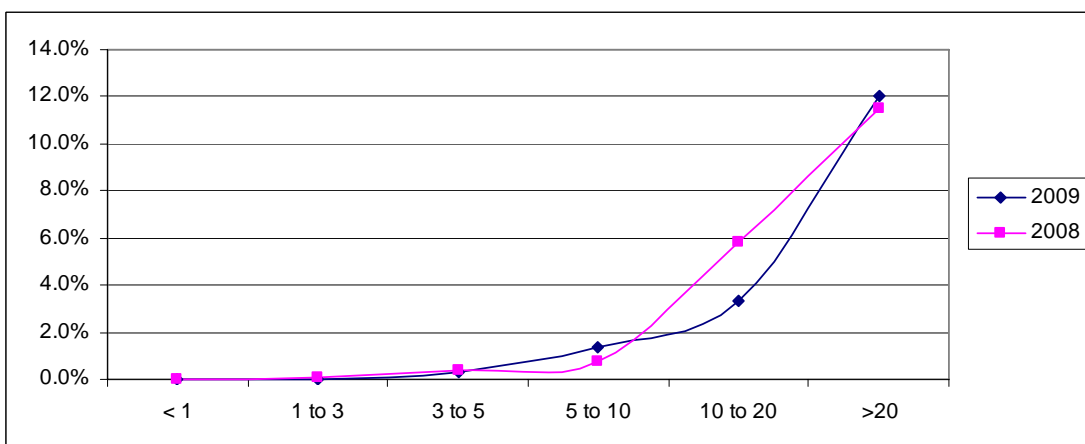


Figure 28 - Train travel trend

4.10 Walk travel mode

Key finding:

- The walking to work profiles against age for males and females are very similar with the exception of the 55-64 age groups.
- For the 16-34 age groups some 17% walk to work.
- For distances less than 1 mile some 61.7% of the sample walked to work, whilst for distances of 1 to 3 miles the figure drops to 29%.
- Compared to 2008, 2009 has seen a drop of 5.4% (61.7% compared to 66.7%) for people walking to work less than 1 miles.

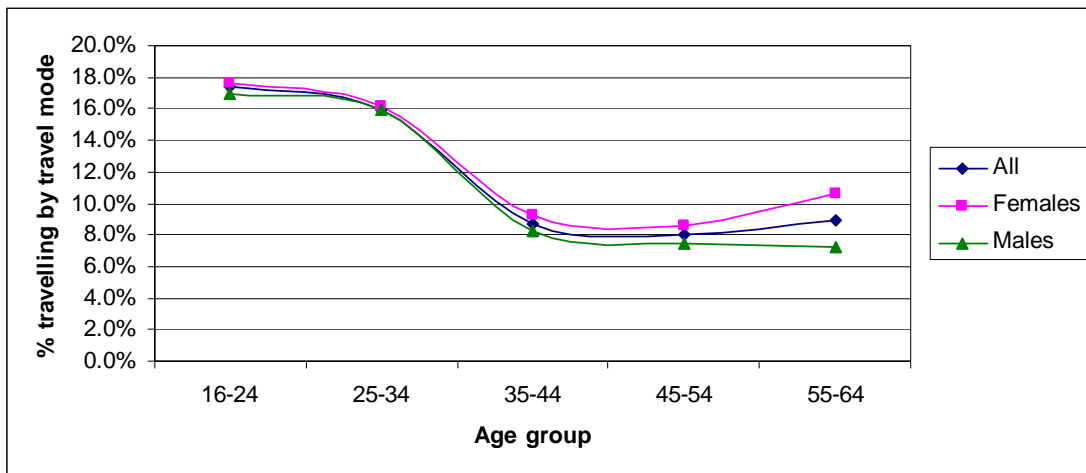


Figure 29 - Walk travel mode by age group
(sample size 524)

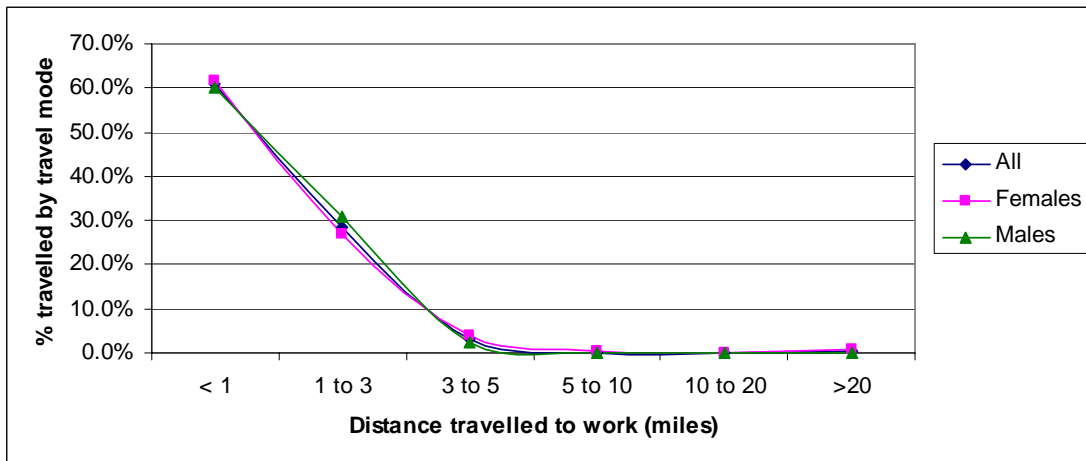


Figure 30 - Walk travel mode by distance travelled

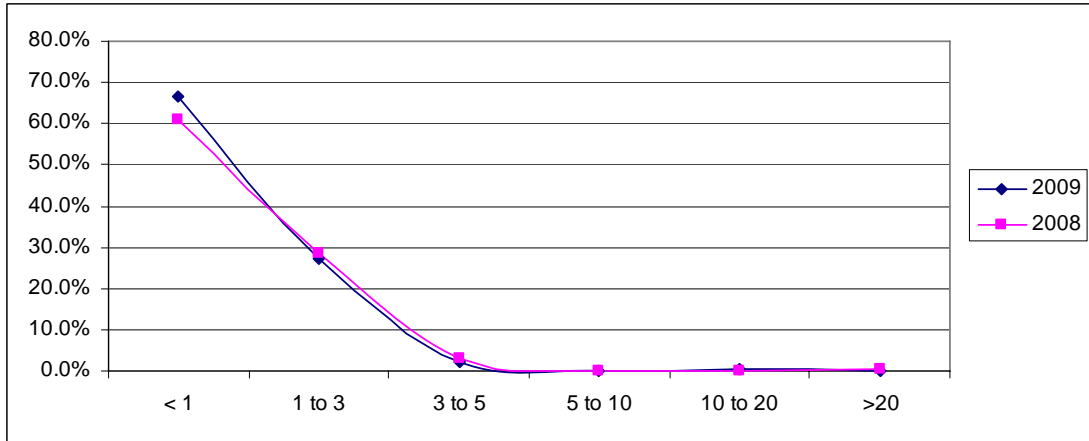


Figure 31 - Walk travel trend

4.11 Work from Home mode

Key finding:

- Over double the number of males work at home as females.
- The peak age for home working is 45-54 for males and 35 to 44 for females
- BT has 3.5% of home workers compared to an average of 0.4% for all other firms.
-

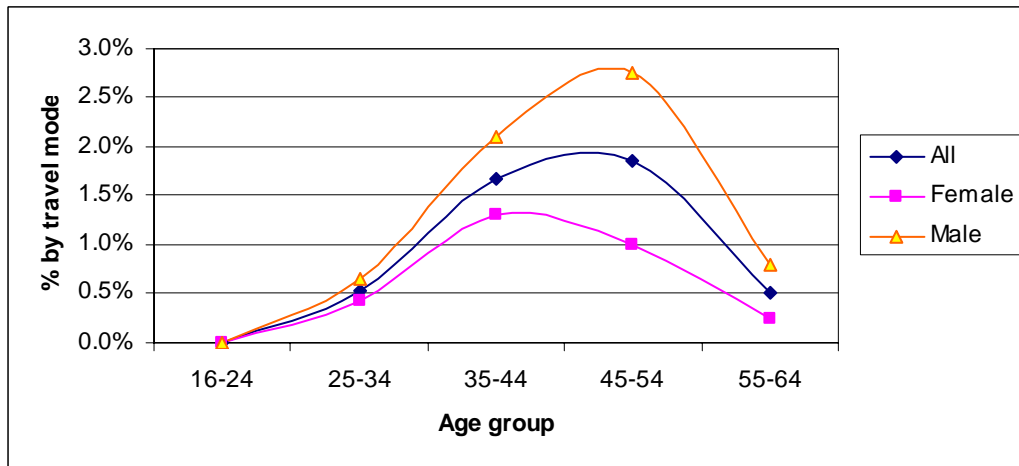


Figure 32 - Work from Home travel mode by age group
(sample size 62)

5 LTP2

The LTP2 indicator for Sustainable modes of transport is the percentage of people travelling to work by sustainable means. Where the agreed modes are the following:

- walking
- cycling
- bus
- park & ride

- train
- taxi
- car passenger
- working from home.

Key finding:

- Males in the 25-34 age range are some 14% more likely to travel to work by sustainable means. This difference decreases with age with a cross over at 55.
- Males have a peak use of sustainable transportation of 51% for the 25-34 age range whilst females don't show such a peak but have a maximum for the 16-24 age range
- Sustainable transport mode is greatest for travel distances less than 1 mile at 80.7% sustainability, dropping to 50% for 1 to 3 miles, whilst above 5miles the figure plateaus out at around 17%.
- Compared to 2008, 2009 has seen a drop in sustainable travel for distances less than 1 mile.

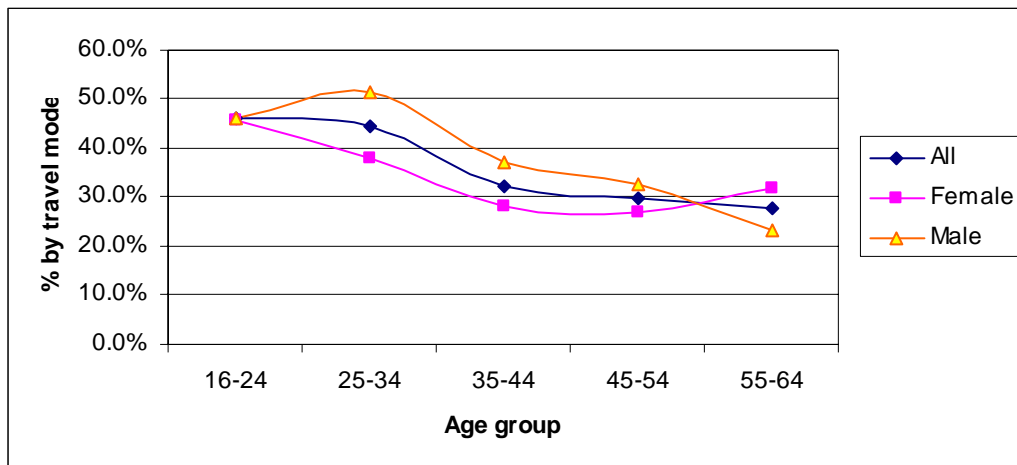


Figure 33 - LTP2 by age group

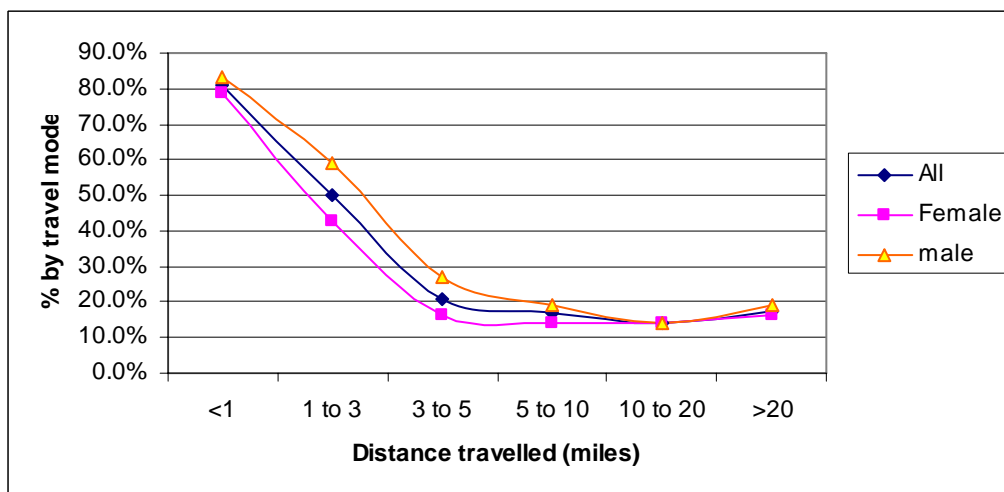


Figure 34 - LTP2 by distance travelled.

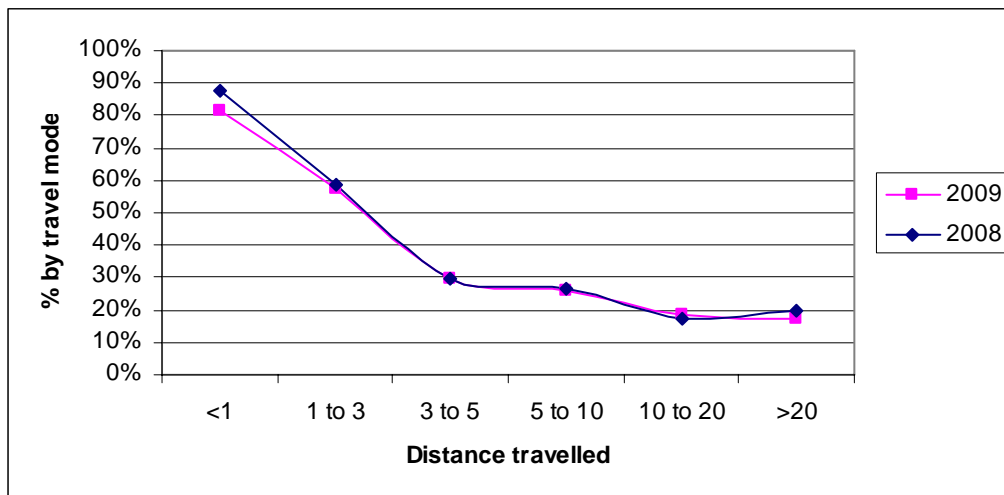


Figure 35 - LTP2 trend

6 Company results and comparisons

For 2009, reports have been produced for all firms that took part where the returns were sufficiently great for the statistics to be meaningful. Reports exist for:

Babergh District Council
 BT
 Customer Service Direct
 Forest Heath District Council
 Ipswich Borough Council
 Mid Suffolk District Council
 NHS Suffolk
 St. Edmundsbury Borough Council
 Suffok Coastal District Council
 Suffolk County Council
 Waveney District Council
 Willis

Key findings:

- There are big differences in the LTP2 sustainable transport figures across the county {The sustainable forms of transport defined in LTP2 are Bus, Car passenger, Cycle, Park and ride, Taxi, Train, Walk and Work from home}. The highest sustainable transport were 48.4% and 46.2% for Customer Service Direct and Ipswich Borough Council respectively. Whilst the lowest at 9.1% and 11.3% were for Suffolk Coastal District Council and Forest Heath District Council respectively.
- The average sustainability figure for those firms based in Ipswich was 39.4% and 26.4% for those outside. These figures are with BT included in the outside Ipswich area; if BT is removed from the outside Ipswich group the figure drops to 17.3%.
- There is a large spread in the sustainability between firms even for firm who have employees at comparable mean travel distances.

- 10.3 miles was the average distance travelled to work in the sample for Suffolk. For those firms based in Ipswich (including BT) the mean distance travelled to work is 10miles, whilst for those outside (the remainder) 11.4miles.
- The firms who have the largest mean travel to work distances tend to have lowest sustainability figures.
- 20.4% of travel survey participants in Suffolk are Essential car users. For those firms based in Ipswich (including BT) the figure is 16% whilst for those outside (the remainder) the figure is 39%.
- 29.2% of participates from councils districts and boroughs are essential car users – compared to 10.1% from all other firms

Table 11 - Comparison of different companies, councils, districts etc.

Company	Main location	No. (2009)	Average distance miles	Essential car users	Sustainability	
					LTP2 2008	LTP2 2009
Babergh District Council	Hadleigh	168	10.7	28.6%	16.0%	13.7%
BT	Martlesham	1358	10.0	8.6%	33.3%	33.7%
Customer Service Direct	Ipswich	339	9.3	4.1%	45.8%	48.4%
DC Leisure		16	9.4	62.5%		12.5%
Forest Heath District Council	Mildenhall	106	15.7	56.6%	12.4%	11.3%
Ipswich Borough Council	Ipswich	199	8.4	17.1%	42.9%	46.2%
Mid Suffolk District Council	Needham Market	150	11.4	45.3%	13.2%	14.7%
Norfolk Property Services	Woodbridge	4	15.0	100.0%		0.0%
Openwide	Various	3	15.0	100.0%		0.0%
Other	Various	19	12.9	36.8%		31.6%
St. Edmundsbury Borough Council	Bury St Edmunds	227	11.1	29.1%	22.3%	30.0%
Suffok Coastal District Council	Woodbridge	208	11.1	43.3%	14.4%	9.1%
Suffolk Coastal Services	Ufford	56	11.1	32.1%		8.9%
Suffolk County Council	Ipswich	1761	10.7	25.3%	37.6%	37.6%
NHS Suffolk	Bramford	45	14.9	51.1%	15.8%	13.3%
Waveney District Council	Lowestoft	96	8.1	37.5%	26.8%	28.1%
Willis	Ipswich	689	8.5	9.3%	37.7%	36.8%
All		5444	10.3	20.4%	34.2%	33.4%

Key

Red - those with fewer than 60 returns.

Green - the IBC and MSDC figures are for 2007 rather than 2008.

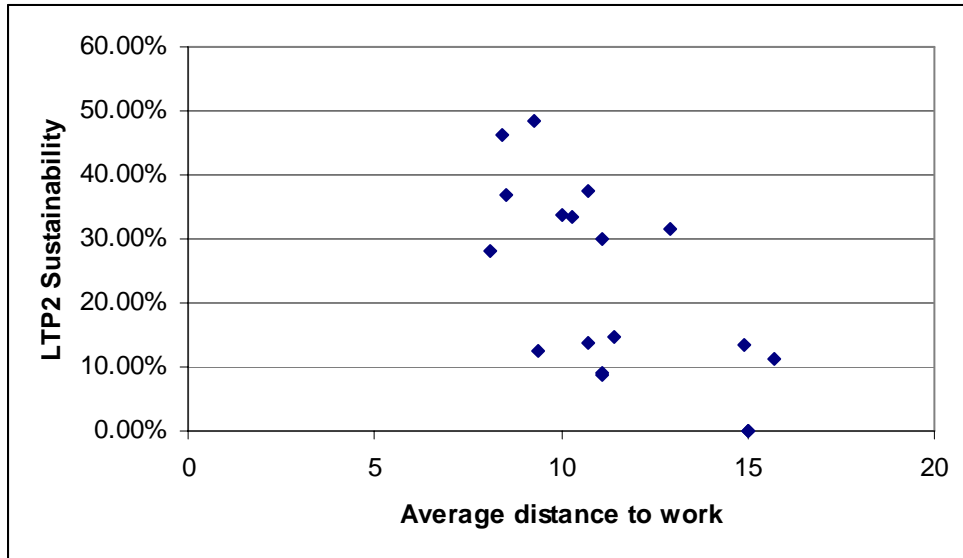


Figure 36 - Sustainability against distance

Figure 31 is a plot of the Sustainability index again distance. With each of the 16 firms taking part in the survey being represented as a point.

7 Miscellaneous multi-parameter analysis

Given the number of questions asked there is a wide mixture of distributions which could be produced. The following are but a sample.

7.1 Comparison of respondents age distribution against Census

A comparison is made of the age profile of those returning the online travel survey against the working population of Suffolk as recorded in the 2001 census return. A big concern is the low number of returns from individuals in the 17-24 and 25-34 age groups; with just 40% of the expected returns in the 17-24 age range. At the current time there is no verifiable explanation for this under representation of the younger age groups.

Just 0.4% of the survey respondents were aged 65 and above.

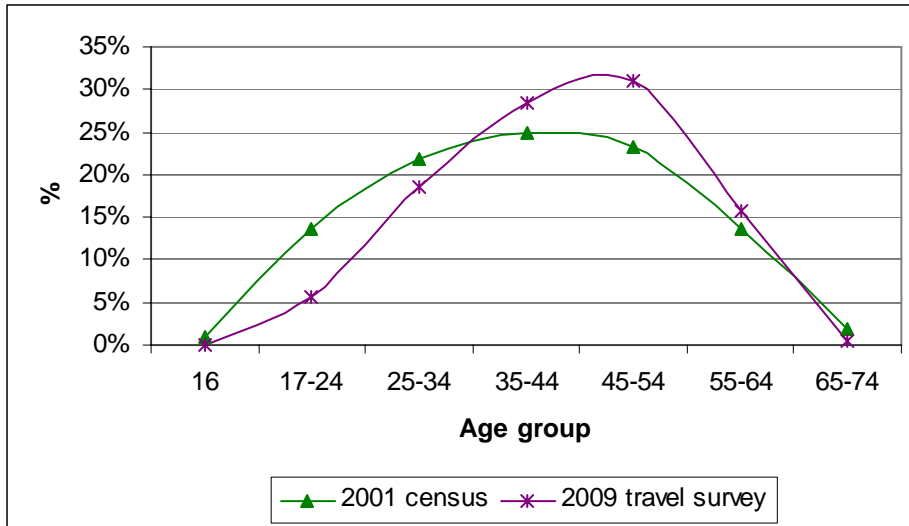


Figure 37 - Age profile of respondents compared to the 2001 census.

7.2 Average distance travelled

The average distance travelled to work changes with the age group as shown below. With a steady rise in distance with older age groups; with 16-24 age group travelling an averaging of just 8.6 miles whilst the 55-64 some 11.5 miles.

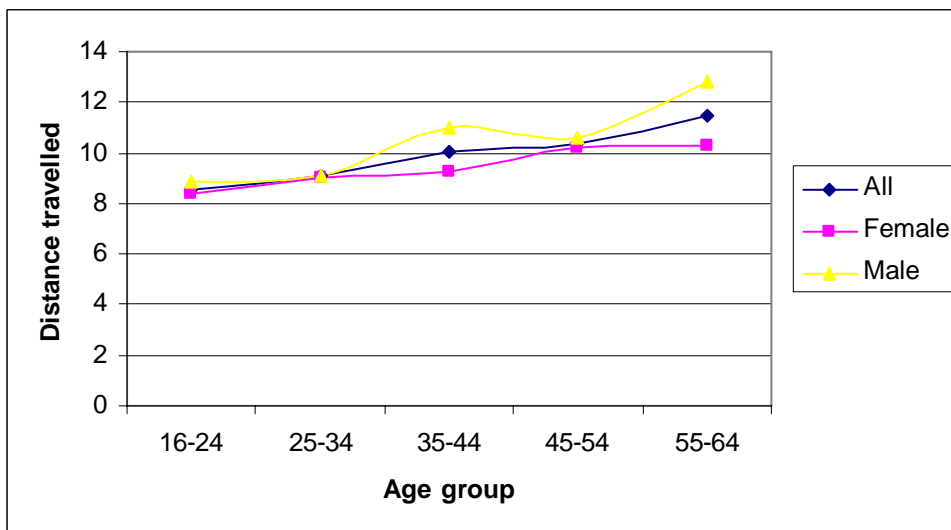


Figure 38 - Average distance travelled against age range

7.3 Sustainable transport by population group

The table below shows the sustainable transport mode used by different population groups. Although the absolute numbers in some of the groups are low it is never-the-less interesting that the minority groups without exception all have larger sustainable percentages than the White British with a sustainability index of 32.3.

Table 12 - Sustainable travel by population group

Population Group	responses	Sustainable	LTP2
White British	4445	1439	32.3%
White Other	149	54	36.2%
Asian	143	106	74.1%
Black	28	15	53.5%
Mixed	29	15	51.7%

8 Appendix A - Example comments from Q6 If not already, what would change your behaviour towards sustainable transport?

8.1 Public transport related

8.1.1 PT availability, reliability, clean & frequent

- Frequent, cheap, clean bus service.
- Far more frequent buses that stop near my house and take a similar time to get me to work, and turn up on time with space for me to get on
- Realistically, I don't envisage being able to travel to work from a village to town by public transport without a very regular service which we all know will never happen.
- would use the train more if the service to Elmswell became more frequent at peak times.
- An observation, everytime I stand at my bus stop at the Rail station to travel to BT, I see fully empty Park & Ride buses going to Martlesham. An extension of the Park & Ride service to BT would improve the utilisation.

8.1.2 PT cost

- Would use bus if cheaper
- Bus fares should be much less expensive.
- Cheaper bus fares - weekly/monthly corporate tickets from Kesgrave to Willis / Town Centre
- More reasonable bus fares. When you own a vehicle you have to tax, insure and keep it roadworthy whether you use it for work or not, therefore if you use the bus for work, you incur an additional expense. However if bus fares worked out cheaper than the £3.20 a day they are now, I would be very happy to travel to my place of work on the bus.
- Bus fares are too expensive to make it worth not taking the car.
- I will get a car as soon as possible unless buses become cheaper and more frequent.
- Better value train fares - they are far too expensive to go one stop on the train
- I would come by train when possible if costs of car park at station and rail ticket was less costly than my petrol - but I would be out of pocket.

8.1.3 PT direct service / speed

- I live in a remote village so better local transport links to the nearest station (Colchester) would change my behaviour. At present, too many bus changes make this a time-consuming journey.
- If it took less than 2 hours to do a 40 minute drive and the last bus to the village didn't leave Ipswich at 3pm.
- More frequent buses to BT, shorter route so that people don't spend much time on bus as this moves ppl from bus to car. Buses like 66B

should run more instead of 66 bus at peak time(morning 7-10) and evening (430-630PM)

- I would need to catch at least 3 different services (bus and train) to get into Ipswich from Colchester plus have a 15min walk either side of that and I have back problems.

8.1.4 PT integrated - time table and ticket.

- Would like to be able to buy a 10 trip ticket (as on buses)to be used over a period of weeks- to get a discount and to save on cardboard, I have 3 pieces of card (ticket and receipt) per day for a return trip
- Currently there are a number of different types of bus services operated within Ipswich, like the first, Ipswich buses, carters etc. It would be great if there is a single fare system across these services and options available for having weekly/monthly travel cards across these bus services.
- Buses run by different companies that connect with each other where their routes cross

8.2 *Cycling related*

8.2.1 Safe, complete cycle routes

- Better, connected cycle paths with good signage and maps.
- Cycle routes are poorly laid out and rather piecemeal and in many places other traffic takes precedent. Getting on and off a bike to cross roads is a nuisance and adds time to the journey.
- More safe routes for cyclists outside towns.
- Make the application and signage of cycle paths more consistent. Too many cycle paths just seem to stop, without any obvious further directions or options being presented.
- I would cycle more if there was a designated cycle patch all the way from my home to work or if the roads with cycle paths were maintained better (it's very uncomfortable riding over pot holes!)
- complete cycle paths like in Colchester. The roads are too dangerous to cycle on.

8.2.2 Facilities at work, secure storage, lockers, showers, etc.

- would be good to have somewhere to leave wet waterproof clothing
- More showers at work (there's only one in our building), lockers for storing clothes
- facilities for cyclists at xxx are woeful - dusty bike shed, bikes which appear abandoned in 1974, nowhere to change or freshen up

- would really appreciate lockers/ showers

8.2.3 Improved road and path surface, lighting, signage and no parking on cycle ways.

- Better cycle paths with good maintenance especially with regard to keeping weeds, shrubs and branches from encroaching the cycles space. Stopping cars parking on the cycle lanes.
- Pro-active maintenance of cycle paths - regular sweeping, gritting when icy and pruning of vegetation.

8.2.4 Financial incentive & cycle to work scheme

- I would like to see the scheme SCC done a few years ago, where you could buy a bike from Halfords and not pay the tax.
- COST - MORE HELP IN BUYING A CYCLE
- Examples of the comments on cycling - Facilities for bike on PT and priority at traffic lights 0.4%
- I'd be keener to do business journeys by train if it were easier to take my bike and cycle to my destination at the far end. Going by train from Ipswich to London or Brentwood, there are several different arrangements for bikes on different trains. Some have no facility at all, some have only limited capacity.
- better crossing facilities for pedestrians and cyclists

8.3 Work related

8.3.1 Home working

The home working figure of 6.6% reduces to 6.3% if we remove those that are already home workers.

- I do a limited amount of home working. However, there is a culture within xxx that if you don't occupy a desk you're not working and hence working from home is always viewed as "having a day off"!
- Easier access to e-mails etc at home would enable me to work from home
- Would love to work from home, but my section too Antediluvian in attitude to consider it.
- Home Working if IT links better

8.3.2 Flexible working

- With the amount of work I have to take around with me (thanks to hot-desking), it's unlikely I'll ever be in a position to leave my car at home.
- Car sharing / more flexible working hours
- Meetings during daytime
- If we were able to change hours we would not have to use two separate vehicles to get to the same place.
- I would be willing to car share, if shift patterns allowed.

8.3.3 Pool car

- opportunity to use pool vehicles for external meetings during the day
- if there was a pool car I could just jump into at short notice
- Remove requirement for essential car users to provide their vehicle at all times whilst on duty.
- pool cars not always available leaving me with no option other than to bring car in. If a pool car was always available i would hardly ever bring car to work

8.3.4 Car share

- would car share if I lived near another employee
- I would have to find someone whose working hours matched mine.
- I would definitely car share if I could identify a suitable person with reasonably similar working pattern
- I would be more than willing to share lifts with people but have no idea who would be interested.
- Car sharing - would need to consider how to deal with emergency collection of children from school & other problems

8.4 *Never related*

8.4.1 Never

- No
- No as a shift worker starting early mornings and finishing late night car transport is my only reliable option
- NO SUITABLE ALTERNATIVES EXIST DUE TO MY LOCATION AND WORK TIMES
- Rural home location car necessary
- Nothing. I paid for the car and the right to use it (costs enough in tax to run it). Public transport is overpriced, crowded and does not run at the right times or go via the right locations. As for cycling there are too many of them on the road already and most of those would fail the basic cycling proficiency test.

8.4.2 Work related

- I can't imagine. I'm the only one in my village and surrounding area who works for BT. I live about 20 miles from work. Even if there were someone else on route who also worked for BT, our schedules at work (where we have to be, meetings, etc) are irregular, individual and subject to change without a lot of advance notice.
- If I were office based and not an essential car user
- I wouldn't - I work shifts at the Port of Felixstowe and public transport is not an option
- Although not an essential used, my work as support teacher involves travelling to schools and pre-schools so it is not possible to travel in any other way.
- I am not designated essential car user however my work involves me working with people in the community or in their homes, so my car is needed daily to get me from A to B.

8.4.3 Children

- Not unless you could propose a solution which would allow me to take my children to school before then coming on to work.
- Difficult to know - I need to have flexibility to work around my daughter's school runs and extra curricular activities and sorting car share has so far proved difficult.
- on site child care
- I am a working mother with young children at a primary school in one of the local villages. I feel that I need to be able to get home easily if required and am unlikely to change my travel plans until they are older.

8.4.4 Environment

- If it didn't rain so much!
- reliable weather and nothing to carry!

8.4.5 Other

- Not having to carry computer equipment
- If I could have a parking space outside my flat (bottom of Fore Hamlet) I would leave my car and walk to home. It is single yellow line so can not leave my car there during the day.
- Lighter laptop - I'd walk more often if I didn't have to carry so much stuff.

9 Appendix B – 1 day travel survey travel questions

1. Which organisation do you work for?

- | | | |
|--|---|---|
| <input type="checkbox"/> Which organisation do you work for? | <input type="checkbox"/> Mid Suffolk District Council | <input type="checkbox"/> Suffolk Coastal Services |
| <input type="checkbox"/> Babergh District Council | <input type="checkbox"/> Norfolk Property Services | <input type="checkbox"/> Suffolk County Council |
| <input type="checkbox"/> BT | <input type="checkbox"/> Openwide | <input type="checkbox"/> Suffolk PCT |
| <input type="checkbox"/> Customer Service Direct | <input type="checkbox"/> Other | <input type="checkbox"/> Waveney District Council |
| <input type="checkbox"/> DC Leisure | <input type="checkbox"/> St. Edmundsbury Borough Council | <input type="checkbox"/> Willis |
| <input type="checkbox"/> Forest Heath District Council | <input type="checkbox"/> Suffolk Coastal District Council | |
| <input type="checkbox"/> Ipswich Borough Council | | |

Other (please specify)

2. How did you travel to work on Wednesday 13 May?

- | | | |
|--|---|---|
| <input type="checkbox"/> How did you travel to work on Wednesday 13 May? | <input type="checkbox"/> Park & Ride | <input type="checkbox"/> Car driver - car share (any part of journey) |
| <input type="checkbox"/> Walk | <input type="checkbox"/> Train | <input type="checkbox"/> Taxi |
| <input type="checkbox"/> Cycle | <input type="checkbox"/> Car passenger | <input type="checkbox"/> Worked from home |
| <input type="checkbox"/> Motorcycle/ moped/ motor Scooter | <input type="checkbox"/> Car driver - single occupant (whole journey) | <input type="checkbox"/> Didn't go to work |
| <input type="checkbox"/> Bus | | |
| <input type="checkbox"/> Other (please specify) | | |

3. How do you usually travel to work?

- | | | |
|---|---|---|
| <input type="checkbox"/> How do you usually travel to work? | <input type="checkbox"/> Park & Ride | <input type="checkbox"/> Car driver - car share (any part of journey) |
| <input type="checkbox"/> Walk | <input type="checkbox"/> Train | <input type="checkbox"/> Taxi |
| <input type="checkbox"/> Cycle | <input type="checkbox"/> Car passenger | <input type="checkbox"/> Work from home |
| <input type="checkbox"/> Motorcycle/ moped/ motor Scooter | <input type="checkbox"/> Car driver - single occupant (whole journey) | |
| <input type="checkbox"/> Bus | | |
| <input type="checkbox"/> Other (please specify) | | |

4. What distance do you travel to work?

- 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

5. At work are you a designated essential car user? (i.e. your work demands that you use your own car, as opposed to a pool/ hire car).

- At work are you a designated essential car user? (i.e. your work demands that you use your own car, as opposed to a pool/ hire car). Yes
- No

6. Optional - If not already, what would change your behaviour towards sustainable transport (walking, cycling, bus, train, park and ride, home working or car passenger)?