



# **Travel to Work Report 2010**

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## 1 **Headline results**

The 2010 online travel to work survey was conducted on the 12<sup>th</sup> May 2010. 18 organisations participated with a total of 6,768 respondents, 1.9% of the working population of Suffolk.

The key findings from the survey were:

In 2010, 33.4% 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 the 2009 published figure.

From 2005 through to 2010 the percentage travelling by sustainable means has increased from 27.8% to 33.4%, with a peak in 2008 of 34.2% and a marginal decline of 0.8% since.

Most sustainable modes have increased steadily from 2005 through to 2010 with: walking to work increasing from 7.3% to 10.5%.

Home working increasing, more than 4 fold, from 0.3% to 1.4%

Park and Ride increasing, more than 2 fold, from 0.6% to 1.4%.

Train travel increasing, more than 2 fold, from 1.3% to 3.4%

The decline has been in bus usage which started dropping from a peak of 9.2% in 2007 to 5.4% today.

The distance people travel to work, although comparable to the previously reported 60/40 split of respondents who travel more than 5 miles/ under 5 miles to their place of work, shows a slight decline with a 57/43 split for 2010 figure. So the average distance travelled to work is getting marginally less.

In 2010 some 29.4% of respondents used their own car at least once a week for work purposes.

For BT and SCC the survey was able, for the first time, to separate out response 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 Paul's Road having a sustainability figure of just 15.4% whilst Endeavour House had a figure of 56%.

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

For 2010 'Survey Monkey' software was used for the Survey; opening on the 12th May and staying open for 2 weeks to allow people not at their workplace on the day to respond.

The survey for 2010 is an amalgamation of the original 1 day travel survey with an internal SCC survey – 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 2010 survey used 'Survey logic' for the first time. 'Survey logic' was used 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. Although this feature worked as intended, skipping irrelevant questions disrupted the number scheme; causing some confusion.

To assist individual organisations with their own transport plans special arrangements were made for a couple of organisations.

- The BT responses were split between Martlesham and Bibb Way.

- IBC were planning their own survey, as a consequence the SCC and IBC surveys were combined to ensure a high return rate.

In total 18 organisations participated, with a total of 6,768 respondents, 1.9% of the working population of Suffolk. As not every one answers every question there may be changes to responses counts to individual questions.

## **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 is 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 2010.

Table 1 - Companies participating in the 2010 travel survey.

Organisation	Main location	Respondent No.	% of total survey
Babergh District Council	Hadleigh	154	2.3%
BT	Martlesham and Bibb Way (Ipswich)	1043	15.4%
Customer Service Direct	Ipswich	480	7.1%
DC Leisure	various	37	0.5%
Forest Heath District Council	Mildenhall	176	2.6%
Ipswich Borough Council	Ipswich	342	5.1%
Ipswich Hospital NHS Trust	Ipswich	353	5.2%
Mid Suffolk District Council	Needham Market	164	2.4%
Other	various	21	0.3%
St Edmundsbury Borough Council	Bury St Edmunds	261	3.9%
Suffok Coastal District Council	Woodbridge	237	3.5%
Suffolk Coastal Services	Ufford	44	0.7%
Suffolk County Council	Ipswich	2113	31.2%
Suffolk New College	Ipswich	252	3.7%
Suffolk PCT	Bramford	30	0.4%
The Environment Agency	Ipswich	160	2.4%
University Campus Suffolk	Ipswich	155	2.3%
Waveney District Council	Lowestoft	93	1.4%
Willis	Ipswich	651	9.6%
Total		6766	100.0%

For the 2010 survey there were 18 organisations taking part, which is 2 more than in previous years. Four organisations were new to the survey for 2010:

- Ipswich Hospital NHS trust
- Suffolk New College
- The Environment Agency
- University Campus Suffolk

and two declining to continue as staff numbers were too low to warrant it and the data was not used.

- Norfolk property Services
- Openwide

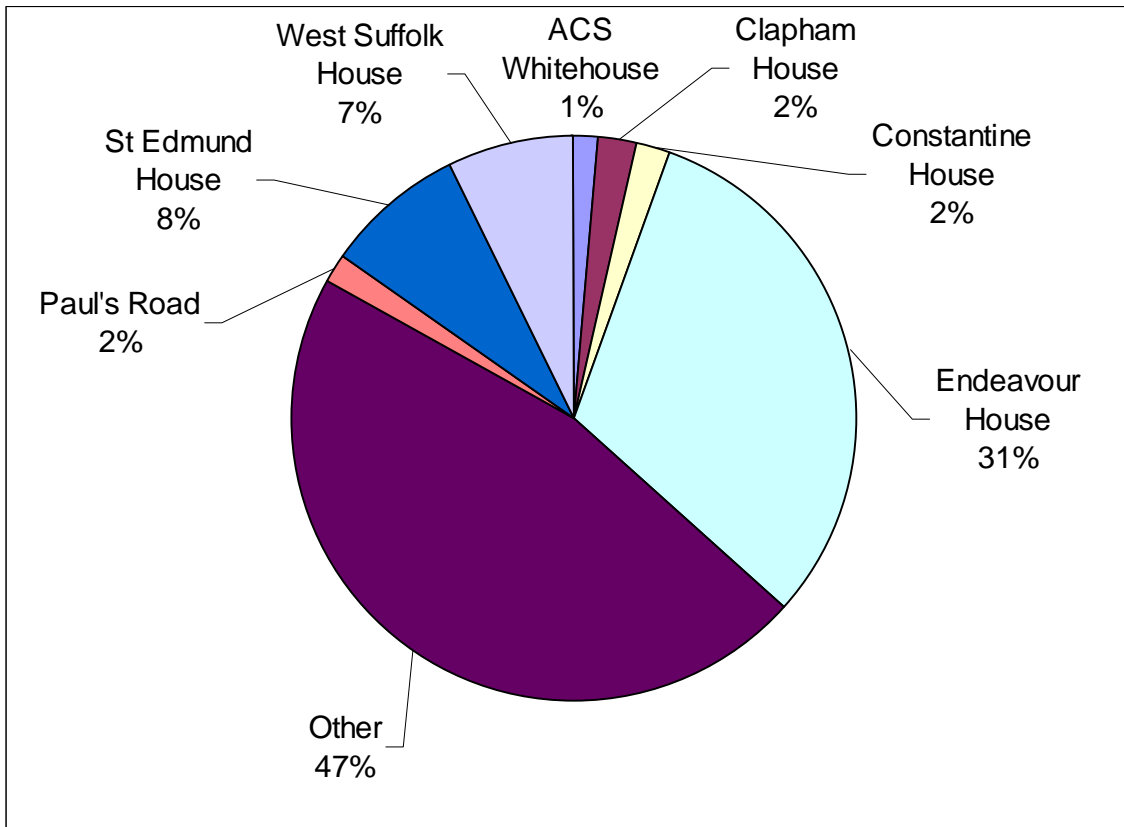
The total number of respondents for 2010 was 6,766, with some 920 of these from the new companies. This compares with a total response of 5,444 for 2009. Suffolk PCT were unable to send out the survey on the 12th May but did so a week later.

For the analysis of trends and comparisons with previous years I have limited the analysis to those companies that have participated throughout, as the introduction or removal of companies can alter the results. Those companies that are included are:

- 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



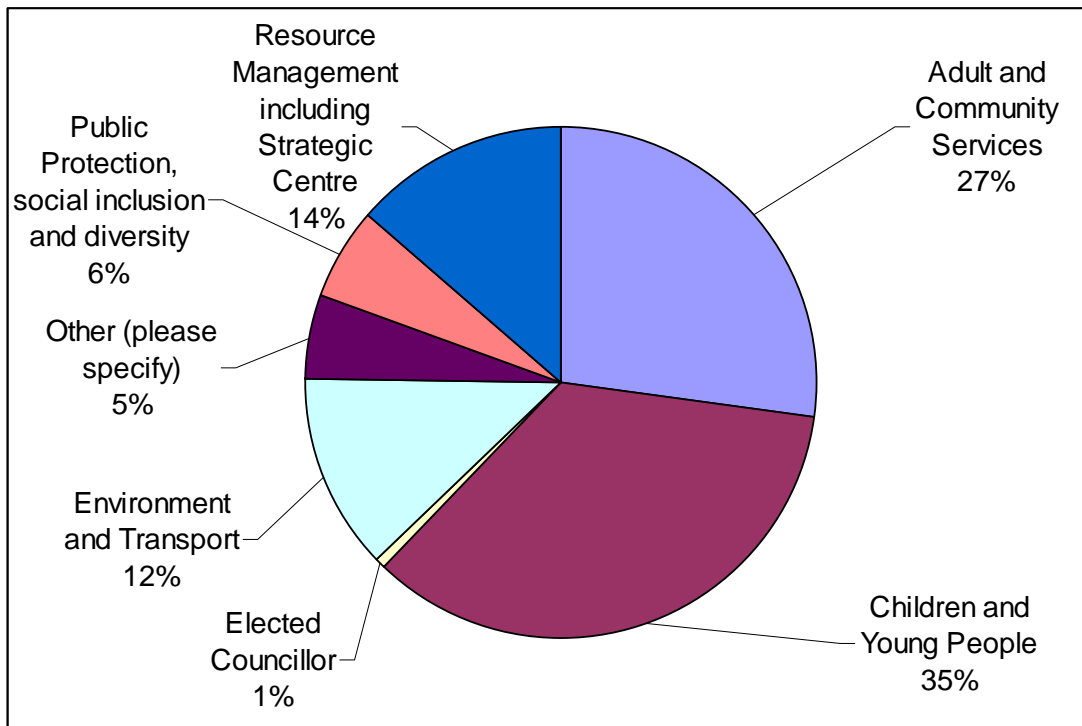
### 3.2 Q2 Which location do you normally work at? (SCC only)



There were a total of 2,053 responses to this question. It was restricted to SCC employees only. The large number of 'Other' reflects the survey reaching the smaller SCC outstations, children centres, libraries, fire station etc. but not schools – examples include:

- Shire Hall, Bury St Edmunds, IP33 1RX
- Adrian House, Lowestoft, NR32 1PL
- Angel Court, Hadleigh, IP7 5HA
- Beccles Library, NR34 9TB
- Caxton House, Bury St Edmunds, IP33 3PH
- Colchester Road, Fire Station
- County Buildings, Saxmundham, IP17 1AL
- Felixstowe, Fire Station, IP11 9JA

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



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

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

Unfortunately, around 10% of participants dropped out at this point in the survey – whether this was because of the complexity of Q4 or because of the number of questions on the page, is unclear.

**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	5.1%	0.9%	0.4%	0.8%	0.2%	0.0%	0.0%	0.3%	1.6%	0.1%
	Car driver – single occupant	1.6%	56.9%	4.1%	1.4%	3.5%	0.9%	0.8%	1.7%	3.8%	3.9%
	Car driver - with passenger	0.4%	1.9%	9.1%	0.6%	0.7%	0.2%	0.1%	0.4%	0.8%	0.6%
	Car passenger	0.8%	0.8%	0.5%	3.4%	0.2%	0.0%	0.0%	0.2%	0.8%	0.1%
	Cycle	0.8%	2.8%	0.4%	0.4%	8.1%	0.3%	0.1%	0.2%	1.7%	0.4%
	Motor cycle	0.1%	0.5%	0.1%	0.0%	0.1%	1.0%	0.0%	0.0%	0.1%	0.0%
	Park and Ride	0.1%	0.8%	0.1%	0.1%	0.1%	0.0%	1.4%	0.1%	0.1%	0.1%
	Train	0.3%	1.0%	0.2%	0.2%	0.6%	0.1%	0.1%	3.1%	1.3%	0.2%
	Walk	1.2%	2.3%	0.5%	0.9%	0.9%	0.0%	0.0%	0.2%	11.0%	0.2%
	Work from home	0.1%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	1.0%

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 56.9%. The square to the left of this yellow square, 1.6%, 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 1.

Travel Mode	% of participants (primary travel mode)	% of participants (sometime)
Bus	5.1%	10.6%
Car driver - single occupant	56.9%	68.4%
Car driver- with passenger	9.1%	15.6%
Car passenger	3.4%	7.9%
Cycle	8.1%	14.5%
Motor cycle	1.0%	2.5%
Park and Ride	1.4%	2.6%
Train	3.1%	6.2%
Work from home	1%	6.8%
Walk	11%	21.5%

This shows for example that although 11% of participants used walking as their primary or normal travel mode to get to work this grows to 21.5% for participants that sometime walk.

### 3.4.1 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 1.22 for Forest Heath District Council to 1.83 for BT Bibb Way.

**Table 3 - Average number of travel modes**

Company	Average No. of modes
Forest Heath District Council	1.22
Suffolk Coastal Services	1.23
Babergh District Council	1.25
DC Leisure	1.28
Suffok Coastal District Council	1.33
Mid Suffolk District Council	1.34
Willis	1.38
Waveney District Council	1.46
Other	1.47
Ipswich Hospital	1.49
Suffolk County Council	1.56
Suffolk New College	1.57
BT - Martlesham	1.59
St Edmundsbury Borough Council	1.59
University Campus Suffolk	1.62
Customer Service Direct	1.63
Ipswich Borough Council	1.64
The Environment Agency	1.67
Suffolk PCT	1.74
BT - Bibb Way	1.83
All organisations	1.53

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

Table 4 shows the mode share for all participants – using all returns from all organisations. Using this approach there was no change in the LTP sustainability figure of 33.4%.for 2010 relative to 2009.

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

		Year	
		2009	2010
<b>Primary mode</b>	<b>Bus</b>	5.8%	5.3%
	<b>Car driver - single occupant (whole journey)</b>	55.5%	55.9%
	<b>Car driver with a passenger/ car share (any part of the journey)</b>	9.6%	9.4%
	<b>Car passenger</b>	3.9%	3.9%
	<b>Cycle</b>	7.8%	7.9%
	<b>Motor cycle/ moped/ motor scooter</b>	1.3%	1.1%
	<b>Park and Ride</b>	1.2%	1.5%
	<b>Train</b>	3.2%	3.2%
	<b>Work from home</b>	1.2%	1.2%
	<b>Walk</b>	10.2%	10.9%
	<b>Other</b>	0.1%	0.2%
	<b>Sustainable</b>	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
- Suffok Coastal District Council
- Suffolk County Council
- Suffolk PCT
- Willis

Using this baseline the sustainability figure for 2010 was still 33.4%, compared to 33.8% last year. This difference is not statistically significant; within the range of possible variance for a sample of this size.

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

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

Although the sustainability figure is 33.4% for the mode of travel people normally (most) use to travel to work. As shown in section 4, people use a combination of modes if the same sustainability calculation is performed on all the modes that people use the sustainability figure rises to 44.8%. 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**

		2010	
		Normal mode only	All modes used
<b>Primary mode</b>	<b>Bus</b>	5.3%	6.8%
	<b>Car driver - single occupant (whole journey)</b>	55.9%	43.7%
	<b>Car driver with a passenger/ car share (any part of the journey)</b>	9.4%	10.0%
	<b>Car passenger</b>	3.9%	5.0%
	<b>Cycle</b>	7.9%	9.3%
	<b>Motor cycle/ moped/ motor scooter</b>	1.1%	1.6%
	<b>Park and Ride</b>	1.5%	1.7%
	<b>Train</b>	3.2%	4.0%
	<b>Work from home</b>	1.2%	4.4%
	<b>Walk</b>	10.9%	13.7%
	<b>Other</b>	0.2%	6.8%
	<b>Sustainable</b>	33.4%	44.8%

### 3.5.1 Modal trends

Table 6 and Figures 1 & 2 show the modal preference. 'usual mode of transport' or primary travel mode, since 2005 for the baseline organisations. From 2005 through to 2010 percentage travelling by sustainable means has increased from 27.8% to 33.4%, with a peak in 2008 of 34.2% and a marginal decline of 0.8% since.

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

- Walking to work increasing from 7.3% to 10.5%.
- Home working increasing, more than 4 fold, from 0.3% to 1.4%
- Park and Ride increasing, more than 2 fold, from 0.6% to 1.4%.
- Train travel increasing, more than 2 fold, from 1.3% to 3.4%

The decline has been in bus usage which started dropping from a peak of 9.2% in 2007 to 5.4% today.

In the baseline group, the decline in bus usage from 9.2% in 2007 to 5.4% today, although statistically significant (99% confidence limit based on a Poisson distribution of 1.3%) 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 peoples 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.

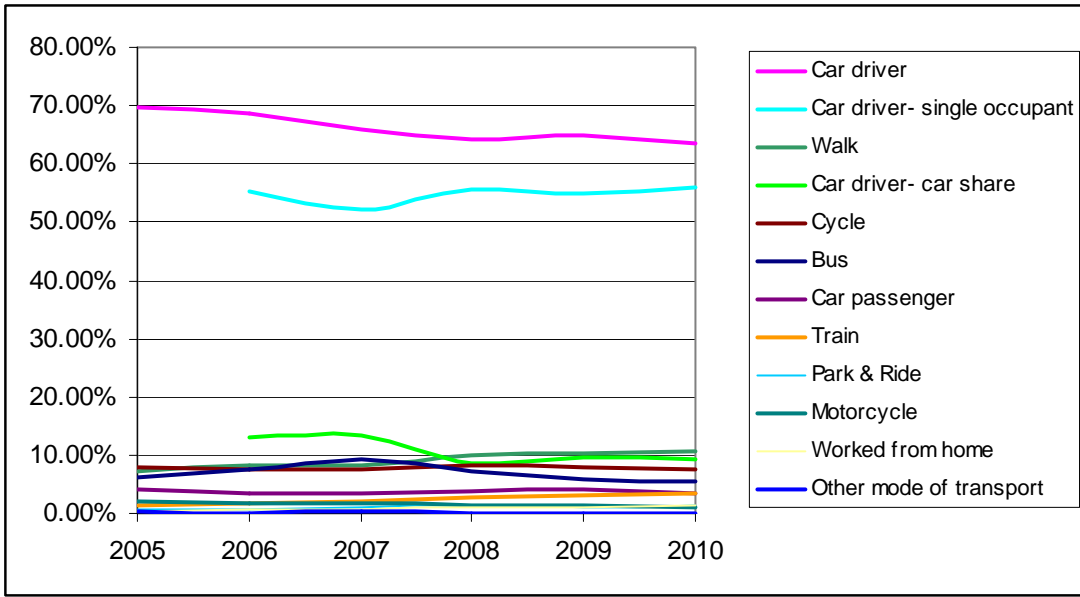
Other trends include:

- % driving to work has dropped from 69.7% to 63.5%, or 6.2%
- % cycling has remained reasonably constant at around 7.8%
- % using a moped or motor cycle has dropped from 2% to 0.9%; which is under half its original value.

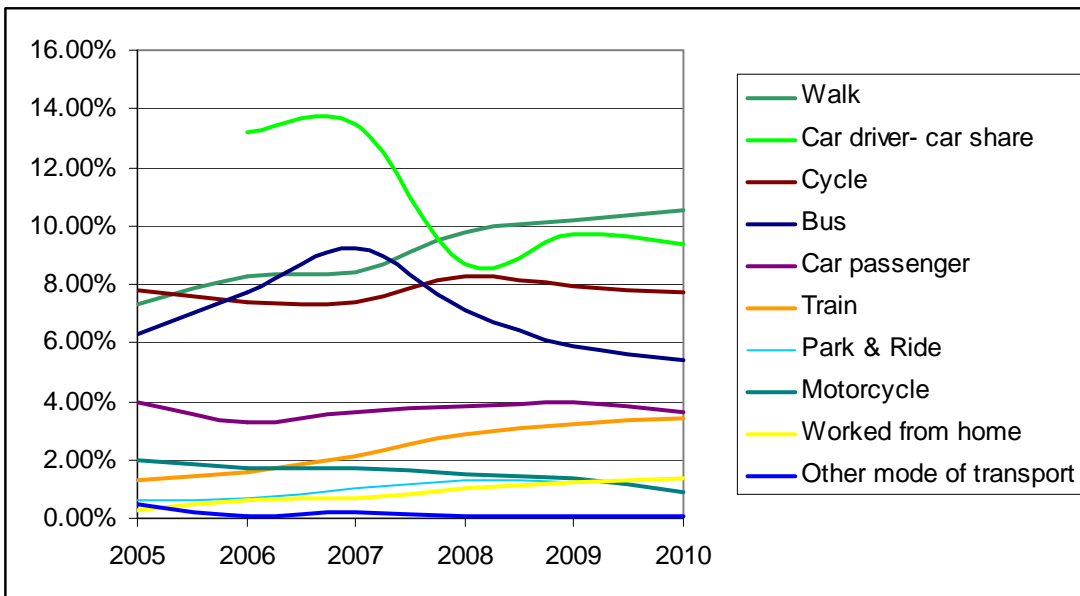
**Table 7 - Modal trends (all organisations)**

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

**Figure 1 - 2005 to 2010 All modal travel trends**



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

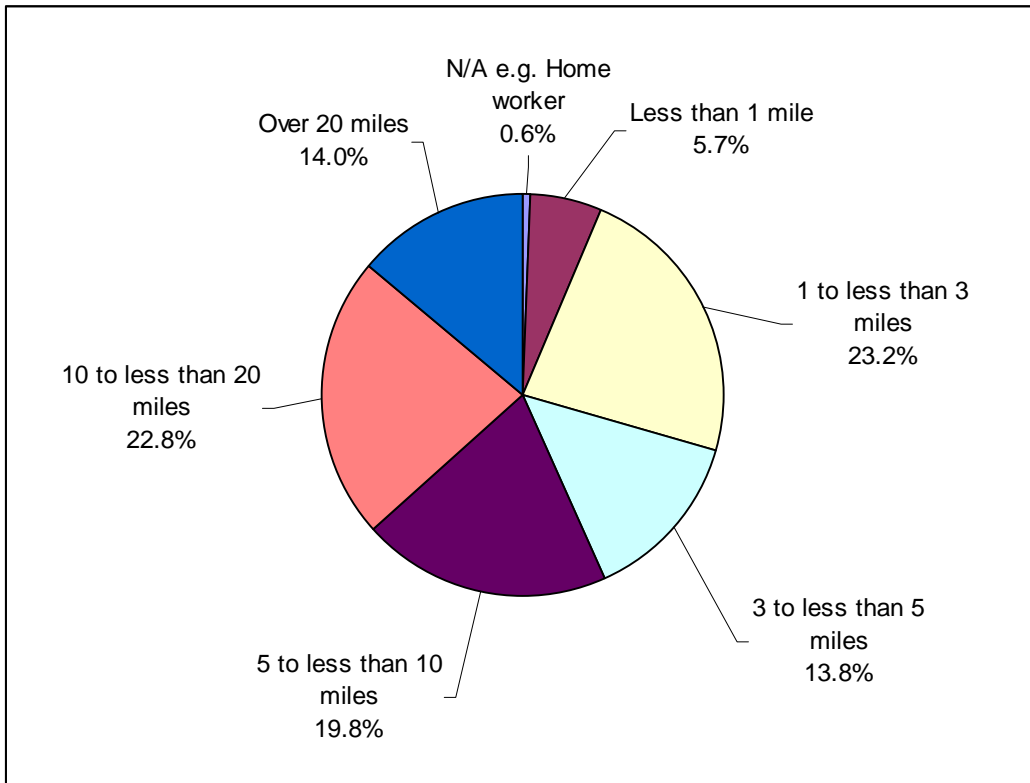


**3.6 Q6 What distance do you travel to work?**

Question 6 was introduced to find the distances people were travelling to work, and analyse whether people were travelling short distances unsustainably. Back in 2005 there was a 60/40 split of respondents who travel more than 5 miles / under 5 miles to their place of work. This ratio has decline slightly over the years and in 2010 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**

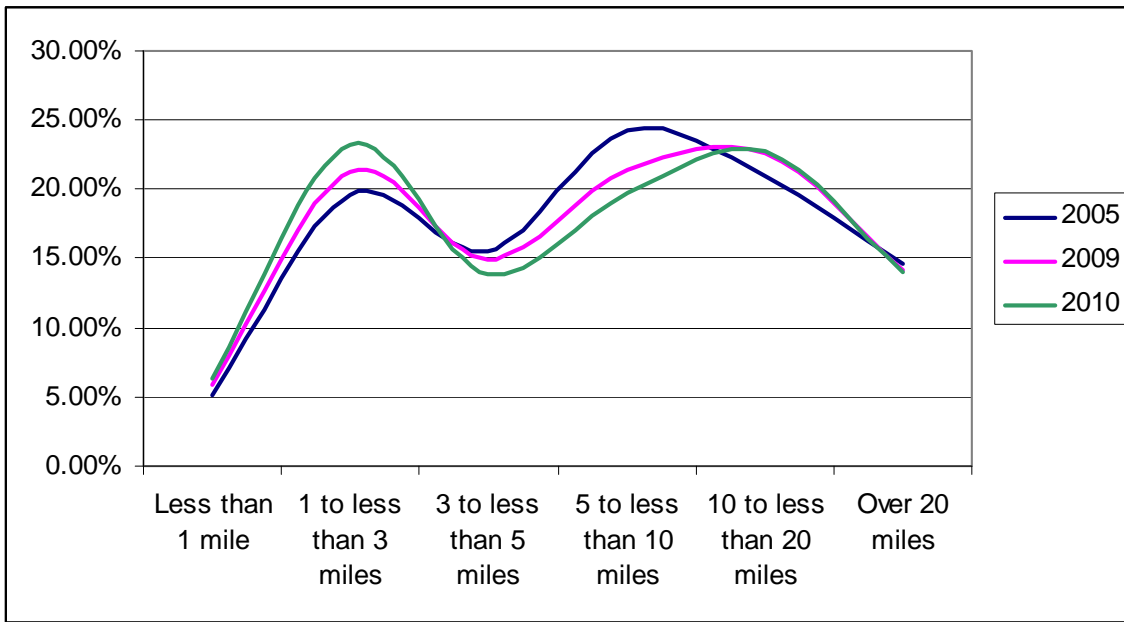


**Table 8 - Distance travelled to work trends**

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

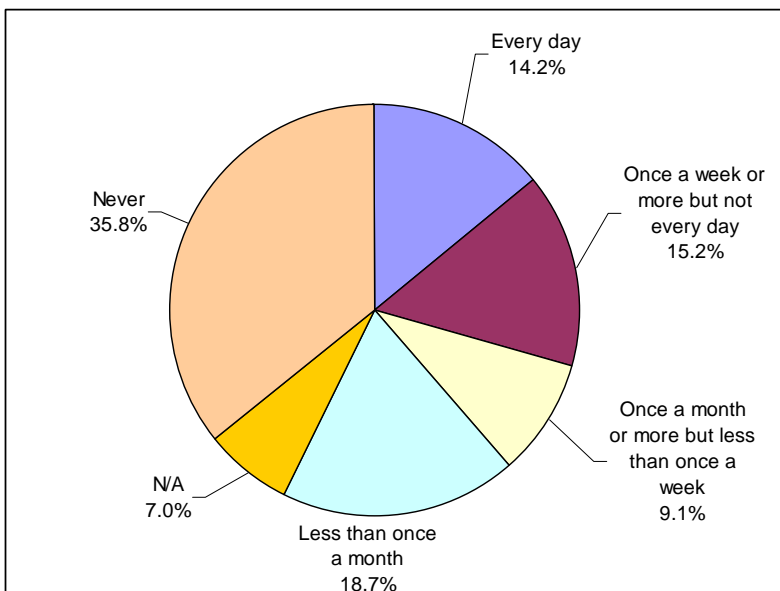
The bimodal nature of the distribution shown in Figure 4 and the shift in that distribution with time are likely to reflect the geographic distribution of housing and work. The curve shows an increase between 2005 and 2010 of 3% in the number of people travelling 1 to 3 miles to work and decreases of 2% in the 3 to 5 mile range and 4% in the 5 to 10 mile range. For distances greater than 10 miles there is no significant change. An explanation for this shift to shorter distance is that the organisations’ surveyed and new housing development (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.

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



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

This question replaces the question 'Are you an essential car user'. For reference in 2009 some 20.4% of respondents were essential car users. The chart below shows that in 2010 some 14.2% use their own car for work every day and an additional 15.2% at least once a week.



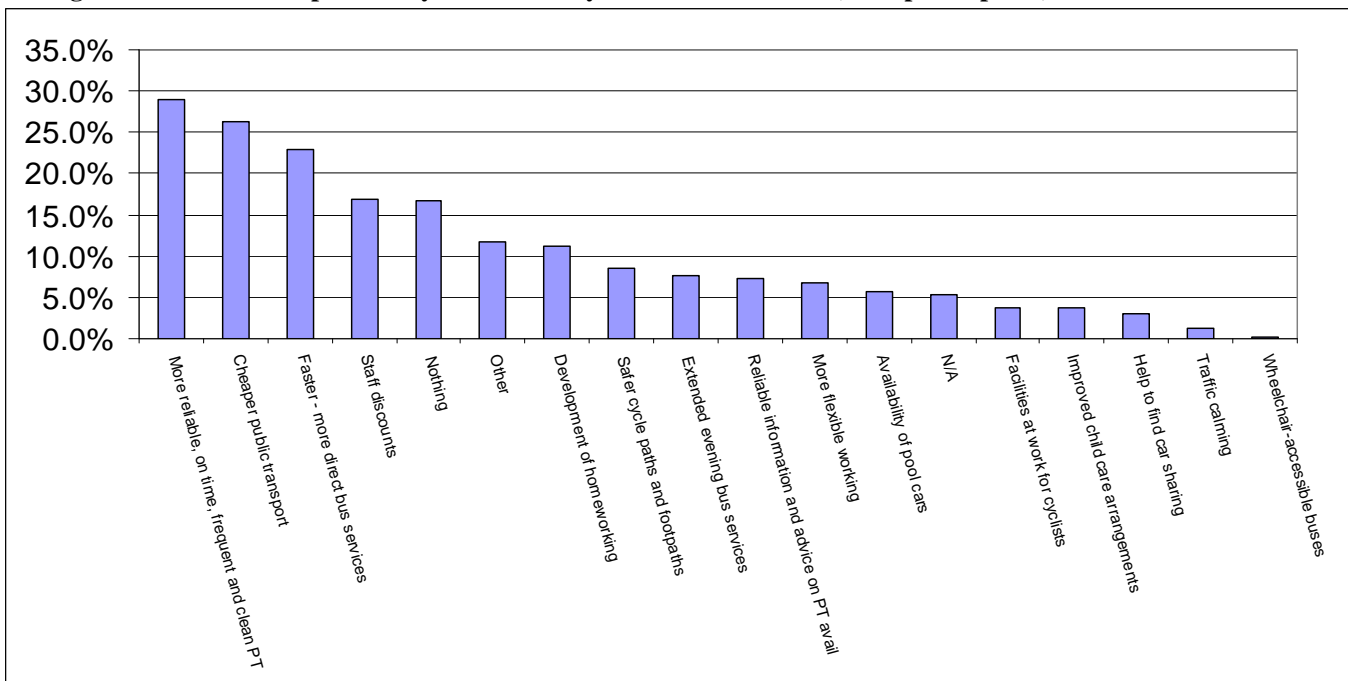
### 3.8 Q8 If you don't use sustainable transport which of these 'factors' would help persuade you to do so?

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

Of the 4,735 responses that don't currently travel by sustainable means some 28.9% cited reliability of public transport as something that could help persuade them and 26.3% cited the cost of public transport.

22.1% of the participants answered 'None' or 'N/A' - these could be construed as those for which sustainable transport modes are not appropriate.

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



**Table 9 - What would persuade you to travel by sustainable means? (% of participants)**

More reliable, on time, frequent and clean public transport.	28.9%
Cheaper public transport	26.3%
Faster - more direct bus services	22.9%
Staff discounts	16.9%
Nothing	16.8%
Other	11.8%
Development of homeworking	11.3%
Safer cycle paths and footpaths	8.6%
Extended evening bus services	7.6%
Reliable information and advice on public transport availability.	7.2%
More flexible working	6.8%
Availability of pool cars	5.7%
N/A	5.3%
Facilities at work for cyclists	3.8%
Improved child care arrangements	3.8%
Help to find car sharing	3.0%
Traffic calming	1.2%
Wheelchair-accessible buses	0.1%

#### **4 Company comparison**

For 2010, reports have been produced and distributed to all organisations that took part:

Babergh District Council  
BT  
Customer Service Direct  
DC Leisure  
Forest Heath District Council  
Ipswich Hospital NHS trust  
Ipswich Borough Council  
Mid Suffolk District Council  
St. Edmundsbury Borough Council  
Suffok Coastal District Council  
Suffolk Coastal Services  
Suffolk County Council  
Suffolk New College  
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 2010' 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 2010**

There are big differences in the LTP2 sustainable transport figures across the county. The highest sustainable figures were 47.4, 46.3 and 45.1% for Ipswich Borough Council, Suffolk New College and Customer Service Direct respectively; whilst the lowest at 6.5% and 7.4% were for Suffolk Coastal Services and Suffolk PCT.

All of the 8 organisations with sustainability figures better than 35% are based in Ipswich – 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 outside the 35% bracket - 'The Environment Agency' with a sustainability figure of just 18.8% is substantially lower. 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 7.6 miles for BT Bibb Way up to 17.4 miles for Suffolk PCT. While the percentage using a car, for 1 or more days a week, ranges from 8% for Ipswich hospital to 42% for Suffolk County Council and 47% for Ipswich PCT.

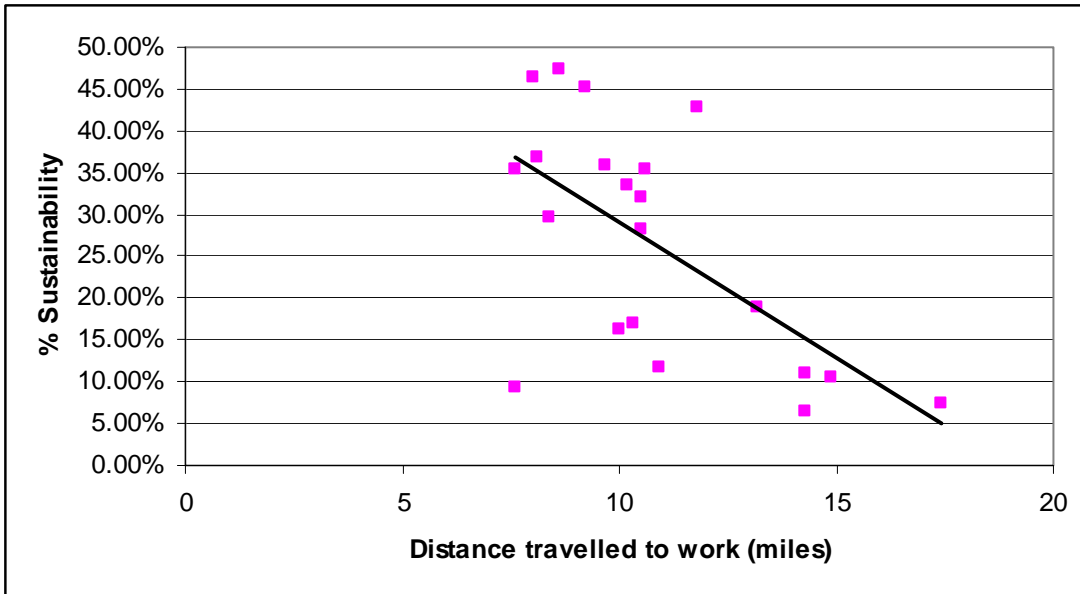
**Table 10 - Headline sustainability results for 2008 to 2010 - by company**

Company	Main location	Number of responses	Average Distance travelled (miles)	% using a car at work	Sustainability		
					2008	2009	2010
Babergh District Council	Hadleigh	154	10.3	30.0%	16.0%	13.7%	17.1%
BT - Bibb Way	Ipswich	56	7.6	16.0%	33.3%	33.7%	35.4%
BT - Martlesham	Martlesham	983	10.5	11.0%			32.1%
Customer Service Direct	Ipswich	480	9.2	16.0%	45.8%	48.4%	45.1%
DC Leisure		37	7.6	19.0%		12.5%	9.4%
Forest Heath District Council	Mildenhall	176	14.3	38.0%	12.4%	11.3%	10.9%
Ipswich Borough Council	Ipswich	340	8.6	19.0%	42.9%	46.2%	47.4%
Ipswich Hospital	Ipswich	353	9.7	8.0%			35.9%
Mid Suffolk District Council	Needham Market	164	10	40.0%	13.2%	14.7%	16.2%
Other	Various	21	14.9	57.0%		31.6%	10.5%
St Edmundsbury Borough Council	Bury St Edmunds	261	10.5	30.0%	22.3%	30.0%	28.2%
Suffok Coastal District Council	Woodbridge	237	10.9	39.0%	14.4%	9.1%	11.8%
Suffolk Coastal Services	Ufford	44	14.3	30.0%		8.9%	6.5%
Suffolk County Council	Ipswich	2113	10.6	42.0%	37.6%	37.6%	35.3%
Suffolk New College	Ipswich	252	8	15.0%			46.3%
Suffolk PCT	Bramford	30	17.4	47.0%	15.8%	13.3%	7.4%
The Environment Agency	Ipswich	160	13.2	28.0%			18.8%
University Campus Suffolk	Ipswich	154	11.8	14.0%			42.9%
Waveney District Council	Lowestoft	93	8.4	35.0%	26.8%	28.1%	29.6%
Willis	Ipswich	651	8.1	13.0%	37.7%	36.8%	36.9%
Grand Total		6759	10.2	26.0%	34.2%	33.4%	33.4%

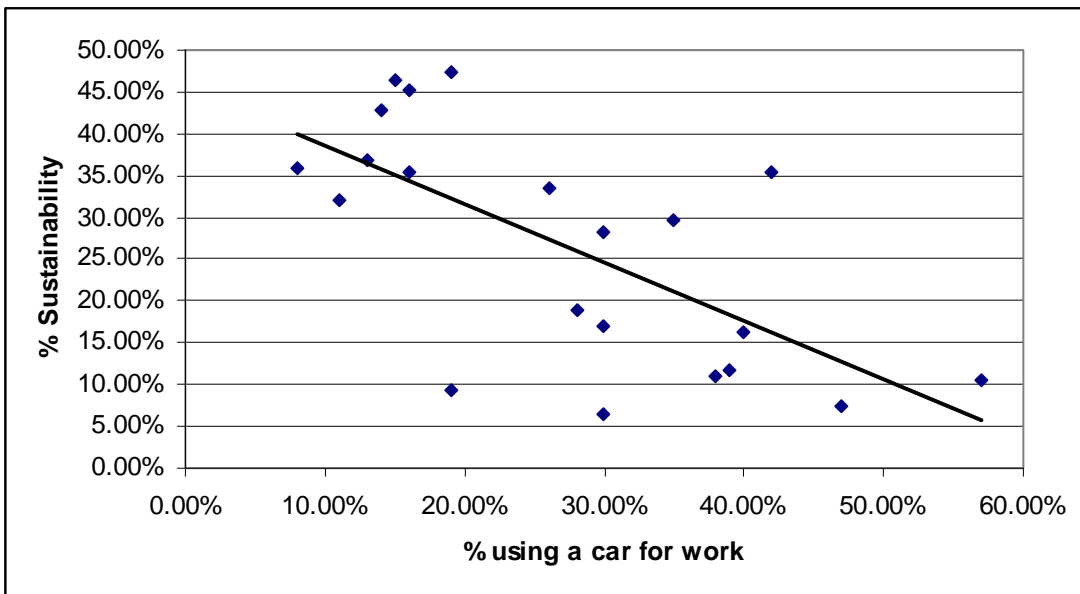
Key : Green – top 15%  
Red – bottom 15%

Figure 5 and 6 shows the sustainability against average distance travelled to work and sustainability against % using a car for each organisation. Each point represents one organisation and all values are the average values for that organisation. Trend lines have been added to both graphs, Figure 5's trend line showing that as distance travelled increases the % of sustainable travel modes decreases and Figure 6 that as the percentage of participants use their car for work increases the sustainability again decreases.

**Figure 6 – Average sustainability of organisations against average distance travelled to work.**



**Figure 7 – Average sustainability of organisations against % using a car for 1 or more days a week**



**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 table 11, 12 and 13. These range from 11.8% for Paul Road to 55.9% for Endeavour House.

**Table 11 - Sustainability figures for SCC locations**

Location	Sustainability
ACS Whitehouse	15.4%
Clapham House	31.9%
Constantine House	38.5%
Endeavour House	55.9%
Other	24.0%
Paul's Road	11.8%
St Edmund House	42.2%
West Suffolk House	20.8%

The 55.9% for Endeavour House, is some 8% greater than IBC the previous highest figure. For reference, some of the factors that may contribute to SCC Endeavour Houses sustainability figure being so high are listed below – many of these also apply to IBC and also to CSD:

- 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.
- Availability of pool cars for business use
- Road traffic congestion getting in and out of work, plus £3 car park charge act as barriers to using a car.

**Table 12 - 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	0	22	0	0	1	0	0	1	2	0	15.4%
Clapham House	1	29	3	2	3	0	0	2	7	0	31.9%
Constantine House	1	17	7	4	3	0	0	3	4	0	38.5%
Endeavour House	62	216	55	31	67	5	30	60	98	3	56.0%
Other	29	664	39	23	59	7	8	12	85	9	24.1%
Paul's Road	1	28	2	0	1	0	0	1	1	0	11.8%
St Edmund House	14	83	8	6	5	2	9	2	30	2	42.2%
West Suffolk House	2	108	8	4	6	2	0	2	15	2	20.8%
Grand Total	110	1167	122	70	145	16	47	83	242	16	35.3%



**Table 13 - 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	0.0%	84.6%	0.0%	0.0%	3.8%	0.0%	0.0%	3.8%	7.7%	0.0%	15.4%
Clapham House	2.1%	61.7%	6.4%	4.3%	6.4%	0.0%	0.0%	4.3%	14.9%	0.0%	31.9%
Constantine House	2.6%	43.6%	17.9%	10.3%	7.7%	0.0%	0.0%	7.7%	10.3%	0.0%	38.5%
Endeavour House	9.9%	34.4%	8.8%	4.9%	10.7%	0.8%	4.8%	9.6%	15.6%	0.5%	56.0%
Other	3.1%	71.0%	4.2%	2.5%	6.3%	0.7%	0.9%	1.3%	9.1%	1.0%	24.1%
Paul's Road	2.9%	82.4%	5.9%	0.0%	2.9%	0.0%	0.0%	2.9%	2.9%	0.0%	11.8%
St Edmund House	8.7%	51.6%	5.0%	3.7%	3.1%	1.2%	5.6%	1.2%	18.6%	1.2%	42.2%
West Suffolk House	1.3%	72.5%	5.4%	2.7%	4.0%	1.3%	0.0%	1.3%	10.1%	1.3%	20.8%
Grand Total	5.5%	57.8%	6.0%	3.5%	7.2%	0.8%	2.3%	4.1%	12.0%	0.8%	35.3%

#### 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 14 - Normal travel mode responses 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	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 15 - 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.**

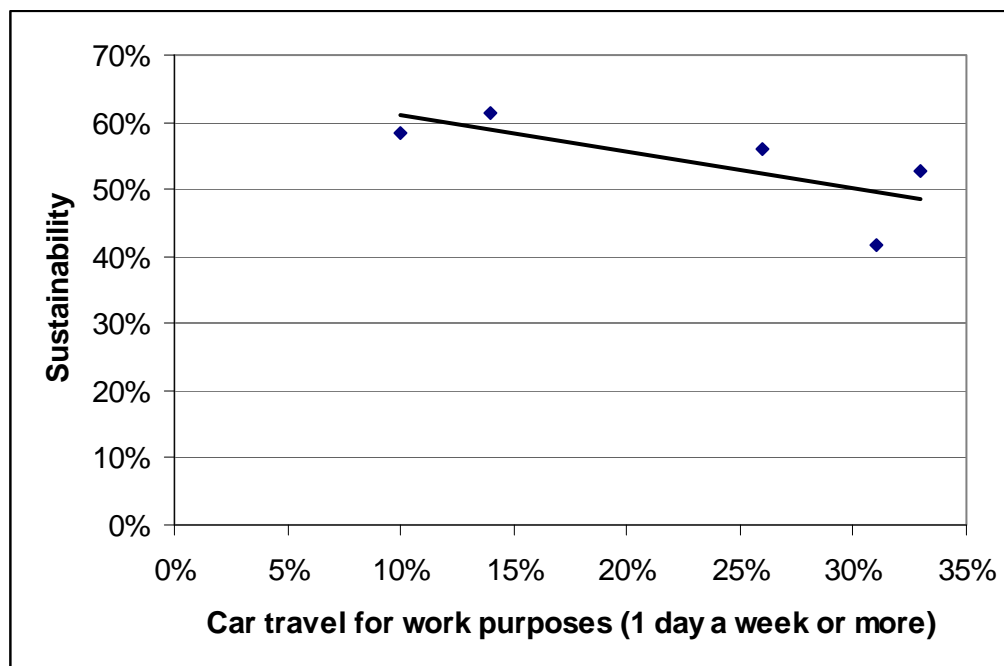
Contributing factors for the difference in sustainability between directorates, shown in section 4.1.2, are:

- 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 61.5% for Environment and Transport to 41.8% for Public Protection, Social Inclusion and Diversity. A trend line has been added to Figure 8, this shows that as car travel for work purposes increases the % travel to work sustainability also decreases.

	Sustainability	Travel for work (once a week or more)	Number of responses
Environment and Transport	61.5%	14%	148
Resource Management including Strategic Centre	58.4%	10%	197
Adult and Community Services	56.0%	26%	75
Children and Young People	52.6%	33%	114
Public Protection, Social Inclusion and Diversity	41.8%	31%	67
Total	55.9%	20%	601

**Figure 8 - Sustainability %, against car travel for work purposes for different SCC directorates in Endeavour House**



#### **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.

As an example, for Ipswich based organisations (ignoring ‘The Environment Agency’ because of its out of town location) the percentage using the bus varies from 2.1% for BT Bibb Way to over 9% for Customer Service Direct and Ipswich Borough Council. All 3 organisations are in the same region of town and lie within 400m of each other. A big difference is probably the car park charging, with free parking at BT Bibb Way, £3 for CSD and grade dependent car charging in IBC. Other contributing factors could be staff discounts on Public transport for IBC and CSD of up to 50% and the proximity of public transport – an extra 200m to walk for Bibb Way workers.

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/Ipswich Borough having figures of 2.5% whilst Bibb Way is 0%. This difference is believed to be due to SCC, CSD and IBC having negotiated a 50% discounts on Park and Ride and that the Park and Ride stops near by.

‘Working from home’ has some marked differences with the majority of organisations at 0%, CSD, Babergh, Forest Heath, St Edmundsbury Borough, Suffolk County Council all at just under 1%, BT Martlesham 4.1% whilst BT Bibb Way stands out at 10.4%.

Cycling – varies from 0% in remote areas to 15% for BT Martlesham and 16.6 % for Ipswich Hospital.

Walking – The introduction of Suffolk New College, as a participating organisation, has shown the potential of walking as a mode – with some 25.2% of participates walking to work to SNC.

**Table 16 - 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	0.0%	71.5%	9.8%	2.4%	1.6%	0.8%	0.8%	0.0%	0.0%	12.2%	0.8%
BT - Bibb Way	Ipswich	2.1%	54.2%	10.4%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	10.4%	10.4%
BT - Martlesham	Martlesham	6.5%	53.1%	12.4%	2.6%	15.0%	2.2%	0.1%	0.0%	0.9%	3.1%	4.1%
Customer Service Direct	Ipswich	9.1%	44.2%	10.0%	5.0%	8.2%	0.5%	0.2%	2.5%	6.8%	12.7%	0.9%
DC Leisure		0.0%	87.5%	3.1%	0.0%	3.1%	0.0%	0.0%	0.0%	0.0%	6.3%	0.0%
Forest Heath District Council	Mildenhall	0.0%	78.9%	9.5%	0.7%	2.0%	0.7%	0.0%	0.7%	0.7%	6.1%	0.7%
Ipswich Borough Council	Ipswich	9.3%	41.9%	9.0%	5.5%	9.0%	1.7%	0.0%	2.8%	7.6%	12.5%	0.7%
Ipswich Hospital	Ipswich	5.8%	55.6%	6.3%	1.3%	16.6%	1.8%	0.4%	2.2%	0.4%	9.4%	0.0%
Mid Suffolk District Council	Needham											
Other	Market	2.0%	71.6%	11.5%	0.0%	2.0%	0.0%	0.7%	0.0%	2.0%	10.1%	0.0%
	Various	5.3%	78.9%	10.5%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	0.0%	0.0%
St Edmundsbury Borough Council	Bury St Edmunds	2.3%	62.4%	9.4%	3.3%	6.6%	0.0%	0.0%	0.0%	0.9%	14.1%	0.9%
Suffok Coastal District Council	Woodbridge	2.5%	79.4%	8.8%	2.9%	1.5%	0.0%	0.0%	0.0%	0.5%	4.4%	0.0%
Suffolk Coastal Services	Ufford	0.0%	74.2%	19.4%	6.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Suffolk County Council	Ipswich	5.4%	57.8%	6.0%	3.5%	7.2%	0.8%	0.1%	2.3%	4.1%	12.0%	0.8%
Suffolk New College	Ipswich	6.5%	36.4%	13.1%	2.3%	6.5%	3.3%	0.9%	3.7%	1.9%	25.2%	0.0%
Suffolk PCT	Bramford	0.0%	77.8%	11.1%	3.7%	3.7%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%
The Environment Agency	Ipswich	1.4%	67.4%	12.3%	0.0%	6.5%	0.7%	0.7%	0.0%	1.4%	8.7%	0.7%
University Campus Suffolk	Ipswich	4.3%	47.1%	7.9%	5.0%	7.1%	1.4%	0.7%	1.4%	7.9%	16.4%	0.7%
Waveney District Council	Lowestoft	3.7%	60.5%	8.6%	6.2%	9.9%	1.2%	0.0%	0.0%	0.0%	9.9%	0.0%
Willis	Ipswich	5.1%	47.6%	15.1%	6.0%	3.6%	0.3%	0.0%	1.0%	4.3%	16.7%	0.3%

### **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 table 18 along with Table 17 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.

If we look at the responses by factor, some are very consistent with all or most organisations having similar %, whilst others vary widely. Those that vary widely may be an indication of local factors affecting the results. An example of a very consistent response would be for 'More reliable, on time, frequent and clean public transport' this has a mean response 28.9% with all organisations cluster around this value with extremes of 41.5% for UCS and 17.6% for Ipswich Hospital. Others such as 'Safer cycle paths and footpaths' have a wide range of response with a mean of 8.6%, highest at 30.8% for BT Bibb Way, and the lowest at 2.4% for Suffolk Coastal service. Without local knowledge it is difficult to identify the underlying cause of this variation. For example we might initially speculate that BT Bibb Way's high figure means that it is devoid of safe cycle routes and foot paths, however, National Cycle Route 51 goes within 200m of BT Bibb Way and with 12.5% of participant cycling to work at BT Bibb Way, it has the third highest cycling rate of all organisations - so even that assumption is not clear cut.

The low figures are equally not clear cut with different underlying causes for low returns. For example, Suffolk Coastal Services based in Ufford had only 2.4% interest in 'Safer cycle paths and footpaths'. With 93.6% currently using a car and 0% cycle and walking, the remote location probably makes car travel the only practical option and it is not realistic to believe that the provision of safer cycle paths would make any significant difference – hence the low return. Another example of a organisation with a low 'Safer cycle paths and footpaths' value was Ipswich Hospital, at just 4.8%. It however, has the highest % of cyclists of all organisations at 16.6% and is served by a network of cycle and foot paths to Ipswich, Kesgrave and Martlesham plus toucan crossing at Heath Road etc. In this case, it is possible that, the low % is not that the participants believe that it would of no use to them but that they already have a network of cycle and footpaths – so don't see 'Safer cycle paths and footpaths' as a priority.

**Table 17 - What would change your behaviour**

Company	More reliable, on time, frequent and clean PT.	Cheaper public transport	Faster - more direct bus services	Staff discounts	Nothing	Other	Development of home working	Safer cycle paths and footpaths	Extended evening bus services	Reliable advice on PT availability.	More flexible working	Availability of pool cars	N/A	Facilities at work for cyclists	Improved child care arrangements	Help to find car sharing	Traffic calming	Wheelchair-accessible buses
Babergh DC	27.1%	12.8%	23.3%	9.0%	15.8%	8.3%	11.3%	3.0%	6.8%	6.0%	6.0%	7.5%	3.8%	1.5%	5.3%	2.3%	1.5%	0.0%
BT - Bibb Way	33.3%	41.0%	30.8%	23.1%	15.4%	10.3%	5.1%	30.8%	12.8%	15.4%	7.7%	2.6%	0.0%	5.1%	2.6%	2.6%	2.6%	0.0%
BT - Martlesham	32.3%	27.6%	37.0%	18.2%	18.0%	14.7%	8.5%	14.2%	8.2%	6.5%	5.0%	2.6%	3.7%	5.3%	3.5%	1.8%	1.6%	0.0%
CSD	35.9%	31.0%	21.4%	19.6%	11.0%	11.0%	12.1%	5.0%	6.8%	11.4%	8.9%	2.5%	6.4%	2.8%	3.2%	2.5%	0.7%	0.4%
DC Leisure	17.6%	17.6%	11.8%	17.6%	23.5%	2.9%	2.9%	5.9%	5.9%	2.9%	8.8%	2.9%	11.8%	11.8%	2.9%	0.0%	0.0%	0.0%
Forest Heath DC	23.8%	14.4%	20.0%	13.8%	16.3%	10.6%	20.6%	6.9%	6.9%	10.0%	24.4%	11.3%	6.9%	3.1%	8.1%	6.3%	0.0%	0.0%
IBC	30.0%	33.5%	20.2%	29.6%	10.3%	10.3%	14.3%	10.3%	9.4%	10.3%	6.4%	3.9%	5.9%	4.9%	7.4%	2.5%	1.0%	0.5%
Ipswich Hospital	17.6%	19.0%	18.7%	12.8%	11.7%	5.1%	4.4%	4.8%	4.4%	5.9%	3.7%	1.8%	2.6%	5.1%	3.3%	1.1%	0.0%	0.0%
MSDC	29.3%	22.1%	15.7%	13.6%	20.7%	13.6%	12.9%	9.3%	3.6%	5.0%	8.6%	6.4%	3.6%	5.0%	5.7%	5.7%	0.0%	1.4%
Other	21.1%	21.1%	21.1%	0.0%	26.3%	10.5%	10.5%	10.5%	5.3%	15.8%	0.0%	15.8%	5.3%	5.3%	0.0%	5.3%	0.0%	0.0%
SEBC	23.9%	13.4%	19.4%	10.9%	20.9%	7.0%	6.5%	5.0%	5.5%	7.0%	3.5%	4.5%	3.0%	0.0%	3.0%	1.0%	0.5%	0.0%
SCDC	31.5%	22.1%	21.6%	12.7%	19.2%	9.9%	11.7%	7.5%	10.8%	7.0%	5.6%	9.9%	6.1%	6.6%	3.3%	2.3%	1.4%	0.0%
Suffolk Coastal Services	23.8%	16.7%	21.4%	11.9%	9.5%	11.9%	9.5%	2.4%	7.1%	7.1%	2.4%	4.8%	9.5%	0.0%	2.4%	4.8%	2.4%	0.0%
SCC	25.4%	22.0%	17.9%	15.7%	20.6%	16.3%	13.9%	6.9%	4.9%	5.4%	6.2%	9.7%	8.7%	3.4%	3.5%	3.7%	0.9%	0.1%
Suffolk New College	35.9%	37.9%	32.0%	34.0%	3.9%	9.2%	8.5%	13.1%	17.6%	10.5%	11.1%	3.3%	2.0%	5.2%	3.3%	3.3%	2.0%	0.7%
Suffolk PCT	28.6%	7.1%	21.4%	3.6%	25.0%	7.1%	21.4%	17.9%	7.1%	10.7%	7.1%	3.6%	3.6%	3.6%	0.0%	7.1%	7.1%	0.0%
The Environment Agency	29.9%	36.6%	31.3%	20.1%	9.7%	12.7%	12.7%	20.1%	6.0%	6.7%	9.7%	5.2%	4.5%	2.2%	3.7%	3.7%	3.0%	0.0%
University Campus Suffolk	41.5%	37.2%	36.2%	28.7%	5.3%	14.9%	7.4%	9.6%	11.7%	6.4%	7.4%	1.1%	1.1%	1.1%	4.3%	4.3%	6.4%	0.0%
WDC	26.1%	26.1%	14.5%	18.8%	23.2%	5.8%	8.7%	14.5%	1.4%	7.2%	2.9%	10.1%	2.9%	11.6%	2.9%	1.4%	0.0%	1.4%
Willis	37.3%	46.3%	21.2%	15.0%	16.1%	4.4%	9.9%	5.3%	15.2%	9.4%	6.5%	0.7%	1.4%	1.2%	2.8%	2.8%	1.8%	0.0%
Grand Total	28.9%	26.3%	22.9%	16.9%	16.8%	11.8%	11.3%	8.6%	7.6%	7.2%	6.8%	5.7%	5.3%	3.8%	3.8%	3.0%	1.2%	0.1%

**Table 18 - What would change your behaviour (SCC only) by location**

Company	More reliable, on time, frequent and clean PT.	Cheaper public transport	Faster - more direct bus services	Staff discounts	Nothing	Other	Development of home working	Safer cycle paths and footpaths	Extended evening bus services	Reliable advice on PT availability.	More flexible working	Availability of pool cars	N/A	Facilities at work for cyclists	Improved child care arrangements	Help to find car sharing	Traffic calming	Wheelchair-accessible buses
ACS Whitehouse	9%	23%	23%	18%	27%	14%	14%	5%	5%	5%	14%	14%	14%	0%	0%	5%	0%	0%
Clapham House	42%	24%	18%	24%	18%	18%	33%	6%	3%	6%	18%	27%	9%	3%	3%	0%	3%	0%
Constantine House	21%	21%	14%	14%	24%	24%	7%	0%	3%	0%	10%	0%	10%	0%	0%	3%	0%	0%
Endeavour House	37%	35%	21%	23%	15%	17%	16%	6%	7%	6%	7%	4%	5%	2%	5%	4%	1%	0%
Other	24%	20%	19%	14%	23%	17%	13%	8%	5%	7%	5%	11%	10%	5%	4%	4%	1%	0%
Paul's Road	23%	20%	13%	10%	27%	23%	10%	0%	0%	3%	3%	13%	7%	0%	7%	3%	0%	0%
St Edmund House	24%	26%	19%	18%	19%	13%	17%	14%	3%	3%	9%	9%	8%	6%	5%	2%	0%	0%
West Suffolk House	19%	13%	17%	8%	24%	20%	19%	4%	3%	3%	4%	19%	15%	0%	1%	4%	0%	0%

## Appendix A – 1 day travel survey travel questions

\*

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

- |  |   |  |
|--|---|--|
| <input type="checkbox"/> Babergh District Council      | <input type="checkbox"/> Ipswich Hospital                 | <input type="checkbox"/> Suffolk New College       |
| <input type="checkbox"/> BT - Bibb Way                 | <input type="checkbox"/> Mid Suffolk District Council     | <input type="checkbox"/> Suffolk PCT               |
| <input type="checkbox"/> BT - Martlesham               | <input type="checkbox"/> Police - Martlesham              | <input type="checkbox"/> The Environment Agency    |
| <input type="checkbox"/> Customer Service Direct       | <input type="checkbox"/> St Edmundsbury Borough Council   | <input type="checkbox"/> University Campus Suffolk |
| <input type="checkbox"/> DC Leisure                    | <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"/> Other (please specify)        |   |  |

\*

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

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

\*

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

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



\*

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

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

\*

**5. Of the modes reported in Q4, which do you use the most? (if you use several modes, record the one for the longest distance, unless you use P&R in which case record P&R)?**

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

\*

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

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

- 3 to less than 5 miles       Over 20 miles  
\*

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

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

\*

**8. If you don't 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?**

- 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 home working  
 Improved child care arrangements  
 Traffic calming  
 Help to find car sharing  
 Nothing  
 N/A  
 Other (please specify)

\*

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

\*

**10. 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

\*

**11. Are you:**

Male

Female

Do not wish to specify

\*

**12. 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

\*

**13. 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.**