



Travel for Work Survey Report 2009

produced for

GO-Lax Ltd

by the **Cambridgeshire Travel for Work
Partnership**



Helping business get there!

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Introduction

This is the ninth annual Travel for Work (TfW) survey in its current format. Based on employee responses, the survey provides you with a picture of the way your employees get to work.

The results are a useful monitor of the effect of your workplace travel initiatives. Alternatively, if you are in the early stages of looking at travel issues, these results will help you prioritise the actions to take, and help set targets.

As a member of the Travel for Work network, you currently receive this report free of charge.

Further analysis of the survey is possible. Should you require this, TfW may need to charge for this work. Please contact us to discuss your requirements.

The 2009 survey

We asked commuters about their journeys to work from Saturday 3rd October to Friday 9th October 2009.

As the survey is for the full seven days it allows health, retail and other organisations with weekend working to get a fuller picture of how their employees are travelling.

There will have been much interest generated in your workplace by this survey. You can capitalise on this by using the results in Travel Plan promotion. At the least we strongly advise employers to make the results known to your staff - and you could perhaps link this to promotion of a particular travel initiative.

The Report

The body of this report highlights key data from the survey.

Table 1 (page 5) compares your results this year to previous years, if available, and to the TfW survey as a whole. We have reported the five days, Monday to Friday, in this table.

The Saturday and Sunday results can be found in **Appendix A** which includes the full results for your employees. For employers with *multiple sites* Appendix A also includes site specific results where more than 10 persons responded.

The full results for ALL organisations taking part in the 2009 survey are attached in **Appendix B**.

New this year are two additional questions:

- **commute journey time (see Table 2)**
- **fuel type for lone drivers and car shares** in order to provide a more accurate calculation of CO₂ emissions (**see Table 3**)

We also include, for comparison, **Table 4** (page 7) that shows the year on year figures for a group of employers (the TfW core group) who take part in the survey each year. This year one of the core group employers has not undertaken the survey and we have therefore removed their results from the core group figures for previous years.

Number of one-way trips

Each year we report the total number of trips undertaken by employees getting **to** work during the survey week. This figure can be found at point 3 on the results form in **Appendix A**. This figure is for **all** trips made during the survey week, Saturday to Friday but does not include "home working".

'Other'

For ease of analysis we removed the choice of 'Other' from the list of travel modes a few years ago.

However, some respondents have selected the option: "Please use the box below to ask a question or make a comment" as a mode and this has been recorded as "Other" in the database. We have reviewed these responses and where the comment suggests their mode of travel is covered by a mode in the list of options, their response has been altered.

'Comments'

Comments made by your employees on the survey form can be found in **Appendix C**. These comments are anonymous.

The Weather

If we have a choice of transport, the weather obviously affects our decision-making. **Appendix D** outlines the weather data for the survey week.

Questions or Queries

If you have any questions or queries regarding your results or the survey in general please contact:

Tony Clayton/Lindsey Rushmore
Travel for Work Partnership

Tel (01223) 728547
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Travel for Work is a partnership of ten Cambridgeshire organisations, which aims to cut business costs through sustainable transport. More details on how we help employers can be found at www.tfw.org.uk

GO-Lax Ltd - Modal Split Results 2009 (5 days – Monday 5th October to Friday 9th October 2009)

Table 1

Mode	GO-Lax Ltd	All TfW Employers 2009
	2009	
Bicycle	27.19%	21.14%
Car Share	4.68%	9.42%
Drive (alone)	45.90%	45.46%
Homeworking	0%	1.98%
Motorbike	0%	0.98%
Other	0%	0.70%
Other Workplace	7.31%	2.48%
Public Bus	7.02%	6.01%
Staff Bus	n/a	0.28%
Train	0.58%	3.83%
Walk	7.31%	7.04%
Number of one way trips	342	48,593
Participation (no of respondents as a percentage of total staff)	55%	24%

GO-Lax Ltd - Commute Time Results 2009

Respondents were asked about how long their commute to work takes on a normal day. The following are the results:

Table 2

Commute Time	Number	%	Cumulative	All TfW Employers 2009
<20 minutes	26	35.14%	35.14%	35.42%
21 to 40 mins	23	31.08%	66.22%	38.50%
41 to 60 mins	15	20.27%	86.49%	18.06%
61 to 90 mins	3	4.05%	90.54%	6.36%
91+ min	7	9.46%	100.00%	1.66%
Total	74			

GO-Lax Ltd - CO₂ Emissions 2009

(Emissions for full survey week: Saturday to Friday)

Table 3

<i>Mode</i>	<i>No of Trips</i>	<i>Average Distance (km)</i>	<i>Conversion Factor (Kg CO₂ per unit)¹</i>	<i>Total kg CO₂ (kg's)</i>
Car - Petrol	94	23.711	0.2070	461.37
Car - Diesel	63	23.711	0.1979	295.62
Car - LPG	0	23.711	0.2243	0
Carshare – Petrol	10	19.682	0.2070	40.74
Carshare – Diesel	6	19.682	0.1979	23.37
Carshare – LPG	0	19.682	0.2243	0
Motorbike	0	0	0.1059	0
Public Bus	24	9.298	0.1073	23.94
Staff Bus	0	0	0.1158	0
Train	2	99.727	0.0602	12.01
Total Kg CO₂				857.05

¹ Source: DEFRA 2008 Guidelines to GHG Conversion Factors – see also page 11

The 'Core Group' Survey Results 2009

Table 4

Mode	Oct 2001	Oct 2002	Oct 2003	Oct 2004	Oct 2005	Oct 2006	Oct 2007	Oct 2008	Oct 2009
Bicycle	21.9%	26.1%	23.3%	22.5%	23.2%	25.3%	24.1%	24.5%	24.7%
Car Share	11.2%	11.4%	12.2%	11.1%	10.9%	10.9%	9.7%	10.8%	9.8%
Drive (alone)	47.9%	41.2%	44.3%	44.8%	41.0%	39.8%	41.7%	38.7%	40.3%
Homeworking	-	-	-	2.3%	1.8%	1.6%	1.9%	2.4%	2.0%
Motorbike	1.5%	2.0%	1.7%	1.3%	1.8%	1.6%	1.6%	1.8%	1.1%
Other	-	-	-	0.5%	1.8%	0.2%	0.3%	0.2%	1.5%
Other Workplace	-	-	-	1.0%	2.0%	1.8%	2.0%	2.1%	2.0%
Public Bus	6.6%	7.8%	6.2%	6.7%	6.5%	7.7%	7.7%	7.8%	7.0%
Staff Bus	1.1%	0.9%	0.5%	0.8%	0.8%	0.8%	0.6%	0.4%	0.4%
Telework	0.9%	1.3%	2.4%	-	-	-	-	-	-
Train	2.3%	2.3%	2.7%	2.9%	3.0%	3.2%	3.8%	3.9%	3.3%
Walk	6.6%	7.0%	6.7%	6.1%	7.2%	6.9%	6.5%	7.6%	7.9%

Notes on table:

1. The above table is based on 7 "core" employers that allow year on year comparisons to be made.
2. The seven core Employers are: Cambridge City Council, GO-East (Government Office for East of England), Marshall Group of Companies, South Cambridgeshire District Council, University of Cambridge, Cambridgeshire County Council and Huntingdonshire District Council.

Facts and Figures for the *full* TFW Survey 2009

- ❖ In total 74 organisations took part in the Travel for Work survey, giving a potential survey population of 44,651.
- ❖ 10,910 completed survey forms were received.
- ❖ 216 returns were 'spoilt' and have been removed from the results. There were a significant number of duplicate entries (120) this year followed by organisations out of the area and invalid or no home postcodes.
- ❖ Therefore, 2009 sees a total 10,694 valid respondents, up from 8,163 in 2008. This is the highest ever number of respondents for the annual survey.
- ❖ This amounts to a participation rate of 23.95% of the potential survey population and is up 2.84% on last year's participation rate. Table 4 indicates the participation rates for the last five years.

Table 5

Year	Participation Rate
2009	23.95%
2008	21.11%
2007	21.46%
2006	15.51%
2005	14.91%
2004	14.79%

- ❖ This year eleven organisations achieved a response rate over 50%, up by one on last year. However, twenty one organisations achieved a response rate of over 40%, seven more than in 2008. One organisation with 88 employees achieved 100% participation!
- ❖ Nineteen employers took part for the first time or had not taken part last year.
- ❖ Thirty Three organisations offered a prize draw.

Average Distance Travelled

In 2009 the average one-way distance travelled to work by respondents who gave their home postcode was 13.12km (8.2 miles). This is down on last years average distance travelled. Table 5 provides a comparison for the last five years, however as the survey sample varies from year to year, direct year on year comparisons is problematic.

Table 6

Year	Average Distance Travelled
2009	13.12km (8.20 miles)
2008	15.75km (9.78miles)
2007	16.47km (10.23miles)
2006	14.71km (9.14miles)
2005	13.89km (8.63miles)
2004	12.67km (7.87miles)

Longest and Shortest Journeys

The longest journey made was 253km (158miles) and was made by car. This is less than the 495km (308miles) journey recorded last year, by someone travelling by car.

The shortest journey was 36 metres and was made by someone walking to work.

Drive Alone

The 2001 census showed that 12.6% of Cambridgeshire driving commuters drove less than 2km (1.25miles) to work. The percentage of TfW survey respondents driving less than 2km has varied over the past 5 years between 4.68% and 3.88% and does not follow any pattern. **Please check your figure in this category as these are trips that could potentially be undertaken by walking or cycling.**

Table 7

Year	% of Drive alone trips less than 2km
2009	4.68%
2008	5.30%
2007	4.68%
2006	5.57%
2005	3.88%
2004	5.53%

Park & Ride

639 respondents used the Park & Ride buses at some time during the survey. This equates to 5.98% of all respondents. In 2008, 5.74% of respondents used Park & Ride buses during the survey week, in 2007 it was 4.12% and in 2006 6.08%.

Park & Cycle

293 respondents used Park & Cycle, either at the Park & Ride sites in Cambridge or (for University staff) at the West Cambridge site. This equates to 2.74% of all respondents. In 2008, 2.16% of respondents used Park & Cycle during the cycle week, in 2007 it was 1.15% and in 2006, 1.21%.

Travel Plan Recognition

31.81% of all respondents indicated that they knew that their employer had a travel plan, down from 33.9% in 2008. One employer achieved 97.73% recognition and the lowest figure was 2.04%. 55.93% were unsure if their employer had a travel plan slightly more than the 2008 figure of 55.46%.

CO₂ Emissions by Mode

Defra (in a document entitled *2008 Guidelines to Defra's GHG Conversion Factors*) provides average conversion factors for the calculation of CO₂ emissions for a number of transport modes for example:

- car journeys:
- motor bike journeys by size of bike (including an average)
- train journeys (by National Rail)
- bus journeys (by local bus, average bus, etc)

The Travel for Work survey reports on:

- Number of trips by mode (eg. car, car share, motorbike, bus, staff bus, train)
- Average distance travelled by mode

Therefore it is possible to calculate the total CO₂ emissions by transport mode for each participating company for the survey week by using the formula:

$$\text{Total kg CO}_2 = \text{No of Trips (by mode - provided from the survey)} \times \text{Average Distance (km) travelled (by mode - Provided from the survey)} \times \text{Conversion factor (kg CO}_2 \text{ per km)}$$

The Defra document provides different conversion factors by transport mode

The following table provides the Total CO₂ emissions by mode for all organisations taking part in the survey across the survey week.

Table 8

Mode	No of Trips	Average Distance (km)	Conversion Factor (Kg CO₂ per unit)¹	Total kg CO₂ (kg's)
Car - Petrol	15,487	15.935	0.2070	51,085.75
Car - Diesel	6,905	15.935	0.1979	21,775.23
Car - LPG	94	15.935	0.2243	337.75
Carshare – Petrol	3,189	14.832	0.2070	9,790.20
Carshare – Diesel	1,422	14.832	0.1979	4,173.06
Carshare – LPG	19	14.832	0.2243	64.73
Motorbike	501	13.006	0.1059	690.05
Public Bus	2,978	10.618	0.1073	3,392.87
Staff Bus	137	18.057	0.1158	286.47
Train	1,882	33.539	0.0602	3,799.85
Total kg CO₂				95,395.94

¹ Source: DEFRA 2008 Guidelines to GHG Conversion Factors

Appendix A - GO-Lax Ltd Specific Results

All Parent

- Number of respondents:
- Percentage of workforce:
- Number of trips recorded*:
- Average number of trips per respondent:
- Average distance travelled (km):
- Longest distance travelled by mode: Mode Distance
- Shortest distance travelled by mode: Mode Distance
- Average distance travelled by mode:

Bicycle	<input type="text" value="4.242"/>	Car Share	<input type="text" value="19.682"/>	Drive (alone)	<input type="text" value="23.711"/>	Home	<input type="text" value="0"/>
Motorbike	<input type="text" value="0"/>	Other	<input type="text" value="0"/>	Other Workplace	<input type="text" value="12.885"/>	Public Bus	<input type="text" value="9.298"/>
Staff Bus	<input type="text" value="0"/>	Train	<input type="text" value="99.727"/>	Walk	<input type="text" value="1.571"/>		
- Drive alone - percentage of respondents and distance:

Less than 2km	<input type="text" value="11.322%"/>	2.1-5km	<input type="text" value="13.733%"/>	5.1-10km	<input type="text" value="12.666%"/>	10.1-20km	<input type="text" value="24.137%"/>
20.1-30km	<input type="text" value="22.607%"/>	30.1-40km	<input type="text" value="15.567%"/>	More than 40km	<input type="text" value="0.000%"/>		
- Modal Split - Monday to Friday:

Bicycle	<input type="text" value="93"/>	<input type="text" value="27.19%"/>	Other Workplace	<input type="text" value="25"/>	<input type="text" value="7.31%"/>
Car Share	<input type="text" value="16"/>	<input type="text" value="4.68%"/>	Public Bus	<input type="text" value="24"/>	<input type="text" value="7.02%"/>
Drive (alone)	<input type="text" value="157"/>	<input type="text" value="45.90%"/>	Staff Bus	<input type="text" value="0"/>	<input type="text" value="0.00%"/>
Home	<input type="text" value="0"/>	<input type="text" value="0.00%"/>	Train	<input type="text" value="2"/>	<input type="text" value="0.58%"/>
Motorbike	<input type="text" value="0"/>	<input type="text" value="0.00%"/>	Walk	<input type="text" value="25"/>	<input type="text" value="7.31%"/>
Other	<input type="text" value="0"/>	<input type="text" value="0.00%"/>	No work	<input type="text" value="28"/>	
- Modal Split -Saturday & Sunday:

Bicycle	<input type="text" value=""/>	<input type="text" value="0.00%"/>	Other Workplace	<input type="text" value=""/>	<input type="text" value="0.00%"/>
Car Share	<input type="text" value=""/>	<input type="text" value="0.00%"/>	Public Bus	<input type="text" value=""/>	<input type="text" value="0.00%"/>
Drive (alone)	<input type="text" value=""/>	<input type="text" value="0.00%"/>	Staff Bus	<input type="text" value=""/>	<input type="text" value="0.00%"/>
Home	<input type="text" value=""/>	<input type="text" value="0.00%"/>	Train	<input type="text" value=""/>	<input type="text" value="0.00%"/>
Motorbike	<input type="text" value=""/>	<input type="text" value="0.00%"/>	Walk	<input type="text" value=""/>	<input type="text" value="0.00%"/>
Other	<input type="text" value=""/>	<input type="text" value="0.00%"/>	No work	<input type="text" value=""/>	
- Park and Ride responses: Number %
- Park and Cycle responses: Number %
- Does my employer have a travel plan:

Yes	<input type="text" value="13"/>	<input type="text" value="17.56%"/>
No	<input type="text" value="13"/>	<input type="text" value="17.56%"/>
Don't know	<input type="text" value="48"/>	<input type="text" value="64.88%"/>
- Do you know who to contact?

Yes	<input type="text" value="18"/>	<input type="text" value="24.32%"/>
No	<input type="text" value="56"/>	<input type="text" value="75.68%"/>

* No. of trips Sat - Fri excl. home working

Appendix B - All TfW Results

<input checked="" type="checkbox"/> All		Parent		Calculate	
1. Number of respondents		10694			
2. Percentage of workforce		23.95%			
3. Number of trips recorded*		48593			
4. Average number of trips per respondent		4.5439			
5. Average distance travelled (km)		13.185			
6. Longest distance travelled by mode	Mode	car		Distance	253.736625
7. Shortest distance travelled by mode	Mode	walk		Distance	0.03623534
8. Average distance travelled by mode	Bicycle	3.3682		Car Share	14.832
	Motorbike	13.006		Other	19.486
	Staff Bus	18.057		Other Workplace	18.655
	Train	33.539		Walk	2.3301
9. Drive alone - percentage of respondents and distance	Less than 2km	4.68%		2.1-5km	11.31%
	20.1-30km	19.18%		5.1-10km	16.57%
	30.1-40km	6.42%		10.1-20km	31.52%
	More than 40km	10.32%			
10. Modal Split - Monday to Friday	Bicycle	10244	21.14%	Other Workplace	1201
	Car Share	4567	9.42%	Public Bus	2915
	Drive (alone)	22031	45.46%	Staff Bus	136
	Home	958	1.98%	Train	1858
	Motorbike	476	0.98%	Walk	3411
	Other	666	1.37%	No work	4976
11. Modal Split - Saturday & Sunday	Bicycle	280	24.54%	Other Workplace	35
	Car Share	65	5.70%	Public Bus	63
	Drive (alone)	466	40.84%	Staff Bus	1
	Home	53	4.65%	Train	24
	Motorbike	25	2.19%	Walk	121
	Other	8	0.70%	No work	20232
12. Park and Ride responses	Number	639	%	5.98%	
13. Park and Cycle responses	Number	293	%	2.74%	
14. Does my employer have a travel plan	Yes	3400	%	31.81%	
	No	1311	%	12.26%	
	Don't know	5979	%	55.93%	
15. Do you know who to contact?	Yes	6111	%	57.23%	
	No	4567	%	42.77%	

* No. of trips Sat - Fri excl. home working

Appendix C - Respondent Comments

Comment
Variable work hours dependent on daily tasks
As I have to drop off and pick up my children before/after work I am not able to car share.
I dont like waiting for the bus even though it is convenient, especially during winter mornings/evenings
Would work from home if available
Currently at project office – cycle to park and ride and catch bus to city/
While I am a keen cyclist I had my bike stolen from work last year and have not ridden since.
Use car for business travel out of area
Nobody in my village works at GO-Lax. If somebody did live by me I would consider car sharing as the A14 is a nightmare! With the new Government were probably not going to get the improvements and so it is just going to get worse. I live too far away to travel by anything else.
Park and ride – why wouldnt you?
Not at work on Tuesday.
Would car share if full time - when working a full day do car share.
Public transport is expensive and I have to carry files and materials for work with me. I would also have to walk 15 minutes from home to the bus stop and carry my bags. Not realistic.
I am on secondment to our project office in the city centre. This is great as its meant that I am able to cycle to work, which is useful as there are very few parking spaces available.
Hopefully the A14 improvements dont go the way of the guided bus. What a joke!
Live in London
Car share with my husband who works on the Enterprise Park.
Usually ride to work but bike was in for a service this week.
Prefer to cycle but due to the distance it is weather dependant.
Travel often to project office. Have to drive as there are no alternatives provided by work
I also use the tube and walk about 4 miles per day.
I normally cycle to work but had a puncture

Appendix D - Weather View for the Survey Week 2009

(Source: <http://www.cl.cam.ac.uk/research/dtg/weather/>)

Saturday 3rd October 2009 - 8am

- Cloudy
- Dry
- Wind 16.6 knots (Moderate Breeze) – South Westerly
- Temp 12.7^oC

Sunday 4th October 2009 - 8am

- Clear (Sunny)
- Dry
- Wind 6.3 knots (Light Breeze) - South Westerly
- Temp 8.4^oC

Monday 5th October 2009 - 8am

- Cloudy
- Dry
- Wind 0.2 knots (Calm) - Southerly
- Temp 10^oC

Tuesday 6th October 2009 - 8am

- Cloudy
- Rain
- Wind 10 knots (Gentle Breeze) – South Easterly
- Temp 14^oC

Wednesday 7th October 2009 - 8am

- Cloudy
- Rain
- Wind 5.9 knots (Light Breeze) – North Westerly
- Temp 10^oC

Thursday 8th October 2009 - 8am

- Clear (Sunny)
- Dry
- Wind 0 knots (Calm) - North Westerly
- Temp 4.8^oC

Friday 9th October 2009 - 8am

- Cloudy
- Dry
- Wind 1.7 knots (Light) – North Westerly
- Temp 3.2^oC