



# Travel for Work Survey Report 2008

produced for

**AN Other plc**

by the **Cambridgeshire Travel for Work  
Partnership**



*Helping business get there!*

## Contents

	Page
Introduction	2
The 2008 Survey	2
AN Other plc - Survey Results 2008	5
AN Other plc - CO2 Emissions 2008	5
The “Core Group” Survey Results 2008	6
Facts and Figures for the Full TfW Survey 2008	7
Appendix A - AN Other plc Full Results	13
Appendix B - All TfW Results	15
Appendix C - Respondent Comments	16
Appendix D - Weather View for the Survey Week 2008	20

## Introduction

This is the eighth 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.

From 2009 it is likely that TfW will be using a different package to collect and collate the data. We will try and ensure that any changes will protect year on year comparability of the results. At present we are unsure if there will be any cost implications as a result of this change. **We would appreciate any comments from employers about the possibility of incurring a charge for taking part in the survey.**

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 2008 survey

We asked commuters about their journeys to work from Saturday 4<sup>th</sup> October to Friday 10<sup>th</sup> October 2008.

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.

**New** this year is a calculation of CO<sub>2</sub> emissions based on the survey results; see *Facts and Figures* on Page 11.

## 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 2008 survey are attached in **Appendix B**.

**Table 2** (page 5) includes the new calculation of CO<sub>2</sub> emissions based on the survey results for your company for the survey week.

We also include, for comparison, **Table 3** (page 6) 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:

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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](http://www.tfw.org.uk)*

## AN Other plc – Survey Results 2008 (5 days – Monday 6th October to Friday 10th October 2008)

Table 1

Mode	AN Other plc				All TFW Employers 2008
	2005	2006	2007	2008	
Bicycle	29.48%	30.18%	24.45%	<b>28.96%</b>	22.51%
Car Share	10.26%	8.65%	7.71%	<b>6.27%</b>	9.88%
Drive (alone)	21.83%	16.50%	25.99%	<b>14.85%</b>	42.85%
Homeworking	n/a	1.61%	3.96%	<b>4.40%</b>	1.86%
Motorbike	2.84%	2.41%	0.22%	<b>2.01%</b>	1.62%
Other	n/a	1.21%	0.00%	<b>0.75%</b>	0.31%
Other Workplace	n/a	4.23%	3.30%	<b>3.06%</b>	2.44%
Public Bus	4.59%	11.87%	9.91%	<b>14.25%</b>	6.46%
Staff Bus	0.22%	0.00%	0.00%	<b>0.00%</b>	0.23%
Train	7.21%	7.65%	11.67%	<b>10.07%</b>	4.71%
Walk	20.74%	15.69%	12.78%	<b>15.37%</b>	7.12%
<b>Number of one way trips</b>	361	495	454	<b>1299</b>	37,493
<b>Telework</b> (Homeworking + Other Workplace)	n/a	5.84%	7.26%	<b>7.46%</b>	

## AN Other plc - CO<sub>2</sub> Emissions 2008 (Emissions for full survey week: Sunday to Friday)

Table 2

Mode	No of Trips	Average Distance (km)	Conversion Factor (Kg CO <sub>2</sub> per unit) <sup>1</sup>	Total kg CO <sub>2</sub> (kg's)
Car	209	26.82	0.2042	<b>1,144.62</b>
Car Share	84	17.04	0.2042	<b>292.28</b>
Motorbike	28	11.72	0.1059	<b>34.75</b>
Public Bus	191	11.98	0.1073	<b>245.52</b>
Staff Bus	0	0	0.1158	<b>0.00</b>
Train	135	33.25	0.0602	<b>270.22</b>
<b>Total kg CO<sub>2</sub></b>				<b>1,987.40</b>

<sup>1</sup> Source: DEFRA 2008 Guidelines to GHG Conversion Factors – see also page 11

## The 'Core Group' Survey Results 2008

Table 3

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

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 2008

- ❖ In total 33 organisations took part in the Travel for Work survey, giving a potential survey population of 38,671.
- ❖ 8,374 completed survey forms were received.
- ❖ 210 returns were 'spoilt' and have been removed from the results. This is significantly down on last years spoilt entries of 339. Invalid home postcodes formed the largest group of spoilt entries followed closely by duplicate entries; the remaining spoilt entries were made up of invalid or unknown work locations.
- ❖ Therefore, 2008 sees a total of 8,163 respondents, up from 7,170 in 2007. This is the highest ever number of respondents for the annual survey.
- ❖ This amounts to a participation rate of 21.11% of the potential survey population and is in line with last year's participation rate. Table 4 indicates the participation rates for the last five years.

Table 4

<b>Year</b>	<b>Participation Rate</b>
<b>2008</b>	21.11%
<b>2007</b>	21.46%
<b>2006</b>	15.51%
<b>2005</b>	14.91%
<b>2004</b>	14.79%

- ❖ This year ten organisations achieved a response rate over 50%, up by five on last year. However, 14 organisations achieved a response rate of over 40%, four more than in 2006. And most impressively four organisations achieved a participation rate of over 75% which is excellent (one organisation with 78 employees achieved 91%!).
- ❖ Twelve employers took part for the first time or had not taken part last year. 10 employers increased their participation rates in 2008 compared to 2007. Eleven employers had a reduction in response.
- ❖ Twenty Three organisations offered a prize draw.

### Average Distance travelled

In 2008 the average one-way distance travelled to work by respondents who gave their home postcode was 15.75km (9.68 miles). This is slightly down on last years highest 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 5

Year	Average Distance Travelled
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 495km (308miles) and was made by car. This is more than the 317km (197miles) journey recorded last year, by someone travelling by train.

The shortest journey was 88 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 5.57% 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 6

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

## Gender and Age

Again this year it is worth highlighting that nationally more males drive to work than females, however more female participants in our survey drive than males (see table 7).

Table 7

Mode	TfW Survey 2008 (TfW Survey 2007)		National 2006 <sup>1</sup>	
	Male	Female	Male	Female
Walk	7% (5%)	8% (6%)	8%	14%
Bicycle	28% (24%)	19% (16%)	5%	2%
Car (incl car share)	52% (60%)	58% (66%)	71%	65%
Staff Bus	1% (0%)	1% (1%)	0%	0%
Public Bus	4% (4%)	8% (7%)	6%	10%
Rail	5% (3%)	5% (3%)	7%	7%
Other (including motorbike)	3% (3%)	1% (1%)	3%	2%

<sup>1</sup> Source: DfT, National Traffic Survey 2006, published Aug 07.

The following table shows the breakdown of mode by the age of the participant.

Table 8

Mode	TfW Survey 2008 (TfW Survey 2007)					
	Up to 25	25 to 34	35 to 44	45 to 54	55 to 64	65+
Walk	13% (10%)	11% (8%)	5% (4%)	3% (4%)	7% (6%)	12% (6%)
Bicycle	23% (20%)	26% (22%)	24% (18%)	22% (19%)	20% (17%)	32% (31%)
Car (incl car share)	46% (54%)	48% (57%)	58% (69%)	61% (68%)	60% (67%)	43% (57%)
Staff Bus	0% (1%)	0% (1%)	0% (0%)	0% (1%)	0% (0%)	1% (0%)
Public Bus	10% (9%)	8% (7%)	6% (4%)	6% (4%)	7% (6%)	7% (1%)
Rail	6% (5%)	6% (4%)	5% (3%)	4% (3%)	4% (2%)	3% (2%)
Other (incl motorbike)	1% (1%)	1% (1%)	2% (2%)	3% (3%)	2% (1%)	3% (3%)
Mode	National 2006 <sup>1</sup>					
	Up to 25	25 to 34	35 to 44	45 to 54	55 to 64	65+
Walk	15%	11%	10%	10%	9%	14%
Bicycle	5%	3%	4%	3%	2%	4%
Car (incl car share)	55%	64%	71%	73%	78%	65%
Staff Bus	1%	0%	0%	0%	0%	0%
Public Bus	13%	8%	5%	7%	6%	10%
Rail	7%	12%	7%	5%	4%	5%
Other (incl motorbike)	4%	2%	3%	2%	2%	2%

Source: DfT, National Traffic Survey 2006, published Aug 07.

### **Park & Ride**

468 respondents used the Park & Ride buses at some time during the survey. This equates to 5.74% of all respondents. In 2007, only 4.21% of respondents used Park & Ride buses during the survey week, in 2006 it was 6.08% and in 2005 6.83%.

### **Park & Cycle**

176 respondents used Park & Cycle, either at the Park & Ride sites in Cambridge or (for University staff) at the West Cambridge site. This equates to 2.16% of all respondents. In 2007, 1.15% of respondents used Park & Cycle during the cycle week, in 2006 it was 1.21% and in 2005 1.58%.

### **Travel Plan Recognition**

33.9% of all respondents indicated that they knew that their employer had a travel plan, significantly up from 26.63% in 2007. One employer achieved 80.49% and the lowest figure was 2.47%. 55.46% were unsure if their employer had a travel plan slightly less than the 2007 figure of 58.18%.

### **CO<sub>2</sub> Emissions by Mode**

Defra (in a document entitled *2008 Guidelines to Defra's GHG Conversion Factors*) provides average conversion factors for the calculation of CO<sub>2</sub> 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 CO<sub>2</sub> 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 CO<sub>2</sub> emissions by mode for all organisations taking part in the survey across the 2008 survey week.

Table 9

<b>Mode</b>	<b>No of Trips</b>	<b>Average Distance (km)</b>	<b>Conversion Factor (Kg CO<sub>2</sub> per unit)</b>	<b>Total kg CO<sub>2</sub> (kg's)</b>
<b>Car</b>	15,991	20.13	0.2042	<b>65,731.74</b>
<b>Car Share</b>	3,689	18.14	0.2042	<b>13,664.75</b>
<b>Motorbike</b>	606	15.37	0.1059	<b>986.38</b>
<b>Public Bus</b>	2,412	11.19	0.1073	<b>2,896.06</b>
<b>Staff Bus</b>	87	18.81	0.1158	<b>189.50</b>
<b>Train</b>	1,758	34.31	0.0602	<b>3,631.08</b>
<b>Total kg CO<sub>2</sub></b>				<b>87,099.51</b>

## Appendix A - AN Other Specific Results

Organisation Specific Results would be entered here

Site Specific Results - for sites with more than 10 respondents

**Site specific results would be entered here.**

## Appendix B - All TfW Results

<input checked="" type="checkbox"/> All	Parent			Calculate		
1. Number of respondents		8163				
2. Percentage of workforce		18.10%				
3. Number of trips recorded*		37493				
4. Average number of trips per respondent		4.5930				
5. Average distance travelled (km)		15.575				
6. Longest distance travelled by mode	Mode	car	Distance	495.087969		
7. Shortest distance travelled by mode	Mode	walk	Distance	0.08814193		
8. Average distance travelled by mode	Bicycle	3.8938	Car Share	18.142		
	Motorbike	15.369	Other	19.690		
	Staff Bus	18.808	Train	34.310		
			Walk	3.2143		
			Drive (alone)	20.127		
	Home	37.409				
	Public Bus	11.192				
	Other Workplace	23.109				
9. Drive alone - percentage of respondents and distance	Less than 2km	5.30%	2.1-5km	11.62%		
	2.1-30km	19.46%	30.1-40km	6.49%		
			5.1-10km	15.78%		
			10.1-20km	31.29%		
			More than 40km	10.07%		
10. Modal Split - Monday to Friday	Bicycle	8402	22.51%	Other Workplace	912	2.44%
	Car Share	3689	9.88%	Public Bus	2412	6.46%
	Drive (alone)	15991	42.85%	Staff Bus	87	0.23%
	Home	694	1.86%	Train	1758	4.71%
	Motorbike	606	1.62%	Walk	2657	7.12%
	Other	114	0.31%	No work	3492	
11. Modal Split - Saturday & Sunday	Bicycle	207	22.85%	Other Workplace	33	3.64%
	Car Share	42	4.64%	Public Bus	35	3.86%
	Drive (alone)	410	45.25%	Staff Bus		0.00%
	Home	41	4.53%	Train	20	2.21%
	Motorbike	15	1.66%	Walk	97	10.71%
	Other	6	0.66%	No work	15419	
12. Park and Ride responses	Number	468	%	5.74%		
13. Park and Cycle responses	Number	176	%	2.16%		
14. Does my employer have a travel plan	Yes	2765	%	33.90%		
	No	868	%	10.64%		
	Don't know	4523	%	55.46%		
15. Do you know who to contact?	Yes	4268	%	52.31%		
	No	3891	%	47.69%		

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

## Appendix C - Example Respondent Comments

<i>Site</i>	<i>Comments</i>
CB99ZZ	A combination of petrol and parking charges, make commuting to Cambridge a non starter. If I couldn't work at home most days, I would have to find a job elsewhere.
CB99ZZ	Always enjoy it, having moved up from London, where transport is chaotic and unpleasant.
CB99ZZ	Always walk or cycle.
CB99ZZ	At the moment I live in Swavesey works are going on for the guided bus, which makes my journey rather long. If the campus did have parking I would drive at the moment as the commute is so long.
CB99ZZ	Buses have been unreliable and I can often wait 20minutes plus for a Citi 7 to turn up.
CB99ZZ	Car plus bicycle from Glebe Road.
CB99ZZ	Car share schemes are not flexible enough to fit in with those who are doing flexible working, which I do. Also, the park and ride system in Cambridge is very average, the bus lanes are not present along the whole route so you often sit in traffic like all the other commuters and by the time I actually get near the park and ride place, I am close enough to the centre of Cambridge that I might as well carry on driving. They need to be right on the outskirts of Cambridge not a 10 minute drive from the city centre. It is also very expensive for the quality of service and not value for money in my opinion. However, I do park there and cycle to work sometimes in the summer.
CB99ZZ	Compelled to cycle as bus service is poor and car parking in Cambridge is expensive. Fine for me and happy to support green issues but it is not much fun in bad weather nor are all as physically able as I am.
CB99ZZ	considering switching to P&R because train is becoming quite expensive
CB99ZZ	Drive to Hills Avenue, and cycle in from there
CB99ZZ	Drive to Park & Ride site, then get Park & Ride into work.
CB99ZZ	Drove from home to park and ride
CB99ZZ	Drove to Park and Ride and then caught the bus
CB99ZZ	East Rd very dangerous for cyclists.
CB99ZZ	Four passengers in the car who work at three different organisations in Cambridge
CB99ZZ	Friday 10th October - car share to work; public bus on return journey
CB99ZZ	I always use public transport or get a lift to and from work
CB99ZZ	I always walk to work. Its a healthy option as it a two hour round trip. I don't like using buses as it takes about 45 mins from where I live. I don't cycle because I have seen quite a few cyclists get hit by cars.
CB99ZZ	I buy a weekly bus ticket, so it is economical to travel.
CB99ZZ	I cycle to my work base unless I have to pick up or drop off materials that I am using for my role as an education liaison officer which requires me to get around the entire region. However I do not believe that my employer provides sufficient support for cyclists (sorry boss!) We need more cycle parking and better showering / lockering

	facilities. I also think we should be signed up to the 'half price / tax rebate' bicycle purchase scheme as I understand that we are currently not.
CB99ZZ	I dont mind the walk but its pain when its raining as there isnt a direct bus
CB99ZZ	I drive by car as I have to drp my children to 2 different schools
CB99ZZ	I drive the first 20 miles, and cycle the last 4-5 into town. too bad your form is to crude to take other possibilities
CB99ZZ	I drive to Newmarket Road Park and Ride and cycle in from there
CB99ZZ	I drive to park and ride (1 to 1.5 hrs) and then get park and ride bus (30 mins)
CB99ZZ	I find cycling the best way to travel, especially since most of my journey is on a path. It gives me a chance to get exercise during the day and it's free.
CB99ZZ	I get a lift to work and back home on Mondays
CB99ZZ	I live in Downham Market so i have to drive
CB99ZZ	I live in what seems to be the middle of nowhere, a pretty village, but I only have a 10 minute walk to our local train station. The trains are much improved in the last year or two. Our station is on the slow line to London but the trains are mostly hourly, except for peak time in the morning and early evening. It is a pretty good service. There is only a bus to Royston on Wednesdays: pretty useless.
CB99ZZ	I normally cycle to work five days a week but was on leave for part of the week
CB99ZZ	I normally take the bus or walk, sometimes I will walk part of the journey.
CB99ZZ	I prefer to travel by train, its a pleasant journey
CB99ZZ	I share with a student until the city centre and also bring/collect my son from nursery in each journey. (there is no option for general liftshare)
CB99ZZ	I sometimes combine bike and train
CB99ZZ	I take my cycle on the train
CB99ZZ	I take the train from my home village and then walk to xxxx on East road from the train station.
CB99ZZ	I took a bus on Wednesday because the bike I was borrowing broke down on that morning. I would like to suggest xxxx offer a better option and support for safeguarding our bikes as my bike got stolen two weeks ago from Bradmore Street in broad daylight. There is no CCTV system on that road.
CB99ZZ	I travel 10 Miles to the Park and Ride and find it ok but expensive when fuel is added to the cost.
CB99ZZ	I travel most days by cycle 14 miles each way.
CB99ZZ	I use Babraham P&R. Am looking at car sharing with a friend (different workplace).
CB99ZZ	I use Park and Ride buses.
CB99ZZ	I use the P&R but the above options do not give this as an option and it would have been helpful if it did as I drive 6 miles to the P&R site on my own.
CB99ZZ	I used to use the bus quite a bit, but since the cost is more than the cost of fuel, and that the bus service isn't convenient when working in the evening, which is on a regular basis, I now drive.
CB99ZZ	I used to use the park and ride at Newmarket road, but due to an inconsistent and unreliable service I now drive into the city centre and park

CB99ZZ	I usually cycle but have been ill and lacking in energy so used my car this week mostly
CB99ZZ	I usually drive to the Park and Ride and then cycle the rest of the way
CB99ZZ	I usually get to work via a combination of car share to the station, train and walking. On the day I drove on my own I parked at the park and ride and took the bus into Cambridge.
CB99ZZ	I very rarely drive to work - nearly always by train.
CB99ZZ	I walk to work as I live nearby, this journey takes fifteen minutes.
CB99ZZ	I would have used the bus but I need to be at work by 9.30am. My free over 60 pass can only be used from 9.30
CB99ZZ	I would love to use a bus every day as I have to take my daughter to school, but the cost of taking children on a bus in Cambridge is prohibitive. It is cheaper to use a car which is ridiculous and not the idea of public transport at all. Bus travel in Cambridge is comparatively expensive concerned with other cities
CB99ZZ	If there were cycle paths I would bicycle to work
CB99ZZ	Its only 7 mins - great!
CB99ZZ	Journey is a combination of driving to the outskirts and then walking the remainder of the journey, as this is quicker than P & R.
CB99ZZ	Lovely - over the pedestrian/cycle bridge and across Midsummer Common - couldn't be better!
CB99ZZ	more could be done to make Cambridge cycle friendly - eg cycle contra-flow lane in McKenzie Road
CB99ZZ	My partner and I drive to the park and ride and get a bus in from there.
CB99ZZ	No train and the only bus (1) takes at least one and a half hours to reach East Road, (2) does not run as late as I often work.
CB99ZZ	On both Monday and Wednesday I drove my car to the park and Ride and then cycled into Cambridge
CB99ZZ	on the days I drive to Cambs I also use the Park & Ride
CB99ZZ	On Thursday I was doing fieldwork in Suffolk assessing sources of sediment in rivers.
CB99ZZ	On Thursdays I work at Addenbrooke's Hospital
CB99ZZ	park and ride buses can be a pain at times they don't always turn up at the right time
CB99ZZ	Park and Ride is problematic as I have a child with disabilities at School near our home (CB23) and often have to collect at short notice.
CB99ZZ	Please note this is a park and ride bus, so a small amount of car use is involved in my journey. You might want to add a box for this option.
CB99ZZ	please, please can you run the No 18 later into the evening. 6.45 is far too early for a last bus.
CB99ZZ	Public bus = drive on own to park and ride site; park and ride into town; walk to work
CB99ZZ	Regular journey is 15 min bike, 15 min train, 15 min walk to work, and the reverse going home.
CB99ZZ	shift work
CB99ZZ	The bus are rarely on time. sometimes they do not stop on the bus stop

CB99ZZ	The first available bus to travel to work is only at 8:02 am, which seems not early enough for the classes starting at 9:00 am. Sepcially East road having the road works is making very difficult. The first bus should be available at 7 or 7:30 for us (bus no. 16, 17, stagecoach).
CB99ZZ	There is also walking and cycling involved with each of these train trips.
CB99ZZ	This was an unusual week for me. I don't work from home regularly and I usually try and cycle 2 or 3 times a week.
CB99ZZ	Train and walk. Only ever take car to Chelmsford campus.
CB99ZZ	Trains to Cambridge (and Ipswich) from Bury St Edmunds are very infrequent and crowded. I would use the train if there was more and a better service.
CB99ZZ	Travel from Ipswich to Cambridge takes twice as long on public transport as it does by car/park-and-ride and is more expensive. But I do not fancy driving almost 500 miles a week, therefore my work-life balance suffers because I am away for 10 hours a week longer by using public transport.
CB99ZZ	Travelling such a long way I am put off using public transport because it is uncomfortable and takes such a long time.
CB99ZZ	Tues 7 Oct: I did not 'drive in on my own' nor did I do 'car share', if that is understood as two colleagues sharing a ride. I did, however, share the car with my young son whom I needed to pick up from school after work and then drive to his music lesson. Whenever I take the car to work, it is because of childcare commitments. There needs to be a rubric about this as I'm sure the school run and the afterschool-daycare run accounts for a large percentage of car use in Cambridge, at least to judge from the drop in traffic during school holidays and half-terms. Not including such a rubric displays a woeful ignorance of or indifference to working parents within Cambridgeshire on behalf of the survey designers.
CB99ZZ	Use car AND Park& Ride - should have this option listed!
CB99ZZ	Use car plus Park and Ride
CB99ZZ	Usually work 5 days in office and use bus or shared car 2 times a week
CB99ZZ	Walk every day except when working at another location. On Tues 7th I took the train to London
CB99ZZ	Walk or cycle
CB99ZZ	When catching the train I drive to the station
CB99XX	Bus (Citi 4 from Hardwick), often running late in the mornings despit the fact that i get a bus before the rush hour and their is very little traffic on the roads.
CB99XX	I catch the X13 both ways, but the journey takes at least one hour in the mornings and nearly one hour & half in the evenings, sometimes longer when the traffic out of Cambridge is heavy. The buses used by Stagecoach are old and often break down, causing distress about using the service provided. I use the X13 to avoid bringing my car into Cambridge, the Park & Ride would not be any quicker and more costly.
CB99XX	I drive to a colleagues house based in Cherry Hinton and cycle together into the town centre
CB99XX	It's healthy, quick and cheap.
CB99XX	Nb. Only drive to edge of city and then park & ride or cycle

## Appendix D - Weather View for the Survey Week 2008

(Source: <http://www.bbc.co.uk/weather/>)

### Saturday 4<sup>th</sup> October 2008

- Cloudy
- Dry
- Moderate Breeze (Southerly)
- Temp 6-11<sup>o</sup>C

### Sunday 5<sup>th</sup> October 2008

- Cloudy
- Rain
- Moderate Breeze (Southerly)
- Temp 9-15<sup>o</sup>C

### Monday 6<sup>th</sup> October 2008

- Cloudy
- Dry
- Gentle Breeze (Southerly)
- Temp 2-14<sup>o</sup>C

### Tuesday 7<sup>th</sup> October 2008

- Cloudy
- Rain
- Moderate Breeze (Southerly)
- Temp 6-14<sup>o</sup>C

### Wednesday 8<sup>th</sup> October 2008

- Patchy Cloudy
- Dry
- Moderate Breeze (Westerly)
- Temp 5-14<sup>o</sup>C

### Thursday 9<sup>th</sup> October 2008

- Sunny
- Dry
- Moderate Breeze (Northerly)
- Temp 10-19<sup>o</sup>C

### Friday 10<sup>th</sup> October 2008

- Sunny
- Dry
- Fresh Breeze (Northerly)
- Temp 9-18<sup>o</sup>C