



Travel for Work Survey Report 2009

produced for

AN Other plc

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.

From 2010 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 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 4**)

We also include, for comparison, **Table 5** (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:

Travel for Work Partnership

Tel (01223) 715550

Email: info@tfw.org.uk

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

AN Other – Modal Split Results 2009 (5 days – Monday 5th October to Friday 9th October 2009)

Table 1

Mode	AN Other					All TfW Employers 2009
	2003	2004	2006	2008	2009	
Bicycle	29.48%	30.18%	24.45%	28.96%	25.20%	21.14%
Car Share	10.26%	8.65%	7.71%	6.27%	5.08%	9.42%
Drive (alone)	21.83%	16.50%	25.99%	14.85%	12.87%	45.46%
Homeworking	n/a	1.61%	3.96%	4.40%	5.53%	1.98%
Motorbike	2.84%	2.41%	0.22%	2.01%	1.72%	0.98%
Other	n/a	1.21%	0.00%	0.75%	2.72%	0.70%
Other Workplace	n/a	4.23%	3.30%	3.06%	3.45%	2.48%
Public Bus	4.59%	11.87%	9.91%	14.25%	15.41%	6.01%
Staff Bus	0.22%	0.00%	0.00%	0.00%	0.00%	0.28%
Train	7.21%	7.65%	11.67%	10.07%	10.88%	3.83%
Walk	20.74%	15.69%	12.78%	15.37%	17.04%	7.04%
Number of one way trips	361	495	454	1299	1057	48,593
Participation (no of respondents as a percentage of total staff)	-	-	-	31%	27%	24%
Telework (Homeworking + Other Workplace)	n/a	5.84%	7.26%	7.46%	8.25%	

AN Other – 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	87	35.95%	35.95%	35.42%
21 to 40 mins	71	29.34%	65.29%	38.50%
41 to 60 mins	50	20.66%	85.95%	18.06%
61 to 90 mins	24	9.92%	95.97%	6.36%
91+ min	10	4.13%	100%	1.66%
Total	242			

AN Other - CO₂ Emissions 2009 (Emissions for full survey week: Sunday to Friday)

Table 4

Mode	No of Trips	Average Distance (km)	Conversion Factor (Kg CO₂ per unit)¹	Total kg CO₂ (kg's)
Car - Petrol	102	22.054	0.2070	464.46
Car - Diesel	42	22.054	0.1979	184.45
Car - LPG	0	22.054	0.2243	0
Carshare – Petrol	40	15.726	0.2070	128.80
Carshare – Diesel	16	15.726	0.1979	51.15
Carshare – LPG	0	15.726	0.2243	0
Motorbike	19	26.413	0.1059	53.15
Public Bus	178	13.099	0.1073	250.18
Staff Bus	0	0	0.1158	0.00
Train	120	36.321	0.0602	262.38
Total kg CO₂				1,394.56

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

The 'Core Group' Survey Results 2009

Table 5

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 6

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 7

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 8

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 9

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 - AN Other Specific

Site Specific Results - for sites with more than 10 respondents

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	Drive (alone)	15.935	Home	34.577
	Motorbike	13.006	Other	19.486	Other Workplace	18.655	Public Bus	10.618
	Staff Bus	18.057	Train	33.539	Walk	2.3301		
9. Drive alone - percentage of respondents and distance	Less than 2km	4.68%	2.1-5km	11.31%	5.1-10km	16.57%	10.1-20km	31.52%
	20.1-30km	19.18%	30.1-40km	6.42%	More than 40km	10.32%		
10. Modal Split - Monday to Friday	Bicycle	10244	21.14%	Other Workplace	1201	2.48%		
	Car Share	4567	9.42%	Public Bus	2915	6.01%		
	Drive (alone)	22031	45.46%	Staff Bus	136	0.28%		
	Home	958	1.98%	Train	1858	3.83%		
	Motorbike	476	0.98%	Walk	3411	7.04%		
	Other	666	1.37%	No work	4976			
11. Modal Split - Saturday & Sunday	Bicycle	280	24.54%	Other Workplace	35	3.07%		
	Car Share	65	5.70%	Public Bus	63	5.52%		
	Drive (alone)	466	40.84%	Staff Bus	1	0.09%		
	Home	53	4.65%	Train	24	2.10%		
	Motorbike	25	2.19%	Walk	121	10.60%		
	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

<i>Site</i>	<i>Comment</i>
CB99ZZ	25 mins train + 30 mins walk
CB99ZZ	A nice 10 minute stroll
CB99ZZ	A nice walk, partly along the river
CB99ZZ	Am part time worker
CB99ZZ	bus service along Milton Road is expensive and unreliable, Park and Ride no longer stop on that route, but they still do along Trumpington Road
CB99ZZ	Bus to the nursery on east road cambridge, then walk over to office in town
CB99ZZ	Buses into town are incredibly slow, so under almost no circumstances will i take a bus.
CB99ZZ	Cycle is by far the easiest way.
CB99ZZ	Cycle to station, take train, walk from station
CB99ZZ	Cycling is better for me, the environment and my bank balance; it is quicker than public transport/car and parking costs me nothing. My fellow four-wheeled road users make my daily cycle commute an unnecessarily exhilarating experience, but I continue to survive steadfastly on two wheels.
CB99ZZ	cycling is the future of commuting
CB99ZZ	Drive 3 miles to children's school and then park up and walk to work
CB99ZZ	Drive and then walk 15 minutes
CB99ZZ	Drive own car and Park and Ride on each day
CB99ZZ	Drive to edge of Cambridge and bike teh rest. Park & Ride is too unreliable and takes too long at peak times
CB99ZZ	drive to Madingly Road P&R then get bus to the Grafton Centre
CB99ZZ	Drive to Park & Ride sit, then cycle
CB99ZZ	Drive to Park and Ride and cycle in from there
CB99ZZ	Drove 20 mins to Park and Ride, then took 20 min bus ride
CB99ZZ	Drove from home to Milton Park and ride then took bus to work. (apples all days)
CB99ZZ	I also use the park and ride; so drive part of the way to work and then take public transport
CB99ZZ	I also use the train and take my bike on the train.
CB99ZZ	I always cycle to and from work
CB99ZZ	I always cycle to the office, unless it looks like rain, in which case I\
CB99ZZ	I always cycle to work
CB99ZZ	I am very lucky to live close to work.
CB99ZZ	I commute from London to Cambridge so I take the bus to the train, the train to Cambridge, and then walk to work.
CB99ZZ	I cycle when the weather is ok
CB99ZZ	I drive alone and then cycle to work in cambridge

CB99ZZ	I drive because of the extortionate car parking charges at Peterborough Railway station (£12 per day). I would much prefer to take the train and used to when I lived within walking distance of the station.
CB99ZZ	I drive from home to the outskirts of Cambridge, park, then walk into work where there is no parking. The drive takes about 50 mins, the walk about 20. I find this Park & Walk method more reliable than Park & Ride as Cambridge so often gets gridlocked around 5pm and buses become late.
CB99ZZ	I drive to outer Cambridge, then ride into East Road.
CB99ZZ	I drive to the Park and ride and then get the bus
CB99ZZ	I either drive and take the park and ride or take the train which takes slightly longer but leaves me reading time!
CB99ZZ	I have a chest condition so find walking or cycling difficult
CB99ZZ	I have to travel 6 miles to catch the bus. I only work here Saturdays in term. In the summer I try to cycle the 18 miles direct to work.
CB99ZZ	I take the train to Cambridge and then walk from the station to work
CB99ZZ	i travel partly by car and partly on the park and ride bus service
CB99ZZ	I use park & ride - I drive 45 miles to the outskirts of Cambridge and then take the bus to work.
CB99ZZ	I use Park and Ride- this was not an option above
CB99ZZ	I use the car 2 days a week because of an out of Cambridge lunch time appointment. Otherwise I would cycle every day. I also drop off a child at nursery 3 days a week as part of my commute.
CB99ZZ	I use the Park and ride - so drive to mandingley then get the P&R bus the rest of the way
CB99ZZ	I use the Park and Ride bus from Madingley Road
CB99ZZ	I use train from Notts to Cambridge and the bus in Notts from home to the train station (10-15 min journey)
CB99ZZ	I walk to work as I live a relatively short distance from my place of work. I would like to buy a property in the future, though to afford this I would probably have to move away from Cambridge and would thus have to look at other ways to commute. I would enjoy bike travel, though if too far I would have to find another way. I prefer train travel to bus travel as it's so much quicker - Both Histon and Kings Cross are the same journey duration from the centre of Cambridge, Histon by bus and Kings X by train.
CB99ZZ	I would enjoy cycling to work but there are limited cycle routes on the east side of the city and I feel unsafe particularly on Coldhams Lane.
CB99ZZ	I would use P&R if the charge was per car not per person as this makes it more expensive. What use is the guided bus if you live at Over? It's a long difficult walk to Longstanton and a long walk to Swavesey!
CB99ZZ	I would use park and Ride but if I do it takes about 30 mins longer than driving to a backstreet where I can park my car free of charge and then walking for 10 mins

CB99ZZ	Mon - bus to work, lift by car back Fri - car share to work - bus back from work
CB99ZZ	More long term parking required around the area by university would be useful for those of us that have to carry things in and out of work
CB99ZZ	My journeys to Cambridge address are driving on my own to an area in the City where there is free parking in a residential area, then walking the remaining mile.
CB99ZZ	Normally I cycle - this was an unusual week
CB99ZZ	On Monday, Tuesday & Wednesday I drove from Colchester to Cambridge Trumpington Park&Ride then caught the public bus to Cambridge
CB99ZZ	On the other days listed as 'at another workplace', this workplace is 2 miles from home so I cycle.
CB99ZZ	One bus didn\
CB99ZZ	Park & Ride
CB99ZZ	Park and Ride does not cater for any after 8 activity which is very limiting and results in me having to retrieve my car from the carpark and drive it back into Cambridge
CB99ZZ	Parking for Motorbikes on site is not enough!
CB99ZZ	Partial drive and partial park and ride bus
CB99ZZ	Please note that irregular hours of work are common for my work e.g. 3rd Oct finish time 10.00pm, 8th Oct 8.00pm.
CB99ZZ	plus 6 minute walk from the bus stop
CB99ZZ	poor changing facilities at work don't encourage more people to cycle in !
CB99ZZ	This from my home address, via Girton, then to the City Centre.
CB99ZZ	This is an odd week, bearing in mind that I am, in effect, a travelling salesman. In this week I did not work at the location given in the first section. When I am working in Cambridge I cycle. I only use the car to get out in to the region.
CB99ZZ	To the Park and Ride at Magingly Road
CB99ZZ	Used the Park and ride.
CB99ZZ	Usually combine the train with cycle to Ely station and from Cambridge station.
CB99ZZ	We car share but use Park & Ride
CB99ZZ	Worried and frustrated by congestion in general and esp when using P&R at peak times. Now particularly thinking of the preChristmas rush etc. when journey time can be as long as 1.5hrs+ going home
CB99ZZ	would like to use the P&R but the buses aren't reliable enough, particularly for the journey home- town to trumpington can take anything up to an hour and a half, not practical when you have to be home by a certain time to collect children
CB99ZZ	You ask below about use of the guided busway. City dwellers - car drivers and cyclists - will be inconvenienced by the reduced road availability this brings about without any opportunity to use it, as it only stops at the Science Park and Shire Hall. How is this a benefit for the city?
CB99ZZ	Always share a lift to work with 2 others as there is not a bus service which works time wise

	for travelling to work, plus it is not cost effective.
CB99ZZ	I drive as far as Milton Park and Ride and then catch the bus in to the city centre
CB99ZZ	I park in a garage which I rent from the council on East Road and cycle from there to St George House (by the Guild Hall).
CB99ZZ	My journey involves a 45 min bus ride, a 1.25 hr train journey and a half hour walk
CB99ZZ	On the way home I walk/get bus (Citi 2) to my son's nursery and then drive from there where the car is parked (by my husband who parks it there in the morning and then gets a bus to work).
CB99ZZ	Only travelled to work by car travelled home by Bus
CB99ZZ	THE TRAIN IS EXTREMELY CROWDED, BUT HAS BEEN MOSTLY ON TIME ALL WEEK. I HAVE A 25 MINUTE WAKL FROM THE TRAIN STATION TO WORK.

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