

**'UP AND RUNNING'**

**STOCKTON BOROUGH COUNCIL  
WORKPLACE TRAVEL PLAN  
REVIEW**

**2006**

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## Introduction

The way that we travel has a direct effect on both the environment and our health. In recent years awareness of the adverse impact of modern industrial society on our planet has grown significantly. In 1992 the United Kingdom was a signatory of the United Nations Framework Convention on Climate Change. Under this Convention, the signatories:

- Gather and share information on greenhouse gas emissions, national policies and best practices;
- Launch national strategies for addressing greenhouse emissions and adapting to expected impacts, including the provision of financial and technological support to developing countries; and
- Cooperate in preparing for adaptation to the impacts of climate change.

The signatories of the Convention realised that more detailed commitments and targets were required. The Kyoto Protocol (1997) shares the Convention's objective, principles and institutions, but significantly strengthens the Convention by committing parties to individual, legally-binding targets to limit or reduce their greenhouse gas emissions.

It has been estimated that car commuting contributes almost 20% of all United Kingdom energy use, whilst cars traveling on business contribute a further 10%. As the biggest employer in the Borough, Stockton Council is committed to developing and implementing its own workplace travel plan and also working with other businesses in the Borough to develop their own workplace travel plans. This Plan is a key tool in reducing the dependence upon the car and will make a significant contribution towards the delivery both of the Second Stockton-on-Tees Local Transport Plan and, on a wider level, the Government's commitments under the United Nations Convention and the Kyoto Protocol.

This Plan has been designed to deliver a range of benefits:

- **The Council** will benefit from increased productivity generated by a healthier, more motivated workforce;
- **Council staff** will benefit from improved health, cost and time savings, reduced stress and a general improvement in their quality of life;

- **The local community** will enjoy reduced congestion, reduced journey times, improved public transport services, energy savings and reduced overspill parking in residential areas; and
- **The local environment** will benefit from improved air quality, less noise and dirt, and the reduced impact of other national and global environmental problems such as global warming.

Evidence has shown that even the most basic travel plans can achieve reductions of 3-5% in the numbers of people travelling to work alone in the car (DfT “Making Travel Plans Work”, 2002). Where travel plans offer large discounts on public transport or restrictions and charging on car parking there can be reductions of 15-30% over a period of between two and four years. Examples of good practice are included in this plan in the appropriate section.

Travel plans have many benefits and should not be seen as anti-car. Clearly many employees need the use of a car to carry out their daily duties effectively and efficiently. The implementation of the actions highlighted in this travel plan aim to offer choices and more sustainable modes of transport.

The two key factors in making a travel plan work are the financial incentives or disincentives related to travel and the availability of parking. Hence one of the key elements of this travel plan is a fundamental review of the current council policy in respect of travel and car parking.

This travel plan can offer real savings, a healthier workforce and less congestion in the very areas where we are seeking to attract shoppers and businesses.

## **Vision statement**

Stockton Borough Council sees itself as an exemplary employer with a responsibility to lead by example by balancing different needs to secure a healthy, safe and attractive environment for current and future generations.

## **Mission statement:**

The mission of this plan is to bring about a positive change in the way in which staff travel to work and the mode of transport used to perform their duties whilst at work. It aims to address the balance that currently favours car ownership and use and introduce more equitable policies and incentives that will enable a shift to more sustainable modes to be made. In doing so it will contribute towards staff health, reduce congestion on the local road network and cut the emissions that are contributing towards climate change.

## **Aims**

In order to deliver this vision and mission statement the Council aims to:

- Reduce its contribution to climate change through a reduction in Carbon Dioxide emissions due to workplace travel;
- Overcome the perceived barriers preventing staff from using more sustainable forms of transport;
- Deliver a modal shift away from single occupancy car journeys
- Provide incentives to support the use of more sustainable modes of transport
- Address the current imbalance in the Council policies on travel; and
- Reduce the current pressures on car parking in key locations in order to support regeneration programmes.

**Objectives:**

The following modal shift objectives have been set within this plan to mirror those within the Second Stockton on Tees Local Transport Plan:

- Increase the number of people cycling to work at least one day per week to 4% by 2011 from 2% baseline
- Increase the number of people walking to work in town centres at least one day per week to 6% by 2011 from 3% baseline
- Increase the number of people car sharing to work at least one day per week to 10% by 2011 from a baseline of 7%
- Increase the number of people using public transport to work at least one day per week to 10% from a baseline of 8%

**Outcomes:**

The key outcomes arising from the implementation of this travel plan will be:

- Reduction in greenhouse gas emissions;
- Reduction in overall traffic volumes;
- Improved health of the Council workforce;
- Reduced demand for car parking; and
- Efficiency savings for the Authority

## **‘Something’s Afoot campaign’**

The Council’s first workplace travel plan was developed in 2002. This is a revised and updated version of the original travel plan, hence the title “Up and Running”. Some of the aims and objectives in the “Something’s Afoot” campaign have already been met or are in the process of being implemented, whilst others need to be updated.

Implementation of the original travel plan was effectively halted by the absence of a dedicated travel plan co-ordinator. This is now being addressed through a re-allocation of resources within the Authority.

## **National Policy**

Central Government has also issued a number of policy documents and initiatives to help promote sustainable travel. The policies and guidance provided by these documents all support the aims of travel plans.

- 'The Benefits of Green Travel Plans' (DETR\*, June 1999)
- 'A Travel Plan Resource Pack for Employers' (DETR\*, February 2000);
- Planning Policy Guidance Note (PPG) 13, 'Transport' (ODPM\*\*, March 2001);
- 'The Future of Transport' (Transport White Paper), (DfT, July 2004);
- 'Full Guidance on Local Transport Plans: Second Edition' (DfT, December 2004);

(\* Now the DfT)

(\*\* Now the Department for Communities and Local Government (DCLG))

## **Local Plans and Strategies**

The travel plan links to and will contribute towards several local plans and strategies, including:

Second Stockton on Tees Local Transport Plan 2006-2011;

Local Agenda 21;

Community Strategy 2005-2008;

School and workplace Travel Plan Strategy

Cycling Strategy; and

Walking Strategy

## Methodology

The first stage in developing any travel plan is to identify the baseline position in terms of existing staff travel patterns and the actual and perceived issues staff that influence these patterns.

A travel survey within the authority was carried out during the week commencing 31<sup>st</sup> October 2005, at eight of the largest Council workplaces in Stockton, Billingham and Thornaby. In total 558 employees were surveyed between the hours of 7.45 am and 10.00 am.

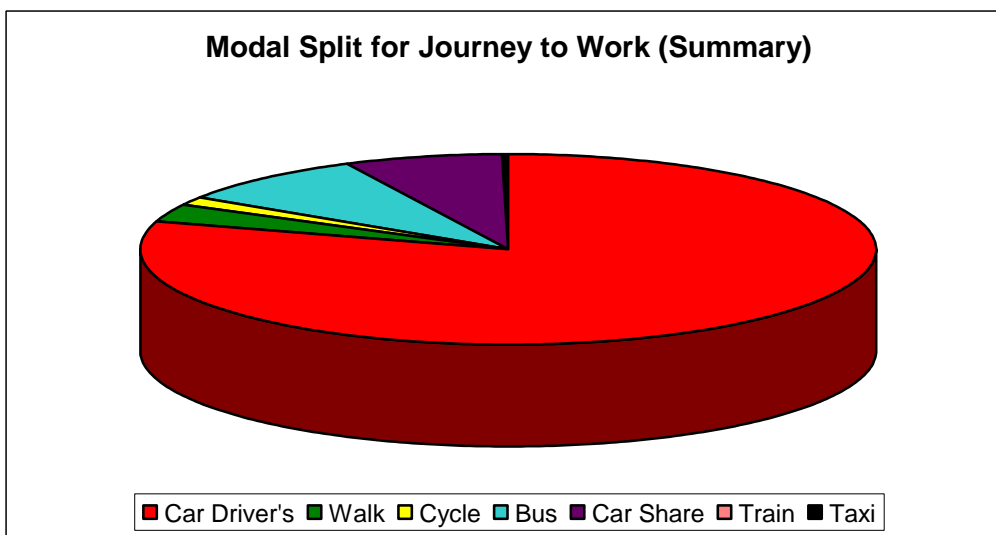
Schools were not included in this survey as 45% of the schools in the Borough already have an authorised travel plan in place with a target set by DfES and DfT to have all schools with a travel plan by 2010.

The locations included:

Stockton                      Alma Street  
                                    Gloucester House  
                                    16, Church Road  
                                    Municipal Buildings

Billingham                    Kingsway House  
                                    Queensway House

Thornaby                      Stirling House  
                                    Ideal House



**The key findings highlighted in the survey were:**

- A high percentage of employees travel to and from work by car. Across all the responses 84% travelled by car of which 89% travelled alone i.e. Single Occupier Vehicle User (SOVU).
- 3% walk to work, however the survey highlights the fact that 12% would prefer to walk.
- 2% cycle to work, but 9% would prefer to travel to work by cycle.
- Distance, time and inconvenience were seen to be a barrier by employees. There is a need to address the actual and perceived barriers that prevent staff from using their preferred mode of transport.

Site specific travel survey results are contained in appendix A



## Action Plan

### Walking

**Baseline:** 3% walk to work

**Target:** 6% by 2011

**Benefits:** Walking is the most sustainable form of transport. It is good for health as a brisk walk for just half an hour a day can reduce your risk of a heart attack by half. It is inexpensive and can be very sociable.

**Barriers:** Walking is only really suitable for short distances of up to two miles. The weather is another factor although this can be addressed by suitable clothing. There are personal safety fears, especially during the winter months when it is dark in the evening, in particular locations and by staff who may feel vulnerable.

**Good Practice:** Addressing the personal safety issues through the provision of security patrols and improved lighting. Promoting the sociability of walking by putting staff in contact with others who want to walk to work together.

<b>Action</b>	<b>Timescale</b>	<b>Responsibility/Partners</b>
<b>Walking Buddies Scheme</b> Trial a walking buddy scheme. Employees can meet up with others for their walk to work.	2007	Travel Plan Co-ordinator, Stepping Out in Stockton, Sports Development.
<b>Health Benefits</b> Work with the Health Sector on promoting the health incentives of walking e.g newsletter updating employees on workplace travel issues and developments	2006	Travel Plan Co-ordinator, Stepping Out in Stockton, PCT, Sports Development, Stockton Wellbeing Action Group
<b>Safe Walking Routes</b> Produce “spider maps” of safe walking routes, including distances and estimated journey times to Council buildings	2007	GIS
<b>Personal security</b> Provide personal security alarms to those who feel vulnerable when walking	2006	Travel Plan Co-ordinator

## **Cycling**

**Baseline:** 2% cycle to work

**Target:** 4% by 2011

**Benefits:** It is healthy, low cost and sustainable.

**Barriers** Lack of changing facilities, lack of safe and secure parking facilities for bicycles.  
 Cycling is for most people only an option if the distance they need to travel is less than five miles. This action plan therefore sets out to overcome the other barriers.

**Good Practice:** Providing cycle parking close to building entrances makes it convenient and visible sending out a clear message that the

organisation values cycling. Provision of cyclist changing needs that is conveniently located and close to building entrances.

<b>Action</b>	<b>Timescale</b>	<b>Responsibility/Partners</b>
<p><b>Cycle Parking</b></p> <p>Provide cycle parking and changing facilities at Council Buildings where feasible and on a programme led by demand.</p>	2006-2011	Travel Plan Co-ordinator & Building Managers
<p><b>Council's bicycle loan scheme</b></p> <p>Re-launch the Council cycle loan scheme with availability of loan bikes at key locations</p>	2006-2007	Road Safety Team
<p><b>Cycle Training</b></p> <p>Promote cycling training to employees including those who may not have ridden a bike for some time and who need their confidence boosting</p>	2006/07	Road Safety Team
<p><b>Cycle Store Discounts</b></p> <p>Investigate the feasibility of cycle store discounts and incentives for employees</p>	2007	Travel Plan Co-ordinator
<p><b>Cycle Maintenance</b></p> <p>Investigate the need for a cycle maintenance course for cycle users</p>	2007	Road Safety Team
<p><b>Cycle Path Maintenance</b></p> <p>Ensure that staff are aware of reporting mechanism for maintenance issues on cycle routes</p>	Ongoing	Travel Plan Co-ordinator, Care for Your Area
<p><b>Safety</b></p> <p>Provide high visibility clothing and other safety equipment, where appropriate</p>	2006-2011	Road Safety Team

## **Motorcycles/Scooters**

**Baseline:** Not known, although it is not expected to be significant

**Target:** Establish baseline in 2006

**Benefits:** Reduced demand on car parking space, relatively low cost compared to car ownership and running costs. Can deliver fuel efficiency savings compared with cars.

**Barriers:** The lack of secure motorcycle parking, lack of changing facilities and lockers.

<b>Action</b>	<b>Timescale</b>	<b>Responsibility/Partners</b>
<b>Motorcycle Training</b> Promote motorcycle training to employees	Ongoing	Road Safety Team
<b>Motorcycle Parking</b> Provide secure motorcycle parking at council buildings where feasible	2007-08	Travel Plan Co-ordinator
<b>Motorcycle User Group</b> Promote Stockton Motorcycle Users Group (SMUG) to employees	2007	Road Safety Team
<b>Motorcycle Store Discounts</b> Investigate the feasibility motorcycle store discounts and incentives for employees	2007	Travel Plan Co-ordinator

## **Vehicle Users**

**Baseline:** 84% staff travelling by car  
89% of those travelling by car are single occupants  
7% car sharing

**Target:** 76% travelling by car by 2011  
81% of those travelling by car are single occupants  
10% car sharing by 2011

**Benefits:** Reducing peak hour congestion and easing parking problems, reduces emissions, thereby lessening the impact on climate change

**Barriers:** Convenience, particularly where parking is free, some staff require their car to carry out their duties, identifying potential car sharers, lack of information and knowledge of alternatives

**Good Practice:** A centrally co-ordinated and administered scheme is more effective than self-matching through the intranet. Software for car sharing needs to be carefully chosen to provide the service that users want and ensure that it is user friendly. Where financial incentives are offered they can lead to significant increases in car sharing, but these need to be carefully selected so as not to undermine more sustainable modes of transport. Where car sharing is encouraged for one day per week this has been shown to have large-scale take-up.

<b>Action</b>	<b>Timescale</b>	<b>Responsibility/Partners</b>
<p><b>Car Sharing</b></p> <p>Develop and promote Car sharing throughout the council via re-launch of the authority's car sharing scheme web site <a href="http://www.2plustravel.com">www.2plustravel.com</a></p>	2006	Travel Plan Co-ordinator,
<p><b>Driver Training Scheme</b></p> <p>Promote Driver Training scheme throughout all departments to improve fuel economy and safety</p>	Ongoing	Road Safety Team
<p><b>Policy Review</b></p> <p>Comprehensive review of Council Policies in relation to car parking, car mileage allowances, car loans,</p>	2007-2008	Human Resources

**Public Transport Bus/Train**

**Baseline:** 8% travelling by bus  
0.2% travelling by train

**Target:** 10% travelling by bus by 2011

**Benefits:** Eliminates the stress of driving and of finding car parking space, reduces impact on climate change,

**Barriers:** Perceived to be an expensive option, lack of information and knowledge of timetables and services, not convenient for all users, accessible services may not exist for some staff.

**Good Practice:** Improving access to bus service information and inviting bus operators to run on-site promotions and sell tickets.

Action	Timescale	Responsibility/Partners
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<b>Public Transport Information</b>		
Ensure that up-to-date accurate information on public transport is available to all employees via web links	2006	Travel Plan Co-ordinator
<b>Bus Routes</b>		
Development of GIS-based database of bus routes giving access to employees via the Internet and Intranet	2007	Travel Plan Co-ordinator, GIS
<b>Targeting</b>		
Promote bus routes and target staff by building location and postcodes. Establish pilot scheme linking Ingleby Barwick with Central Stockton	2007	Travel Plan Co-ordinator
<b>Site Links</b>		
Develop simple maps with bus routes between key locations such as Billingham and Stockton	2007	Travel Plan Co-ordinator
<b>Rail Links</b>		
Promote Thornaby train station as a Gateway to Stockton	2007	Travel Plan Co-ordinator

### **Review of Council Policy**

**Baseline:** 2,421,669 business miles claimed in financial year 2004/05

**Target:** 5% reduction by 2011

**Benefits:** Introduce an equitable set of policies that address the current bias towards car use and make a positive contribution towards staff health and well being, as well as making a significant step forward in delivering our commitment to tackling climate change. In 2004/05 there were over 2.4 million business miles claimed by staff on essential and casual user allowances, which will have resulted in approximately 850 tonnes of CO2 being emitted. In addition to the emissions from staff using their cars for work there is the additional impact from travelling to work and the added congestion that this can lead to.



**Barriers:** Perception that this is purely about reducing staff benefits, rather than increasing options. The current policies favour car ownership in that parking is free at most sites and for those who are based in Stockton there are parking permits provided.

**Good Practice:** Limiting the overall number of spaces allocated to staff is the most effective way to limit the number of cars arriving on site. Fair and reasonable criteria must be applied when allocating permits or levying charges. It is unreasonable to expect travel plan co-ordinators to implement contentious measures without a clear mandate from senior management. The travel plan at Wycombe District Council led to 8% of staff working from home. There are essentially two approaches to home working – by an ad hoc arrangement with staff that occasionally work at home on a specific task by agreement with their line manager and then there are the staff who do not have an office but who are based at home and have all of the necessary IT, communications and other facilities required for their job.

<b>Action</b>	<b>Timescale</b>	<b>Responsibility/Partners</b>
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<b>Parking</b>		
Review the provision of free parking within Stockton	2007-2008	Human Resources
<b>Mileage allowances</b>		
Review the current arrangements and consider the option of an allowance focusing on reduced emissions	2007-2008	Human Resources
<b>Car loans</b>		
The current scheme provides unsecured loans to purchase a car. Consideration to be given to a loan scheme to include bicycles, motorbikes and other approved modes of transport.	2007-2008	Human Resources
<b>Cycling/Motorcycling</b>		
Review of cycle & motorcycle user mileage allowances	2007-2008	Human Resources
<b>Dress Code</b>		
Review the need to adopt a dress code that recognises the need to travel by means other than the car	2007-2008	Human Resources
<b>Hot Desking</b>		
Establish a hot desk facility in one or more of the key buildings in Stockton to allow for hot desking between meetings for staff from other locations	2007-2008	Travel Plan Co-ordinator
<b>Home working</b>		
Identify suitable job functions that would be better served by home working in consultation with staff and trade unions. Conduct cost benefit analysis of home working arrangements	2007-2008	Human Resources IT – Resources Health & Safety Manager
<b>Working Practices:</b>		
Reinforce existing policies on travel arrangements to conferences, seminars etc	2006/7	Human Resources, Procurement Group

outside of the Borough		
Car sharing to be utilised where possible for attendance at meetings	2006/07	Service Heads
Investigate the feasibility of pool cars and shuttle services between key locations	2006/07	Travel Plan Co-ordinator

### **Promotions/Travel Awareness**

To deliver the travel plan will require a sustained and relevant campaign throughout the organisation. There are essentially three themes that will feature in any campaign to promote the travel plan, one or more of which should appeal to most members of staff:

- Saves money for the individual (and the organisation)
- Is better for the environment and reduces the impact on climate change
- Is a healthier option

There will be a series of events linked to other national themes such as “Bike to Work Day” as well as a regular message through existing mediums such as “Keeping You in Touch” , Outlook, and the Council Web Site.

<b>Action</b>	<b>Timescale</b>	<b>Responsibility/Partners</b>
<b>Promotions linked with National Themes</b> Including “In Town without my Car Day”, Bike to Work day	Annual Event Calendar	Travel Plan Co-ordinator, Road Safety Team, PCT, Stepping Out in Stockton, Stockton Wellbeing Action Group
<b>In-house Media</b>  Keeping you in Touch Intranet MS Outlook Notice board	Annual Event Calendar	Travel Plan Co-ordinator, Road Safety Team, PCT, Stepping Out in Stockton, PCT, Sports Development, Stockton Wellbeing Action Group

## Monitoring:

A monitoring system needs to be in place if this plan is to be successfully implemented. The indicators and targets within each area will be measured using annual staff surveys and specific monitoring of initiatives such as the use of cycle storage facilities.

In addition to this there will be a quarterly travel plan forum comprising staff that responded positively to the travel plan survey. This forum will consider the progress on implementation of the travel plan, review and feedback on existing initiatives as well as suggesting new initiatives.

## Resources:

Capital:

Expenditure on identified infrastructure measures such as cycle racks will be met from the Council's annual Local Transport Plan allocation.

## Revenue:

Staffing costs associated with the Local Travel Plan Co-ordinator role will be met from existing resources with management support from the Environmental Projects Manager.

## Risks:

Though not a mandatory requirement of the Second Stockton-on-Tees Local Transport Plan, the adoption and implementation of travel plans by local employers will contribute directly to the delivery of the core aims and objectives set within it, particularly those highlighted in green in the Table below:

Shared Priority Theme	Core Aims	Objectives
Accessibility	To improve opportunities for all to access health, education, jobs, leisure and food outlets.	Improved public transport network coverage.
		More integrated transport links.
		Better travel information.
		Increased reliability of transport systems.
		Reduced cost of travel.
Congestion	To reduce the rate of traffic growth in the Borough.	Encouragement of more walking and cycling trips.
		Increased use of more sustainable alternatives to the private car.
		Promotion and awareness of more sustainable alternatives to the private car to businesses, and staff within the Authority.
Road Safety	To reduce the incidence and severity of casualties on the Borough's roads.	More efficient management and use of existing infrastructure.
		Ensure that all new and improved highways infrastructure adopts best practice in 'safe by design' principles.
		Take into account the greater incidence of casualties in priority neighbourhoods.

		Promote road safety education within the community.
<b>Air Quality</b>	To reduce the risk posed to health by traffic related pollution.	Maintain statutory air quality objectives across the Borough. Implement measures designed to reduce PM10 levels across the Borough.
<b>Other Quality of Life</b>	To improve transport's contribution to our community's quality of life.	Implement measures designed to enhance safety and reduce the fear of crime. Address noise and climate change issues. Enhance the landscape and biodiversity. Enhance the quality of the public realm. Improve community transport. Promote healthier communities.

### **Travel Planning's Contribution to Meeting the Core Aims and Objectives of the Second Stockton-on-Tees Local Transport Plan**

The adoption of workplace travel plans will also contribute towards the achievement of many of the targets set within the Second Local Transport Plan, in particular restricting overall traffic growth within the Borough and encouraging the increased use of walking, cycling and public transport for local journeys. Performance against these targets is scored and rated by the Government Office for the North East and the Department for Transport, and this rating contributes both to the Council's annual capital allocation for transport schemes and its score under the 'Environment' block of the Comprehensive Performance Assessment (CPA) framework.

Given this background, and the Council's status as the largest employer within the Borough, it is imperative that it acts as a beacon of good practice by adopting its own workplace travel plan and encouraging other local employers to do the same. Equally we will work with our partner organisations to support the development of travel plans appropriate for them.

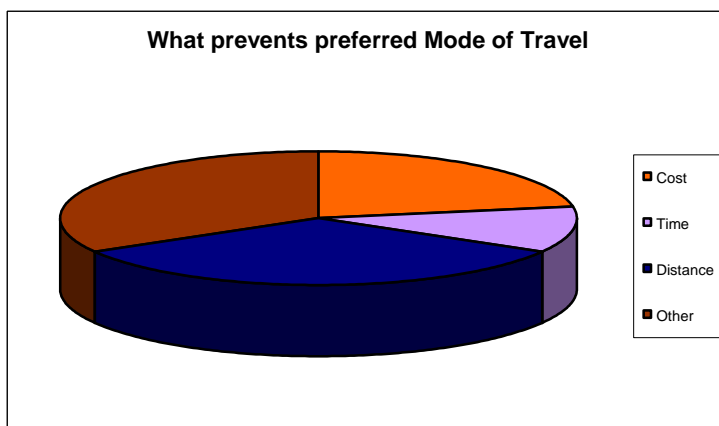
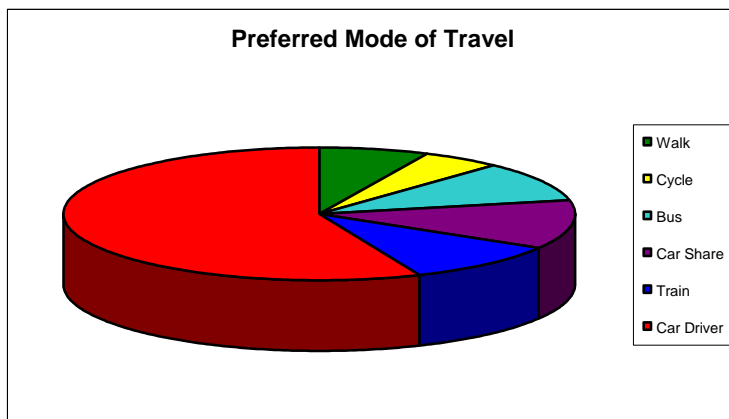
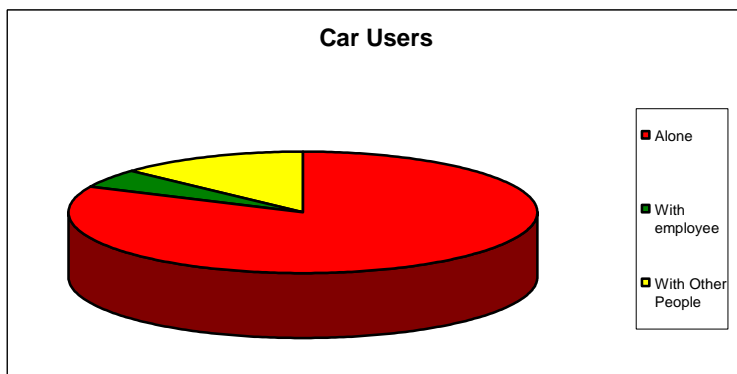
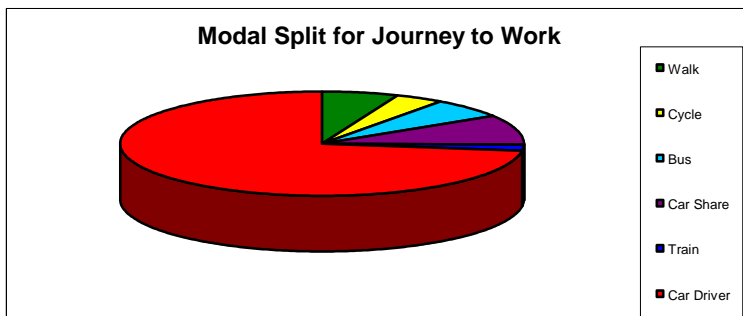
Appendix A: Site Specific Travel survey results

**Appendix A: Site Specific Travel survey results**

**Gloucester House**

Gloucester House	No: of Staff Surveyed	43
Modal Split for Journey to Work	Walk Cycle Bus Car Share Train Car Driver Taxi Other	6% 4% 6% 9% 2% 72% 0% 0%
Car Users	Alone With employee With Other People	82% 5% 13%
Working Pattern	Full-time Part-time Temporary	40 3 0
Time Band	7.45-8.14 8.15-8.44 8.45-9.14 9.15-10.00	13 11 13 6
M/F	Male Female	26 17
Age	16-25 26-35 36-45 46-54 55+	9 11 6 12 5
Preferred mode of Travel	Walk Cycle Bus Car Share Train Car Driver Taxi Other	7% 5% 10% 12% 10% 57% 0% 0%
What prevents preferred mode of travel	Cost Time Distance Multiple Drop Safety Convenience No Alternatives Other	22% 11% 33% 0% 0% 0% 0% 33%

## Gloucester House

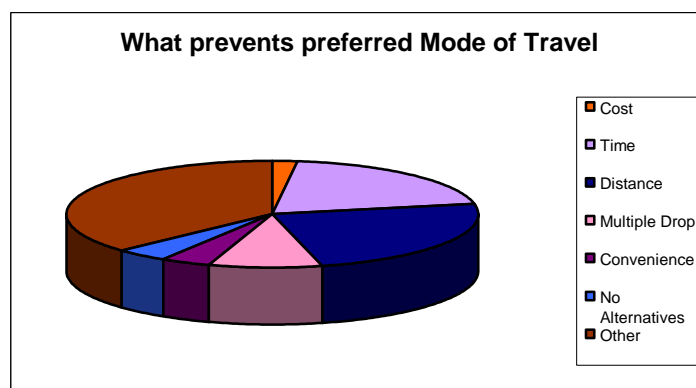
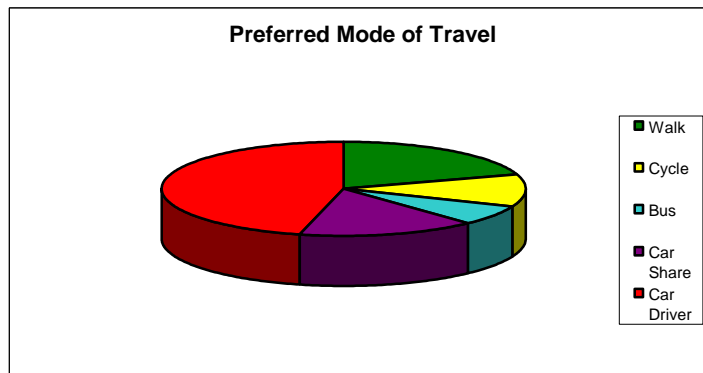
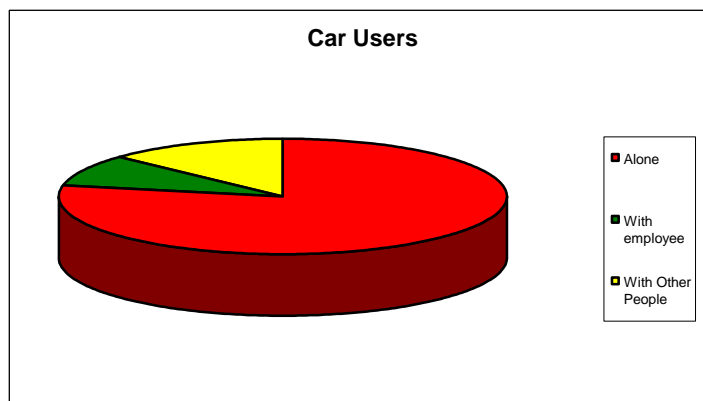
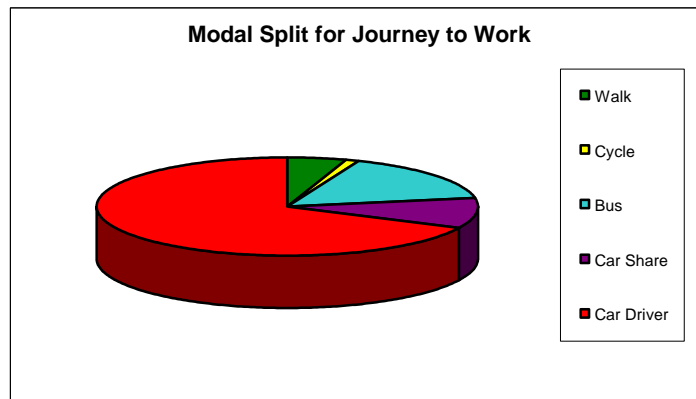


## 16 Church Road

16 Church Road	No: of Staff Surveyed	90
Modal Split for Journey to Work	Walk Cycle Bus Car Share Train Car Driver Taxi Other	5% 1% 16% 10% 0% 67% 0% 0%
Car Users	Alone With employee With Other People	78% 9% 13%
Working Pattern	Full-time Part-time Temporary	77 13 0
Time Band	7.45-8.14 8.15-8.44 8.45-9.14 9.15-10.00	26 34 24 6
M/F	Male Female	30 60
Age	16-25 26-35 36-45 46-54 55	13 17 35 22 3
Preferred mode of Travel	Walk Cycle Bus Car Share Train Car Driver Taxi Other	20% 11% 7% 16% 0% 46% 0% 0%
What prevents preferred mode of travel	Cost Time Distance Multiple Drop Safety Convenience No Alternatives Other	2% 20% 24% 9% 0% 4% 4% 37%



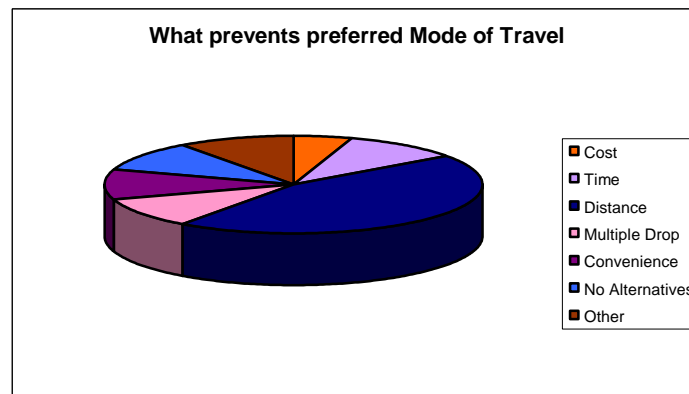
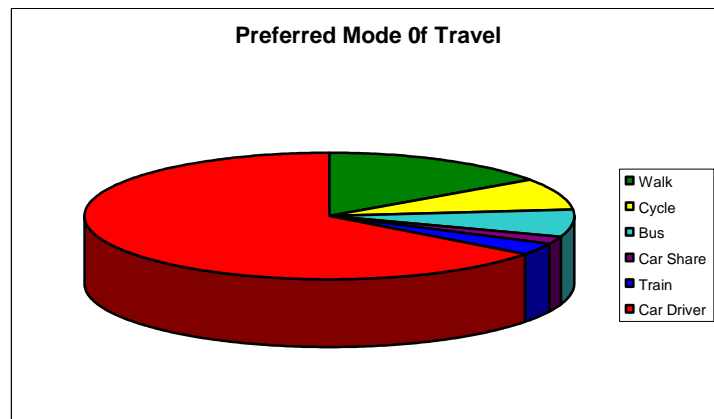
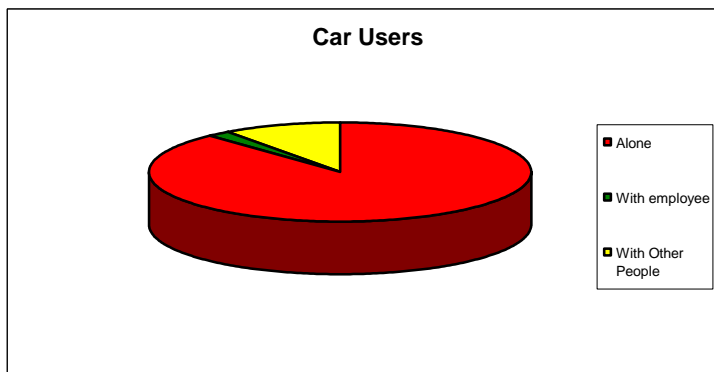
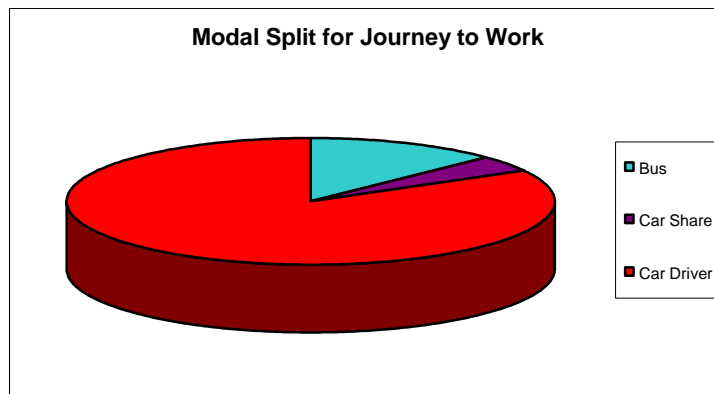
## 16 Church Road



## Alma House

Alma House	No: of Staff Surveyed	55
Modal Split for Journey to Work	Walk Cycle Bus Car Share Train Car Driver Taxi Other	0% 0% 13% 4% 0% 84% 0% 0%
Car Users	Alone With employee With Other People	88% 2% 10%
Working Pattern	Full-time Part-time Temporary	50 5 0
Time Band	7.45-8.14 8.15-8.44 8.45-9.14 9.15-10.00	11 10 14 20
M/F	Male Female	10 45
Age	16-25 26-35 36-45 46-54 55+	5 8 16 20 6
Preferred mode of Travel	Walk Cycle Bus Car Share Train Car Driver Taxi Other	15% 8% 7% 2% 3% 64% 0% 0%
What prevents preferred mode of travel	Cost Time Distance Multiple Drop Safety Convenience No Alternatives Other	5% 10% 45% 10% 0% 10% 10% 10%

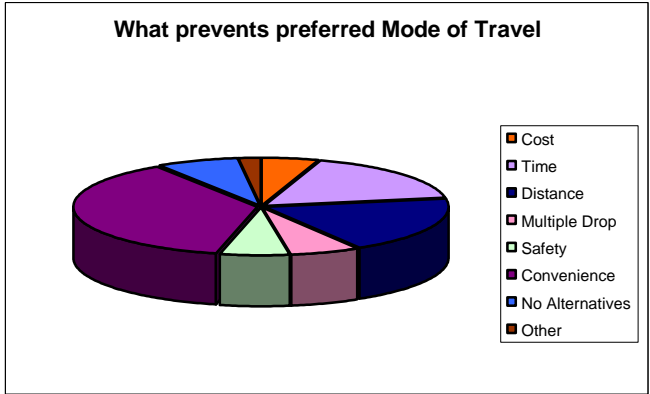
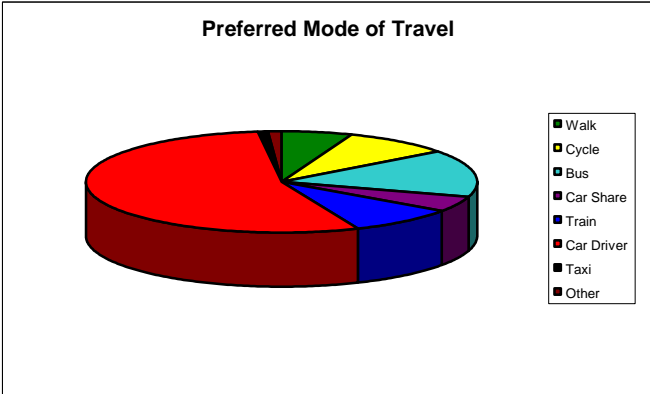
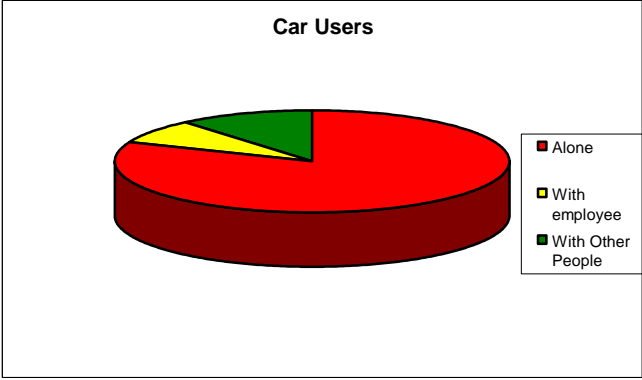
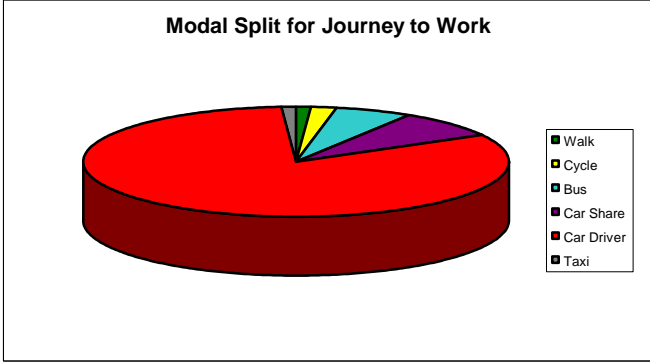
## Alma House



## Municipal Buildings

Municipal Buildings	No: of Staff Surveyed	140
Modal Split for Journey to Work	Walk Cycle Bus Car Share Train Car Driver Taxi Other	1% 2% 6% 8% 0% 83% 1% 0%
Car Users	Alone With employee With Other People	81% 8% 11%
Working Pattern	Full-time Part-time Temporary	119 19 2
Time Band	7.45-8.14 8.15-8.44 8.45-9.14 9.15-10.00	25 46 41 28
M/F	Male Female	59 81
Age	16-25 26-35 36-45 46-54 55+	19 29 36 44 12
Preferred mode of Travel	Walk Cycle Bus Car Share Train Car Driver Taxi Other	6% 9% 15% 5% 9% 55% 1% 1%
What prevents preferred mode of travel	Cost Time Distance Multiple Drop Safety Convenience No Alternatives Other	5% 17% 19% 6% 6% 37% 7% 2%

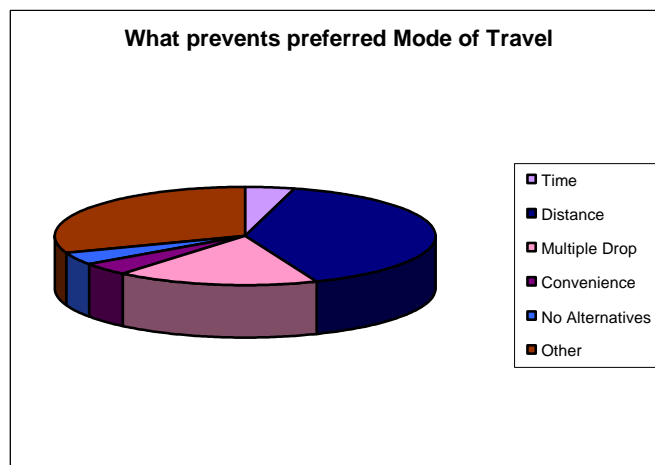
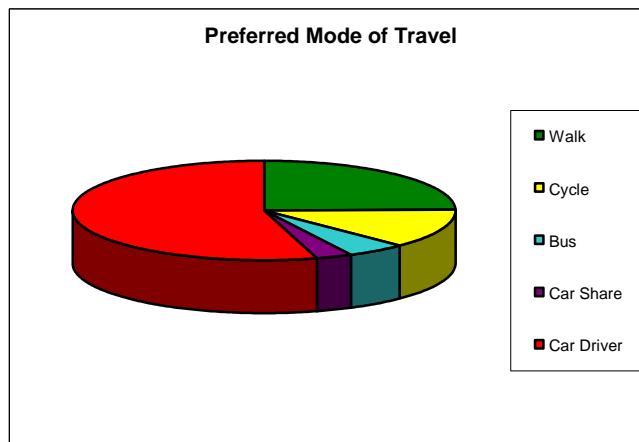
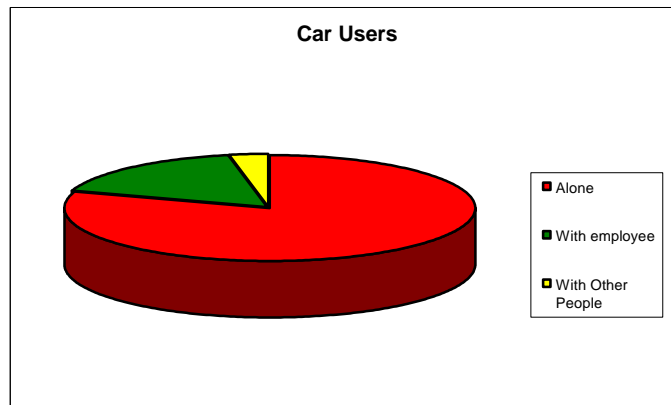
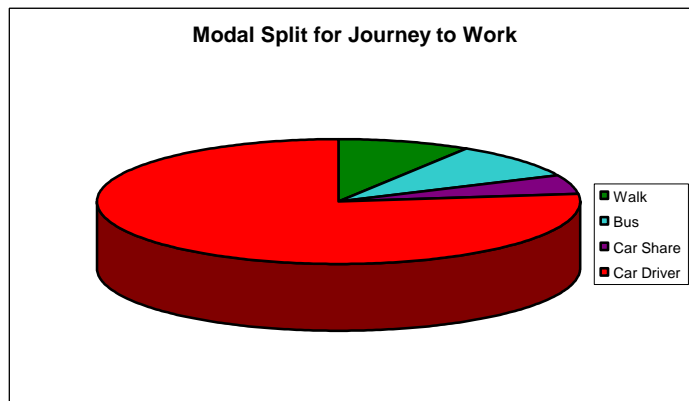
## Municipal Buildings



## Stirling House

Stirling House	No: of Staff Surveyed	34
Modal Split for Journey to Work	Walk Cycle Bus Car Share Train Car Driver Taxi Other	9% 0% 9% 5% 0% 77% 0% 0%
Car Users	Alone With employee With Other People	80% 17% 3%
Working Pattern	Full-time Part-time Temporary	32 1 1
Time Band	7.45-8.14 8.15-8.44 8.45-9.14 9.15-10.00	12 10 8 4
M/F	Male Female	20 14
Age	16-25 26-35 36-45 46-54 55+	7 6 13 7 1
Preferred mode of Travel	Walk Cycle Bus Car Share Train Car Driver Taxi Other	25% 13% 5% 3% 0% 55% 0% 0%
What prevents preferred mode of travel	Cost Time Distance Multiple Drop Safety Convenience No Alternatives Other	0% 4% 39% 17% 0% 4% 4% 30%

## Stirling House

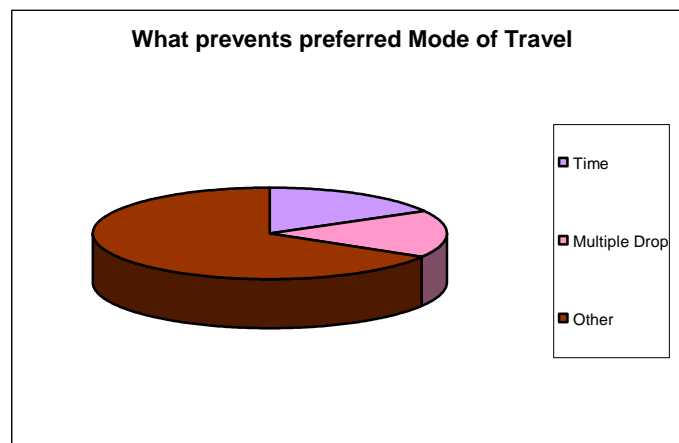
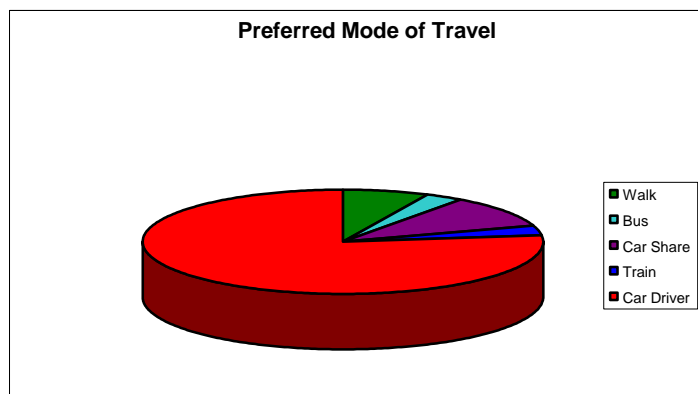
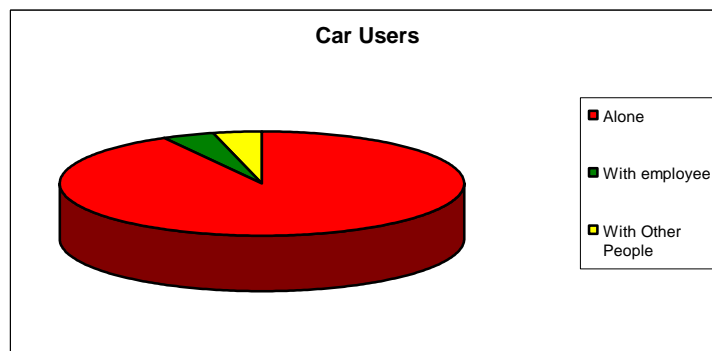
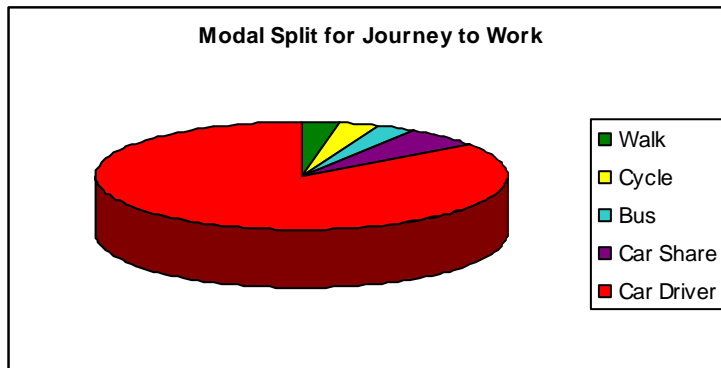


## Ideal House

Ideal House	No: of Staff Surveyed	29
Modal Split for Journey to Work	Walk Cycle Bus Car Share Train Car Driver Taxi Other	3% 3% 3% 6% 0% 84% 0% 0%
Car Users	Alone With employee With Other People	93% 4% 4%
Working Pattern	Full-time Part-time Temporary	27 2 0
Time Band	7.45-8.14 8.15-8.44 8.45-9.14 9.15-10.00	5 5 7 12
M/F	Male Female	3 26
Age	16-25 26-35 36-45 46-54 55+	2 5 7 14 1
Preferred mode of Travel	Walk Cycle Bus Car Share Train Car Driver Taxi Other	7% 0% 3% 10% 3% 77% 0% 0%
What prevents preferred mode of travel	Cost Time Distance Multiple Drop Safety Convenience No Alternatives Other	0% 17% 0% 17% 0% 0% 0% 67%



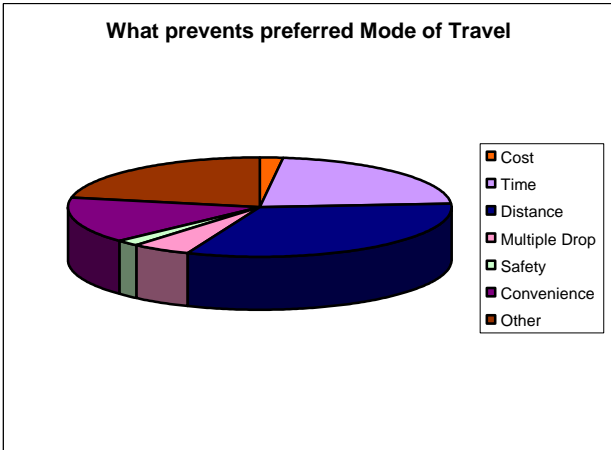
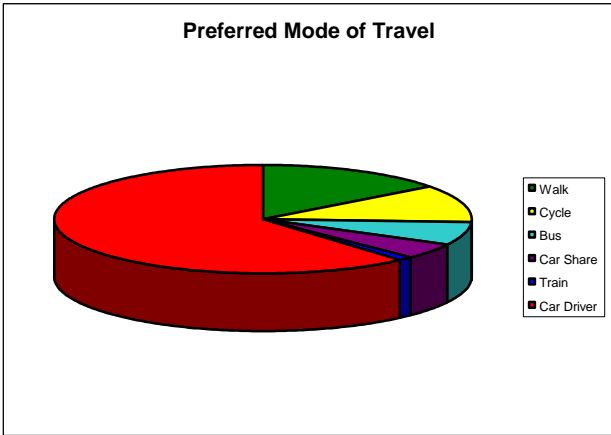
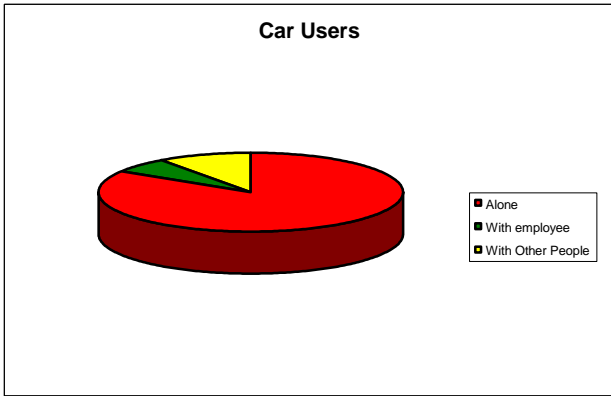
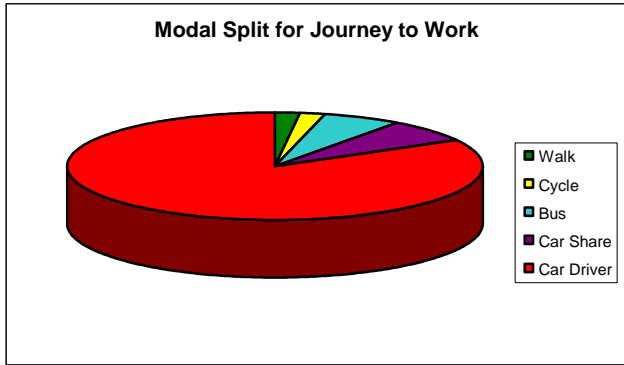
## Ideal House



## Kingsway House

Kingsway House	No: of Staff Surveyed	123
Modal Split for Journey to Work	Walk Cycle Bus Car Share Train Car Driver Taxi Other	2% 2% 6% 7% 0% 83% 0% 0%
Car Users	Alone With employee With Other People	84% 6% 10%
Working Pattern	Full-time Part-time Temporary	101 17 5
Time Band	7.45-8.14 8.15-8.44 8.45-9.14 9.15-10.00	28 44 31 20
M/F	Male Female	49 74
Age	16-25 26-35 36-45 46-54 55+	21 18 40 25 19
Preferred mode of Travel	Walk Cycle Bus Car Share Train Car Driver Taxi Other	15% 11% 7% 5% 1% 62% 0% 0%
What prevents preferred mode of travel	Cost Time Distance Multiple Drop Safety Convenience No Alternatives Other	2% 22% 32% 5% 2% 15% 0% 22%

## Kingsway House



## Queensway House

Queensway House	No: of Staff Surveyed	44
Modal Split for Journey to Work	Walk Cycle Bus Car Share Train Car Driver Taxi Other	2% 0% 9% 2% 0% 86% 0% 0%
Car Users	Alone With employee With Other People	87% 3% 10%
Working Pattern	Full-time Part-time Temporary	41 3 0
Time Band	7.45-8.14 8.15-8.44 8.45-9.14 9.15-10.00	10 18 11 5
M/F	Male Female	33 11
Age	16-25 26-35 36-45 46-54 55+	1 5 10 16 12
Preferred mode of Travel	Walk Cycle Bus Car Share Train Car Driver Taxi Other	2% 13% 16% 9% 2% 58% 0% 0%
What prevents preferred mode of travel	Cost Time Distance Multiple Drop Safety Convenience No Alternatives Other	0% 27% 20% 0% 0% 20% 0% 33%

## Queensway House

