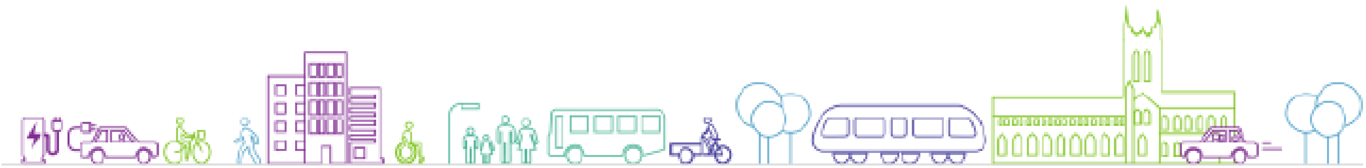
TRAVEL TO WORK SURVEY



Travel to Work Report 2022

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Prepared by Suffolk County Council

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1. Headline Results

Historically, the Travel to Work Survey is run in May/June each year. In 2020, the survey was run later in the year, once government restrictions around work during the Covid-19 pandemic had been lifted. As a result, the 2021 Survey was also run later. In 2020, some questions were revised or added to reflect the change in work patterns and travel prompted by the pandemic. This year, the survey ran from 12th September to 7th October 2022. This year, 56 organisations were invited to participate, some based at more than one location, including three retail parks. 46 either agreed to take part or did not reply so were included in case this was an oversight. A few results were received from staff working in organisations who did not reply; these have been included in the report as appropriate The total number of completed responses, at 2,922, was lower than last year but only a little higher than the 2020 figure of 2,844 responses. The full list of organisations from which responses were received can be found in Table 1 on page 6.

Key findings from the survey are:

- The pandemic has had a marked effect on how and how often people travel to work; although less likely to be working from home full-time now, 74% of respondents follow a hybrid model of working, where they work from home at least one day a week and 3.4% are not travelling to work at all

- 79.6% of respondents have a petrol or diesel vehicle available for their commute to work, slightly below the figures for the last two years, although only 67.8% say that driving by car (either as a single occupant or as a car-share) is their most often used mode of transport; this remains the most popular mode of travel and the mode most often used to take children to school

- 19.2% own a conventional bicycle, but only 7.1% cycle as their most often used mode of travel, while 10.5% cycle some of the time

- The proportion owning an electric or hybrid vehicle is increasing year by year, from 3.3% in 2020 to 5% in 2021 and 8.9% in 2022; when asked, 78.1% said the main reason for not owning one continues to be the assumption that the purchase/lease price is too high

- More people are travelling by public transport as their primary mode of travel this year, 6.0% by bus and 3.0% by train, equating to a total figure of 9.0%, very similar to the pre-pandemic figure of 9.5%

- Walking to work, either as the primary mode of travel (8.5%) or sometimes (21.5%) is slowly increasing but is still well below the pre-pandemic levels of 12.6% and 30.0% respectively

Looking at the primary mode of transport for the baseline organisations over the period 2005 to 2022:

- Travel to work for those working for those employed by baseline organisations has also been affected by the pandemic; 82.0% following a hybrid model of working, by working from home at least one day a week, with 4.5% not travelling to work at all

- The most popular mode of transport is car- single occupant, as it was pre-pandemic, and has reached its highest ever figure this year at 60.0%

- Use of public transport has risen this year; travel by bus as the primary mode of transport has reached 7.7%, its highest since 2007, but train travel remains low at 1.8%

- Walking to work, at 5.1%, has fallen slightly since last year and remains well below pre-pandemic levels

- Travelling as part of a car-share has increased to 6.1% but has yet to reach its pre-pandemic levels, as is the case for the 0.7% who travel as a car passenger

- Cycling has increased to 9.0%, its highest since 2016

2. Background and Methodology

This survey helps Suffolk County Council understand the various ways people travel to work. Suffolk County Council's Local Transport Plan- http://www.suffolk.gov.uk/roads-and-transport/public-transport-and-planning/transport-planning-strategy-and-plans/ is a long-term strategy up to 2031, highlighting the council's long-term ambitions for the transport network.

The Travel to Work Survey is one of a number of Suffolk County Council's initiatives to improve transport services by understanding how people travel within the county. Survey data also helps organisations taking part to develop their own travel plans and monitor progress against existing ones.

2.1 Validation Checks

Validation checks of the raw data ensure the accuracy of the results. These include:

- Analysing responses included as 'Other' for questions where this option is presented and ensuring these are added to the standard options, if appropriate.

- Removing data entered in error, for example where every box has been ticked or where test data has not been removed prior to the survey going live.

3 Results

3.1 Which organisation do you work for?

The organisations and the geographic location of where most of the workforces are based are shown in Table 1.

Table 1 - Organisations participating in the 2021 Travel to Work Survey.

Organisation	Main location	Respondents	% of total
Adastral Park (not BT)	Martlesham	45	1.5%
Aldi, Gateway Retail Park	Pakefield	5	0.2%
Aldi, Rosehill Centre	Ipswich	12	0.4%
AXA	Ipswich	1	0.0%
Babergh and Mid Suffolk District Councils	Ipswich	45	1.5%
BT	Adastral Park, Martlesham	771	26.4%
Bury BID	Bury St Edmunds	1	0.0%
Card Factory, Gateway Retail Park	Pakefield	7	0.2%
Costa Coffee, Gateway Retail Park	Pakefield	10	0.3%
Costa Coffee, Thorney Way	Stowmarket	6	0.2%
East of England Co-operative Society, Rosehill Centre	Ipswich	0	0.0%
East of England Co-operative Society, Wherstead Park	Ipswich	9	0.3%
East Suffolk Council (formerly Suffolk Coastal and Waveney District Councils)	Felixstowe/Lowestoft/Melton	69	2.4%
Energie Fitness Club, Rosehill Centre	Ipswich	0	0.00%
The Epicentre	Haverhill	23	0.8%

Essex and Suffolk Water	Lowestoft	26	09.%
Fred Olsen	Ipswich	221	7.6%
Greggs, Gateway Retail Park	Pakefield	1	0.0%
Havebury Housing	Ipswich	1	0.0%
Haverhill Town Council	Haverhill	3	0.1%
Headlam	Ipswich	0	0.0%
Ipswich Borough Council	Ipswich	109	3.7%
Ipswich Hospital	Ipswich	4	0.1%
McDonalds, Thorney Way	Stowmarket	0	0.0%
Mildenhall Hub	Mildenhall	1	0.0%
New Anglia Local Economic Partnership	Various	0	0.0%
OneLIfe Suffolk	Ipswich	42	1.4%
OPUS	Ipswich	1	0.0%
The Range, Gateway Retail Park	Pakefield	0	0.0%
Subway, Gateway Retail Park	Pakefield	1	0.00%
Suffolk Chamber of Commerce	Ipswich	2	0.1%
Suffolk Constabulary	Martlesham	62	2.1%
Suffolk County Council (including Suffolk Fire and Rescue Service)	Mainly Ipswich but various	549	18.8%
Suffolk Highways	Mainly Ipswich but various	23	0.8%
Suffolk Libraries	Various	47	1.6%
Suffolk New College	Ipswich	151	5.2%
Suffolk and North Essex ICB (formerly West Suffolk CCG, Ipswich and East Suffolk CCG and Northeast Essex CCG)	Various	11	0.4%
University of Suffolk	Ipswich	311	0.0%
Vertas	Ipswich	1	0.02%
Videndum Production Solutions (formerly Vitec Videocom)	Bury St Edmunds	3	0.1%
West Suffolk Council (formerly Forest Heath District and St Edmundsbury Borough Councils)	Bury St Edmunds	71	2.4%
West Suffolk College	Bury St Edmunds	113	3.9%
West Suffolk Hub	Bury St Edmunds	2	0.1%
West Suffolk NHS Trust	Bury St Edmunds	4	0.1%
Willis Towers Watson	Ipswich	2	0.1%
Other	Various	147	5.0%
Total		**2,922**	**100%**

For the analysis of trends and comparisons with previous years the following baseline set of companies has been used:

- Babergh District Council****
- BT
- Concertus* (not taking part in 2022)
- Forest Heath District Council**
- Ipswich Borough Council
- Mid Suffolk District Council****
- St Edmundsbury Borough Council**
- Suffolk Coastal District Council***
- Suffolk County Council
- Waveney District Council***
- Willis Towers Watson
- Vertas (previously EFMS Ltd)*
- Suffolk Highways*
- Suffolk Libraries*

Key:

* Outsourced from SCC
** From 1st April 2019 combined as West Suffolk Council
*** From 1st April 2019 combined as East Suffolk Council
****Responses combined to reflect joint working and locations

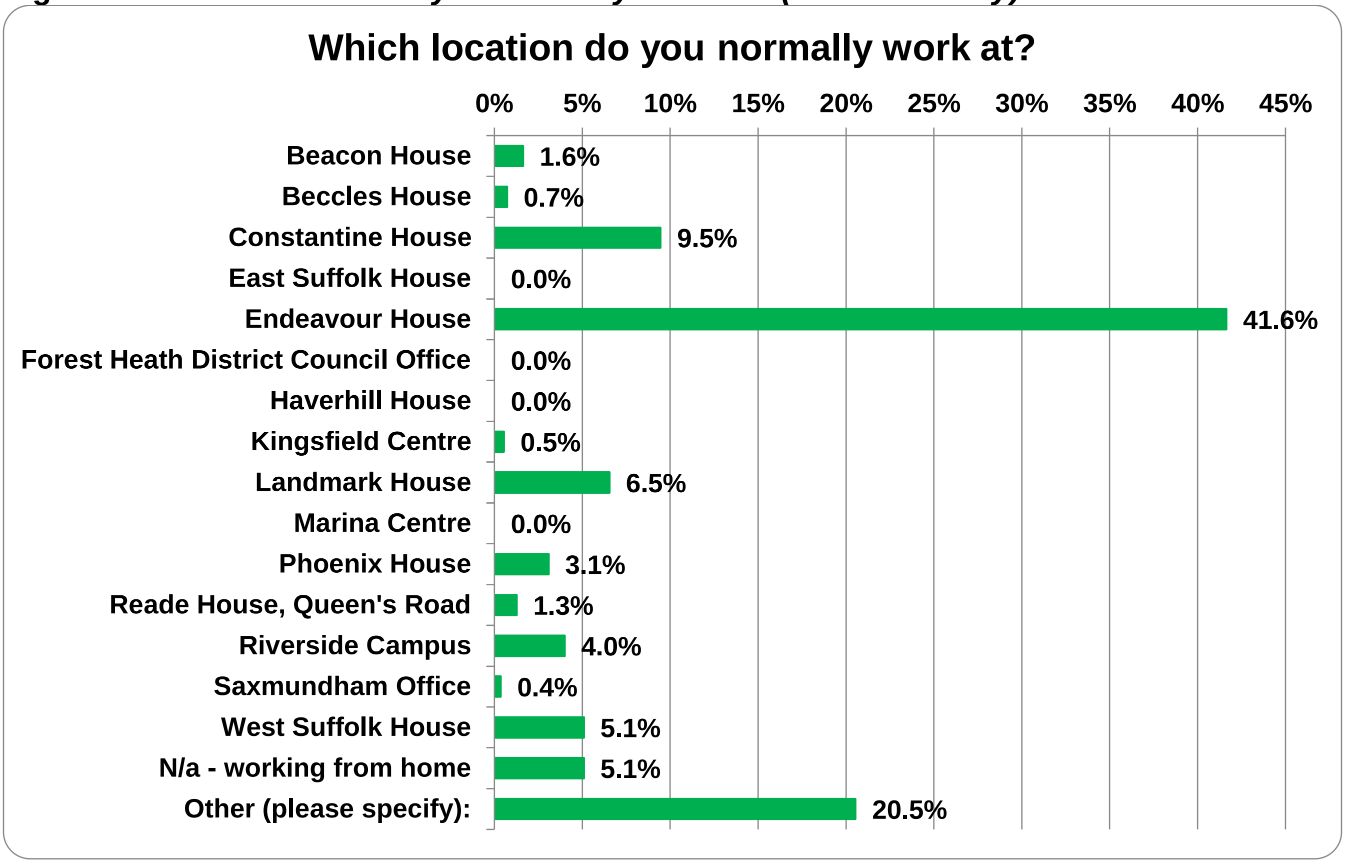
This equates to 38.9% (1,138) of all responses.

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

As shown in Figure 1 below, most of Suffolk County Council staff completing the survey are based in either Constantine or Endeavour Houses, 51.1% overall, with the remainder either spread around the smaller locations or choosing to provide more information under ‘Other’. The following list reflects the diverse locations staff work from:

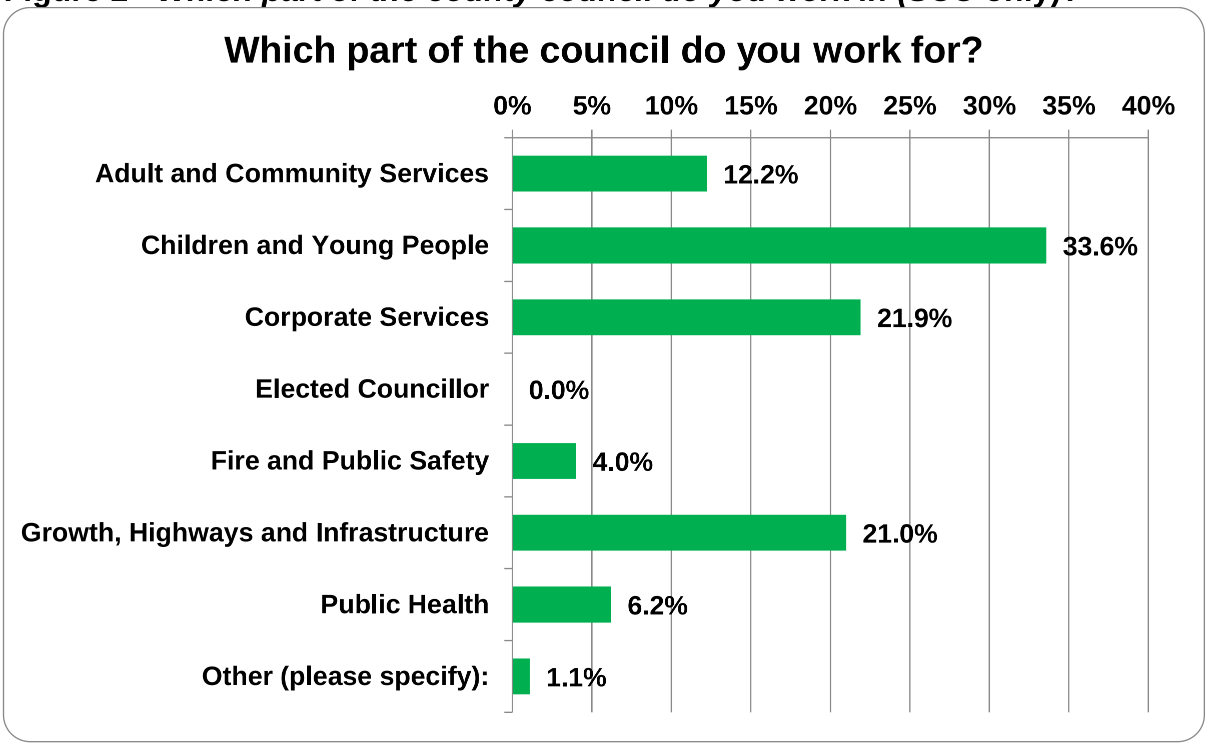
- Children's centre/family hub
- Customer service centre, Stowmarket
- Health centre
- HIghways depot
- More than one/various round the county
- Record office/archives
- Registrars’ office
- Schools
- Arts Centre
- The Mix, Stowmarket
- Fire station
- Care annexe
- Records management
- Children's home
- Resource centre
- District/borough council HQ
- Hospital
- College
-

Figure 1: *Which location do you normally work at? (SCC staff only)*



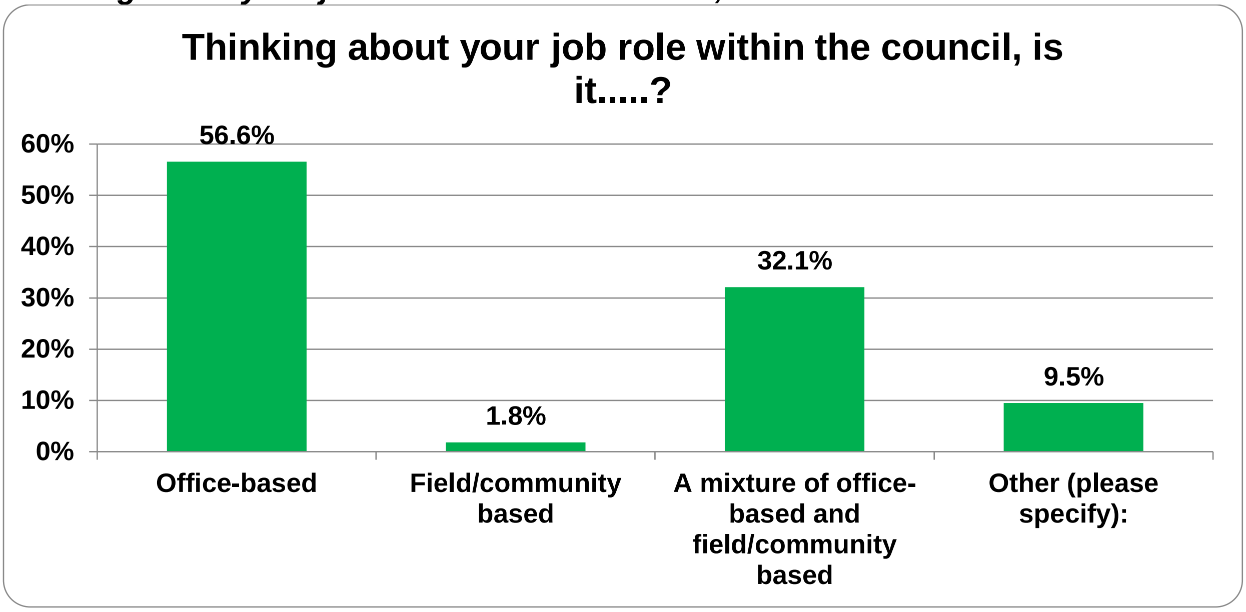
3.3 Which part of the county council do you work in? (SCC only)

Figure 2 - *Which part of the county council do you work in (SCC* only)?



New for 2022 is an additional question for Suffolk County Council staff only asking what sort of role they have with the organisation, whether based in the office, in the field/community or a combination of the two. The graph below shows how staff answered:

Figure 3 -
Thinking about your job role within the council, is it.....?

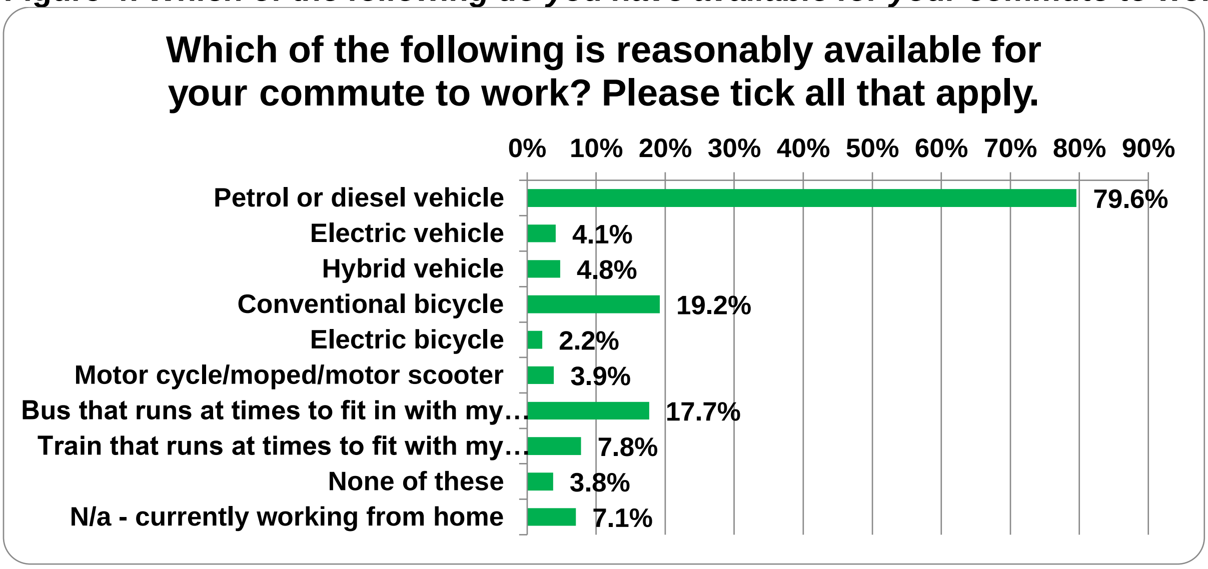


Those who chose 'Other' mostly said that their role is a combination of working at home and in the office ('hybrid' working), while a few individuals used the opportunity to provide information about where they currently work, such as in a family hub, children's home, school or on sites carrying out inspections.

3.4 Which of the following do you have available for your commute to work?

A new question added in 2019 asked respondents which vehicles, from a list provided, they have available for their commute to work. This year it was amended slightly to include travel by public transport. The results of this question are show in Figure 4 below:

Figure 4: ***Which of the following do you have available for your commute to work?***

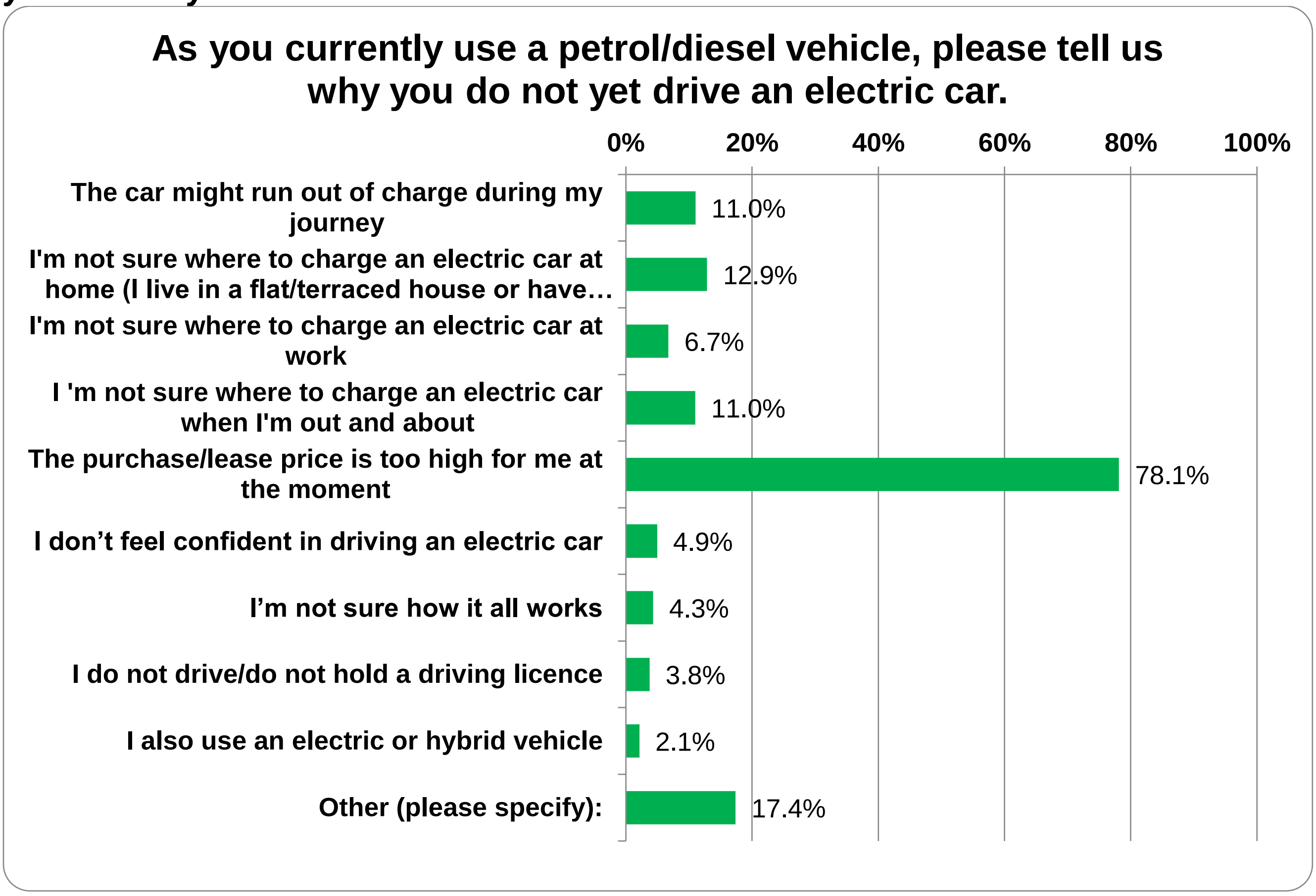


The majority of respondents, 79.6% have a petrol or diesel vehicle available for their commute to work, lower than for both 2021 (83.3%) and 2020 (85.4%). However, not all of these use this mode of transport to travel to work. Likewise, 19.2% (similar to last year's figure of 20.5%) say they have a conventional bicycle, but the figure for those using this mode of transport to travel to work is much lower. The proportions with an electric or hybrid vehicle have increased slightly, to 4.1% and 4.8% respectively, compared to 2.2% and 2.8% last year to 4.1% and 4.8%.

3.4.1 If you don't already drive an electric or plug-in hybrid car, please tell us why you currently don't.

As part of the council's commitment to creating the Greenest County and the government's aspiration to increase the number of low emission cars on the road, this question was asked for the first time in 2018 and from 2019 has only been offered to those who answered 'petrol or diesel vehicle' when asked which modes of transport they have available for their commute to work.

Figure 5 – *If you don't already drive an electric or plug-in hybrid car, please tell us why you currently don't.*



By far the most popular reason for not already driving an electric or plug-in hybrid car, as in the past four years, is the assumption that the purchase or lease price is too high, chosen by 78.1%, higher than the figure for all of the past three years (51.1% in 2021, 52.3% in 2020 and 48.6% in 2019). Second most popular answer this year, as in 2020, is 'Other', at 17.4%, much lower than last year's figure of 38.6% which includes many comments replicating the options already available for this question. A summary of these responses can be found at **Appendix 1**. The next most popular answer 'I'm not sure where to charge an electric car at home (I live in a flat/terraced house or have no parking) with 12.9%, lower than the 2021 figure of 16.4%., followed by the concern that the car will run out of charge during the journey at 11.0%, much lower than the 2021 figure of 19.5%.These figures do not necessarily reflect any change in perception of respondents; rather it may be the effect of a wider pool or organisations taking part in the survey.

3.5 *Which of these modes of transport do you use for the longest part of your journey to travel to the location where you work?* and *Thinking about all the stages of your journey to work, please tick all the modes of transport you use, for example, if you drive to a railway station to catch a train, tick both car and train.* (All organisations)

These questions capture all modes of transport used to get to work used by staff from all organisations taking part in the survey. It shows the range of travel options used, as well as the primary mode of travel.

As in previous years, by far the most frequently used mode of travel is car driver – single occupant; 66.3% use this as a mode of travel some of the time or as part of their journey (compared to 60.3% in 2021) and 61.1% use it as their primary mode (54.4% in 2021). These figures somewhat higher than those for 2019, the last survey before the pandemic, where 62.1% said they travel by car for some or part of their journey and 55.2% said it was their primary mode. The proportion saying they work from home either some of the time or all of the time has fallen compared to last year, where the figures were £14.4% and 14.5% respectively, suggesting that more people are returning to the workplace, although these figures are still above what they were prior to 2020.

Figures for those using public transport have increased slightly from last year and are similar to the last survey before the pandemic; this year 6.0% travel by bus as their primary mode, with 8.6% using this mode some of the time, compared to 4.8% and 8.5% respectively in 2019, while for those who travel by train the figures are still lower – 3.1% as primary mode and 4.5% some of the time (although higher than 2021) compared to 4.8% and 7.2% in 2019.

Table 2 shows the proportion overall using each method of transport, either as primary mode, or used as any part of the journey to work. Those using ‘other’ modes of travel to work took the opportunity to explain more about how they travelled (for example, driving to the railway station to catch a train) or to state that they were currently working from home.

Table 2 – Modes of travel to work – all used and primary (all organisations)

	All modes used	Primary mode (for longest part of the journey)
Bus	8.6%	6.0%
Car driver - single occupant (whole journey)	66.3%	61.1%
Car driver with a passenger/ car share (any part of the journey)	9.5%	6.8%
Car passenger	4.0%	1.1%
Cycle	10.5%	7.1%
Motorcycle/ moped/ motor scooter	2.1%	1.2%
Park and ride	0.9%	0.4%
Train	4.5%	3.1%
Walk	21.5%	8.5%
N/a - work from home	3.9%	2.7%
Other	1.4%	2.1%

***Note**: the question – Thinking about all the stages of your journey…. - respondents could tick all options that apply, so the total responses up to more than 100%.*

Table 3 on page 15 shows the most used travel modes for the organisations taking part in the 2022 survey. As in previous years, only those where sufficient numbers of responses were received to ensure a meaningful comparison (more than 20) have been used. The highest and lowest three scores for each travel mode have not been highlighted, as would normally be the case in this report, due to the figures still being affected by the change in work practices during the pandemic.

What can be said is that, although most organisations have returned to pre-pandemic working practices, as shown by the much lower figures for those working from home this year, there is evidence to suggest that staff are not necessarily using the same modes of travel as they had done in 2019. This is suggested by the fact that all organisations shown here have much higher figures for car driver – single occupant than in 2019, for example Suffolk County Council had 49.9% of staff with this as their most frequent mode of travel in 2019; this year the figure is 63.0%. Similarly, in 2019 46.3% of BT staff used this mode of travel, whereas this year it is 61.0%.

Table 3 - Most often used travel mode –organisations with more than 20 responses (all organisations)

Organisation	Main location	No. of responses	Bus	Car driver, single occupant	Car driver with passenger	Car passenger	Cycle	Motorcycle	Park and Ride	Train	Walk	Work from home
Adastral Park (not BT)	Martlesham	45	8.9%	68.9%	0.0%	0.0%	11.1%	0.0%	0.0%	4.4%	4.4%	0.0%
Babergh and Mid Suffolk District Councils	Ipswich	45	4.4%	62.2%	2.2%	0.0%	0.0%	2.2%	0.0%	11.1%	4.4%	6.7%
BT	Martlesham	771	8.8%	61.0%	7.5%	0.8%	12.1%	2.2%	0.1%	0.7%	3.0%	2.3%
East Suffolk Council (Suffolk Coastal and Waveney District Councils)	Melton/Lowestoft	69	2.9%	62.3%	1.5%	0.0%	7.3%	0.0%	0.0%	2.9%	7.3%	15.9%
The Epicentre	Haverhill	23	4.4%	82.6%	4.4%	0.0%	0.0%	0.0%	0.0%	0.0%	4.4%	0.0%
Essex and Suffolk Water	Ipswich	26	3.9%	61.5%	0.0%	3.9%	3.9%	0.0%	0.0%	0.0%	15.4%	11.5%
Fred Olsen	Ipswich	221	5.9%	75.0%	6.8%	0.5%	2.3%	1.4%	0.0%	0.0%	4.6%	2.3%
Ipswich Borough Council	Ipswich	109	5.5%	50.1%	4.6%	1.8%	12.8%	0.0%	0.9%	6.4%	11.9%	0.9%
OneLife Suffolk	Ipswich	42	9.5%	61.9%	2.4%	0.0%	2.4%	2.4%	0.0%	2.4%	11.9%	4.8%
Suffolk Constabulary	Various	62	1.6%	79.0%	1.6%	0.0%	11.3%	1.6%	0.0%	0.0%	1.6%	3.2%
Suffolk County Council (inc. Suffolk Fire and Rescue Service)	Ipswich/Various	549	4.2%	63.0%	7.1%	1.5%	4.9%	0.5%	1.1%	4.7%	8.6%	1.8%
Suffolk Highways	Ipswich	23	13.0%	69.6%	0.0%	0.0%	4.4%	0.0%	0.0%	0.0%	4.4%	4.4%
Suffolk Libraries	Various	47	12.8%	48.9%	4.3%	0.0%	12.8%	0.0%	0.0%	2.1%	12.8%	2.1%
Suffolk New College	Ipswich	151	6.6%	49.8%	5.3%	2.0%	7.3%	2.0%	0.0%	0.6%.	25.8%	0.0%
University of Suffolk	Ipswich	311	5.8%	47.9%	10.3%	1.9%	3.5%	0.3%	0.3%	10.0%	17.0%	0.3%
West Suffolk College	Bury St Edmunds	113	0.9%	55.8%	13.3%	0.9%	4.4%	0.0%	0.9%	2.7%	13.3%	3.6%
West Suffolk Council (Forest Heath District and St Edmundsbury Borough Councils)	Bury St Edmunds	71	0.0%	63.1%	2.8%	0.0%	7.0%	0.0%	0.0%	0.0%	11.3%	12.7%

Historic data from previous surveys for the baseline organisations (listed on p.7) shows how usage of the various modes of transport has changed over time:

Table 4 - 13-year comparison – all modes and primary mode used (baseline organisations only)

All modes used (% of respondents)										
Travel mode / Year	**Bus**	**Car driver - single occupant**	**Car driver- with passenger**	**Car passenger**	**Cycle**	**Motorcycle/moped/motor scooter**	**Park and ride**	**Train**	**Walk**	**Work from home**
2010	9.9%	67.6%	14.8%	7.3%	13.8%	2.2%	2.5%	5.9%	19.4%	6.8%
2011	9.7%	66.5%	14.2%	7.4%	15.0%	2.5%	1.6%	6.4%	20.2%	7.6%
2012	10.4%	68.5%	14.2%	6.8%	16.5%	2.3%	2.0%	6.3%	18.9%	8.5%
2013	11.1%	65.3%	15.9%	7.9%	17.1%	2.1%	1.7%	8.0%	19.7%	8.2%
2014	10.0%	67.3%	14.5%	7.4%	14.7%	1.8%	2.5%	8.1%	21.7%	5.8%
2015	10.9%	67.8%	13.0%	7.1%	13.6%	1.8%	2.4%	8.1%	23.3%	2.4%
2016	8.7%	59.6%	13.1%	5.0%	14.3%	1.5%	0.8%	7.3%	23.2%	0.4%
2017	9.7%	59.1%	11.1%	5.9%	10.1%	1.4%	1.3%	9.0%	30.9%	1.9%
2018	8.9%	62.6%	11.4%	4.6%	12.1%	1.5%	3.3%	8.2%	23.7%	2.3%
2019	8.5%	62.1%	12.0%	5.1%	11.0%	0.8%	2.7%	7.2%	30.0%	1.4%
2020	4.1%	45.8%	5.4%	2.3%	6.4%	1.2%	0.7%	2.3%	11.7%	40.8%
2021	5.8%	57.8%	7.3%	3.3%	8.7%	1.4%	1.2%	3.5%	16.2%	21.4%
2022	9.0%	67.4%	9.2%	3.9%	13.1%	2.3%	1.2%	4.3%	20.0%	4.9%
Primary mode used (% of respondents)										
Travel mode / Year	**Bus**	**Car driver - single occupant**	**Car driver- with passenger**	**Car passenger**	**Cycle**	**Motorcycle/moped/motor scooter**	**Park and ride**	**Train**	**Walk**	**Work from home**
2010	5.2%	56.9%	9.2%	3.4%	7.6%	0.9%	1.3%	3.1%	10.4%	1.2%
2011	4.9%	54.8%	9.4%	3.3%	8.7%	1.2%	1.0%	3.8%	10.9%	1.6%
2012	4.8%	57.4%	9.0%	2.9%	9.2%	0.8%	1.1%	3.5%	8.7%	1.6%
2013	5.5%	53.4%	9.6%	3.5%	9.2%	0.8%	1.1%	4.6%	9.9%	1.6%
2014	4.8%	54.8%	8.7%	2.9%	8.1%	0.9%	1.3%	4.9%	11.7%	0.9%
2015	5.7%	55.4%	8.1%	2.9%	7.9%	0.7%	1.4%	4.7%	12.5%	0.6%

2016	5.3%	53.9%	10.8%	2.5%	10.3%	1.0%	0.5%	3.6%	11.1%	0.9%
2017	5.8%	53.5%	9.1%	2.6%	6.9%	0.6%	0.9%	7.2%	13.1%	0.4%
2018	5.1%	56.0%	8.7%	2.1%	9.3%	0.8%	1.9%	4.6%	9.8%	0.5%
2019	4.8%	55.2%	8.7%	2.4%	7.5%	0.5%	1.5%	4.8%	12.7%	0.2%
2020	2.8%	41.5%	3.4%	0.7%	4.1%	0.4%	0.1%	0.6%	5.0%	39.2%
2021	3.5%	50.9%	4.8%	1.2%	6.0%	0.7%	0.6%	2.2%	6.6%	21.4%
2022	6.5%	61.0%	6.4%	1.0%	9.0%	1.2%	0.5%	2.7%	6.2%	3.2%

Note: prior to 2010 the survey was carried out on one day only; respondents were asked to answer based on how they had travelled to work on the day of the survey and how they normally travel to work but were only given the option of naming one mode of transport for each.

- Travelling as a single occupant in a car, either sometimes or as the primary mode of transport is still the most frequently used mode; at 67.4% and 61.0% respectively. Both figures have increased this year, with the figure for those who use this as their primary mode of travel the highest in the lifetime of the survey. For those who use this mode of transport some of the time, the figure is the highest seen since 2015.
- Travel by bus has increased since last year, with 6.5% using it as their primary mode, the highest figure in the history of the survey and 9.0% sometimes travelling by bus, the highest since 2017; travel by train has not yet reached pre-pandemic levels and has increased slightly since last year, with only 2.7% using it as their primary mode of travel and 4.3% sometimes travelling this way.
- Figures for cycling have increased since last year, with the figure for those who cycle as their main mode of travel the highest since 2018 and the figure for those who sometimes cycle is the highest since 2016.
- Walking is still lower than pre-pandemic, as is park and ride usage.
- Reduced working from home may account for the higher figures for some modes of transport.

3.5.1 Modal Trends

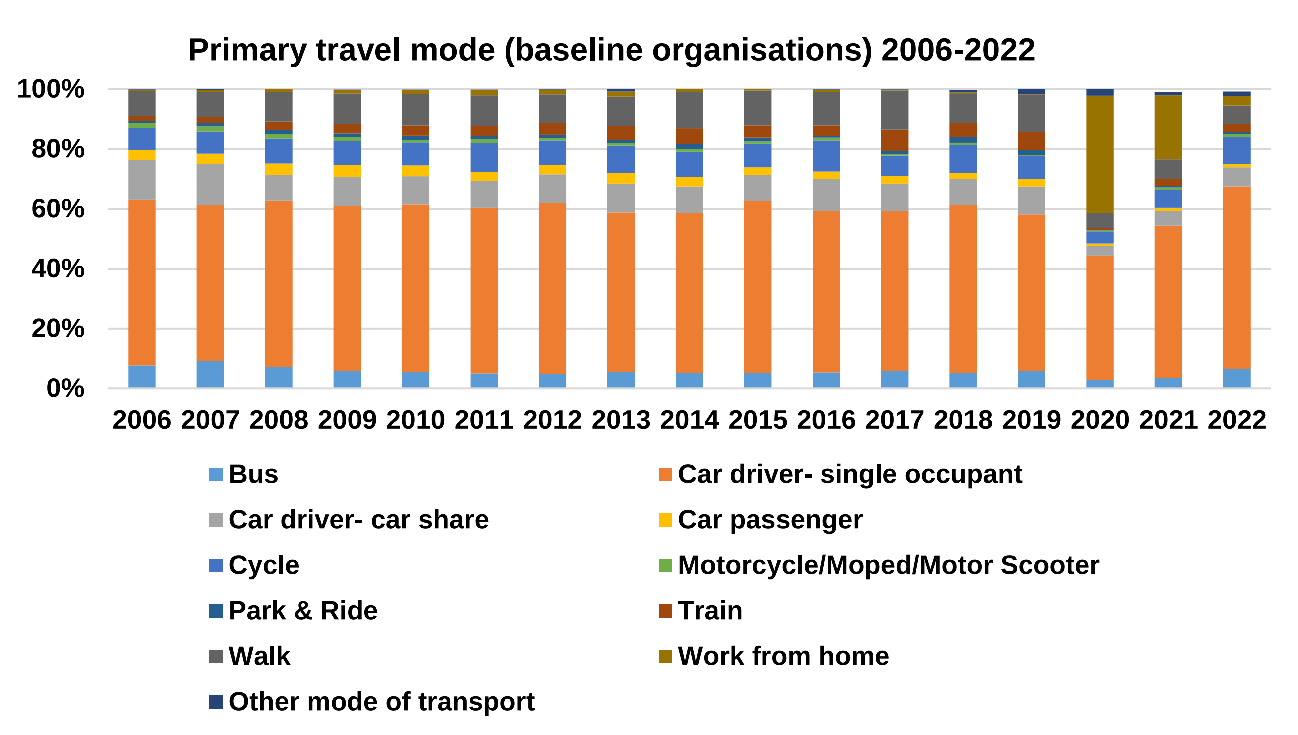
Table 5 and Figure 6 show the usual mode of transport or primary travel mode, since 2006 (when the survey first took place in its current format) for the baseline organisations.

Table 5 - Modal trends (baseline organisations)

Year / Travel mode	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Bus	7.7%	9.2%	7.1%	5.9%	5.4%	5.0%	4.9%	5.5%	5.1%	5.2%	5.3%	5.8%	5.1%	5.7%	2.8%	3.5%	6.5%
Car driver-single occupant	55.4%	52.2%	55.6%	55.1%	56.1%	55.4%	57.0%	53.4%	53.4%	57.4%	53.9%	53.5%	56.0%	52.5%	41.5%	50.9%	61.0%
Car driver-car share	13.2%	13.5%	8.7%	9.7%	9.4%	8.9%	9.6%	9.6%	8.9%	8.7%	10.8%	9.1%	8.7%	9.2%	3.4%	4.8%	6.4%
Car passenger	3.3%	3.6%	3.8%	4.0%	3.6%	3.1%	3.1%	3.5%	3.3%	2.6%	2.5%	2.6%	2.1%	2.6%	0.7%	1.2%	1.0%
Cycle	7.4%	7.4%	8.3%	7.9%	7.7%	9.6%	8.3%	9.2%	8.4%	7.9%	10.3%	6.9%	9.3%	7.6%	4.1%	6.0%	9.0%
Motorcycle/ moped/mot or scooter	1.7%	1.7%	1.5%	1.4%	0.9%	1.3%	0.8%	0.8%	1.0%	0.7%	1.0%	0.6%	0.8%	0.3%	0.4%	0.7%	1.2%
Park & Ride	0.7%	1.0%	1.3%	1.2%	1.4%	1.0%	1.1%	1.1%	1.6%	1.3%	0.5%	0.9%	1.9%	1.9%	0.1%	0.6%	0.5%
Train	1.6%	2.1%	2.9%	3.2%	3.4%	3.5%	3.9%	4.6%	5.3%	4.1%	3.6%	7.2%	4.6%	5.9%	0.6%	2.2%	2.7%
Walk	8.3%	8.4%	9.8%	10.2%	10.5%	10.1%	9.6%	9.9%	12.1%	11.6%	11.1%	13.1%	9.8%	12.4%	5.0%	6.6%	6.2%
Work from home	0.6%	0.7%	1.0%	1.2%	1.4%	1.9%	1.6%	1.6%	1.0%	0.6%	0.9%	0.4%	0.5%	0.3%	39.2%	21.4%	3.2%
Other mode of transport	0.1%	0.2%	0.1%	0.1%	0.1%	0.1%	0.1%	0.8%	0.0%	0.0%	0.1%	0.1%	0.8%	1.8%	2.3%	1.2%	1.5%

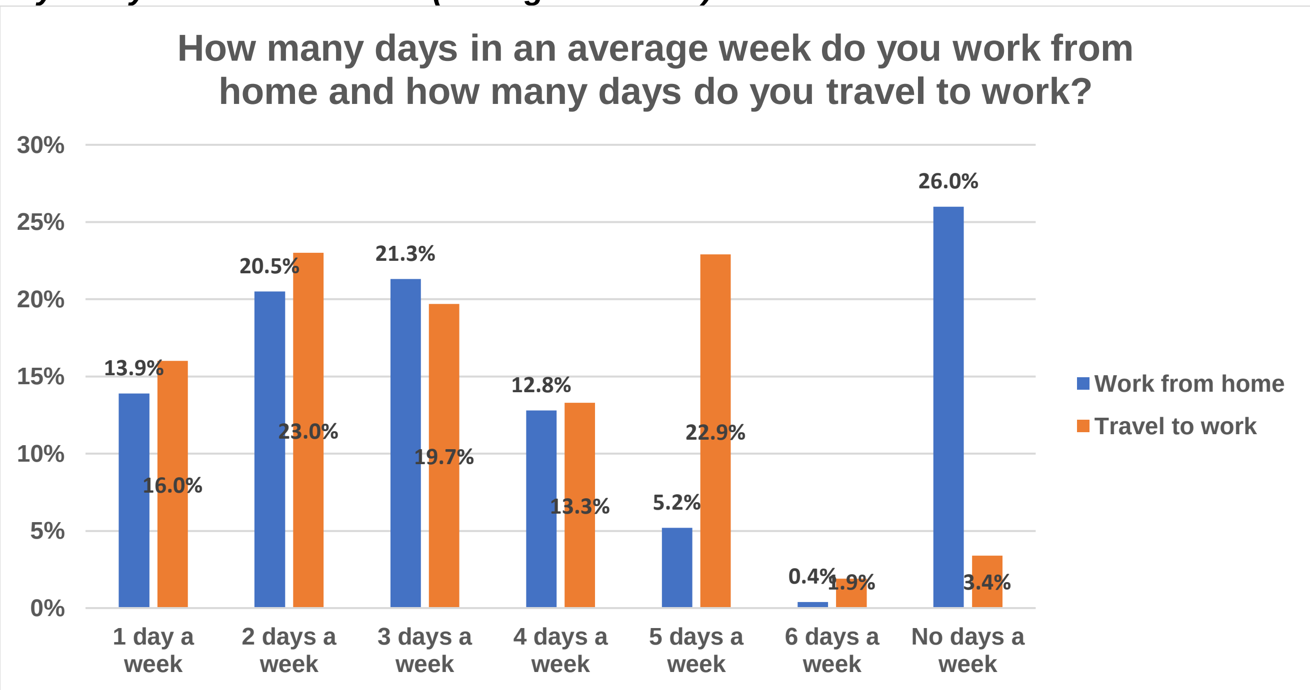
The data can also be represented graphically (below) to illustrate the variations between the modes of travel, highlighting the differences in the results this year.

Figure 6 – *Primary mode of travel (baseline organisations) 2006-2022*



A further question asked how many times a week respondents work from home and how often they travel to work, the results of which are shown in Figure 7.

Figure 7: How many days in an average week do you work from home and how many days do you travel to work? (All organisations)

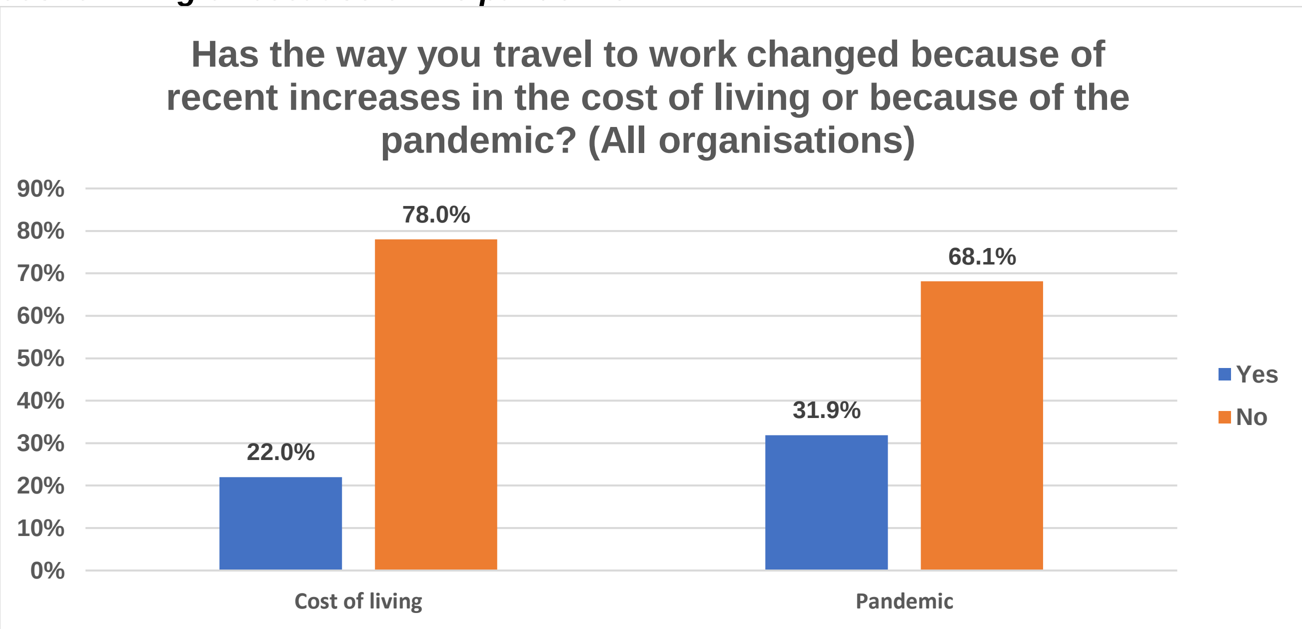


From the responses to this question, working from home is still common and a large number of employees appear to be following a hybrid method of working (a combination of both working from home and travelling to their place of work), although there are some clear changes since last year. In 2021, 33.7% said they travel to work only one day a week, this year the figure has fallen to 16.0%. In addition, 26.0% say they do not work from home at all, while 22.9% say they travel to work five days a week, much higher than the 9.4% who said this last year. Aside from these figures, respondents most commonly work from home two or three days a week (20.5% and 21.3% respectively) or travel to work two or three days a week (23.0% and 19.7% respectively).

3.5.2 – Has the way you travel to work changed because of recent increases in the cost of living **and** ***Has the way you travel to work changed because of the Covid-19 pandemic*****?**

Last year, a question was added to investigate if or how the way respondents travel to work has changed during the pandemic. This year an additional question was included around the increase in the cost of living.

Figure 8 – ***Has the way you travel to work changed because of recent increases in the cost of living or because of the pandemic?***



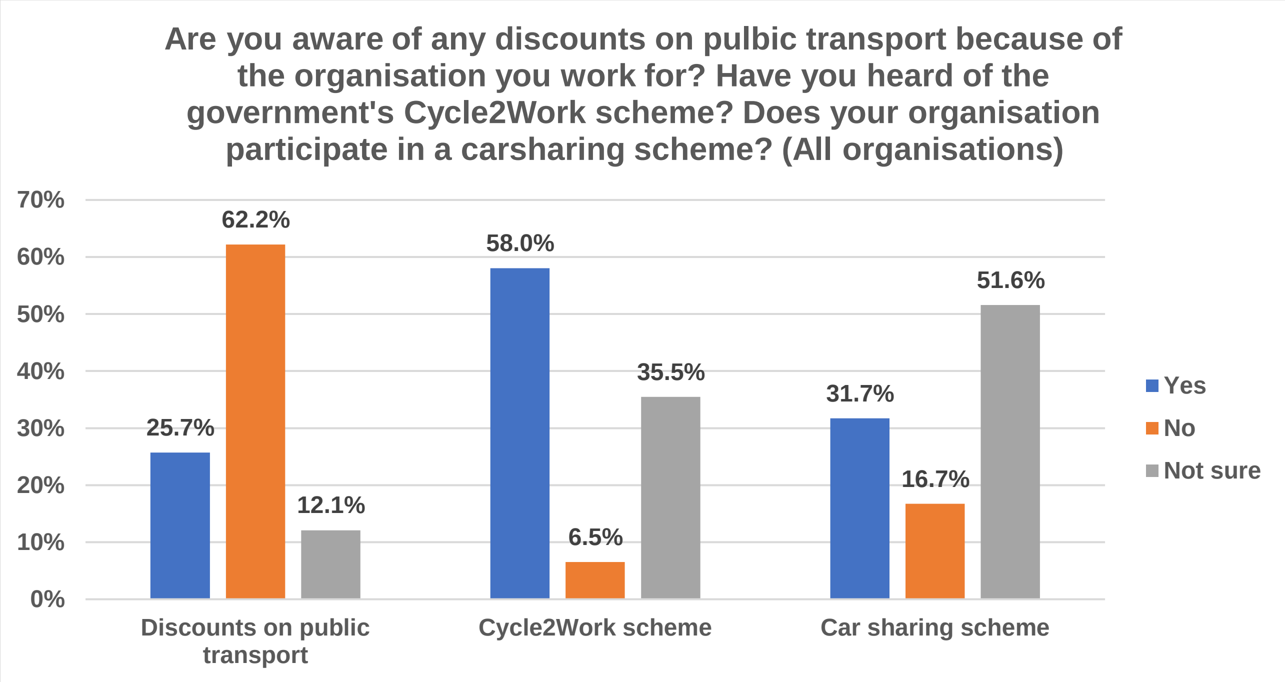
As shown in Figure 8 above, more respondents have not changed the way they travel to work, either because of cost of living increases or the pandemic. However, compared to last year, the proportion of those who have changed the way they travel due to the pandemic has increased from 22.1% in 2021 to 31.9% this year. This most likely reflects the fact that more people are travelling to work compared to last year and may still be cautious perceived risks of catching Covid-19 by using some other modes of transport.

3.5.3 - Are you aware of any discounts for travel on public transport because of the organisation you work for? Have you heard of the government's Cycle2Work scheme? and *Does your organisation participate in a car sharing scheme?*

As in previous years respondents have been asked if they are aware of any discounts for travel on public transport available to them through their employer and also if they are aware of the

Cycle2Work scheme, as well as a related question asking if organisations participate in a car-sharing scheme.

Figure 9 – *Are you aware of any discounts for travel on public transport because of the organisation you work for?, Have you heard of the government's Cycle2Work scheme?* and *Does your organisation participate in a car sharing scheme?* (All organisations)

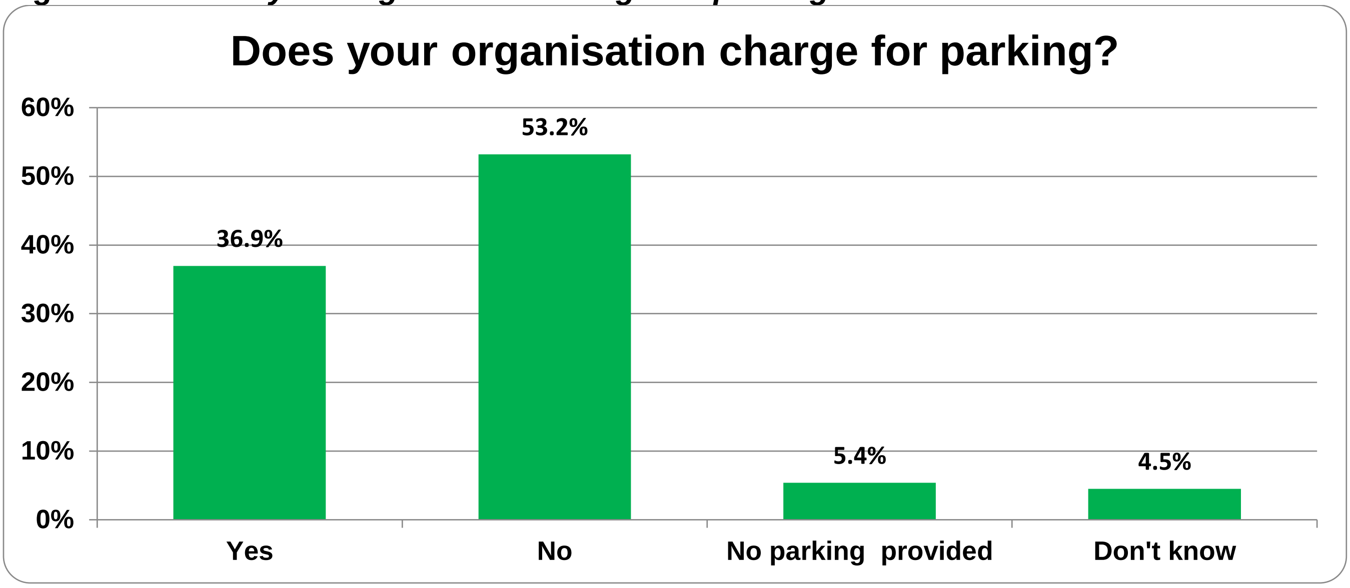


Only 25.7% are aware of any discounts on public transport, similar to 2021 when the figure was 25.3%, but still below the 2020 figure of 29.8%. More people are aware of the Cycle2Work scheme run by their organisation; 58.0%, compared to 6.5% who are not, although 35.5% are not sure. These figures are slightly higher than 2021.There is a marked decrease in those who say their organisation participates in a car-sharing scheme, down from 45.2% in 2020 to 31.7% this year, and lower than in 2021 (33.95), while the figure for those who are not sure have increased to 51.6% from 48.4% last year.

3.5.4 Does your organisation charge for parking?

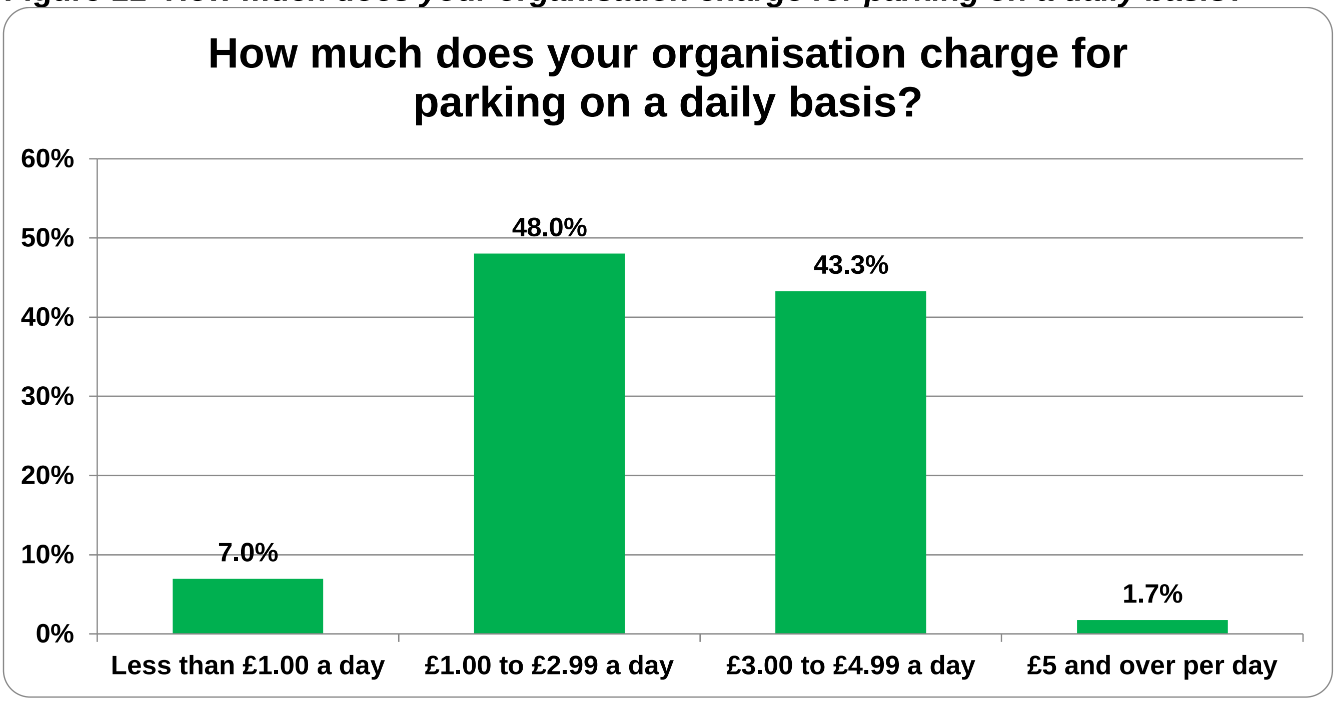
This year, 36.9% 41.2% said their organisation charges for parking, nearly five percentage points lower than in 2021, when the figure was 41.2% and almost ten percentage points below the figure for 2020 (46.6%). This is much lower than 2019, when this question was first introduced and where the figure was 57.7%. A higher proportion, 53.2%, say their organisation does not charge, almost six percentage points above last year's figure of 47.7% and 2020 (44.9%).

Figure 10 – *Does your organisation charge for parking?*



Those responding that their organisation does charge for parking were then asked how much as, a daily rate, as shown in Figure 12.

Figure 11- *How much does your organisation charge for parking on a daily basis?*



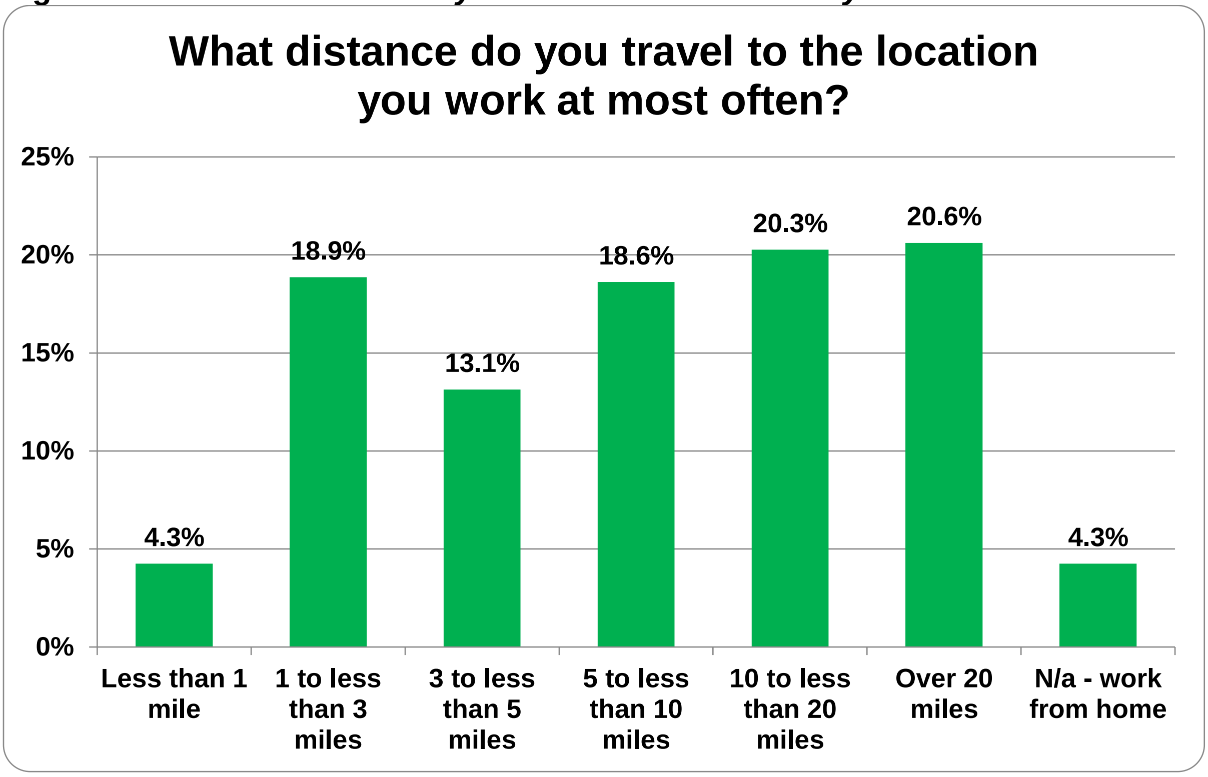
The most common charge, with 48.0%, is £1.00 to £2.99 a day, followed closely by £3.00 to £4.99 a day, with 43.3%. Overall, 55% of respondents pay less than £3.00 a day, while 45.0%, pay more than £3.00.

Respondents were also asked about anything else is offered by their employer to encourage sustainable travel – responses to this question can be found at **Appendix 2**.

3.5.5 -Distance travelled to work and time taken

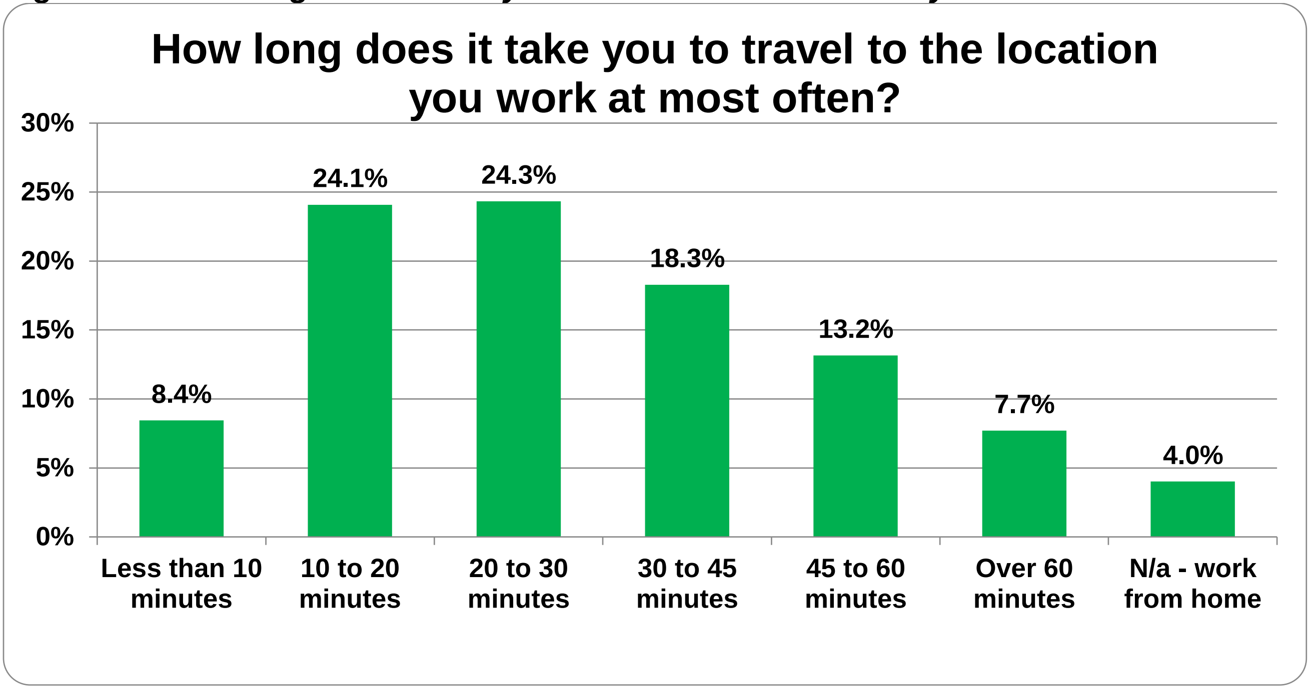
As more respondents are likely to be travelling to work, two questions were reinstated in 2021 which were last included in 2019 - *What distance do you travel to the location you work at most often?* and *How long does it take you to travel to the location you work at most often?* The results of these questions are shown in Figures 12 and 13 below.

Figure 12 – *What distance do you travel to the location you work at most often?*



The most common distance travelled, with 20.6%, over 20 miles, closely followed by 10 to less than 20 miles with 20.3%, the latter being the common distance travelled last year with the figure of 21.2%. Overall 75.1% 72.3% travel no more than 20 miles, slightly higher than last year's figure of 72.3%. 54.9% travel no more than 10 miles to work, again slightly above the 2021 figure of 51.1%. At 4.3%, those chose 'N/a - work from home' is still higher than when this question was last included in 2019, when it stood at 0.2%, however it has decreased since 2021 when it was 10.6%, a clear indication that more people are returning to the workplace.

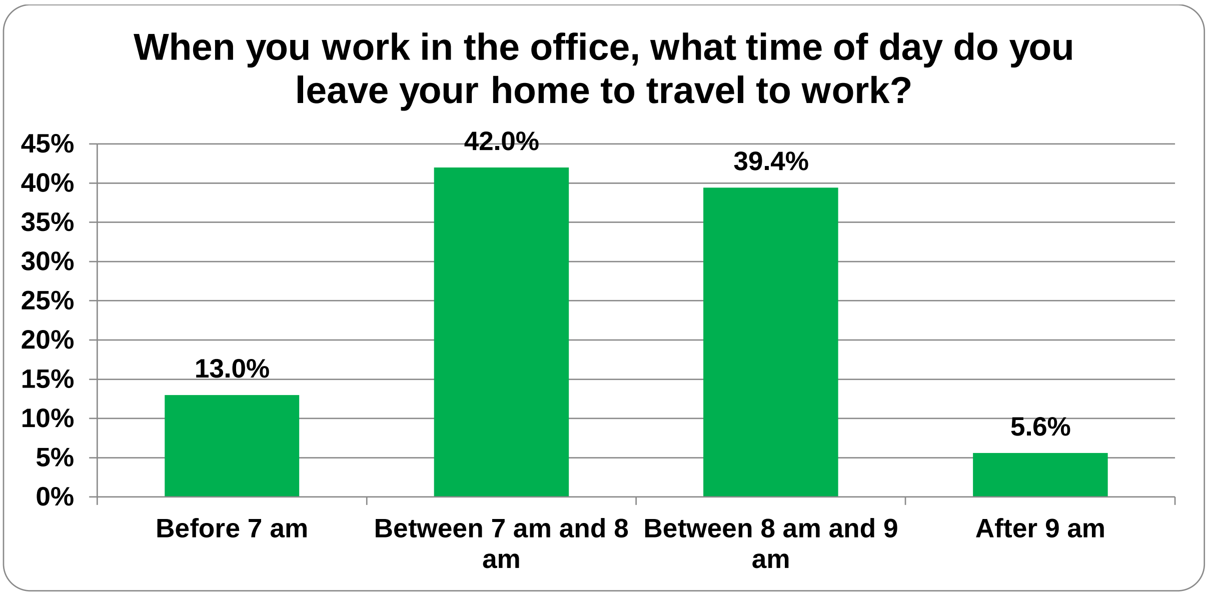
Figure 13- ***How long does it take you to travel to the location you work at most often?***



As shown in Figure 13, respondents most commonly take 20 to 30 minutes to travel to work, with 24.3% choosing this option (the same as the highest option in 2019), very closely followed by 10 to 20 minutes with 24.1%. Overall, 56.9% of respondents take less than 30 minutes to travel to work, similar to last year's figure of 55.8%, with 75.1% taking 45 minutes or less, again similar to the 2021 figure of 73.1% . Again, as for the previous question, a small, but significant proportion chose 'N/a – work from home'.

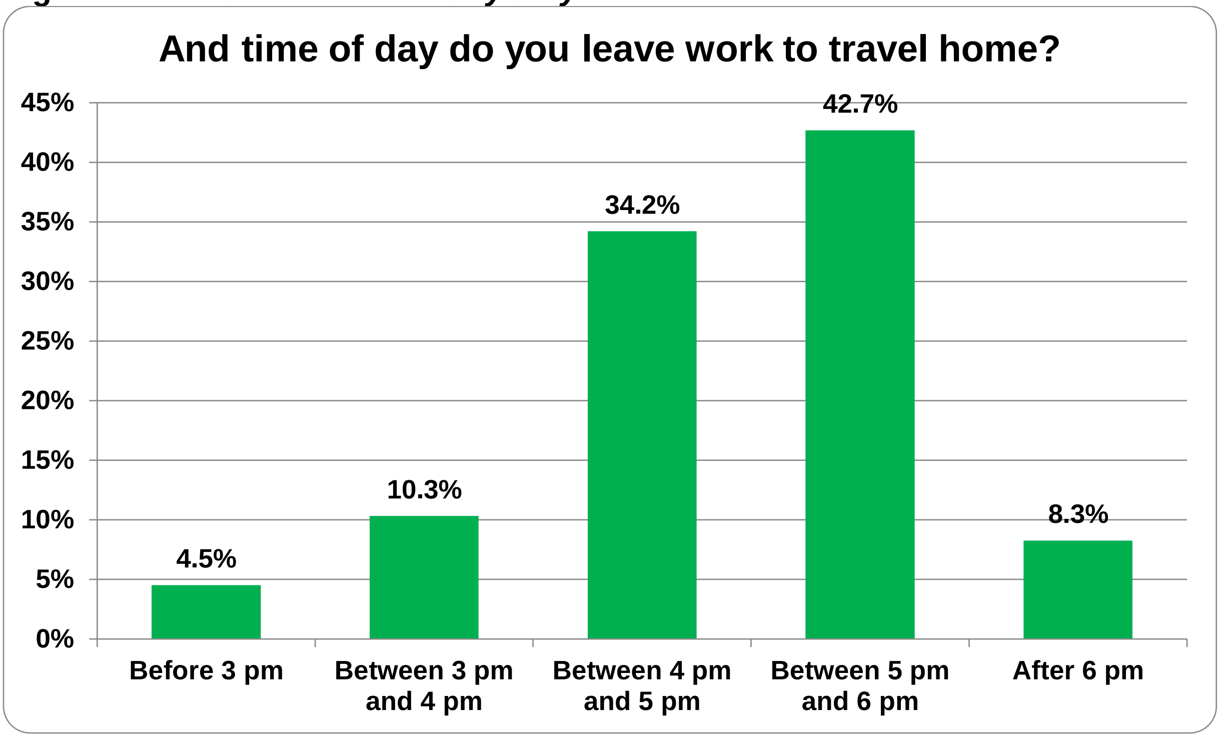
This year, two further questions were reinstated from 2019 *When you work in the office, what time of day do you leave your home to travel to work?* and *And what time of day do you leave work to travel home?* The results of these questions are shown in Figures 14 and 15 below.

Figure 14 - ***When you work in the office, what time of day do you leave your home to travel to work?***



Responses to this question show that the most popular time for leaving home to travel to work is between 7 am and 8 am with 42.0% choosing this option, while 39.4% travel a little later, between 8 am and 9 am. This is slightly lower than when this question was last included, in 2019, when a total of 46.2% said they travelled at this time (18.9% between 7 am and 7.30 am and 27.3% between 7.30 am and 8 am). However, those travelling between 8 am and 9 am, at 39.4% is almost six percentage points above the figure of 33.8% in 2019 (24.3% between 8 and 8.30 am and 9.5% between 8.30 and 9.00 am). The figure for those travelling before 7 am (13.0%) is similar to those travelling at this time in 2019 (12.4%), although those travelling after 9 am have increased by 2.8% percentage points since 2019.

Figure 15 – *And what time of day do you leave work to travel home?*



The most common time for leaving work for home is between 5.00 pm and 6.00 pm, when 42.7% say they travel, similar to the last time this question was included, when the figure was 42.3% (28.1% between 5 pm and 5.30 pm and 14.2% between 5.30 pm and 6.00pm). Second most popular is between 4pm and 5 pm, when 34.2% travel, a little higher than 2019, when the figure was 32.5% (12.5% between 4.00 pm and 4.30 pm and 20% between 4.30 pm and 5 pm). Fewer travel before 4 pm 14.8% in total, compared to 9.1% in 2019, while 8.3% travel after 6 pm, just over two percentage point below the figure for 2019.

3.6 - Sustainability comparison 2009 to 2022 (All organisations)

Table 6 below shows the sustainability rates for all the organisations participating since 2009, where data is available, including figures for the integrated district and borough councils, as well as those taking part for the first time in 2022.

Table 6 - Headline sustainability results 2009 to 2022 - by organisation (all organisations)

Organisation		No. of returns (2022)	Sustainability													
			2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Adastral Park (Not BT)		45	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	27.5%	31.1%
Aldi, Gateway Retail Park, Pakefield		5	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	30.8%	20.0%
Aldi, Rosehill Centre, Ipswich		12	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	0.0%	8.3%
AXA		1	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	0.0%
Babergh and Mid Suffolk District Councils	Babergh	45	13.7%	17.1%	15.3%	8.6%	11.5%	11.1%	23.6%	0.0%	0.0%	42.7%	44.9%	0.0%	10.5%	22.2%
	Mid Suffolk		14.7%	16.2%	16.8%	17.0%	13.2%	16.8%	22.6%	0.0%	50.0%					
BT - Bibb Way		771	33.7%	35.4%	57.1%	46.9%	33.8%	43.8%	39.9%	28.0%	35.4%	22.2%	40.4%	15.0%	19.7%	27.8%
BT – Adastral Park				32.1%	35.8%	32.2%	N/a									
Card Factory. Gateway Retail Park, Pakefield		7	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	100%	71.4%
Costa Coffee, Gateway Retail Park, Pakefield		10	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	38.5%	30.0%
Costa Coffee, Thorney Way, Stowmarket		6	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	50.0%	50.0%
East of England Co-operative Society		9	N/a	N/a	N/a	N/a	N/a	N/a	N/a	6.4%	3.3%	5.7%	8.8%	N/a	N/a	0.0%
East Suffolk Council	Suffolk Coastal	69	9.1%	11.8%	11.1%	11.8%	10.4%	16.7%	17.1%	14.3%	100.0%	24.5%	20.0%	3.9%	6.8%	36.2%
	Waveney		28.1%	29.6%	38.8%	32.6%	35.6%	40.0%	32.8%	100.0%	N/a					
The Epicentre		23	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	0.0%	8.7%
Essex and Suffolk Water		26	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	34.6%
Fred Olsen, Ipswich		221	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	12.6%	15.5%
Greggs, Gateway Retail Park. Pakefield		1	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	46.2%	0.0%
Havebury Housing		1	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	0.0%
Haverhill Town Council		3	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	26.9%	0.0%
Headlam		0	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	18.2%	0.0%
Ipswich Borough Council		109	46.2%	47.4%	50.0%	52.7%	52.9%	50.0%	46.5%	53.1%	44.4%	N/a	46.2%	25.0%	22.1%	40.4%
Ipswich Hospital		4	N/a	N/a	N/a	N/a	N/a	38.7%	0.0%	50.1%	48.1%	35.3%	0.0%	10.0%	N/a	50.0%
McDonalds, Thorney Way, Stowmarket		0	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	0.0%

Organisation		No. of returns (2022)	Sustainability													
			2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Mildenhall Hub		1	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	20.0%	0.0%
New Anglia LEP		0	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	0.0%	N/a	N/a	N/a	0.0%
OneLife Suffolk		42	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	9.1%	11.8%	13.9%	30.9%
OPUS		1	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	40.0%	21.4%	41.7%	0.0%	N/a	0.0%
The Range, Gateway Retail Park, Pakefield		0	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	40.4%	0.0%
Subway, Gateway Retail Park, Pakefield		1	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	0.0%
Suffolk Chamber of Commerce		2	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	10.4%	0.0%
Suffolk Constabulary		62	N/a	N/a	20.8%	18.9%	25.4%	20.9%	13.7%	16.7%	12.3%	6.3%	16.0%	15.3%	10.8%	17.7%
Suffolk County Council		549	37.6%	35.3%	35.8%	34.2%	38.6%	34.8%	36.0%	35.5%	38.6%	39.1%	39.1%	11.3%	20.1%	26.8%
Suffolk Highways		23	N/a	N/a	N/a	N/a	N/a	28.9%	32.2%	21.5%	24.5%	21.1%	23.4%	6.3%	10.9%	26.1%
Suffolk Libraries		47	N/a	N/a	N/a	N/a	N/a	55.6%	43.5%	42.6%	47.2%	23.8%	62.5%	42.0%	46.5%	42.6%
Suffolk New College		151	N/a	N/a	N/a	N/a	N/a	48.6%	0.0%	0.0%	44.7%	46.2%	45.2%	34.5%	43.0%	42.4%
Suffolk and North Essex ICB		11	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N./a	N/a	N/a	45.5%
University of Suffolk		311	N/a	42.9%	45.0%	44.9%	45.2%	47.7%	50.0%	48.1%	42.6%	42.9%	45.1%	30.1%	38.0%	38.9%
Vertas		1	N/a	N/a	N/a	N/a	N/a	32.6%	14.3%	34.7%	15.6%	18.6%	24.2%	6.4%	0.0%	100%
Videndum Production Solutions		3	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	33.3%	0.0%
West Suffolk College		113	N/a	N/a	N/a	N/a	N/a	N/a	24.8%	25.0%	25.0%	N/a	0.0%	20.3%	100%	26.5%
West Suffolk Council (Forest Heath and St Edmundsbury)	Forest Heath	71	11.3%	13.9%	16.9%	10.9%	12.5%	30.0%	36.4% (West Suffolk)	17.5% (West Suffolk)	50.0%	28.7%	17.4%	6.6%	10.3%	31.0%
	St Edmundsbury		30.0%	28.2%	26.1%	20.4%	23.3%	32.3%	27.2%	22.3%	24.2%					
West Suffolk Hub		2	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	0.0%	0.0%
West Suffolk NHS Trust		4	N/a	N/a	N/a	N/a	N/a	N/a	N/a	27.7%	0.0%	26.6%	20.6%	24.0%	23.8%	0.0%
Willis Towers Watson		2	36.8%	36.9%	34.8%	N/a	39.1%	39.3%	40.3%	38.2%	36.4%	35.8%	35.3%	N/a	17.3%	0.0%
Other		147	N/a	N/a	N/a	N/a	N/a	N/a	N/a	33.0%	20.3%	29.7%	24.2%	14.3%	36.8%	19.7%
Grand Total		**2,922**	**33.4%**	**33.4%**	**33.4%**	**31.2%**	**35.1%**	**35.3%**	**33.2%**	**33.5%**	**35.8%**	**31.9%**	**33.6%**	**16.5%**	**23.0%**	**28.8%**

3.6.1- Sustainability comparison across Suffolk County Council – by location

Table 7 uses responses to the question '*Which location do you normally work at?*' to gather the sustainable transport figures for the various locations where Suffolk County Council employees are based.

Table 7 –Sustainability figures for SCC locations 2010-2022

Location	No. of responses (2022)	Sustainability												
		2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Beacon House	9	N/a	N/a	N/a	N/a	N/a	N/a	N/a	27.3%	0.0%	20.0%	7.7%	13.6%	33.3%
Beccles House	4	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	0.0%	8.3%	0.0%	0.0%	0.0%
Constantine House	52	39.0%	59.0%	62.0%	65.0%	46.3%	55.0%	52.1%	55.0%	65.4%	62.2%	7.0%	35.1%	25.0%
East Suffolk House	0	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	0.0%	0.0%	100%	0.0%	0.0%
Endeavour House	237	56.0%	54.0%	48.0%	56.0%	51.4%	33.2%	46.5%	46.6%	41.6%	44.1%	12.3%	26.7%	36.7%
Forest Heath District Council Office	0	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	0.0%	16.7%	0.0%	0.0%	0.0%
Haverhill House	0	N/a	N/a	N/a	N/a	N/a	20.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Kingsfield Centre	3	N/a	N/a	N/a	N/a	N/a	16.7%	20.0%	20.0%	25.0%	0.0%	0.0%	0.0%	0.0%
Landmark House	36	N/a	N/a	N/a	N/a	21.2%	22.8%	19.8%	19.2%	41.5%	16.7%	0.0%	3.6%	13.9%
Marina Centre	0	N/a	N/a	N/a	N/a	N/a	N/a	N/a	N/a	14.3%	50.0%	0.0%	0.0%	0.0%
Phoenix House	17	N/a	20.0%	28.0%	48.0%	21.1%	30.6%	15.0%	27.3%	20.0%	22.2%	0.0%	6.7%	11.8%
Reade House, Queen's Road	7	N/a	N/a	N/a	N/a	N/a	31.3%	30.8%	11.1%	50.0%	0.0%	14.3%	100%	0.0%
Riverside	22	N/a	N/a	N/a	N/a	N/a	28.9%	23.1%	27.7%	29.0%	26.8%	8.8%	14.7%	22.7%
Saxmundham Office	2	N/a	N/a	11.0%	5.0%	0.0%	11.1%	7.1%	13.3%	33.3%	0.0%	0.0%	0.0%	50.0%
West Suffolk House	28	21.0%	26.0%	30.0%	30.0%	31.5%	27.2%	25.4%	24.2%	12.9%	15.0%	4.4%	13.2%	14.3%
Other	105	24.0%	27.0%	24.0%	24.0%	18.1%	18.8%	17.9%	23.2%	22.6%	29.2%	17.7%	13.8%	15.2%

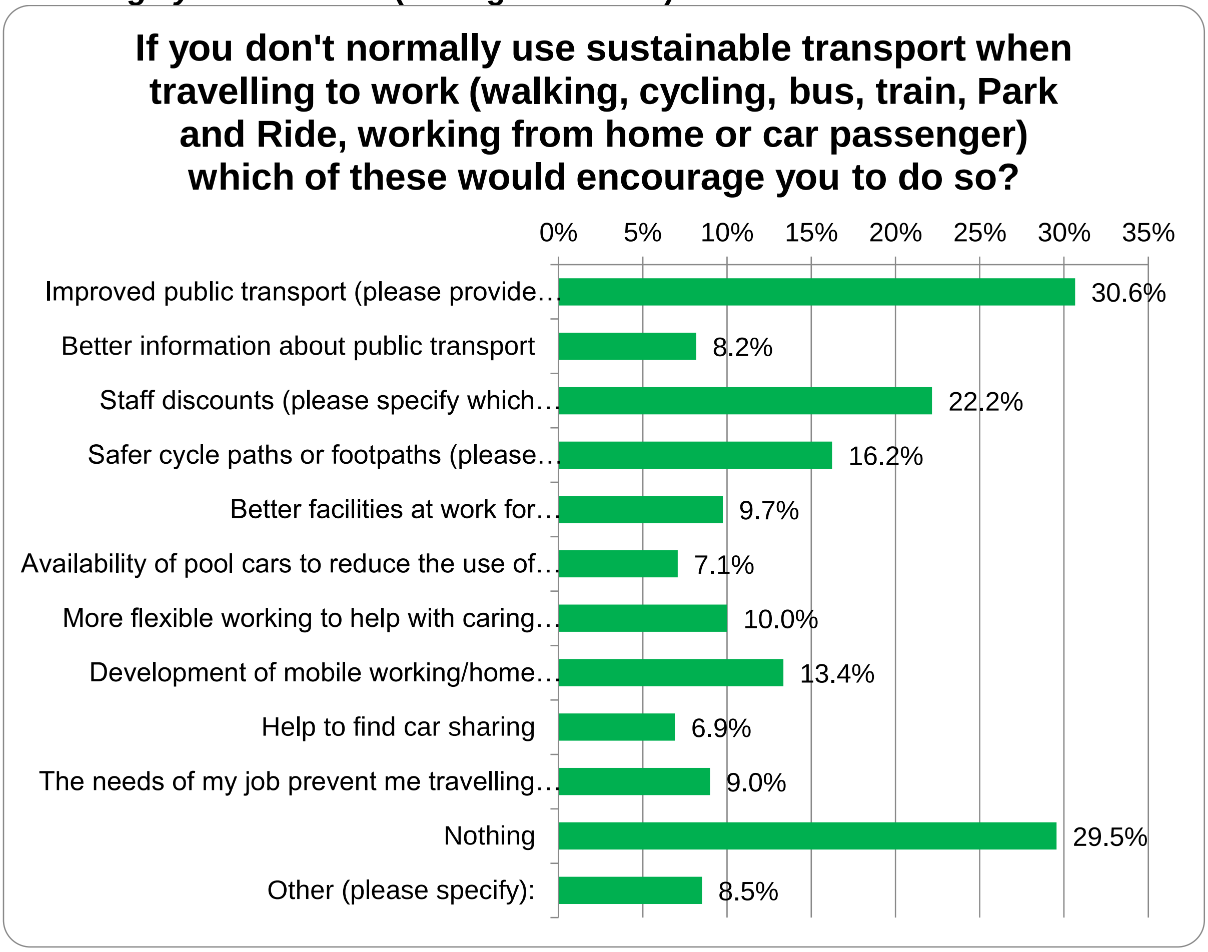
The overall sustainability figure (the percentage using sustainable modes of transport – bus, car passenger, cycle, park and ride, train and walk) for all organisations taking part in the survey this year is 28.8%, an increase of 5.8 percentage points on 2021 figure of 23.0%, and still below pre-pandemic figures where it was consistently above 30%. Generally, all organisations have seen an increase this year compared to last, as employees return to the workplace or develop new or hybrid ways of working.

This pattern continues throughout the various locations around Suffolk Council, which normally have some of the highest sustainability figures. As is usually the case, several locations have sustainability figures of 0.0%, due to low numbers of responses from these locations where only a few staff work. 105 chose their work location as 'Other' which covers the locations listed on p. 8 (above) and their answers indicate a sustainability figure of 15.2%.

3.7 -If you don't normally use sustainable transport which of these would encourage you to do so? (All organisations)

This question asks what factors would encourage people to use sustainable transport. Respondents could choose as many options as were applicable to them, so the total number of responses adds up to more than 100%. Results for this question are in Figure 16 below:

Figure 16 – *If you don't normally use sustainable transport, which of these would encourage you to do so?* (All organisations)



The most popular answer at 30.6% slightly higher than last year's figure of 29.8% was 'Improved public transport', closely followed by 'Nothing' with 29.5%, one percentage point below the figure for 2021. This may still be a reflection of the fact that some people are not travelling to work as often as pre-pandemic and that those who are, are finding that public transport does not meet their needs. This is also suggested by the third most popular answer 'Staff discounts on public transport' with 22.2%, some four percentage points higher than in 2021. A full list of operators named by respondents as those they would like to offer discounted travel can be found in **Appendix 4.**

A summary of the 'Other' responses to this question can be found in **Appendix 3.**

Respondents were also asked to provide details of any cycle or footpaths they considered unsafe; these can be found at **Appendix 5**

3.7.1 - What would encourage you to use sustainable transport? (SCC only by location and all organisations)

This section looks at the variation between locations of Suffolk County Council offices in their responses to ***'If you don't normally use sustainable transport (walking, cycling, bus, train, park and ride, working from home or car passenger) which of these would encourage you to do so?'*** and variations between all organisations participating in the survey.

Responses to this question continue to reflect the fact that most people's travel patterns have changed dramatically during the pandemic. As is already clear from Figures 8 and 9 (above), some modes of transport are being used less often as more people are working from home or are choosing to travel differently as part of their personal response to the pandemic. Tables 9 and 10 (below) show how both SCC locations and all the organisations in general responded to this question.

Table 8 - What would encourage you to use sustainable transport? (SCC by location)

	Number of responses to question (2022)	Improved public transport	Better information about public transport	Staff discounts (on public transport)	Safer cycle paths and footpaths	Better facilities at work for cyclists/walkers/active travel	Availability of pool cars to reduce the use of your own car while at work	More flexible working to help with caring responsibilities	Development of mobile working/home working	Help to find car sharing	The needs of my job prevent me travelling sustainably	Nothing	Other
Beacon House	**7**	42.9%	14.3%	14.3%	0.0%	0.0%	14.3%	0.0%	28.6%	14.3%	0.0%	42.9%	14.3%
Beccles House	**4**	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	50.0%
Constantine House	**41**	31.7%	14.6%	28.9%	14.6%	9.8%	4.9%	4.9%	7.3%	4.9%	9.8%	34.2%	9.8%
East Suffolk House	**0**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Endeavour Hse	**174**	32.8%	10.9%	23.0%	15.5%	10.9%	3.5%	14.4%	14.9%	4.6%	6.9%	28.2%	10.9%
FHDC Office	**0**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Haverhill House	**0**	0.0%	0.0%	0.0%	0.0`%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Kingsfield	**2**	33.3%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	0.0%	33.3%
Landmark Hse	**28**	14.3%	3.6%	10.7%	14.3%	7.1%	10.7%	3.6%	7.1%	3.6%	14.3%	46.4%	7.1%
Marina Centre	**0**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Phoenix House	**16**	12.5%	12.5%	12.5%	0.0%	0.0%	0.0%	12.5%	18.8%	0.0%	18.8%	31.3%	18.8%
Reade Hse, Queen's Road	**7**	14.3%	14.3%	57.1%	0.0%	14.3%	28.6%	28.6%	42.9%	28.6%	14.3%	28.6%	14.3%
Riverside Campus	**20**	35.0%	0.0%	30.0%	25.5%	5.0%	15.0%	5.0%	15.0%	5.0%	15.0%	20.0%	20.0%
Saxmundham Office	**1**	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	100%	0.0%	0.0%
West Suffolk House	**24**	33.3%	12.5%	20.8%%	4.2%	4.2%	20.8%	12.5%	25.0%	4.2%	29.2%	33.3%	0.0%
Other	**86**	29.1%%	7.0%	16.3%	10.5%	7.0%	12.8%	10.5%	17.4%	7.0%	27.9%	27.9%	3.5%

Table 9 - What would encourage you to use sustainable transport? (all organisations)

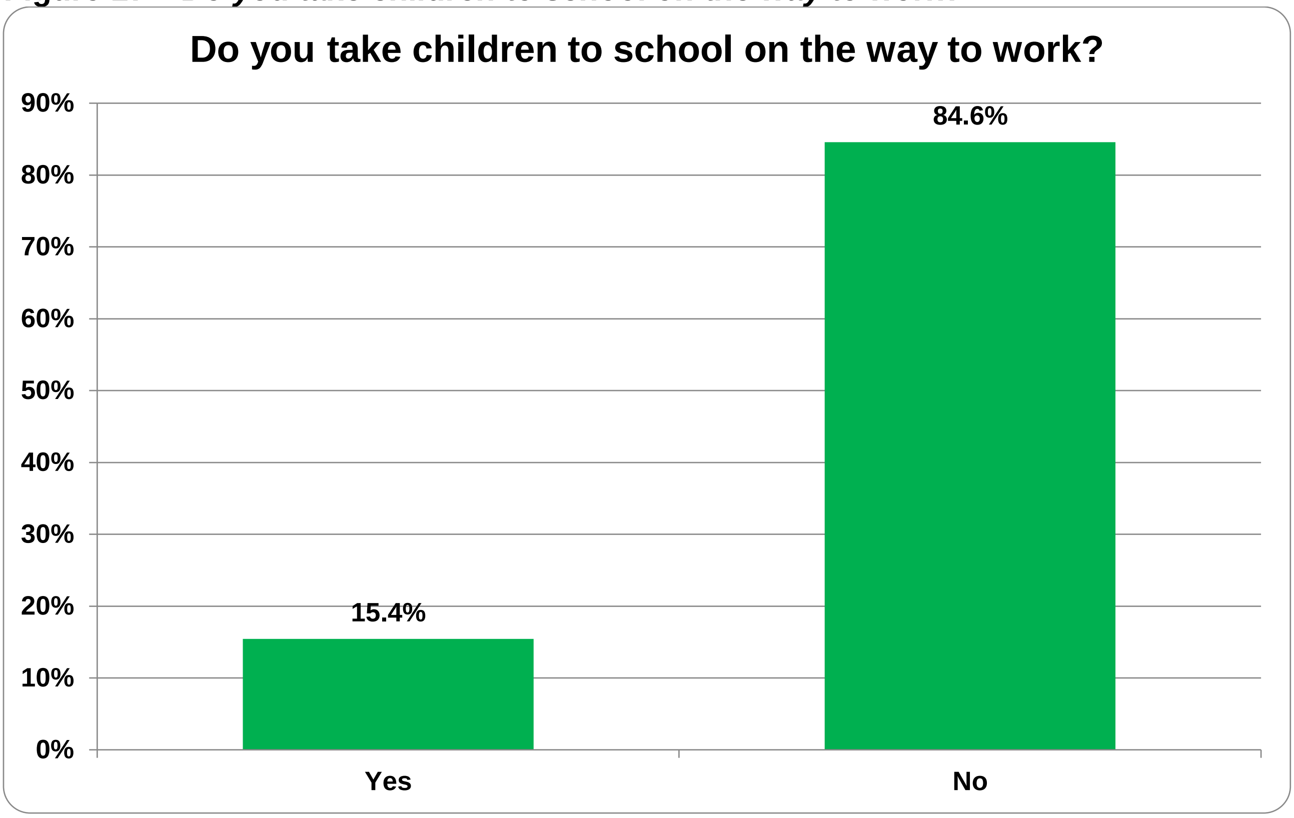
	Number of responses to question (2022)	Improved public transport	Better information about public transport	Staff discounts (on public transport)	Safer cycle paths and footpaths	Better facilities at work for cyclists/walkers/acti	Availability of pool cars to reduce the use of your own car	More flexible working	Development of mobile working	Help to find car sharing	The needs of my job prevent me travelling	Nothing	Other
Adastral Park (not BT)	**35**	42.9%	8.6%	11.4%	25.7%	11.4%	2.9%	17.4%	20.0%	0.0%	5.7%	22.9%	8.6%
Aldi, Gateway Retail Park	**5**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%	0.0%
Aldi, Rosehill Centre	**11**	0.0%	18.2%	18.2%	27.3%	18.2%	0.0%	0.0%	0.0%	0.0%	0.0%	54.6%	0.0%
AXA	**1**	100%	0.0%	0.0%	100%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Babergh and Mid Suffolk DC	**38**	34.2%	10.5%	29.0%	13.2%	13.2%	15.8%	7.9%	7.9%	7.9%	18.4%	21.1%	7.9%
BT	**618**	35.6%	8.4%	21.7%	17.0%	9.2%	6.5%	11.3%	17.6%	9.6%	3.6%	24.3%	9.9%
Bury BID	**1**	0.0%	0.0%	100%	0.0%	100%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Card Factory, Gateway Retail Park	**5**	0.0%	0.0%	0.0%	0.0%	40.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.0%	0.0%
Care UK	**5**	20.0%	20.0%	20.0%	0.0%	0.0%	0.0%	40.0%	0.0%	0.0%	0.0%	60.0%	0.0%
Costa Coffee, Gateway Retail Park	**10**	20.0%	0.0%	10.0%	10.0%	10.0%	0.0%	0.0%	0.0%	10.0%	0.0%	60.0%	0.0%
Costa Coffee, Thorney Way	**4**	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%
East of England Co-op, Rosehill Centre	**0**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
East of England Co-op, Wherstead Park	**7**	42.9%	14.3%	28.6%	14.3%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	57.1%	0.0%
East Suffolk Council	**57**	28.1%	8.8%	19.3%	17.5%	15.8%	15.8%	8.8%	7.0%	5.3%	14.0%	31.6%	1.8%
Energie Fitness Centre, Rosehill Centre	**0**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
The Epicentre	**23**	30.4%	8.7%	13.0%	13.0%	0.0%	8.7%	13.0%	0.0%	0.0%	0.0%	39.1%	8.7%
Essex and Suffolk Water	**20**	15.0%	20.0%	5.0%	10.0%	5.0%	5.0%	10.0%	5.0%	10.0%	0.0%	45.0%	10.0%
Fred Olsen	**189**	22.2%	4.2%	15.9%	10.6%	4.2%	4.2%	7.4%	15.3%	8.0%	2.7%	43.9%	3.7%
Greggs, Gateway Retail Park	**1**	0.0%	0.0%	0.0%	100%	100%	0.0%	0.0%	0.0%	0.0%	100%	0.0%	0.0%
Havebury Housing	**1**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%	0.0%
Haverhill Town Council	**3**	0.0%	0.0%	33.3%	33.3%	0.0%	0.0%	0.0%	33.3%	0.0%	33.3%	0.0%	0.0%
Headlam	**0**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

	Number of responses to question (2022)	Improved public transport	Better information about public transport	Staff discounts (on public transport)	Safer cycle paths and footpaths	Better facilities at work for cyclists/walkers/a	Availability of pool cars to reduce the use of	More flexible working	Development of mobile working	Help to find car sharing	The needs of my job prevent me travelling	Nothing	Other
Ipswich Borough Council	**80**	32.5%	7.5%	21.3%	21.3%	11.3%	3.8%	5.0%	5.0%	2.5%	7.5%	37.5%	16.3%
Ipswich Hospital	**2**	0.0%	50.0%	100%	0.0%	0.0%	0.0%	50.0%	0.0%	50.0%	0.0%	0.0%	0.0%
McDonalds, Thorney Way	**0**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
MIldenhall Hub	**1**	0.0%	0.0%	100%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%	0.0%	0.0%
New Anglia Local Economic Partnership	**0**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
OneLife Suffolk	**36**	16.7%	8.3%	36.1%	11.1%	16.7%	11.1%	19.4%	25.0%	5.6%	25.0%	22.2%	2.8%
OPUS	**1**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%	0.0%
The Range, Gateway Retail Park	**0**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Subway, Gateway Retail Park	**1**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%	0.0%
Suffolk Chamber of Commerce	**2**	50.0%	0.0%	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Suffolk Constabulary	**56**	23.2%	7.1%	16.1%	19.6%	12.5%	5.4%	5.4%	8.9%	3.6%	17.9%	33.9%	8.9%
Suffolk County Council (inc. SFRS)	**434**	28.3%	9.0%	20.3%	12.7%	7.8%	7.8%	10.4%	15.2%	5.3%	15.9%	30.2%	9.7%
Suffolk Highways	**21**	28.6%	14.3%	28.6%	14.3%	9.5%	23.8%	0.0%	23.8%	9.5%	38.1%	23.8%	9.5%
Suffolk Libraries	**37**	35.1%	0.0%	16.2%	13.5%	2.7%	2.7%	5.4%	2.7%	0.0%	18.9%	40.5%	5.4%
Suffolk New College	**114**	25.4%	5.3%	29.0%	22.8%	19.3%	8.8%	14.0%	9.7%	8.8%	11.4%	23.7%	12.3%
Suffolk and North Essex ICB	**10**	40.0%	20.0%	30.0%	20.0%	10.0%	20.0%	0.0%	10.0%	10.0%	0.0%	40.0%	0.0%
University of Suffolk	**242**	37.2%	11.6%	37.2%	21.1%	12.4%	5.8%	11.2%	11.2%	11.2%	5.4%	22.3%	7.0%
Vertas	**0**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Videndum Production Solutions	**3**	0.0%	0.0%	33.3%	33.3%	33.3%	33.3%	0.0%	0.0%	0.0%	0.0%	66.7%	0.0%
West Suffolk College	**91**	23.1%	5.5%	27.5%	18.7%	14.3%	12.1%	13.2%	17.6%	1.1%	9.9%	25.3%	8.8%
West Suffolk Council	**61**	37.7%	6.6%	19.7%	13.1%	3.3%	3.3%	6.6%	4.9%	1.6%	11.5%	29.5%	9.8%
West Suffolk Hub	**2**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%
West Suffolk NHS Trust	**4**	50.0%	25.0%	25.0%	0.0%	25.0%	25.0%	50.0%	25.0%	50.0%	50.0%	0.0%	0.0%
Willis Towers Watson	**2**	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%
Other	**125**	32.8%	6.4%	10.4%	16.0%	7.2%	6.4%	6.4%	9.6%	4.8%	9.6%	32.8%	8.8%

4.1 – Travel for other reasons – Taking children to school and modes of transport used when not travelling for work (all organisations).

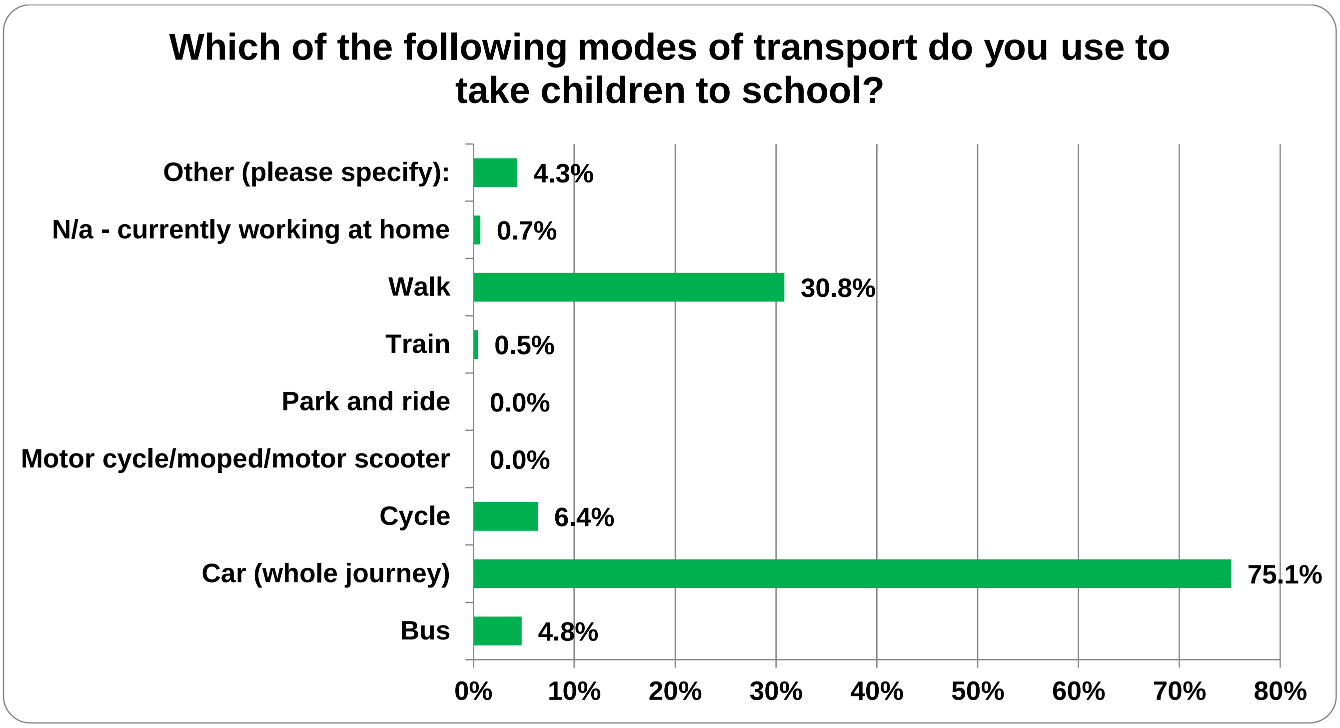
New questions added for 2022 ask respondents if they take children to school on the way to work (responses to *'If you don't normally use sustainable transport when travelling to work ((walking, cycling, bus, train, Park and Ride, working from home or car passenger)) which of these would encourage you to do so?'* suggest this is the case for some). Figure 17 below shows the responses to the first of these questions – *Do you take children to school on the way to work?*

Figure 17 – *Do you take children to school on the way to work?*



Of those answering this question, 15.4% do take their children to school on the way to work, while 84.6% do not. Those who take children to school were invited to complete a further question asking which mode of transport they use, the results of which are shown in Figure 18 below:

Figure 18 - *Which of the following modes of transport do you use to take children to school?*



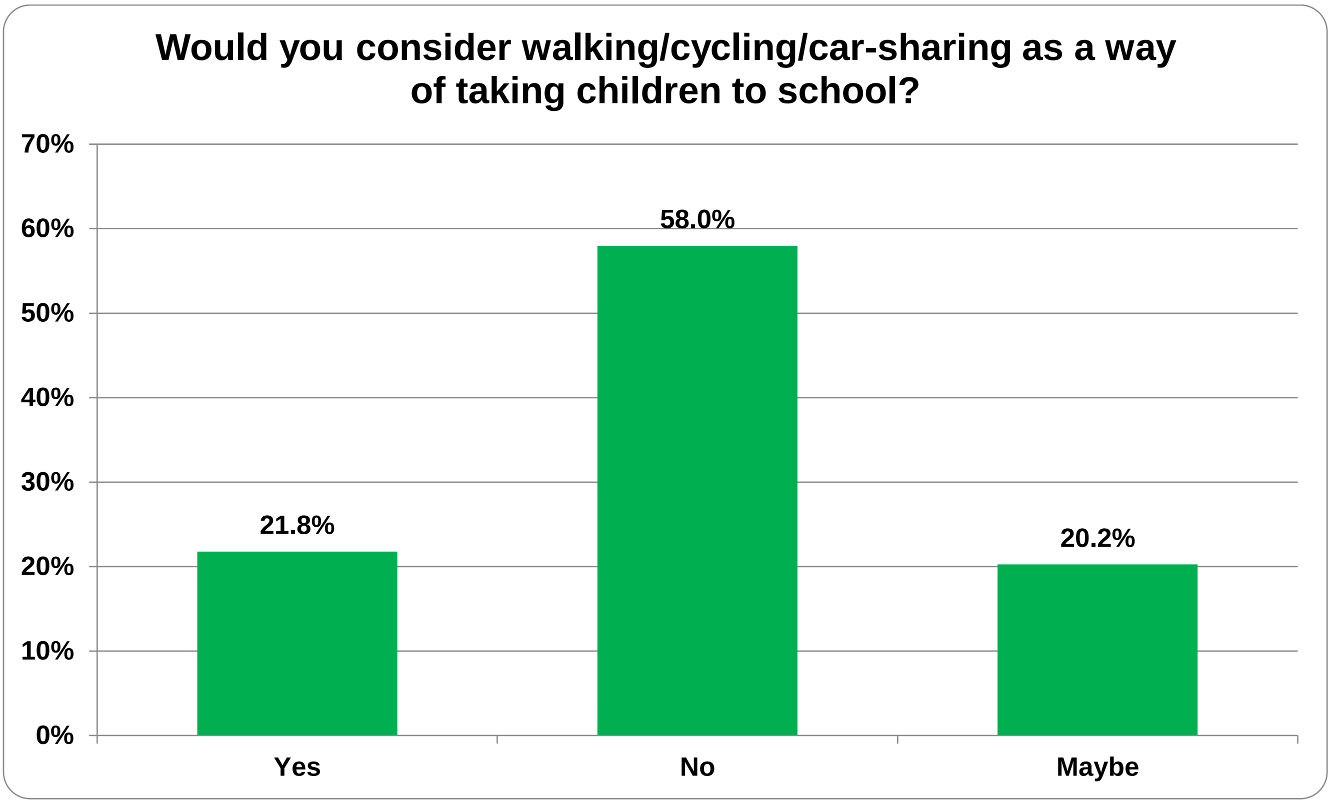
The 19 responses of those who selected 'Other' are categorised as follows, mainly stating that they do not consistently use one mode or use more than one, shown in Table 10 below:

Table 10 – 'Other' responses to *Which of the following modes of transport do you use to take children to school?*

Mode of transport used	**Number**
Car to bus stop/railway station	6
Walk to school when working a home/drive when going to office	6
Walk and car (different mode for different children)	4
Cycle when not working/in good weather	2
Car	1
Total	**19**

Respondents were then asked 'Would you consider walking/cycling/car-sharing as a way of taking children to school?', the results of which are shown in Figure 19 below:

Figure 19 - ***Would you consider walking/cycling/car-sharing as a way of taking children to school?***



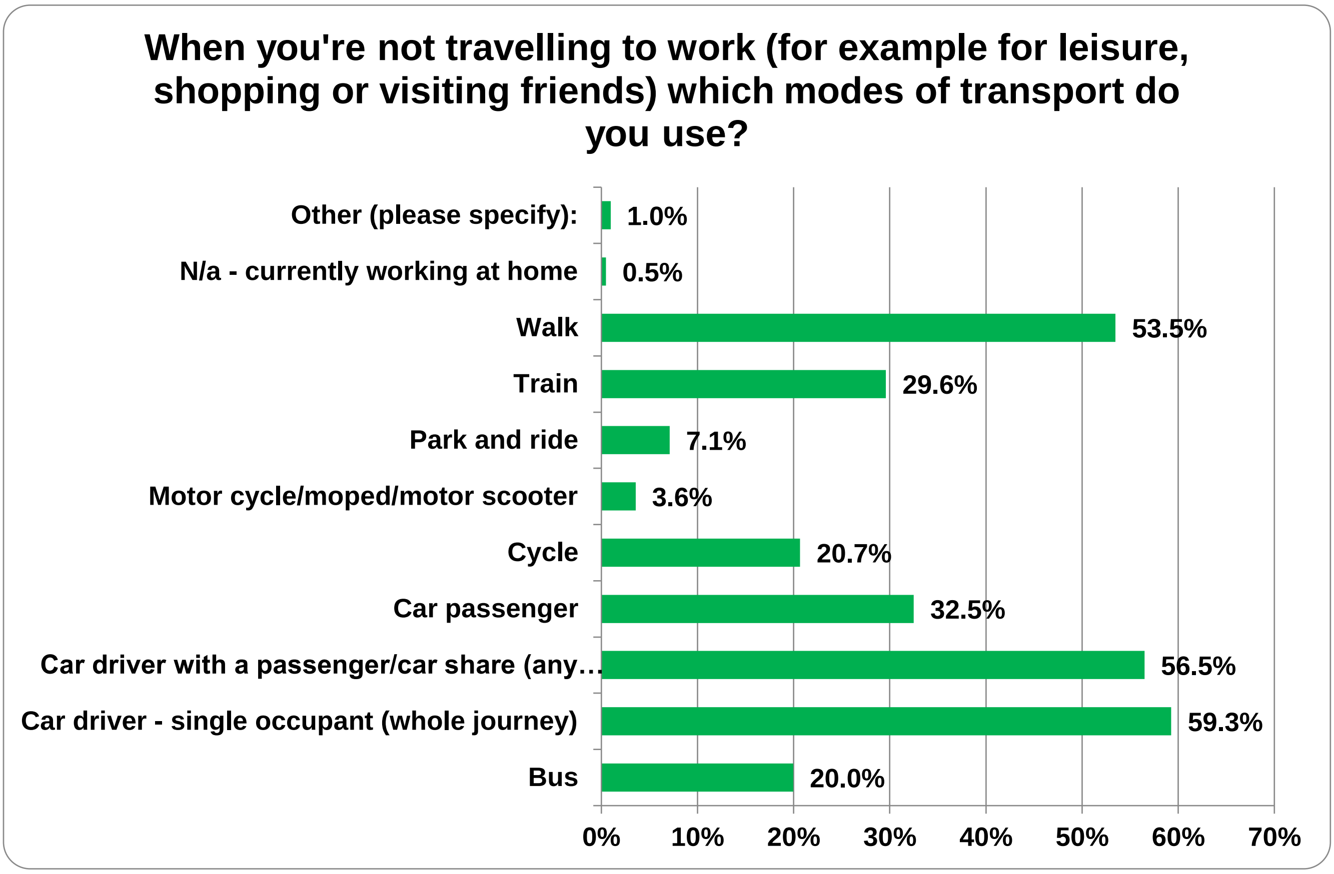
By far the largest proportion say they would not consider this and these respondents were asked to provide further information, which is summarised in the following table:

Table 11 –Reasons why respondents answered 'No' to the question ***Would you consider walking/cycling/car-sharing as a way of taking children to school?***

Comment	No. of comments	% of comments
Too far/takes too long to walk or cycle/school on way to work	96	72.7%
No-one local to car share with	14	10.6%
Route not safe to walk/cycle (road too busy, no footpath)	13	9.8%
Children already walk to school/walk when work permits	8	6.1%
Child has special needs so needs fixed transport arrangement	5	3.8%
Not practical as children go to different schools	4	3.0%
Children have to carry too much equipment to walk/cycle	2	1.5%
Walk from school car park	1	0.8%
No public transport available	1	0.8%
Share school run with another parent	1	0.8%
Would like to cycle but Cycle2Work scheme not with good supplier	1	0.8%
Drive child to college as cheaper than bus fare	1	0.8%
Already lift-share to take child to school	1	0.8%

Another new question offered to all respondents asked about non-work travel - *When you're not travelling to work (for example for leisure, shopping or visit friends) which modes of transport do you use?* The results of this question are shown below in Figure 20:

Figure 20 - *When you're not travelling for work (for example for leisure, shopping or visiting friends) which modes of transport do you use?*



It is clear from this that the way people travel varies depending on where they are travelling to; modes of transport used for work are not necessarily used the same way when not going to work. Comparing the figures in the chart above to those for the modes of transport used to travel to work reveals some notable differences; 10.5% cycle to work for the longest part of their journey, while 20.7% use this mode of transport for leisure, shopping or visiting friends, 21.5% walk to work while 5.5% do this when not travelling to work and 8.6% travel by bus to work while 20.0% use this method when not travelling to work. Similarly, although 66.3% say they travel to work as a car driver – single occupant, 59.3% travel by this mode for other reasons, while just 9.5% travel to work as a car passenger, but 56.5% do this when travelling for other reasons. This suggests that using transport regarded as sustainable is more attractive when not travelling to work.

Table 12 below shows in full how the figures for all modes of transport vary when travelling for different reasons.

Table 12 – Comparison between modes of transport used to travel to work and modes of transport used for leisure, shopping, visiting friends

	Mode of transport used for longest part of journey to work	Mode of transport used for leisure, shopping, visiting friends
Bus	8.6%	20.0%
Car driver - single occupant (whole journey)	66.3%	59.3%
Car driver with a passenger/car share (any part of the journey)	9.5%	56.5%
Car passenger	4.0%	32.5%
Cycle	10.5%	20.7%
Motorcycle/moped/motor scooter	2.1%	3.6%
Park and ride	0.9%	7.1%
Train	4.5%	29.6%
Walk	21.5%	53.5%
N/a - currently working at home	3.9%	0.5%
Other (please specify):	1.4%	1.0%

Those who chose ‘Other’ in response to being asked which modes of transport they use when not travelling to work commented as follows:

Table 13 – ‘Other’ responses to mode of transport used when not travelling to work

Comment	No. of comments
Comment made to justify use of particular mode of transport (e.g. lack of public transport means have to use car)	7
Taxi	3
Electric scooter	3
Depends on where travelling to	2
Hire car	1
Public transport	1
Boat	1
E-bike	1
Total	**19**

APPENDICES

Appendix 1 – Summary of comments or questions about using an electric or hybrid plug-in car (All organisations)

397 people chose to answer this question and of these, five gave a ‘No comment’ or ‘N/a’ answer. The comments of the remaining 392 have been summarised as follows:

Comment	No. of comments	% of comments
Not currently considering replacing car/not had current car very long	84	21.4%
Electric cars too expensive to buy or run/Can't afford to replace current car	63	16.1%
Electric cars not environmentally friendly (disposal of batteries, source of electricity and materials used in manufacture)	48	12.2%
Don't have/want an electric car	41	10.5%
EC not sufficient for current use (e.g. long journeys, towing etc).	34	8.7%
Will/may consider when replacing current vehicle/when current vehicle comes to end of its life.	34	8.7%
Insufficient infrastructure for charging/do not have anywhere to charge car (live in flat)	28	7.1%
Don't drive to work (work from home/travel sustainably e.g. public transport, cycle)	23	5.9%
Other	12	3.1%
Have a company/lease car/works van/mobility vehicle so can't change	11	2.8%
Too expensive to charge (electricity prices rising)	9	2.3%
Have a company/lease car/works van/mobility vehicle so can't change.	5	1.3%
Total	**392**	**100%**

12 (3.1%) made comments which have been classified as ‘Other’ and summarised below, followed by the number who said this:

- Already own an electric/hybrid vehicle but do not use it to drive to work (6 comments)
- Partner/husband buys household car and does not want an electric/hybrid vehicle (three comments)
- Waiting time for an electric/hybrid vehicle is too long (one comment)
- Driven by a carer so have to rely on their choice of vehicle (one comment)
- Drive a company vehicle so not able to choose (one comment)

Appendix 2 – Summary of responses to **Does your organisation offer anything else to encourage sustainable travel?** *(All organisations)*

1,281 respondents answered this question. On further examination of the comments, 866 said that their organisation either did not offer anything else or said they didn’t know or were not sure what was on offer.

The remaining 415 comments have been summarised under the headings shown in the table below (note: totals will add up to more than 100% as some comments covered more than one category):

Comment	No. of comments	% of comments
Electric charging points (but some have to pay) and parking for EVs	94	22.7%
Salary sacrifice or lease scheme for electric vehicles	81	19.5%
Facilities for cyclists/runners (storage racks, lockers, showers, changing rooms, free bike maintenance)	56	13.5%
Discounts on public transport	44	10.6%
Yes, but no further info given	38	9.2%
Flexible working/ability to work at home/hybrid working/ability to work from other locations	19	4.6%
Liftshare scheme (e.g. priority parking)	17	4.1%
Free park and ride/park and ride scheme	17	4.1%
Cycle to work scheme	15	3.6%
Other	14	3.4%
Electric/hybrid pool vehicles	14	3.4%
Communications encouraging sustainable travel	9	2.2%
Shuttle bus (e.g. from station to office)	8	1.9%
Monthly go green initiative/Green Travel Plan	5	1.2%
Pool cars	5	1.2%
Cycle2work scheme	4	1.0%
Reimbursement of parking charges (if car park full)	2	0.5%

The 14 comments marked as 'Other' are summarised below, with the number who commented in that way:

- Already walk to work (two)
- Cycle user group (one)
- Free Amazon vouchers and shoes (one)
- Free motorcycle parking (one)
- Work for a small company so nothing offered (one)
- Mileage for passengers and cycling can be claimed through expenses (one)
- Expenses can be claimed for carsharing (one)
- Interest free loans – but not stated what these are for (one)
- Temporary accommodation (one)
- Student bus from Stowmarket but do not live near enough to access it (one)
- Pool/shared cars were withdrawn during the pandemic (one)

Plus one comment stating the name of the respondent's employer

***Appendix 3 - Summary* of 'Other' responses to *If you don't normally use sustainable transport (walking, cycling, bus, train, park and ride, working from home or car passenger) which of these would encourage you to do so?* (All organisations)**

201 people ticked 'Other' while 801 completed the 'Comments' box and provided further information about several of the options not just operators they would like to offer discounted travel, or particular cycle routes which they felt were not being maintained. Following a validation check, 7 responses said either 'N/a' or made comments such as 'does not apply'. Comments made regarding operator discounts and unsafe cycle routes are shown in Appendices 4 and 5 below.

As the remaining 846 responses made under 'Other' and 'Comments' share common themes, they have been added together and summarised as follows:

Comment	No. of comments	% of comments
Live too far away or unable to access PT/ no public transport from where I live/PT takes too long	217	25.7%
Improved public transport (e.g. more regular/frequent/quicker/safer/cheaper).	191	22.6%
Incentive to purchase electric/hybrid vehicle e.g. charging point/scheme to help buy	93	11.0%
Already travel sustainably	60	7.1%
Shift/working hours prevent access to public transport	52	6.1%
More/safer cycle/walking routes	50	5.9%
Need to car to drop off children at school/go home at lunchtime for dog/care for elderly relatives	41	4.8%
Ability to work from home more/work more flexibly.	36	4.3%
Other	33	3.9%
Need to travel around/out of county for work	27	3.2%
Unable to travel sustainably due to health/disability	20	2.4%
EV charging points at work	17	2.0%
Driving to work gives more flexibility/prefer to travel alone/to be in charge of my travel	15	1.8%
Too much equipment to carry	13	1.5%
Cycle to work scheme/discounts on cycle purchase/broader Cycle2Work scheme (more choice)	12	1.4%
Improved facilities for cyclists/runners (e.g. lockers, showers, secure storage)	12	1.4%
N/a/Nothing/No response	8	0.9%
Legalise electric scooters	5	0.6%
Discounts for fuel/petrol/diesel	4	0.5%
Free/ more parking (Including more for cycles)	4	0.5%
Improved technology for electric vehicles	3	0.4%
Availability of pool cars	1	0.1%
Electric company cars/vans	1	0.1%
Electric pool cars/bikes	1	0.1%
Locate pool vehicles closer to work base	1	0.1%
Shuttle bus from station	1	0.1%

Note: some responses made comments covering more than one theme, so figures will add up to more than 100%.

The 33 (3.9%) comments categorised as ‘Other’ made comments not falling into any of these categories and which were unique to that individual

- Better weather
- Compensation/financial reward for the longer time taken to travel sustainably
- Better parking away from the office to enable the respondent to cycle the rest of the way
- Making travel by car a worse alternative to public transport
- A fixed desk in the office so there was no need to carry so much equipment
- Support to pay bills at home if not required to work in the office every day
- A station nearer the office
- A bus stop nearer the office
- Better sustainability in electric/hybrid vehicles
- A car-share scheme at the University of Suffolk
- A local tram system
- Several comments about wanting wages to be increased

Appendix 4 – Staff travel discounts suggested by respondents (All organisations)

If you don’t normally use sustainable transport (walking, cycling, bus, train, park and ride, working from home or car passenger) which of these would encourage you to do so? Staff discounts option – discounts suggested by 90 respondents (note: eight people named more than one operator so totals add up to more than 90 or 100%).

Operator	No.	% of total
Greater Anglia (in more flexible season tickets)	46	51.1%
First Buses	16	17.8%
Discount (operator not specified)	16	17.8%
Ipswich Buses	14	15.6%
Ipswich Park & Ride	3	3.3%
Stagecoach	1	1.1%
Mulleys	1	1.1%
Border Bus	1	1.1%
Total	**98**	**108.9%**

Appendix 5 – Locations of cycle/footpaths considered unsafe by respondents (All organisations)

59 people chose to provide information on where they consider cycle paths or routes available for cycling are unsafe. Some comments were too broad to identify the exact location; those who stated exactly where they felt the routes were unsafe are listed below:

- Felixstowe Road near Tesco at Martlesham
- Main Road, Kesgrave
- No safe cycle route to Ipswich Railway Station

- Footpath needed beside the road at Brightwell/cycling through Brightwell
- Colchester Road/Woodbridge Road
- Travel through/from Oulton Broad
- National Cycle Route 51
- B1067 – Old Norwich Road
- Bramford Road and London Road in Ipswich
- Burstall to Hurdle Makers Hill
- The road from Ipswich Hospital to Kesgrave/Martlesham
- The access road between West Suffolk House and various routes within Bury St Edmunds
- Bury St Edmunds to Haverhill
- Grimwade Street, Ipswich
- Cycle paths along the A14/A137
- Any route into Ipswich town centre/National Cycle Route 1
- Road between Steeple Bumpstead and Haverhill
- No safe cycle paths along the Shotley Peninsula
- The old railway from Sudbury to Long Melford
- Stoke Bridge
- Cycle paths in and around Lowestoft town centre
- Several potholes on the route through Gippeswyck Park, Ipswich
- Beccles/Worlingham/Carlton Colville
- Cycle paths not complete between IP1 and IP3