

# Staff Travel Survey 2007

**Research study for**

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## 1 Executive summary

The staff travel survey was commissioned by the passenger transport service to provide information for a Preston staff travel plan. An online survey on the council's intranet site was available for staff to fill in between the 5 and 30 November 2007. In total 2,272 questionnaires were completed (1,293 from staff based in Preston). The main findings and recommendations for staff based in Preston are shown below.

### *Home to work travel*

- Seven in ten staff normally travel to work in a car (most travelling alone). The most popular alternatives are the bus, walking and the train. Walkers tend to live closer to their workplace; whereas people who travel by train, and car drivers, live further away from Preston.
- The most common travel distance was between 2 and 5 miles, followed by over 10 miles and 6 to 10 miles, fewest staff live within 2 miles of work. The mean travel distance and time to work are 5.38 miles and 31 minutes.
- Car users generally park on a workplace car park – the main difference relating to whether there is a workplace car park. People use their cars because it is more convenient, they need it to do their job, it saves time and because they need to use it before/after work.
- The main reasons for not coming to work in a car were because it is the quickest or cheapest way, and is better for the environment.
- Only two-thirds of staff are aware of the Shared Wheels website (although this higher in the Environment Directorate).
- More than half of staff members don't think they live within cycling distance of work. Of those who said they do live within cycling distance the mean distance they live away from County Hall is 2.23 miles. And a third of these said they would never cycle. The strongest encouragements were to improve cycle paths and facilities at work for cycling.
- One in six people would never use public transport. However, the biggest incentives for using it were discounts on/cheaper tickets, more frequent and direct services. Further incentives for stopping people using their car were free shuttle buses between offices and stations and improving the flexi system (by broadening the start and finish times).

### *Work related travel*

- Most jobs (83%) have some form of travel for work – Children and Young People, men and older members of staff have to travel more for work.

- Four-fifths of staff have used their own car for work travel. Public transport isn't used as frequently though it is the next most commonly used method (train more than bus). Work related transport methods tend to match travel to work method, probably because they are familiar with or have this mode of transport available.
- Three-fifths of staff travel for work in their own car less regularly (a few times a year or month), although two-fifths use their cars regularly (most days or a few times a week). Work travel by car is higher in Children and Young People and Adult and Community Services.
- Fewer than one in ten people would use a pool bicycle for work travel if they had the option, although more men would.

Bearing in mind that probably only three in ten car users could be persuaded away from travelling in a car to work (because they need the car for work, outside work or don't have an alternative), the following are some suggestions for encouraging them to use alternatives.

- Improve awareness of the Shared Wheels travel scheme, concentrating in particular on directorates other than the Environment Directorate.
- Giving discounts for staff on public transport tickets, particularly for trains.
- Look at ways the council can lobby travel companies to run more frequent and direct services as these are the main barriers to public transport use.
- To encourage bike use look into the possibility of improving the quality and quantity of cycle lanes, and the facilities at workplaces for cyclists (eg showers, changing areas, lockers). Although the costs involved must be weighed against the three in ten members of staff who live in cycling distance and would actually consider cycling to work.
- Improve public transport information available at work, offer advice and publicise the benefits of using alternatives (eg to their health).
- Broadening the start and finish times on the flexi system.

As most jobs involve some form of work related travel, and as cars are the preferred method, it is important to make sure staff are aware of the alternatives they have. Mechanisms for car sharing when travelling to meetings could perhaps be included in the Shared Wheels website; and promoting the pool car facility to staff (and having more cars available) could help reduce the number of people driving their own cars to work (particularly people who use their own car less regularly for their job).

The results for non-Preston based staff should also be used to update the travel plans for other parts of the county.

## **2 Introduction**

The staff travel survey was commissioned by the passenger transport service to enable them to create a staff travel plan for Preston based staff. They were particularly interested in current travel methods and the reasons behind these choices, and what would encourage staff to stop using their cars.

## **3 Research objectives**

The main objectives of the survey were to find out:

- how staff travel to/from work and how they travel for work;
- the reasons behind the choice of transport;
- the level of awareness of alternative modes of transport; and
- what would encourage staff to alternative modes of transport other than the car.

## **4 Methodology**

The staff travel survey was an online intranet based questionnaire. The questionnaire was promoted through the staff notices section on the homepage of the intranet. Fieldwork began on Monday 5 November 2007 and ended on Friday 30 November 2007.

The questionnaire was incentivised by a prize draw (a £50 voucher for a high street store). In total 2,272 questionnaires were completed (of these 1293 were completed by staff based in Preston).

All data are unweighted, with figures based on all respondents unless otherwise stated.

## 5 Limitations

The table below shows the sample tolerances that apply to the results in this survey. Sampling tolerances vary with the size of the sample as well as the percentage results.

Number of Respondents	50/50 + / -	30/70 + / -	10/90 + / -
500	4%	4%	3%
1000	3%	3%	2%
1500	3%	2%	2%
2000	2%	2%	1%
2500	2%	2%	1%

On a question where 50% of the people in a sample of 2500 respond with a particular answer, the chance are 95 out of 100 that the answer would be between 48% and 52% (ie +/- 2%), versus a complete coverage of the entire customer base using the same procedure.

The following table shows what the percentage differences between two samples on a given statistic must be greater than, to be statistically significant.

Size of Sample A	Size of Sample B	50/50	70/30	90/10
100	100	14%	13%	8%
100	200	12%	11%	7%
100	1000	10%	9%	6%
300	300	8%	7%	5%
400	900	6%	5%	4%

(Confidence interval at 95% certainty for a comparison of two samples)

For example, for two samples of 400 responses in one sample and 900 responses in the other at around 50% of responses in each category to be compared, the difference needs to be over 6% to be statistically significant. This is to say that the difference is not due to chance alone.

## 6 Main research findings

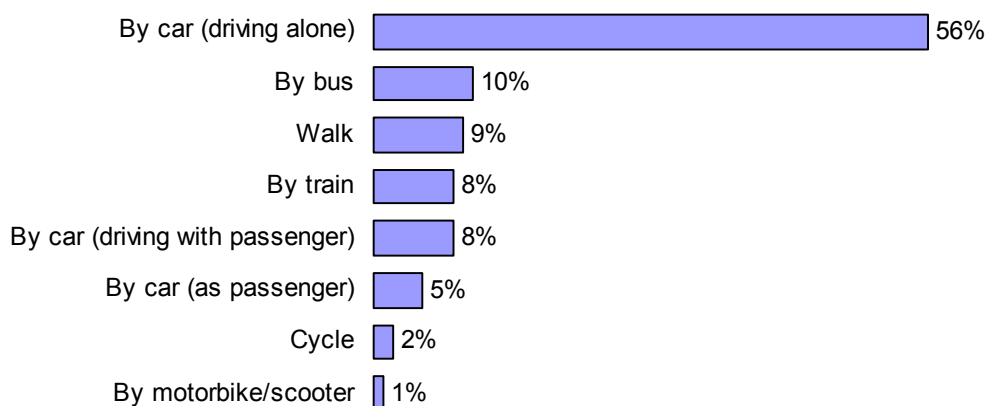
A marked up questionnaire of the survey results can be found in Appendix 1.

As the main focus of the survey was to provide information to create a travel plan for Preston based staff the figures stated in the report are just the responses for Preston based staff (although for comparison the results for all staff completing a survey and those not based in Preston are shown in appendix 1).

### 6.1 Method of transport to and from work

The first question asked respondents how they travelled to and from work in a typical week. The results are shown in chart one below. Seven in ten members of staff normally travel to work in a car, mainly by themselves (56%). The most popular alternate modes of transport were bus (10%), walking (9%) and train (8%).

**Chart 1 - How do you mostly travel to and from work during a typical week?**



Base: all Preston staff (1292)

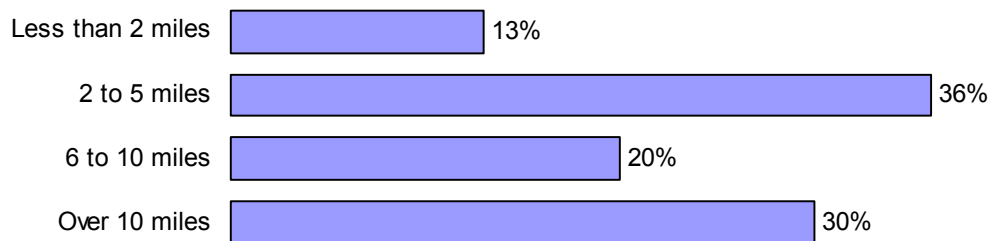
Different people do have preferences for certain forms of transport. Respondents who live in Lancaster were significantly more likely to come to work by train (69%) and less likely to travel by car alone (19%). Women are significantly more likely to travel to work by car alone (59%), by bus (11%) and as a passenger in a car (7%) than men. Whereas men are significantly more likely to travel to work by train (12%), take a passenger in their car (11%), cycle (5%) or motorbike (2%). The under 21s were more likely than all the age groups up to 60 to use the bus (33%), and those aged 21-30 were more likely to walk (17%) than the older age groups. The staff who were more likely to travel to work by car alone were white (57%) rather than BME (42%) members of staff. Staff at East Cliff and at other Preston offices

were more likely to travel by car alone (63% and 64% respectively) compared to staff at Winckley House (46%).

Staff were then asked how far they travelled to work. The most commonly mentioned distance was between 2 and 5 miles (36%), followed by over 10 miles (30%) and 6 to 10 miles (20%). Staff are least likely to live less than two miles from their place of work (13%). Using the postcode information respondents gave the mean travel distance was 5.38 miles<sup>1</sup>.

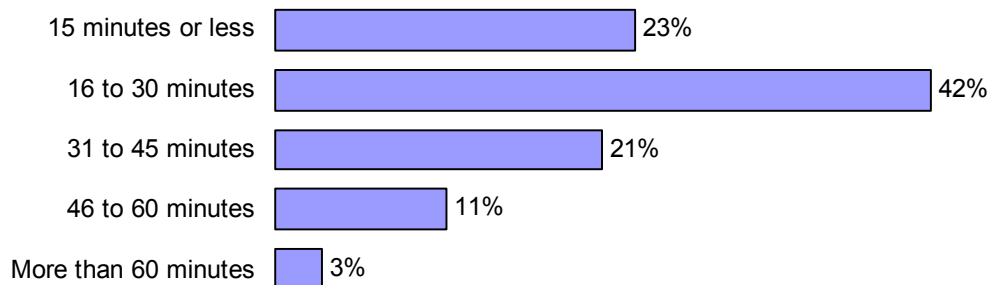
The mean length of time it takes staff to travel to work is 31 minutes. Chart 4 shows mean travel times for each district. Respondents living in Preston and South Ribble had significantly shorter travel times than all the other districts (22 and 23 minutes respectively).

**Chart 2 - How far do you travel to work?**



Base: all Preston staff (1292)

**Chart 3 - On average, how many minutes does it take you to get to/from work?**



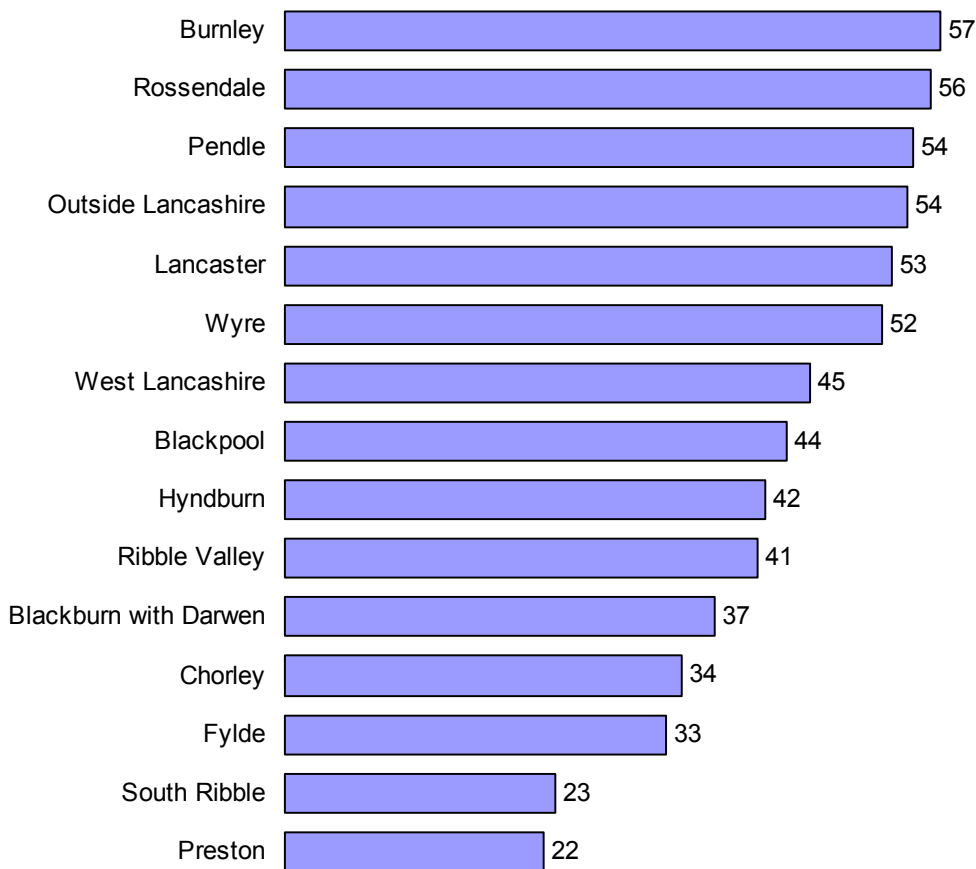
Base: all Preston staff (1252)

<b>On average, how many minutes does it take you to get to/from work?</b>	
Mean (in minutes)	<b>31</b>

Base all respondents: Preston staff (1252)

<sup>1</sup> Distances could only be calculated for respondents living within (and just outside) Lancashire, Blackpool and Blackburn with Darwen because mapping data is only available for these areas. As a result 95 postcodes have been excluded from the calculation. The mean distance shown could therefore be lower than the actual figure.



**Chart 4 - Mean travel times to work by district**

Base: all Preston staff (1252)

The respondents who walk to work tend to live closer to their workplace than all the other modes of transport (70% live within 2 miles and 30% live between 2 and 5 miles away). Whereas people who travel to work by train are more likely to live further away from Preston (68% live more than 10 miles away), followed by car drivers (car alone 35%, car with a passenger 34% live more than 10 miles away).

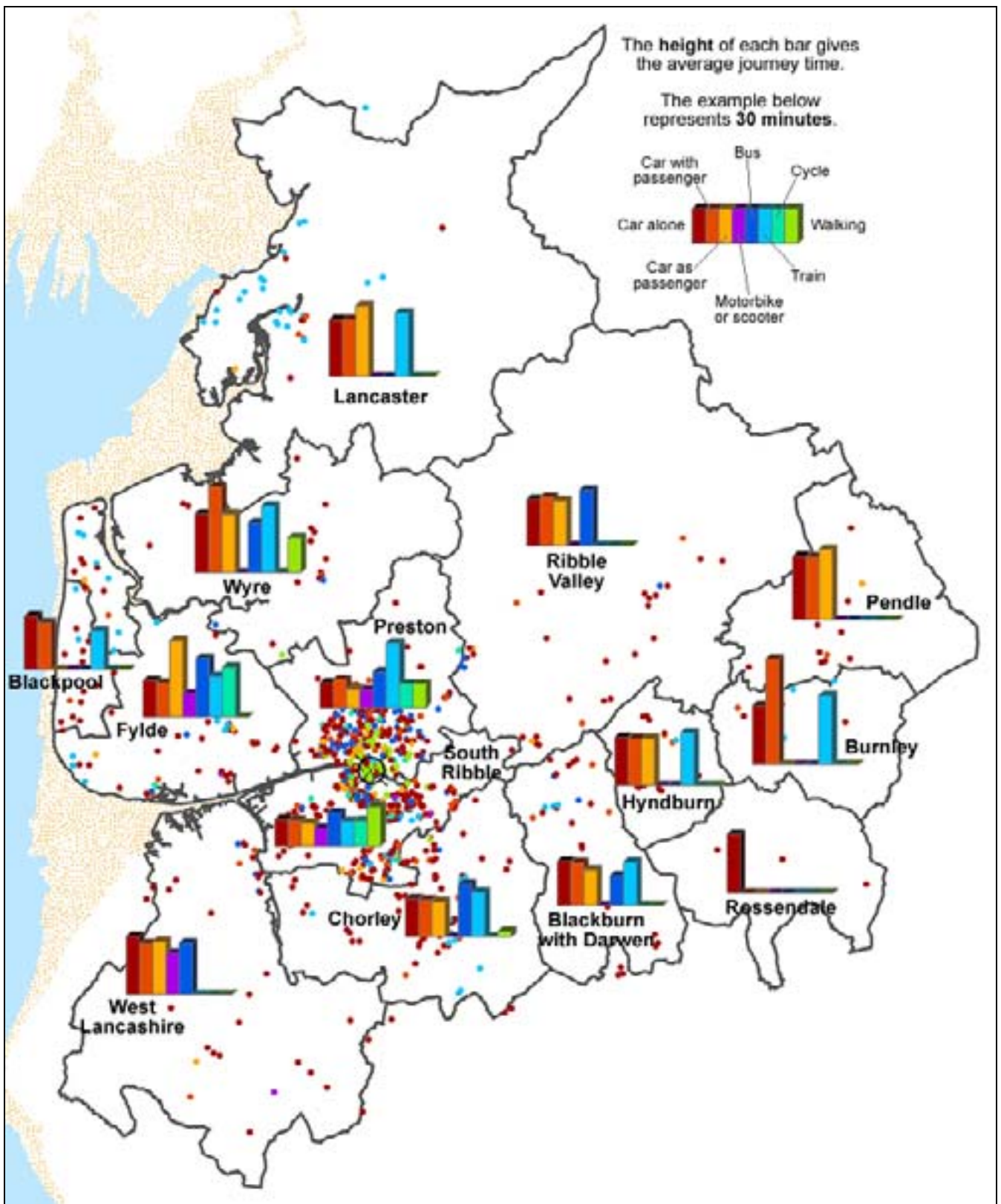
Travel distances also correspond with travel times for different modes of travel: the train is significantly longer than almost all other travel methods (mean of 43 minutes), whereas walking takes significantly less time (mean of 22 minutes) than travelling by car alone or with a passenger (mean 31 minutes for both) and by bus (mean 32 minutes).

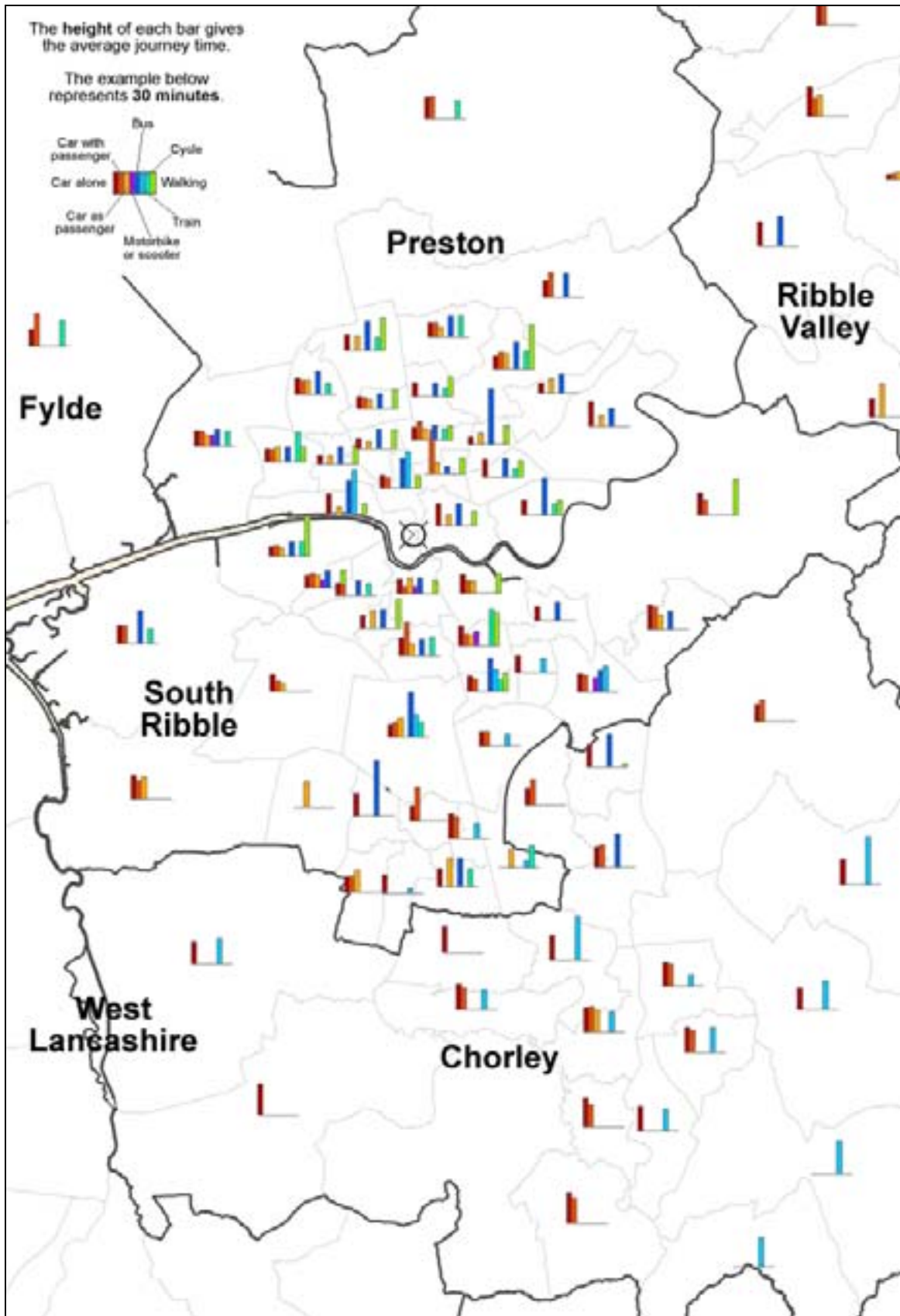
There are also some differences between different people and their travel times and distances. Men (57% live 6 miles or more away) travel further than women to work (47% live 6 miles or more away), and white members of staff (32% live more than 10 miles away) travel further than BME staff to work (13% live more than 10 miles away). Again, this ties in with travel

times as both men and white members of staff have longer travel times (mean of 33 and 31 minutes respectively).

Respondents were also asked for their home postcode. This information has been used in the following maps to display how different members of staff travel to work and the time it takes them depending on where they live in the county. The height of the bar shows the average time it takes to travel to work by that mode of transport. The individual coloured points on the first map show each respondents mode of travel by their home address.

**Chart 5 - Maps showing average journey time by mode of transport**



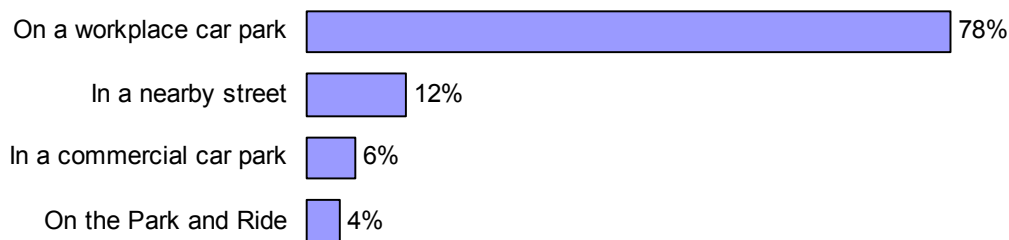


### 6.1.1 Car usage for staff travel

Those members of staff who use a car to travel to work (either driving alone or with a passenger, or as a passenger) were asked a series of questions about their car usage.

The most used parking places are free: in a workplace car park (78%) followed by in a nearby street (12%). The paid for parking places are the least used: commercial car parks (6%) and park and ride (4%).

**Chart 6 - Where do you normally park?**



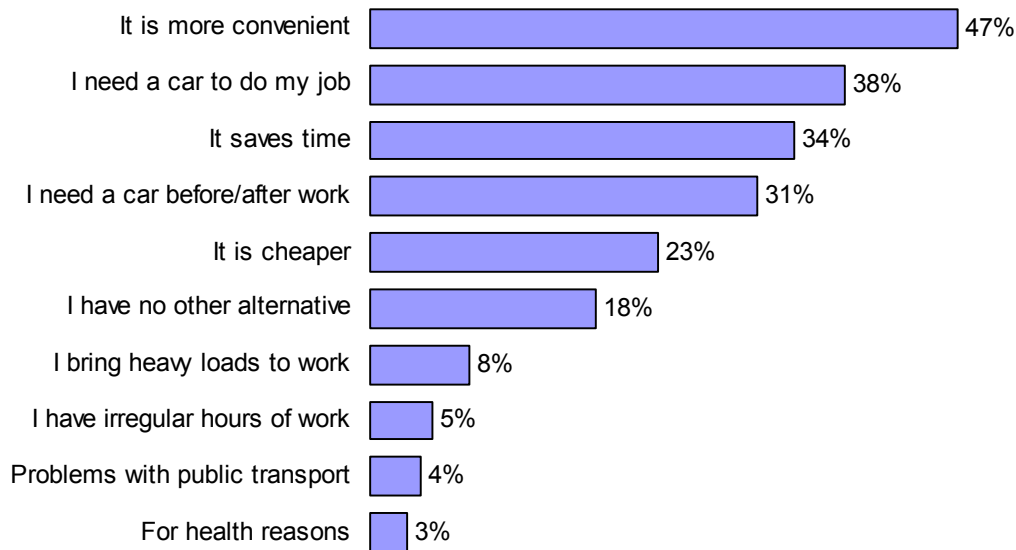
Base: all Preston staff coming to work in a car (864)

The main difference in where people park is related to whether there is an onsite workplace car park. Staff who work at Winckley House were less likely to use a workplace car park (43%), and more likely to use a commercial car park (34%) and the Park and Ride (10%).

Most people said they used their car because it is more convenient (47%), they needed it to do their job (38%), saves time (34%) and because they need to use the car before or after work (31%). Almost one in five people say they have no alternative mode of transport (18%).

Just over a quarter of staff members say they have the ability to use another method of transport (28%). This is because 72% say they have to use their car to get to work either because they need it: to do their job, before or after work, or they haven't another alternative.

**Chart 7 - What are the main reasons why you use a car to get to work?**



Base: all Preston staff coming to work in a car (874)

The reasons people gave for travelling to work in a car varied by a number of different factors.

- Those who were more likely to say it was **more convenient** travelled as a passenger in someone else's car (64%) and work at County Hall (52%).
- People who **need a car to do their job** are more likely to work in the Directorate for Children and Young People, Adult and Community Services and the Environment Directorate (47%, 40%, 39% respectively) compared to the Office of the Chief Executive; and they are more likely to be men (49%) than women (34%). Naturally these are also the people who bring their car to work by driving alone (42%).
- Women drivers said they needed **use of cars before and after work** (36%) more than men (20%), BME staff (55%) more than white staff (30%), and the 31-40 and 41-50 age groups (41% and 32% respectively) compared to the over 60s (14%). These patterns of usage (by women and the 31-50 age group) could be caused by the need to take children to childcare or school.
- The cost element – **it is cheaper** – is more likely to be mentioned where people share travel costs by travelling together (both as a driver and as a passenger in someone else's car, 36% and 34% respectively).

- People are more likely to say they **have no other alternative** when they drive alone (19%) and when they work at another office (29%) – such as the hub. They are less likely to say they have no alternative when they live in South Ribble (8%) or Preston (11%) districts.
- **Health reasons** are only a contributory factor for people with a disability (23%).

Where staff said they needed to use their car before or after work they were asked how many days they needed it. The mean number of days was four.

**Table 1 - How many days a week do you need to use your car before/after work?**

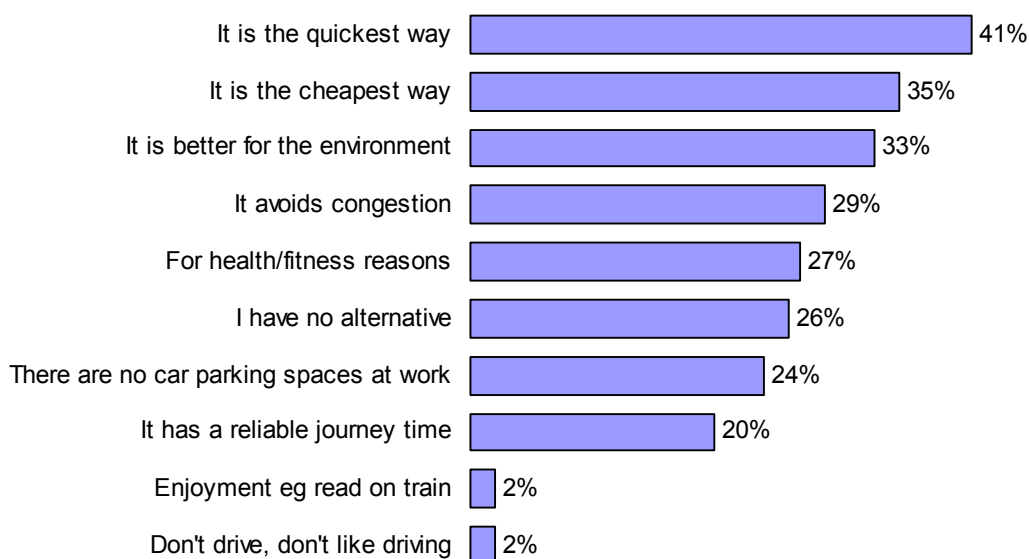
How many days a week do you need to use your car before/after work?	
Mean number of days	<b>4</b>

Base: all Preston staff needing a car before/after work (321)

### 6.1.2 Reasons for using other modes of transport

Staff who didn't use a car to travel to and from work were asked their reasons why they use their current mode of transport. The most commonly mentioned reasons were because it is the quickest (41%) and cheapest (35%) way. Interestingly the third most popular reason wasn't a personal motivation – they didn't use a car because it is better for the environment (33%).

**Chart 8 - What are the main reasons why you travel to work in the way you do?**



Base: all Preston staff saying they travel to work by means other than a car (400)

The differences in reasons behind staff members travel choices are detailed below.

- The train (62%) was seen as the **quickest way** compared to the bus (24%) and walking (37%). Although bear in mind that train users tend to live further away.
- People who cycled (59%) or walked (54%) to work were more likely to mention that it was the **cheapest way** to get to work. Men (41%) were also more likely than women (31%) to mention that it saved money.
- One of the key motivations for cycling was that it is **better for the environment** (63%). Also men (40%) more than women (29%) to choose their method of transport because it is better for the environment.
- **Avoiding congestion** is a bigger incentive for using the train (49%) and cycling (56%), and for men (38%) rather than women (23%).
- Unsurprisingly staff choose to cycle (75%) and walk (57%) for **health and fitness reasons**. It is also a reason given more by BME members of staff (44%) than white members of staff (25%).
- Women (33%) and bus users (49%) are more likely to choose their method of transport because they **have no alternative**.
- The lack of **car parking spaces at work** is a key driver for train usage (41%) compared to use of the bus, cycling or walking. This could be linked to the fact that train users tend to live further away and that they also stated it was the quickest way (buses would tend to be less direct, and walking and cycling wouldn't be an option).

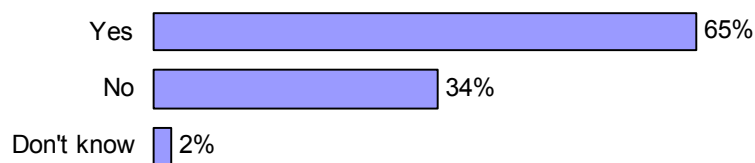


## 6.2 Awareness of other travel alternatives

There were a number of questions that looked at respondents perceptions of alternative methods of travel.

The first asked people if they were aware of the Shared Wheels car sharing website. Two-thirds of Preston based staff are aware of the website (65%), although this leaves a third still unaware of the website.

**Chart 9 - Are you aware of Lancashire's Shared Wheels car sharing website?**

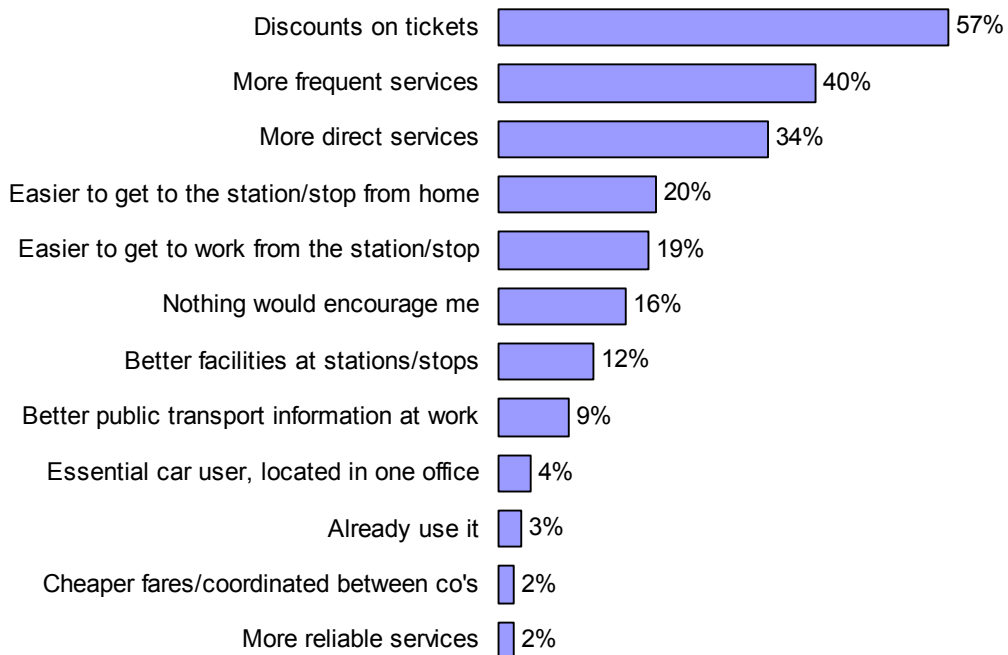


Base: all Preston staff (1292)

Employees working in the Winckley House complex, and consequently in the Environment Directorate, were significantly more likely to have heard of the Shared Wheels website (80% and 79% respectively). This is compared to the other Preston offices (East Cliff 67%, County Hall 65% and other offices 54%), and to Office of the Chief Executive (64%), Adult and Community Services (62%) and the Directorate for Children and Young People (61%). Employees with a disability were more likely to be aware of the website (77%) compare to those without (64%).

When asked what would encourage them to use public transport for travel to and from work the biggest incentive was financial: to offer discounts on tickets (57%). Other drivers of public transport usage were to make the services easier to use: by running them more frequently (40%) and making them more direct (34%). One in six members of staff said that nothing would make them use public transport (16%).

**Chart 10 - Which, if any, of the following would encourage you to use public transport more to get to and from work?**



Base: all Preston staff (1292)

Train users would like **discounts on tickets** (80%) and **more frequent services** (58%). Staff at County Hall and Winckley House were more likely to be influenced by discounts (62% and 60% respectively) than staff at the other offices. Also younger people were more influenced by discounts (under 21 age group 81%, 21-30 age group 70%).

Where people travel by car (either alone or as a passenger) having **more direct services** would encourage them to use public transport (38% and 40% respectively, compared to train users 18%). BME members of staff would also be more encouraged to use public transport through more direct services (47%).

If it was **easier to get to the station or stop from home**, people who live in Wyre (58%), Blackpool (56%), Burnley (55%) and Blackburn with Darwen (44%) would be more likely to use public transport.

If it was **easier to get to work from the station or stop**, people who travel by car alone (22%), work at East Cliff (30%), and women (22%) would be more likely to use public transport.

Cyclists wanted **better public transport information at work** (29%).

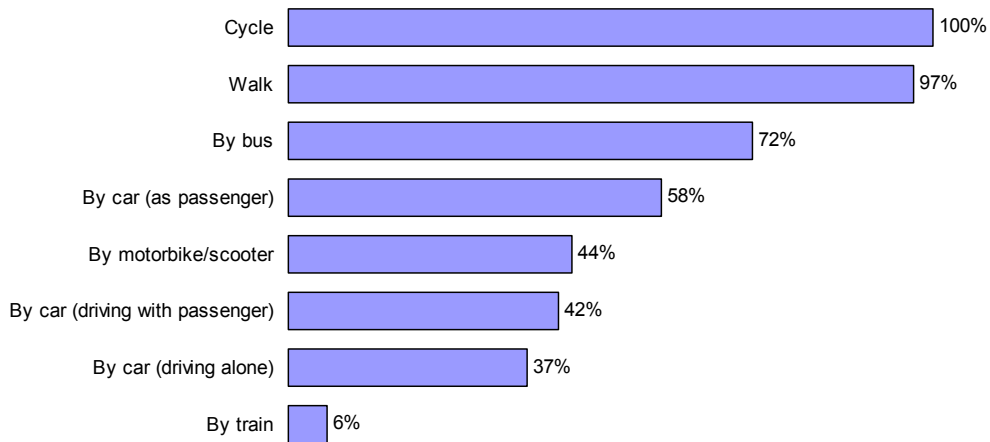
Most members of staff do not think that they live within a cycling distance of work (54%). Respondents who say they live within cycling distance of work live a mean distance of 2.23 miles from County Hall. Chart eleven shows how many staff think they live within a cycling distance of work by their current method of transport. Of the people who don't already cycle the people who were most likely to say they could cycle to work were walkers (97%), bus users (72%) and those who travel as a passenger in a car (58%). Train users were significantly less likely consider they live within cycling distance of work, not surprisingly as they tend to live the furthest away from work. BME members of staff were more likely to live within cycling distance of work (63%) than white (45%) members of staff (again this relates to the distance these groups live from work).

**Chart 11 - Do you consider you live within cycling distance of work?**



Base: all Preston staff (1292)

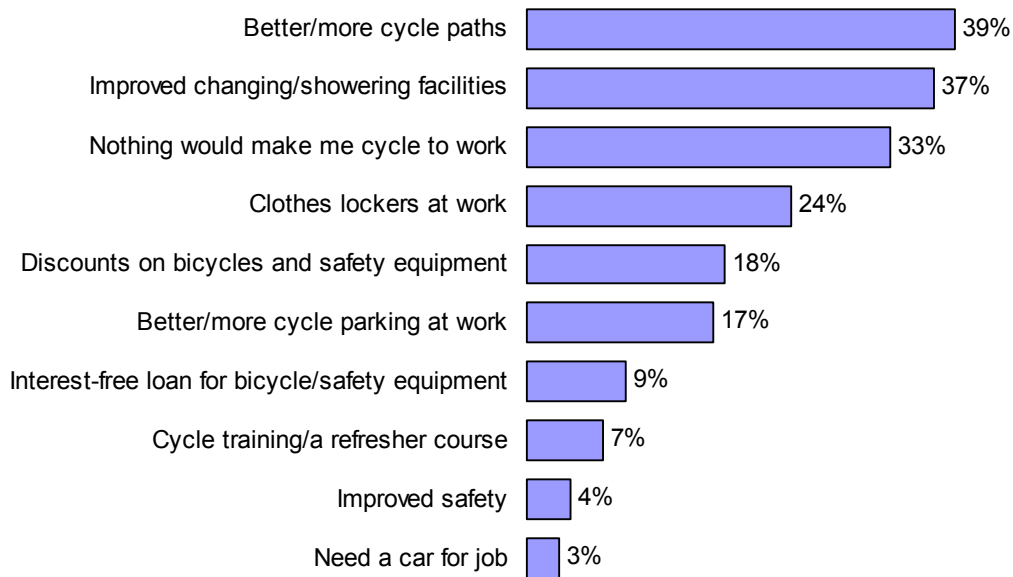
**Chart 12 - Staff considering they live within cycling distance of work by current method of transport**



Base: all Preston staff (1292)

Those staff who did think they could cycle to work were then asked what would encourage them to cycle to work more. A third of respondents said that nothing would encourage them to cycle to work more (33%). The strongest encouragements for cycling to work were to improve cycle paths and have more of them (39%), and to improve facilities at workplaces by improving the changing and showering areas (37%) and having clothes lockers (24%).

**Chart 13 - Which, if any, of the following would encourage you to cycle to work more?**



Base: all Preston staff (583)

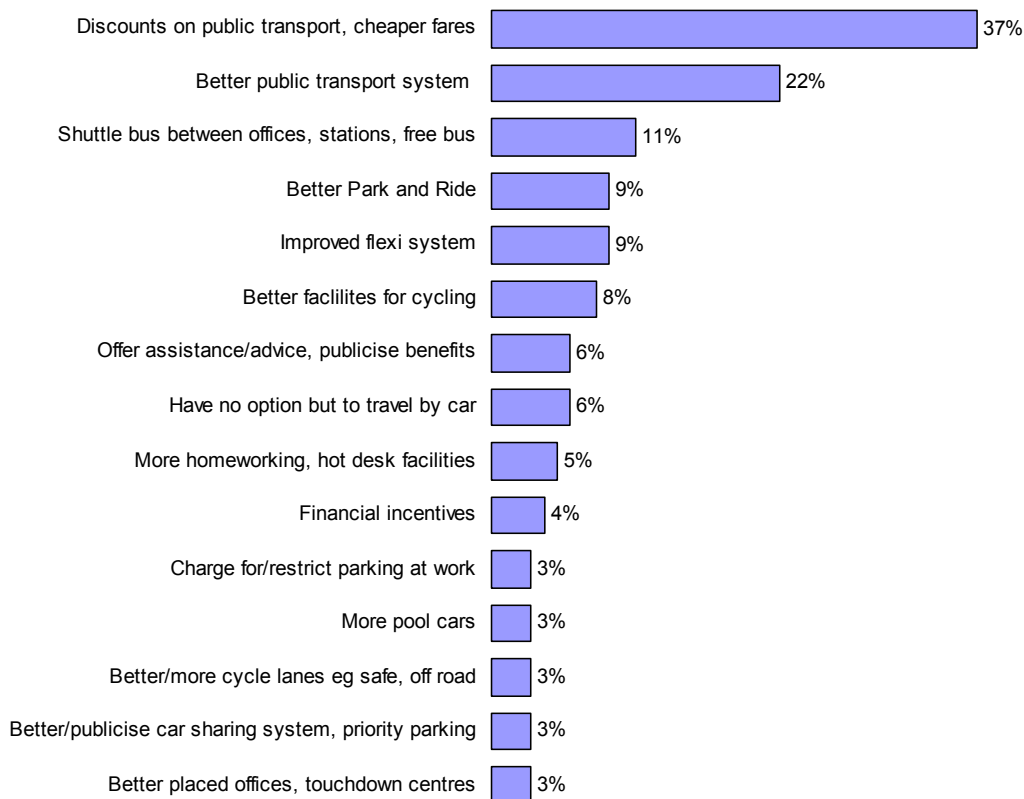
Women (38%) were more likely than men (22%) to say that **nothing would make me cycle to work**. Although women (8%) were more likely to want the added support from a cycle training or a refresher course than men (3%).

Whereas **better facilities at work to make cycling easier** (improved changing/showering facilities 46%, clothes lockers 35% and better/more cycle parking 24%) and **financial incentives** (discounts on bicycles and safety equipment 28% and interest free loans to buy bicycles and safety equipment 14%) were of more encouragement to men.

In terms of targeting incentives at age groups staff aged 21-30 would prefer **discounts on bicycles and safety equipment** (33%) than most of the older age groups. The over 60s were more likely to say that they **need a car to do their job** (22%).

Staff were also asked for suggestions to encourage people to travel to work by means other than by car. Again the most popular was financial incentives in the form of discounts on public transport for staff or cheaper basic fares (37%), followed by improving the public transport system (22%), offering free shuttle buses between offices and stations (11%) and improving the flexi system by broadening the start and finish times (9%). Staff also thought that the Park and Ride facilities needed improving (9%) because they felt there weren't enough spaces, and that it should be cheaper and should stop nearer to council offices.

**Chart 14 - Please tell us any ideas you have for how we can encourage, and make it easier for, staff to travel to work other than by using a car.**



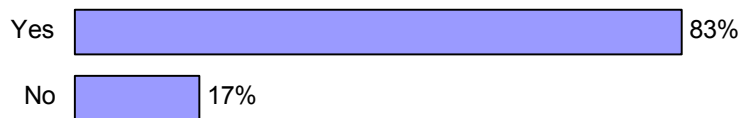
Base: all Preston staff making a comment (652)

There were only a couple of differences in the suggestions people made. People who already travel to work on a bike were more likely to suggest that better facilities for cycling (33%) would encourage staff away from using cars. Although not directly reducing car usage, improved Park and Ride facilities (such as more spaces, cheaper to use, stops closer to the office) were of increased importance to staff working at East Cliff (21%). Those people who actually use alternative modes of transport to get to work think that it is important to give staff better information about alternatives and to publicise the benefits (walk 18%, cycle 15%, train 13%, bus 9%).

### 6.3 Work related travel methods

Staff were also asked about their work related travel methods. Most jobs have some form of work travel involved (83% of staff had travelled as part of their job in the last year).

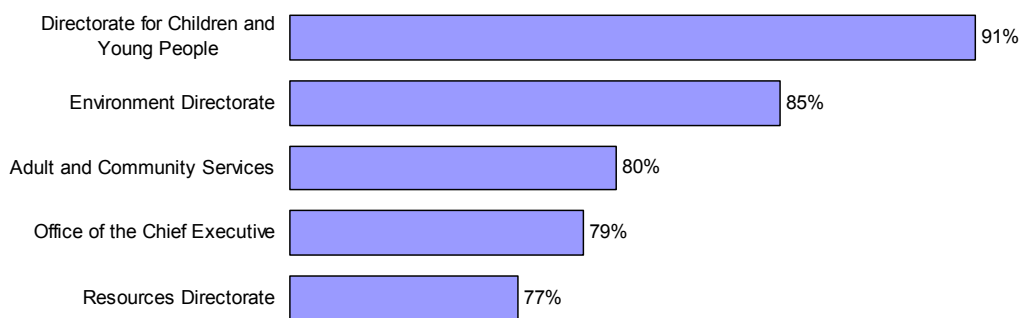
**Chart 15 - In the last year, have you had to travel as part of your job (eg to attend meetings)?**



Don't know/can't remember 0%

Base: all Preston staff (1290)

**Chart 16 - Staff travelling as part of their job in the last year by directorate<sup>2</sup>**



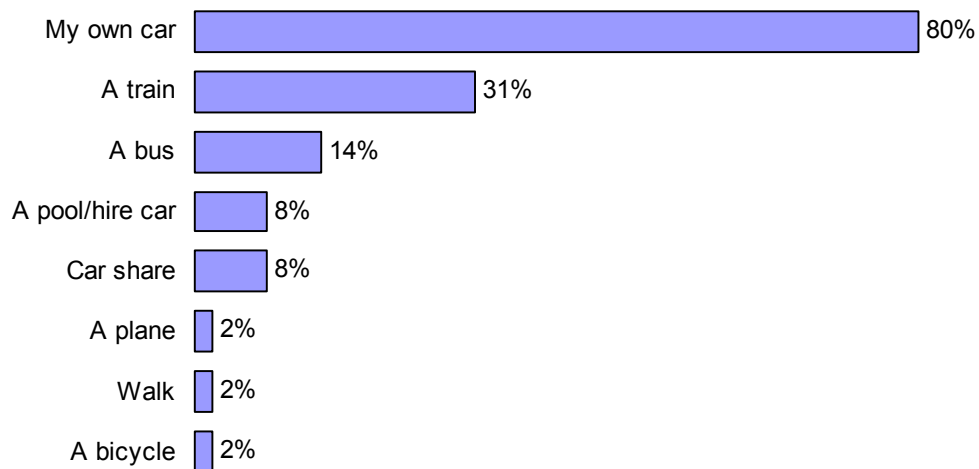
Base: all Preston staff (1290)

The directorate that has significantly more members of staff needing to travel for work is Children and Young People (91%) compared to Resources (77%), Office of the Chief Executive (79%) and Adult and Community Services (80%). Men tend to have more work related travel than women (89% and 80% respectively), as do people aged 51-60 compared to the under 21s (87% and 62% respectively). People who travel to work in a car (either alone or with a passenger) were more likely to travel as part of their job (86% and 92% respectively) than people who travel to work as a passenger in a car or on a bus (70% and 73% respectively).

By far the most frequently used methods of transport for work travel is individual's own car (80%). This is followed by public transport: the train (31%) and buses (14%).

<sup>2</sup> The responses for Care, Commercial and Engineering Services DSOs are excluded from the graph because of small bases

**Chart 17 - Which of the following methods of transport do you use for work related travel?**



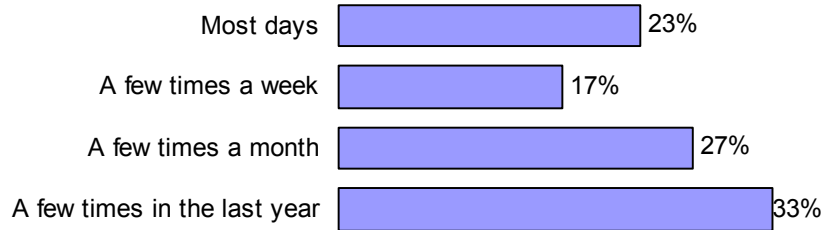
Base: all Preston staff travelling as part of their job in the last 12 months (1063)

Use of work related transport methods tends to match the method people use to travel to work because this is the mode of transport they have available or are most familiar with.

- Use of their **own car** is higher for people who usually drive their car to work (alone 97%, with a passenger 94%). People who usually come to work on the bus are the least likely to use their own car for work travel (27%).
- **Train** travel is highest for people who come to work on the train (67%). People who work at Winckley House (48%) and men (42%) are also more likely to use the train for work related travel.
- **Bus** usage for work travel is higher for people who don't have access to a car at work (bus 51%, walk 46%, come as a passenger in a car 35%, train 24%) compared to those that do (car alone 3%, car with passenger 6%).
- Staff who work at East Cliff (1%) are less likely than staff in the other central Preston offices to use a **pool or hire car** for work related travel.
- **Car sharing** is more popular with people who don't have access to their own car at work (bus 33%, come as a passenger in a car 20%, walk 19%, train 11%). Women were also more likely to car share (10%).
- People who have used a **bike** in the last year for work travel is highest for those who come to work on a bike (24%).

Most people use their own car for work related travel just a few times a year (33%), followed by a few times a month (27%). Although two in five members of staff use their cars regularly for work travel: 23% use their cars most days and 17% use them a few times a week.

**Chart 18 - How often have you used your own car for work related travel?**

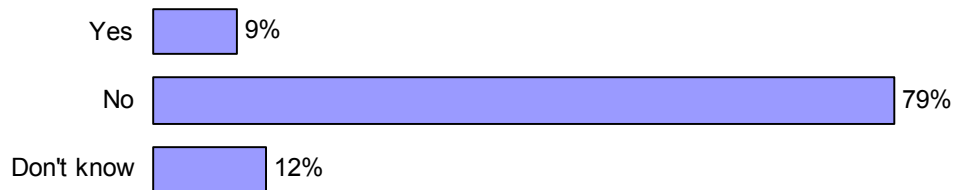


Base: all Preston staff having used a car for work related travel (845)

Staff who travel to work in a car alone are likely to use it more frequently for work related travel (49% use it at least a few times a week). Staff who work in the Directorate for Children and Young People and Adult and Community Services were also more likely than the other directorates (excluding DSOs) to use their car more frequently for work related travel (51% use it at least a few times a week for both directorates).

The majority would not use a pool bicycle for work travel if they had the option to (79%), fewer than one in ten people would use one (9%) and 12% didn't know.

**Chart 19 - If you could borrow a pool bicycle for work related travel, would you use one?**



Base: all Preston staff (1060)

Men were more likely than women to say they would use a pool bicycle for work related travel (16% and 8% respectively).



## 7 Conclusions

Questionnaires were available to complete through an online survey hosted on the council's intranet site. In total 2,272 questionnaires were completed (of these 1,293 were completed by staff based in Preston). The main findings for staff based in Preston are shown below.

### *Home to work travel*

- Seven in ten staff normally travel to work in a car (most travelling alone 56%). The most popular alternative methods of transport are the bus (10%), walking (9%) and the train (8%). Walkers tend to live closer to their workplace; whereas people who travel by train, and car drivers, live further away from Preston.
- The most common travel distance was between 2 and 5 miles, followed by over 10 miles (30%) and 6 to 10 miles (20%). The fewest number of staff live within 2 miles of work (13%). The mean travel distance and time to work are 5.38 miles taking 31 minutes.
- Car users generally park on a workplace car park (78%). The main difference in where people park is related to whether there is an onsite workplace car park. People use their cars because it is more convenient (47%), they need it to do their job (38%), it saves time (34%) and because they need to use it before/after work (31%).
- The reasons for not coming to work in a car were because it is the quickest (41%) or cheapest (35%), and is better for the environment (33%).
- Only two-thirds of staff are aware of the Shared Wheels website (although this rises to 79% in the Environment Directorate).
- More than half of staff members don't think they live within cycling distance of work (54%). Of the 46% who said they do live within cycling distance the mean distance they live away from County Hall is 2.23 miles. And a third of these people said they would never cycle. The strongest encouragements were to improve cycle paths and facilities at work for cycling (eg changing/showering facilities, clothes lockers).
- One in six members of staff said that nothing would make them use public transport (16%). However, the biggest incentives for using public transport were to offer discounts on tickets (57%) and to make the services easier to use (more frequent 40%, and more direct 34%).

- When asked what would stop them using their car, cheaper travel on public transport, improving the public transport system, offering free shuttle buses between offices and stations and improving the flexi system (by broadening the start and finish times) were the most mentioned.

#### *Work related travel*

- Most jobs have some form of work related travel involved (83%). The directorate for Children and Young People, men and older members of staff have more work related travel.
- The most frequently used method of transport for work travel is the staff members own car (80%). Public transport isn't used as frequently though it is the next most common form of transport (train 31%, bus 14%). Use of work related transport methods tends to match the method people use to travel to work probably because this is the mode of transport they have available or are most familiar with.
- Most members of staff use their own car for work related travel just a few times a year (33%) or a few times a month (27%); although two in five use their cars regularly for work travel (23% most days, 17% a few times a week). Staff in the Directorate for Children and Young People and Adult and Community Services used their cars more frequently for work travel.
- The majority would not use a pool bicycle for work travel if they had the option to (79%), fewer than one in ten people would use one (9%). Men were more likely to say they would use one.

## 8 Recommendations

Bearing in mind that probably only three in ten car users could be persuaded away from travelling in a car to work (because they need the car for work, outside work or don't have an alternative), the following are some suggestions for encouraging them to use alternatives.

- Improve awareness of the Shared Wheels travel scheme, concentrating in particular on directorates other than the Environment Directorate.
- Giving discounts for staff on public transport tickets, particularly important for train tickets.
- Look at ways the council can lobby the travel companies to run more frequent and direct services as these are the main barriers to public transport usage.
- In order to encourage use of bikes the possibility of improving the quality and quantity of cycle lanes, and the facilities available at workplaces for cyclists (eg showers, changing areas, lockers) should be looked into. Although the costs involved must be weighed against the proportion of staff who would actually consider cycling to work (31% live in cycling distance and would consider it).
- Improve the public transport information available at workplaces, offering advice and publicising the benefits of using alternatives (eg to their health by cycling or walking).
- Broadening the start and finish times on the flexi system.

As most jobs involve some form of work related travel, and as cars are the preferred method, it is important to make sure staff are aware of the alternatives they have. Mechanisms for car sharing when travelling to meetings could perhaps be included in the Shared Wheels website; and promoting the pool car facility to staff (and having more cars available) could help reduce the number of people driving their own cars to work (particularly people who use their own car less regularly for their job).

The results for non-Preston based staff should also be used to update the travel plans for other parts of the county.

## 9 Appendices

### 9.1 Appendix 1: marked up questionnaire

All values are given in percentages

Base: all respondents (2,272) unless otherwise stated

<b>Q1 How do you mostly travel to and from work during a typical week?</b>				
		<b>All staff</b> (base: 2268)	<b>Preston staff</b> (base: 1292)	<b>Non-Preston staff</b> (base: 972)
	By car (driving alone)	63%	56%	71%
	Walk	8%	9%	8%
	By bus	8%	10%	5%
	By car (driving with passenger)	7%	8%	5%
	By train	7%	8%	5%
	By car (as passenger)	5%	5%	4%
	Cycle	2%	2%	1%
	By motorbike/scooter	1%	1%	0%

<b>Q2 How far do you travel to work?</b>				
		<b>All staff</b> (base: 2266)	<b>Preston staff</b> (base: 1292)	<b>Non-Preston staff</b> (base: 970)
	Less than 2 miles	15%	13%	16%
	2 to 5 miles	32%	36%	27%
	6 to 10 miles	22%	20%	25%
	Over 10 miles	31%	30%	32%

<b>Q3 On average, how many minutes does it take you to get to/from work?</b>				
		<b>All staff</b> (base: 2212)	<b>Preston staff</b> (base: 1252)	<b>Non-Preston staff</b> (base: 956)
	15 minutes or less	27%	23%	31%
	16 to 30 minutes	40%	42%	38%
	31 to 45 minutes	21%	21%	20%
	46 to 60 minutes	9%	11%	7%
	More than 60 minutes	4%	3%	4%

<b>Q4 Where do you normally park?</b>				
		<b>All staff</b> (base: 1631)	<b>Preston staff</b> (base: 864)	<b>Non-Preston staff</b> (base: 764)
	On a workplace car park	76%	78%	75%
	In a nearby street	14%	12%	16%
	In a commercial car park	7%	6%	8%
	On the Park and Ride	3%	4%	1%
	Somewhere else	0%	0%	0%

Base: all respondents travelling to work by car

<b>Q5 What are the main reasons why you use a car to get to work?</b>				
		<b>All staff</b> (base: 1647)	<b>Preston staff</b> (base: 874)	<b>Non-Preston staff</b> (base: 770)
	I need a car to do my job	43%	38%	47%
	It is more convenient	42%	47%	37%
	It saves time	33%	34%	32%
	I need a car before/after work	28%	31%	24%
	I have no other alternative	21%	18%	25%
	It is cheaper	18%	23%	12%
	I bring heavy loads (eg papers) to work	7%	8%	6%
	I have irregular hours of work	6%	5%	7%
	Too complex, time consuming, unreliable public transport, or none available	4%	4%	3%
	For health reasons	3%	3%	2%
	Later hours of work, worried about safety in winter	1%	1%	1%
	Long distance to get to work, rural location	0%	0%	1%
	Other commitments outside work	0%	1%	0%

Base: all respondents travelling to work by car

<b>Q6 How many days a week do you need to use your car before/after work?</b>		
		<b>Mean</b>
	<b>All staff</b> (base: 389)	<b>4</b>
	<b>Preston staff</b> (base: 231)	<b>4</b>
	<b>Non-Preston staff</b> (base: 157)	<b>5</b>

Base: all respondents using a car to get to work because they need it before/after work

<b>Q7 What are the main reasons why you travel to work in the way you do?</b>				
		<b>All staff</b> (base: 593)	<b>Preston staff</b> (base: 400)	<b>Non-Preston staff</b> (base: 192)
	It is the quickest way	39%	41%	37%
	It is better for the environment	34%	33%	36%
	It is the cheapest way	34%	35%	32%
	For health/fitness reasons	29%	27%	34%
	It avoids congestion	28%	29%	28%
	I have no alternative	27%	26%	32%
	There are no car parking spaces at work	20%	24%	13%
	It has a reliable journey time	19%	20%	18%
	Don't drive, don't like driving	2%	2%	3%
	Enjoyment eg read on train	1%	2%	1%
	Convenience	1%	1%	1%
	Too dangerous to cycle or walk alone	1%	0%	1%

Base: all respondents travelling to by means other than a car

<b>Q8 Are you aware of Lancashire's Shared Wheels car sharing website?</b>				
		<b>All staff</b> (base: 2267)	<b>Preston staff</b> (base: 1292)	<b>Non-Preston staff</b> (base: 945)
	Yes	57%	65%	49%
	No	41%	34%	51%
	Don't know	2%	2%	0%

<b>Q9 Do you consider you live within cycling distance of work?</b>				
		<b>All staff</b> (base: 2267)	<b>Preston staff</b> (base: 1292)	<b>Non-Preston staff</b> (base: 971)
	Yes	44%	46%	41%
	No	56%	54%	59%

Q10 Which, if any, of the following would encourage you to cycle to work more?		All staff (base: 968)	Preston staff (base: 583)	Non-Preston staff (base: 384)
	Improved changing/showering facilities at work	37%	37%	36%
	Better/more cycle paths	36%	39%	32%
	Nothing would make me cycle to work	34%	33%	36%
	Clothes lockers at work	24%	24%	23%
	Discounts on bicycles and safety equipment	17%	18%	16%
	Better/more cycle parking at work	17%	17%	16%
	An interest-free loan to buy a bicycle and safety equipment	9%	9%	8%
	Cycle training/a refresher course	7%	7%	8%
	Safety concerns eg cycle only roads, less traffic, darkness	5%	4%	5%
	Need a car for job	4%	3%	5%
	Better weather	2%	3%	2%
	Better health, fitter	2%	2%	3%
	A bicycle user group at work	2%	2%	3%
	Already cycle when I can	2%	2%	1%
	If I didn't need to take someone else or do school run	2%	1%	2%
	Can't ride a bike, don't own one	1%	2%	1%
	Flexible work hours, more time	1%	1%	1%
	Bike racks at schools, better school transport	1%	1%	1%
	Financial incentives	1%	1%	0%
	Able to carry more on a bike, not having to bring things in	1%	1%	0%

<b>Q11 Which, if any, of the following would encourage you to use public transport more to get to and from work?</b>				
		<b>All staff</b> (base: 2266)	<b>Preston staff</b> (base: 1231)	<b>Non-Preston staff</b> (base:930)
	Discounts on tickets	51%	57%	42%
	More frequent services	39%	40%	38%
	More direct services	34%	34%	35%
	Nothing would encourage me to use public transport	22%	16%	30%
	Easier to get to the station/stop from home	19%	20%	18%
	Easier to get to work from the station/stop	17%	19%	15%
	Better facilities at stations/stops	12%	12%	11%
	Better public transport information at work	8%	9%	7%
	Essential car user, located in one office	4%	4%	5%
	Already use it	2%	3%	2%
	More reliable services	2%	2%	1%
	Cheaper fares, coordinate fares between companies	2%	2%	2%
	A bus/train service	1%	1%	1%
	Better quality eg clean, new, reliable	1%	1%	
	Bus that went by school, no school run	1%	1%	1%
	Quicker service	1%	1%	1%
	Safety after leaving public transport and on it	1%	1%	1%
	Live too near, prefer to walk	1%	1%	1%

<b>Q12 In the last year, have you had to travel as part of your job (eg to attend meetings)?</b>				
		<b>All staff</b> (base: 2262)	<b>Preston staff</b> (base: 1290)	<b>Non-Preston staff</b> (base: 960)
	Yes	85%	83%	90%
	No	14%	17%	10%
	Don't know/can't remember	1%	0%	0%



<b>Q13 Which of the following methods of transport do you use for work related travel?</b>				
		<b>All staff</b> (base: 1926)	<b>Preston staff</b> (base: 1063)	<b>Non-Preston staff</b> (base: 859)
	My own car	82%	80%	84%
	A train	31%	31%	30%
	A bus	13%	14%	12%
	Car share	7%	8%	6%
	A pool/hire car	7%	8%	4%
	A bicycle	2%	2%	2%
	Walk	2%	2%	1%
	A plane	1%	2%	1%

<b>Q14 If you could borrow a pool bicycle for work related travel, would you use one?</b>				
		<b>All staff</b> (base: 1923)	<b>Preston staff</b> (base: 1060)	<b>Non-Preston staff</b> (base: 751)
	Yes	10%	9%	12%
	No	78%	79%	88%
	Don't know	12%	12%	0%

<b>Q15 How often have you used your own car for work related travel?</b>				
		<b>All staff</b> (base: 1566)	<b>Preston staff</b> (base: 845)	<b>Non-Preston staff</b> (base: 719)
	Most days	33%	23%	46%
	A few times a week	16%	17%	14%
	A few times a month	22%	27%	17%
	A few times in the last year	29%	33%	24%

Base: all respondents using a car for work related travel

<b>Q16 Please tell us any ideas you have for how we can encourage, and make it easier for, staff to travel to work other than by using a car.</b>		<b>All staff</b> (base:1099)	<b>Preston staff</b> (base: 652)	<b>Non-Preston staff</b> (base: 445)
	Discounts on public transport, cheaper fares	34%	37%	31%
	Better public transport system eg reliable, direct, rural services, cheaper, clean, frequent	23%	22%	24%
	Shuttle bus between offices, stations, free bus	11%	11%	11%
	Better facilities for cycling eg racks, lockers, drying room, lighting, CCTV, showers	9%	8%	11%
	Improved flexi system eg broaden start/finish times, time allowance	8%	9%	6%
	Have no option but to travel by car	8%	6%	10%
	Better Park and Ride eg more spaces, more sites stop at county offices, cheaper	7%	9%	4%
	Better info about alternatives, publicise the benefits, offer assistance/advice	5%	6%	5%
	More homeworking, hot desk facilities	5%	5%	5%
	Better placed offices (eg near to public transport), touchdown centres	4%	3%	6%
	Better car sharing system, publicise it, priority parking	4%	3%	6%
	Financial incentives	4%	4%	4%
	Better/more cycle lanes eg safe, off road	4%	3%	4%
	More pool cars	3%	3%	3%
	Charge for parking at work, don't let people who live near use it	2%	3%	2%
	Larger/free parking at train station	1%	1%	0%
	Walking groups, safer travel	1%	1%	2%
	Meeting rooms to have easy access by public transport	1%	1%	1%
	Integrate different modes of transport	1%	1%	1%
	Free bikes, loans, pool bikes	1%	1%	1%
	Encourage parents to walk children to school, free school bus, office crèche	0%	0%	1%

<b>Q17</b>	<b>Are you based in Preston?</b>	
	Yes	57%
	No	43%

Base: all respondents (2265)

Q18	Which site in Preston do you work at?	
	County Hall	50%
	East Cliff	17%
	Winckley House Complex	16%
	Another office	16%

Base: all respondents working in Preston (1286)

Q19	Which directorate do you work in?			
		All staff (base: 2261)	Preston staff (base: 1287)	Non-Preston staff (base: 970)
	Adult and Community Services	32%	22%	44%
	Directorate for Children and Young People	30%	25%	38%
	Resources Directorate	12%	18%	4%
	Environment Directorate	11%	17%	5%
	Office of the Chief Executive	11%	17%	4%
	Engineering Services DSO	2%	1%	3%
	Care Services DSO	1%	1%	1%
	Commercial Services DSO	1%	0%	2%

Q20	Are you...?			
		All staff (base: 2254)	Preston staff (base: 1290)	Non-Preston staff (base: 960)
	Male	28%	32%	23%
	Female	72%	68%	77%

Q21	Which age group do you fall into?			
		All staff (base: 2266)	Preston staff (base: 1290)	Non-Preston staff (base: 972)
	Under 21	1%	2%	1%
	21-30	21%	22%	20%
	31-40	25%	26%	25%
	41-50	30%	29%	30%
	51-60	21%	20%	22%
	Over 60	2%	2%	2%

<b>Q22 To which of these groups do you consider you belong?</b>				
		<b>All staff</b> (base: 2247)	<b>Preston staff</b> (base: 1280)	<b>Non-Preston staff</b> (base: 963)
	White	96%	95%	96%
	Black or Black British	0%	1%	0%
	Asian or Asian British	3%	3%	2%
	Mixed	1%	1%	1%
	Chinese	0%	0%	0%
	Other	0%	0%	0%

<b>Q23 Do you have any long-standing illness, disability or infirmity?</b>				
		<b>All staff</b> (base: 2265)	<b>Preston staff</b> (base: 1290)	<b>Non-Preston staff</b> (base: 971)
	Yes	14%	14%	14%
	No	86%	86%	86%

<b>Q24 Does this illness or disability limit your activities in any way?</b>				
		<b>All staff</b> (base: 2266)	<b>Preston staff</b> (base: 1292)	<b>Non-Preston staff</b> (base: 139)
	Yes	67%	70%	62%
	No	33%	30%	38%