

Staff commute patterns at SKDC

Assessing staff commute modes of travel at SKDC, and considering measures to increase uptake of cycling

Serena Brown

Sustainability and Climate Change officer



SOUTH
KESTEVEN
DISTRICT
COUNCIL

Travel survey 2020

- Brief travel survey sent to all SKDC staff via email on 3rd February 2020. Paper copies also provided to non-desk based staff
- Short survey seeking to understand working pattern, staff travel choice throughout a week and what might influence travel choice
- 201 responses – 30% of all contracted staff.
- The survey was designed as a quick snapshot of staff travel choice. It did not therefore include questions related to staff demographics, staff home postcode or business travel



Travel survey - context

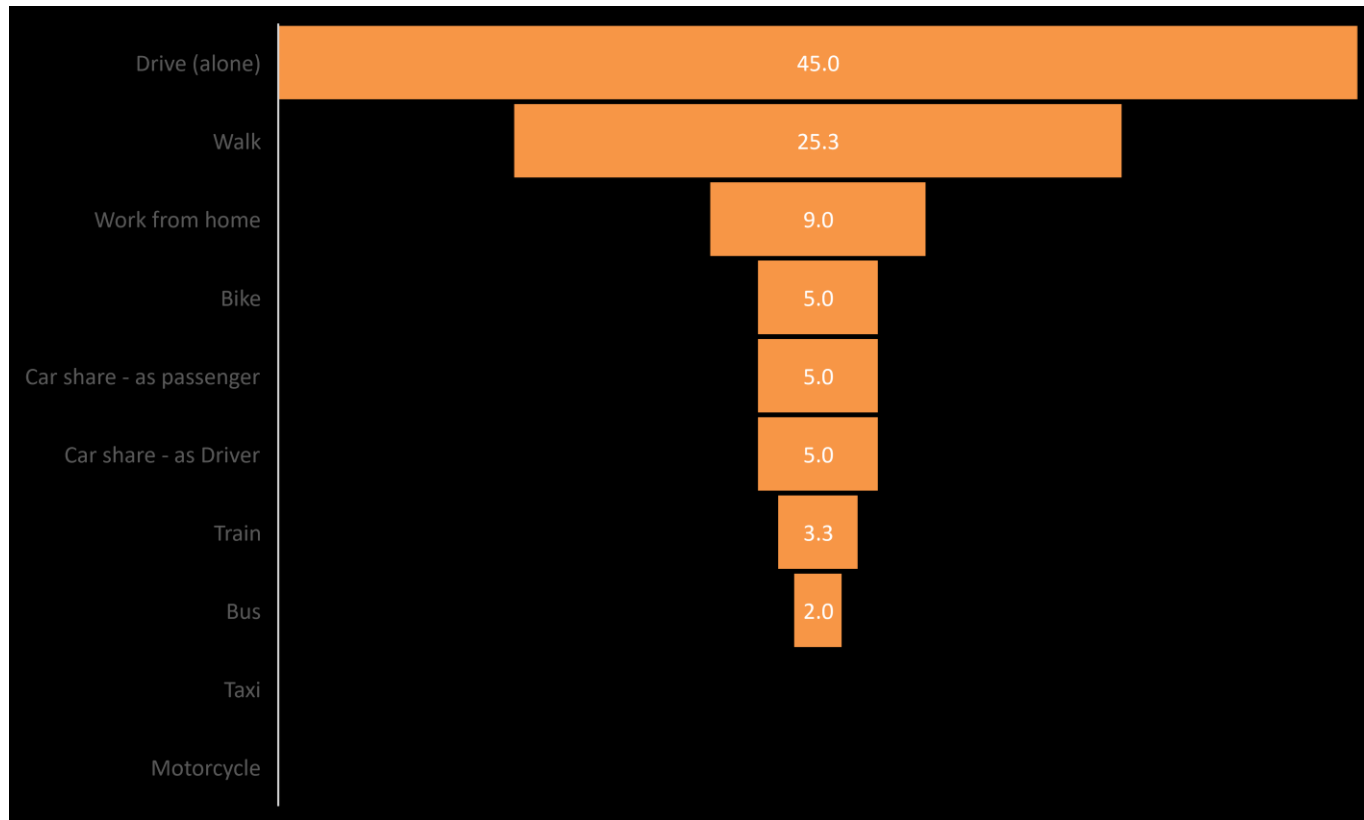
- 5% of SKDC staff respondents report a disability (temporary or longer lasting) that affects their choice of travel to their workplace
- 77% of respondents are full time, 21% part time, the remainder working in shifts
- 65% of respondent commute times, door to door, are 30 minutes or less



Travel survey - results

Which of the following transport methods do you use to get to and from work? (select all that apply within a typical week)

Results shown as % of responses



Respondents selected all travel modes that applied throughout their journey



Travel survey - results

Which of the following factors affect transport choice? *Respondents can select up to three options*

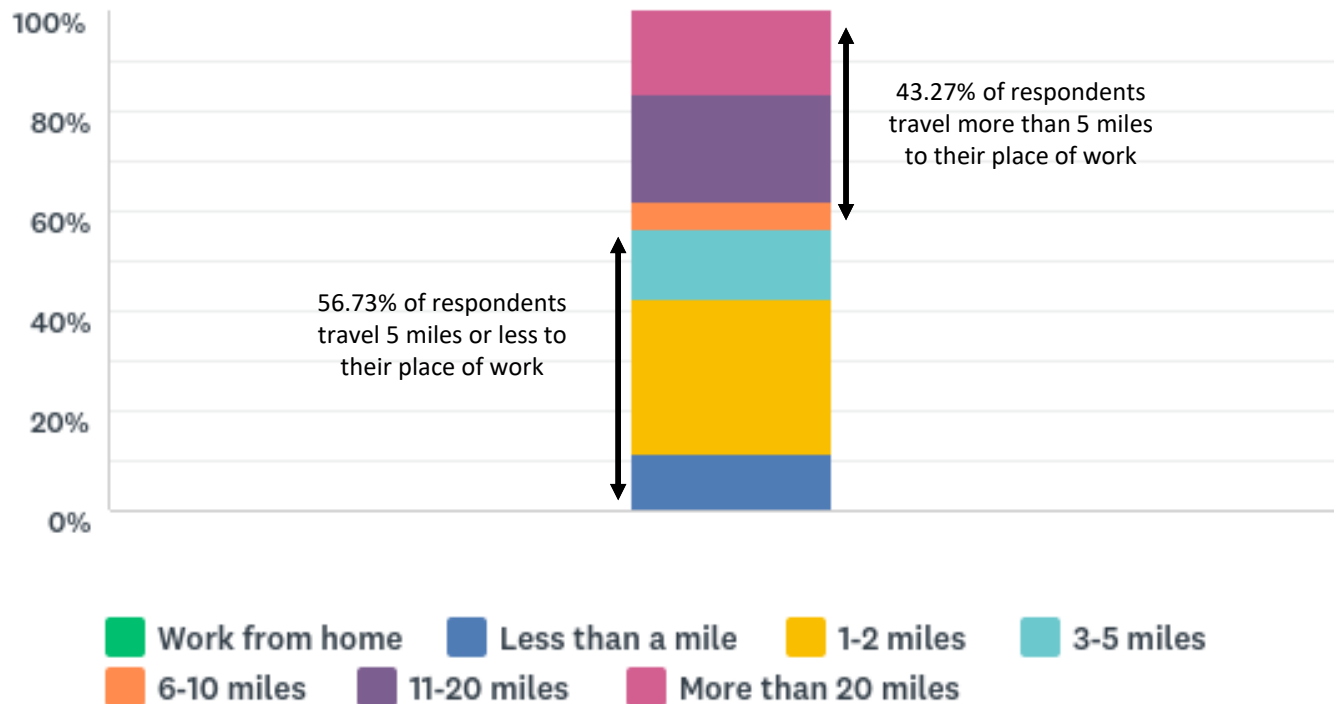
Criteria	% respondents
Convenience and comfort	42.3
Too far to walk/cycle	37.3
Lack of alternatives/ available options	34.8
Additional journeys before work e.g. school, supermarket, social activities	22.9
Health and fitness	22.4
Free parking is available to me	18.4
Cost	14.9
Personal safety	8
Need car for my job	8
Environmental/climate concerns	6.5
Avoiding congestion	5
Parking issues/lack of plentiful parking options	2.5



Travel survey - results

How far do you travel to work, door to door?

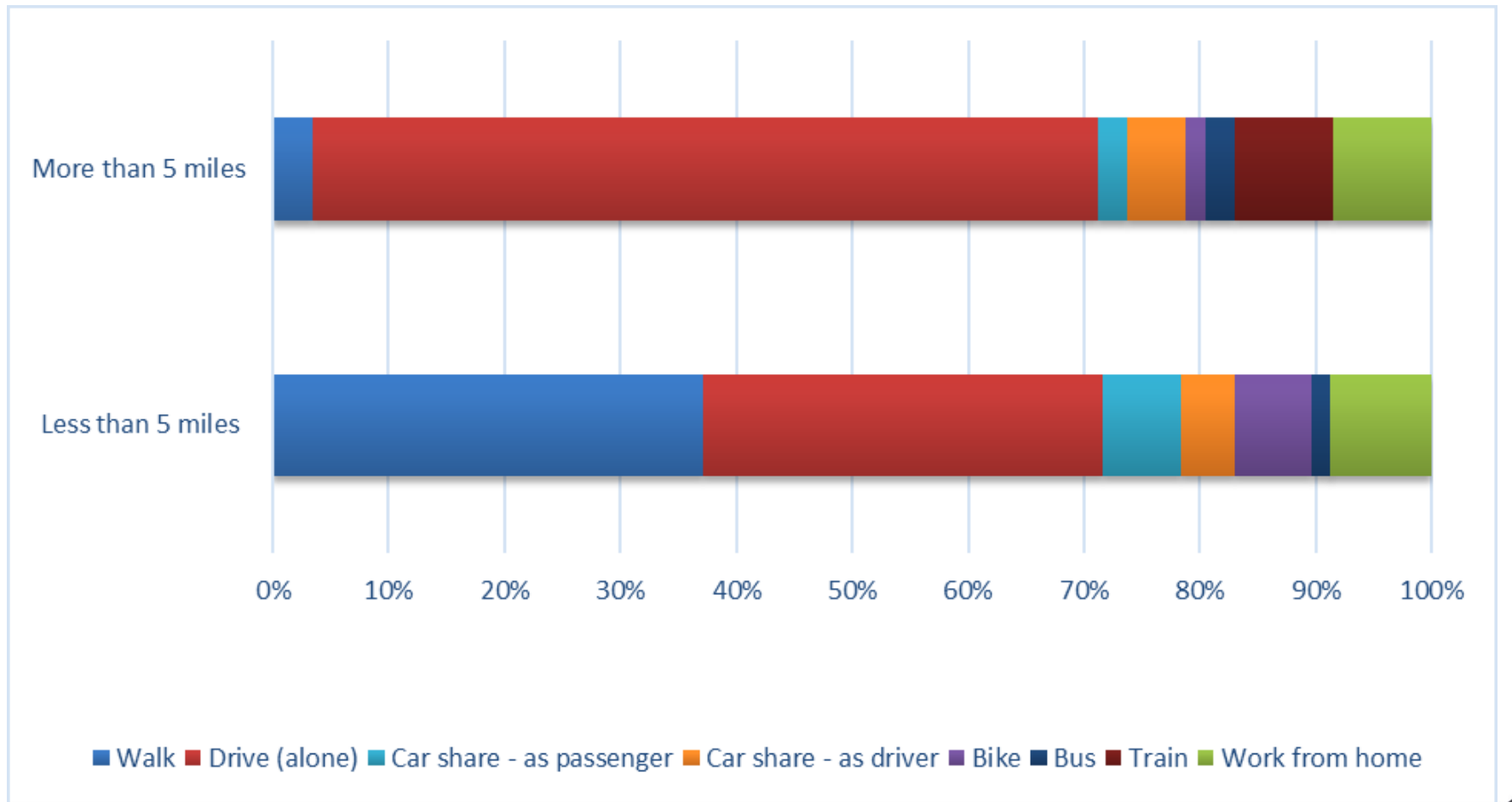
Results shown as % of responses



Commute journeys which are 5 miles or less are considered viable for active travel options including cycling



Distance and travel choice



Respondents selected all travel modes that applied throughout their journey

Distance and travel choice

- Most popular modes
 - More than 5 miles = 68% drive alone in a typical week
 - Less than 5 miles = 37% walk, 35% drive alone in a typical week
- More variety of travel choice in the less than 5 miles cohort – more likely to alter travel behaviours in a typical week
- Working from home was equally popular with the less than 5 miles and more than 5 miles cohorts
- 6.7% of the less than 5 miles cohort cycle as part of their journey, versus 1.7% of the more than 5 miles cohort



How does modal split of SKDC staff compare with the regional average?

Regional data taken from 2011 national census

Mode of travel	SKDC travel survey (%)	South Kesteven super output area (%)	Comparison
Drive – alone PLUS Car share - driver	50	57.6	↓↓
On foot	25.3	24.3	↑
Bike	5	4.2	↔
Car share – passenger	5	8	↓↓
Train	3.3	0.8	↑↑
Bus	2	3.4	↓
Taxi	0	1	↓
Motorcycle	0	0.7	↓



Local/national context for cycling

- In 2017, transport accounted for 27% of the UK's greenhouse gas emissions. [1]
- Over half of residents (58%) in UK major urban areas support more investment in cycling, compared to 42% for driving. [2]
- Motor vehicle mileage needs to be reduced by at least to 20% by 2030 to achieve national carbon targets. [3]
- National Travel Survey (2018) trends
 - 68% of all trips in the UK are less than 5 miles
 - Cycle trips per head of population has stabilised, but distance per trip has increased, potentially indicating a trend towards cycling as a sport rather than a travel mode
 - On average 42% of people have access to a bicycle, and 34% cycle at least once a year

[1] *Road transport and air emissions, Office for National Statistics, 2019*

[2] *Bikelife, Sustrans, 2020*

[3] *Reducing UK emissions, Committee on Climate Change, 2019*



Supporting staff to travel by bike

- Office infrastructure suggestions to consider
 - Include plans in office refurbishment to include showers and changing facilities for staff to use
 - Ensure cycle parking provision is plentiful, well maintained, and where possible securely accessed
- Pool bikes as alternative to driving or walking
 - Understand where short journeys are currently completed by driving or walking, and consider if these could be replaced by cycle trips
- Promotion of the cycle to work scheme
 - Greater visibility of the staff cycle to work scheme, that provides an interest free loan for new bikes and cycling equipment
 - Scheme was introduced in 2014 – to date 22 people have signed up to the scheme

