

**HDC TRAVEL PLAN
(Report by Development and Community Manager)**

1. INTRODUCTION

- 1.1 This report provides an update on the development of the Council's Travel Plan. The draft Travel Plan will be presented to Cabinet in September 2004.

2. BACKGROUND

- 2.1 A travel plan is a package of measures aimed at promoting sustainable travel within an organisation, with an emphasis on reducing reliance on single occupancy car travel. Effective travel plans can bring benefits both to the organisation and the surrounding community. They can assist in reducing traffic congestion, widening accessibility and reducing air pollution.

3. DRIVERS FOR CHANGE

- 3.1 The Council uses the planning system to secure agreement to deliver travel plans in new development. As a community leader the council needs to lead by example and deliver its own travel plan.
- 3.2 The Council's possible move to a new site would result in greatly reduced on-site car parking. The preparation for this should begin now to encourage modal shift from single occupancy car travel and reduce the need for car parking.
- 3.3 Through the Council's Car Parking Strategy, agreement was reached to deliver a Travel Plan to reduce the need for on-site parking at the Council offices.
- 3.4 A staff travel plan was prepared for the Council in 1999. Baseline data was gathered about the modal choice of staff travelling to work. The survey showed sole occupancy car use at 73.3%.
- 3.5 Sole occupancy car use by HDC staff was reduced to 66% in 2003 and it is expected that an even greater modal shift can be achieved with full implementation of a comprehensive travel plan. See appendix 2 for break down of Travel to Work Survey figures from 1999 to 2003.
- 3.6 The Travel Plan was never fully implemented due, in part, to lack of pressure to change. Since 1999 the drivers for change have become more apparent and it is hoped that the council will now support full implementation of a travel plan.

4. DEVELOPMENT OF THE HDC TRAVEL PLAN

- 4.1 As part of the preparation of the travel plan the council has undertaken the following:
- 4.2 Away-day sessions have been held with staff from the Environment and Transport division to develop ideas and get an insight in to which travel options were practical and would be taken up.
- 4.3 A cross-departmental travel plan working group has been established to lead on the implementation of the work programme.
- 4.4 A consultation leaflet was distributed to all members and officers at Pathfinder House, Castle Hill House and the Godmanchester Depot. The response rate is about 10% to date and these responses have been analysed – see appendix 2.
- 4.5 A number of promotional activities are taking place in the week commencing 14th June to tie in with National Bike Week. The activities are aimed at promoting cycling and car sharing. Full details of the activities are in appendix 3 and a verbal update on how they went will be provided at the meeting.
- 4.6 A Travel to Work intranet site has been developed to share information about sustainable travel options. The site can be accessed at <http://inttest3.huntsdc.gov.uk/traveltowork/>

5. RECOMENDATIONS

- 5.1 Cabinet are asked to note
- (a) progress made on the development of a revised travel plan; and
 - (b) that a revised draft Travel Plan will be presented to Cabinet in September 2004.

BACKGROUND INFORMATION

'Our news, your views – Travel Plan Consultation' leaflet
Location 3rd floor Pathfinder House

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**Appendix 1
HDC Staff
Data from Travel to Work Survey**

1999		2003	
Car	73.3%	Car	66%
Car Share	14.7%	Car Share	15%
Rail	0.9%	Rail	5%
Cycle	1.7%	Cycle	5%
Walk	3.2%	Walk	3%
Bus	2.3%	Bus	4%
		Motorbike	2%

**Appendix 2
Analysis of the Travel to Work Consultation**

Your Views Results

Return rate

The 'your views' questionnaire was included at the back of the travel plan consultation 'our news, your views' booklet - approximately 600 copies of the booklet were distributed (400 to PFH/ CHH Staff, 140 to Godmanchester depot staff & 60 to councillors)

We have received 49 replies, approximately 7.5% of the total distributed.

Would you consider working a nine-day fortnight?

Answer	No of answers	% Of total
Yes	33	70%
No	12	26%
Maybe	2	4%

Would you consider working from home?

Answer	No of answers	% Of total
Yes	38	79%
No	8	17%
Maybe	2	4%

Would you consider cycling to work or for business journeys?

Answer	No of answers	% Of total
Yes	9	19%
No	34	71%
Maybe	1	2%
Yes, for business only	4	8%

**Would you consider cycling to work or for business journeys?
If no, why not?**

The answers here are grouped into the same or very similar
 Each reason is recorded once for each time it was stated. Some people gave more than one reason.
 The 3rd column is the % of people who did not answer yes, that stated each reason.

Reason	No of times stated	% Of people not answering yes, who stated reason
Its too far	22	56%
I need my car for business	9	23%
Its too dangerous	8	21%
I've not got time	3	8%
I can't rely on the weather	3	8%
I already walk	3	8%
Other	5	13%

Other reasons given once each were:

- I would have childcare problems
- I don't want to get hot and sweaty
- I'm not fit enough
- I'm currently learning to ride a bike
- I already use public transport

Would you consider car sharing?

Answer	No of answers	% Of total
Yes	26	55%
No	17	36%
Maybe	4	9%

Would you consider car sharing? If no, why not?

All answers recorded as there were only 6 different answers.
 Each reason recorded once for each time it was stated. Some people gave more than one reason.
 The 3rd column is the % of people who did not answer yes, that stated each reason.

Reason	No of times stated	% Of people not answering yes who stated reason
Its inflexible	12	57%
I need my car for business	6	29%
I live near me	4	19%
I have childcare problems	3	14%
I live too near	3	14%
Stress - bad sharers	2	10%
Other	0	0%

'Its Inflexible' includes responses such as 'limits use of flexi-time', 'Can't make last minute changes', and 'My hours do not suit' etc.

Benefits/Incentives

How could we change the current system for travel claims to encourage more sustainable travel?

Here are all the responses we have had

- Buy out Heads of Service/ Directors 'free leased' vehicles
- Pay for cycle mileage
- Give a bike allowance
- Likes the idea of bike mileage rate
- Pay mileage towards cycling/ public transport

4 People agreed with the idea of paying cycle mileage.

- In my case a car is essential
- Is not in favour of erosion of essential user benefits as he has no option other to use his car and so taking benefits away would only penalise him.
- The system should be added to, not changed, so as not to disadvantage those who have to use their cars for work

3 People were concerned about losing out because of changes

- Stop paying so much! Pay more for low-level emission cars, get rid of number of miles for "essential users"
- Increase benefits for more fuel efficient vehicles
- Increase the lump monthly sum as mileage done is less, or by sustainable methods
- Double lump sum - No mileage
- Essential user status should be based on whether you need your car for work - not how many miles you do
- Remove essential user status - only % claims for petrol mileage

6 People had suggestions of ways to change the current system for claims for travel by car

- Mileage towards public transport
- Reimburse on the basis pub trans users/ taxi fares - make exceptions only for disabled, bulky equip, and rural locations
- Ensure people use bus/ train where possible, not always practical though, restricted times take longer
- Offer claims for people travelling to work by bus or by rail

4 People had suggestions that related to public transport

- Insist that pool cars are used for work journeys rather than private ones
- Have pool cars available for business use.

2 People made suggestions relating to pool cars

- Idea of car sharers having a parking space is a good one
- Encourage more staff to car share when attending external meetings
- Continue offering parking space to car sharers

3 Suggestions were made regarding car sharing

- Thinks it would be difficult with size of area covered
- Nothing wrong with current system
- Doesn't think we can. Better use of technology could reduce the number of journeys required.

3 people thought we would struggle to improve the system

Other Comments

- Car parking should be rationalised - for people who actually need vehicles for work purposes
- I car share now as I do not have a parking pass
- Don't waste money on this - provide ample parking for all staff

3 Comments were made regarding car sharing

- I would support a staff bus for St Neots
- Likes the idea of staff buses

2 People stated that they liked the idea of staff buses

- Would consider all the alternative arrangements but is worried about losing flexibility - also thinks we need more cycle routes to make cycling safer.
- We need more cycle paths, better bus service
- Whilst improving the staff travel plan is important, you need to understand that until public transport becomes FREQUENT, RELIABLE, CLEAN and CHEAP people will continue to use their cars. I cannot rely on public transport, its EXPENSIVE and would take me TWICE as long to get to work
- Public transport not readily available in some areas, it is also shoddy and full of kids that swear!
- We need more buses

5 Comments were made stating that we need better public transport and/ or more cycle routes

- Not sure car sharing fits in very well with flexi-time
- Car sharing works best with fixed hours
- Car sharing is an excellent idea
- Has been car sharing for 6 years already, thinks they should be receiving some benefits
- Car sharing is difficult if you need a vehicle for site visits

5 Comments were made regarding car sharing, one was positive

- Would not be happy if 9-day fortnight were imposed as hours are supposed suit customers and not employees
- Likes 9 day fortnight and home working ideas and can see the benefits they would bring.
- Would work from home if there was broadband in their village
- Would work from home if employer would allow it.
- Some managers are reluctant to allow home working, more should be done to make this a realistic option

5 Comments were made regarding home working

Miscellaneous comments

- Thinks plans should also apply to members, comments that many members have large cars and no regard for the pollution they cause.
- Where is the breakfast for walkers?
- Agrees with leaflet
- If the merits of each mode were highlighted and arrangements made to use multiple modes (eg. car/ bus/ bike or train/ car/walk) then habitual use would result
- Good ideas - would like to see some scientific facts about what the most sustainable modes of transport are
- Has attached a map showing the roundabout that discourages her from cycling because it is so busy - The one that you have to go over to get to Huntingdon from Stukeley
- LPG vehicles have poor emission records on short journeys making their use for officer visits within district questionable.
- We must not forget staff productivity in all of this.
- Perhaps we also need to include our customers in our calculations as well, presuming we are looking at sustainable travel across the board.

Appendix 3

Travel To Work Week 14th – 18th June 2004 Activities

- ◆ Bike to work breakfast at Pop Bellies café
- ◆ Road safety cycle training
- ◆ Cycle security postcoding
- ◆ Evening cycle social event at Grafham water
- ◆ Prize draw for all cyclists filling in a feedback form to win a solar powered radio
- ◆ Car Sharing trial with guaranteed parking space for car sharers
- ◆ Prize draw for solar powered radio for all car sharers