



DMT - 21 AUGUST 2001

CMT - 11 SEPTEMBER 2001

ECONOMY & PLANNING REVIEW PANEL - 19 SEPTEMBER

CORPORATE & FINANCE REVIEW PANEL - 20 SEPTEMBER

CABINET - 3 OCTOBER

## GREEN TRANSPORT PLAN

### 1. INTRODUCTION

- 1.1 This Council has agreed to prepare a Green Transport Plan (GTP). At its meeting held on the 27 October 1999 the Planning and Transportation Committee resolved that a Green Transport Plan be prepared, and an Employee and Member travel survey be undertaken. This accords with this Council's Corporate Plan aim of **enhancing transport availability and choices**. It also demonstrates this Council's commitment to promoting green transport within the District which is important because, as the Local Planning Authority, it requires some developers to prepare and implement their own GTPs.
- 1.2 The need to agree and implement a GTP for the Council has been identified as item A15 in the Planning Service Best Value Review Service Improvement Plan.
- 1.3 The purpose of this report is to update Members of the progress made to date, to suggest key elements that should be included in the GTP and to consider the allocation of resources to enable progress to be made within an agreed timescale.

### 2. PROGRESS TO DATE

- # # 2.1 Following detailed consultations with Employee Representatives and Senior Management the format of the Employee Travel Survey Form (Appendix 1) was agreed. The Members' Travel Survey Form (Appendix 2) was similarly agreed. Both Survey Forms incorporate a statement supporting the GTP initiative endorsed by:  
  
Councillor Simon Hayes - Leader of the Council  
Dave Yates - Chief Executive  
Tom Gibbons - Branch Secretary (UNISON)
- # 2.2 The Employee Travel Survey is well under way. Employees can either complete the forms on the intranet (the Council's internal internet) or on a paper copy of the form. Information from the paper forms is being entered onto a database which is automatically updated when intranet forms are submitted. Forms are still being received and data being input. Appendix 3 is a summary of the key results of the survey to date.

- 2.3 Member Travel Survey forms have also recently been distributed.
- 2.4 Subject to employee resources (please see below) it is hoped to complete the survey data input and analysis during the next two months.

### **3. ELEMENTS FOR INCLUSION IN THE GTP**

- 3.1 Interim results from the Employee Survey show varying degrees of support for the measures set out in Question 34 on the Survey Form. It should be noted that Employees are asked to tick only things that they personally would be willing to make use of. It is therefore reasonable to assume that the more of these measures that are included in the GTP then the more successful the GTP will be in reducing damage to the environment.
- 3.2 It is therefore suggested that Officers should consider including within the draft GTP all the things set out in Appendix 3 as well as identifying how these measures could be implemented.
- 3.3 The Employee Survey Form also seeks information on what could be done to remove "barriers" to walking, cycling and using public transport more often and encourage car sharing. Numerous suggestions have been made. These have yet to be investigated in detail but it is felt that low cost measures such as improved facilities for cyclists (costing less than £2,000 say) that are likely to be well utilised should be introduced without undue delay. It is therefore suggested that a budget of £9,000 be included in the current Expenditure Plan Review for this purpose and to implement a car share scheme in 2002/3.
- 3.4 Many of the other measures will involve other organisations (e.g. Hampshire County Council, Bus Operators) and may require much larger sums to bring forward. It is suggested that Officers work in partnership with these organisations to seek to include such measures in transport related proposals for the areas in question, for example the three Area Transportation Strategies that cover the District.
- 3.5 Similar consideration will be given to the views of Members that emerge from the Members' Travel Survey.

### **4. FORMAT OF GTP DOCUMENT**

- 4.1 Any GTP document will need to be made available to all Employees and Members. Given the encouraging response to the Travel Survey it is felt that the reasons for having a GTP are generally appreciated. The challenge appears to be making it relevant to individual circumstances by offering practical alternatives especially to reduce "driver only" car journeys.
- 4.2 It is therefore suggested that a significant part of the document include an introduction, statement of key principles, menu of measures (incorporating brief details and where more detailed information can be found) together with a statement/endorsement similar to that at the top of Page 1 of the Travel Survey Form (Appendix 1). It is also suggested that selected key facts are included to highlight the adverse impact of car journeys, the harmful effects of transport related pollution and the health benefits of walking and cycling.
- 4.3 It is important that the document is concise, interesting and readable. Therefore, it is felt that it should be equivalent to two sides of A4 (double sided and capable of folding for ease of display and distribution), and incorporate cartoons, photographs and coloured diagrams to illustrate key points. The document could possibly be distributed in either a folder or include a wallet so that leaflets detailing measures can be included as and when they are agreed and set up (for example car sharing).

## **5. PROGRAMME**

- 5.1 Officers are progressing the GTP within existing staff resources. This has meant that progress to date has been relatively slow.
- 5.2 The nature of the measures suggested (some of which could affect Employees Terms and Conditions) means that it will probably take several months to finalise some of the proposals. The Personnel Officer and the Employee Side will need to be closely involved in negotiations regarding terms and conditions.
- 5.3 Some of the other measures, such as providing pool cars and encouraging all employees to use public transport where appropriate, will have significant financial implications.
- 5.4 The suggested budget for low cost measures, including encouraging car sharing, will enable some initiatives to be progressed within a reasonable time of the travel survey. An expenditure plan bid has been made to enable some "low cost" measures, together with a car share scheme, to be developed and implemented in 2002/03. Having regard for the survey results it is suggested that improving facilities for cyclists be given a high priority in 2002/3. Other well supported measures will also be considered. The introduction of a car sharing scheme will require some clerical support to maintain a database.
- 5.5 It is suggested that a draft GTP be prepared when the implications of the measures suggested have been assessed. The draft GTP will need to identify the measures that will be available to Employees and Members on its adoption and those that will be available later.
- 5.6 It is suggested that a draft GTP be prepared in 2002/03. Given the linkage to LA21 issues it is also suggested that the Director of Environment Services co-ordinate the preparation of a draft GTP.

## **6. CRIME AND DISORDER IMPLICATIONS**

- 6.1 Secure cycle parking facilities will reduce the risk of cycle theft.
- 6.2 Adequate arrangements will need to be put in place to minimise the risk of theft or damage to pool vehicles etc, parked overnight, if such schemes are introduced.

## **7. ENVIRONMENTAL IMPLICATIONS**

- 7.1 A GTP should result in fewer car journeys and therefore there is potential for reducing transport related pollution.
- 7.2 Ad-hoc observations at Appletree Court indicate that, on occasions, the demand for car parking spaces exceeds supply. If the situation becomes worse then pressure will increase for additional parking and this could have adverse impacts.

## **8. FINANCIAL IMPLICATIONS**

- 8.1 The cost of progressing the GTP has been met from within existing budgets.

- 8.2 A draft GTP could be prepared within existing budgets as and when staff resources become available. The cost of implementing a GTP has not yet been identified but could not be undertaken within existing budgets. As a rough guide, the printing costs would be in the region of £6,000 depending on the format of the document and associated leaflets distributed to Members and Employees. Costs could be reduced if the documents were principally made available on ForestNet; this option will be carefully considered.
- 8.3 The introduction of practical measures will have financial implications and these will be assessed as work progresses. To demonstrate this Council's commitment to GT issues a bid for £9,000 has been included in the current expenditure plan review to progress low cost measures and a car share scheme.
- 8.4 If a GTP reduces the number of car journeys to sites like Appletree Court this may reduce the likelihood of having to provide additional parking spaces.

## **9. EMPLOYEE SIDE COMMENTS**

- 9.1 The Employee Side are pleased that the Green Transport Plan is being prepared and are happy that the survey has been well supported by employees.
- 9.2 Members can see in Appendix 3 the varying degree of popularity for measures to reduce work journeys. It shows that there is most interest in home working and an extension to hours worked per day. The Employee Side are prepared to negotiate on a mutually beneficial extension to the Flexi-time scheme, or any other changes to terms and conditions, within a Single Status context.
- 9.3 The Employee Side are concerned that some measures will be difficult to bring forward, eg an increase in the availability of public transport. We agree that other measures could be effective, eg providing facilities to encourage cycling to work (such as changing rooms, lockers and showers and safe storage of cycles). Car sharing is already encouraged and this could be enhanced, at a cost which needs to be further considered.
- 9.4 A Green Transport Plan for both Members and Employees is a long-term project but an important part of the Council's commitment to Local Agenda 21. The Employee Side wish to continue to support such plans which benefit the environment and the community.

## **10. CONCLUSIONS**

- 10.1 The Employee Travel Survey is nearing completion and interim results indicate significant interest in all the suggested options set out in Appendix 3.
- 10.2 These options should be considered for inclusion in the draft GTP, subject to negotiations between Management and Employee Side representatives. The draft GTP should also take account of the Members' Travel Survey.
- 10.3 A programme of low cost measures and the development of a car share scheme should be supported at an estimated cost of £9,000 in 2002/3.
- 10.4 The basic format of the draft GTP should be as set out above.

10.5 Implementation of a GTP will require additional expenditure which will need to be considered as part of the 2003/04 Expenditure Plan Review.

**11. RECOMMENDATION:**

**Economy & Planning Review Panel**  
**Corporate & Finance Review Panel**

That the Cabinet be advised that the Panels support the recommendations below;

A draft GTP should, in consultation with Employee Side Representatives, be prepared in 2002/03 as set out in this report.

Subject to the approval of the expenditure plan bid, the Director of Environment Services be given delegated authority to implement both a programme of low cost measures to make walking, cycling and public transport more attractive for Employees and Members going to Council premises together with a scheme to encourage car sharing, during 2002/3.

That a further report be prepared in 2002/03 to consider an Expenditure Plan bid to enable a GTP to be implemented in 2003/04.

**For further information please contact:**  
Nick Hunt  
Principal Engineer Transportation  
(023) 8028 5916

**Background papers:**  
Published Papers

**COMPLETING THIS SURVEY COULD BE YOUR FIRST STEP TO:**

- Saving money on your travel costs
- Improving your health
- Improving the environment

**INITIATIVE SUPPORTED BY EMPLOYEE REPRESENTATIVES, COUNCILLORS AND SENIOR MANAGEMENT**

We all agree that a Green Transport Plan should be prepared with the aim of reducing damage to the environment. Finding out about our existing travel patterns and what “environmentally friendly” alternatives would be acceptable is the first step to providing such a plan. We agree that special emphasis will be given to encourage, rather than compel us to change our travel arrangements in the interest of the environment. Your views will help us both identify what measures could be usefully introduced and also prepare green transport policies. Any comments you make will not be attributed to yourself when the survey results are published.

.....  
 Chief Executive                      Leader of the Council                      Branch Secretary (UNISON)

**EMPLOYEE TRAVEL SURVEY**

Please complete and return to: Nick Hunt, Consultancy Services, Town Hall, Lymington

Surname .....

Forenames .....

Work Place                      Appletree Court/Town Hall/Marsh Lane/Other (Please state)  
.....

Postcode of home address                     

- |    |   |                      |                          |
|----|---|----------------------|--------------------------|
| 1. | Contactable at home by telephone  | Yes                  | <input type="checkbox"/> |
|    |   | No                   | <input type="checkbox"/> |
| 2. | Access to the Internet  | At Home              | <input type="checkbox"/> |
|    |   | At Work              | <input type="checkbox"/> |
| 3. | Distance to work (from home one way)  | <input type="text"/> | Miles                    |
| 4. | Average time (door to door) from home to work<br>by main means of travel to/from work | <input type="text"/> | Minutes                  |
| 5. | Average number of return journeys to work per working week                            | <input type="text"/> | Journeys                 |

**JOURNEY TO WORK**

6. What is your main means of travel to/from work - the means used most frequently and for the greatest part of the journey?

- Car (drive alone)
- Car (driver with other commuters)
- Car (passenger with other commuters)
- Public bus service
- Train
- Park and Ride (car & bus or train)
- Park and Ride (cycle & bus or train)
- Motor Cycle
- Cycle
- Walk
- Other (please state below)

7. Do you ever use any other means of transport for travel to/from work? If so, state which means are used, how frequently and average journey time. For example, "I use the bus one day a week throughout the year, 10 minutes", or "I cycle three days a week during the summer, 15 minutes".

8. Which of the following are available to you for travelling to work?

- Private Car
- Motorcycle/Moped/Scooter
- Bicycle
- None of the above

9. Do you do other things on your journey to or from work?

- |  | Daily                    | Weekly                   |
|--|--------------------------|--------------------------|
| Take children to school                  | <input type="checkbox"/> | <input type="checkbox"/> |
| Take partner to work/college etc         | <input type="checkbox"/> | <input type="checkbox"/> |
| Domestic errands (shopping, banking etc) | <input type="checkbox"/> | <input type="checkbox"/> |
| Sporting/recreational activities         | <input type="checkbox"/> | <input type="checkbox"/> |
| Fulfilling family needs                  | <input type="checkbox"/> | <input type="checkbox"/> |
| Other (please state below)               | <input type="checkbox"/> | <input type="checkbox"/> |



10. What influences how you travel to work? (tick as many as are applicable)

	Weak	Medium	Strong
Cost of journey	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Distance to work	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Journey time	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Required to have car at work for official journeys	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Start and finish times	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Likely to need car that day for work	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Poor public transport links	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Good public transport links	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No alternative	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Need to do things on way to/from work	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Want to keep fit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Weather	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Availability of good changing/shower facilities (for cycling/walking)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
On site parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Want to reduce damage to the environment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please state below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

11. Would you be interested in a car-sharing scheme, in which you would share the driving and/or cost of travel with other colleagues who drive to work?

- Yes, share driving
- Yes, share cost
- No (please give reason below)

**WALKING**

12. Do you ever walk to work?

- Nearly every (working) day
- Not every (working) day, but at least once a week
- Occasionally, such as during the summer
- Never

13. If you do walk to work, even only occasionally, what are your reasons for doing so? (List in order of importance, the first being the most important.)

14. If you do walk to work, what improvements would you like to see both on your route, and in and around the work site, to improve conditions for pedestrians?

15. If you never walk to work, are there any measures that might encourage you to do so, for at least some or part of your journey?

**CYCLING**

16. Do you ever cycle to work?

- Nearly every (working) day
- Not every (working) day, but at least once a week
- Occasionally, such as during the summer
- Never

17. If you do cycle to work, even only occasionally, what are your reasons for doing so? (List in order of importance, the first being the most important.)

18. If you do cycle to work, what improvements would you like to see both on your route, and in and around the work site, to improve conditions for you and other cyclists?

19. If you never cycle to work, are there any measures that might encourage you to do so?

**JOURNEYS ON COUNCIL BUSINESS**

20. Do you sometimes need to travel as part of your job?

- Yes
- No

21. If yes, how frequently?

- Almost every day
- 3-4 days a week
- 1-2 days a week
- Other (please specify below)

22. What return mileage are the majority of your official journeys?

- Up to 1 mile
- Over 1 mile and up to 2 miles
- Over 2 miles and up to 4 miles
- Over 4 miles and up to 10 miles
- Over 10 miles and up to 20 miles
- Over 20 miles (please state)

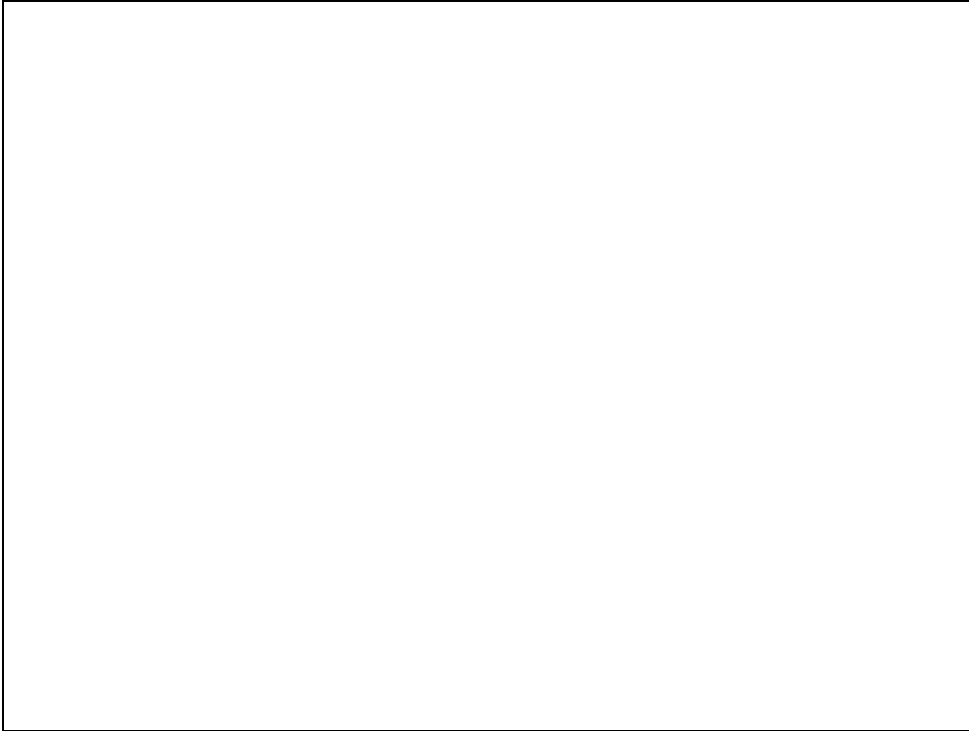
23. Which destinations do you frequently drive to?

- 24. Would you be prepared to use a shuttle bus between Appletree Court and the Town Hall, Lymington to attend meetings etc? Yes   
No
- 25. Could you use a bicycle for some official journeys? Yes   
No
- 26. Would you be willing to use your own bicycle? Yes   
No   
*(please leave blank if you don't own a bicycle)*
- 27. Would you be willing to use a pool bicycle? Yes   
No
- 28. Would payment of a bicycle allowance encourage you to cycle on official journeys? Yes   
No
- 29. Could you use a motor cycle for some official journeys? Yes   
No
- 30. Would you be willing to use your own motor cycle for some official journeys? Yes   
No   
*(please leave blank if you don't own a motor cycle)*
- 31. Would you be willing to use a pool motor cycle for some official journeys? Yes   
No

32. Would payment of a motor cycle allowance encourage you to use one on official journeys? Yes   
No
33. Would it be practical to use public transport for some official journeys? Yes   
No
34. Would conveniently located video conferencing facilities enable you to reduce the number of official journeys you make? Yes   
No
35. If you frequently drive to work which of the following would enable you to reduce the number of times you drive to work in a car? Please tick only things that you personally would be willing to make use of.

	Large Reduction (more than 10 days a month)	Medium Reduction (2-10 days a month)	Small Reduction (less than 2 days a month)
Video conferencing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Able to work at home	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Able to work more hours per day but less days overall (total hours remain the same)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Change "lease car" and "essential car user" rules so cars can be left at home when not needed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rules changed so that public transport can be used more often for official journeys	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provide "pool cars" for Council business	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Better facilities for cyclists in the workplace (Showers, more convenient and secure cycle parking)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Introduction of car sharing scheme for journeys to work	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Better links between railway stations and Council offices	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special arrangements with public transport operators for reduced fares and loans for season tickets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More convenient parking for bicycles, motor cycles, pool vehicles and car sharers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

PLEASE ADD ANY EXTRA COMMENT BELOW IF YOU WISH (continue overleaf if necessary).



Thank you for helping with this survey.

**COMPLETING THIS SURVEY COULD BE YOUR FIRST STEP TO:**

- Saving money on your travel costs
- Improving your health
- Improving the environment

**INITIATIVE SUPPORTED BY EMPLOYEE REPRESENTATIVES, COUNCILLORS AND SENIOR MANAGEMENT**

We all agree that a Green Transport Plan should be prepared with the aim of reducing damage to the environment. Finding out about our existing travel patterns and what “environmentally friendly” alternatives would be acceptable is the first step to providing such a plan. We agree that special emphasis would be given to encourage, rather than compel us to change our travel arrangements in the interest of the environment. Your views will help us both identify what measures could be usefully introduced and also prepare green transport policies. Any comments you make will not be attributed to yourself when the survey results are published.

.....  
 Chief Executive                      Leader of the Council                      Branch Secretary (UNISON)

**MEMBER TRAVEL SURVEY**

Please complete and return to: Nick Hunt, Consultancy Services, Town Hall, Lymington

Surname .....

Forenames .....

Postcode of home address

- |    |  |  |  |          |
|----|--|--|--|----------|
| 1. | Contactable at home by telephone   | Yes<br>No                                | <input type="checkbox"/><br><input type="checkbox"/>                             |          |
| 2. | Access to the Internet   | At Home<br>At Work<br>At Appletree Court | <input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/> |          |
| 3. | Distance to Appletree Court (from home one way)  |  | <input style="width: 30px; height: 20px;" type="text"/>                          | Miles    |
| 4. | Average time (door to door) from home to Appletree Court<br>by main means of travel to/from work |  | <input style="width: 30px; height: 20px;" type="text"/>                          | Minutes  |
| 5. | Average number of return journeys to Appletree Court per week                                    |  | <input style="width: 30px; height: 20px;" type="text"/>                          | Journeys |

**JOURNEY TO APPLETREE COURT**

6. What is your main means of travel to/from Appletree Court - the means used most frequently and for the greatest part of the journey?

- Car (drive alone)
- Car (driver with others)
- Car (passenger with others)
- Public bus service
- Train
- Park and Ride (car & bus or train)
- Park and Ride (cycle & bus or train)
- Motor Cycle
- Cycle
- Walk
- Other (please state below)

7. Do you ever use any other means of transport for travel to/from Appletree Court? If so, state which means are used, how frequently and average journey time. For example, "I use the bus one day a week throughout the year, 10 minutes", or "I cycle three days a week during the summer, 15 minutes".

8. Which of the following are available to you for travelling to Appletree Court?

- Private Car
- Motorcycle/Moped/Scooter
- Bicycle
- None of the above

9. Do you do other things on your journey to or from Appletree Court?

- |  | Daily                    | Weekly                   |
|--|--------------------------|--------------------------|
| Take children to school                  | <input type="checkbox"/> | <input type="checkbox"/> |
| Take partner to work/college etc         | <input type="checkbox"/> | <input type="checkbox"/> |
| Domestic errands (shopping, banking etc) | <input type="checkbox"/> | <input type="checkbox"/> |
| Sporting/recreational activities         | <input type="checkbox"/> | <input type="checkbox"/> |
| Fulfilling family needs                  | <input type="checkbox"/> | <input type="checkbox"/> |
| Other (please state below)               | <input type="checkbox"/> | <input type="checkbox"/> |

10. What influences how you travel to Appletree Court? (tick as many as are applicable)

	Weak	Medium	Strong
Cost of journey	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Distance to Appletree Court	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Journey time	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Arrival & departure times	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Likely to need car that day for other reasons	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Poor public transport links	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Good public transport links	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No alternative	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Need to do things on way to/from ATC	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Want to keep fit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Weather	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Availability of good changing/shower facilities (for cycling/walking)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
On site parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Want to reduce damage to the environment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please state below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

11. Would you be interested in a car-sharing scheme, in which you would share the driving and/or cost of travel with others who drive to Appletree Court?

- Yes, share driving
- Yes, share cost
- No (please give reason below)

**WALKING**

12. Do you ever walk to Appletree Court?

- Nearly every day
- Not every day, but at least once a week
- Occasionally, such as during the summer
- Never

13. If you do walk to Appletree Court, even only occasionally, what are your reasons for doing so? (List in order of importance, the first being the most important.)



14. If you do walk to Appletree Court, what improvements would you like to see both on your route, and in and around the work site, to improve conditions for pedestrians?

15. If you never walk to Appletree Court, are there any measures that might encourage you to do so, for at least some or part of your journey?

### **CYCLING**

16. Do you ever cycle to Appletree Court?

Not every day, but at least once a week   
Occasionally, such as during the summer   
Never

17. If you do cycle to Appletree Court, even only occasionally, what are your reasons for doing so? (List in order of importance, the first being the most important.)

18. If you do cycle to Appletree Court, what improvements would you like to see both on your route, and in and around the work site, to improve conditions for you and other cyclists?

19. If you never cycle to Appletree Court, are there any measures that might encourage you to do so?

### **JOURNEYS ON COUNCIL BUSINESS**

20. Do you sometimes need to travel as part of your duties as a Councillor?

Yes   
No

21. If yes, how frequently?

- Almost every day
- 3-4 days a week
- 1-2 days a week
- Other (please specify below)

22. What return mileage are the majority of your official journeys?

- Up to 1 mile
- Over 1 mile and up to 2 miles
- Over 2 miles and up to 4 miles
- Over 4 miles and up to 10 miles
- Over 10 miles and up to 20 miles
- Over 20 miles (please state)

23. Do you generally travel to the same destination? If so please state this below.

24. Would you be prepared to use a shuttle bus between Appletree Court and the Town Hall, Lymington to attend meetings etc? Yes   
No

26. Would it be practical to use public transport for some official journeys? Yes   
No

27. Do you travel with Council officers to meetings not at Appletree Court Frequently   
Occasionally

28. Would you travel more with officers if this were encouraged (if not please give reasons) Yes   
No

29. If you drive to Appletree Court which of the following would enable you to reduce the number of times you drive there? Please tick only things that you personally would be willing to make use of.

	Large Reduction (more than 10 days a month)	Medium Reduction (2-10 days a month)	Small Reduction (less than 2 days a month)
Use information technology, eg video conferencing, to reduce the need to attend meetings at Appletree Court	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rules changed so that public transport can be used more often for official journeys	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Better facilities for cyclists in Appletree Court (showers, more convenient and secure cycle parking)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Introduction of car sharing scheme for journeys to Appletree Court	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Better links between railway stations and Council offices	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More convenient parking for bicycles, motor cycles, pool vehicles and car sharers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

PLEASE ADD ANY EXTRA COMMENT BELOW IF YOU WISH (continue overleaf if necessary).

Thank you for helping with this survey.

# things that would reduce the no. of journeys in your car

## APPENDIX 3

(analysis of 351 Employee responses - for full wording of options please see question 34 of survey form)

