

The Exeter Travel to Work Tally 2008

Report





Introduction

The Exeter Travel to Work Tally is a survey conducted annually to collect information on the travel habits of the employees in the city.

The Tally has been carried out for the past 3 years and we intend to continue running it for a number of years to come. We are now at the stage where we have enough data to begin looking at the changes to travel patterns in Exeter since the Tally began in 2006. Devon County Council and local businesses can use this information to create travel plans, look at ways to alter travel behaviour or highlight areas for improvement.

The Tally asks respondents how they usually travelled to work before asking a set of questions on any changes to their travel over the last year. Other information including home postcode, hours of work and gender is collected to help us analyse the data further. Respondents are also asked for suggestions on how travel could be improved in Exeter.

In September 2008, letters were sent out to local businesses inviting them to involve their staff in the Travel Tally. Almost 6500 people from over 200 companies and organisations responded. Twenty one larger companies and organisations participated directly in the survey and individual reports were produced for these companies.

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Summary of results

This section of the report aims to summarise some of the initial findings from the Exeter Travel to Work Tally 2008 that are also displayed in chart form.

It was found that 65% of people responding travelled to work by car. 12% of respondents walked, 9% cycled, 9% took the bus, 3% the train, and 1% motorcycled. 50% of respondents had changed the way they travelled to work over the past year due to increased petrol/diesel prices and 15% changed due to delays caused by congestion. 14% said they changed the way they travelled to work due to concerns about the environment; 14% due to wanting to improve their health and 11% due to increased public transport costs.

25% of respondents who drove to work alone were doing so less and only 12% were driving more often. 44% of those who had worked at home, 40% of those who cycled and 31% of those who car shared said they were doing this more often. 42% of respondents would consider using an alternative form of transport to travel to work in the next 12 months. 85% of respondents said they commuted during the rush hour and 58% said they were able to vary their start and finish times. 58% of respondents were female and 91% of respondents were in the 25 to 64 age range. Of those respondents who were able to vary their start and finish times at work, 90% still chose to commute during the morning and evening rush hours.

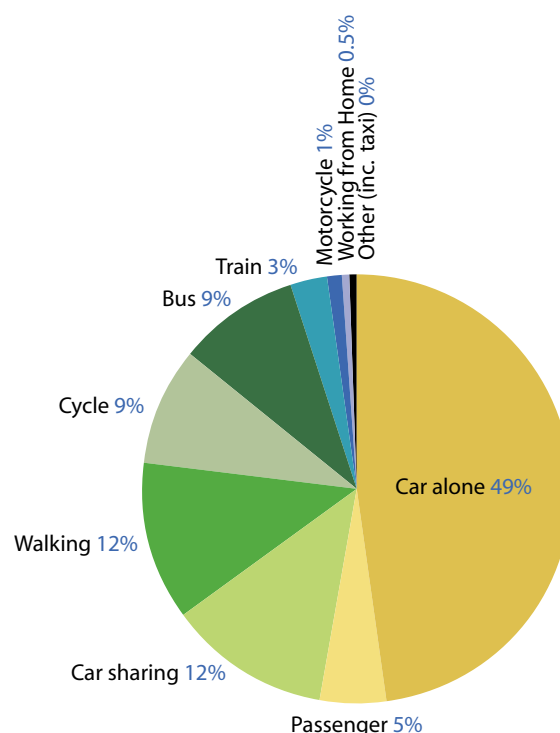
When asked which one thing respondents thought would help improve

travel to work in Exeter, the main issues were around public transport, cycling, engineering (removal of traffic lights, road alterations etc) and traffic management . Suggestions made included: better value or cheaper public transport services, more frequent and reliable services, and services that suited working hours. A number of suggestions were made for alterations to traffic lights systems and road or cycle lanes. These categories of suggestions along with the County Council's responses can be seen later in the report.

Full results

How did respondents say they usually travelled to work?

This pie chart shows that almost half of people responding to this tally drive to work into Exeter by car on their own. If the people who drive alone, car share or travel as a passenger are combined then 65% of respondents travelled to work by car.



Did any of the following reasons change how respondents travelled in the last year?

Reasons for change

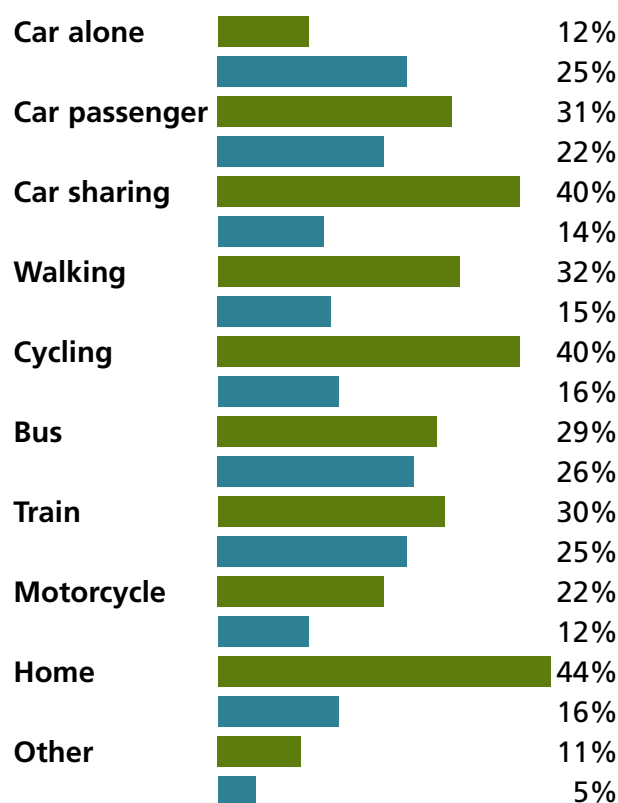
Increased petrol/diesel prices	50%
Delays caused by congestion	15%
Wanting to improve my health	14%
Concerns about the environment	14%
Increased public transport costs	11%
Other	9%
Increased parking charges	5%
Improved cycling routes/lanes	5%
Cycle purchase scheme	4%
Workplace travel plan	4%
Improved public transport	2%
Improved walking routes	1%
Improved travel information	1%

Other reasons given for changing travel to work:

- Change of job
- Moving house
- Lack of public transport provision
- Change of work place
- Availability of car share partner
- Availability of parking spaces
- Medical issues
- Family needs

How have respondents changed how they commute over the last year?

The following graph shows percentage of people using a mode of transport MORE OFTEN in green ■, while those using a mode of transport LESS OFTEN are shown in blue ■.



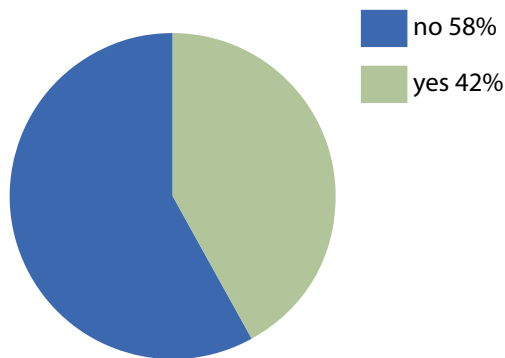
The top three answers for things that people are using more often were:

1. Working from home
2. Cycling
3. Car sharing

The top three forms of transport people are using less often:

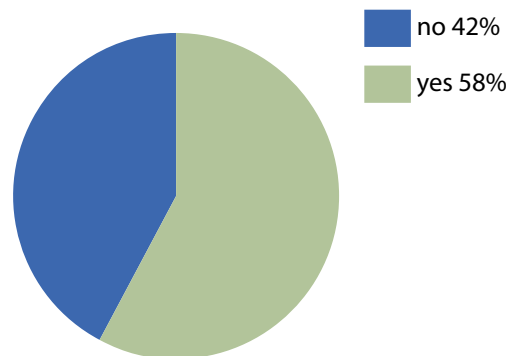
1. Bus
2. Train
3. Car alone

Would respondents consider trying an alternative form of transport to work in the next twelve months?

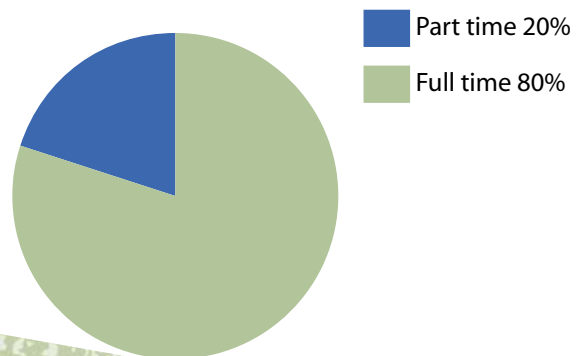


42% of respondents said they would consider an alternative form of transport in the next 12 months.

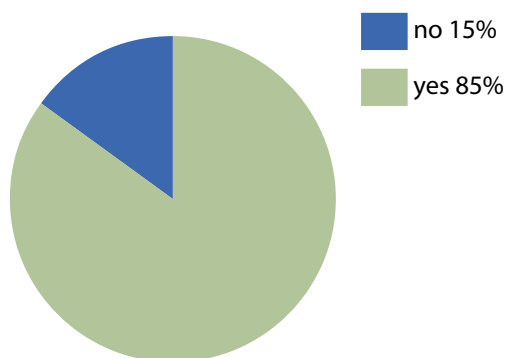
Were respondents able to vary their start and finish times?



Did respondents work full-time or part-time?



Did respondents usually start work between 7.30 and 9.30am, and finish between 4 and 6pm?



The majority of people, 85%, said they travelled during the morning and afternoon peak periods.



Main issues raised in the suggestions section

Respondents were asked to briefly outline one thing they thought could be implemented that would help improve travel to work in Exeter. The following broad categories were formed from these suggestions made in the Travel to Work Tally.

Your comments and our responses

As the local transport authority, we are responsible for many of the areas covered by the Travel Tally. So in this section we have provided responses to many of the questions and suggestions you made.

Suggestions on public transport

Over half of respondents who made suggestions mentioned public transport as an area for improvement.

Frequency

- Respondents noted that a greater frequency of public transport would help their daily commute.
- There were calls for more buses and trains to operate in the peak travel times over a longer peak travel period.

Most local buses in the Exeter area are operated commercially and the County Council has no direct influence on these commercial services. The service frequency, fares and route are determined by the operator as part of their business. However, we work closely with all bus operators to improve the quality and extent of the commercial bus network. The new Local Transport Act provides further opportunities for a closer partnership approach and we will continue to work with bus operators to improve services and journey times where possible.

The level of service provided by train operators is determined by the Department for Transport as part of the franchising process. However, with Devon County Council financial support, frequencies have been improved with a greater number of trains, on the Barnstaple line since December 2008, and First Great Western is working to increase capacity on busier trains in Devon.

Cost

- Reducing the cost of public transport was suggested. Respondents compared the cost of public transport to the cost of driving to work; “It’s cheaper for me to drive to work than it is to catch the bus”.
- The cost was weighed against reliability, length of journeys, and times of services. A few suggested heavily subsidised or free travel, while most suggested ‘affordable’ fares.

As the fares have to cover all the costs of operation, fares may often appear expensive compared to just the fuel costs of running a car – people often don’t take road tax, MOT, insurance and wear & tear costs into consideration. There is also a suggestion that by reducing fares more people will use the bus. Unfortunately where this experiment has been tried the growth in passengers has not been sufficient to compensate the loss of revenue. There are a number of cheaper fares available for regular travellers and in the future it is hoped that new ticketing methods will improve the ease and speed of paying. Under transport legislation in place since 1986, Local Authorities are not allowed to generally subsidise fare levels. However we will continue to work with Stagecoach and other bus operators to try and provide good value.

New service

- A number of suggestions were put forward for new services, including services from a number of rural locations to the city centre, and bus times to coincide with start and finish times of work.

It is unlikely that there will be a significant increase in services from rural areas in the near future as rural buses are generally not commercially viable. There are three Park & Ride sites around Exeter, with a fourth proposed, which are designed to enable car drivers from surrounding areas to avoid having to drive into Exeter. The Devon Local Transport Plan has included significant investment in newer low floor accessible buses on services into Exeter, and it is intended that by 2011 all major routes into Exeter will have been improved.

Direct Service

- Bus routes, via the city centre to the outskirts, were highlighted as being very disruptive to the respondents.
- The amount of bus changes people had to make to complete their commute seemed to be a popular problem along with the length of particular routes and the number of stops that some buses make, specifically in the city centre.

Exeter has traditionally had bus services which cross the city centre, in order to assist through journeys and minimise both changes and disruption to passengers. Although we realise that changing buses can be unpopular it will never be possible to provide through journeys between every possible combination of places. Routes via the city centre offer the possibility to connect to the largest range of other bus services.

Reducing journey times using bus priority measures is introduced wherever possible, and opportunities to reduce boarding times at bus stops by using smartcards and other ‘fast’ ticketing options is being actively explored.

Customer Service

- Respondents commented on the difficulties of ticket purchasing.
- The lack of facilities at Exeter Bus Station was also an issue for some respondents.

Exeter City Council is in discussion with the County Council about the long term future of the bus station, and therefore investment in the current facilities is likely to be limited in the short term. However there has been an increase in the amount of ticket types (e.g. weekly, monthly, season) that can be purchased on-bus in recent years.

Reliability

- Respondents felt some bus services lacked reliability. Many requested improved timetables and a consistently punctual service.

Reliability and punctuality are both important when trying to attract new passengers onto bus services from other means of travel, as well as ensuring that the service for existing users is reliable. Unreliability due to traffic congestion is the focus for both bus companies and the County Council, and a number of major new traffic management schemes are being planned to complement measures already in place. However reducing the effect of traffic delays on bus services continues to be a challenge, with few easy solutions – both locally and across the country.

Integration

- Respondents have stated that an integrated public transport service combining rail and bus links would be more effective for commuters in Exeter.

The level of service provided by train operators is determined by the Department for Transport, as part of the franchising process, and within the franchise requirements train operators are free to set their own timetables. Similarly for commercial bus services, bus operators also set their own timetables as the County Council has no direct influence or responsibility over these aspects.

Integration is often neither easy nor straightforward, given that rail (and often bus) journeys may pass a number of interchange points with different routes. The merits of a regular bus timetable are well known; when a bus service serves a station with an irregular train timetable difficulties arise. Devon County Council is working with rail and bus operators to promote and introduce a more integrated approach wherever possible, but compared to many European examples, the legal framework under which we work in the UK limits our ability to achieve a truly integrated system.

Park & Ride

- 46% of respondents who commented on the Park and Ride schemes said that they would like to see more of them at various locations around the city. Many suggested a service on the north side of the city to facilitate those travelling from Crediton and Tiverton.
- Reliability, cost and ineffective routes were also issues raised
- Other suggestions included; “Better training of drivers with regard to other road users”, “Subsidised bus fares” and “Discounted daily bus fares for working people during commuting hours”.

Park & Ride is important for meeting the needs of commuters living outside the city for whom public transport is not available for their entire journey. However, there are routes into the city where Park and Ride is not available. We are now working on a new site to be located near Ide Interchange on the A30 to help reduce traffic on Alphington Road. Other locations are constrained by natural factors – for example the Cowley Bridge area is typically steep hillside or floodplain and investigation into a suitable site on which to build a Park & Ride for the north of the city is ongoing.

At Crediton station, an interchange facility is available to allow people to park and then continue to Exeter Central, Digby & Sowton and Exmouth directly by train.

It is not always possible to provide subsidy for bus tickets, besides the cost implication there is also legislation which prevents subsidy of fares on commercial bus services outside London. The County Council

does however have the opportunity, through a limited budget, to provide bus services where commercial routes don't meet local needs. In these cases, fares can be set by the County Council as we are able to stipulate the terms of the contract.



Suggestions on Roads

Traffic lights

- Most respondents suggested that removing some of the traffic lights in the city could ease congestion. Many felt that traffic lights in some areas were “unnecessary”.
- Some felt that traffic lights on roundabouts disrupt the flow of traffic and increase congestion in these areas.
- Respondents also suggested altering the sequencing of some traffic lights and the possibilities of having traffic lights working only during certain parts of the day.

Many sets of traffic signals in Devon have been installed to address safety and visibility concerns, aid pedestrians to cross the road, or motorists to get out of side roads more easily. In each instance the consequence is that at some point in the cycle a red signal will be shown to the main road, and so motorists on the main road will inevitably experience a short delay.

There are different concepts behind the design of roundabouts and signalled roundabouts. Both have to achieve a balance between capacity and safety. On a conventional roundabout the safety is achieved by profiling the roundabout and its approaches in a way which slows approaching traffic. When there is insufficient capacity on a particular approach to a roundabout, then that approach requires widening to reduce any queues. However, widening the approach onto a roundabout will result in some motorists entering the roundabout too

quickly which can result in accidents and problems for other motorists entering the roundabout. By adding traffic signals it is possible to provide an increase in capacity, associated with the widening, but with the safety being ensured by the signals.

Roundabouts work well when traffic flows for each of the ‘arms’ approaching the roundabout are balanced. If one arm is particularly busy compared to the others, then traffic on this approach can “take control” of the roundabout, causing delays to motorists on the other approaches. In this instance signals can be used to give motorists on each approach a chance to enter the roundabout.

Where traffic can not leave a roundabout because an exit is blocked, this can result in the roundabout “locking up”. Councils are not allowed to install yellow box markings on a roundabout without signals because of associated safety concerns. In such circumstances installing signals allows the rate at which traffic enters the roundabout to be controlled, and this together with the use of yellow box markings, reduces the “free for all” that can occur otherwise.

Signalling roundabouts creates small gaps in the traffic, which can help pedestrians to cross the roundabout without the need for formal crossings

Part-time traffic signals have not been used in this county for many years. Both locally and nationally it has been demonstrated that part-time signals have poor safety records.

Alterations

- Suggestions included widening roads, creating dual carriageways, removing traffic calming schemes and repairing potholes in certain areas.
- Respondents also suggested creating lanes specifically for those vehicles with more than 1 person on board

Providing road capacity to meet the highest demand is not always possible where land pressures for other uses are equally challenging. More can be made of the existing highway capacity through measures such as car sharing, promoting more flexible working practices and planning to reduce the need to travel at all. While these measures may not be practical for everybody, small changes to travel can have a large impact on the highway network.

A High Occupancy Vehicle (HOV) lane has been investigated for the A376 route into Exeter and the results of that study have shown that there are problems surrounding enforcement and the impact of reducing capacity for other traffic which need to be resolved. Solutions may include combining HOVs with lightly used bus lanes although there are many impacts that would need to be investigated first.

Bypass

- A number of people suggested building the Kingskerswell Bypass from Newton Abbot to Torquay. There were also suggestions of a Crediton and Topsham Bypass.

A business case has been submitted to the Department for Transport for the South Devon Link Road to relieve congestion in Kingskerswell. The estimated cost of the project is £120m. A public enquiry into the

bypass took place in July 2009.

A new route to relieve the impact of traffic upon air quality is being proposed for Crediton and would form part of the overall development planned for the town.

Road works

- Many respondents felt that fewer roadworks should take place in the city. Some suggested that they should only take place out of the rush hour periods or during school holidays. Others felt that roadworks need to be carried out in a more organised manner and on a smaller, less disruptive scale.

The Traffic Managers Unit, (TMU), co-ordinates major road works wherever possible through quarterly co-ordination meetings. It also gives consideration to the timing of works on traffic sensitive routes.

Utility companies have a statutory right to work on the highway providing that their works are correctly publicised. They are responsible for their own planning and programming of work.

The Highway Enforcement Officers operating from the TMU monitor the works on the public highway and undertake action where problems occur.

Crossings

- A few respondents suggested introducing pedestrian crossings at various points in Exeter.

New facilities for pedestrians are identified each year through a partnership between the County Council, Exeter City Council and Sustrans. This takes into account public feedback and areas identified as having particular safety problems.

New bridges

- The main suggestion here was to increase the number of bridges across the River Exe. There were also suggestions for bridges over railway lines at various points on the track.

The cost of providing new river or railway crossing is very high and as such the County Council are investigating better use of existing crossings through major scheme bids to government.

Parking

- A large number of respondents commenting on parking in Exeter have suggested that there should be more parking made available.
- There have also been suggestions to reduce the price of parking in some areas to encourage car sharers or to have a cheaper price band specifically for those who car share.
- Others have requested that some parking space be removed or parking prices be increased to discourage car usage in these areas.

Increasing parking provision or reducing the price of parking within the city centre would increase the level of traffic on routes in and out of the centre and as such we are working instead on improving access to the city centre through park and ride and other alternatives.

The cost of commuting by car can be reduced by sharing the costs of fuel and parking with passengers. Car sharing can be organised either with friends and colleagues or through formal car sharing arrangements such as carsharedevon.com

Congestion Charge

- Respondents have suggested introducing 'congestion charging' to; "change behaviours at critical times"; "fund high quality public transport" and "force a lot more people to consider sharing". There were also suggestions that a congestion charge should be coupled with "more park and ride facilities".

Feasibility of road user charging was investigated as part of a Transport Innovation Fund bid to government. However the poor viability for Exeter has prompted us to look at alternative methods of demand management and options for improved public transport.

Law

- Some respondents have suggested enforcing various laws on cars. These include; "enforced car sharing"; a "ban on cars"; "a car free day each week"; "enforcing a charge for all vehicles with only one person in them" and the "heavy" taxation of "large, eco-unfriendly vehicles".

Any changes in law and taxation would require changes at a national level. We are actively encouraging schools, workplaces and individuals to think more carefully about how they make their journey. Where new development is proposed we can stipulate certain planning conditions to encourage sustainable transport.

Policing

- Respondents have asked for a stronger enforcement of the road traffic regulations including “better policing of the M5 motorway” and more policing of the bus lanes in Exeter.

‘Moving traffic’ offences are the responsibility of the police, for example speeding or entering a bus lane during the hours of operation. Responsibility for the enforcement of parking was given to DCC from 5th May 2008, we are actively enforcing against illegally parked vehicles where waiting restrictions exist in bus lanes.

Traffic Management

- Respondents have asked for better control of HGVs in the city and a better flow of traffic through the city centre.
- Changes of speed limits have also been suggested, from speed limit reductions in some areas, to the removal of the speed limits entirely on other roads.
- Removal of one-way road systems has also been suggested along with traffic calming measures and the introduction of motorcycle lanes. An increase in the number of bus lanes has also been a common request.

The Devon Local Transport Plan 2006-2011 (LTP) sets out DCC’s plans for transport over a five year period. A key objective of the plan is to tackle congestion in the city and the rest of Devon. To this end approx £2m per year is spent on improving transport in and around Exeter. Schemes range from neighbourhood safety schemes, for example 20mph restrictions, to park and ride improvements, and bus priority measures to public realm improvements.

Devon County Council is currently also developing plans for major schemes (£5m+) including Exeter Principal Urban Area, East of Exeter Phase 2 and the innovative High Quality Public Transport scheme linking new development to main locations around the city.

At present some authorities are allowing the use of bus lanes by motorcycles, so while DCC currently has no plans to do so we are looking at areas where this has been tried and will examine any evidence about how effective it is.

DCC is undertaking a speed limit review of A and B roads to identify whether any changes need to be made to existing speed limits in line with DfT guidance and ensure a consistent approach to speed management across the county.

School

- **87% of comments on this topic mentioned the increased congestion during school start and finish times. The main suggestion was to provide more school transport for pupils so that less vehicles were needed to transport children to and from school each day.**

Devon County Council spends £22 million per year on transporting eligible children across the county to their nearest school. Also, 90% of schools in Devon have travel plans which encourages teachers, parents and pupils to think about alternatives to driving to school.

- **Others suggested that pupils be forced to attend the school closest to their home to reduce the distance they have to travel.**

One of central government's commitments to parents is the chance to express a preference of school for their child. At present there are no plans by central government, that we know of to change this policy.

- **Some comments suggested that car sharing should be implemented to stop parents taking only one child to and from school.**

The Devon CC School Travel Team work hard with schools to develop car sharing amongst other initiatives and this depends on the willingness of parents to share their car with other people's children, but it is encouraged where possible. Many rural parents are seeing this as a good alternative to single occupancy car use as it saves money, is sociable and can save time if journeys are shared.

- **Respondents also felt that there could be more done to encourage parents to walk their children to and from school.**

There are nearly 100 walking buses in the county which are set up by DCC and depend on parents volunteering to help run them. Every year there are two major walk to school campaigns in May and October. Incentives and awareness raising go some way to encourage children to walk more. Many children (around 35%) do not however attend their nearest school and cannot walk all the way. Private schools draw from a wide area and parents of private school pupils often choose to drive because of the greater distance. Many of these are concentrated in Exeter and we would like to see more of them taking the issue of school travel seriously. The Maynard School is a positive example of how it can be done; they actively supports walking and cycling through their School Travel Plan.

- **11% of respondents suggested changing or staggering school start and finish times to spread the "school run" traffic over a larger period of time. The remaining 2% suggested moving schools outside of the city centre and opening after-school clubs to reduce the number of children that need to be collected in the evening.**

With 14-19 initiatives and complications around changing school times in line with national curriculum requirements, it is not something DCC School Travel Team can have an influence over. It is up to individual schools to consider this and it can take up to a year to initiate later start and finish times. Start and end times are also linked to bus timetabling which often depend on other schools.

Cycling

Better facilities and paths

- Respondents suggesting better cycling provisions in Exeter have requested improved, “dedicated” cycle lanes that are not shared with pedestrians or other vehicles. It is thought that the current shared cycle paths discourage cyclists since they are considered unsafe.

The current policy is to develop a network of both on-road and off-road routes in order to provide choices for cyclists of all types and abilities.

- The paths should be continuous, direct, and have good quality surfaces. The location of these paths should be such that the city centre is adequately linked to the dense business areas in and around the city as well as the housing areas on its outskirts.

Routes linking the Exeter cycle network to the surrounding industrial and residential areas are currently being developed.

As a Cycling Demonstration Town, Devon County Council is investing heavily to make Exeter more cycle friendly. The aspirations of the project are to enable more people to cycle, more safely, more often. Where possible, we aim to provide new routes and facilities at the highest standard. However, there are limitations when trying to improve facilities retrospectively.

- Communication between the providers of these pathways should be more developed since it is unclear which council manages each cycle path. This means that users find it difficult raising

issues such as the cleaning or repairing of certain sections of path.

As the highway authority, the County Council is responsible for the development and maintenance of the cycle network, though cleaning these paths is the responsibility of Exeter City Council.

- Cyclists also require an improved “integration of cycling and public transport” i.e. “being able to get a bike onto a train to on the way to and from work”.

The County Council is working with the Train Operating Companies to try to improve the facilities for carrying bikes on trains; however the type of train used and the amount of capacity on board is largely determined by decision making at a national scale.

Safety

- It is thought that motorists have a “disregard for cyclists”. Their speed and lack of awareness seem to be the two main factors behind this.

Devon County Council works hard to promote consideration and tolerance amongst all road users, and this is reflected in many of our road safety publications and promotional campaigns such as ‘Give Cyclists Space’ and the Road Code.

As part of Exeter’s cycling demonstration town project – Cycle Exeter - we offer cycle training to people of all ages and abilities in order to improve road safety and skills for people who want to ride a bike for commuting or leisure.

- **Lack of road width has also been a cause of safety concern since motorists often have little space to overtake cyclists.**

All road users are traffic and therefore are responsible for sharing the space appropriately. Where relevant, traffic-free routes are provided for cyclists and pedestrians. It is worth noting that limited space can sometimes encourage road users to be more cautious around each other, and reduce their speed more appropriately.

- **Poor road crossings have been mentioned as a problem. Cyclists find that not enough time is given at the crossing to walk a bicycle safely across the road.**

Junctions where cyclists can cross without dismounting are marked on our the Exeter cycle map. The highways team responsible for Exeter can be contacted on eastareahm@devon.gov.uk where there are specific concerns about the timings of traffic signals.

More cycle paths

- **Many respondents requested more cycle paths in the Exeter area. Suggestion were made for paths from Exeter to: Exmouth, Crediton, Cullompton, Dawlish, Tiverton and Lympstone.**

The Exe Estuary Trail, which is currently in construction and partly completed, will provide mostly traffic-free routes between Exeter and Dawlish and Exeter and Exmouth (therefore serving Lympstone too.)

The current programme for Devon County Council's Cycle Exeter project includes the accelerated development of routes between Exeter and Tiverton and Crediton. A feasibility study has already

been carried out for both these extensions to the National Cycle Network.

Cycle links are already proposed for areas to the east of Exeter, including a bridge for cyclists and pedestrians built over the M5 just north of junction 29, which should be completed by March 2011.

- **There were also suggestions for paths within Exeter along: Alphington Road, Clyst Road, Newman Road, Barrack Road, Topsham Road and Pinhoe Road. Better links to Marsh Barton, the University, Exe Bridges, Sowton and the M5 were also suggested.**

The work of the Cycling Demonstration Town project includes the continual assessment of potential new routes throughout the city. Routes are collated onto an aspirational map for future development.

Discounts

- **Respondents have suggested that discount bicycles be provided to the general public to increase the usage of cycle paths. They have also suggested that cash incentives be provided to encourage people to buy bicycles.**

There is a government tax break scheme to enable employees to purchase a bike through their salary, paying monthly and saving money by not paying tax. Check with your employer to see if your company is signed up...if not, encourage them to! More information on this can be found at www.cyclescheme.co.uk

As for cash incentives, the economic case for buying a bike is strong...you will save money on fuel or fares and get fit at the same time!

Other

- **Building over-bridges and underpasses have been suggested. These would allow cyclists to travel quickly and safely across busy roads and junctions such as around the Countess Wear and Middlemoor areas.**

Middlemoor roundabout has benefited from the complete signalisation, to provide toucan crossings (for both pedestrians and cyclists) at all arms of the roundabout.

Improvements are programmed for the Countess Wear roundabout which will enable better crossings for cyclists and walkers.

Bridges and underpasses are not seen as recommended forms of engineering for walkers and cyclists any more, as the usage of the existing bridge at Countess Wear shows. This also implies that motorists have priority and that other traffic (walkers and cyclists) should be deviated around them. In fact, the reverse is true and the priority in transport planning is for pedestrians and cyclists.

Workplaces

- **Most respondents who commented on this subject requested shower and changing rooms to be built or upgraded at their place of work so that commuting by bicycle was a feasible option.**

Other suggestions were:

- **Secure areas that bicycles can be left near to their workplace.**
- **On site child care facilities.**
- **Relocating offices to outskirts of the city.**
- **Company funded Park & Ride schemes.**
- **Company transport similar to that provided for school children.**

Help and support is available for organisations that are interested in promoting cycling to work. Download the Workplace Toolkit for tips on how to get your staff on two wheels! Did you know that you can apply for match funding to improve the cycling facilities in your workplace? Go to our website to find out more www.devon.gov.uk/cycleexeter

Devon County Council's Cycle Exeter project has supported a number of Bicycle User Groups (BUG). A BUG is a group of people within a workplace who are interested in improving cycle facilities as well as getting more people cycling. If you would like support to set up a BUG, contact cycleexeter@devon.gov.uk

Devon County Council can also support companies to set up a travel plan to help workplaces support more sustainable ways to travel to work, contact devontravelplans@devon.gov.uk

Education

- **Respondents were requesting that there is more done to promote cycling awareness to drivers. There have also been suggestions for a campaign to encourage considerate use of the road to all users.**

The Exeter Cycle Demonstration Town project, in conjunction with the Exeter Road Safety Officer hope to commission some work on this theme during 2009/10.

As previously mentioned, we help to promote Cyclescheme to businesses which allows staff to buy a tax-free bicycle in instalments.

Incentives

- Respondents suggested that incentives should be provided to encourage the public to use alternative forms of transport as well as public transport more often when commuting to work. These incentives could be in the form of payments or tax reductions.

Flexible working

- Flexible working suggestions included; flexible office space, flexible start and finish times, staggered start and finish times for businesses, and more working from home.

Unfortunately there isn't an unlimited pot of public money available to encourage people to use sustainable transport but there are plenty of things which individual workplaces can do – including the area of flexible working. Contact cycleexeter@devon.gov.uk or devontravelplans@devon.gov.uk for more details on what businesses can do for staff.

Walking

- Suggestions for improving walking included safer, better lit, walkways with good drainage and clean surfaces. Respondents were also suggesting that a clearer distinction be made between walkways and cycle paths to stop cyclists using pedestrian areas.
- Pedestrian priority at traffic lights was also suggested.

As the highway authority, the County Council has a duty to ensure footpaths meet certain standards. If you have concerns about particular footpaths in terms of their maintenance, please e-mail eastareahm@devon.gov.uk. Shared priority paths between pedestrians and cyclists, and designated cycle paths are clearly marked in Exeter. Ensuring that cyclists do not cycle on pedestrian only footpaths is the responsibility of the police who have the ability to issue fixed penalty notices.

Carsharing

More car sharing

- A number of respondents suggested more carsharing as one way of reducing congestion.

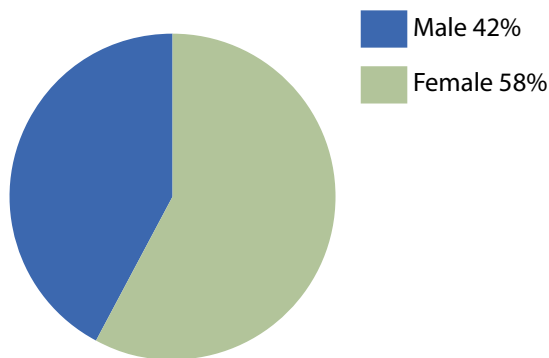
Promotion

- Better awareness and clearer advertising of car share schemes was put forward. The key issue was matching people up with potential car sharers. Use of websites such as www.carsharedevon.com was mentioned as a solution to this problem. Incentives such as decreased parking charges for car sharers was also suggested to promote the scheme.

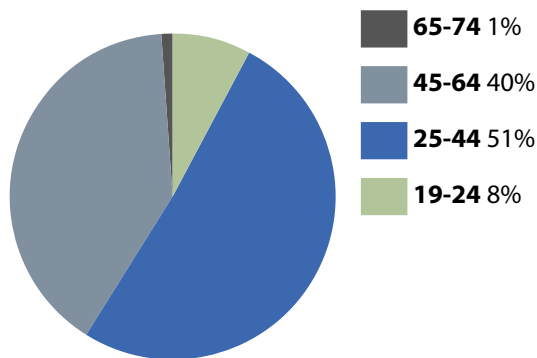
Devon County Council fully supports the use of carsharing to reduce congestion and carbon emissions, and launched the carsharedevon.com website in March 2003. [Carsharedevon.com](http://carsharedevon.com) had over 6,100 registered members in March 2009, is advertised around the county in a variety of ways including roadside signs and in a survey 4 years ago, it had 92% awareness by the general public.

Statistics

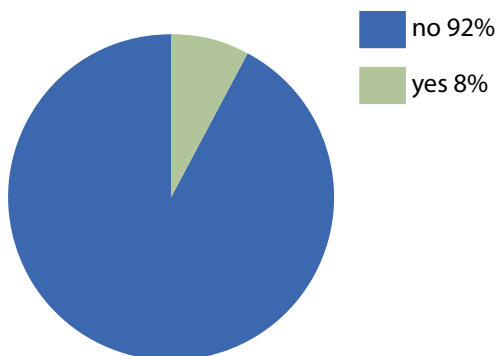
Respondent's gender



Respondent's age



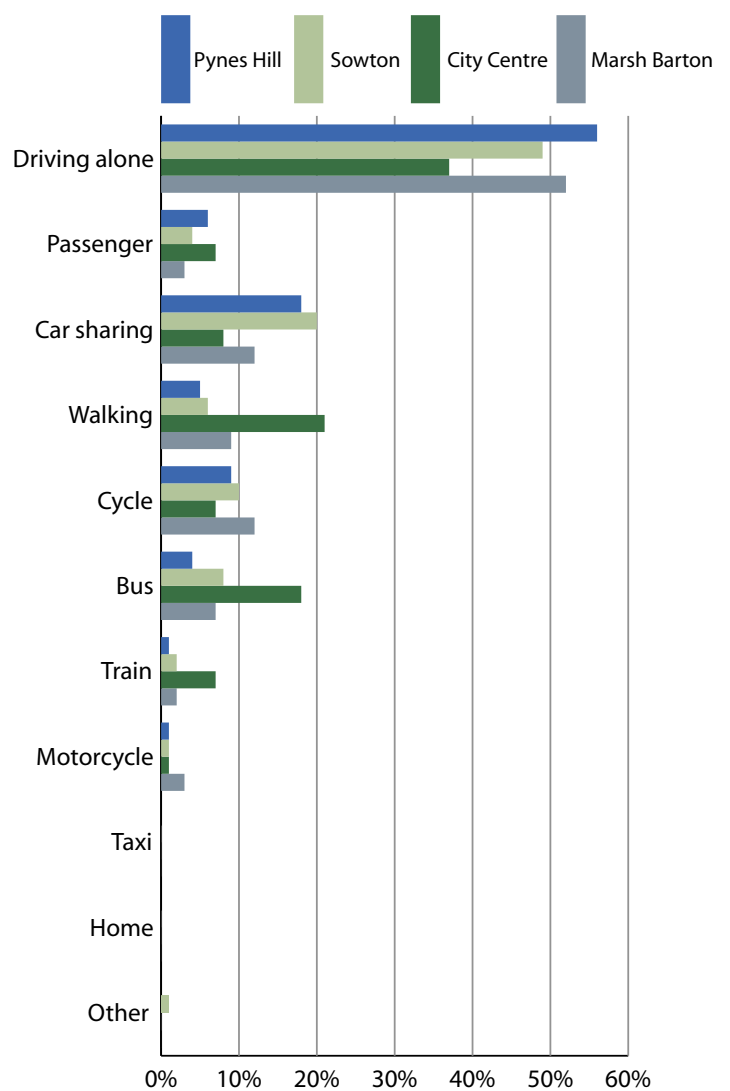
Did respondents, or someone they were responsible for, have any long term illness or disability that limited their travel options to work?



Area Comparison

To understand the travel patterns in each particular area of the city, the respondents, where possible, have been grouped by the location of their workplace. There are four distinct areas of the city which have been grouped together. These are: Pynes Hill business park; Sowton business park and industrial estate; Marsh Barton trading estate and the city centre. Below are the key findings.

How did employees usually travel to work?



- In all four areas, less than 10% of the respondents commuted as a passenger.
- Car sharing was far more popular in Pynes Hill and Sowton with around 20% of respondents in these areas choosing this form of transport.
- Over 20% of respondents in the city centre walk to and from work. This is by far the highest proportion of the four areas.
- Cycling is favoured most in the Marsh Barton area with around 12% of respondents travelling to work in this way.

For comparison purposes, here are some national travel statistics from the Department for Transport:

Car driver	57.7%
Walking	10.3%
Car passenger	9.6%
Bus	8.3%
Rail	8.3%
Cycling	3.2%
Motorcycle	1.3%
Other	1.3%

Three year comparison

In order to understand how travel patterns in the city have changed over the last 3 years, some of the data from each of the previous Exeter Travel to Work Tallies has been compared.

How did employees usually travel to work?

