

Clackmannanshire Council

Travel Plan

Findings of the Questionnaire

Findings from the Travel Plan Questionnaire

In order to ascertain the current travel patterns and behaviour of Clackmannanshire Council employees a travel survey was undertaken in the summer of 2004. A questionnaire was circulated to staff via the e-mail system and COIN. For those staff operating out of Kelliebank depot and without access to the computer network a paper based form was distributed to a sample of the staff. A copy of the questionnaire is contained in Appendix A.

The Council employs approximately 2900 staff, including teachers, caterers and carers. A total of 272 responses were received, of which 70% were based at the main locations of Lime Tree House, Kelliebank or Greenfield House. This equates to a response rate of 25% at Lime Tree House, 15% at Kelliebank and 28% at Greenfield House.

Council employees were asked what mode of transport they normally used to when travelling to work. The results are shown in Figure 1 below.

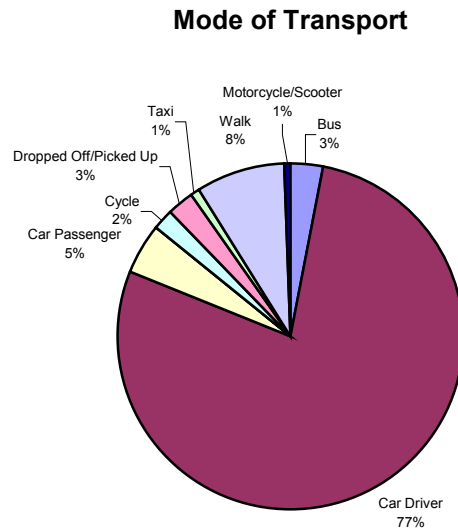


Figure 1

It can be clearly seen that the majority of Council staff rely on the car when travelling to work, resulting in over 80% of drivers parking in Council car parks. If the 81% of vehicles indicated above was applied to all employees then Clackmannanshire Council would be responsible for 2350 cars on the road.

The majority of staff have a driving licence and access to a car at all times, only 5% do not have a driving licence and 12% do not have access to a car at all times.

Of those surveyed only 3% had a disability which affected their travel arrangements. The potential for modal shift is therefore substantial. This is further reinforced by the 54% of employees residing within Clackmannanshire, as shown in Figure 2.

Area of Origin of Clackmannanshire Council Employees

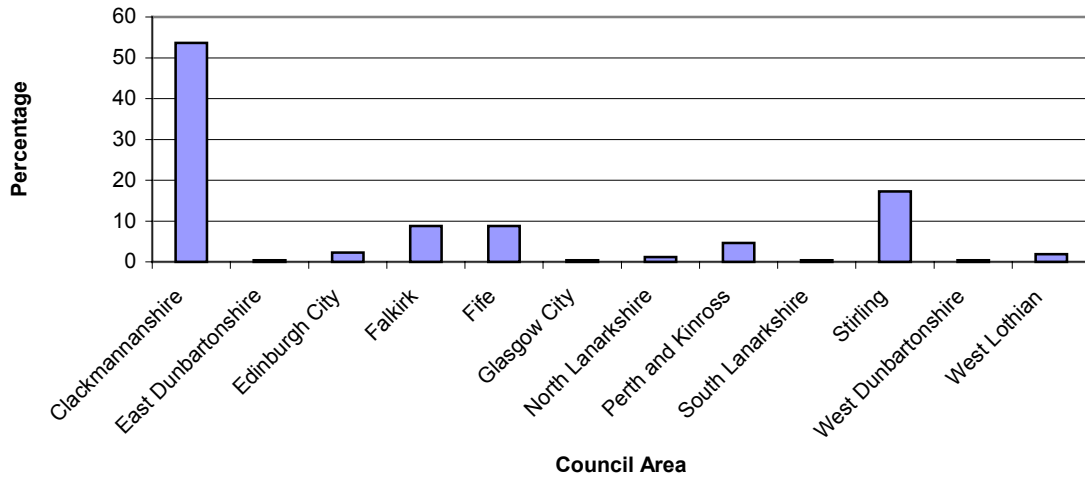


Figure 2

The town of origin are shown in Figure 3 and Drawing 1 for Clackmannanshire residents and Drawing 2 for all those residing outwith Clackmannanshire, both drawings are contained in Appendix B.

Town of Origin of Clackmannanshire Council Employees Residing within Clackmannanshire

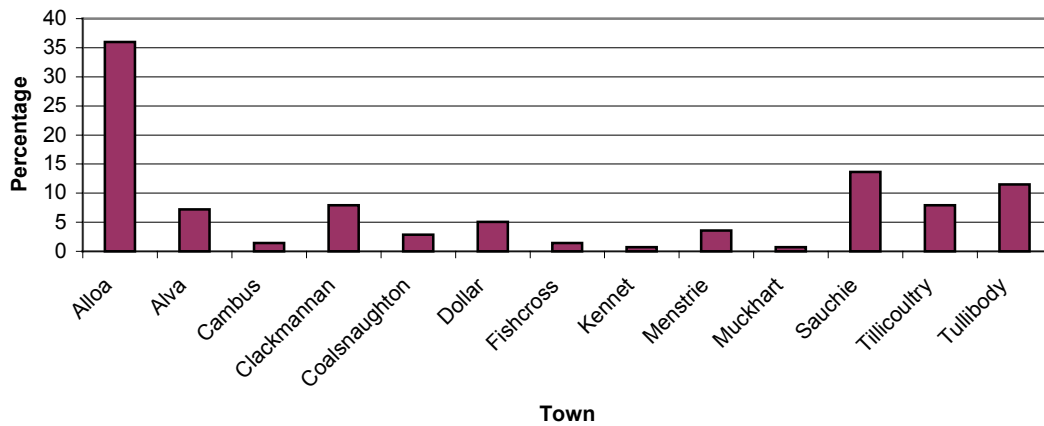


Figure 3

In order to ascertain the potential for modal change, staff were asked how far they travelled to work each day. The results shown in Figure 4 indicate that 34% of those driving live within 5 miles of their place of work. This is a distance easily done on foot or by cycle.



Figure 4

Clackmannanshire Council operates a flexible working hours system that offers staff the opportunity to travel at times when the road network is less congested or to suit their individual lifestyle needs. Of those surveyed 72% indicated that they typically arrive and depart at the same time, within 15 minutes, each day. The results of this is shown in Figure 5 for arrivals and Figure 6 for departures.

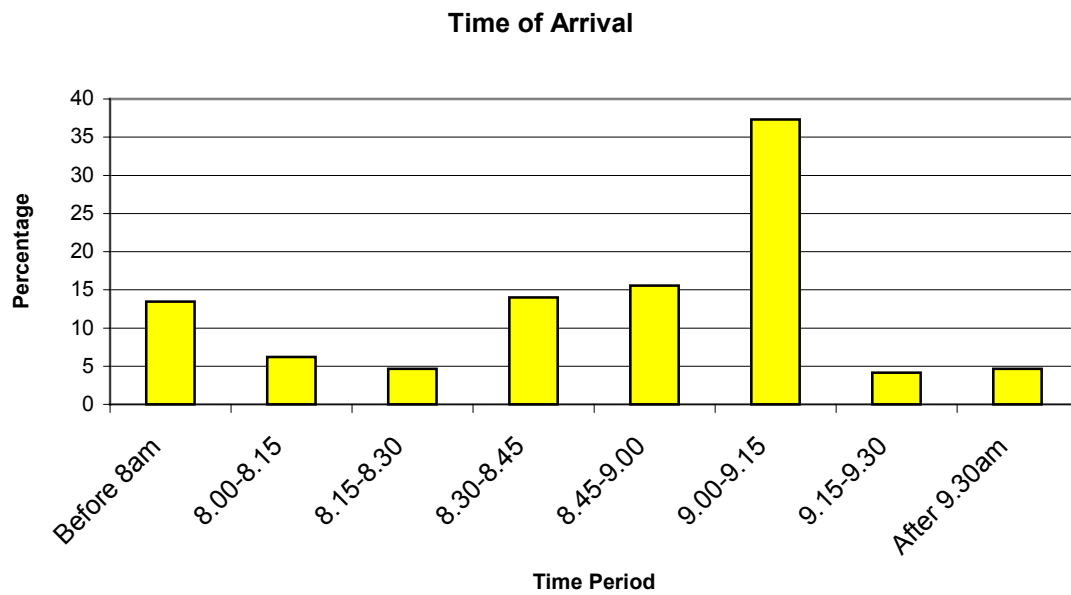


Figure 5

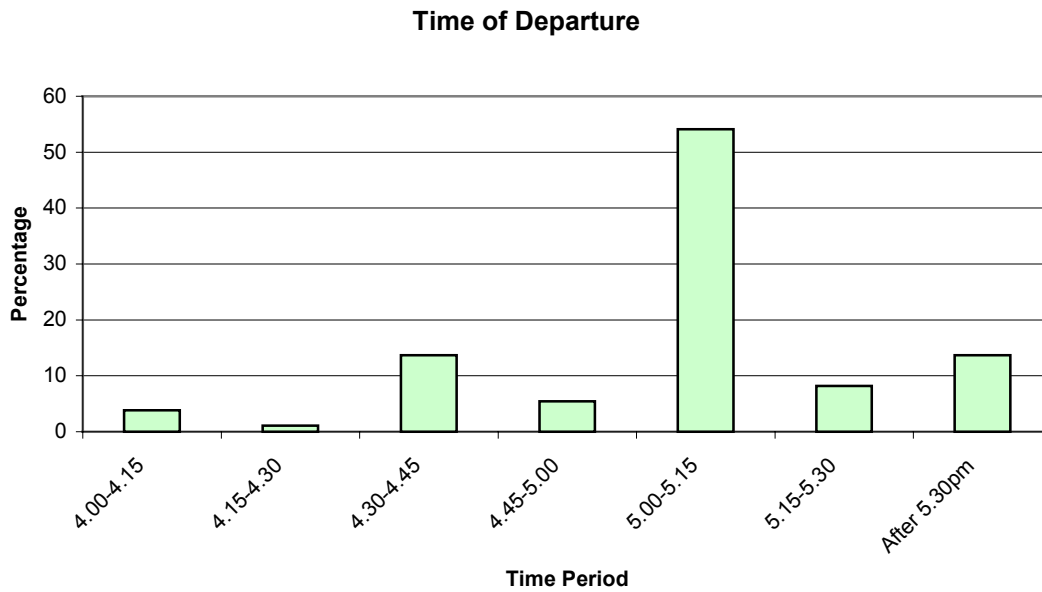


Figure 6

The majority of staff arrive between 9am and 9.15am and depart between 5pm and 5.15pm, although not necessarily both. In order to establish the potential for shared journeys it was found that 24% of the total respondents travel during both these periods. Further investigation would be required in order to determine which of those live in similar geographical areas in order for shared journeys to be considered viable. Figure 7 below indicates the willingness to car share by Council staff.

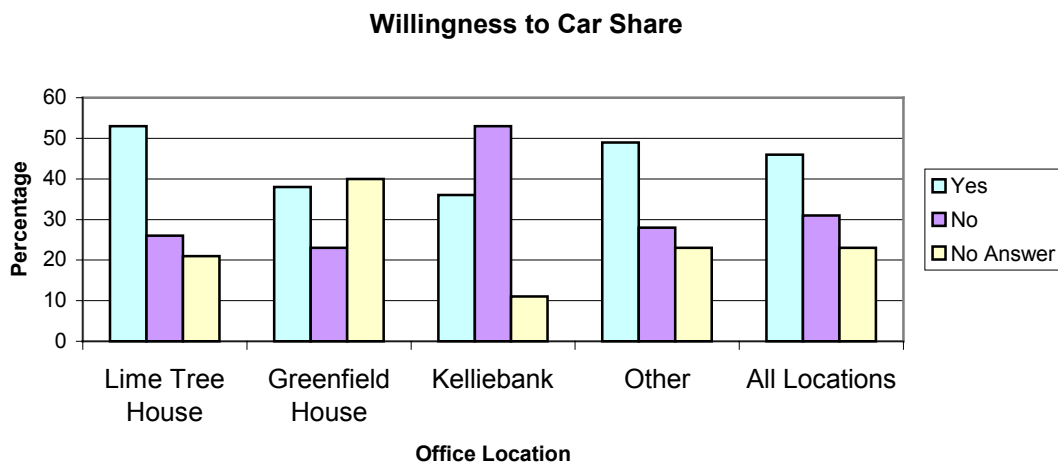


Figure 7

It can be seen from Figure 7 that the office based staff at Lime Tree House and Greenfield House are more receptive to the concept of car sharing, when compare to Kelliebank depot. However in total 46% of Council staff would consider car sharing when travelling to work, even on an occasional basis.

The most common reason given for not being willing to car share was the need to use the car on Council business. Of those driving to work 81% use the car on Council business, 39% on a daily basis, 22% on a weekly basis, 9% on a monthly basis and 10% at other times. Therefore there is still the potential to reduce

the number of daily trips by a significant amount if on the days employees do not require the car for business travel a sustainable alternative is used. Figure 8 below shows the current car occupancy levels, from which it can clearly be seen that the majority are solo car drivers.

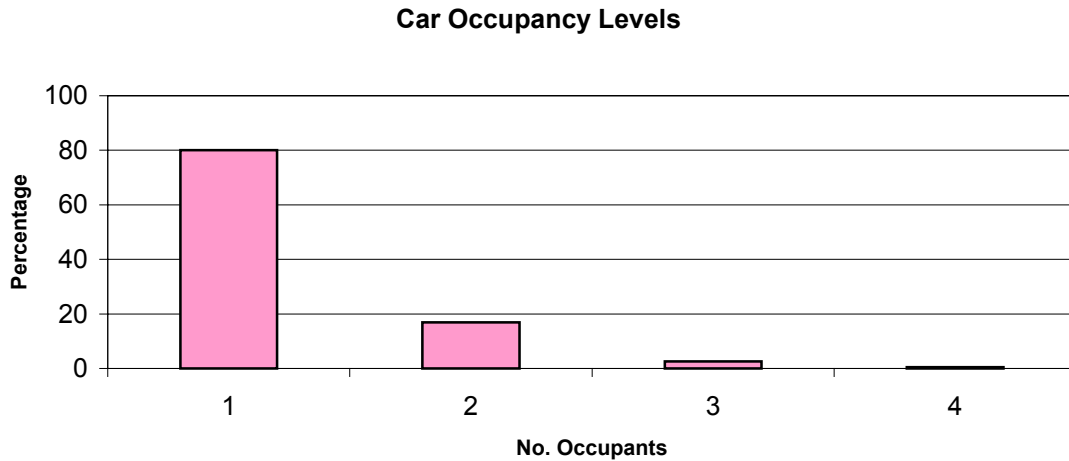


Figure 8

Around 55% of Council employees also use transport when travelling during lunchtime. Figure 9 shows the number of days per week staff travel at lunchtime.

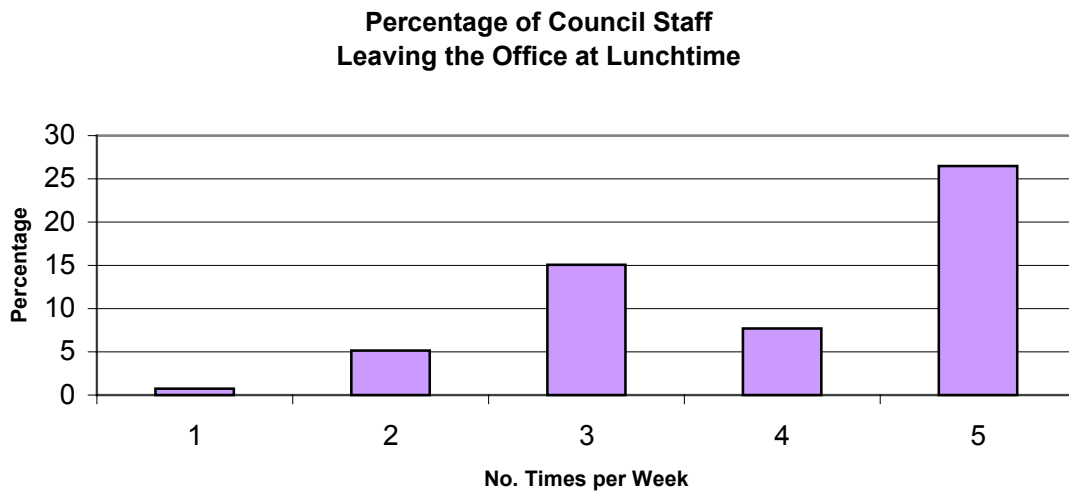


Figure 9

Of those travelling during lunchtime approximately equal numbers travel by car as on foot, as shown in Figure 10. For those staff working within Alloa and other town centre sites the number of trips requiring to be made by car should be significantly less.

Mode of Transport at Lunchtime

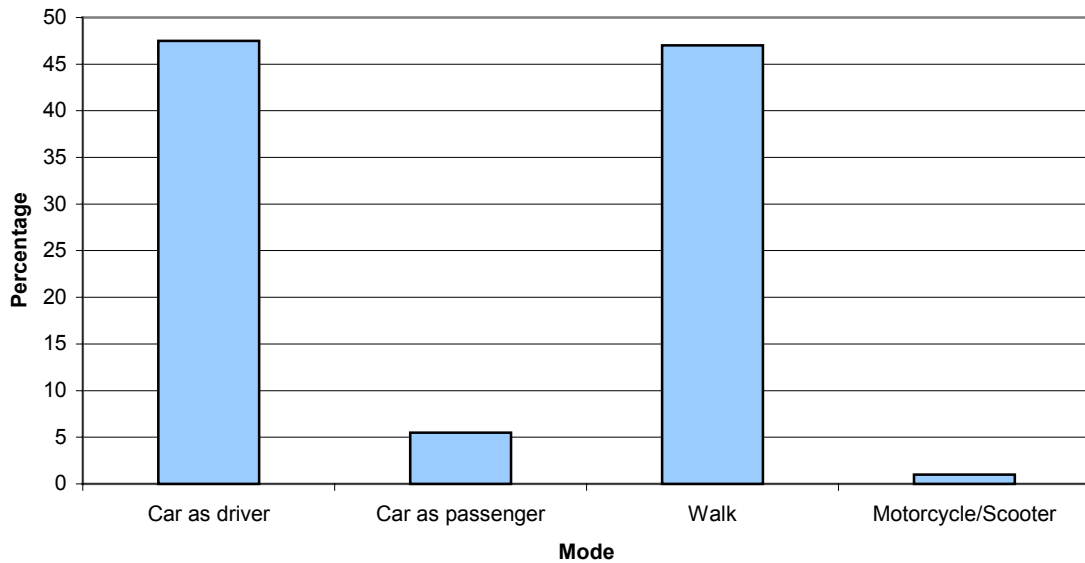


Figure 10

Those travelling to work by bus were asked to estimate the cost of the journey per week, it was found that the most any employee paid was £15, with some staff qualifying for free public transport.

Although only a small proportion of staff currently travel by public transport to work, they were all asked to estimate what their journey time would be if the car was not available. Figure 11 shows how long employees perceived their journey to work by public transport would be. From a check done on a random sample it was found that many journey times were overestimated.

Estimated Travel Time by Public Transport

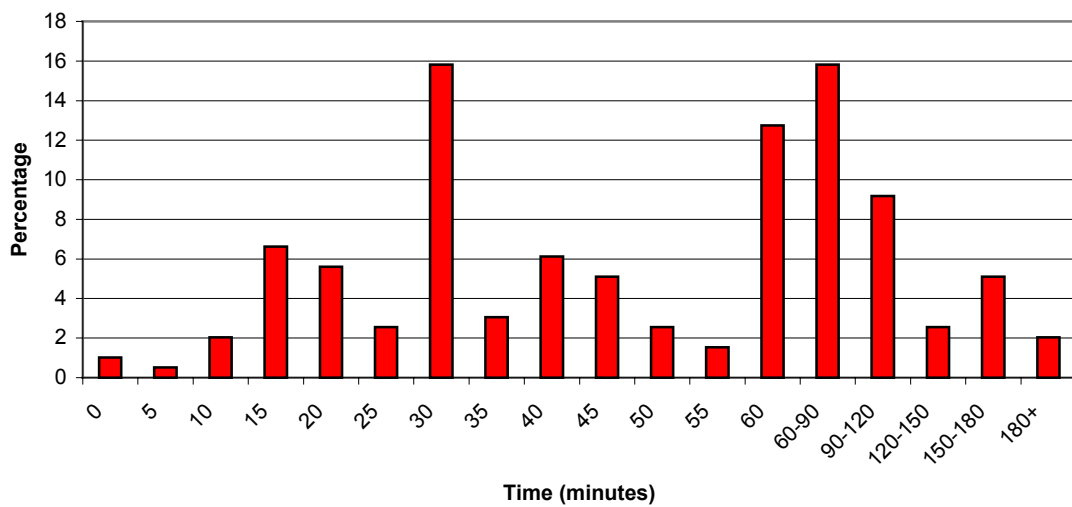


Figure 11

For those staff who indicated that they walked or cycled to work, travel times were generally less than 1 hour. The average journey times were 30 minutes for cyclists and 18 minutes for walkers. All cyclists indicated that they used the road carriageway or designated cycle paths and not the footways.

In order to promote sustainable travel, employees were asked which initiatives would encourage them to leave the car at home. The results are shown in Figure 12.

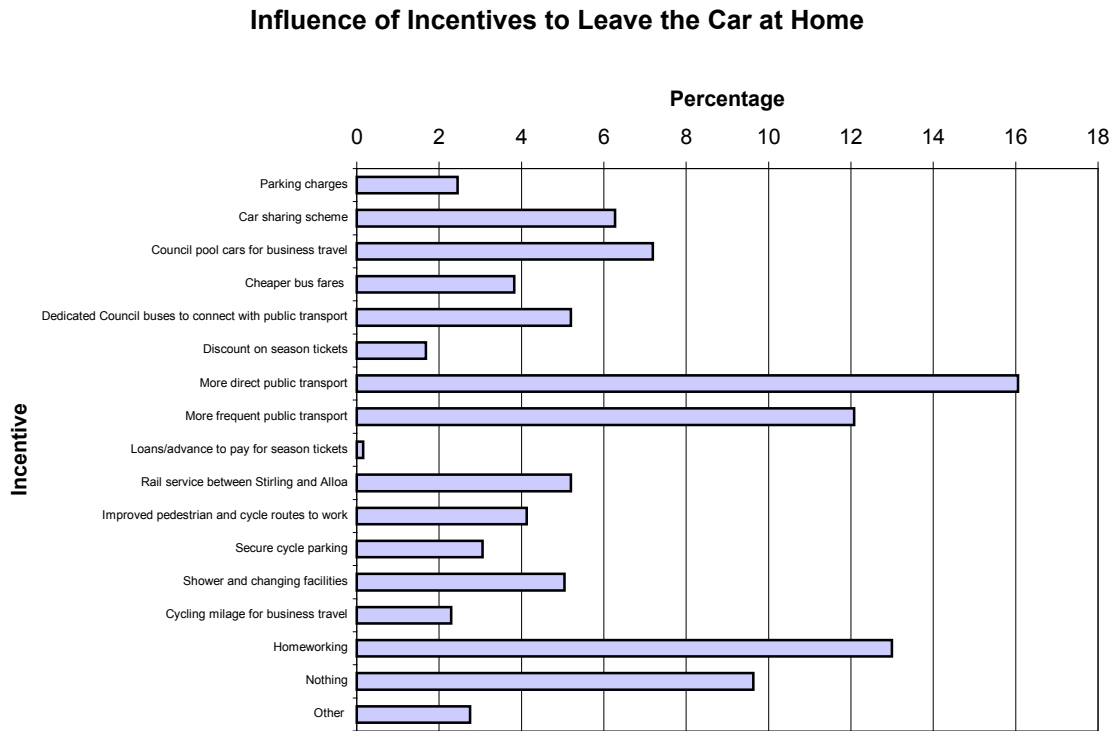


Figure 12

It can be seen that additional and more frequent bus services were considered to be important by a significant number of staff. Homeworking was also a very popular initiative which would reduce the need to travel, even on an occasional basis. There were however a considerable number of employees who stated that nothing would encourage them to travel by an alternative mode.

It should always be borne in mind that what people say they would do and what they actually do in reality can vary significantly.

Appendix A
Questionnaire Form

Appendix B

Drawings

Appendix C
Comments for the Survey

"Mileage allowance to encourage people to cycle to work. More bike shelters. Make people aware of tax incentives related to cycling to work."

"A bus shelter at the stop I get on at as when the weather is bad (most of the year) there is no shelter."

"Stricter controls on bus companies keeping to their Timetable and routes. It's very annoying when buses just don't turn up."

"Improved bus times would help."

"As I walk down thru Craigbank School it would be a good idea to put some form of lighting on the path which leads to Braeside / Park Crescent. In the winter months, I and others do not use this path because of the fear of attack."

"Although I walk to work I believe that it is important that elected members are afforded the opportunity to travel by whatever means necessary to carry out their duties, duties that can and often mean working outwith normal working hours. Having said that it is the responsibility of each elected member to act prudently and to use the most cost effective means of transport."

"My hours vary and driving to work is the most practical way to travel. I sometimes have my car full so car sharing is not an option and I am not always going straight home from work."

"More proper pedestrian crossings - I can think of four locations on my route where I either have to wait ages to cross or have to cross very quickly, and on half of my route I have my small child in a pram. In all of our towns, car is king and cyclists and pedestrians are not taken into account."

"I feel people should try and car share where appropriate due to the congestion of the roads and air pollution. We seem to want to destroy the area at times rather than save it."

"Travel to work via Kincardine Bridge every day therefore sometimes excess traffic can cause delays. At the moment there is not a quick route by public transport from Polmont. Journey would involve 2 buses and then a walk from town centre to workplace. Better public transport links would make journey easier but this would need to be coupled with cheaper fares. Job also demands use of own vehicle to transport service users on a daily basis therefore use of a vehicle within Alloa and surrounding areas would be required once at workplace. Would only be interested in public transport if this could equate to the same timescales and costs as travelling by car."

"I would cycle to work more often but I have animals at home that I have to let out at lunch time and only have half an hour lunch break. More cycle routes would help reduce the risk to cyclists but I am not sure this would encourage numbers. Charging for parking would make people think twice about using the cars but in our service at present we are trying to encourage staff to use their cars to transport service users with disabilities."

"Safer cycle ways on all routes."

"Link with other local authorities to sort out travel plans as those that live outwith Clackmannanshire will require coordinated plans."

"DO NOT START CHARGING FOR PARKING!!!!!! It's bad enough that I already pay for half of the petrol I use to visit clients! I would be happy to not use my car if I did not depend on it to get to and transport clients."

"If individual has access to council vehicle, individual should be permitted to take vehicle home with them."

"I use my car during the day for work use."

"I would run to work if there was shower facilities and changing facilities. I would also not need to go home if there was a good canteen."

"Better cheaper bus service, I would currently need to walk 15 mins to bus stop, then take two buses to get to office which is only 8 miles away. Bridge of Allan to Alloa centre. If a council provided bus went through B of A to Alloa I would take it. this would save me requiring two cars in our house, lots of petrol and congestion on the road."

"Involve other businesses such as FVHB"

"Transport bus for depot."

"Put on buses for staff like other companies e.g. Prudential"

"My car is essential as job involves daily outreach work over all Clackmannanshire. A economical, environmentally friendly pool car may be better solution. As not a permanent post it may be something to consider should the post continue."

"Ensure that the rail link between Stirling and Alloa is opened ASAP"

"Working in Community Care means that I need my car daily as I visit people in the community. Public Transport would be very limiting on my ability to carry out my role."

"As job involves visiting many different sites during the working day it would not be cost effective to leave my car at home!"

"As an Essential car user it would not be possible to carry out my job without access to a car at all times of the working day."

"Get the new Kincardine Bridge up fast! Completion of new traffic system at present Kincardine Bridge."

"Regular public transport from Blairingone to Alloa. Use of economical, eco-friendly pool of cars at work."

"It takes me 10 minutes to get to work including dropping child/children off at school. My journey time would increase by 45 minutes each way plus my leaving time would be restricted as I would have a 15 minute walk to after school care before I could catch the bus. I also attend meetings outwith school and stay late to complete work on a regular basis which would also be impossible if I travelled by bus or relied on someone else for a lift. I would be happy to bring colleagues to work but again they would have to either stay late or I would have to leave work incomplete in order to accommodate each other."

"Have just moved house so am uncertain as to public transport provision. As it is 13 miles, cycling could be an option if previously mentioned options of safe cycleways and showering facilities were available. I think the idea of introducing car parking fees is iniquitous when many workers, especially those who are essential car users are required to travel some distance on Council Business."

"Cycle routes and somewhere to secure cycles when at work."

"I have a disabled parking badge and I would not be prepared to pay to park at my work."

"My car is my only means of getting to work quickly and safely and congestion, road tolls and other charges would eat into my already hefty fuel costs. This would give rise to seriously considering my position as a Council employee."

"Time of journey by public transport substantially exceeds car journey - direct bus link would reduce this - would support car sharing scheme."

"The time that it takes to travel between Alva and Alloa, due to the bridge restrictions is terrible. I therefore have no option but to use my car."

"I'd cycle if there were shower/changing facilities at Greenfield (or if I worked at Lime Tree House where there are such facilities)."

"Dedicated drop off and collection points outside schools. Dedicated mini-bus service for employees."

"I am not aware of a direct public transport route to work - it would mean travelling to Falkirk then another infrequent bus service. After reorganisation I suggested through the Staff Suggestion Scheme that the Council try to organise a dedicated bus service at several pickup points to bus staff in to the Council. (As Scottish Amicable did). Bill Cunningham at the time thought it was a good suggestion which eventually might happen, but at the time was not feasible. Because public transport has become such a poor service people have lost the public transport to work culture whereas it used to be the norm with dependable, regular bus routes and timetables."

"Make bus stops on ring road where garage used to be and do away with the one way system in the town."

"Have more than one entrance into Greenfield, there should be an entrance off parkway."

"I would prefer not to use a car but would need direct, frequent bus links to Dollar. I frequently need to travel home at lunch-time, and also have to get home as soon as possible after work for family reasons, so cycling is impracticable at present, except occasionally. I also work fairly erratic hours (for family reasons and because of pressure of work at times), so buses would need to be frequent. Homeworking would be welcome some days a week. We were able to do this sometimes in my previous job and it worked very well. I would not consider cycling at present at all, because there are no changing facilities and no safe cycle way from Tillicoultry to Alloa as far as I know. If these were available. I would consider it occasionally, but only when I did not have to return at lunch-time or get back quickly in the evening."

"I think charging for Council Car Parking space is penalising employees like myself who do not have any reasonable alternative AND at the same time have to be able to use own car for Council Business. Such a move would be extremely unpopular. Direct public transport from Dunfermline area to Alloa area is practically non-existent. A form of 'park & ride' scheme similar to the one that operates between Dunfermline and Edinburgh, would work very well between West Fife and Clackmannanshire. A Council 'pool car' scheme would then be the solution for those needing cars during office hours for Council business."

"Re-open the Erskine St entrance to Greenfield or improve the main driveway."

"There isn't a bus service from where I live."

"Improvements to the access road on to Greenfield - as this is an accident waiting to happen. Improve the lighting at the new rear Car-Park in Greenfield. This will become a safety issue in the winter-months - will the council take responsibility for any attacks that occur in this car-park ?"

"I work shifts so it would not be practical to car share."

"The problems with Public Transport are: Expensive, Unreliable, uncomfortable and not direct. The Council would have to ensure all of the above issues are addressed before I would even consider using public transport to/from work."

"Increased public transport links between Kinross and Alloa."

"Cycle route between Muckhart and Dollar. More convenient and more frequent buses between Muckhart and Dollar."

"Without a Car I would not be able to live in Linlithgow & work in Clackmannanshire. There are no direct routes to get to Alloa using public transport. The route I would have to use would involve walk / train & bus and would take most of the morning to get here."

"I have nine comments/suggestions...Thanks:- 1. Ensure that the lane between Forbes Street and Grant Street is swept daily...the broken glass cuts my soles, 2. Sweep the top exit of West End Park...glass again, 3. Re-lay the tarmac at the top exit of West End Park so that when it rains pedestrians (including those with buggies going to ABC nursery) don't have to wade! 4. The pot hole in the path linking Grange Road and the Stirling Road should be filled...if this was a street in the town it would have been done ages ago...I consider the path as a street and it is lit by 'Street lights', 5. West End Park drains do not appear to be sucked clean like other drains so at the Grange Rd end if there is rain again we get a flood! 6. For the benefit of pedestrians everywhere, officers should walk the main streets in the town when it is raining to identify poor guttering, etc. 7. Another poorly cambered walkway is between Glasshouse Loan and Caledonian Road. There are two drains and the water races down dodging both, so pedestrians if they are not soaked by the water underfoot, get hit with it as spray from cars turning left at the junction with the Industrial Relief Road. 8. Another pavement camber could be improved at the bridge over the burn running out of Greenfield - on the main road opposite the entrance to the Leisure Bowl. Again pedestrians can't pass in heavy rain without having to wade...if the camber is changed here, please ensure that it runs into the burn and not the road or we will be caught by the spray again! 9. The Bridge into town from Greenfield across the 'railway' appears rarely to be swept, not a pleasurable experience walking through rubbish."

"As a Councillor and in the absence of access to Council provided transport, it is essential that I use my own car within Clackmannanshire (at no cost to the Council) to attend meetings, visit sites and attend to constituents needs by way of visitations and interviews in relation to their particular problems. Without the car I would not be able to be so flexible, would not get as much work done each day, would not be able to be in the Ward as often and attend to the various commitments (internal) required of me as a Councillor within the current Administration."

"Content with present arrangements as a cyclist but if it became popular showers and changing facilities would quickly not cope. Receive rate as essential car user and only use bike as have old car which I leave at Lime Tree. Would be content to use Council pooled car and lose car allowance."

"I don't think the council should start charging for parking for their workers unless the bus services in Clackmannanshire are overhauled and the bus services are more frequent, more direct, more reliable and less expensive. I would like to carpool as well, but experiences in the past have put me off because the other drivers have turned up late and subsequently I was late for work. Also, I start at 9:30 and don't finish until 5:30 so not many people have the same working hours."

"As I pass through Clackmannan - Mary Bridge is a great concern with the new cycle lanes. It's seems to me that a major accident will occur there as the lanes are too narrow and dangerous for road users."

"Introduce more flexible working hours in order to stagger journey times. Authorise working from home as a suitable alternative."

"Whilst I would like to be able to use more sustainable methods to travel too and from work, the requirement to use a car daily prevents this. However, better, faster and cheaper public transport by road or rail would be an advantage, as would the ability to link up journeys - perhaps by an acceptance of bikes on buses/trains etc. The development of the cycle link between Stirling and Alloa will be a great asset - nearly all towns in Clacks will be linked and linked again to Stirling - these off road routes and a huge incentive - lets get the Stirling Bypass done as well!"

"Dedicated buses from the surrounding area similar to Prudential at Craigforth."

"Faster Roads"

"I think car sharing initiatives for at least part journeys would be useful. Any scheme needs to take account of whether drivers have realistic alternatives."

"No comments really as I choose to live where I do and currently need car for council business."

"Move the main Council offices into a town centre location. Am convinced despite my comment that parking charging will not change the prevailing pattern of travel. It will merely add to the cost. Too many employees commute from outwith the county. Planned transport infrastructure will exacerbate this problem since current public transport is too expensive and takes too long. It is therefore not a viable option to the car. This needs changing?"

"Public transport from locations east of Alloa, including Edinburgh, Falkirk and Fife is extremely poor. There is little incentive to use bus services which take an hour to reach Alloa from Falkirk and Dunfermline, do not connect with rail services and are comparatively costly to use. One step towards improving the situation would be the diversion of one Stagecoach Express Fife-Glasgow service to serve Alloa and Stirling rather than travelling via the Kincardine Bridge. This would have the dual benefit of providing Alloa residents with a peak time express bus service to/from Glasgow, as well as providing a direct and fast bus service for Council (and other) employees in Fife to reach Alloa. Alternatively, the Council should consider operating a dedicated employee bus link to meet the Stagecoach express bus at Kincardine."

"Banning tractors & pensioners from the roads during peak hours to decrease journey times. Complete fully segregated cycle route between Alloa & Stirling. Discounted sprinter buses direct from Alloa to Stirling centres during peak period."

"Cycling would be a more attractive option for myself if secure lockers were provided for clothing, etc. The 8 mile journey that I would undertake may put off infrequent cyclists."

"Recognise that the Council has recruited staff who can only travel to work by car as they live too far away in areas without direct public transport links e.g. Lanark/Alloa. Parking charges would lead such staff to seek alternative employment nearer home. Smart move from a council struggling to attract staff?"

"Making flexitime more "flexible" to allow journeys to be staggered. How about encouraging home working."

"Financial incentives for car sharing / cycling"

"Improve the road infrastructure"

"Develop a home working strategy Encourage staff to make more of use of flexible working so as to stagger volume of traffic."

"This survey assumes regular travel plans. My work entails call-outs/emergency responses/frequent unplanned visits to premises. Actual hours worked greatly exceeds contracted hours - doesn't tie in with bus etc connections or need for speed of response."

"Remove bus lane from roundabout at bottom of Clackmannan Road. It serves no purpose, and most cars tend to cut over into this lane to utilise it to enable traffic to move more freely, and cause less congestion."

"Parking charges would discourage external job applicants for posts. For many there is no alternative method for getting to work other than to use their car."

"I use my car occasionally for council business to travel outwith the local area unless there was a frequent and cost effective way of travelling to these locations there is no way I would consider giving up my car as buses cost me more and times would not suit. If however I was on holiday I do consider taking the bus."

"As there is a marked decrease in the amount of traffic in the mornings during school holidays there is a need to look at the school transport to ensure parents choose to put their children on public transport available."

"The difficulty is that I live in Edinburgh, but I am in the process of trying to move nearer. The other issue is that I use the car so much during the day, and at times at no notice, so a pooled scheme would have to be very flexible. If there is a problem within a service, I can't not attend."

"Route buses at peak times to pick up drop off at Lime Tree House."

"I live in an area where there is no public transport – I have no choice but to use my car."

"Council should seriously consider public transport links to other authority areas. No direct public transport links inhibits even consideration of alternative travel to work."

"My problem is that I live in a rural area where the links to transport from Stirling are limited. I could not, for example, be I work before 9.40 am and would have to leave every day around 4.30pm to catch the last bus from Stirling. This council can have little impact on Stirling transport."

"I have often thought of how to find alternative methods of transport, especially during the summer but with 2 children under 7 years to deliver to school, supported by local after school care - I do not see a simple solution which will not risk their safety nor add extra hours at the beginning and end of each day, by travelling into Stirling then out to Alloa. My job often involves work outwith 9.00 to 5.00 Mon to Fri, but weekends and late evenings."

"Improved public transport would be the best development."

"Essential car user so rely on my car for Council business. More car parking spaces would be preferable."

"I am required to provide a car and use it on business all day. I am both MHO and AA, and so I am expected to attend emergencies for which I need a car. If the Council introduced parking charges I would claim these back because I have to have a car. I cannot predict when I will finish a days work so the idea of public transport and a pool car would not be practical or safe. I do give lifts to people whenever I can."

"Dropping children off prior to reaching work is an important factor for requiring transport, also the need to use the car on the odd occasion for work. I am unsure how this could be addressed, a car share scheme that takes this type of thing into consideration could work."

"I am essential car user which could be helped with pool car provision but I have to get here from Callander via a nursery where I take my baby each work day. This is the reason why I would not consider travelling to work on public transport. Even if it was super frequent, direct and cheap, (which let's face it, Callander to Alloa, it never will be any of these three). I have travelled to my place of work in the past on push bike and I agree with all the reasons for reducing car use but I was only 5 miles from work then and single...."

"It would take 3 different bus journeys to travel by bus from Polmont to Alloa. This would take at least 2 hours, which is totally unacceptable."

"If the Council were to introduce parking charges in Council workplace car parks, would I be recompensed for that charge when I then go out on Council business through the day. At present, I have no real alternative to car journey. The only practical alternative is when the Stirling to Alloa railway is re-opened that there are very good connections and frequency of service linking with the Polmont to Stirling train service and a Council provided bus service is there to meet all train arrivals for transfer to Kelliebank. The Council would also then have to provide transport for Council purpose usage. Note that I a Council Officer who is subject to required attendance outside hours. It should be noted that I already car share on around 75% of home to work journeys. Please also note the I use my car approx. 2 days a week for Council business, on average. Also, the entered time for travel to work by public transport is an estimate based on possible existing arrangements. For practical purposes, I would still have to travel by car to Polmont Railway Station due to the non-reliable bus transport from home to Polmont Railway Station, particularly during the winter months."

"Nothing I enjoy bringing my car to work each day it means that at lunchtime I am not stuck I can go out a run or up to the shops just to get out for a while if I did not have my car with me I would not be able to do that because I would not have enough time."

"I prefer to bring the car as I am based out of town and if I wish to visit shops I can go in lunch break."

"Direct council office parking charges will merely antagonise staff and will not change travel habits. Safe, cheap, reliable bus links will aide travel mode change. Also, clear safe cycle links to Stirling and financial incentive to car share will help reduce reliance of private car use."

"Remove the speed bumps and other obstructions recently introduced to my journey to work and spend the money on a roundabout at the B908/B914 Collyland junction where I have lost count off the many accidents and near misses I have encountered on travelling this route over the last 16 years."

"Supply transport to 1 driver who could pick up others and they could split any charge."

"Picked up and dropped off by Council transport"

"Get new bridge built quicker"

"Let me use the Council van"

"Pick up by Council mini bus"

"Parking charges to park in a council building car park would not be wise"

"May make a personal decision to cycle (occasionally) but (pool) vehicle to cover sites might be necessary."