

## Annex B

### Agenda Item 5 – Employee Commuting Survey Summary

1. An employee commuting survey was undertaken in late 2021 to support greater understanding of the carbon impact of employee commuting and to assist in identifying measures that would encourage sustainable travel.
2. The survey was distributed to all staff via email and a total of 126 responses were collected.
3. Of those who responded, 105 were working at SHBC before March 2020, which allowed a comparison between commuting levels prior to the pandemic and since, with the rise in agile working.
4. On average prior to the pandemic, employees spent 97% of their time in the office and 3% at home.
5. At the time of the survey, employees spent 54% of their time in office and 46% at home.
6. The survey confirms that the option of agile working has therefore resulted in a significant reduction in the number of commuting journeys to and from work.
7. At the time of the survey, employees used the following modes of transport to travel to and from work for the majority of journeys:
  - 91% by car or van
  - 4% by electric vehicle
  - 4% walking
  - 2% by train
  - 0% responded that they regularly commuted by bicycle (although a small number indicated they had done so infrequently).
8. The average commuting distance for a single journey to work was 9.3 miles and an average commute time of 23 minutes each way.
9. The carbon impact of an average annual commute in 2021 (2232 miles) for each transport mode, is approximately:
  - Car/van petrol – 0.53 tonnes of CO<sub>2</sub>e

- Car/van diesel – 0.49 tonnes of CO2e
- Train – 0.22 tonnes of CO2e
- Electric Car – 0.18 tonnes of CO2e
- Walking and Cycling – 0.0 tonnes of CO2e

10. The survey results indicated that the majority of employees travel by higher emitting transport modes. Therefore options to reduce single occupancy car and van travel and encourage more sustainable transport modes will be required to further reduce carbon emissions.
11. A fifth of respondents used a personal vehicle every week for business purposes. Half of those would consider using a company electric vehicle if one were available for this purpose.
12. Employees noted that a lack of walking and cycling infrastructure was prohibitive for adopting sustainable travel modes for commuting, as well as living further than a practical walking or cycling distance. Limited public transport links were also mentioned.
13. Employees indicated that some commuting journeys were multi-purpose such as including a childcare pick-up, meaning sustainable forms of transport were not always an option.
14. Results indicated there may be interest in a car share scheme if there was a system in place to support, although different working patterns, incentives for parking and emergency options for a journey home were cited as options to consider alongside any scheme to increase viability.
15. Taking into account the responses to the survey, Officers are exploring options to encourage sustainable travel modes and decrease carbon emissions further.