Wellcome Trust Genome Campus Green Travel Plan 2014 - 2019

On behalf of the Wellcome Trust

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Introduction

I am happy to introduce the Genome Campus Travel Plan 2014-2019. This Travel Plan builds on the award winning success of the previous Travel Plan and furthers our commitment to the environmental sustainability on site.

The previous Travel Plan provided a framework for successfully delivering sustainable travel initiatives across the last 5 years. Significant progress has been made at reducing the number of car trips generated by the 1750 staff onsite, resulting in awards from the Association of Commuter Transport. The Genome Campus actively works to encourage staff to change the way they look at the Travel Plan and the alternative travel options. This would not be possible without the commitment to change led by Senior Management. The Travel Plan has proven to be a critical factor of the wider Campus Environmental Policy. This new Travel Plan will build on these successes and continue to effectively manage the traffic generated from the campus.

We have set ourselves challenging targets within this Travel Plan to reduce the single occupancy car trips by 2020. Ongoing and effective management will be needed to realise our goals. I hope that all staff at the Genome Campus will join with me in supporting the aims of this Travel Plan and ensure that everyone does their part to reduce our impact on the environment.

Dr Martin Dougherty

Chief Operating Officer

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Background

Context

Peter Brett Associates LLP ("PBA") have been commissioned on behalf of The Wellcome Trust, to prepare a revised and updated Travel Plan in support of the development of the new 4,430 sqm Sanger Sequencing Building and Energy Centre, part of the previous allocation for the site.

Wellcome Trust Genome Campus, at Hinxton in South Cambridgeshire, is a world class centre of genetic research. The Trust has a long-term aspiration to capitalize on the success of the Campus by providing for related research and development activities.

The award winning Genome Campus Travel Plan formed part of the S106 agreement in 2002 for the three phase master plan development. The progress towards targets was reviewed in 2009 to support the planning of Phase 2 & 3 of the development and was designed to facilitate a sustainable approach to travel for both the existing staff at the Campus and any new staff who would be employed.

In 2009, the campus had in the region of 1500 employees, with an estimated increase to 2045 employees by the year 2020 with Phases 2 and 3 complete. In 2014, the site accommodates in the region of 1750 employees. This natural growth on site and the increased capacity from the Sanger Sequencing Building needs to be considered in a new revised travel plan.

"A Travel Plan is a term used to describe a package of measures tailored to the needs of a specific site, promoting travel choice and reducing reliance on single occupancy car use".

In 2002 the overall development for Phases 1 to 3 for the campus was consented. Phase 1 has been implemented and occupied along with the EBI South building, part of the Phase 2 allocation. The development of the new Sanger Sequencing Building will provide sequencing laboratory and associated office space and accommodate approximately 150 more people.

The Sanger Sequencing Building and associated Energy Centre are part of the consented Phase 3 allocations secured under 2009 outline planning permission S/1204/09/O. Within the Sanger Sequencing building an additional 70 underground car parking spaces are being proposed along with a surface Car Park of 161 spaces. The previous haul road will also be converted in to a permanent service road. Provision of a bus lay-by and shelter will be provided along the existing internal road and 17 new bicycle parking spaces will be provided in the new development.

This Travel Plan will act as a review of the 2002 Travel Plan and become an updated Travel Plan with revised targets and measures relevant to the new developments.

Scope

The development of this Travel Plan is to be based on the following four stages:

- **Stage 1:** Assessment of existing conditions incorporating a parking review, bus services review and employee travel survey

- **Stage 2:** Review of current targets and measures to ensure still realistic and achievable, new defined action plan and monitoring protocols

- **Stage 3:** Implementation of measures and continuous development of future measures

- **Stage 4:** Monitoring of the Travel Plan through surveys and defined protocols

This Travel Plan document covers 2014-2019 and reviews the 2002 Travel Plan. The initial objectives, targets and measures are analysed and a new package of measure detailed to extend existing practices and facilities.

The Travel Plan has been based as usual on the sustainable travel hierarchy of travel modes: Walk, Cycle, Bus, Train, Car Share, and Car Alone. Wellcome Trust will always seek to promote the most sustainable forms of travel wherever possible. The document is designed to evolve dynamically to remain relevant to all employees and visitors into the future.

Policy context

Overview

A number of issues on the national and international transport scene have been driving a need for businesses to further develop a sustainable transport strategy and to encourage sustainable transport choices by providing better facilities, incentives and information.

"Road congestion currently costs the UK economy £20 billion annually and this is predicted to increase to £22 billion a year by 2025" (Transport Select Committee, 2011)

Travel is an essential part of our daily lives enabling mobility, promoting economic development and improving the quality of our social interactions. Despite the opportunities created by increased mobility, rising car dependency, coupled with ever-increasing journey distances, is creating a transport problem. According to the European Commission[1] - Road transport contributes about one-fifth of the EU's total emissions of carbon dioxide. Transport is the only major sector in the EU where greenhouse gas emissions are still rising.

Work-related travel, whether for commuting or business, forms a significant proportion of personal travel. This has led policy makers to encourage mode change for work-related journeys.

Policy and Best Practice

An overview of the current national and local government policies that are relevant to this Travel Plan are shown here. By reviewing these policies, the Travel Plan will be developed and implemented in accordance with established policy aims and objectives.

National Planning Policy

- 'National Planning Policy Framework' (Department for Communities and Local Government, 2012).
- 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process.' (Department for Communities and Local Government, 2009).

Local Policy

- 'Cambridgeshire Local Transport Plan 3 2011 – 2026' (Cambridgeshire County Council (CCC), 2011).
- 'Transport Strategy for Cambridge and South Cambridgeshire' (CCC, 2011).

Key Guidance Documents

- 'The Essential Guide to Travel Planning' (Department for Transport, 2008)

CO2 emissions for a 50 mile journey (per person) [2]

Small Car	10.3kg
Large Car	20.7kg
Train	4.3kg
Bus	2.4kg

Low   Medium   High   v.High
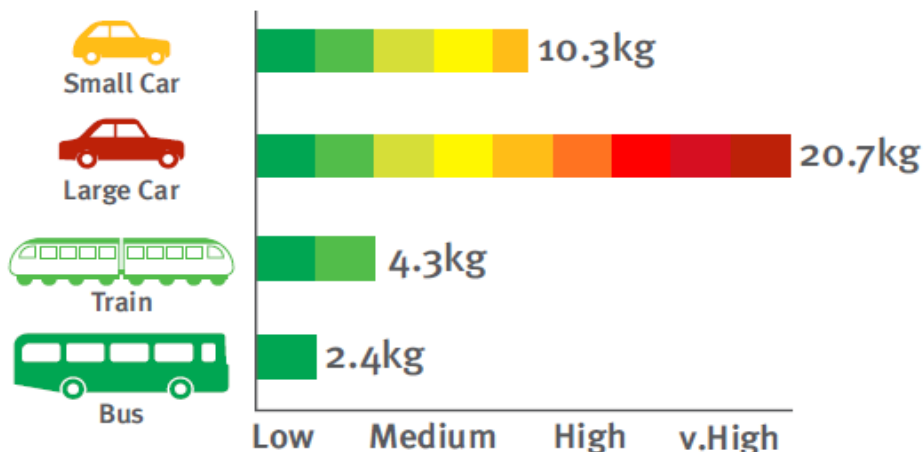
3.   http://ec.europa.eu/clima/policies/transport/vehicles/index_en.htm
4.   www.transportdirect.info/Web2/JourneyPlanning/JourneyEmissionsCompare.aspx?repeatingloop=Y

Benefits of a Travel Plan

Companies and their employees can gain a wide range of benefits and savings from a travel plan. Although there is a local focus in travel plans, they have the potential to make an important contribution to achieving better use of the transport system on a county wide scale.

"A well-designed travel plan can typically cut 15% of commuter car use and may amount to over a million less miles for just a single company."

The Essential Guide to Travel Planning' (Department for Transport, 2008)

Business

- Helps to reduce the need for parking, reducing rental and maintenance costs
- Enhance the environmental image of the business including working towards ISO 14001
- Contributes towards the health and well-being of employees and visitors, through more use of walking and cycling, and reducing commuting stress
- Assists in recruitment and retention, improving accessibility to the workplace for potential and existing employees, making savings on recruitment.

Individual

- Encourage more active forms of travel with individuals gaining health benefits and individuals could also save money on gym membership
- Traffic fumes increase respiratory problems like asthma - up to 24,000 people die prematurely in Britain every year as a result of traffic-related air pollution. Travel plans aim to reduce this
- Driving for short journeys can make drivers more stressed and less active, increasing the risk of heart disease and strokes.

Environment and Community

- Travel plans aim to reduce CO_2 emissions, air pollution, noise pollution, community severance and all other negative effects of single occupancy car-use
- Less congestion on roads leads to a better image for the community
- Travel plans lead to improvements in pedestrian, cycle and public transport facilities for the whole community

Site in context

Wellcome Trust Genome Campus is located on the outskirts of rural Cambridgeshire and comprises approximately 130 acres of parkland estate. It houses the world-famous Sanger Institute and European Bioinformatics Institute, as well as a number of other scientific research and support buildings.

The Campus is situated at Hinxton, Cambridgeshire and is located approximately 16 kilometres south of Cambridge. The site is accessed from the A1301, or from the M11 motorway junction 9a with the A11. The A1301 forms the main road from Cambridge to Saffron Walden and the site access junction is in the form of a three arm roundabout.

The nearest local railway stations are at Whittlesford Parkway (approximately 3.5 kilometres to the north) and Great Chesterford (approximately 2.5 kilometres to the south); nearest mainline station is at Cambridge.

The nearest airport to the campus is London Stansted which is about a 20-minute drive to Hinxton.

The National Cycle Network route 11 runs to the west of the Campus and the walking and cycling isochrones are shown in Appendix A

Building details

The Campus is formed of two parts - Wellcome Trust Conference Centre occupies the northern part of the Campus which is centred around Hinxton Hall, a grade II* listed former country house set within a parkland enclosure. The southern part of the Campus accommodates the scientific and research buildings including the Sanger Institute and the European Bioinformatics Institute (EBI).

At present approximately 1750 members of staff are employed at the Campus. The Campus houses extensive scientific resources, including a data centre, a research support facility and state of the art laboratory spaces.

There is a campus nursery, two cafes and an onsite restaurant. There is also an onsite gym, with subsidised membership and various sporting leagues for campus staff. Figure 1 shows the Campus map.

Figure 1 – Existing campus plan

Current services

The following list outlines the initiatives and services adopted from the original 2002 Travel Plan and the existing facilities for each mode of travel.

Pedestrian Facilities

Figure 2 below sets out local pedestrian routes in the vicinity of the Genome Campus. An unlit pedestrian footway runs adjacent to the Campus on the A1301 from the site access roundabout and provides a pedestrian link to New Road at Hinxton.

Access from New Road into the northern part of the Campus is facilitated through a security controlled gate. Within the Campus lit walkways and pedestrian only areas are provided to ensure safe and easy access is achieved throughout the site.

Cycling

The Genome Campus is served by the National Cycle Network (NCN) Route 11 which provides a link between Cambridge in the north, through Hinxton and Ickleton. This is shown on Appendix B. An extension to the local cycle routing was provided during Phase 1 and this was designed to serve all future Phases.

Ickleton Road / Frogge Street provide a quiet route between Great Chesterford and Ickleton, where it joins the NCN route 11. The detailed Cambridge cycling maps for both the City Centre and Ickleford are included in Appendix B.

155 secure cycle parking spaces are provided in the Campus's basement car park with an additional 17 cycle spaces provided with the new development. As part of the existing Campus Travel Plan measures, shower and locker facilities are provided for use by members of staff.

Campus Bus

As suggested in the 2002 Travel Plan, dedicated buses are provided free of charge for staff during the AM and PM peak hours. These are operated on contract from Richmond's Coaches. Currently 21 bus services are operated across the county providing a combined total of 900 seats. These have been developed to suit the locations where employees live to ensure maximum effectiveness. A summary of the areas serviced is shown below and the full timetable is included in Appendix C

- Hills Road -> Mowbray Road -> Trumpington -> Great Shelford -> Stapleford -> Sawston -> Pampisford
- Mowbray Road -> Cherry Hinton -> Haggis Gap
- Grafton ->Newmarket Road ->Barnwell Rd ->Coldhams Lane -> Cherry Hinton -> Haggis Gap
- Buchan Street -> Milton Road -> Northampton Street ->Trumpington -> Great Shelford ->Stapleford ->Sawston -> Pampisford

The bus stop provided within the Campus is located close to the main gate.

Figure 2 – Pedestrian access routes to campus

Public Bus

The Citi 7 Bus stops at Ickleton High Street and is a short walk from the Campus. The 7A service stops at Hinxton High Street and is a short walk to the Campus' North gate. The service No. 101 is a daytime bus that operates on Tuesday only. A summary of the local public bus services is shown in Figure 3.
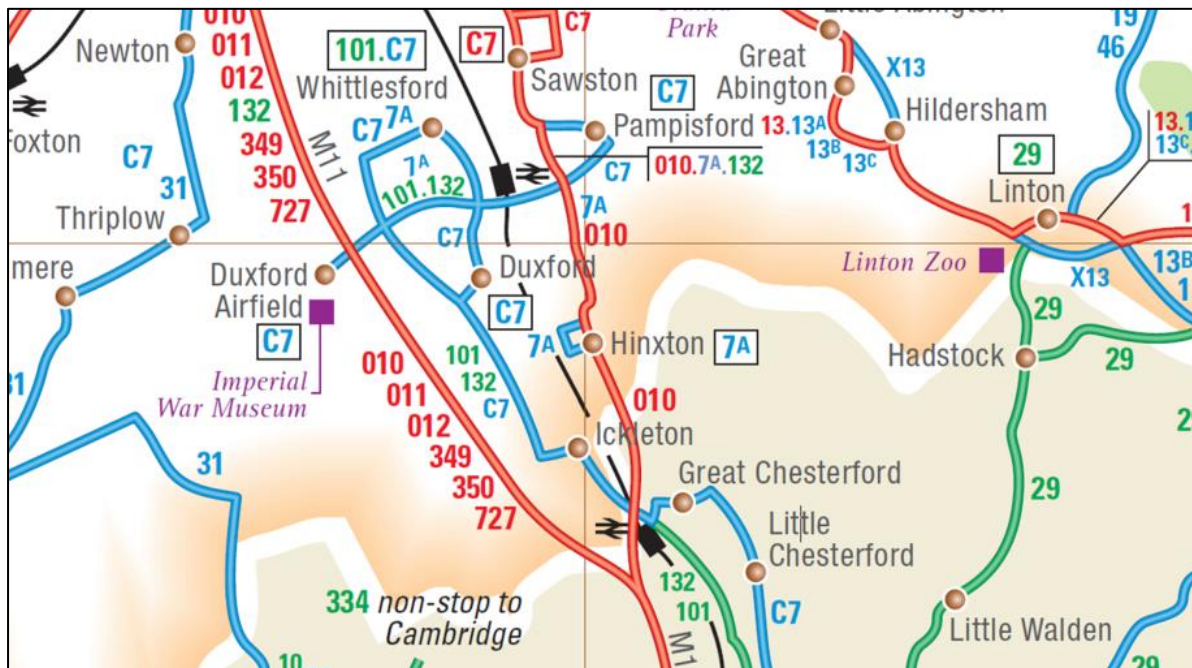
Figure 3 – Public bus routes near the Genome Campus (Source: CCC)

Train

Hinxton is located within close proximity to two railway stations. Great Chesterford is located 2.5km to the south and Whittlesford Parkway Station is approximately 3.5km to the north. The location of these stations is shown in Appendix A and they are served by National Express East Anglia services which operate between Cambridge and London Liverpool Street.

During the AM Peak, Whittlesford Parkway and Great Chesterford are both served by 2 trains from London Liverpool Street station. During the PM Peak Whittlesford and Great Chesterford are both served by 2 trains per hour to Liverpool Street station.

The typical journey time between Liverpool Street and Whittlesford is approximately 80 minutes and 10 minutes from Whittlesford to Cambridge.

Car

Vehicle access into the Genome Campus is taken from the A1301 via a three arm roundabout. The A1301 forms the north and south arms and the Campus access forms the western arm.

A separate access into the main Campus reception and a small visitor parking area is located 10m before the main entry barriers. Conference delegates and other visitors can enter via the third barrier which is controlled by the security guard.

At present there are a total of 1032 available vehicle parking spaces on site with 231 proposed with the new development.

Car Sharing

Campus currently has 539 members on the internet based Liftshare scheme (25% of staff on site), 96 of which joined 2013.

Electric Car

2 x duel charging points installed in Car Park A in 2013 and registered with Source East, the East of England's electric vehicle recharging network.

Motorcycle/Scooter/Moped Facilities

Parking for these modes of transport is currently provided in the secure basement car park.

Wellcome Trust Conference Centre

The Wellcome Trust Conference Centre is located in the north of the Hinxton campus. The Conference Centre plays host to numerous meetings, conferences and events. There are a variety of meeting rooms available accommodating 2 - 300 delegates at any one time. The rooms are located in both the Conference Centre and Hinxton Hall.

The renovated Hinxton Hall forms part of the Wellcome Trust Conference Centre with the stable block transformed into an auditorium and meeting room complex. The earliest parts of the original Hinxton Hall can date back to 1748 and the building is now a grade II* listed building.

The Conference Centre is currently undergoing a 'Kitchen Garden Project' refurbishment programme, due for completion in summer 2015. This will link the auditorium and two pavilions into a new public space. This public space will host exhibitions, poster sessions and provide a social meeting place with bar facility.

Further details of the Conference Centre can be found on their dedicated website at: www.wtconference.org.uk which lists the main travel options to the site.

The accessibility for the Conference Centre is similar to that listed above, with the exception of the Campus Bus which is only provided to employees and not conference delegates.

The Conference Centre has its own allocated car park within car park D and hires coaches to meet delegates at the local train stations when needed.

Survey results

A campus staff survey was undertaken in March to April 2014 to establish staff travel patterns. Key questions on current travel mode and reasons for travel choice were asked with the responses broken down by number of travel modes each respondent used. The questions used in the staff survey are attached in Appendix E. Previous site vehicles counts were carried out annually from 2009 to 2013, but no staff survey has previously been carried out. A summary of the staff survey results are included below and compared to the site vehicles counts from 2013.

Subsequently, an additional staff survey was undertaken in November 2014 through the annual TfC review. The results of this survey and summary report are attached in Appendix F.

Overview

- 72% response rate (1086 members of staff).
- 38% of staff were aged between 31 and 40 years old.
- Almost half the respondents classify themselves as research workers.
- 24% of staff were temporary workers with the majority on 12 month+ contracts.
- 40% (407) of the respondents arrive during the traditional morning peak hour (08:00-09:00), with another 38% (392) arriving between 9am and 9.30am.
- Almost half of the respondents (496 people) took less than 30 minutes to commute to work.
- The main reasons for driving were convenience, and a lack of public transport.
- Only 6% of respondents regularly work from home with 47% never working from home.

Mode Share

The respondents were asked how many modes of travel they used to get to work and each option is shown in Figure 4. 66% of staff indicated they only used one mode of transport in their commute.

Number of modes of transport used in commute to work

7.8%

26.2%

66.0%

- 1 mode
- 2 modes
- 3 modes
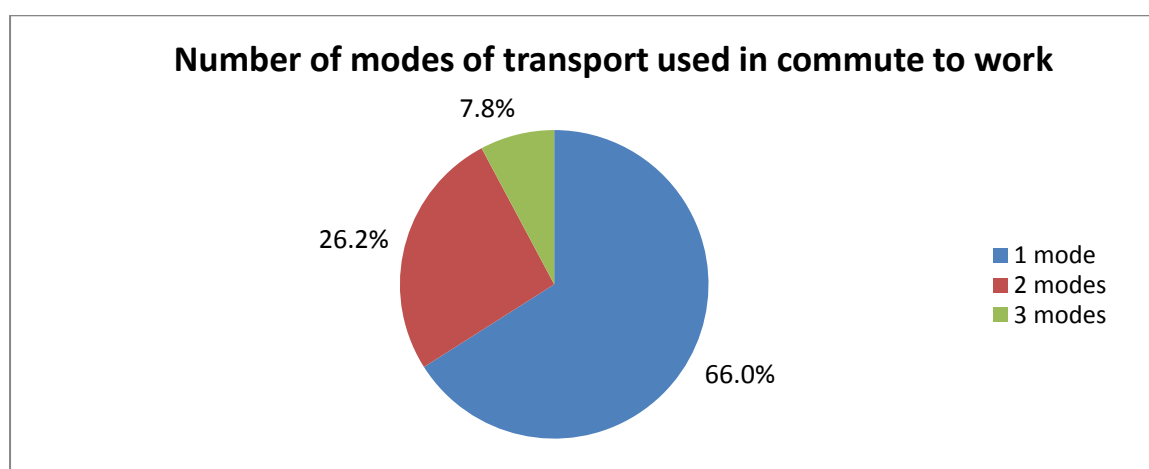
Figure 4 – Number of modes of travel used by staff

The majority of people walking or cycling to work also travel by at least one other method as shown in Figure 5 below. 40% of the people that indicated they use the campus bus only use this mode of travel. Over half of the people (57%) that car share to work do not use any other method to travel. 67% of people travelling to work by car alone do not use any other method of travel.
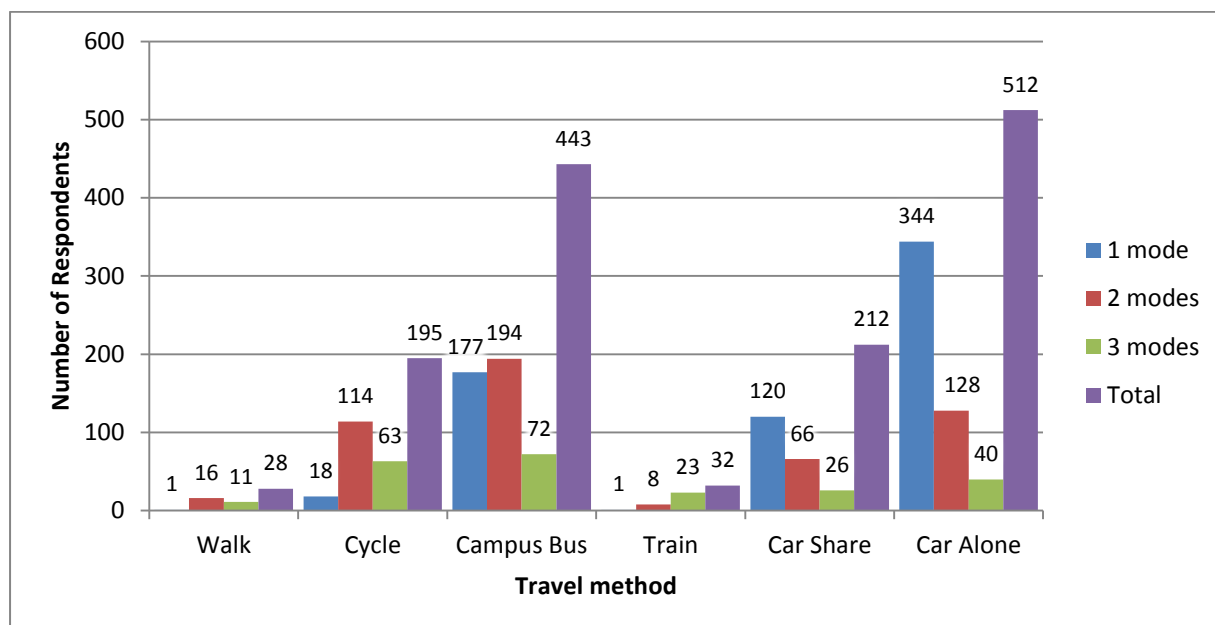
Figure5 – Modal split of staff travel modes by how many modes they use

The number of people using the campus bus as all or part of their journey (443) is almost equal to the number of people using car alone (512). The total number car sharing (212) is approximately 40% of the number using car alone. The number cycling (195) is similar to the number car sharing. Both train and walking are much lower at 32 and 28 people respectively using these methods.

In previous years a physical count of the different modes of travel to the Campus was recorded for the site survey, Table 1 shows these historical results. The site surveys are a snapshot on one particular day showing the physical counts and it is these figures that the targets relate to. The differences of the survey methodology was used in 2014 does not allow a direct comparison with the historic data.

Table 1 – Historical comparison of modal split of travel modes

	Snapshot site surveys	
Mode	**2009**	**2013**
Walk	2%	1%
Cycle	3%	2%
Campus Bus	24%	30%
Car Share	20%	17%
Car Alone	49%	48%

Home Working

There were 65 (6%) survey respondents that regularly work from home with almost half (47%) never working from home.

Car Users' Attitudes towards Sustainable Travel Alternatives

Walking and Cycling

The main barriers preventing staff from walking or cycling to campus are the distance is too far (67%), concerns over road safety (30%) and the weather (26%).

The main factors that would encourage more employees to cycle would be living closer to campus (52%) and safer cycling routes (42%). 23% said nothing would encourage them.

Bus

The main factors that would encourage more employees to use the bus to get to work would be more direct routes (32%), followed by more frequent services (27%) and more convenient drop off/pick-up points. The different factors are shown in Figure 6 below. 32% indicated that they already use the bus and 17% that nothing would encourage them.

The main barriers to bus use are indirect routes (32%). A summary of the reasons given is shown in Figure 7.

Train

The main factors that would encourage more employees to use the train would be more direct routes (37%) and more convenient drop off/ pick up points (37%), followed by cheaper fares (35%).

The main barriers are indirect routes (53%) and expensive fares (38%)

Car-Sharing

The main factors that would encourage more employees to car share would be saving money through the cost being shared (35%) and being more environmentally friendly (25%), followed by car sharing being more convenient that public transport, walking or cycling (24%) and being quicker that the current mode of transport (24%).

The main barriers are inconvenience (43%) and working hours (42%)

Car Alone

The main reason staff drove to work alone was convenience (65%) and lack of public transport (44%)

Measures that encourage bus use for journey to work

Measure	%
More frequent services	26.8%
I already catch the bus	33.2%
Better public transport information	4.0%
Cheaper fares	10.5%
More convenient drop-off / pick-up points	26.3%
More direct routes	31.5%
Nothing would encourage me	16.9%
Other (please specify)	17.5%
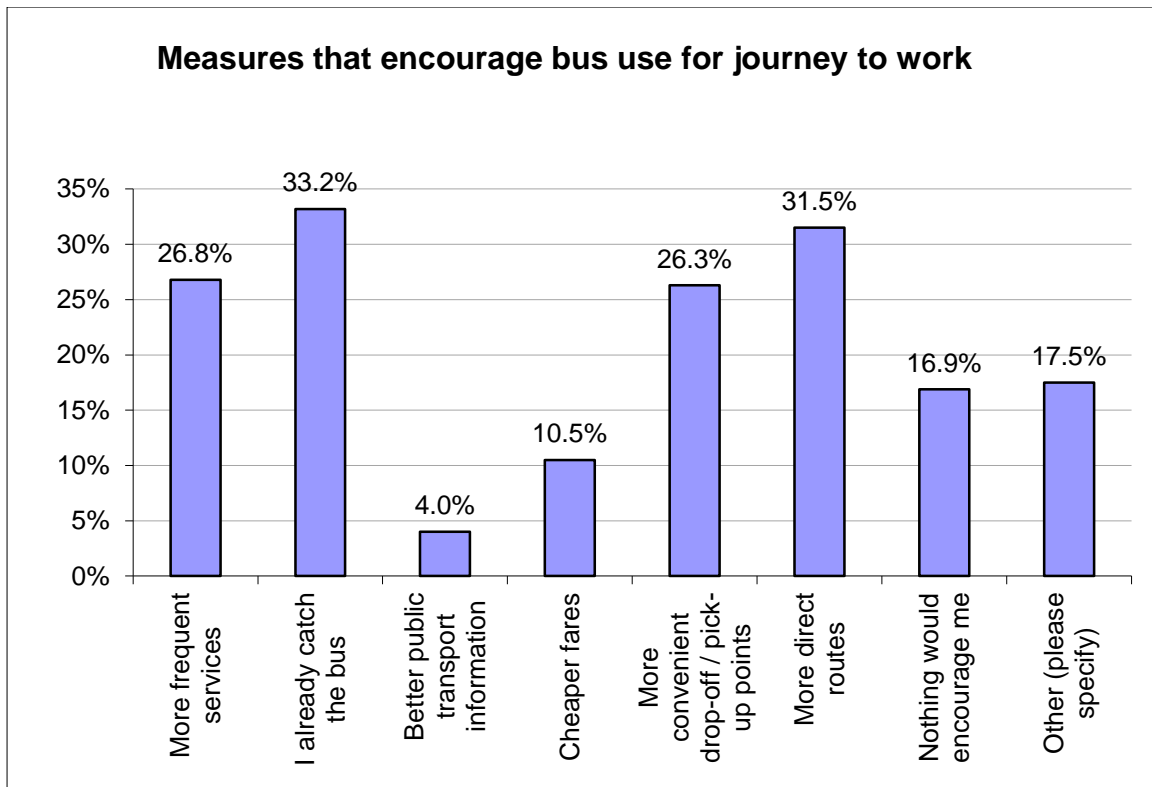
Figure 6 – Main measures that would encourage bus use

Main barriers preventing bus use for journey to work

Barrier	%
I already catch the bus to work	37.4%
Concerns over personal safety	0.4%
Poor public information	3.6%
Poor level of service	19.2%
Expensive fares	10.6%
Indirect routes	31.6%
Other (please specify)	41.0%
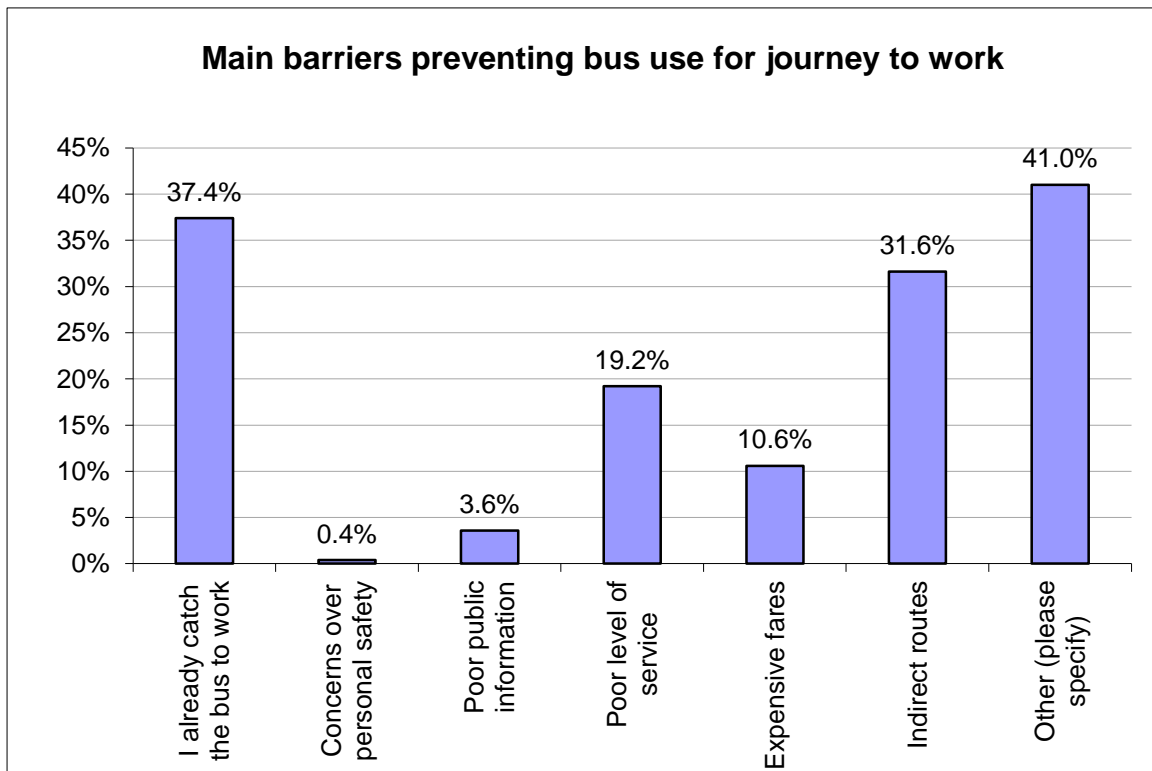
Figure 7 – Main barriers preventing staff using the bus

Staff postcode data

Staff home postcode information taken from the staff survey is shown in Figure 8 with those living within 2 miles, 5 miles and 10 miles highlighted. 33 members of staff surveyed (3%) live within 2 miles of the Campus which is considered a reasonable walking distance. 136 (13%) members of staff live with a reasonable cycling distance of 5 miles.

Figure 9 shows the campus bus routes and stops along with the staff home locations. This highlights where there is need for additional routes to the east and west of the campus.

The cycling routes are shown in Figure 10 along with the staff home postcodes to highlight the option for cycling to work.

Survey Summary

A significant number of staff responded to the staff survey on their travel habits. Two thirds of staff used just one method to commute to work and half of these drive alone.

Measures identified in the staff survey that would encourage more sustainable travel include;

- Safer cycling routes;
- More direct bus and train routes; and
- Saving money through car sharing.

The postcode data shows a minimal number of staff living within and reasonable walking or cycling distance on the Campus and there is a lack of public bus services. The main areas to improve the sustainable travel are provision of more Campus bus services and publicity of the Car Share scheme.

Figure 8 - Postcode information from 2014 staff survey with distance from campus highlighted
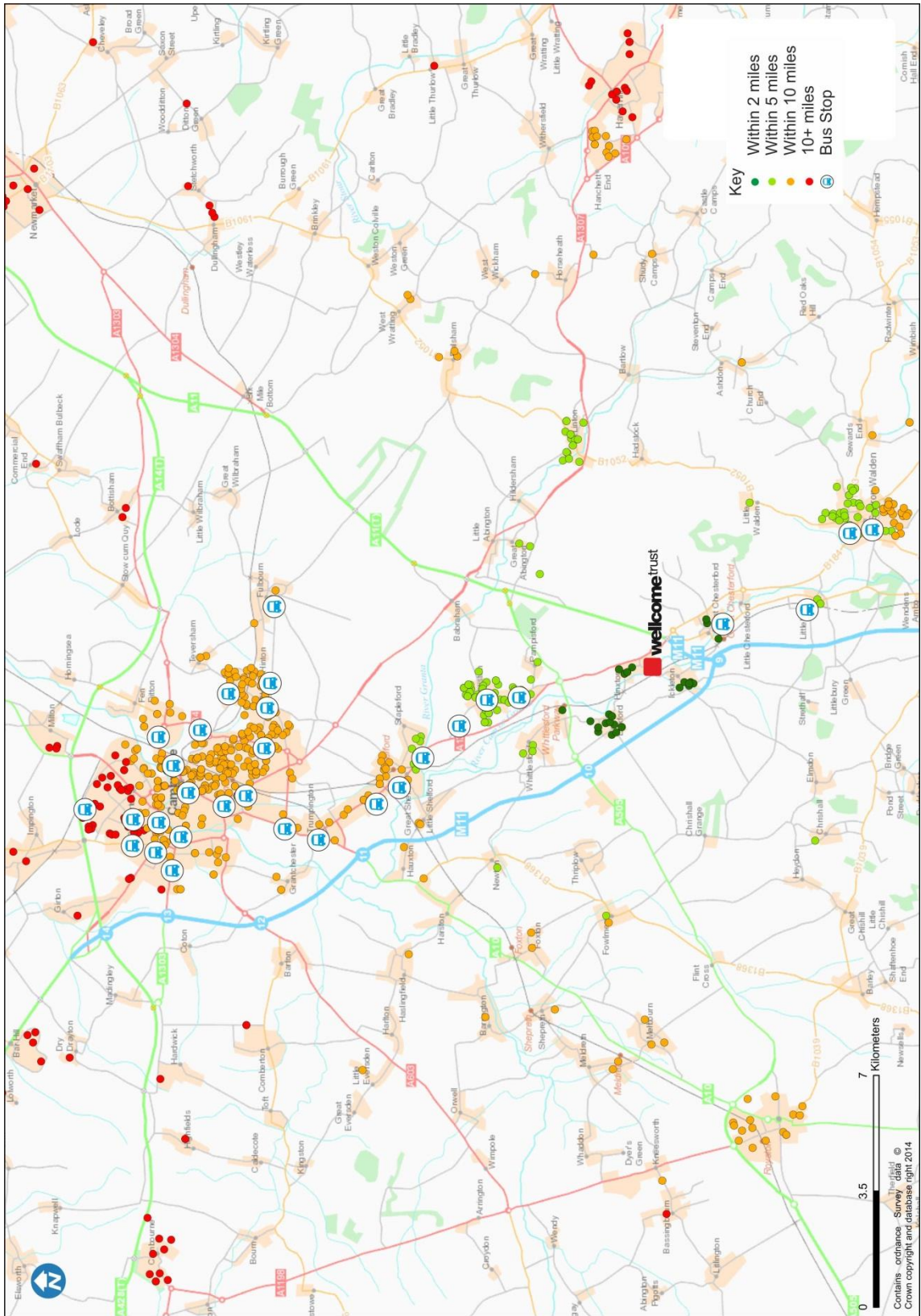
Figure 9 - Postcode information from 2014 staff survey with bus stops highlighted
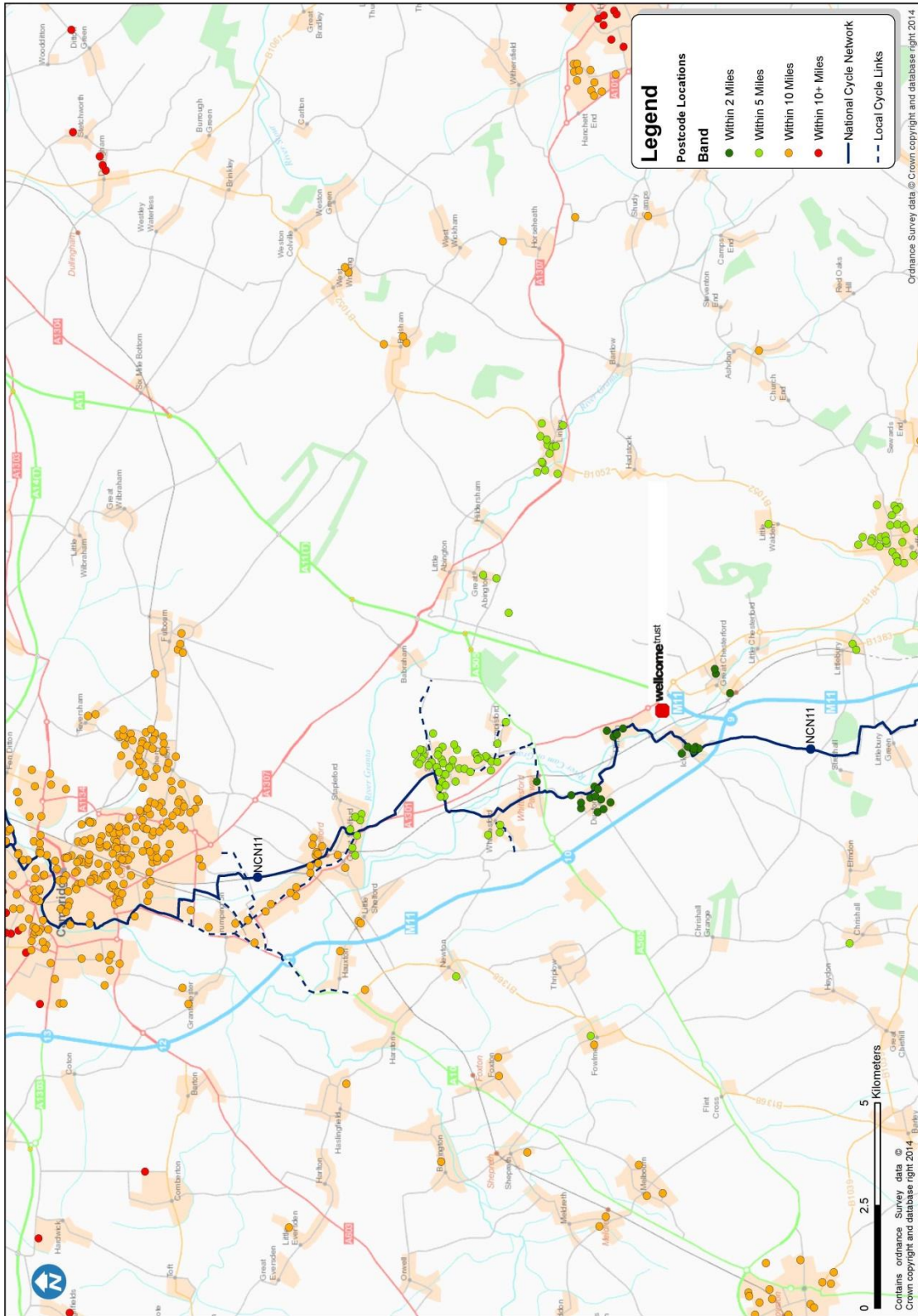
Figure 10 - Postcode information from 2014 staff survey with cycle routes highlighted

Objective, Targets and Measures

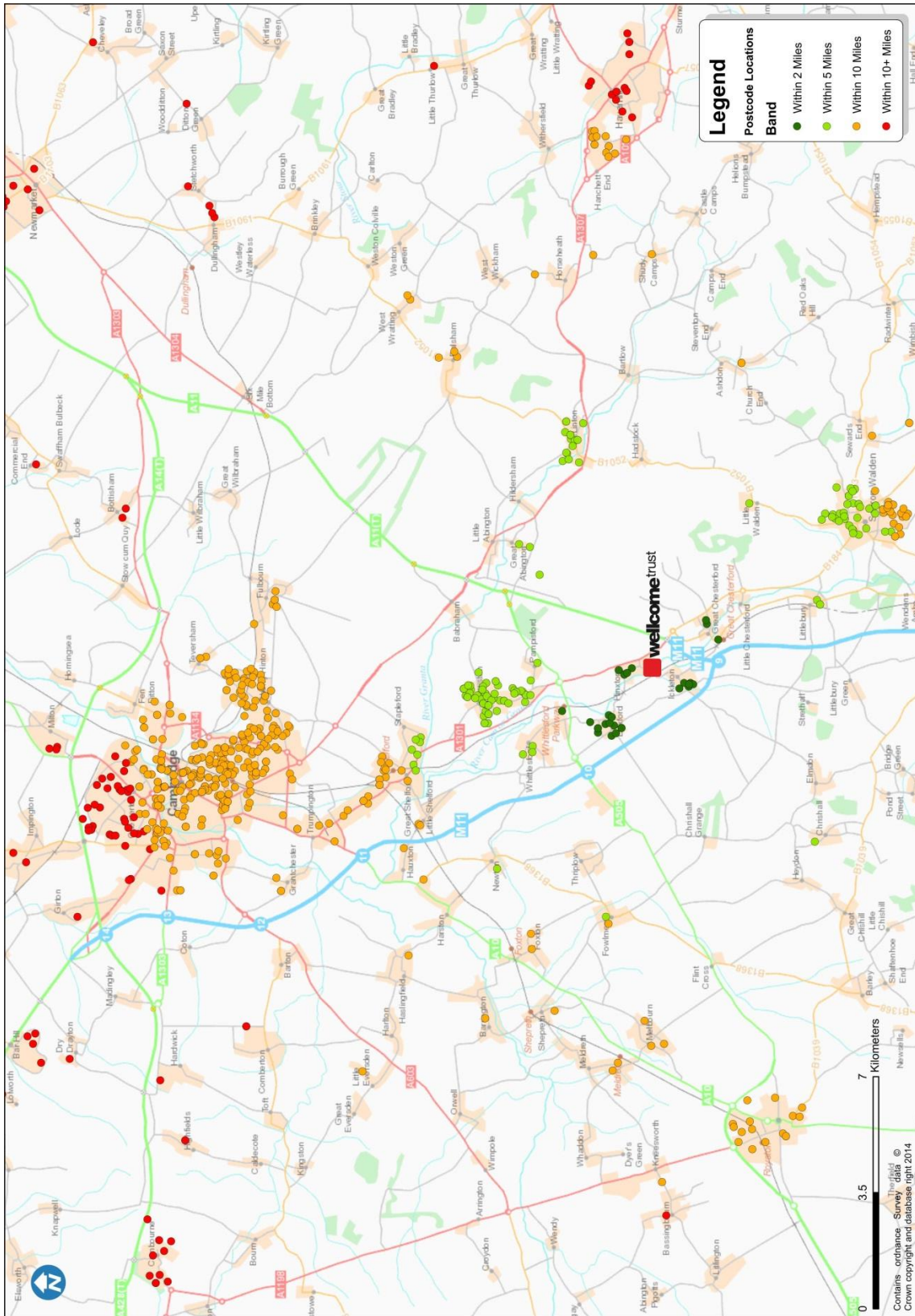## Objectives

The key objectives of this travel plan are:

- Reduce single occupancy car usage
- Increase the use of public transport, walking and cycling
- Improve the campus bus services
- Increase the publicity of transport information available

Targets

The Travel Plan targets relate to a progressive decrease in the proportion of employees to/from the site as single occupancy car drivers, with a corresponding increase in car sharing and sustainable modes such as walking, cycling and public transport.

The main target from the 2002 Travel Plan was to **"reduce the proportion of employees driving to work below the 66% observed at the existing Genome Campus in January 2002".** The targets set out for the whole Genome Campus and a review of progress is shown in Table 2 below.

Table 2 - Review of progress against SOV targets set in 2002

	2005	2006	2007	2008	2009	2010	2011	2012	2013
SOV use	58%	51%	50%	49%	48%	47.5%	46%	44.4%	47%
Target	60%	58%	56%	54%	52%	50%	48%	46%	44%

After an initial period of beating the given targets, the 2013 figures are well above the target for that year and for 2015. Given the new make-up of the campus and the increased number of staff working there it is unlikely the same progression towards lower single occupancy car journeys can continue to 2020. New targets with a slower more realistic rate of change are shown in Table 3 below.

Table 3 - New targets based on changed circumstances

	2013	2014	2015	2016	2017	2018	2019	2020
SOV use	48%	-	-	-	-	-	-	-
New Targets	-	46%	44%	42.5%	41.5%	41%	40.5%	40%
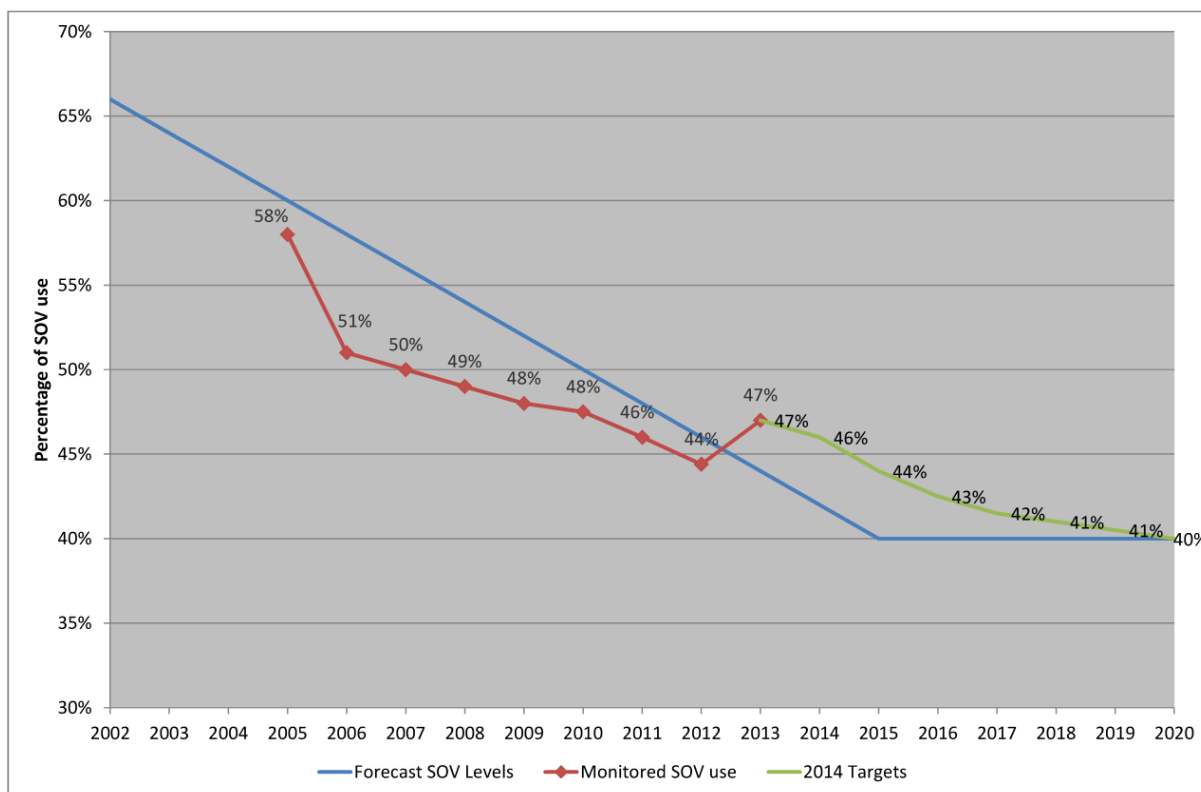
Figure 11 – Historical progress against targets set in 2002 with new targets to 2020

The decrease in SOV use should come about through increased campus bus use and increased car sharing, shown in Target 2. The number of people living within walking and cycling distance (up to 5 miles) from the campus is 13% according to the 2014 staff survey. The modal targets are summarised in Table 4.

Table 4 - Modal targets for 2015 and 2020.

Mode	Current 2013*	2015 Target	2020 Target
Walk	1%	1%	1%
Cycle	2%	3%	3%
Campus Bus	30%	32%	34%
Car Share	17%	19%	20%
Car Alone	48%	45%	40%

*Current figures from latest site survey of arrival method to campus in 2013

Local mode share from the ONS Census 2011 shows that the campus is already performing well compared to the local area. Table 5 below shows the mode of travel to work data for the surrounding wards.

Table 5 - Mode of Travel to Work data for wards surrounding the campus

	Sawston	**The Abingtons, Duxford, Whittlesford**	**Melbourn, Fowlmere, Meldreth**
All categories: Method of travel to work	100.0%	100.0%	100.0%
Work mainly at or from home	0.0%	0.0%	0.0%
Underground, metro, light rail or tram	0.0%	0.0%	0.0%
Train	0.0%	0.0%	0.0%
Bus, minibus or coach	3.3%	0.0%	0.0%
Taxi	0.0%	0.0%	0.0%
Motorcycle, scooter or moped	0.0%	0.0%	0.0%
Driving a car or van	**83.3%**	**87.0%**	**89.6%**
Passenger in a car or van	**6.7%**	**8.7%**	**7.5%**
Bicycle	**3.3%**	**4.3%**	**3.0%**
On foot	3.3%	0.0%	0.0%
Other method of travel to work	0.0%	0.0%	0.0%

Based on Table 4 and the local travel mode data, the following SMART targets have been set:

- **Target 1** - Reduce employees commuting in single occupancy vehicles to 40% in 2020

- **Target 2** - Increase the percentage of employee car sharing to 20% by 2020

- **Target 3** - Increase the percentage of employees cycling to 3% by 2020

- **Target 4** - Increase the percentage of employees using the campus bus to 34% by 2020

- **Target 5** – Maintain the percentage of employees walking at 1% by 2020

Measures

In order to meet the objectives and targets for sustainable travel, a number of current and proposed measures have been proposed. The current initiatives will be retained going forward and the new measures implemented. Offering a wide variety of initiatives will allow all staff and visitors travelling to/from the Genome Campus to choose measures to suit their personal situations and requirements, whatever mode of travel is best suited to their trip. Each of these measures would be introduced, refined and expanded upon during the period of the Travel Plan.

Campus Bus

Current Initiatives

- The campus buses currently operate 21 bus services across the County providing a combined total of 900 seats. Bus routes are detailed in Appendix C.
- Investigations are underway to look at additional routes and increase bus capacity on some of the more heavily populated routes.
- Monthly monitoring of all bus services & liaising with the Bus Focus Group
- Emergency ride home policy for users of the campus bus service.

Actions 2014-2019

- Nominate Bus Stewards. Each bus steward will be guaranteed a seat and become the main point of contact for that bus route. The bus stewards will attend the bus focus group meetings
- Review bus usage figures through site surveys and consider changing bus sizes for increased demand in Autumn/Winter.
- Review postcode data of campus staff and consider adjusting existing bus routes to stop near majority of staff
- Consider addition of 2 new bus routes to Haverhill and Royston; locations highlighted in the 2014 staff survey.
- Explore options to share Campus bus services with local business parks particularly the East- West routes.
- Provision of bus layby and shelter on existing internal road as part of the new development.

Image source: Richmond's Coaches

Cycling

Current Initiatives

- Secure Cycle parking for 155, with showers, lockers and changing facilities
- Regular bike repair facilities on site by 'Dr Bike' three times a year. Only cost of parts are charged to employees,
- Discounts at local bike shops, via the Travel for Work Partnership (TfW) (www.tfw.org.uk/Discounts.php).
- Cycle to work days with free breakfasts three times a year
- Cycle events such as bike to work week
- Provision of cycle maps in visitor reception
- Provision of compressed air pump next to bike racks
- Provision of bike maintenance stand next to bike racks
- Bike Mailing list and bike user group (BUG) created
- Government backed initiative 'Cycle2Work', designed to help increase access to more sustainable means of transport to work.

Actions 2014-2019

- Nominate a Cycling Champion from the existing BUG.
- Provide 4 cycle training course per year, to include summer and winter training. A local provider is Outspoken through TfW (www.outspokentraining.co.uk/)
- Increase Dr Bike sessions to 4 per year
- Link BUG with CTC (www.ctc.org.uk) and BUGs in the local business parks
- Bike maintenance training workshops
- Provide bicycle repair kit
- Take part in CTC Workplace Challenges and any challenges organised by CCC
- Install an electric bike charging point, and look into electric bike discounts at local bike shops
- Consider being involved with bike hire docking facilities at the local train stations
- Consider pool bikes on campus for travel around site and to nearby villages, and commuter to try the commute to work by bike. Consider including e-bikes in the pool with advice from TfW.
- Work with CCC to facilitate active travel through improvements in cycle ways which will address the main barrier to cycling identified in the staff survey
- 17 new bicycles spaces provided as part of the new development

Car Sharing

Current Initiatives

- Developed online journey sharing system (hosted by Liftshare.com) employees, including contractors, are eligible to be a member of this scheme.
- Provision of a Guaranteed Ride Home scheme in case of an emergency for car sharers.
- Car share awareness day in April 2013.
- Car Share Leaflet shown in Figure 12
- Monthly prize draw for staff registering on the Liftshare site.
- Car share statistics reviewed on Liftshare

Actions 2014-2019

- Create a Car Park Management Policy including dedicated parking spaces for car sharers in priority areas such as the undercroft and allocated permits based on a criteria system and distance travelled.
- Nominate a Car Share Champion
- Specialist coffee morning for staff interested in car sharing should be undertaken, splitting the group by home town or postcode area.
- Consider offering monthly prizes for registered staff making contact on the system and/or creating a Budi Team.
- Add the free Cambridgeshire Liftshare site (camshare.co.uk) to the campus own Liftshare site to increase the amount of car share shares available.
- Use the Liftshare management documents to promote scheme
- Update car share leaflet with current web links and contact details. Use this leaflet to explain the need for car sharing to the Campus.
- Promote "National Liftshare Week" in Autumn, and emphasise the money saving aspect following the feedback from the staff survey
- Suggest car sharing to conference delegates

Figure 12 - Car share leaflet created by Wellcome Trust for Genome Campus

Walking

Current Initiatives

- Showers, lockers and changing facilities
- Member of staff acting as a Walking Champion
- Hold lunchtime walks three times a week, organised by the Walking Champion.
- Feet at Work leaflet details lunchtime walks around Hinxton and facts about walking

Actions 2014-2019

- Update Feet at Work leaflet
- Create Walking interest group
- Utilise Walk4Life website for local walking routes and information
- Work with Cambridge County Council to facilitate active travel through improvements in footpaths

Sustainable Working

Current Initiatives

- Flexible working policy
- Employees with access to the internet have the ability to share files and collaborate on documents and presentations away from the campus.

Actions 2014-2019

- Define the key promotions to encourage more home working where possible
- Run an awareness campaign throughout the campus that promotes video teleconferencing as an alternative to travel to meeting, flexible working, home/mobile working
- Improve telephone/video conferencing facilities in line with advances in technology.
- Consider providing training for staff for home working, video and teleconferencing.
- Obtain more detailed information on working from home in the next staff survey and monitor the levels in further staff surveys.

Public Transport

Current Initiatives

- Interest free loans are available to permanent employees to help in the purchase of annual season tickets
- Expenses are reimbursed for work-related travel by public transport.
- Put on bus service to train stations for conference delegates
- Campus bus stops at local train station

Actions 2013-2018

- Consider purchasing railcards (including Young Persons, Senior and Network Railcards) for employees that travel on business for a set number of times per year. The Network Railcard saves 1/3 on the cost of train journeys in the London and Southeast area. The Young Persons and Senior Persons Railcards save 1/3 on a selection of rail ticket types throughout the UK
- Promote railcard information for staff leisure and commuting use
- Promote travel discounts available through TfW including the carnets of 10 tickets for price of 9.
- Consider being involved with bike hire docking facilities at the local train stations
- Consider offering new employees a 1 week's free train travel ticket, if there is a suitable service available for their journey to work, to a maximum of 10 per year. This will incentivise employees to try out public transport.

Other Measures

Current Initiatives

- 2 electric vehicle duel charging points are installed provided charging space for 4 vehicles. Charging points are registered with Source East the East of England's recharging network.
- Invited hybrid and electric car manufacturers to campus to show new vehicles and offer test drives.
- Establish an agreements with a local taxi providers for discounted travel for campus employees

Actions 2014-2019

- Both electric car charging points are to be upgraded to a more efficient charging system and a 3rd charging point added in 2014. The charging point usage will be monitored and further points added following demand.
- Publicise electric charging points to encourage use and continue to invite car manufacturers to green travel events
- Arrange and publicise leisure discounts for staff through Richmond's Coaches.
- Explore use of myPTP offered by Liftshare to provide travel planning to staff.

Communication and Information

Current Initiatives

- Member of the Cambridgeshire Travel for Work Partnership since 2005
- A permanent display of information is provided in the main reception of the Campus and there are current details on the Campus intranet,
- Regular promotion of sustainable travel events via email, newsletters and intranet page
- "Green Travel" days held - entering all staff who travelled to work via Green means in a raffle for prizes
- New staff spoken to at weekly inductions to ensure awareness regarding the Green Travel Plan, its success & options offered
- Welcome pack provided at inductions including travel information
- Campus bus service details sent via HR to new starters before start date.
- Snap-shot surveys carried out to monitor the effectiveness of the current measures in place
- Campus bus twitter account: @WTGC_Buses provides information on the running on the services.
- The Green Travel Plan is one of the Environment KPIs reported on quarterly with the five requirements:
    1. Surveys held on a quarterly basis to monitor modal travel split
    2. SOV reduces in line with section 106 requirements. 44% in 2013
    3. GT event held on a quarterly basis.
    4. Green Travel Report submitted to County Council on an annual basis and formally signed off.
    5. Bus Focus Group meeting held on a quarterly basis

Actions 2014-2019

- Continue to participate in sustainable travel events and challenges
- Provide all new employees with a follow up 'Welcome' email containing information useful links to intranet travel details and the car share website.
- Update Green Travel plan leaflet with current details including intranet site and main points to encourage staff to use green travel modes.
- Review contents of Wellcome pack to ensure relevant to new starters and not too much information.
- Include more travel information in HR documents to new starters
- Promote travel intranet site and relevant initiatives on monitors around campus.
- Provide notice board in restaurant with details of intranet site and current travel initiatives
- Explore option to develop easy to use interactive campus bus timetable available to staff and visitors
- Provide travel information to visitors in meeting invitations with focus on sustainable travel hierarchy
- Nominate travel champions for each mode of transport across the campus buildings
- Utilise the TfW Annual Survey tool to collect information on staff travel habits.
- Continue to promote The Genome Campus Travel Plan to other organisations, attend meetings to share ideas & liaise with local groups, TFW & County Council

Conference Centre

Current Initiatives

- Dedicated website for conference delegates giving train information for travel to site.
- Coaches provided for large numbers of conference delegates

Actions 2014-2019

- Add the free Cambridgeshire Liftshare site (camshare.co.uk) to the Conference Centre travel information page to allow conference delegates to share their journeys
- Include information on local bus routes options for conference delegates
- Include links to real time travel websites for train and bus use.
- Re-order the travel information on the Conference webpage to follow the travel hierarchy
- Provide travel information to visitors in meeting invitations with focus on sustainable travel hierarchy
- Consider arranging staggered start/finish times to conferences to prevent congestion

Ongoing Travel Plan

Continuous Management

The Travel Plan is currently managed by the Facilities Manager who temporarily acts as the Travel Plan Coordinator (TPC). A dedicated TPC will be appointed to manage the Travel Plan in 2015. The role is likely to be 3 days a week with support and guidance from the **Campus Development Board**.

The Travel Plan Coordinator sits within the Customer Services team with Dr Martin Dougherty as the Chief Operation Officer. The full team structure is included below.
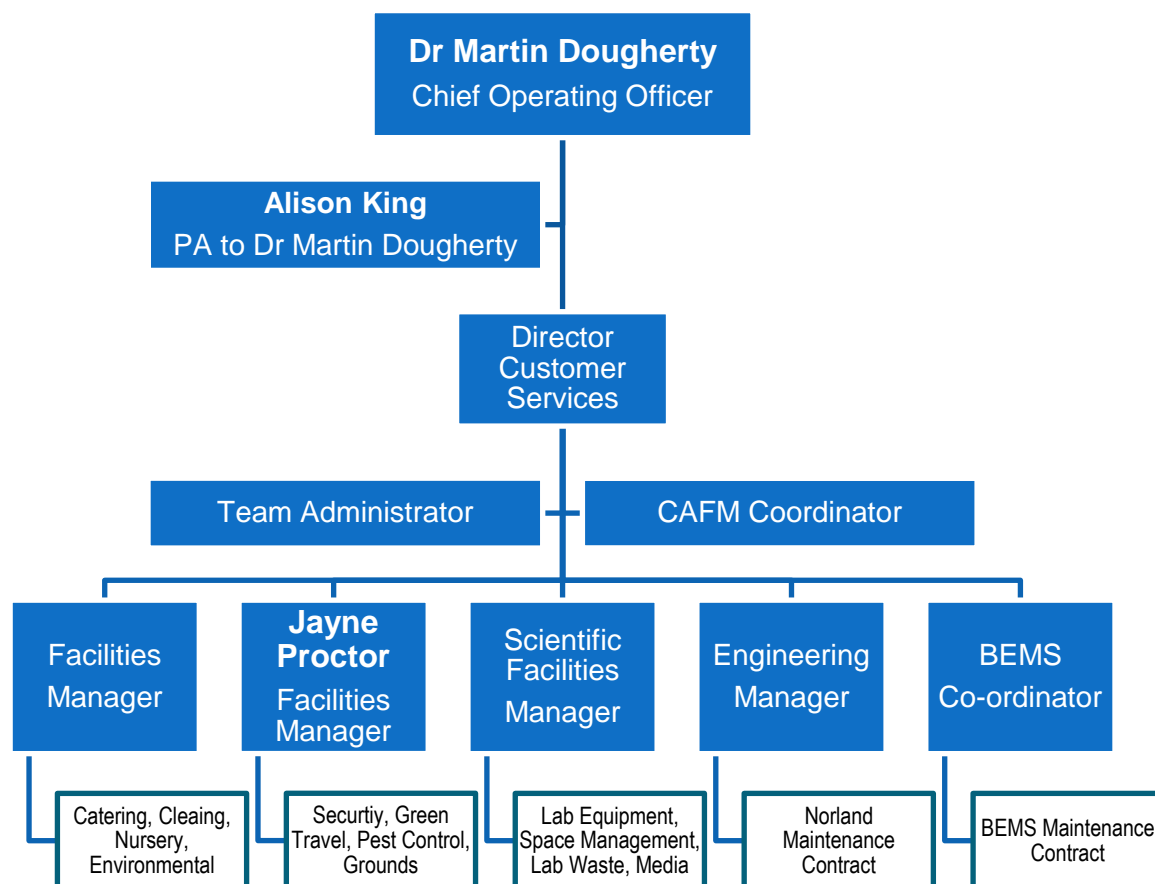
Temporary Travel Plan Coordinator

Name: **Jayne Proctor**
Position: **Facilities Manager**
Company: **The Wellcome Trust Sanger Institute**
Email: **jp17@sanger.ac.uk**

Campus Development Board

The Campus Development Board is responsible for the development and implementation of strategies and policies for the management of the Wellcome Genome Campus. This includes buildings and campus operations, infrastructure and facilities for staff, construction projects and the relationships with third parties who occupy premises on Campus.

Amongst its many duties the CDB will oversee the implementation of the Travel Plan and monitor its progress. It meets every two months. The CDB reports up to the **GRL Executive Board** which has overarching responsibility for implementation of GRL's strategy and for GRL's operations at the Genome Campus.

Travel Plan Coordinator Responsibilities

The main responsibilities of the TPC are set out below, but should be reviewed and updated as necessary.

- Oversee implementation of the Travel Plan
- Hold regular meetings with senior management to discuss the Travel Plan
- Act as point of contact for all employees regarding local travel information
- Supply relevant information to increase awareness of transport and environment issues
- Conduct employee travel surveys and snap shot site surveys
- Liaise with local businesses, Cambridge County Council, and local public transport operators
- Design and implement marketing and events to promote sustainable travel
- Provide annual reports reviewing Travel Plan progress

Travel Champions and Bus Stewards

Travel Champions for the key methods of travel will be appointed from the staff population. These will be members of staff that are advocates of their chosen transport method and will act as a point of contact for feedback and promotion. They will take on roles similar to the current Walking Champion and work with the TPC to promote their chosen transport method.

The Travel Champions for the Campus Bus will be appointed from the Bus Focus Group and named Bus Stewards. They will receive the benefit of travel on the cruise seat of the buses and will meet once a quarter to feed back to the Bus Focus Group.

Quarterly meetings will be held for all the Travel Champions arranged by the TPC.

Monitoring and Reporting

Monitoring the Travel Plan is important in gauging the success of the measures implemented and the progress towards the targets set. The 2002 Travel Plan was reviewed and updated regularly by the Travel Plan Coordinator and this review process will continue with the 2014 Travel Plan.

Snapshot surveys should continue to be undertaken twice a year to record the methods of travel to campus. Campus wide staff surveys should be undertaken annually, through services such as the TfW survey tool, to allow continuous monitoring.

The action table below provides a summary of the current and suggested measures to achieve the four objectives. This action table should be updated at least annually to track the progress towards the objective and to include new measures as they are identified.

If further funding is required to support the Green TP, the TPC will approach and discuss this with Senior Management, setting out reasons why the funding is required and how it would be used to achieve GTP targets.

Reporting to local council

An annual Travel Plan review is currently submitted to the local council and this practice will continue with the 2014 Travel Plan.

Action Plan

	Objective	Measure	Responsibility	Due	Resource /Funding
Campus Bus	Objective 3: Improve the campus bus services following analysis in this Travel Plan document\n\n2020 Target = 34%	Nominate Bus Stewards for each route	TPC	31/12/2014	TPC Time
		Review bus usage figures and consider changing bus sizes for increased demand in Autumn/Winter.	TPC	31/12/2015	TPC Time
		Review postcode data of campus staff and consider adjusting existing bus routes to stop near majority of staff	TPC	31/12/2015	TPC Time/ Wellcome Trust Funding
		Consider addition of 2 new bus routes to Haverhill and Royston; locations highlighted in the 2014 staff survey.	TPC	31/12/2015	Wellcome Trust Funding
		Explore options to share Campus bus services with local business parks	TPC	31/12/2015	TPC Time
		Provision of bus layby and shelter on existing internal road as part of the new development.	Development Project Team	Completion of Development	Development Funding
Cycling	Objective 2: Increase use of public transport, walking and cycling\n\n2020 Target = 3%	Nominate a Cycling Champion	BUG	31/12/2014	BUG TIme
		Provide 4 cycle training courses per year, including a winter session	TPC	31/12/2014	Wellcome Trust Funding
		Increase Dr Bike sessions to 4 per year	TPC	31/12/2014	Wellcome Trust Funding
		Link BUG with CTC and BUGs in the local business parks	Cycling Champion	Ongoing	Champion Time
		Bike maintenance training workshops	Cycling Champion / TPC	31/08/2015	Champion/ TPC Time
		Provide bicycle repair kit	Cycling Champion / TPC	31/12/2014	Champion/ TPC Time
		Take part in CTC Workplace Challenges and local cycle challenges	Cycling Champion	31/08/2015	Champion Time
		Install an electric bike charging point, and look into electric bike discounts at local bike shops	TPC / Facilities Management	1 extra by 31/12/2014	Wellcome Trust Funding
		Consider being involved with bike hire docking facilities at the local train stations	TPC	31/12/2014	TPC Time
		Consider pool bikes on campus including e-bikes in the pool with advice from TfW.	TPC	31/12/2015	Wellcome Trust Funding
		Work with Cambridge Council to facilitate active travel through improvements in cycle ways	TPC	Ongoing	TPC Time
		Space for 17 new bicycles provided as part of the new development	Development Project Team	Completion of Development	Development Funding

	Objective	Measure	Responsibility	Due	Resource /Funding
Car Sharing	Objective 1: Reduce single occupancy car usage 2020 Target = 20%	Create a **Car Park Management Policy** including dedicated parking spaces for car sharers in priority areas such as the undercroft and allocated permits based on a criteria system and distance travelled.	TPC / Facilities Management	31/12/2015	TPC Time/ Wellcome Trust Funding
		Nominate a Car Share Champion	TPC	31/12/2014	TPC Time
		Specialist coffee morning for registered staff making contact on the system and/or creating a Budi Team	TPC / Car Share Champion	31/10/2014	TPC / Champion Time
		Monthly prizes for registered staff making contact on the system and/or creating a Budi Team.	TPC / Car Share Champion	31/10/2014	Wellcome Trust Funding
		Add free Cambridgeshire Liftshare site (camshare.co.uk) to the campus own Liftshare site	TPC	31/12/2014	TPC Time
		Use the Liftshare management documents to promote scheme	TPC / Car Share Champion	31/03/2015	Champion / TPC Time
		Update car share leaflet	TPC	31/10/2014	TPC Time
		Promote "National Liftshare Week" in Autumn	TPC / Car Share Champion	31/10/2014	TPC / Champion Time
		Suggest car sharing to conference delegates	TPC	31/12/2014	TPC Time
Walking	Objective 2: Increase use of public transport, walking and cycling 2020 Target = 1%	Update Feet at Work leaflet	TPC	31/12/2014	TPC Time
		Create Walking interest group	Walking Champion	31/08/2015	Champion Time
		Utilise Walk4Life website for local walking routes and information	TPC	31/12/2014	TPC Time
		Work with Cambridge Council to facilitate active travel through improvements in footpaths	TPC	Ongoing	TPC Time
Sustainable Working	Objective 1: Reduce single occupancy car usage	Define the key promotions to encourage more home working	TPC	31/12/2015	TPC Time
		Run an awareness campaign to promote; video teleconferencing, flexible working, home-working and mobile working	TPC	31/12/2015	TPC Time
		Improve telephone/video conferencing facilities in line with advances in technology.	TPC	31/12/2015	TPC Time
		Consider providing training for staff for home working, video and teleconferencing	TPC	31/12/2015	TPC Time
		Obtain detailed information on working from home in the further staff surveys	TPC	31/12/2015	TPC Time

	Objective	Measure	Responsibility	Due	Resource /Funding
Public Transport	**Objective 2:** Increase use of public transport, walking and cycling	Consider purchasing railcards for employees that travel on business for a set number of times per year.	TPC	31/03/2015	TPC / HR Time Wellcome Trust Funding
		Promote railcard information for staff leisure and commuting use	TPC	31/12/2014	TPC Time
		Promote travel discounts available through TfW including the carnets of 10 tickets for price of 9.	TPC	31/12/2014	TPC Time
		Consider being involved with bike hire docking facilities at the local train stations	TPC	31/12/2015	TPC Time
		Consider offering new employees a 1 week's free train travel ticket, if there is a suitable service available for their journey to work, to a maximum of 10 per year.	TPC	31/03/2015	TPC Time/ Wellcome Trust Funding
Other Measures	**Objective 1:** Reduce single occupancy car usage **Objective 2:** Increase use of public transport, walking and cycling	Publicise electric charging points to encourage use and continue to invite car manufacturers to green travel events	TPC	30/06/2015	TPC Time
		Publicise electric charging points to encourage use and continue to invite car manufacturers to green travel events	TPC	30/06/2015	TPC Time
		Arrange and publicise leisure discounts for staff through Richmond's Coaches.	TPC	30/06/2015	TPC Time
		Explore use of myPTP offered by Liftshare to provide travel planning to staff.	TPC	31/12/2015	TPC Time
Communication and Information	**Objective 4:** Increase the publicity of transport information available	Continue to participate in sustainable travel events and challenges	TPC / Champions	30/06/2015	TPC / Champion Time
		Provide all new employees with a follow up 'Welcome' email containing information useful links to intranet travel details and the car share website.	TPC / HR	30/06/2015	TPC / HR Time
		Update Green Travel plan leaflet with current details including intranet site and main points to encourage staff to use green travel modes.	TPC	31/12/2014	TPC Time
		Review contents of Wellcome pack to ensure relevant to new starters and not too much information.	TPC / HR	30/06/2015	TPC / HR Time
		Include more travel information in HR documents to new starters	TPC / HR	30/06/2015	TPC / HR Time

	Objective	Measure	Responsibility	Due	Resource /Funding
Communication and Information cont.	**Objective 4:** Increase the publicity of transport information available	Promote travel intranet site and relevant initiatives on monitors around campus.	TPC	31/12/2015	TPC Time
		Provide notice board in restaurant with details of intranet site and current travel initiatives	TPC / Champions	30/06/2015	Champion / TPC Time
		Explore option to develop easy to use interactive campus bus timetable available to staff and visitors	TPC / Champions	31/12/2015	Champion / TPC Time
		Provide travel information to visitors in meeting invitations with focus on sustainable travel hierarchy	TPC / HR	30/06/2015	TPC / HR Time
		Nominate travel champions for each mode of transport across the campus buildings	TPC	30/06/2015	TPC Time
		Utilise the TfW Annual Survey tool to collect information on staff travel habits.	TPC	30/06/2015	TPC Time
		Continue to promote The Genome Campus Travel Plan to other organisations, attend meetings to share ideas & liaise with local groups, TFW & County Council	TPC	Ongoing	TPC Time
Conference Centre	**Objective 1:** Reduce single occupancy car usage **Objective 4:** Increase the publicity of transport information available	Add the free Cambridgeshire Liftshare site (camshare.co.uk) to the Conference Centre travel information page to allow conference delegates to share their journeys	TPC / Conference Centre Team	31/12/2014	TPC Time
		Include information on local bus routes options for conference delegates on the website	TPC / Conference Centre Team	31/12/2015	TPC Time
		Include links to real time travel websites for train and bus use on the website.	TPC / Conference Centre Team	31/12/2015	TPC Time
		Re-order the travel information on the Conference webpage to follow the travel hierarchy on the website	TPC / Conference Centre Team	31/12/2015	TPC Time
		Provide travel information to visitors in meeting invitations with focus on sustainable travel hierarchy	TPC / Conference Centre Team	30/06/2015	TPC Time
		Consider arranging staggered start/finish times to conferences to prevent congestion	TPC	30/06/2015	TPC Time

Yearly Calendar of Events

Task	Owner	Once	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Create Car Park Management Policy. *Include car share spaces, allocate permits*	TPC	X												
Monitor bus services & liaise with Bus Focus Group. *Regular minuted meetings*	Security/TPC		X	X	X	X	X	X	X	X	X	X	X	X
Monitor Car Parking, limit spaces when possible. *Ensure no staff park in local area*	Security		X	X	X	X	X	X	X	X	X	X	X	X
Snap-shot surveys. *Help monitor the effectiveness of the current measures*	TPC					X			X					
Campus Postcode survey	TPC					X						X		
GT – Included in all Tender Documents	TPC		X	X	X	X	X	X	X	X	X	X	X	X
Monitor Quarterly KPI's	TPC		X			X			X			X		
Undertake TfW Annual Survey	TPC												X	
Review bus usage figures. *Consider changing bus sizes for increased demand in Autumn/Winter.*	TPC			X			X			X			X	
Review postcode data of campus staff and bus routes. C*onsider; adjusting to stop near majority of staff, new routes, sharing with local business parks*	TPC	X												
Use the Liftshare management documents to promote scheme	Security/TPC		X			X			X			X		
Install electric bike charging point, look into electric bike discounts at local shops	TPC				X	X								
Improve telephone/video conferencing facilities in line with advances in technology.	TPC						Ongoing							
Provide travel information to visitors in meeting invitations, focus on sustainable travel	TPC/HR		X	X	X	X	X	X	X	X	X	X	X	X
Suggest car sharing to conference delegates	TPC/HR		X	X	X	X	X	X	X	X	X	X	X	X
Consider arranging staggered start/finish times to conferences, *prevent congestion*	TPC/HR						Ongoing							
Explore use of myPTP offered by Liftshare to provide travel planning to staff.	TPC	X												
Provide all new employees with a follow up 'Welcome' email containing information useful links to intranet travel details and the car share website.	TPC/HR		X	X	X	X	X	X	X	X	X	X	X	X
Review contents of Wellcome pack. E*nsure relevant to new starters, not too much information.*	TPC/HR											X	X	
Include more travel information in HR documents to new starters	TPC/HR											X	X	
Talk to new staff at the inductions (weekly). *Ensure awareness regarding the Green Travel Plan, its success & options offered*	Security/ TPC		X	X	X	X	X	X	X	X	X	X	X	X
Look to promote The Genome Campus Travel Plan to other organisations, attend meetings to share ideas & liaise with local groups, TFW, NBTN, & County Council	TPC		X			X			X			X		
Create links with CTC and local BUGs	Champion		X			X			X			X		

Yearly Calendar of Events

Task	Owner	Once	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Work with Cambridge Council to facilitate active travel through improvements in footpaths and cycle ways	TPC		X			X			X		X		X	
Hold Green Travel days. *Enter all staff who travelled to work sustainably in prize draw*	TPC						X				X			
Hold Cycle Days. *Free Breakfast offered to all cyclists on the day & "Dr Bike" to service cycles*	TPC				X			X			X			
Take part in CTC Workplace Challenges and local cycle challenges	TPC / Champion						X	X						
Continue to participate in sustainable travel events and challenges	TPC/ Champions		X	X	X	X	X	X	X	X	X	X	X	X
Promote Cycle Week and National Liftshare Week	TPC / Champion							X			X			
Promote National Motorcycle Day and the benefits of motorcycling to and from work	TPC / Champion							X						
Promote cycle training courses and bike maintenance training workshops and provide bike repair kit	TPC / Champion			X			X			X			X	
Regularly update the Intranet with details of events	TPC					X	X	X	X		X	X		
Promote railcard information for staff leisure and commuting use and travel discounts through TfW	TPC / Champion			X			X			X			X	
Publicise electric charging points to encourage use and continue to invite car manufacturers to green travel events	TPC / Champion				X			X			X			X
Consider an awareness campaign to promote; video teleconferencing, flexible working, home-working and mobile working	TPC						Ongoing							
Arrange and publicise leisure discounts for staff through Richmond's Coaches.	TPC							X	X					
Update Car Share, Travel Plan and Feet at Work Leaflet *including details of www.walk4life.info*	TPC	X												
Promote travel intranet site and relevant initiatives on monitors around campus.	TPC		X	X	X	X	X	X	X	X	X	X	X	X
Provide notice board in restaurant with details of intranet site and current travel initiatives	TPC / Champion		X	X	X	X	X	X	X	X	X	X	X	X
Explore option to develop easy to use interactive campus bus timetable available to staff and visitors	TPC / Champion						Ongoing							

Yearly Calendar of Events

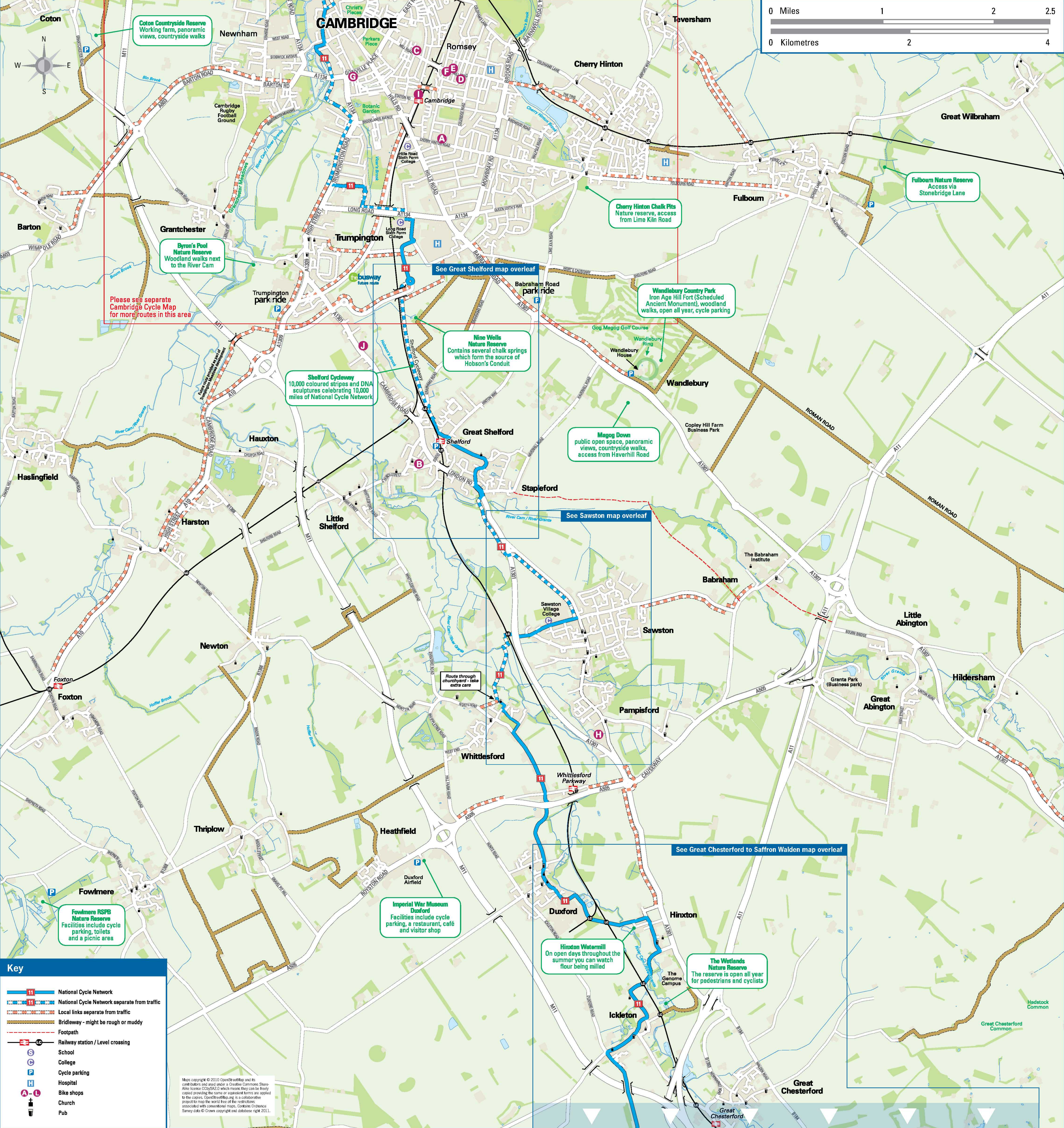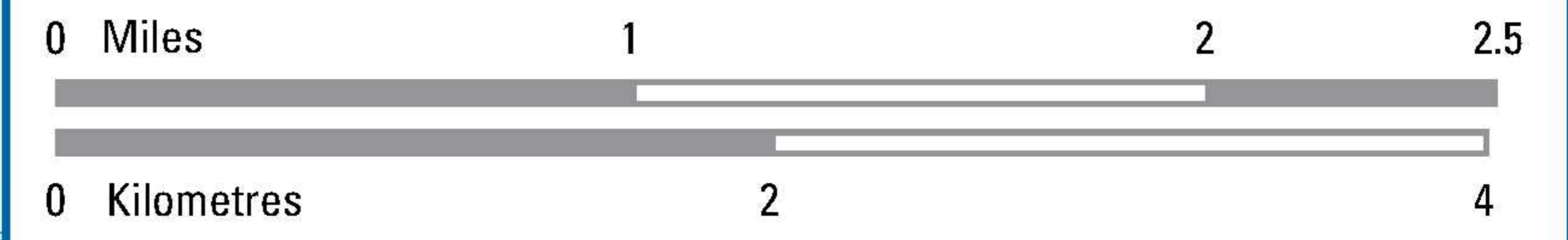| Task	Owner	Once	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Nominate travel champions for each mode of transport across the campus buildings	TPC	X												
Hold lunchtime walks on a weekly basis	Champion		X	X	X	X	X	X	X	X	X	X	X	X
Create Walking Interest Group	Champion	X												
Specialist coffee morning for staff registered on Liftshare. *Making contact on the system and/or creating a Budi Team*	Champion				X			X			X			
Monthly prizes for registered staff making contact on the Liftshare system and/or creating a Budi Team.	Champion				X			X			X			
Consider being involved with bike hire at local train stations	TPC	X												
Consider pool boles on campus, including electric bikes	TPC	X												
Add Camshare.co.uk to the campus Liftshare site and Conference website	TPC	X												
Define key promotions to encourage working from home where possible.	TPC	X												
Consider providing training for staff for home working and teleconferencing	TPC	X												
Include detailed questions on working from home in future surveys	TPC											X		
Update Conference Centre website with local bus information and links to real time travel information.	TPC	X												
Update Conference Centre to follow travel hierarchy	TPC	X												
Provide travel information to Conference Delegates with focus on sustainable travel.	TPC							Ongoing						

Appendix A

Walking and Cycling Isochrones

Appendix B

1: Cambridge and surrounding area cycle map. (Source CCC)

2: Cycle map local to Hinxton (Source CCC)

CAMBRIDGE

Coton
Newnham
Romsey
Cherry Hinton
Teversham
Great Wilbraham

Coton Countryside Reserve
Working farm, panoramic views, countryside walks

Christ's Pieces
Parker's Piece

Cambridge

Cambridge Rugby Football Ground

Botanic Garden

Hills Road Sixth Form College

Barton
Grantchester

Byron's Pool Nature Reserve
Woodland walks next to the River Cam

Long Road
Long Road Sixth Form College

Trumpington

Trumpington park ride

Please see separate Cambridge Cycle Map for more routes in this area

See Great Shelford map overleaf

Babraham Road park ride

busway future route

Shelford Cycleway
10,000 coloured stripes and DNA sculptures celebrating 10,000 miles of National Cycle Network

Nine Wells Nature Reserve
Contains several chalk springs which form the source of Hobson's Conduit

Wandlebury Country Park
Iron Age Hill Fort (Scheduled Ancient Monument), woodland walks, open all year, cycle parking

Cherry Hinton Chalk Pits
Nature reserve, access from Lime Kiln Road

Fulbourn

Fulbourn Nature Reserve
Access via Stonebridge Lane

Gog Magog Golf Course
Wandlebury Ring
Wandlebury House

Wandlebury

Magog Down
public open space, panoramic views, countryside walks, access from Haverhill Road

Copley Hill Farm Business Park

ROMAN ROAD

Haslingfield
Hauxton

Shelford Cycleway
Shelford

Great Shelford

Harston

Little Shelford

Stapleford

See Sawston map overleaf

River Cam / River Granta

The Babraham Institute

Babraham

River Granta

Newton

Sawston Village College

Route through churchyard - take extra care

Sawston

Granta Park (Business park)

Little Abington

Great Abington

Hildersham

Foxton
Foxton

Pampisford

Thriplow

Whittlesford

Whittlesford Parkway

Heathfield

See Great Chesterford to Saffron Walden map overleaf

Duxford Airfield

Fowlmere

Fowlmere RSPB Nature Reserve
Facilities include cycle parking, toilets and a picnic area

Imperial War Museum Duxford
Facilities include cycle parking, a restaurant, café and visitor shop

Duxford

Hinxton

Hinxton Watermill
On open days throughout the summer you can watch flour being milled

The Genome Campus

The Wetlands Nature Reserve
The reserve is open all year for pedestrians and cyclists

Ickleton

Great Chesterford

Great Chesterford Common
Hadstock Common

Key

- National Cycle Network
- National Cycle Network separate from traffic
- Local links separate from traffic
- Bridleway - might be rough or muddy
- Footpath
- Railway station / Level crossing
- **S** School
- **C** College
- **P** Cycle parking
- **H** Hospital
- **A - L** Bike shops
- Church
- Pub

0 Miles 1 2 2.5
0 Kilometres 2 4

Great Chesterford to Saffron Walden

Key

	National Cycle Network
	National Cycle Network separate from traffic
	Local links separate from traffic
	Bridleway - might be rough or muddy
	Footpath
	Railway station / Level crossing
S	School
C	College
P	Cycle parking
H	Hospital
A - L	Bike shops
	Church
	Pub

0 Miles 0.5 1 1.5

0 Kilometres 1 2

Hinxton Watermill
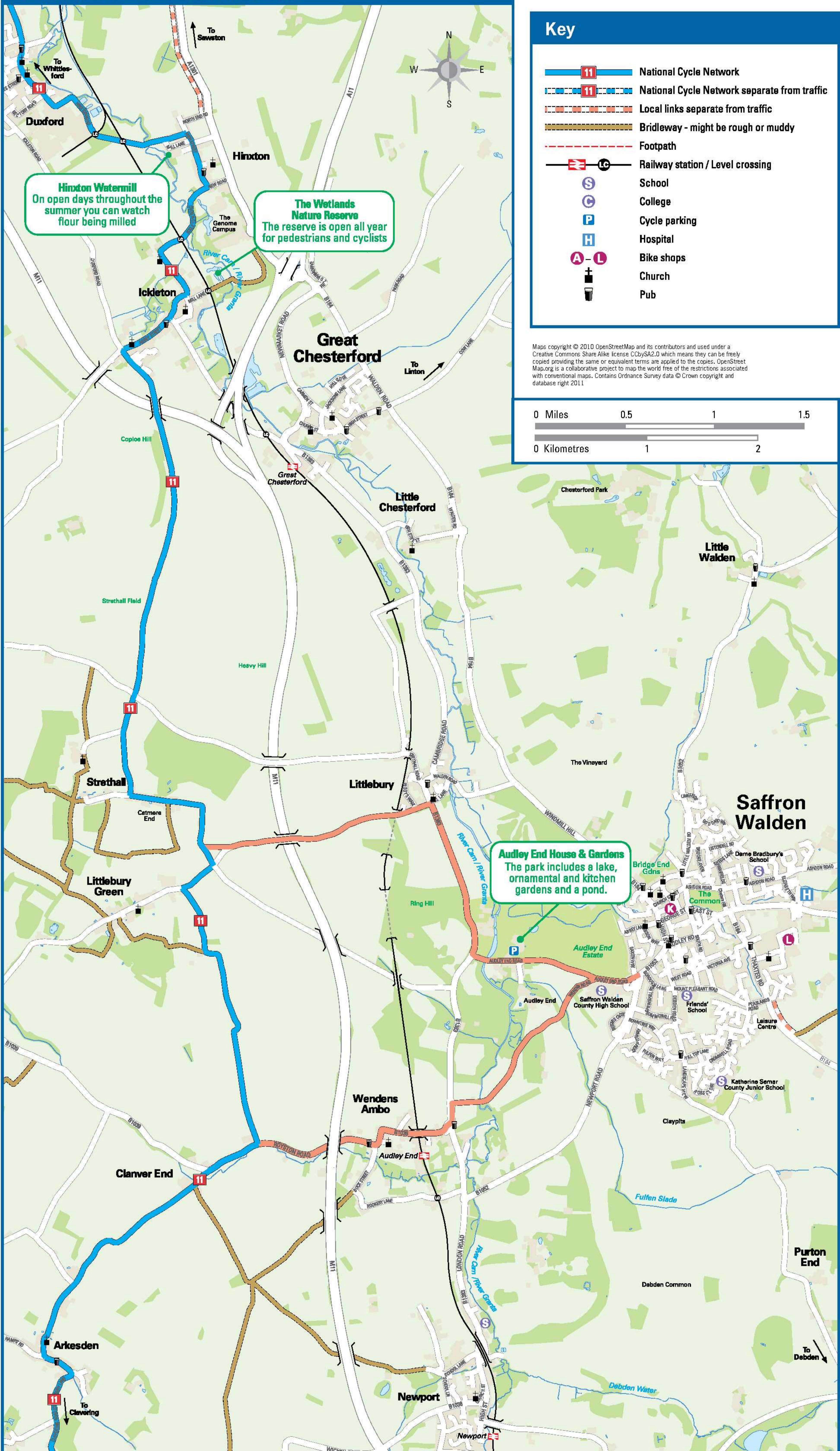On open days throughout the summer you can watch flour being milled

The Wetlands Nature Reserve
The reserve is open all year for pedestrians and cyclists

Audley End House & Gardens
The park includes a lake, ornamental and kitchen gardens and a pond.

To Sawston
To Whittles-ford
Duxford
Hinxton
Ickleton
The Genome Campus
River Cam / River Granta
Great Chesterford
To Linton
Little Chesterford
Chesterford Park
Little Walden
Coploe Hill
Strethall Field
Heavy Hill
Strethall
Catmere End
Littlebury
The Vineyard
Saffron Walden
Bridge End Gdns
The Common
Littlebury Green
Ring Hill
Audley End Estate
Audley End
Saffron Walden County High School
Friends' School
Leisure Centre
Wendens Ambo
Audley End
Clanver End
Katherine Semer County Junior School
Claypits
Fulfen Slade
Purton End
Arkesden
To Clavering
Debden Common
Debden Water
Newport
To Debden
Newport

Appendix C

Map of Campus Bus Stops (Source Wellcome Trust)

Campus Bus Timetables (Source Wellcome Trust)
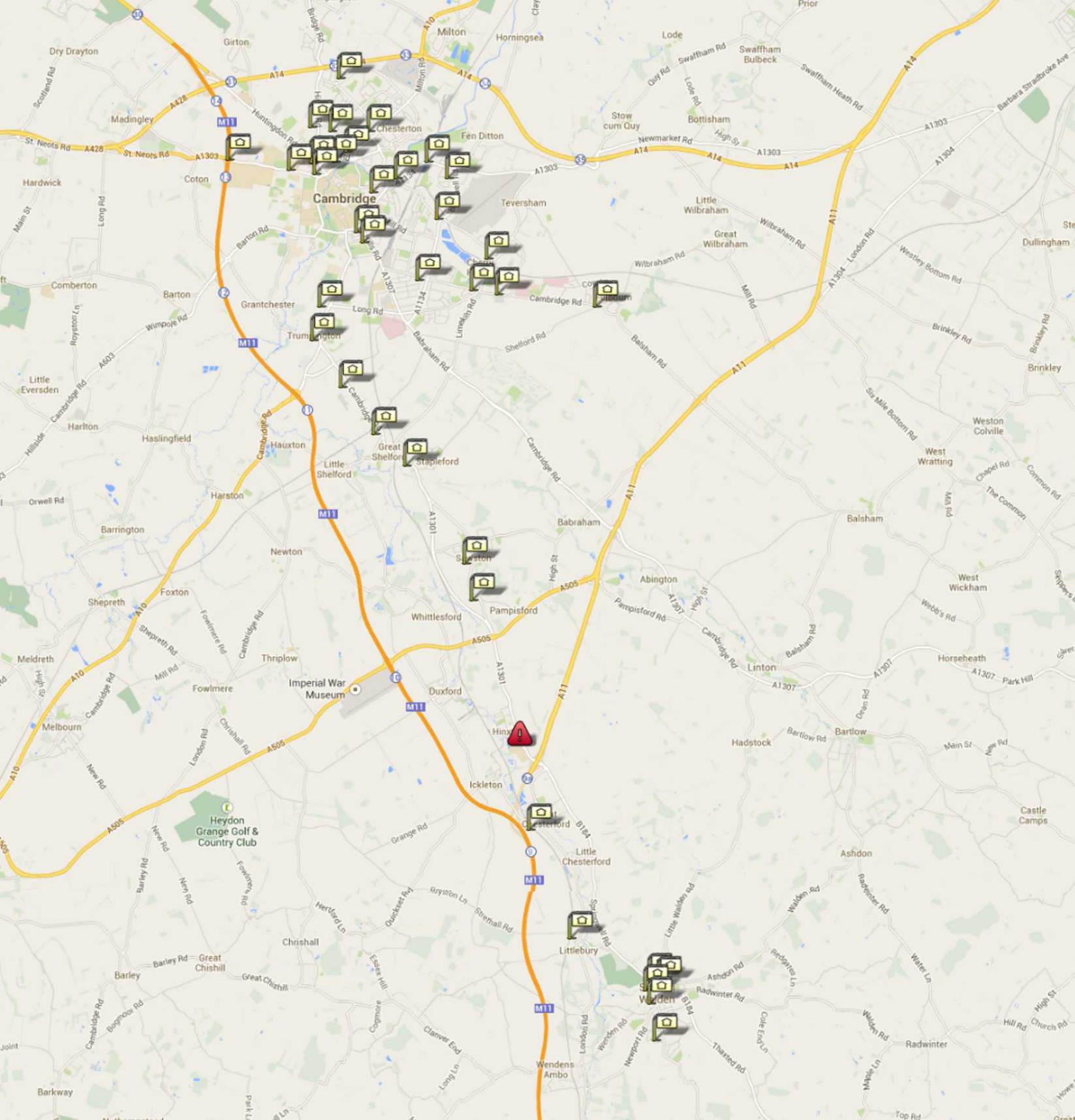
Campus Bus Timetables (Source Wellcome Trust)

Genome Campus Bus Timetables

Cambridge to Gemone Campus

Stop	Time		
	Route 1	Route 2	Route 3
St Pauls (Hills Road) bus stop	08:00	08:30	08:15
Hills Road / Station Rd Corner	08:05		08:20
Mowbray Road bus stop	08:10	08:40	08:25
Trumpington High St - Past Long Road, Nr Gazeley Lane	08:12		08:27
Trumpington (Opposite Maris Road / Nr Shell Garage)	08:15		08:30
Great Shelford bus stop by Elms BMW	08:16		08:31
Great Shelford, Post Office, High Green)	08:18		08:33
Stapleford bus stop before Rose Pub	08:20		08:35
Sawston (War Memorial)			08:40
Pampisford (White Horse Pub)			08:42
Genome Campus	**08:35**	**09:00**	**08:50**

Cambridge

Stop	Time
	Route 4
Mowbray Road / Cherry Hinton Road (Opposite Dykes)	08:50
Cherry Hinton near Robin Hood on Fulborn Rd	08:52
Bus stop before Yarrow Rd on Cherry Hinton Rd	08:55
Haggis Gap bus stop	8.58
Genome Campus	**09:05**

North Cambridge

Stop	Time
	Route 5
Gilbert Road bus stop before Carlton Way	08:20
Histon Road bus stop	08:22
Castle Street bus stop	08:30
Madingley Road bus stop opp Storeys Way	08:33
Madingley Road layby opp Park & Ride	08:35
Genome Campus	**09:00**

Cambridge

Stop	Time
	Route 7
Hills Road just after Station Rd	08:35
Cherry Hinton near Robin Hood on Fulborn Rd	08:42
Bus stop before Yarrow Rd on Cherry Hinton	08:45
Haggis Gap bus stop	08:47
Genome Campus	**09:00**

Cambridge

Stop	Time
	Route 8
Grafton Centre Bus Station	08:15
Newmarket Rd bus stop (opposite retail park stop by Seven Stars Pub)	08:19
Newmarket Rd bus stop (opposite CUFC)	08:21
Barnwell Rd bus stop after Peverel Road	08:25
Coldhams Lane bus stop by rail bridge (Sainsbury's End)	08:30
Cherry Hinton High St bus stop at junction of Coldhams Lane	08:33
Cherry Hinton bus stop (High St near Robin Hood pub)	08:37
Bus stop before Yarrow Road roundabout	08:40
Haggis Gap	08:42
Genome Campus	**09:00**

Cambridge

Stop	Time
	Route 9
Buchan Street Roundabout (by Spar Shop)	08:15
Milton Road after Arbury Road	08:20
Northampton Street bus stop	08:30
Trumpington High St - Past Long Road, Nr Gazeley Lane	08:40
Trumpington (Opposite Maris Road / Nr Shell Garage)	08:45
Gt. Shelford Bus Stop by Elms BMW	08:46
Gt Shelford, Post Office, High Green	08:48
Stapleford (The Rose Pub)	08:50
Sawston (War Memorial)	08:55
Pampisford (White Horse Pub)	08:57
Genome Campus	**09:00**

North Cambridge

Stop	Time
	Route 5
Genome Campus	**17:30**
Madingley Road	17:50
Madingley Road / Storeys Way	17:52
Northampton Street	17:53
Mount Pleasant / Castle Street	17:55
Histon Road / Gilbert Road	17:57
Gilbert Road / Carlton Way	18:05
Arbury Road / Milton Road	18:10
Buchan Street Roundabout (by The Spar Shop)	18:15

Cambridge

Stop	Time
Richmond's Coaches	Route 8
Genome Campus	**17:35**
Haggis Gap	17:53
Fulbourn Rd (Cherry Hinton) -"just past" City limit sign, footpath	17:55
Cherry Hinton bus stop	17:58
Bus stop in Cherry Hinton High St at juction of Coldhams Lane	18:01
Coldhams Lane bus stop by Rail Bridge (Sainsbury's End)	18:05
Barnwell Road/Peverel Road	18:10
Newmarket Road by CUFC	18:15
Newmarket Road bus stop by Seven Stars Pub	18:18
Grafton Centre	18:25

Cambridge

Stop	Time
	Route 9
Genome Campus	**18:20**
Pampisford (White Horse Pub)	18:23
Sawston (War Memorial)	18:25
Stapleford (The Rose Pub)	18:30
Gt Shelford, Post Office, High Green	18:32
Mowbray Road	18:40
Hills Road / Station Corner	18:45
St Pauls (Hills Road) bus stop	18:50
Northampton Street	19:00
Chesterton Road	19:05
Milton Road bus Stop / Gilbert Road	19:10
Milton Road / Arbury Road	19:15
Buchan Street Roundabout (by The Spar Shop)	19:20

Cambridge

Stop	Time
	Route 1
Genome Campus	**19:00**
Fulbourn Rd (Tesco)	19:15
Cherry Hinton / Mowbray Road	19:20
Hills Road (Station Corner)	19:25
St Pauls (Hills Road) bus stop	19:30
Trumpington High St - Nr Gazeley Lane	19:35
Trumpington	19:38

Late Bus - Please Note this Service runs from Monday - Thursday Only

Stop	Time	
	Route 6	
Genome Campus	**20:30**	
Sawston	20:35	
Stapleford	20:40	
Gt. Shelford Bus Stop by Elms BMW	20:44	
Mowbray Road	20:50	
Hills Road/Brooklands Ave	20:55	
St Pauls (Hills Road) bus stop	21:00	
Saffron Walden High Street (Bus Stop Outside Saffron Sports)	08:35	09:05
Littlebury bus stop Cambridge Rd, next to Rectory Close Corner	08:41	09:11
Gt. Chesterford (Railway Station)	08:45	09:15
Genome Campus	08:50	09:20
Trumpington High St - Nr Gazeley Lane	21:10	

Cambridge

Stop	Time
Genome Campus	**16:00**
Sawston War Memrorial	16:10
Trumpington Bus Stop opposite Maris Lane	16:15
Mowbray Road	16:20
Hills Road just after Station Road Junction	16:25
St Pauls (Hills Road) bus stop	16:30
Northampton St Bus Stop	16:37

Genome Campus to Cambridge

Stop	Time		
	Route 1	Route 2	Route 3
Genome Campus	**17:30**	**17:30**	**17:35**
Pampisford			17:43
Sawston			17:45
Stapleford			17:50
Gt Shelford, Post Office, High Green			17:52
Great Shelford Bus stop by Elms BMW			17:54
Trumpington			17:55
Trumpington High St - Nr Gazeley Lane			17:58
Red Cross Lane (near Addenbrookes)	17:45	17:45	
Mowbray Road/Cherry Hinton Rd		18:00	18:05
Station Road	17:50		18:10
St Pauls (Hills Road) bus stop	17:55		18:15
Northampton Street			18:25
Chesterton Road			18:30
Milton Road bus stop/Gilbert Road			18:35
Milton Road/Arbury Road			18:40
Buchan Street Roundabout (by Spar shop)			18:45

Saffron Walden

Stop	Time	
	Map of Route	Map of Route
Saffron Walden Pleasant Valley Tesco Express (old Crocus Pub)	08:30	09:00
Saffron Walden High Street (Bus Stop Outside Saffron Sports)	08:35	09:05
Littlebury bus stop Cambridge Rd, next to Rectory Close Corner	08:41	09:11
Gt. Chesterford (Railway Station)	08:45	09:15
Genome Campus	**08:50**	**09:20**

Stop	Time
	Route SW
Genome Campus	**17:20**
Gt. Chesterford	17:25
Littlebury	17:32
Saffron Walden Castle St	17:37
Saffron Walden Common Hill	17:39
Saffron Walden Debden/London Rd Intersection	17:42
Saffron Walden Pleasant Valley Tesco Express (old Crocus Pub)	17:45

Weekend Service Only (Saturday and Sunday)

Stop	Time
Northampton St Bus Stop	09:15
St Pauls (Hills Road) bus stop	09:25
Hills Road just after Station Road Junction	09:30
Mowbray Road	09:35
Trumpington Bus Stop opposite Maris Lane	09:40
Stapleford the Bus Stop by the Rose Pub	09:45
Sawston War Memorial	09:50
Genome Campus	**10:00**

47

Appendix D

Postcode information from 2014 staff survey
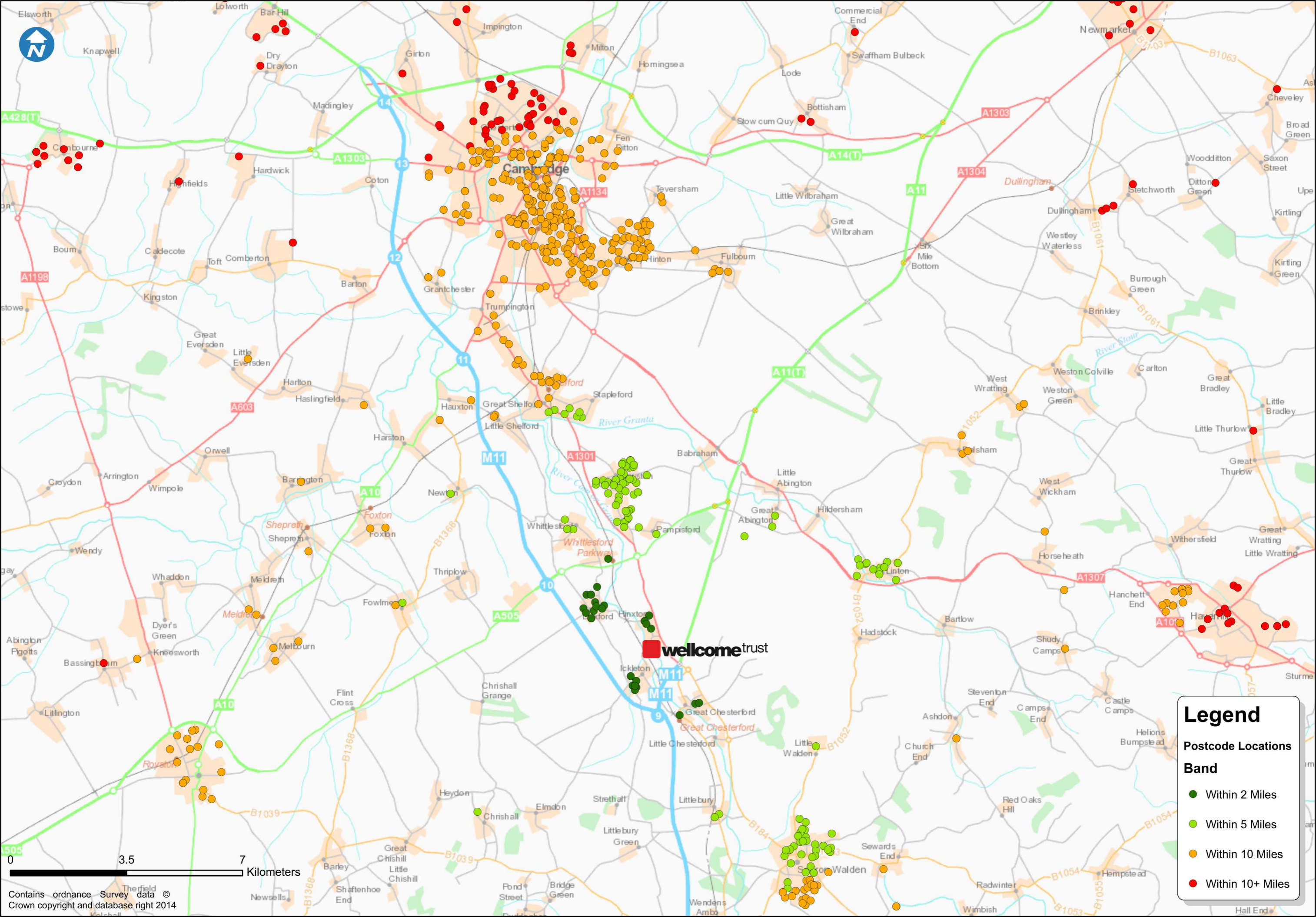
Appendix E

March 2014 staff survey questions

Genome Campus Employee Travel Questionnaire Survey

Introduction

This Travel Survey has been commissioned by the Wellcome Trust and is being undertaken by Peter Brett Associates LLP(PBA) to understand current employee travel habits.

This will help better manage car parking and to identify measures to reduce unnecessary car use at the site by encouraging more car sharing, walking, cycling and public transport use.

Your help would be very much appreciated. We need all employees to complete the survey, which should not take you longer than 5 minutes to complete.

As a thank you, everyone participating will be able to print out a voucher for a free hot drink and entered into a free prize draw to win a iPad mini.

If you would like any further information on this survey or to request more copies, please do not hesitate to contact me, Dan Townsend, at dtownsend@peterbrett.com or 01189 520 0691.

The closing date for the survey is Friday 04 April 2014. The survey is anonymous, your answers will remain confidential and no individual information will be released to any third party.

Thank you for your participation.

*1. What gender are you?

○ Female

○ Male

*2. What is your age group?

○ Under 20 years

○ 21 - 30 years

○ 31 - 40 years

○ 41 - 50 years

○ 51 - 60 years

○ Over 60 years

Genome Campus Employee Travel Questionnaire Survey

*3. What is your full home post code (while working at the Campus)?

*4. Is this a temporary location

- ○ Yes
- ○ No

*5. Please provide your permanent home postcode or country

6. What is your worker classification?

- ○ Research
- ○ Medical
- ○ Admin
- ○ Support
- ○ Management
- ○ Other (please specify)

*7. What is your job type?

○ Full time (permanent)

○ Part time (permanent)

○ Full time (temporary)

○ Part time (temporary)

○ Full time (student)

○ Part time (student)

*8. How long is your temporary contract for?

○ 3 months

○ 6 months

○ 12 months

○ 12 months plus

*9. Which days do you usually work in a typical week? (please tick all relevant boxes)

☐ Monday

☐ Tuesday

☐ Wednesday

☐ Thursday

☐ Friday

☐ Saturday

☐ Sunday

*10. How many modes of transport do you use in your commute to work?

○ 1

○ 2

○ 3

Genome Campus Employee Travel Questionnaire Survey

*11. What is your mode of transport?

- ○ Bus (Local)
- ○ Bus (Campus service)
- ○ Train
- ○ Cycle
- ○ Drive alone
- ○ Drive with colleague
- ○ Drive with non-genome campus employee
- ○ Dropped off at the site
- ○ Motorbike
- ○ Walk
- ○ Other (please specify)

12. What are your main reasons for driving alone?

- ☐ Convenience
- ☐ Responsibilities at work
- ☐ Weather
- ☐ lack of public transport services
- ☐ Cost
- ☐ Fear of public transport services
- ☐ Need to carry heavy/bulky items
- ☐ Lack of information / knowledge of other modes
- ☐ Other (please specify)

A   Sanger Basement - 304
B   SFP Basement - Phase 1 (below p...
C   SFP Surface - Phase 1 (north) - 77
D   SFP Surface - Phase 1 (middle) - 5...
E   SFP Surface - Phase 1 (South) - 60...
F   EBI Visitors Surface - 37
G   Resi/Creche Surface - 50
H   Conference Centre Surface - 106
I   East Lodge Surface - 2
J   Reception Surface - 17

TOTAL = 1072

*13. In the image above where do you park?

○ A

○ B

○ C

○ D

○ E

○ F

○ G

○ H

○ I

○ J

○ Other (please specify)

[   ]

*14. Please state the bus number/s

[   ]

*15. What time do you catch this bus?

HH   MM   AM/PM

Time   [   ] : [   ]   [▼]

*16. Where do you catch your train from?

[   ]

*17. What time does this train depart?

HH   MM   AM/PM

Time   [   ] : [   ]   [▼]

*18. Where is you destination station?

[   ]

Genome Campus Employee Travel Questionnaire Survey

*19. What time do you arrive at this station?

	HH	MM	AM/PM
Time	☐	: ☐	☐ ▼

*20. What is your 1st mode of transport?

○ Bus (Local)

○ Bus (Campus Bus)

○ Train

○ Cycle

○ Drive alone

○ Drive with colleagues

○ Drive with non-genome campus employee

○ Dropped off at the site

○ Motorbike

○ Walk

○ Other (please specify)

☐

*21. What are your main reasons for driving alone to work?

☐ Convenience

☐ Responsibilities outside of work

☐ Weather

☐ Lack of public transport services

☐ Cost

☐ Fear of public transport

☐ Need to carry heavy and bulky items

☐ Lack of information / knowledge of other modes

☐ Other (please specify)

☐

A   Sanger Basement - 304
B   SFP Basement - Phase 1 (below pl
C   SFP Surface - Phase 1 (north) - 77
D   SFP Surface - Phase 1 (middle) - 5
E   SFP Surface - Phase 1 (South) - 80
F   EBI Visitors Surface - 37
G   Resi/Creche Surface - 50
H   Conference Centre Surface - 186
I   East Lodge Surface - 2
J   Reception Surface - 17

TOTAL = 1072

RSF

A

SULSTON
LABS
(ABOVE)

CONFERENCE
CENTRE

POTENTIAL
PHASE 2 PARKING
(70 SPACES)

B

HINXTON
HALL

POTENTIAL
PHASE 3 PARKING
(161 SPACES)

H

C   D   E

J   RECEPTION

CAIRNS
PAVILION
(ABOVE)

EBI

I

A1301

✱22. In the image above where do you park?

○ A

○ B

○ C

○ D

○ E

○ F

○ G

○ H

○ I

○ J

○ Other (please specify)

[   ]

✱23. Please state the bus number/s

[   ]

✱24. What time do you catch this bus?

HH   MM   AM/PM

Time   [   ] : [   ]   [▼]

✱25. Where do you catch your train from?

[   ]

✱26. What time does this train depart?

HH   MM   AM/PM

Time   [   ] : [   ]   [▼]

✱27. Where is you destination station?

[   ]

*28. What time do you arrive at this station?

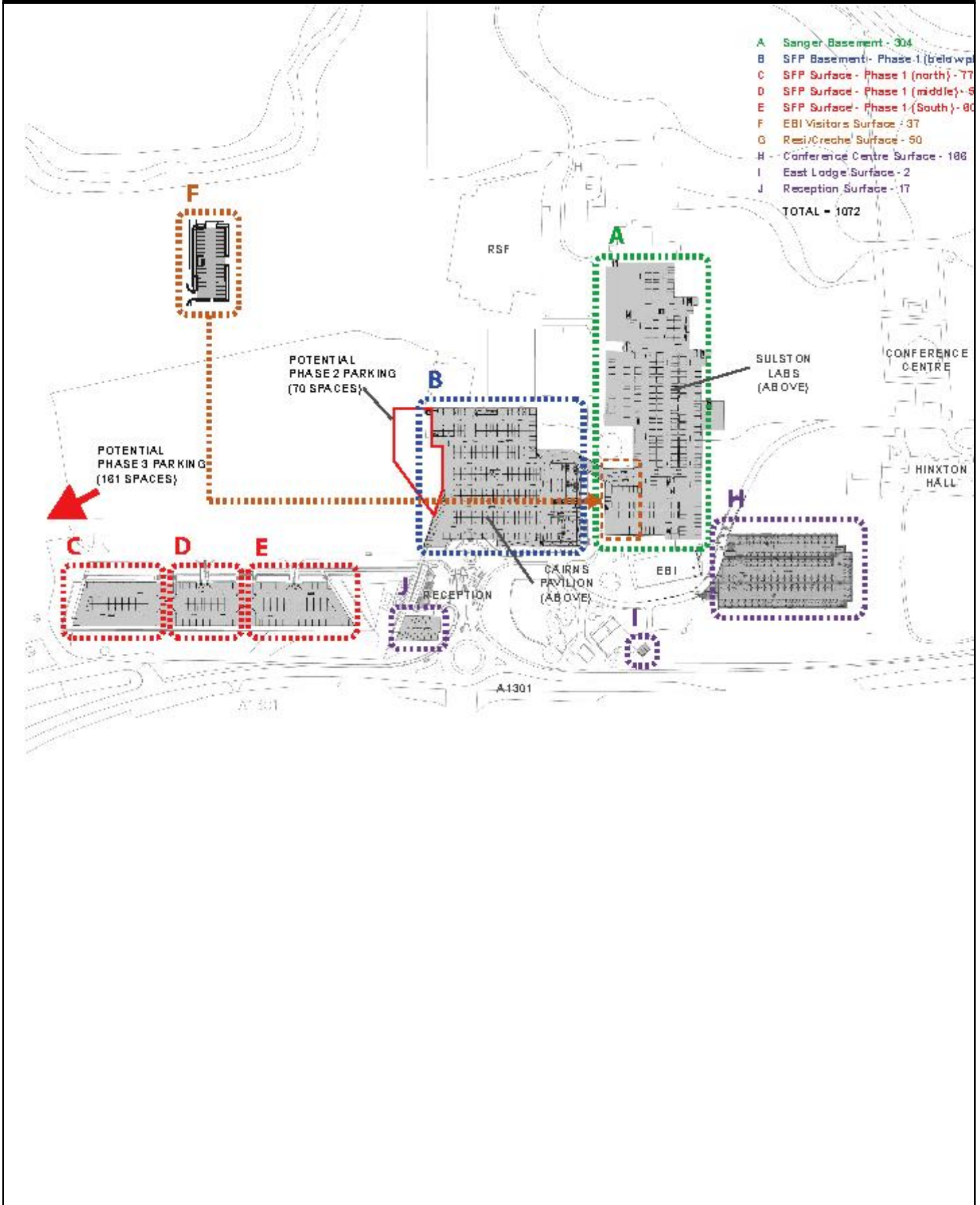|	HH	MM	AM/PM
Time		:	

*29. What is your second mode of transport ?

○ Bus (Local)

○ Bus (Campus Service)

○ Train

○ Cycle

○ Drive Alone

○ Drive with colleague

○ Drive with non-genome campus employee

○ Dropped off at the site

○ Motorbike

○ Walk

○ Other (please specify)

*30. What are your main reasons for driving alone to work?

☐ Convenience

☐ Responsibilities outside of work

☐ Weather

☐ Lack of public transport services

☐ Cost

☐ Fear of public transport

☐ Need to carry heavy and bulky items

☐ Lack of information / knowledge of other modes

☐ Other (please specify)

A   Sanger Basement - 304
B   SFP Basement - Phase 1 (below p
C   SFP Surface - Phase 1 (north) - 77
D   SFP Surface - Phase 1 (middle) - 5
E   SFP Surface - Phase 1 (South) - 8
F   EBI Visitors Surface - 37
G   Resi/Creche Surface - 50
H   Conference Centre Surface - 186
I   East Lodge Surface - 2
J   Reception Surface - 17

TOTAL = 1072
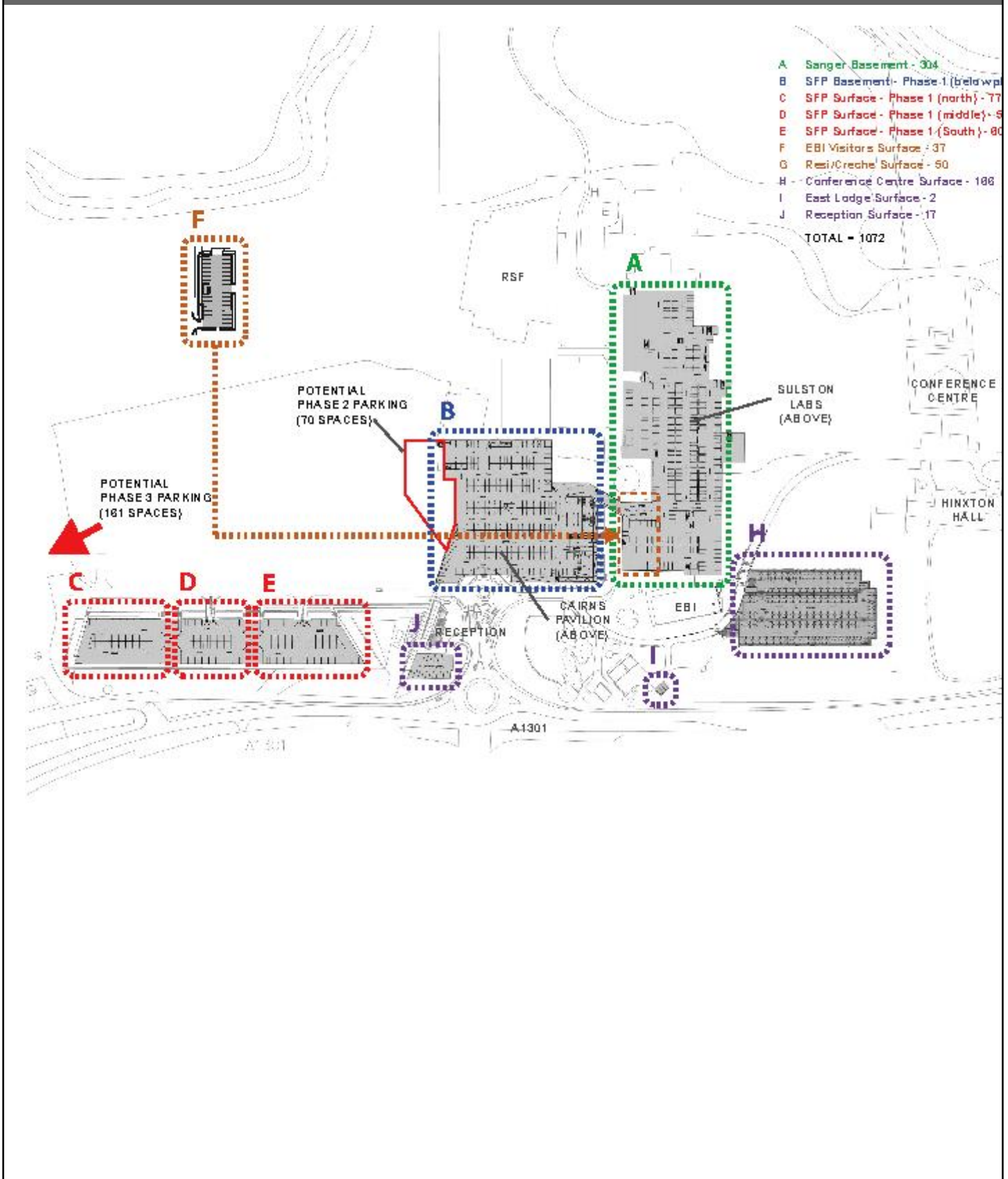
Genome Campus Employee Travel Questionnaire Survey

*31. In the image above where do you park?

○ A

○ B

○ C

○ D

○ E

○ F

○ G

○ H

○ I

○ J

○ Other (please specify)

[   ]

*32. Please state the bus number/s

[   ]

*33. What time do you catch this bus?

	HH	MM	AM/PM
Time	[ ]	: [ ]	[▼]

*34. Where do you catch your train from?

[   ]

*35. What time does this train depart?

	HH	MM	AM/PM
Time	[ ]	: [ ]	[▼]

*36. Where is you destination station?

[   ]

*37. What time do you arrive at this station?

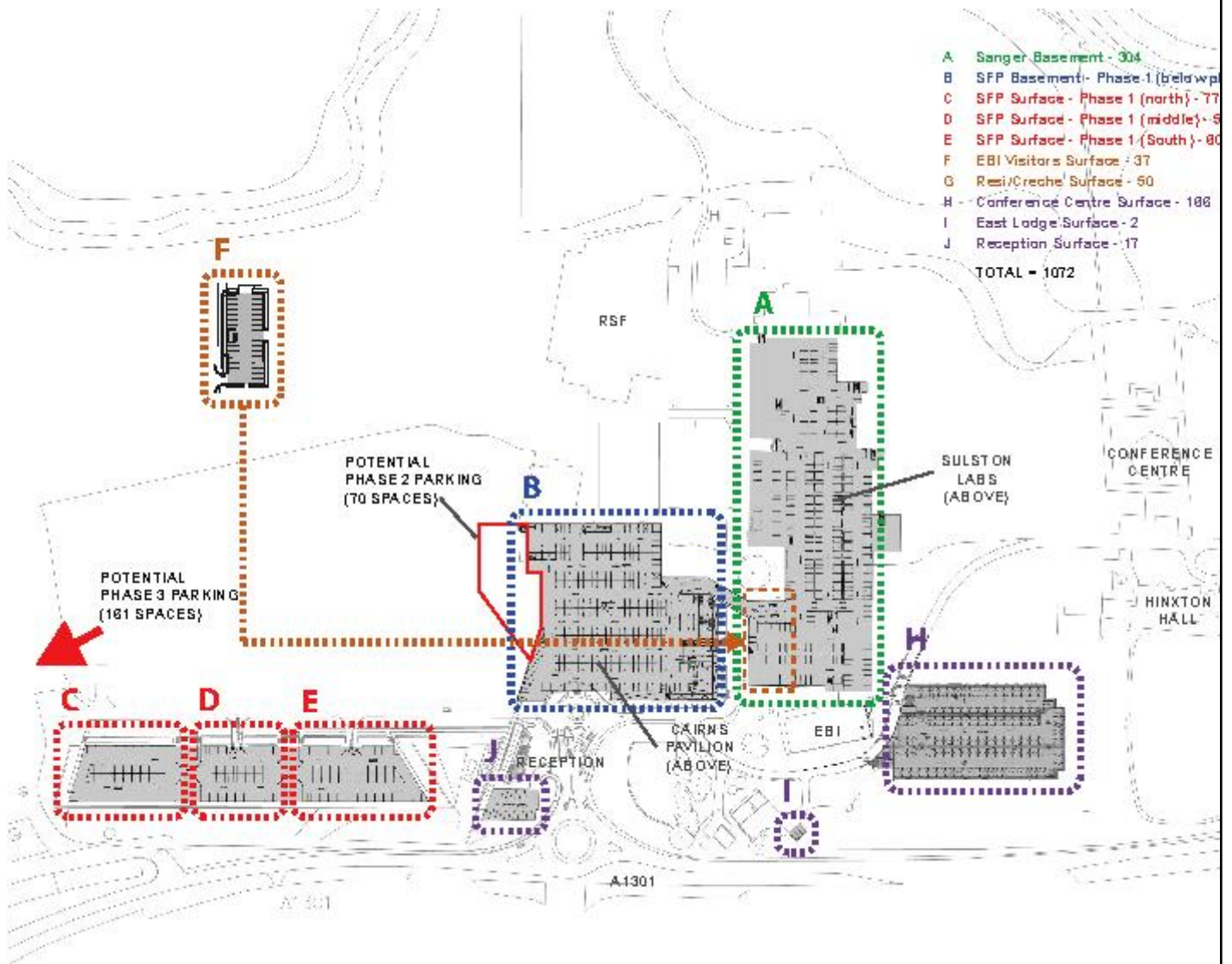|	HH	MM	AM/PM
Time		:	▼

*38. What is your first mode of transport?

- ○ Bus (Local)
- ○ Bus (Campus Service)
- ○ Train
- ○ Cycle
- ○ Drive alone
- ○ Drive with colleague
- ○ Drive with non-genome campus employee
- ○ Dropped off at site
- ○ Motorbike
- ○ Walk
- ○ Other (please specify)

*39. What are your main reasons for driving alone to work?

- ☐ Convenience
- ☐ Responsibilities outside of work
- ☐ Weather
- ☐ Lack of public transport services
- ☐ Cost
- ☐ Fear of public transport
- ☐ Need to carry heavy and bulky items
- ☐ Lack of information / knowledge of other modes
- ☐ Other (please specify)

A   Sanger Basement - 304
B   SFP Basement - Phase 1 (below)
C   SFP Surface - Phase 1 (north) - 77
D   SFP Surface - Phase 1 (middle) - 5
E   SFP Surface - Phase 1 (South) - 60
F   EBI Visitors Surface - 37
G   Resi/Creche Surface - 50
H   Conference Centre Surface - 186
I   East Lodge Surface - 2
J   Reception Surface - 17

TOTAL = 1072

*40. In the image above where do you park?

○ A

○ B

○ C

○ D

○ E

○ F

○ G

○ H

○ I

○ J

○ Other (please specify)

[   ]

*41. Please state the bus number/s

[   ]

*42. What time do you catch this bus?

	HH	MM	AM/PM
Time	[ ]	: [ ]	[▼]

*43. Where do you catch your train from?

[   ]

*44. What time does this train depart?

	HH	MM	AM/PM
Time	[ ]	: [ ]	[▼]

*45. Where is you destination station?

[   ]

*46. What time do you arrive at this station?

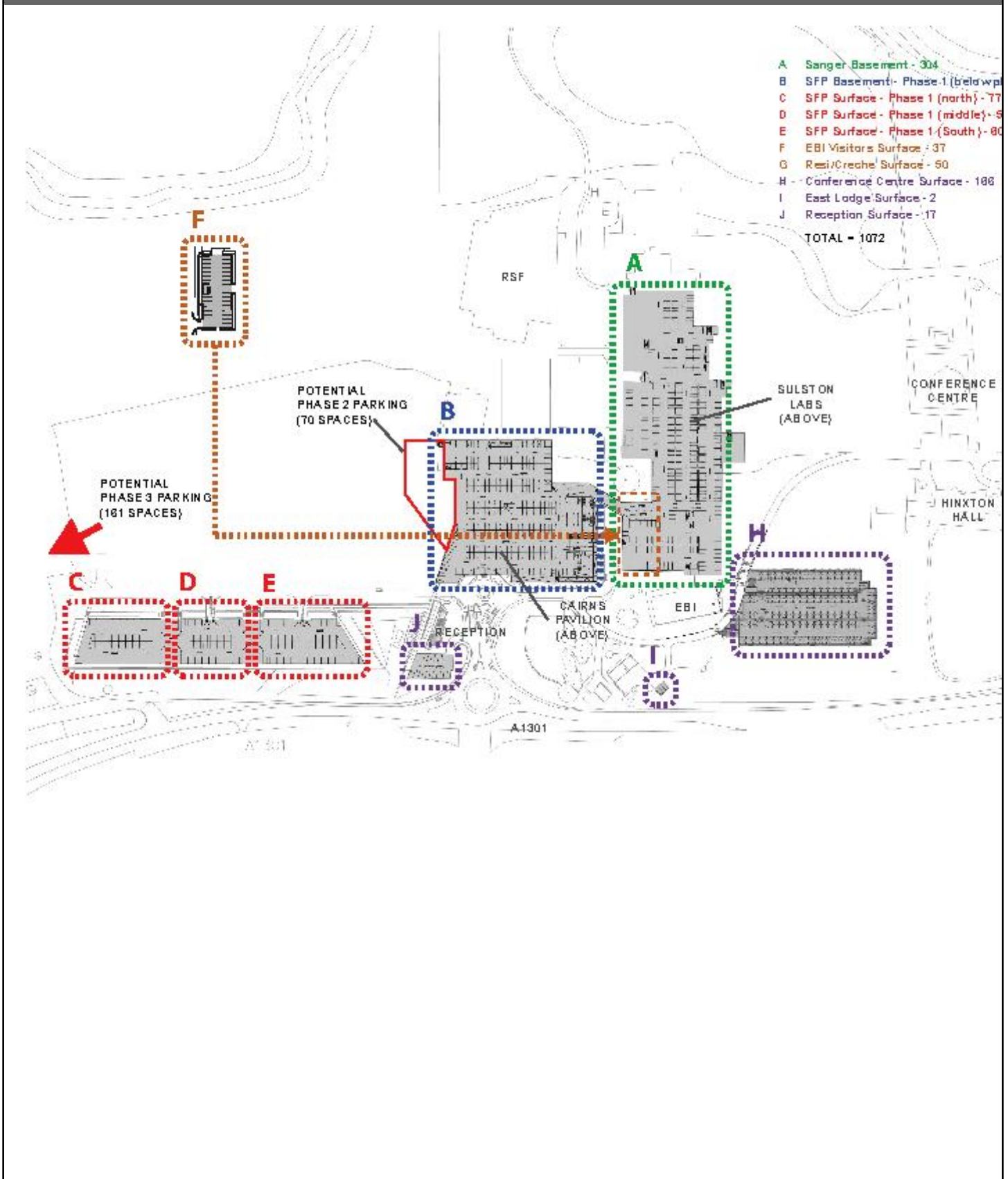|	HH	MM	AM/PM
Time	☐	: ☐	☐ ▼

*47. What is your second mode of transport ?

○ Bus (Local)

○ Bus (Campus service)

○ Train

○ Cycle

○ Drive alone

○ Drive with colleague

○ Drive with non-genome campus employee

○ Dropped off at site

○ Motorbike

○ Walk

○ Other (please specify)

[   ]

*48. What are your main reasons for driving alone to work?

☐ Convenience

☐ Responsibilities outside of work

☐ Weather

☐ Lack of public transport services

☐ Cost

☐ Fear of public transport

☐ Need to carry heavy and bulky items

☐ Lack of information / knowledge of other modes

☐ Other (please specify)

[   ]

A   Sanger Basement - 304
B   SFP Basement - Phase 1 (below pl
C   SFP Surface - Phase 1 (north) - 77
D   SFP Surface - Phase 1 (middle) - 5
E   SFP Surface - Phase 1 (South) - 80
F   EBI Visitors Surface - 37
G   Resi/Creche Surface - 50
H   Conference Centre Surface - 106
I   East Lodge Surface - 2
J   Reception Surface - 17

TOTAL = 1072

RSF

F

POTENTIAL
PHASE 2 PARKING
(70 SPACES)

B

A

SULSTON
LABS
(ABOVE)

CONFERENCE
CENTRE

POTENTIAL
PHASE 3 PARKING
(161 SPACES)

HINXTON
HALL

H

C   D   E

J   RECEPTION

CAIRNS
PAVILION
(ABOVE)

EBI

I

A 1301

*49. In the image above where do you park?

- ○ A
- ○ B
- ○ C
- ○ D
- ○ E
- ○ F
- ○ G
- ○ H
- ○ I
- ○ J
- ○ Other (please specify)

*50. Please state the bus number/s

*51. What time do you catch this bus?

	HH	MM	AM/PM
Time		:	▼

*52. Where do you catch your train from?

*53. What time does this train depart?

	HH	MM	AM/PM
Time		:	▼

*54. Where is you destination station?

*55. What time do you arrive at this station?

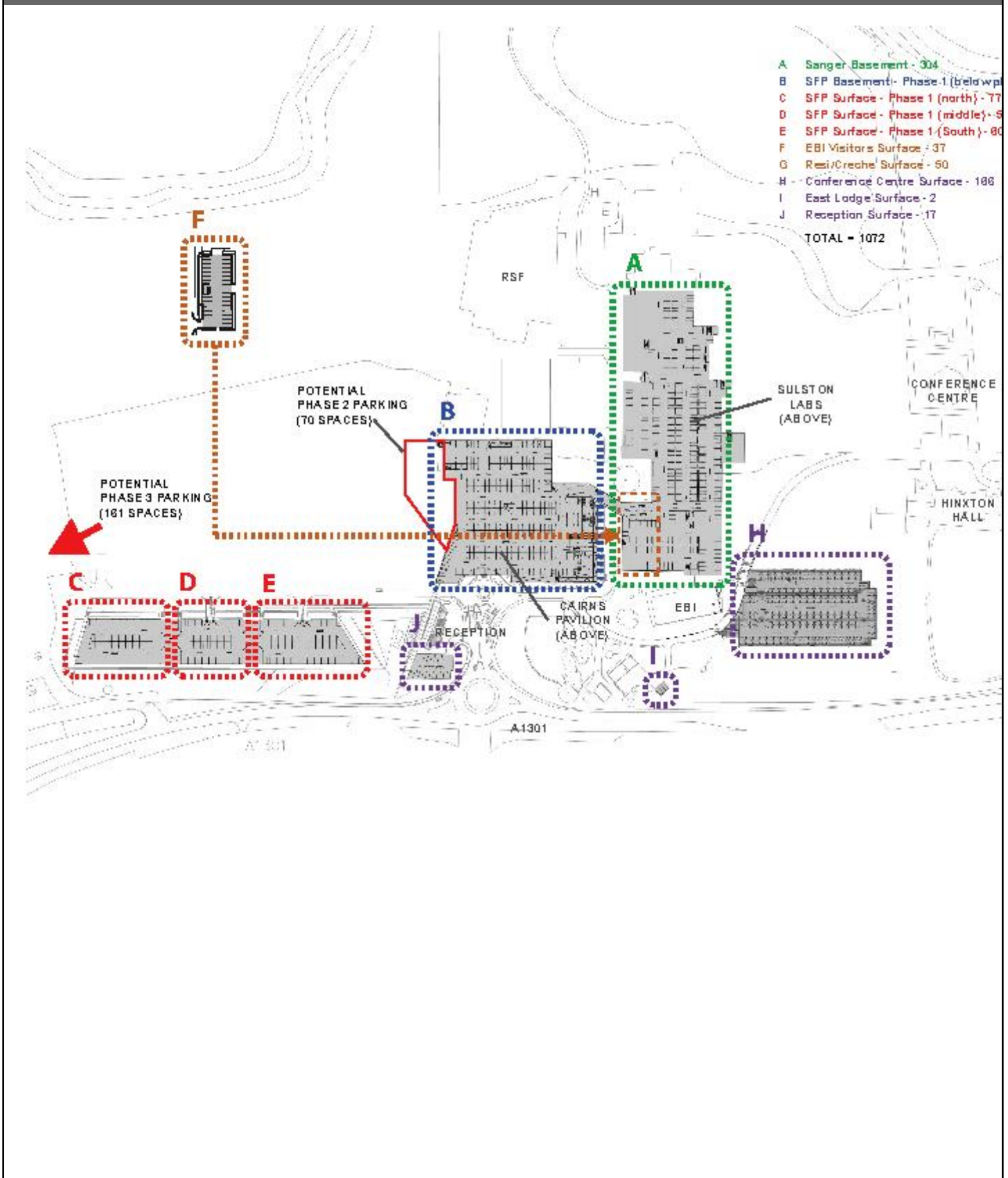|	HH	MM	AM/PM
Time	☐	: ☐	☐ ▼

*56. What is your third method of transport?

○ Bus (Local)

○ Bus (Campus service)

○ Train

○ Cycle

○ Drive alone

○ Drive with colleague

○ Drive with non-genome employee

○ Dropped off at site

○ Motorbike

○ Walk

○ Other (please specify)

[   ]

*57. What are your main reasons for driving alone to work?

☐ Convenience

☐ Responsibilities outside of work

☐ Weather

☐ Lack of public transport services

☐ Cost

☐ Fear of public transport

☐ Need to carry heavy and bulky items

☐ Lack of information / knowledge of other modes

☐ Other (please specify)

[   ]

A   Sanger Basement - 304
B   SFP Basement - Phase 1 (below)
C   SFP Surface - Phase 1 (north) - 77
D   SFP Surface - Phase 1 (middle) - 5
E   SFP Surface - Phase 1 (South) - 80
F   EBI Visitors Surface - 37
G   Resi/Creche Surface - 50
H   Conference Centre Surface - 108
I   East Lodge Surface - 2
J   Reception Surface - 17

TOTAL = 1072
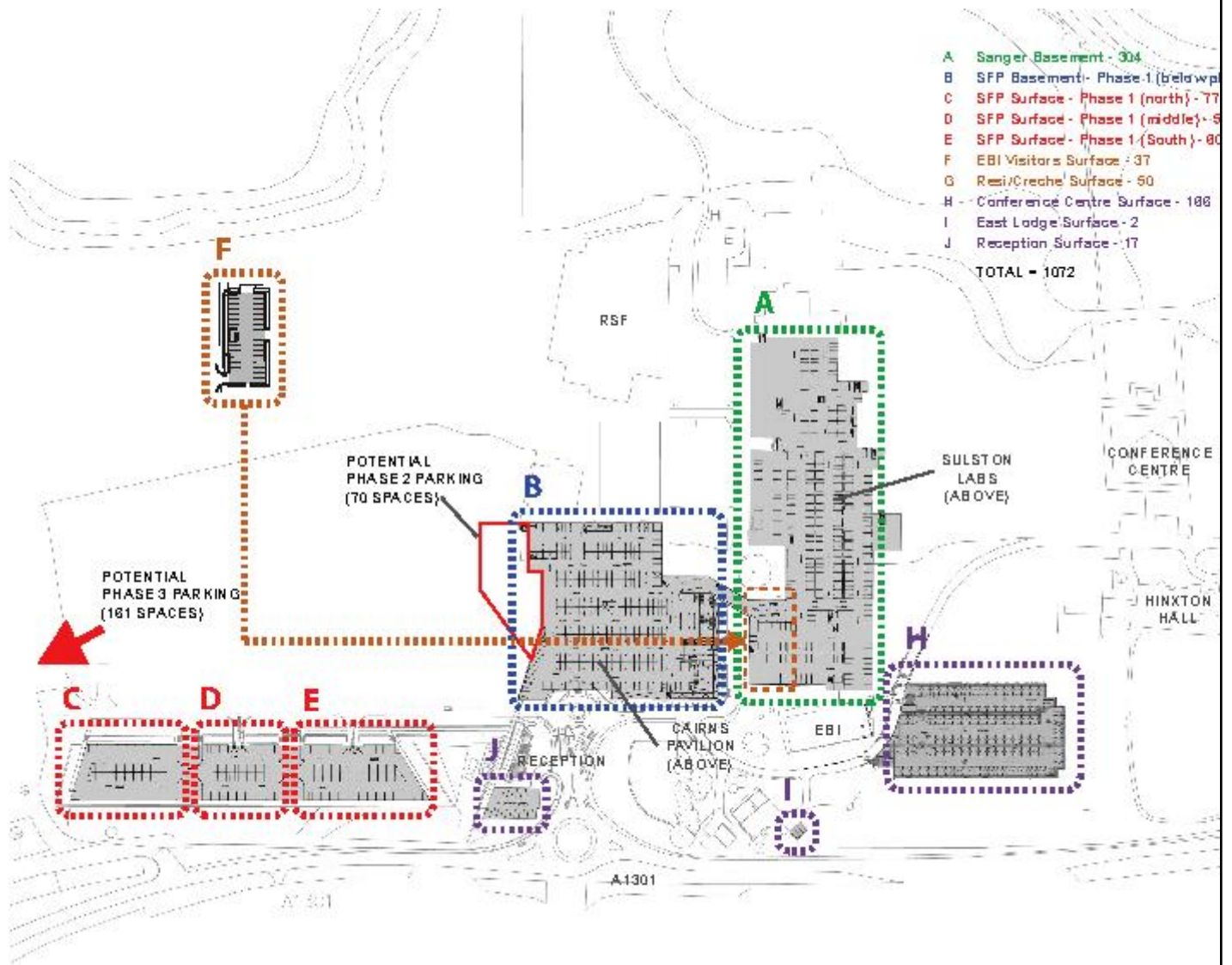
*58. In the image above where do you park?

○ A

○ B

○ C

○ D

○ E

○ F

○ G

○ H

○ I

○ J

○ Other (please specify)

[   ]

*59. Please state the bus number/s

[   ]

*60. What time do you catch this bus?

	HH	MM	AM/PM
Time	[ ] : [ ]		[▼]

*61. Where do you catch your train from?

[   ]

*62. What time does this train depart?

	HH	MM	AM/PM
Time	[ ] : [ ]		[▼]

*63. Where is you destination station?

[   ]

*64. What time do you arrive at this station?

	HH	MM	AM/PM
Time	[ ]	: [ ]	[▼]

*65. Is your return journey the same?

○ Yes

○ No

*66. Please specify how your return journey is different?

[   ]

*67. Do you have a mobility impairment which affects your travel arrangements?

○ Yes

○ No

*68. When do you normally arrive at work?

○ 07:00 - 07:29

○ 07:30 - 07:59

○ 08:00 - 08:29

○ 08:30 - 08:59

○ 09:00 -09:29

○ After 09:30

*69. How long does your commute from home to the office take?

- ○ 0 - 15 minutes
- ○ 16 -30 minutes
- ○ 31 -45 minutes
- ○ 46 -60 minutes
- ○ 61 -90 minutes
- ○ Over 90 minutes

*70. How long does your commute from the office back to your home take?

- ○ 0 - 15 minutes
- ○ 16 - 30 minutes
- ○ 31 - 45 minutes
- ○ 46 - 60 minutes
- ○ 61 -90 minutes
- ○ Over 90 minutes

*71. During the normal working week, how often do you travel away from your place of work on business?

- ○ Every day
- ○ Four days a week
- ○ Three days a week
- ○ Two days a week
- ○ One day a week
- ○ Occasionally
- ○ Never

✱72. Which of the following is your main mode of transport when travelling on business?

○ Motorcycle

○ Bus

○ Cycle

○ Private / Company vehicle

○ Train

○ Walk

○ Other (please specify)

> [   ]

73. What are the three main barriers preventing you from walking or cycling?

☐ I already cycle or walk to work

☐ Concerns over personal security

☐ Concerns over road safety

☐ Distance too far

☐ Lack if confidence cycling in traffic

☐ Lack of information and/or knowledge of routes

☐ Need to carry heavy/bulky items

☐ Physically cannot walk or cycle

☐ Responsibilities outside of work

☐ Weather

☐ Other (please specify)

> [   ]

74. What 3 measures would encourage you to cycle to work?

☐ Provision of secure over night parking

☐ Provision of secure cycle parking and storage facilities

☐ I already cycle to work

☐ Ability to lease a bike

☐ Discount at local cycle shop

☐ Improved shower and changing facilities

☐ Provision of increased cycle parking

☐ Safer cycle routes

☐ Living closer to campus

☐ Nothing would encourage me

☐ Other (please specify)

> [   ]

75. What are the 3 main barriers preventing you from using the bus?

☐ I already catch the bus to work

☐ Concerns over personal safety

☐ Poor public information

☐ Poor level of service

☐ Expensive fares

☐ Indirect routes

☐ Other (please specify)

> [   ]

76. What 3 measures would encourage you to use the bus to get to work?

- ☐ More frequent services
- ☐ I already catch the bus
- ☐ Better public transport information
- ☐ Cheaper fares
- ☐ More convenient drop-off / pick-up points
- ☐ More direct routes
- ☐ Nothing would encourage me
- ☐ Other (please specify)

77. What are the 3 main barriers preventing you from using the train?

- ☐ I already catch the train
- ☐ Concerns over personal safety
- ☐ Poor public information
- ☐ Poor level of service
- ☐ Expensive fares
- ☐ Indirect routes
- ☐ Other (please specify)

78. What 3 measures would encourage you to use the train to get to work?

☐ I already catch the train

☐ Better public transport information

☐ Cheaper fares

☐ More convenient drop-off / pick-up points

☐ More direct routes

☐ Nothing would encourage me

☐ Other (please specify)

[ ]

79. What are the 3 main barriers preventing you from car sharing?

☐ I already car share

☐ Inconvenience

☐ Working hours

☐ Responsibilities outside of work

☐ Personal reasons

☐ Safety concerns

☐ Confidence in driving ability

☐ Other (please specify)

[ ]

80. What 3 measures would encourage you to car share?

☐ I already car share

☐ Saving money through cost being shared

☐ More convenient than public transport or walking / cycling

☐ Having the use of reserved car sharing parking spaces

☐ Having the use of dedicated car sharing lanes

☐ To be more environmentally friendly

☐ Quicker than current mode of transport

☐ Other (please specify)

Appendix F

November 2014 staff survey Summary

Travel to Work
Survey Report
2014 V2

produced for

Wellcome Genome Campus

by Travel for Cambridgeshire 2 Jan 2015

Helping Cambridgeshire get there!

Contents

Introduction

This is the fifteenth annual Travel for Work survey in its online format. Based on employee responses, the survey provides you with a picture of the way your employees get to work.

The results are useful in monitoring the effect of your workplace travel initiatives. If you are in the early stages of looking at travel issues, these results will help you prioritise the actions to take and help set targets.

As a member of Travel for Cambridgeshire, formerly the Travel for Work Partnership, you currently receive this report free of charge. Further analysis of the survey is possible. Should you require this, TfC may need to charge for this work. Please contact us to discuss your requirements.

Please refer to the TfC Analysis section of the report, which details our interpretation of your results in light of the characteristics of your company; this section highlights what is going well and not so well and suggestions for future consideration. We will be in touch shortly to arrange a meeting to discuss your results and our analysis.

Detailed TfC results, compiled from the results of all 2014 participating companies, can be accessed by visiting the TfC website (http://www.tfw.org.uk/servicesSurvey.php).

The 2014 survey

We asked commuters about their journeys *to* work from Saturday 11th October to Friday 17th October 2014.

Please consider how you may use your results; to capitalise on any interest generated by the survey, we encourage you to share them with your employees wherever possible. You may notice that the Average distance by mode has changed slightly, this is due to an improved data collation process than previous year's surveys have allowed.

If you are writing a travel plan, it is a good idea to include this data in your plan, or update data contained within an existing plan. To support you, we have developed our own Travel Plan Template and Guidance documents for you to use as a basis for your Travel Plan (http://www.TfW.org.uk/plans.php).

You may also wish to use your results as part of your travel promotions, supporting specific travel initiatives.

Questions or Queries

If you have any questions or queries regarding your results or the survey in general please contact your Travel Plan Adviser:
Lindsey Rushmore
Travel for Cambridgeshire Adviser
Tel (01223) 715694
Email: Lindsey.rushmore@cambridgeshire.gov.uk

Modal Split Results 2014
(5 days – Monday 13th October to Friday 17th October 2014)

The following table compares your 2014 results to any previous data for your organisation, as well as the TfC survey as a whole. If it is of interest, the most up to date regional and national travel to work survey figures are given with the TfC overall results, which can be found on the TfC website (http://www.tfw.org.uk/Survey%202014/Overall%20TfC_TPPlus%20High%20Level%20Report.pdf).

We have reported the five days, Monday to Friday, in this table.

Mode	2014	All TfC & TP+ Employers 2014
Bicycle	6.94%	22.22%
Car Share	13.84%	8.9%
Drive (alone)	44.11%	45.32%
Home working	2.14%	1.88%
Motorbike	0.62%	0.69%
Other	-	-
Other Workplace	0.70%	0.73%
Public Bus	0.66%	6.95%
Staff Bus	29.12%	0.45%
Train	1.11%	5.99%
Walk	0.78%	6.85%
Number of one way trips	2,510	47,527
Participation (no of respondents as a percentage of total staff)	30%	22%

The Saturday and Sunday results can be found in **Appendix A** which includes the full results for your employees.

TfC Analysis of your 2014 Survey Results

Comments contained in this section are specific to your company and are based on our interpretation of your 2014 survey results plus any background information provided by you previously.

NO OF STAFF /RESPONDENTS /PARTICIPATION:	The participation rate was reasonable at 30%, and is higher than the average of all participating TfC member employers in Cambridgeshire this year. It is useful data for your travel plan upon which to base your actions for 2015.
POSITIVE AREAS:	Your drive alone figure is good at 44%. The Campus commuter bus is being used by 29% of staff. Your car share percentage is high at 14% and much higher than the average 9% for all TfC employers.
IMPROVEMENT AREAS & SUGGESTIONS:	Appendix A shows that 4% of single occupancy car drivers are driving less than 5 miles to work - indicating there is potential to convert this cohort to cycling or walking to work. **Bicycle (7%)** For those who already cycle, keep your eye on the TfC Newsletter as there will be some cycling initiatives during the next year. The **Cambridgeshire Cycle Challenge** will be returning in January 2015. In the meantime, contact TfC 01223 715550 to help you: - Encourage people to use the **TfC Bike Discounts**. See http://www.TfW.org.uk/Discounts.php#CycleShops for a listing of cycle shops that offer discounts and for a downloadable poster - Run a **Cycling Breakfast Promotion** or similar event Promote your existing facilities e.g. showers and lockers, if available. - Promote the **cycle journey planner** to staff, see http://www.cyclestreets.net/ - Use www.camshare.co.uk to help people find a cycle buddy for **free**. - Consider setting up a **cyclist's kit** in reception, including items such as a pump, spare locks and puncture repair kits in case one of your cyclists forgets an item or has a mechanical problem while at work. - For all general maintenance problems such as potholes, gritting cycle routes and overgrown hedgerows, please contact Cambridgeshire Direct on 0345 045 5200 or use the on-line reporting form at www.cambridgeshire.gov.uk/transport/roads/reportingafault.htm. **Car Sharing (14%)** Car sharing is good at 14% and could still be improved. This is a relatively easy area to improve by: - Promoting the **free** online car sharing matching service www.camshare.co.uk - Use CamShare to help administer and monitor car sharing figures. Target informal car sharers to sign onto CamShare and find possible stories to help promote car sharing - Keep an eye on future TfC newsletters, for **CamShare** promotions including prize draws and initiatives **TfC postcode mapping** to help your staff locate possible car sharing matches at your workplace. Most recent maps are dated August 2014.

- Use your postcode maps to run a car sharing **event**. TfC can assist you to plan and run these events, or put you in touch with other employers that have already run such events.
- Use the **car share calculator** available on www.camshare.co.uk
- Consider allocating designated and prime parking spaces for car sharers.

Public Bus (0.7%)
Public bus use appears not to be popular, due to the success of the Wellcome commuter bus, and should continue to be promoted:
- Encourage staff to visit www.cambridgeshirebus.info where they can get an extensive range of bus information, such as locations of bus stops near work and home, as well as route and timetable information.
- It is also possible to get real-time bus information on your smartphone using the **My Bus Trip app**, or on your desktop/laptop computer. See: http://www.cambridgeshire.gov.uk/transport/around/buses/real-time.htm
- You may wish to consider installing an actual or virtual travel information board for staff. Alternatively a travel information page with live links could be created as part of your intranet system on your 'Location' page.

Train (1%)
About 71% of drive alone respondents live more than 20 miles from the office and may be able to take the train (current figure for train travel is 1%); though some respondents may not live near a convenient rail route.

Your workplace has access to **Whittlesford Parkway** and **Great Chesterford** stations and your staff are eligible for **10% discounts** on monthly through to annual season tickets. It is worth promoting the train for the following reasons:
- TfC has 10% discounts on season tickets, with both Great Northern Rail and Greater Anglia. If interested, please visit http://www.TfW.org.uk/Discounts.php#TrainDiscount.
- Carnet tickets, where 10 tickets can be purchased for the price of 9, are also available from both Great Northern Rail and Greater Anglia.
- It is possible to buy tickets with a **PLUS bus** element so that it is not necessary to buy additional bus tickets. See: www.plusbus.info
- Staff can **work whilst travelling on the train**.

Walking (0.78%)
There are a number of ways to promote walking such as the walking route planner www.walkit.com, and by holding workplace led walks during the lunch hour.

The shortest journey recorded is 0.5 miles by cycling. The longest journey was travelled by train at 275 miles.

Travel Information Board
Alternatively, a travel information page with live links could be created as part of your intranet system on your 'Location' page. For further information about what links to use, see [www.TfW.org.uk/links.php#Howtofindus,](http://www.TfW.org.uk/links.php#Howtofindus) which, includes information on creating a bespoke Transport Direct link for your workplace.

COMMUTER COMMENTS	Comments from your employees shown at appendix E can be extremely helpful in identifying common traits, areas of deficiency or ideas for future initiatives.
SURVEY RESULTS DISTRIBUTED: - **Internally (Newsletter, etc)** **Externally (E.g. Press & PR)**	We suggest that you make the survey results known to your staff as they will be interested.
STAFF AWARENESS OF Travel initiatives:	79% of respondents know you have a travel plan and 78% know who to contact regarding travel issues. Your promotion of travel initiatives will give staff a positive awareness of travel initiatives in 2015, and will help to encourage responses to next year's survey. As you develop or promote initiatives, ensure that on any promotions (leaflets, web info and flyers) that you have included an internal contact name, as well as details.
NEXT STEPS SUGGESTIONS:	**Further improvements could be achieved by** • Circulate to your staff the **Commuter Section** of our bimonthly TfC newsletter, for latest travel initiatives promotional ideas and **CamShare prize draws**. • Promoting the **free** online matching service www.camshare.co.uk • Consider promoting TfC **10% train season ticket discounts** • Promote the Cambridgeshire Cycle Challenge due January 2015 see http://www.tfw.org.uk/diary.php for more information. • Updating and promoting your **travel plan**. TfC has the resources available and can help guide you through the process. Also look out for our travel plan best practice workshops to increase your knowledge and understanding.

Appendix A – Employer Results for 2014

Appendix A - Employer Results Reporting area	Wellcome Trust Genome Campus Results	
Number of respondents	524	
Percentage of workforce	30%	
Number of trips recorded	2510	
Average number of trips per respondent	4.79	
Average distance travelled (miles)	16.57	
Longest distance travelled by mode (miles)	Train	275
Shortest distance travelled by mode (miles)	Cycle	0.5
Average distance travelled by mode (miles)	Walk	9.55
	Public bus	15.43
	Drive alone	18.27
	Cycle	8.33
	Company staff bus	11.06
	Car share	19.01
	Motorbike	18.06
	Train	48.10
	Worked at another workplace	16.37
Drive alone - percentage of respondents and distance	Less than 2 miles	0.00%
	2.1 - 5 miles	3.91%
	5.1 - 10 miles	7.72%
	10.1 - 20 miles	17.35%
	20.1 - 30 miles	16.53%
	30.1 - 40 miles	8.17%
	More than 40 miles	46.32%
Modal split Monday - Friday	Walk	0.78%
	Public bus	0.66%
	Drive on your own	44.11%
	Cycle	6.94%
	Company staff bus	29.12%
	Car share	13.84%
	Motorbike	0.62%
	Train	1.11%
	Worked at	2.14%

	home		
	Worked at another workplace	0.70%	
Modal split Saturday - Sunday	Walk	2.67%	
	Public bus	5.33%	
	Drive on your own	36.00%	
	Cycle	17.33%	
	Company staff bus	25.33%	
	Car share	9.33%	
	Motorbike	0.00%	
	Train	1.33%	
	Worked at home	2.67%	
	Worked at another workplace	0.00%	
Does my employer have a travel plan?	Yes	412	78.63%
	No	6	1.15%
	Don't know	107	20.42%
Do you know who to contact for information on travel issues?	Yes	409	78.05%
	No	116	22.14%

Appendix B – 2014 Arrival on Site Results

Appendix B - Arriving on site		
Reporting area	**Results**	
Modal split Monday - Friday (Arrival)	**Walk**	**40.15%**
	Public bus	**0.05%**
	Drive on your own	**30.04%**
	Cycle	**5.63%**
	Company staff bus	**12.35%**
	Car share	**9.30%**
	Motorbike	**0.00%**
	Train	**0.05%**
	Worked at home	**2.00%**
	Worked at another workplace	**0.43%**
Modal split Saturday - Sunday (Arrival)	**Walk**	**54.41%**
	Public bus	**0.00%**
	Drive on your own	**13.24%**
	Cycle	**10.29%**
	Company staff bus	**17.65%**
	Car share	**4.41%**
	Motorbike	**0.00%**
	Train	**0.00%**
	Worked at home	**0.00%**
	Worked at another workplace	**0.00%**
Reporting area	**Results**	
Drive alone - percentage of respondents and parking	**Employer Car Park**	**98%**
	Residential Area	**0%**
	Park & Ride	**0%**
	Pay & Display	**0%**
	Train Station	**0%**
	Other	**1%**
	Skipped	**1%**

Appendix C – 2014 Multiple Mode Journey Results

Appendix C - Combination of Modes		
Reporting area	**Results**	
Multi-Modal split Monday - Friday	**Bus & Walk**	0.16%
	Bus & Cycle	0.00%
	Car Share & Bus	0.00%
	Car Share & Cycle	0.04%
	Car Share & Drive	1.00%
	Car Share & Walk	0.16%
	Cycle & Walk	0.00%
	Drive & Bus	0.00%
	Drive & Cycle	0.40%
	Drive & Walk	0.32%
	Train & Bike	0.60%
	Train & Bus	0.00%
	Train & Car Share	0.00%
	Train & Drive	0.00%
	Train & Walk	0.12%

Appendix D – 2014 Wellcome Site by Site Results

Appendix D - Site by site results		
Reporting area	**Results**	
Site name	Hinxton Hall CB10 1RQ	
Number of respondents	55	
Modal split Monday - Friday	Walk	0.38%
	Public bus	0.38%
	Drive on your own	45.21%
	Cycle	7.66%
	Company staff bus	29.12%
	Car share (either as a driver or a passenger)	13.03%
	Motorbike	3.83%
	Train	0.38%
	Worked at home	0.00%
	Worked at another workplace	0.00%
Modal split Saturday - Sunday	Walk	0.00%
	Public bus	0.00%
	Drive on your own	62.50%
	Cycle	25.00%
	Company staff bus	0.00%
	Car share (either as a driver or a passenger)	12.50%
	Motorbike	0.00%
	Train	0.00%
	Worked at home	0.00%
	Worked at another workplace	0.00%

Appendix D – 2014 Wellcome Site by Site Results

Site name	Sanger Institute CB10 1SA	
Number of respondents	298	
Modal split Monday - Friday	Walk	0.78%
	Public bus	0.50%
	Drive on your own	45.85%
	Cycle	7.51%
	Company staff bus	25.87%
	Car share (either as a driver or a passenger)	16.23%
	Motorbike	0.07%
	Train	0.99%
	Worked at home	1.98%
	Worked at another workplace	0.21%
Modal split Saturday - Sunday	Walk	3.85%
	Public bus	7.69%
	Drive on your own	36.54%
	Cycle	19.23%
	Company staff bus	23.08%
	Car share (either as a driver or a passenger)	3.85%
	Motorbike	0.00%
	Train	1.92%
	Worked at home	3.85%
	Worked at another workplace	0.00%

Appendix D – 2014 Wellcome Site by Site Results

Site name	EBI CB10 1SD	
Number of respondents	155	
Modal split Monday - Friday	Walk	2.41%
	Public bus	2.06%
	Drive on your own	39.86%
	Cycle	6.87%
	Company staff bus	36.08%
	Car share (either as a driver or a passenger)	12.37%
	Motorbike	1.72%
	Train	3.44%
	Worked at home	4.12%
	Worked at another workplace	3.44%
Modal split Saturday - Sunday	Walk	0.00%
	Public bus	0.00%
	Drive on your own	18.18%
	Cycle	0.00%
	Company staff bus	45.45%
	Car share (either as a driver or a passenger)	36.36%
	Motorbike	0.00%
	Train	0.00%
	Worked at home	0.00%
	Worked at another workplace	0.00%

Appendix D – 2014 Wellcome Site by Site Results

Site name	CB10 1HH	
Number of respondents	13	
Modal split Monday - Friday	Walk	0.00%
	Public bus	0.00%
	Drive on your own	66.00%
	Cycle	12.00%
	Company staff bus	14.00%
	Car share (either as a driver or a passenger)	8.00%
	Motorbike	0.00%
	Train	0.00%
	Worked at home	0.00%
	Worked at another workplace	0.00%
Modal split Saturday - Sunday	Walk	0.00%
	Public bus	0.00%
	Drive on your own	33.33%
	Cycle	33.33%
	Company staff bus	33.33%
	Car share (either as a driver or a passenger)	0.00%
	Motorbike	0.00%
	Train	0.00%
	Worked at home	0.00%
	Worked at another workplace	0.00%

Appendix E – 2014 Respondents' Comments

Comment	Regarding
Wouldn`t be too bad if there were more bus stops in Cambridge and the buses were punctual.	Bus stops
The space in the staff buses for certain routes is limited. Often people do not get a place and have to wait for the next route.	Staff bus
I'd love to cycle all the way more often, but cycling through Cambridge is slow and grim. It's OK once you get passed Addenbrookes, but the getting their from the North of Cambridge is grim.	Cycling
Sub contracting, commute is short term	
On the Monday covered by the survey I came to work from Paris, hence the long distance.	
I used the bike to work scheme and now also cycle to work as well as take the work coach	Cycling & staff bus
I either travel by bus or drive. They take different amounts of time which I can't account for here. Drive: 30 mins. Bus: 1 hour	Drive or bus
The journey TO work is quicker than the journey FROM work (which is typically 10 - 15 mins longer due to more traffic)	
Have to come and go from work via school to drop off/pick up children	Drive
The time is normally 20 if all is going well, but the buses can be delayed semi frequently and then it can take 30-50 minutes.	Drive
Normally I car share, but the others were away at a conference for this week.	Car share
If there was an available bus or train route I would prefer to use that however my workplace does not currently run an employee bus to Haverhill and this is not a public transport route	Drive
The services supplied by my employer do not cover my home area	Drive

Comment	Regarding
There is not a works' bus from Haverhill to Campus hence the reason I drive	Drive
Cycling is an important positive component of my life	Cycling
Slow staff bus on the way home but it is free so I only drive when I can't get the bus in as early as I need to be in.	Staff bus
Our work provides a fantastic free bus service for all employees, covering several routes and several times, all around Cambridge.	Staff bus
My employer operates a shuttle bus service. I would take this, via the Guided Bus from St. Ives, but it's very inconvenient for me; especially considering Cambridge's rush hour traffic. (i.e., I would have to leave very early to make sure I could make it to the easiest pick-up point in Cambridge.) I've only just moved to the area and I had no idea how bad the traffic was into Cambridge from the A14/M11! On paper, my commute by car should only take 30 minutes, but it's usually twice that!	Staff bus
I could have used the shuttle bus service between the village and the campus. But due to school and nursery runs for my sons, it is much more convenient to drive.	Drive
A campus bus from Haverhill would be useful as there is no direct public transport from haverhill to hinxton available to use if carshare is not available.	Staff bus
I would probably use the Genome Campus bus service and/or car share scheme if I didn't have children to drop off and pick up from school/after-school club etc.	Drive
this survey is one of the worst I ever had to fill out. The checks done are more than basic and force us to fill out redundant fields and don't take into account what we answered before. Very annoying!	Survey problems
Although my daily journey can take up to 40 minutes,my journey home can increase to up to 2.5 hours, depending on what time I leave work and if there has been an accident on the motorway.	Drive
I also take a child who goes to onsite nursery so work flexible	Drive

Comment	Regarding
hours so am generally unable to avail of other modes of transport	
seat belts on staff buses are often difficult to put on; they are jammed and hard to extend; this should be fixed as it leads to non use at times which is a safety issue	Staff bus
I would cycle but need to drop children at school	Drive
I will be looking for colleagues to car share with	Car share
I like my commute to work. Its the only bit of "me" time I get. I hate public transport.	Drive
Bus times offered do not fit around childcare requirements & "inflexibility" of office hours	Drive
none	
A weekend shuttle that leaves around midday would be very helpful. - Also, a train station in Hinxton will make travelling quite easy in the odd hours/weekend.	Staff bus
My company runs buses but they do not cover my route although I think this should be investigated	Staff bus
There is a free bus service from my home area to my place of work. I would very much like to use the service but it does not arrive in time for me to perform my job. I need to arrive on site by 8:30 but the bus arrives after 9am	Staff bus
You should ask if you wanted to car share or use another service - and find out why not. For instance, child care hours pretty much rules out any sharing	Survey questions
This is a very tedious survey. - Having filled in Monday, why no "auto-complete" option for the rest of the week? Instead there were a extra 12 questions to complete. - Also, on the days "not at work" why does this need completing in each option? I am not at work, that's it.	Survey problems
There are a lot of staff living in the same town (Haverhill) as I am. - Would like employer to provide bus service connecting to our	Drive

Comment	Regarding
area of stay so that we don't have to drive our car to work.	
No public or work transport available to use for my commute	Drive
There is a free bus service to and from work that I can use (and occasionally use when necessary) - I just don't usually as I get car sick. I'm also on the car-share register, but do strange hours, so haven't found anyone to share with to date. - - On the Friday 17th I was actually flying to the US for a conference, hence the lack of details as I'm not sure they apply! -	Drive Fly
The surveyed week was untypical for me. I usually take the staff bus five days a week.	Staff bus
What is the aim of this survey? - It doesn't so far cover the reason for the travel. - My journey involves dropping children off at schools, I would love to live closer to work and avoid driving so much, but the housing is too expensive in that area	Survey question
I'd like to lift share but work odd hours	Drive
It's longer than I would like	
Buses to Ely and Newmarket way would be useful.	Staff bus
I am registered for car share but have not been able to get a match for the hours I work. - - The organization does provide a free bus service which I am unable to use due to my return hours not matching up with the return times	Car share
There is no bus service for my village	Drive
There is no workplace travel plan in place for haverhill/linton	Travel Plan
Our work place is very forward thinking when it comes to reducing carbon footprint. They have several options in place for staff buses and car share. There are not good connections to public transport however.	
Our commute to work is long compared to the distance we live from work because we drop our children off at child care and school both of which are out of the village. A lot of the commute	Drive

Comment	Regarding
time is spent in congestion especially in the evenings.	
The shuttle service is a huge help to get to work.	Staff bus
buses can be full up by the time they reach my stop in the mornings so i can end up walking home to get my car	Staff bus
Stations are not always aware of the travel to Cambridge rail 10% discount scheme and ticket renewal is invariably contentious	TfC train discount
The staff bus is generally fine, but occaisionally my bus is full in the evening and the overflow bus takes an extra 30 to 45 minutes to reach my stop.	Staff bus
The travel actually takes >40 minutes most of the times, when it should take 20-25. Congestion at the Whittlesford service station roundabout is diabolic because of traffic moving from the M11 to the A11. This could be easily solved with bypass roads in the roundabout or more lanes dedicated to turning left, tunnels, I'm sure there are ways... I wish I didn't have to travel on these roads to work, it's not pleasant.	Drive
I would like to use the bus, but the latest bus is 8.50 from mowbray. I am brining the kids to school which opens at 8.40 so i usually miss the bus by 5 - 10 minutes.	Staff bus
A14 - Traffic gets worse each year	Drive
I normally work at home. I commute to work 1-2 times per month.	
This survey is terrible on page 2 and 3....theres too much going on, writing wise, and the setup of the table is not clear, I was at a point of just closing the window, to be perfectly honest. - - I'm sure I'm not the only one....you're turnout of people filling could be better if you simplified page 2 and 3 to perhaps separate page. - - just a though.	Survey problems
The commute to work is quite easy as the travel plan with the staff bus is well organized and the journey is not very long (roughly 1/2 an hour). - -	Staff bus
On the way back we have more people than seats in the bus, so	Staff bus

Comment	Regarding
people que much in advance.	
When I go to the Genome Campus I normally drive, but sometimes take a bus. On Monday I cycled into a meeting in Cambridge. On Thursday I flew to the USA where I had a meeting on Friday.	
I normally take the staff bus more often but during that week I had to be in Addenbrooke's during the day for some days	Staff bus
75% by car, 25% running/cycling, but last week I was on holiday.	
This was an unusual commute for me. Normally I work 5 days a week and only drive one of them. I take the company provided shuttle bus the other days	Staff bus
More public transport and staff buses are needed. My commute to work time has been increased by 25% compared to 3 years ago.	More buses required
It's great having the staff buses which saves a lot of hassles.	Staff bus
I find it horrible that A11 roadworks coincide with the start of new term. Whether you travel by bus or car or bike, this is a real nuisance resulting in hours of lost productivity and wasted fuel. It would be great if they could instead schedule it during half term. It would not be very much delay to the work but would speed up commutes a lot.	Drive
I take my child to nursery which makes car sharing difficult	Drive
Would prefer to take the train but there is no stop at WTGC.	Drive
the commute is incredibly variable between 30 minutes and 1 hour 30 minutes due to traffic	Drive
Traffic is insane in the morning and evenings between Ely and Cambridge on the A10, A14, M11, A142, and along Addenbrooke's Road towards Addenbrooke's Hospital. Even when leaving early at 6.45am or 4.00 pm, it often takes 90+ minutes to reach Addenbrooke's Hospital or the Genome Campus due to stupid amount of cars.	Drive

Comment	Regarding
I selected car share because I bring children with me to work since there is a nursery at my place of employment. This limits my ability to provide rides to others and to ride the bus that my employer offers.	Car share
Morning staff bus has unreliable timing due to traffic congestion in Cambridge, causing regularly more than 15min extra cummuting time.	Drive
My commute to work is entirely dependent on the staff bus, funded by the Wellcome Trust. There is no alternative, so if I miss the bus I miss work. If my children are taken ill, it will cost me roughly £30 to get back into town and fetch them. This lack of flexibility can be disastrous. Discontinuing the 7 bus to Hinxton was really unfortunate.	Staff bus
workplace travel plan does no cover my home town	Travel Plan
The staff shuttle bus is always reliable and is comfortable.	Staff bus
I have two small children which I take to nursery at the work campus so taking a bus to work is impractical! When I didn't have children I took the bus or cycled. I hate driving as the traffic is terrible!	Drive
Almost always cycle 4/5 days - this week happened to have torrential rain one day and I was ill another. Also the form doesn't seem to allow me to comment on the fact that I worked at home on Friday but cycled to the centre of Cambridge for a meeting.	Cycle
It's great to have the campus buses (free for staff).	Staff bus
The north Cambridge route(9) of our staff bus shouldn't go through the city just to pick up a few people in Sawston and Great Shelford. - I gave up taking that route at some point for this reason.	Staff bus
I have on occasion used a combination of train and bus to get to work, however this takes too long, it is quicker to drive. The train is also very overcrowded in the morning and not good value for money.	Drive

Comment	Regarding
Generally I really enjoy cycling to work from Cambridge to Hinxton. A little percentage of the drivers take dangerous actions on the road, doesn't respect cyclists, especially at overtaking. But the majority is very nice and patient. Only on rainy days I use the Wellcome Trust Genome Campus bus service.	Cycle and Staff bus
I would normally car share but my car share was away on the 13th and I was on medical leave for the rest of the week.	Car share
Employer seems very anti car use - but for those of us who live in rural areas with no public transport and too far to cycle there is no other option.	Drive
There is no public transport from where I live to where I work, at least not that would be feasible in terms of time. I think I could take a combination of various buses/trains but according to http://www.traveline.info/ this would take between 2 and 4 hours each way.	Drive
happy to take staff buses	Staff bus
I would cycle to work more often (possibly everyday) if the cycling options were even slightly better. Now we have to cycle on the roads with fast moving traffic and motorists are not always considerate.	Cycling
Grim	
There is a very good employer-provided shuttle bus service which I normally use. Sometimes I fallback to either cycling the whole way, or taking train for the major part and complete the way by cycling.	Staff bus
I have to go to work by car because on my way to work I drop my son to school and I drop my daughter in the nursery.	Drive
At the slightest hint of rain the street network of Cambridge seems to break down, leading to extreme delays.	Drive
Recently the Grafton centre stop has been included in route 3. This means that people get off at the Grafton around 6.45pm compared to 6.20pm that used to be the drop off time in route 8.	Staff bus

Comment	Regarding
This is a big problem and could easily be solved if one of the earliest stops of route 8 were included in route 3 instead of the Grafton.	

Appendix A - Employer Results	Wellcome Trust Genome Campus	
Reporting area	Results	
Number of respondents	524	
Percentage of workforce	30%	
Number of trips recorded	2510	
Average number of trips per respondent	4.79	
Average distance travelled (miles)	16.57	
Longest distance travelled by mode (miles)	Train	275
Shortest distance travelled by mode (miles)	Cycle	0.5
Average distance travelled by mode (miles)	Walk	9.55
	Public bus	15.43
	Drive alone	18.27
	Cycle	8.33
	Company staff bus	11.06
	Car share	19.01
	Motorbike	18.06
	Train	48.10
	Worked at another workplace	16.37
Drive alone - percentage of respondents and distance	Less than 2 miles	0.00%
	2.1 - 5 miles	3.91%
	5.1 - 10 miles	7.72%
	10.1 - 20 miles	17.35%
	20.1 - 30 miles	16.53%
	30.1 - 40 miles	8.17%
	More than 40 miles	46.32%
Modal split Monday - Friday	Walk	0.78%
	Public bus	0.66%
	Drive on your own	44.11%
	Cycle	6.94%
	Company staff bus	29.12%
	Car share	13.84%
	Motorbike	0.62%
	Train	1.11%
	Worked at home	2.14%
	Worked at another	0.70%

	workplace		
Modal split Saturday - Sunday	Walk	2.67%	
	Public bus	5.33%	
	Drive on your own	36.00%	
	Cycle	17.33%	
	Company staff bus	25.33%	
	Car share	9.33%	
	Motorbike	0.00%	
	Train	1.33%	
	Worked at home	2.67%	
	Worked at another workplace	0.00%	
Does my employer have a travel plan?	Yes	412	78.63%
	No	6	1.15%
	Don't know	107	20.42%
Do you know who to contact for information on travel issues?	Yes	409	78.05%
	No	116	22.14%

Appendix B - Arriving on site		
Reporting area	**Results**	
Modal split Monday - Friday (Arrival)	Walk	40.15%
	Public bus	0.05%
	Drive on your own	30.04%
	Cycle	5.63%
	Company staff bus	12.35%
	Car share	9.30%
	Motorbike	0.00%
	Train	0.05%
	Worked at home	2.00%
	Worked at another workplace	0.43%
Modal split Saturday - Sunday (Arrival)	Walk	54.41%
	Public bus	0.00%
	Drive on your own	13.24%
	Cycle	10.29%
	Company staff bus	17.65%
	Car share	4.41%
	Motorbike	0.00%
	Train	0.00%
	Worked at home	0.00%
	Worked at another workplace	0.00%
Reporting area	**Results**	
Drive alone - percentage of respondents and parking	**Employer Car Park**	98%
	Residential Area	0%
	Park & Ride	0%
	Pay & Display	0%
	Train Station	0%
	Other	1%
	Skipped	1%

Appendix C - Combination of Modes		
Reporting area	**Results**	
Multi-Modal split Monday - Friday	**Bus & Walk**	0.16%
	Bus & Cycle	0.00%
	Car Share & Bus	0.00%
	Car Share & Cycle	0.04%
	Car Share & Drive	1.00%
	Car Share & Walk	0.16%
	Cycle & Walk	0.00%
	Drive & Bus	0.00%
	Drive & Cycle	0.40%
	Drive & Walk	0.32%
	Train & Bike	0.60%
	Train & Bus	0.00%
	Train & Car Share	0.00%
	Train & Drive	0.00%
	Train & Walk	0.12%