

Runnymede Borough Council Green Travel Strategy 2025-2027

November 2025

Contents

Chapter 1: Introduction.....	3
Chapter 2: Drivers of Change: National & Local.....	5
Chapter 3: Vision & Objectives.....	8
Chapter 4: Producing the Green Travel Strategy	9
Chapter 5: Current Commuting Patterns.....	10
Chapter 6: Active Travel.....	13
Chapter 7: Public Transport.....	16
Chapter 8: Private Vehicle.....	19
Chapter 9: Business Travel.....	21
Chapter 10: Action Plan 2025-2027.....	23
Chapter 11: Monitoring & Evaluation.....	26
Chapter 12: Appendices.....	27

Chapter 1: Introduction

- 1.1 Runnymede Borough Council's (RBC) Green Travel Strategy, running from November 2025 to the end of the 2026/27 financial year, seeks to document the current commuting and business travel patterns of its 446 employees and 41 elected members and identify initiatives which support these journeys becoming more environmentally sustainable. This is principally done by outlining responses from staff to the Green Travel Strategy Staff Survey, and Members to an amended Green Travel Strategy Member Survey. Through Strategy delivery, RBC aims to reduce the greenhouse gas (GHG) emissions associated with its commuting and business travel, whilst supporting an improvement in the wellbeing and satisfaction of its staff and elected members that have been involved in the development of this Strategy.
- 1.2 According to the Council's GHG emissions reporting 2024/2025, the 'Commuting' sector was responsible for 403tCO₂e, and 'Business Travel' for 23tCO₂e, of scope 3 emissions. While both sectors show reduced emissions compared with 2019/20 baseline, this is largely driven by the Covid-19 pandemic which shifted working patterns to a hybrid model which continues today. While greenhouse gases from 'Commuting' and 'Business Travel' are responsible for 2.5% of the Council's scope 3 emissions, they are the equivalent to an average car travelling 1.56 million miles.
- 1.3 As a local authority responsible for delivering a range of services to the boroughs near 90,000 population, RBC has a critical role in leading the way on climate action, as evidenced by the key themes from the 'Summer of Engagement Report & Findings'¹ from October 2023 which supported creation of the Council's Climate Change Action Plan. While the Council has introduced initiatives to support more sustainable commuting and business travel practices, there is currently limited knowledge on the take up of these schemes. Further, there remains scope to introduce further actions which support a reduction in the Council's GHG emissions associated with the commuting and business travel of its staff.
- 1.4 The Strategy covers the period 2025-2027. This time frame aims to ensure that sufficient time is available for RBC officers to explore and implement the actions set out in the Action Plan section of the Strategy, whilst enabling regular and consistent review of the objectives and progress towards these over time. This is also consistent with other comparable Green Travel/Sustainable Travel Plans which have been reviewed during desk based research.
- 1.5 While most of RBC's 446 employees are based at the Civic Centre on Station Road, Addlestone, which is also the site attended by elected members for committee meetings, staff are also located at several other sites, including the Chertsey Depot, Council Day Centres, Council Halls, Independent Retirement Living (IRL) scheme sites, Chertsey Museum, and Surrey Heath House. Due to the Civic Centre being the main base of Council activities and staff attendance, as evidenced by the 'Current Travel Patterns' in section 5, this site will be the principle focus of many site-review and infrastructure-related actions to be undertaken, however other sites will also be included in specific sections as suitable.

¹ Runnymede Borough Council (2023) Appendix 2: Summer of Engagement Report & Summary of Findings (October 2023). Available online at: [Appendix 2 Engagement Report](#)

- 1.6 The Strategy specifically focusses on the commuting and business travel journeys of its staff and elected members whose support and involvement in the implementation of this Strategy will be essential to its success. The environmental impact of the Council's 80-strong vehicle fleet is being addressed following production of the RBC Sustainable Fleet Management Strategy 2024-2034 adopted in April 2024. While this first Green Travel Strategy maintains a largely internal focus, future iterations may seek to expand this focus, for example by including analysis and actions focussed on visitors to Council sites.
- 1.7 Elements of this Strategy and actions identified in the Action Plan will be dependent upon the funding and associated resources within existing Council services being available for delivery. Any initiatives to be implemented as set out in this Strategy will be subject to the appropriate decision-making process and required resource being available.

Chapter 2: Drivers of Change: National & Local

- 2.1 This chapter briefly summarises the key policy drivers of change at a national and local level which underpin the development of a Green Travel Strategy

National

- 2.2 In 2019, the UK Government announced legislation to commit to nationally reduce GHG emissions by 68% by 2030 compared to 1990, and to net zero by 2050. While the UK has more than halved its territorial emissions compared with 1990, this is largely due to the energy sector, with significant reductions required from the transport sector in the future. According to the Department for Transport, transport is the largest emitting sector of GHG emissions, producing 26% of the UK's total emissions in 2021.²
- 2.3 In 2020, the Committee for Climate Change (CCC), which advises the UK Government, published its sixth Carbon Budget (the latest version of this report). This evidenced that cars are responsible for 61% of road transport emissions, and 78% of vehicle kilometres travelled. Amongst the recommendations, the CCC stresses the importance of modal shift, widespread deployment of zero-emission vehicles, and the necessary investment to support these changes to reach the Government's 2050 net zero carbon target.³
- 2.4 In 2021, UK Government Department for Transport released the 'Decarbonising Transport: A Better, Greener Britain'. Among the commitments made to support the national net zero target of 2050 are initiatives to increase cycling and walking to deliver a world class walking and cycling network by 2040, zero emissions buses and coaches, decarbonising our railways with an ambition to remove all diesel-only trains by 2040, and a zero-emission fleet of cars, vans, motorcycles, and scooters.⁴
- 2.5 In January 2024, the UK Government commenced new laws setting a pathway for the transition to zero-emission vehicles. This zero-emission vehicle mandate sets that 80% of new cars and 70% of new vans sold in the UK will now be zero emission by 2030, increasing to 100% by 2035.⁵ According to the CCC 2024 Progress Report to Parliament, while the rapid growth in electric vehicle (EV) sales is now beginning to have a measurable impact on emissions, surface transport emissions will require substantial emissions reductions, requiring a rapid acceleration in EV uptake.⁶

² Department for Transport (2023) Transport and environment statistics: 2023. Available at: [Transport and environment statistics: 2023 - GOV.UK](https://www.gov.uk/government/statistics/transport-and-environment-statistics-2023)

³ Climate Change Committee (2020) Sixth Carbon Budget. Available at: [Sixth Carbon Budget - Climate Change Committee](https://www.climatchangecommittee.org/our-work/carbon-budgets/sixth-carbon-budget)

⁴ Department for Transport (2021) Decarbonising Transport: A Better, Greener Britain. Available at: [Decarbonising Transport – A Better, Greener Britain](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/94423/decarbonising-transport-a-better-greener-britain)

⁵ Department for Transport (2024) Pathway for zero emission vehicle transition by 2035 becomes law. Available at: [Pathway for zero emission vehicle transition by 2035 becomes law - GOV.UK](https://www.gov.uk/government/news/pathway-for-zero-emission-vehicle-transition-by-2035-becomes-law)

⁶ Climate Change Committee (2024) 2024 Progress Report to Parliament. Available at: [Progress in reducing emissions 2024 Report to Parliament - Climate Change Committee](https://www.climatchangecommittee.org/our-work/progress-reports/2024-progress-report-to-parliament)

Local

- 2.6 The Runnymede Borough Council Corporate Business Plan (2022-2026) sets the vision for the Council “to be a community leader, providing high quality services, enhancing the environment, and advocating for our community’s interest”. It also sets out that related to climate change and environmental matters, the Council will play a key role in creating a greener environment and effective response to climate change.
- 2.7 Five corporate strategies support the Corporate Business Plan. Three of these are considered relevant to the development of the Green Travel Strategy. These strategies are set out below, along with the relevant key objectives from each.

Climate Change Strategy (2022-2030)

- 2.8 As one of its strategic objectives, this strategy commits to “positively influence our environment by embedding climate change avoidance and mitigation, sustainability and promotion of biodiversity and conservation in all Council decisions and actions”. In addition, the future actions section of the Strategy sets out that members and staff should show leadership by demonstrating “how we push ourselves beyond our comfort zone to operate in new ways without compromising our standards”.

Health and Wellbeing Strategy (2022-2026)

- 2.9 As one of its four strategic objectives, this strategy states that the Council aims to develop as an organisation and develop its workforce to further support the wider health and wellbeing needs of residents in the Borough. Improving local air quality by reducing harmful emissions would support this objective.

Organisational Development Strategy (2022-2026)

- 2.10 The strategy sets out that supporting new and better ways of working can deliver efficiencies and improvements. Among the list of attributes RBC aspires to possess, progressive, ambitious, and an employer of choice are three areas that would apply to development of the Green Travel Strategy. The Organisational Development Strategy also focusses on employee wellbeing and a commitment towards creating a culture which supports a green agenda, promoting evidence-based decision-making.
- 2.11 In relation to the green agenda, this Strategy specifically acknowledges the role that managers and staff can play in contributing to the green agenda. Among those items mentioned, a Green Travel Plan can be developed to reduce emissions through:
- Negotiating annual season tickets for rail and bus travel for staff
 - Research the use of hybrid pool vehicles for work use
 - Move to electric cars and bikes in some service areas such as Parking enforcement
 - Reducing commuting via Hybrid working
- 2.12 In December 2023, RBC resolved to declare a climate emergency. In declaring a climate emergency, the Council commits to using its reasonable endeavours to continue its work to meet the Council’s target of net zero operational emissions by 2030, and to use its sphere of influence to support the Borough and its communities to achieve the 2050 national net zero target for the UK.
- 2.13 To support the Council’s net zero targets, a Climate Change Action Plan has been produced which was approved for adoption in February 2024. Action ID 7.12 states

that the Council will “Develop an Active Travel Plan/Strategy to facilitate staff adopting active travel and sustainable transport options to commute to work”.

Other relevant local strategies

- 2.14 There are other strategies adopted by the Council which are potentially relevant to the development of this Green Travel Strategy. In particular, the EV Strategy sets out the Council’s approach to support the transition from petrol and diesel vehicles to EV, which brings benefits through lowering carbon emissions, reducing road transport noise, and reducing air pollution.
- 2.15 To achieve this, the EV Strategy states seven aims to achieve the overarching purpose of encouraging the shift towards EVs as part of a sustainable transport system. Among these aims are the following:
- To help reduce carbon emissions and improve air quality in Runnymede.
 - To encourage staff to transition from fossil fuel-based vehicles by supporting measures designed to aid transition e.g., staff salary sacrifice scheme.
- 2.16 The Council’s Air Quality Action Plan 2024 identifies areas as an Air Quality Management Area (AQMA) where it is unlikely to meet air quality objectives. Of the two AQMA’s in Runnymede borough, one of these is located in Addlestone Town Centre, covering parts of the roads diverging at the junction of High Street and Station Road (Figure 1). The AQMA extends along a portion of Station Road directly in front of the Council’s main base, the Addlestone Civic Centre.
- 2.17 Among the reasons mentioned for the causes of nitrogen dioxide exceedances at the site include ‘Busy junction of High Street and Station Road’ and ‘Stationary traffic in both directions’.
- 2.18 Encouraging and enabling a transition for Council staff and elected members to more sustainable modes of travel can support improved air quality and reduced traffic congestion within and in the vicinity of this AQMA.

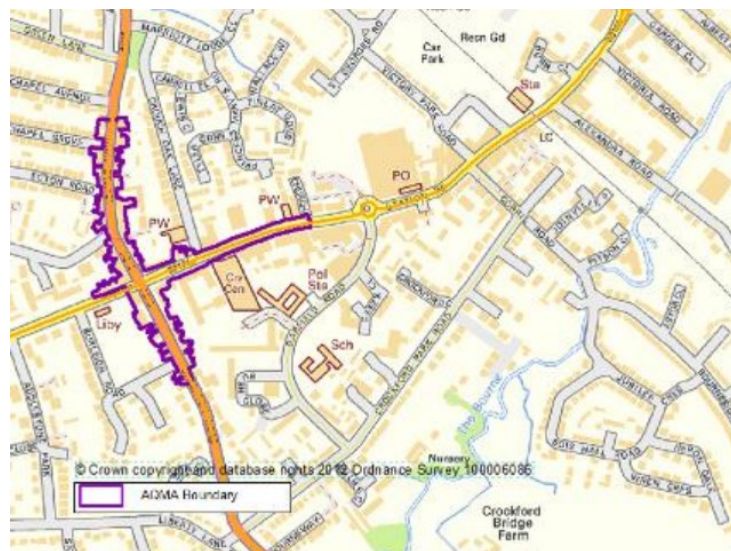


Figure 1: Boundaries of Addlestone AQMA (declared in January 2008)

Chapter 3: Vision & Objectives

- 3.1 Reducing the Council's GHG emissions resulting from staff and member commuting and business travel is essential to show strong local leadership on climate action and contribute towards producing a greener, healthier environment for Runnymede.
- 3.2 The Council's vision for the Green Travel Strategy is to **encourage, support, and enable all employees and elected members of Runnymede Borough Council to use the most sustainable form of travel, where reasonably practical, for every journey.**
- 3.3 To deliver this vision, the objectives of the Green Travel Strategy are:
- I. To ensure that the perspectives of RBC employees and elected members are central to its development, implementation, and ongoing evaluation.
 - II. To promote sustainable transport choices, including a shift to more frequent active travel, public transport, and a reduced dependence on single-occupancy car travel.
 - III. To implement the required facilities and incentives to provide employees and elected members with the capability and opportunity to make more sustainable decisions.
 - IV. To embed a fuller understanding and use of sustainable travel across the organisation aligned to the sustainable travel hierarchy outlined in Figure 2.⁷

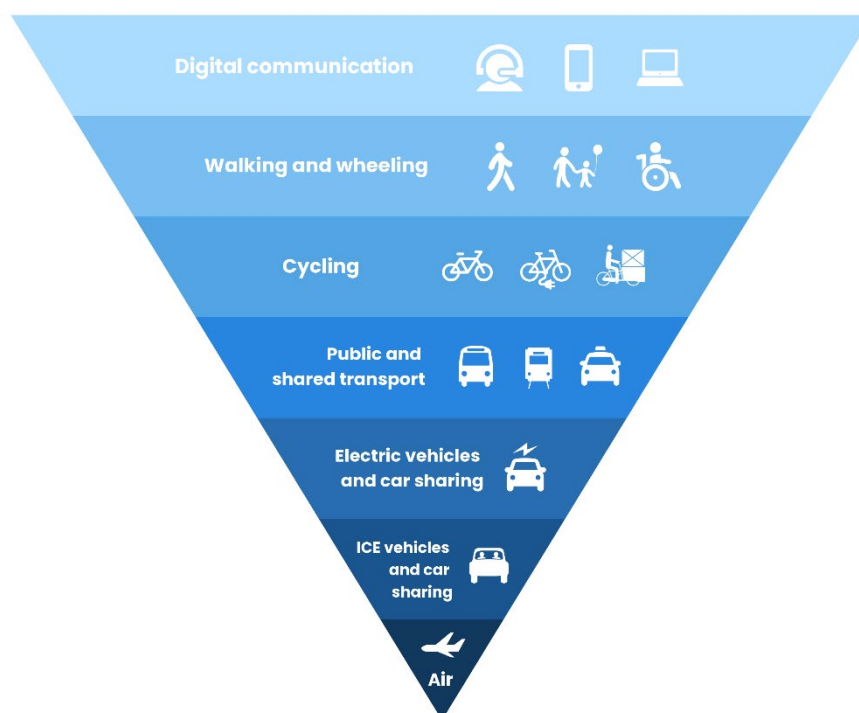


Figure 2: The sustainable travel hierarchy showing the priority order for modal shift from the Energy Saving Trust

⁷ Energy Saving Trust (2024) Active Travel. Available at: [Active travel tips and advice - Energy Saving Trust](#)

3.4 In delivering the vision and objectives outlined in paragraphs 3.2 and 3.3, the aim of the Green Travel Strategy is to achieve measurable changes in travel patterns amongst Council employees. These aims are set out in Table 1:

Transport mode	Baseline (24/25)	Target (26/27)	Estimated annual emissions saving (tCO2e)
Active Travel	11%	22%	15.43
Public Transport	4%	7%	10.64
Electric/Hybrid Vehicle	11%	22%	56.81
Petrol/Diesel Vehicle	74%	47%	N/A
Car Sharing	0%	2%	5.08

Table 1: Baseline and Target percentages of Council employees travelling by different transport modes, and estimated emissions savings from achieving targets

- 3.5 Table 1 shows the percentage of Council employees commuting to the workplace using each transport mode (Baseline) taken from the Green Travel Strategy Survey in October 2024. For comparison, according to the latest analysis of the 2023 National Travel Survey⁸, 70% of individuals living in urban areas outside London commute by car or van, 16% by active travel, 12% by public transport, and 1% by some other method. The percentage commuting by car or van increases to 81% when living in rural areas, with public transport use dropping to 5%. Comparably, it is evident that compared to both urban and rural areas, staff at Runnymede have a higher reliance on private vehicles, with lower utilisation of public transport and active travel which this Strategy will seek to address.
- 3.6 A 'Target' value is given for what the Council aims to achieve by implementing the actions detailed in Chapter 10 of this Strategy by the 2026-27 FY. For each percentage change, an estimated emissions saving is calculated based on the number of staff that would be required to transition to hit the target, the average commuting mileage of Council staff based on the Green Travel Strategy Survey, and the UK Government emission conversion factors 2024.
- 3.6 In total, it is estimated that successfully achieving the modal shift in commuting patterns to the 'Target' percentages stated in Table 1 will reduce the Council's commuting emissions by an estimated 87.96tCO2e, representing a decrease in Scope 3 'Commuting' emissions of 21.2%.
- 3.7 Further aims of the Green Travel Strategy related to business travel emissions and awareness among Council employees of sustainable travel are detailed in specific actions outlined in Chapter 10.

⁸ Department for Transport (2025) National Travel Survey: Trips by purpose, age, mode, and sex. Available at: [NTS 2023: Trips by purpose, age, mode and sex - GOV.UK](https://www.gov.uk/government/statistics/nts-2023-trips-by-purpose-age-mode-and-sex)

Chapter 4: Producing the Green Travel Strategy

- 4.1 Production of the Green Travel Strategy has been a collaboration between the Climate Change & Sustainability and Humans Resources team, alongside relevant input from other services (e.g. Democratic Services, Communications) as required.
- 4.2 Although there has been a large amount of desk-based research conducted on the Green Travel Strategies of other organisations and RBC existing initiatives and possible future actions to encourage sustainable travel, the remaining chapters of this Strategy are largely informed by the results of two internal surveys which were live across October and November 2024:
- Green Travel Strategy Staff Survey
 - Green Travel Strategy Elected Member Survey
- 4.3 Both surveys were principally delivered online via Microsoft Forms, with paper copies available to those that requested them. 35 paper copies of the staff survey were provided to the Chertsey Depot (including five in languages other than English) for staff that do not have laptop access, and a further 15 distributed to other Council sites (e.g. day centres) for similar reasons.
- 4.4 According to Cleave (2020), a typical survey response rate can be anywhere from 5% to 30%.⁹ The number of responses and response rates for both surveys are as follows:
- Staff Survey: 189 responses from 446 staff (42% response rate)
 - Member Survey: 10 responses from 41 members (24% response rate)
- 4.5 The response rate for the staff survey was particularly strong at 42% compared to typical survey response rates, which is attributed to the following reasons:
- Communications were sent out prior to the survey beginning to raise awareness of what it would entail and that it would be released imminently.
 - Senior managers supported the survey by pushing it out to their service areas and mentioning the survey in regular weekly slots.
 - The messaging of the survey focussed specifically on the positive potential of the survey to gather ideas and deliver initiatives based on gathered evidence.
- 4.6 However, the staff response rate was most notably higher with staff working at the Civic Centre (as demonstrated in the following chapter), and of the paper copies distributed, five were returned. In future, it will be important to find alternative ways to engage these staff in the survey, most importantly to ensure their perspectives on this topic are gathered.
- 4.7 The following chapters summarise the key findings from these surveys and identify actions to be explored by the Council in response. The full set of results from the Green Travel Strategy Staff Survey are available at Appendix 1, and the elected Member Survey at Appendix 2.

⁹ Cleave, P. (2020) What Is A Good Survey Response Rate? Available at: [What Is A Good Survey Response Rate? - SmartSurvey](#)

Chapter 5: Current Commuting Patterns

Current commuting patterns at Runnymede Borough Council

- 5.1 Prior to development of the Green Travel Strategy, there had been one Council-wide assessment of work-related commuting. This exercise was completed during development of the 'Runnymede baseline emissions report' in collaboration with the consultancy Aether, which was published in October 2023. The first section of both the staff and member survey conducted in October and November 2024 were heavily informed by this previous assessment. The scope 3 commuting emissions from each year since the 2019/20 baseline year can be viewed in Table 2.

2019/20	2020/21	2021/22	2022/23	2023/24	Change between 2019/20 baseline and 2023/24 (%)
752	433	434	418	415	-44.80%

Table 2: RBC GHG Emissions from the 'Commuting' sector from 2019/20 to 2023/24 in tCO₂e

- 5.2 The large reduction in emissions from the commuting from 2019/20 onwards are attributed to the Covid-19 pandemic when the Council began an agile approach to working. The Council adopted an [Agile Working policy](#) in February 2023, which is available to view at Appendix 3 of this report. Other initiatives related to the reduction of GHG emissions from the 'Commuting' sector will be detailed in the relevant chapters of this Strategy.
- 5.3 The responses to Section 1 of the Green Travel Strategy staff and member surveys will be used in the 2024/25 reporting year for the Council to provide an updated view of GHG emissions from the commuting sector.

Key survey findings

- 5.4 Key findings related to current commuting patterns in the Green Travel Strategy Staff survey include:
- The **average staff member** works from a Council office/site **3.19 days per week** and **commutes 12.82 miles** from home to work (one-way).
 - **88%** of respondents are primarily based at the **Addlestone Civic Centre**.
 - **'Car – Petrol'** is the most common commuting method among Council staff, used by **48%** of respondents, followed by **'Car – Diesel'** used by **25%**.
 - **11%** use **active travel** to commute to work, and **4%** use **public transport**.
 - **'It is the most convenient option for me'** (70%) and **'It is the quickest option for me'** (60%) were the most common reasons for commuting mode.
 - **35%** of staff commute **less than 5 miles** to work one-way, but **17% commute more than 20 miles** one-way.
 - Of staff with a secondary commuting method, **'Walking'** is the most common.
 - **57%** are **satisfied with the 'Time'** taken on their commute, **78%** are **satisfied with the 'Convenience'** of their commute, and **49%** are **satisfied with the 'Physical or Mental Wellbeing Benefits'** of their commute.

- From the further comments section of the survey, **8 responses** (16%) mentioned the theme of “**Review the Council's agile working policy to understand how frequently staff need to be in the workplace**”.

5.5 Key findings related to current commuting patterns in the Green Travel Strategy Member survey include:

- Beyond the Addlestone Civic Centre, respondents also visit Council Day Centres, Chertsey Museum, IRL Scheme Sites, and Highways.
- ‘**Car – Petrol**’ (30%), ‘**Car – Diesel**’ (30%), and ‘**Car – fully electric**’ (30%) are the most common travel methods for members on Council-related duties
- ‘**It is the most convenient option for me**’ (60%) and ‘**It is the most cost-effective option for me**’ (50%) were the highest selected reasons for using the primary mode of transportation.
- The average member travels **20.88 miles** per week for Council-related duties.
- ‘**Walking**’ was a secondary mode of travel for **40% of respondents**.
- **80% were satisfied** with the ‘**Time**’ and ‘**Convenience**’ of their Council-related travel method, but only **30%** were satisfied with the ‘**Physical or Mental Wellbeing Benefits**’.

Chapter 6: Active Travel

- 6.1 Active travel means making journeys in physically active ways, such as walking, wheeling, or cycling. As these methods occupy the second and third rungs of the sustainable travel hierarchy from Figure 2, active travel leads to reduced GHG emissions, while also improving mental and physical wellbeing and decreasing journey costs. Choosing to walk or wheel just one mile to the shops and back once a week rather than driving could save £19 of fuel and 30kgCO₂e per year.
- 6.2 However, according to research from the Department for Transport, “Around 49% of trips in towns and cities under 5 miles were made by car in 2021, with around a quarter of all car trips in England less than 2 miles.”¹⁰ Many of these trips could be walked, wheeled, or cycled, but a lack of perceived safe and well-lit paths, changeable weather conditions, or suitable infrastructure/equipment are among the barriers to behavioural changes promoting a modal shift in travel patterns.

Active Travel at Runnymede Borough Council

- 6.3 The Council's main office at the Addlestone Civic Centre is located on Station Road. Station Road is the main street running through Addlestone Town Centre and has wide walking paths on both sides of the road. Station Road is often very busy with vehicles, especially at peak times, owing in part to the level crossing at Addlestone station at one end, and the crossroads between High Street and Station Road (as also shown in Figure 1) at the other.
- 6.4 Figure 3 shows the Addlestone area with the Civic Centre location shown by the blue circle. The figure also shows cycling infrastructure (sourced from Surrey County Council) in the surrounding area. While there are cycle tracks in the vicinity of the Civic Centre, Station Road does not have designated cycling infrastructure.



Figure 3: Location of the Addlestone Civic Centre and surrounding cycling infrastructure¹¹

¹⁰ Department for Transport (2022) Active travel: local authority toolkit. Available at: [Active travel: local authority toolkit - GOV.UK](#)

¹¹ Runnymede Borough Council (2024) Runnymede Maps. Available at: [Maps - Runnymede Borough Council](#)

6.5 The Council has introduced several initiatives aimed at supporting staff to commute to work by active travel:

- Information related to staff that walk or cycle to work, including benefits, preparation, and planning resources, are available on the [Staff pages](#).
- There is a bike store with stands at the Addlestone Civic Centre located in the undercroft car park.
- There are two shower rooms available at the Addlestone Civic Centre, next to the building entrance via the undercroft car park. These are available to staff and there is a drying cupboard in the hall next to them to dry towels and wet gear. A limited number of lockers are also provided for use.
- The Council has a cycle-to-work scheme with a window open for this once-per-year. Staff have the opportunity through this scheme to receive a new bike and pay for both the bike and equipment (helmets, locks, etc) tax and interest free over 12 months via a salary sacrifice arrangement.

Key survey findings

6.6 Key findings related to active travel in the Green Travel Strategy Staff survey include:

- **50%** of staff living **within 2 miles** of the workplace commute by **active travel**.
- **75%** of staff using **active travel were 'Very satisfied'** with the **'Physical or mental wellbeing benefits'** of their commute, compared to 28% using other commuting modes.
- **94% of staff** are aware of the Council's **Cycle-to-Work scheme**, and **6%** of respondents have used this.
- **11%** of respondents would **consider** using the **Cycle-to-Work scheme** in the future.
- **75%** would **not consider** using any of the **Council's existing initiatives** to promote sustainable travel in the future, with **"The distance from my home to the workplace is too far for walking or cycling to be an option"** (51%) and **"I have other priorities during my commute or during my workday (e.g. dropping children off at school)"** (28%) being key reasons for this.
- **20%** of staff feel they are **within walking distance** and **could physically walk** to their workplace. Of those that could commute by walking but do not currently, **"It takes too much time to walk"** (16%) and **"I often need to travel to other locations during the workday"** (27%) were the most common reasons for alternative commuting modes.
- **51%** feel they **already walk as much as they can** as part of their commute, and **27%** would like to **walk more often**.
- Of the initiatives that could be introduced, **"Provide 'pool umbrellas' that can be used by staff walking home during adverse weather"** (16%) and **"Show me what other staff are doing to change their commuting patterns"** (11%) were the most popular options to enable staff to change their current commuting mode in favour of walking.
- **25%** of staff feel they are **within cycling distance** and **could physically cycle** to work. Of those that could commute by cycling but do not, **"I don't feel safe cycling to and from the workplace"** (47%) and **"I have other priorities during my commute (e.g. dropping children off at school)"** (38%) were the most common reasons for alternative commuting modes.

- **6%** feel they **already cycle as much as they can** as part of their commute, and **43%** would like to **cycle more often**.
- Of the initiatives that could be introduced, **“Seek to improve cycle paths on routes that staff use to get to the workplace with Surrey County Council”** (40%), **“Provide more information and maps of cycling routes in the vicinity of the workplace”** (17%) and **“Implement initiatives to reduce the financial cost of cycling equipment (e.g. expand cycle to work scheme, more/better discounts at local stores)”** (17%) were the most popular options to enable staff to switch towards cycling.
- **36%** said **“There is nothing that could be implemented to encourage me to cycle more often”**.
- From the further comments and suggestions section of the survey, **7 responses** (14%) mentioned the theme of **“Improve cycling infrastructure to make it safer and more attractive for commuters”**.

6.7 Key findings related to active travel in the Green Travel Strategy Member survey include:

- **20%** of members feel they could walk or cycle for Council-related travel **more often**, and **40%** feel they **already walk or cycle as much as they can**.
- Of the reasons why active travel is not used, **“I don't feel the cycle paths and walkways are fit for purpose”** and **“I don't feel safe walking and cycling from sites for Council-related duties”** were the most common.
- Of the initiatives that could be introduced to encourage more active travel **“Seek to improve walking and cycling paths that may be used to travel to and from Council sites with key partners”** was most popular, followed by **“Introduce a bike mileage allowance for travel using this method”**, **“Explore ways to reduce the financial costs of cycling equipment”**, and **“Improve bike storage facilities”**.

Chapter 7: Public Transport

- 7.1 Public transport is crucial in reducing emissions from travel and improving local environmental conditions, especially in congested areas. While considerable effort is required to decarbonise the bus, coach, and train sectors, there is also a key need to shift behaviours towards more frequent use of public transport. By filling a single double decker bus with motorists, it is possible to remove as many as 75 cars from our roads, and taking a train rather than a car for a medium-distance trip can cut GHG emissions by around 80%.¹² In addition to positive environmental benefits, public transport can improve mental wellbeing by offering more free time while you travel and avoiding the frustrations of queuing in traffic or parking at destination.
- 7.2 Despite these benefits, the COVID-19 pandemic led to a relatively large reduction in public transport demand, with private vehicle use recovering more quickly. The health drivers of this decline, coupled with high perceived fare costs, inconsistent services, and a lack of suitable services or connecting services in some areas make public transport a potentially time-consuming and impractical option which must be addressed to encourage widespread modal shifts in behaviours. While it is recognised that the Council has some influence in this area, responsibility for this sector would sit with the relevant transport authorities.

Public Transport at Runnymede Borough Council

- 7.3 The Civic Centre is located 0.5 miles (11-minute walk) from Addlestone Train Station which has services every 30 minutes which terminate at Weybridge (4 minutes) and London Waterloo (1 hour 19 minutes via stations including Virginia Water, Staines, Putney, and Clapham Junction). Figure 4 shows the location of Addlestone Station relative to the town.



Figure 4: Location of Addlestone Train Station¹³

¹² Ritchie, H. (2023) Which form of transport has the smallest carbon footprint? Available at: [Which form of transport has the smallest carbon footprint? - Our World in Data](#)

¹³ Runnymede Borough Council (2024) Runnymede Maps. Available at: [Maps - Runnymede Borough Council](#)

- 7.4 There are several bus stops in the vicinity (within 0.2 miles) of the Civic Centre as shown in Figure 5. This includes the 456 (operated by Falcon) running around every 30 minutes between Staines and Woking, the 461 (operated by Falcon) running around every 20 minutes between Kingston and St Peter's Hospital (Chertsey), and the 557 (operated by Falcon) running around every hour between Sunbury and Addlestone, alongside other less frequent services.



Figure 5: Location of bus stops in Addlestone¹⁴

- 7.5 The Council operates an interest-free season ticket loan scheme for an annual bus or train pass to encourage the use of public transport among staff. Staff are required to contact Human Resources to discuss arrangements for this.

Key survey findings

- 7.6 Key findings related to active travel in the Green Travel Strategy Staff survey include:
- **4%** of respondents currently use **public transport** as their primary commuting mode, with **“It is the most convenient option for me”** and **“It is the best commuting method for the environment”** the most popular reasons for this.
 - **36%** of staff are **aware of the season ticket loan** scheme available. **0%** of respondents have **used** the scheme, although **6%** said they would **consider** it in the future.
 - **“Public transport is not a practical way for me to get to the office”** was selected by **48%** of staff as a reason why they would not consider using any of the Council's existing initiatives to promote sustainable travel in the future.
 - **17%** of respondents feel they **could utilise public transport** to commute to the workplace. **“It takes too much time to use public transport”** (45%) and **“Public transport is more expensive than alternative travel methods”** (48%) were the most common reasons that those who could use public transport currently opt for alternatives.
 - Of those who could commute by public transport, **55%** would like to do so **more often**, and **18%** believe they already use it **as much as they can**.

¹⁴ Runnymede Borough Council (2024) Runnymede Maps. Available at: [Maps - Runnymede Borough Council](#)

- The most popular incentives that the Council could consider introducing to encourage the use of public transport include **“Provide financial incentives or subsidies to reduce the costs to staff of using public transport”** (41%) and **“Offer greater flexibility in working hours to consider public transport times”** (24%).
- From the further comments and suggestions section of the survey, **7 responses** (14%) mentioned the theme of **“Issues with public transport being too expensive, poorly connected to the workplace, or inconsistent”**.
- A further 2 responses (4%) mentioned the theme of **“Train season tickets are not a suitable incentive for those commuting fewer days per week”**.

7.7 Key findings related to public transport in the Green Travel Strategy Member survey include:

- **40%** of members felt they could use public transport for their Council-related travel **more often**, and **10%** feel they already use it **as much as they can**.
- Of the reasons why public transport is not used more often currently, 50% said that **“It takes too much time to use public transport”**, and 50% said **“Public transport is more expensive than alternative travel methods”**.
- Incentives that the Council could introduce to incentivise greater use of public transport include **“Lobby for better public transport provision between Council sites”** (75%), **“Make the process for claiming public transport expenses easier”** (50%), and **“Provide incentives to reduce the costs of using public transport”** (50%).

Chapter 8: Private Vehicles

- 8.1 With the exception of air travel which occupies the bottom rung of the sustainable travel hierarchy, private vehicles are the least sustainable mode of travel. However, due to accessibility issues or impracticalities of alternatives, many may be limited to this form of travel which requires a focus on methods that can reduce the environmental impacts of such journeys. The greatest emissions are associated with internal combustion engine (ICE) vehicles powered by fossil fuels with a single occupant, with impacts reduced by a change in the energy source or number of occupants.
- 8.2 Transitioning to an electric vehicle (EV) provides environmental benefits associated with eliminating tailpipe emissions and an increasing decarbonised electricity grid in the UK, while providing the user with lower running costs at a time when the vehicle and charger market is constantly expanding. Despite an increasing number of EV's on UK roads, there remain several barriers to widespread adoption. These include higher upfront purchase costs even if negated over the vehicle lifetime, the lack of readily available charging infrastructure, and uncertainty over whether EV is a suitable environmental solution long-term amongst vehicle owners.
- 8.3 Car sharing has the potential to bring notable environmental benefits by removing vehicles from the road, while saving money for vehicle owners on fuel and maintenance and improving mental wellbeing. However, the reduced flexibility for other commitments, difficulties agreeing suitable schedules (especially for shift workers) and initially finding suitably located colleagues to car share with all have the potential to limit the uptake of such schemes, even when formally introduced.

Private Vehicles at Runnymede Borough Council

- 8.4 Staff who are based at the Civic Centre are entitled to a free parking on weekdays in the Council's multi-storey car park in Garfield Road, a short walk from the office. Colleagues with disabilities or a specific need can be allocated a parking space in the car park directly underneath the Civic Centre (the undercroft). Parking in the undercroft is also available for staff and members attending evening meetings. Staff at other Council sites have free parking available in the car parks of each site.
- 8.5 At the time of writing, the Council is exploring the introduction of EV charging infrastructure across its estate. While this is primarily to facilitate the transition of the Council's fleet to electric, the opportunity to make this infrastructure available for staff to charge private vehicles could be considered.
- 8.6 The Council previously ran a car-sharing scheme for staff with dedicated spaces available in the undercroft for those taking part in this scheme. However, this ended because of the Covid-19 pandemic and has not been re-introduced since.

Key survey findings

8.7 Key findings related to private vehicles in the Green Travel Strategy Staff survey include:

- **90%** of respondents currently own a **petrol or diesel vehicle**, but only **31%** are considering **switching to an EV** for their next vehicle.
- **“The cost of electric vehicles are too high”** (75%) and **“I don’t think there is enough charging infrastructure to support electric vehicles”** (52%) were the most common reasons that staff are not looking to switch to EV.
- Of initiatives that the Council could consider, **“Introduce electric vehicle charging at Council offices for staff”** (50%) and **“Introduce an electric vehicle salary sacrifice scheme”** (45%) were the most popular suggestions. Among the ‘Other responses’, **4 responses** aligned to the theme of **“Provide subsidised/zero cost electric vehicles for staff”**.
- **38%** of respondents said that **there is nothing the Council could do** to encourage a transition to EV.
- **19%** of respondents would **consider car sharing**, and **“Introduce a formal car sharing app or platform for users to organise their travel with others”** (24%) was the most popular initiative to encourage this.
- **58%** said **“There is nothing that the Council could introduce to encourage me to take part in a car sharing scheme”**, with responses to ‘Other’ including the themes of **“Unsociable, inconsistent or late working hours would make car sharing difficult”** (5 responses), **“My role requires me to have my own vehicle”** (3 responses) and **“There are no other Runnymede staff in my area”** (3 responses).
- Of the ‘Further Information and Suggestions’ (question 37), 3 responses aligned to the theme of **“Ensure that the Strategy does not disadvantage those that have little option but to use a car”**.

8.8 Key findings related to private vehicles in the Green Travel Strategy Member survey include:

- Of the **80%** of respondents that own a **petrol or diesel vehicle**, **all** are **considering switching to an EV** for their next vehicle.
- Of initiatives the Council could introduce to further encourage this transition **“Provide electric vehicle information sessions and training”** (25%) and **“Provide information that addresses common concerns/myths associated with electric vehicles”** (25%) were the most popular options.
- 70% of respondents said they would consider car sharing, and **“Introduce a formal car sharing app or platform for users to organise their travel with others”** (44%) was the most chosen option to encourage this. 4 respondents selected ‘Other’, with **3** of these stating that they **already car share for meetings** where possible.
- A response to the ‘Further Information and Suggestions’ stated the following: **“We bought the diesel car when this was considered the green option and as we drive very few miles it is not a sensible “carbon” saving option until the car is no longer economically viable to repair”**.

Chapter 9: Business Travel

- 9.1 Business travel refers to those journeys taken by Council employees during the working day as part of their job role, rather than commuting which occurs before/after these times. Often those requiring a private vehicle for business travel will also commute using that same private vehicle. Therefore, it is important as a Council that there is a clear approach to business travel which encourages sustainable travel options as many business travel trips could also be made via other means.

Business Travel at Runnymede Borough Council

- 9.2 The Council reports its scope 1,2 & 3 greenhouse gas emissions associated with its operations and services on an annual basis. Within scope 3, 'Business Travel' emissions are calculated according to mileage and allowance claims made by staff for business-related travel. It should be noted that currently these business travel emissions do not include any emissions from member travel for Council-related duties. The scope 3 business travel emissions from each year since the 2019/20 baseline year can be viewed in Table 3.

2019/20	2020/21	2021/22	2022/23	2023/24	Change between 2019/20 baseline and 2023/24 (%)
36	15	25	26	24	-33.30%

Table 3: RBC GHG Emissions from the 'Business Travel' sector from 2019/20 to 2023/24 in tCO₂e

- 9.3 All staff who drive for work whether it be in a Council owned vehicle, as a driver of a leased vehicle, or in their own private vehicle as an essential/casual/occasional user are required to provide relevant information and give authorisation to carry out necessary licence checks. This check is required once per year for drivers with 0 points on their licence. Managers retain the overall responsibility for making sure driver and vehicle checks are sound, and for completing any driver risk assessments that may be required.
- 9.4 Council staff and members can claim expenses and mileage for business-related travel. These claims are made on the MyView platform. For those using public transport, expenses are paid in accordance with the ticket prices paid.
- 9.5 'Essential/Casual Mileage' for those using their private vehicles is paid at a rate of £0.45 per mile at the time of writing. For staff whose car use is considered essential for their role, an 'essential car users' allowance is also paid on an annual basis.
- 9.6 For elected Members, allowances are paid in accordance with the "Scheme of allowances for members and co-opted members". In this document, it is stated that "The car mileage payment rate will be at the maximum level at which the Inland Revenue assumes that there is no profit and therefore no taxable element, as

defined from time to time (45 pence per mile at the time of this scheme's publication)".

Key survey findings

- 9.7 Key findings related to private vehicles in the Green Travel Strategy Staff survey include:
- **37%** of staff use their own **private vehicle for business travel** at least once per week. Of these, **36%** "**Always**" put through their mileage claims, and **22%** "**Never**" do.
 - Of the staff using their private vehicles for business travel at least once per week, **68%** said that this requirement was a **key reason** for why they **commute** the way they do.
 - From the initiatives that the Council could implement to encourage staff to travel for business more sustainably, **43%** selected "**Electric pool cars or pool bikes**" and **13%** selected "**Better incentives for sustainable travel**".
- 9.8 There were no specific questions asked in the Members survey related to business travel, as all Council-related travel would fall under this heading and are summarised in previous chapters.

Chapter 10: Action Plan 2025-2027

- 10.1 This Action Plan sets out the activities that will be undertaken from adoption of the Strategy until the end of the 2026/27 financial year to deliver on the aims and objectives of the Green Travel Strategy detailed in Chapter 3. These actions are heavily informed by the outcomes of the Green Travel Strategy Staff and Member surveys, the results of which are summarised in chapters 5-8 of this Strategy. The rationale for each action is given in column 'Survey Rationale', with 'SQ' denoting a question number in the Staff Survey, and 'MQ' denoting a question number in the Member Survey. The 'Priority' of each action is rated from 1 to 5 (1 being highest priority) based on a combination of the popularity of the action within the Green Travel Strategy Survey, and the perceived potential of this action to contribute towards the aims and objectives of this Strategy. The 'Timeline' column indicates the expected timeline for action implementation following adoption of the Strategy (Short = within one year, Medium = within current Strategy period, Long = over multiple Strategy periods)
- 10.2 All actions will be subject to the appropriate decision-making process and required Council resources being available.

Focus Area	Action	Survey Rationale	Lead department	Priority	Timeline
Digital Communication	Review the Council's Agile Working Policy, identifying opportunities to encourage more digital working and alternative working locations	From the further comments section, 8 responses mentioned the theme of "Review the Council's agile working policy to understand how frequently staff need to be in the workplace" (SQ37)	Human Resources	2	Medium
Active Travel	Introduce pool umbrellas for staff at all Council sites	"Provide 'pool umbrellas' that can be used by staff walking home during adverse weather" was the most popular option to encourage staff to favour walking (SQ17)	Climate Change	3	Short
Active Travel	Consider introducing an alternative backpack for staff that can be wheeled rather than carried	"Heavy laptop bags limit the ability to walk longer distances" was a theme mentioned in the further comments section related to Active Travel (SQ37)	Digital Services	4	Short
Active Travel	Work with Surrey County Council as the Highways Authority to improve walking and cycling infrastructure, particularly in the vicinity of Council sites	"Seek to improve cycle paths on routes that staff use to get to the workplace with Surrey County Council" was selected by 40% of respondents as a way to encourage them to cycle more, making it the most popular intervention to encourage cycling (SQ22)	Planning, Economy, & Built Environment	1	Long

Active Travel	In partnership with Surrey County Council, organise bikeability training for Council staff	47% of respondents said "I don't feel safe cycling to and from the workplace" (SQ20) and 5 respondents that they would like the Council to provide training on bike safety and/or bike repair (SQ22)	Human Resources/ Climate Change	3	Short
Active Travel	Work with local cycling stores to provide discounts for staff on equipment in store and deliver training/repair workshops on at least an annual basis.	17% said the Council should "Implement initiatives to reduce the financial cost of cycling equipment (e.g. expand cycle to work scheme, more/better discounts at local stores)" (SQ22)	Human Resources/ Climate Change	5	Short
Active Travel	Continuously look for opportunities to further encourage active travel, including relevant initiatives for potential partners or reward schemes	Not specifically applicable to survey outcomes. The team should always be on the lookout for opportunities to promote sustainable behaviours that are available at either local, regional, national, or international scales	Climate Change	4	Long
Public Transport	Explore options for working with public transport providers to improve key routes and frequency of buses and incentivise staff use	Of respondents that could use public transport but currently don't, the most stated reasons for this were "It takes too much time to use public transport" (45%) and "Public transport is more expensive than alternative travel methods" (48%) (SQ24)	Climate Change	3	Medium
Private Vehicle	Explore the introduction of a formal car share platform for Council staff	Of initiatives that could be introduced to encourage car sharing, "Introduce a formal car sharing app or platform for users to organise their travel with others" was the most popular option, selected by 24% of respondents (SQ32)	Climate Change	2	Short
Private Vehicle	Explore the introduction of an EV salary sacrifice scheme for Council staff	Of initiatives that could be introduced to encourage a transition to an electric vehicle, "Introduce an electric vehicle salary sacrifice scheme" was selected by 45% of respondents (SQ30)	Payroll/Human Resources/ Climate Change/ Procurement	1	Medium
Private Vehicle	Evaluate Council sites for the introduction of EV infrastructure which can be used by staff	Of initiatives that could be introduced to encourage a transition to an electric vehicle, "Introduce electric vehicle charging at Council offices for staff" was the most selected option, chosen by 50% of respondents (SQ30)	Assets & Regeneration/ Climate Change	1	Medium
Business Travel	Evaluate the potential of introducing pool bikes/EV cars for staff to support reduction in business travel emissions	From the initiatives that the Council could implement to encourage staff to travel for business more sustainably, 43% selected "Electric pool cars or pool bikes" making this the most popular response (SQ36)	DSO/Payroll/ Human Resources/ Climate Change	2	Medium

Business Travel	Explore the introduction of mileage/allowance compensation for staff and members using active travel	From the initiatives that the Council could implement to encourage staff to travel for business more sustainably, 13% selected "Better incentives for sustainable travel" (SQ36). In the member survey, an interest in a mileage allowance for active travel was also expressed (MQ10).	Human Resources/ Democratic Services	5	Short
Awareness raising	Improve the existing sustainable travel pages on the staff intranet to ensure >80% of staff are aware of all existing sustainable travel initiatives	This action relates to SQ9-11, which shows that while awareness of the Cycle to Work scheme as a sustainable travel incentive is high at 94%, knowledge of other initiatives are much lower (all less than 60%). It is essential that all incentives are known to staff if they are to be successful.	Climate Change/Human Resources /Comms	2	Short
Awareness raising	Run regular internal communications related to Council initiatives supporting sustainable travel to ensure >80% awareness of all existing sustainable travel initiatives amongst staff	This action relates to SQ9-11, which shows that while awareness of the Cycle to Work scheme as a sustainable travel incentive is high at 94%, knowledge of other initiatives are much lower (all less than 60%). It is essential that all incentives are known to staff if they are to be successful.	Climate Change/Comms	3	Short
Awareness raising	Organise two campaigns per year dedicated to encouraging staff to commute more sustainably and aligned to a relevant national/international initiative (e.g. Great Big Green Week, World Car Free Day)	Not specifically applicable to a single section of the survey, but general theme of hearing what others are doing was one method of encouraging a change in behaviours. This, coupled with a focus on a specific national/international campaign, can amplify messaging and awareness for sustainable transport.	Climate Change/Comms	3	Medium
Awareness raising	Embed an understanding of the sustainable travel hierarchy across the Council to ensure >80% of staff are aware of it, encouraging officers, managers, and members to see more sustainable modes of travel wherever possible	Not specifically applicable to a single section of the survey, but a focus that should be evident in achieving the aims of the Green Travel Strategy. Embedding this understanding ensures everyone knows why we are taking the approaches we are, and how they can contribute to the Strategy aims.	Climate Change/Comms	2	Short

Chapter 11: Monitoring & Evaluation

- 11.1 The Corporate Head of Planning, Economy & Built Environment will be responsible for implementing the Green Travel Strategy post-adoption. However, as detailed in Chapter 10, the implementation of specific actions will be supported by officers from across multiple service areas, including:
- Climate Change and Sustainability
 - Procurement
 - Communications
 - Assets & Regeneration
 - Democratic Services
 - Digital Services
 - Legal
 - Payroll
 - DSO
- 11.2 On adoption of this Strategy, the Climate Change and Sustainability Team will work collaboratively with the relevant departments to ensure that actions identified in the Green Travel Strategy are implemented in a timely, cost-effective and efficient manner, whilst recognising the diversity of individuals present within the Council that have a range of working patterns and requirements.
- 11.4 Updates on the implementation of actions detailed in Chapter 10 will be delivered on a bi-annual basis through the Climate Change Update Report which is taken to the Council's Corporate Management Committee.
- 11.5 To measure travel behavioural changes amongst staff, a shortened version of the Green Travel Strategy surveys will be delivered on an annual basis, focussing on Section 1 (Your Commute) and Section 2 (Existing Sustainable Commuting Initiatives from the Council) of the survey.
- 11.6 When the end of the Action Plan period is approaching, in Q4 of the 2026/27 Financial Year, the full Green Travel Strategy Survey will be re-administered, with the results of this providing an evaluation of the existing Strategy, and development of the next iteration to be taken forward by the new unitary authority following local government reorganisation from 2027/28.

Chapter 12: Appendices

Appendix 1: Green Travel Strategy Staff Survey Results

Section 1: Your commute

1. How many days do you work from a Council office/site in an average week? *

Response	# of responses
0	0
1	5
2	46
3	80
4	25
5	33

2. At which Council office/site are you primarily based? *

Response	# of responses
Addlestone Civic Centre	167
Chertsey Depot	11
Council Day Centre	5
Chertsey Museum	4
Surrey Heath House	0
Council Halls	1
IRL Scheme Site	1
I don't work from a Council site	0
Other	0

3. What is your primary mode of transportation when commuting to your workplace? *

This question is on your main means of transport for commuting. A second question will follow on secondary means of transport that you either use regularly for a small part of the way or occasionally for the entire way. For simplicity, we have limited this survey to only record two modes of transport.

An example of primary and secondary means of transport: Every work day, a person drives a diesel car for 30 mins, covering 20 miles. They then park and walk for 10 mins, covering 1 mile. In this scenario, car - diesel is their primary form of transportation and walking is their secondary.

Response	# of responses
Walking	16
Bicycle or scooter	4
Electric bicycle or electric scooter	0
Bus	0
Train	7
Motorcycle or moped	1
Car – diesel	48
Car – petrol	91
Car - mild hybrid (cannot be charged from the electrical grid)	11
Car - plug-in hybrid	3

Car - fully electric	6
Carpooling	0
Other	2

Of participants that selected 'Other' for **question 3**, responses are summarised as follows:

- Combination of primary transportation modes (petrol/diesel car, bus/train) (2 responses)

4. Please indicate from the below options what the main reasons (maximum 3) are for this being your primary mode of transportation on your commute? *

Response	# of responses
It is the most convenient option for me	132
It is the most cost-effective option for me	56
I have multiple priorities when travelling to work (e.g. dropping off children at school)	40
It is the quickest option for me	113
I need to be able to travel independently for work during the day	55
I have always commuted in this way	17
I don't know of any other possible options for my commute	15
It is the best commuting method for the environment	11
It allows me to get exercise and improve my wellbeing (physical or mental)	9
Other	16

Of participants that selected 'Other' for **question 4**, responses are summarised as follows:

- Lack of suitable public transport infrastructure for commute (5 responses)
- Personal health or that of close family member (4 responses)
- Live in close proximity to the workplace (2 responses)
- Only practical commuting method (2 responses)
- Recent new starter looking to change method over time (1 response)
- Requirement of current role (1 response)
- Lack of suitable active travel infrastructure (1 response)

5. What is the total distance, in miles, of your commute using your primary means of transportation (one-way)? *

If you are able, please estimate the full distance the means of transport travels during your journey. If this is not possible, you can use the distance between the starting point and ending point.

Note: Google maps provide distance information for planned routes by mode in the journey planner

Response groupings	# of responses
0 to 2 miles	32
2 to 5 miles	34
5 to 10 miles	44
10 to 20 miles	46
20 to 50 miles	27
More than 50 miles	6

6. What is your secondary mode of transportation when commuting to your workplace?

If you only use one form of transportation, please select none.

Response	# of responses
Walking	19
Bicycle or scooter	5
Electric bicycle or electric scooter	0
Bus	2
Train	9
Motorcycle or moped	0
Car – diesel	5
Car – petrol	13
Car - mild hybrid (cannot be charged from the electrical grid)	4
Car - plug-in hybrid	0
Car - fully electric	1
Carpooling	0
Other	3
None	128

Of participants that selected ‘Other’ for **question 6**, responses are summarised as follows:

- I have no other means (1 response)
- Electric motorbike (1 response)
- Only use an alternative when it is raining (1 response)

7. What is the total distance, in miles, of your commute using your secondary means of transportation (one-way)?

If you are able, please estimate the full distance the means of transport travels during your journey. If this is not possible, you can use the distance between the starting point and ending point.

Note: Google maps provide distance information for planned routes by mode in the journey planner

Response groupings	# of responses
0 to 2 miles	22
2 to 5 miles	8
5 to 10 miles	11
10 to 20 miles	8
20 to 50 miles	7
More than 50 miles	1
N/A	132

8. How satisfied are you with the following aspects of your current commute? *

	Very dissatisfied	Somewhat dissatisfied	Neither satisfied not dissatisfied	Somewhat satisfied	Very satisfied
Time	15	30	37	35	72
Convenience	10	12	19	47	101
Physical or mental wellbeing benefits	14	28	54	31	62

Section 2: Existing Sustainable Commuting Initiatives from the Council

9. Which (if any) of the following initiatives that the Council currently has implemented to encourage sustainable commuting are you aware of? *

Response	# of responses
Cycle to work scheme	173
Bike store at the Addlestone Civic Centre	103
Discounts at Surrey Cycles in Addlestone	70
Season ticket bus/train loans	68
I am not aware of any of these initiatives	10

10. If you have used any of these initiatives, select which ones you have used? *

Response	# of responses
Cycle to work scheme	12
Bike store at the Addlestone Civic Centre	7
Discounts at Surrey Cycles in Addlestone	0
Season ticket bus/train loans	0
I have not used any of these initiatives	171

11. Would you consider using any of these initiatives in the future? *

Response	# of responses
Cycle to work scheme	21
Bike store at the Addlestone Civic Centre	26
Discounts at Surrey Cycles in Addlestone	25
Season ticket bus/train loans	11
I would not consider using any of these initiatives	139

12. If you would not consider using any of these initiatives in the future, what are the key reasons for this (maximum 3)?

Response	# of responses
The distance from my home to the workplace is too far for walking or cycling to be an option	94
Public transport is not a practical way for me to get to the office	91
I have other priorities during my commute or during my workday (e.g. dropping children off at school)	51
I am used to my current method of travelling to the workplace	17
I have heavy items or a lot of items to move	9
The costs of cycling or public transport would still be too high for me, even with the current incentives	18

The incentives don't offer enough benefit for me to change the way I commute	30
I don't know enough about how these incentives work	5
Other	35

Of participants that selected 'Other' for **question 12**, responses are summarised as follows:

- Role requirements make alternative travel impractical (11 responses)
- Live in close proximity to workplace (7 responses)
- Unsociable or late working hours making alternatives to car travel unattractive (5 responses)
- Lack of suitable active travel infrastructure (5 responses)
- Personal health or that of close family member (4 responses)
- Lack of practical alternatives to private vehicle commuting available (2 responses)
- Temporary contract employee therefore unable to utilise salary sacrifice scheme (1 response)
- Lack of facilities to shower/change following active travel (1 response)
- Car share (1 response)
- Lack of time due to alternative priorities (1 response)

Section 3: Active Travel Commuting

13. Do you feel that you are within walking distance of your workplace? *

If you answered 'No' to question 13, please skip to question 18.

Response	# of responses
Yes	40
No	149

14. Do you feel that you could physically walk to your workplace?

If you answered 'No' to question 14, please skip to question 18.

Response	# of responses
Yes	37
No	3

15. If walking is not currently your primary method of commuting to the workplace, what are the main reasons (maximum 3) for this?

If walking is your primary method of commuting to the workplace, select 'This is my primary method of commuting to the workplace'

Response	# of responses
I have other priorities during my commute (e.g. dropping children off at school)	4
It takes too much time to walk	6
I don't feel the paths and walkways are fit for purpose	3
I don't feel safe walking to and from the workplace	0

I am used to my current method of travelling to the workplace	2
Uncertainty about the weather	3
I have heavy items or a lot of items to move	5
I often need to travel to other locations during the workday	10
This is my primary method of commuting to the workplace	13
Other	2

Of participants that selected ‘Other’ for **question 15**, responses are summarised as follows:

- Unsociable or late working hours (1 response)
- Current commuting method is more convenient (1 response)

16. Would you like to walk to your workplace more often?

If you answered ‘I already walk as much as I can’ to question 16, please skip to question 18.

Response	# of responses
Yes	10
No	8
I already walk as much as I can	19

17. What initiatives could the Council implement to encourage you to walk to your workplace more often?

Response	# of responses
Establish a working group for staff that walk to work	0
Raise awareness of the environmental and wellbeing benefits of walking to work	1
Raise awareness of the financial benefits of walking to work	1
Seek to improve walking paths (including lighting) on routes that staff use to get to the workplace	1
Run a walk to work event or competition	1
Show me what other staff are doing to change their commuting patterns	2
Provide more information and maps of safe walking routes in the vicinity of the workplace	1
Provide 'pool umbrellas' that can be used by staff walking home during adverse weather	3
Connect me to other colleagues nearby who I could walk to work with as part of a group	0
There is nothing that could be implemented to encourage me to walk more often	9
Other	2

Of participants that selected ‘Other’ for **question 17**, responses are summarised as follows:

- Provide a second laptop to remove need to carry to and from home (1 response)
- Compensate for the time taken to walk to work (1 response)

18. Do you feel that you are within cycling distance of your workplace? *

If you answered 'No' to question 18, please skip to question 23.

Response	# of responses
Yes	69
No	102

19. Do you feel that you are physically able to cycle to your workplace?

If you answered 'No' to question 19, please skip to question 23.

Response	# of responses
Yes	47
No	22

20. If cycling is not currently your primary method of commuting to the workplace, what are the main reasons (maximum 3) for this?

If cycling is your primary method of commuting to the workplace, select 'This is my primary method of commuting to the workplace'

Response	# of responses
I have other priorities during my commute (e.g. dropping children off at school)	18
It takes too much time to cycle	8
I don't feel the cycle paths are fit for purpose	10
I don't feel safe cycling to and from the workplace	22
Uncertainty about the weather	14
I would like to wash/shower after cycling, but I don't think the washing facilities are good enough	4
The bike storage facilities at my workplace are not suitable	1
I don't know enough about how to be safe when cycling or how to fix my bike if there is an issue	0
I often need to travel to other locations during the workday	12
I have heavy items or a lot of items to move	5
The costs of purchasing a bike or cycling equipment are expensive	4
I don't own a bike	6
This is my primary method of commuting to the workplace	4
Other	7

Of participants that selected 'Other' for **question 20**, responses are summarised as follows:

- Role requirements make cycling impractical (2 responses)
- Lack of suitable storage facilities at home (1 response)

- Improve level of security for cycle storage at workplace (1 response)
- Lockers at the workplace difficult to obtain and/or too small for need (1 response)
- Lack of facilities for drying wet clothing/gear (1 response)
- Unsociable or late working hours impact cycle safety (1 response)
- Requirement of moving work equipment between home and workplace (1 response)
- Equipment currently being fixed (1 response)

21. Would you like to cycle to your workplace more often?

If you answered 'I already cycle as much as I can' to question 21, please skip to question 23.

Response	# of responses
Yes	20
No	23
I already cycle as much as I can	3

22. What initiatives could the Council implement to encourage you to cycle to your workplace more often?

Response	# of responses
Establish a working group for staff that cycle to work	3
Raise awareness of the environmental and wellbeing benefits of cycling to work	2
Raise awareness of the financial benefits of cycling to work	2
Seek to improve cycle paths on routes that staff use to get to the workplace with Surrey County Council	19
Run a cycle to work event or competition	3
Show me what other staff are doing to change their commuting patterns	4
Provide more information and maps of cycling routes in the vicinity of the workplace	8
Implement initiatives to reduce the financial cost of cycling equipment (e.g. expand cycle to work scheme, more/better discounts at local stores)	8
Provide training on bike safety and/or bike repair	5
Improve washing/shower facilities	6
Improve bike storage infrastructure	4
There is nothing that could be implemented to encourage me to cycle more often	17
Other	6

Of participants that selected 'Other' for **question 22**, responses are summarised as follows:

- Improve storage facilities for laptop/clothing (3 responses)
- Lack of suitable storage facilities at home (1 response)
- Improve workplace drying facilities (1 response)
- Role requirements make cycling impractical (1 response)
- Pay for protective cycling equipment (1 response)

Section 4: Public Transport Commuting

23. Do you feel that you could utilise public transport to commute to your workplace? *

If you answered 'No' to question 23, please skip to question 27.

Response	# of responses
Yes	33
No	156

24. If public transport is not currently your primary method of commuting to the workplace, what are the main reasons (maximum 3) for this?

If public transport is your primary method of commuting to the workplace, select 'This is my primary method of commuting to the workplace'

Response	# of responses
I have other priorities during my commute (e.g. dropping children off at school)	9
It takes too much time to use public transport	15
The locations of public transport pick up/drop off points are not convenient for me	4
Public transport is more expensive than alternative travel methods	16
I don't feel safe commuting using public transport	0
I don't know enough about the public transport options to get from my residence to work	0
Public transport is unreliable with services frequently delayed or cancelled	8
I often need to travel to other locations during the workday	8
I have heavy items or a lot of items to move	2
This is my primary method of commuting to the workplace	6
Other	4

Of participants that selected 'Other' for **question 24**, responses are summarised as follows:

- It takes too much time considering other priorities during my commute (2 responses)
- I often need to travel to other locations during the workday (1 response)
- Weather can be a limiting factor if walking is a secondary commuting method (1 response)
- I am already within walking distance to the workplace (1 response)

25. Would you like to use public transport for your commute more often?

If you answered 'I already use public transport' as much as I can' to question 25, please skip to question 27.

Response	# of responses
Yes	18
No	11
I already use public transport much as I can	6

26. What initiatives could the Council implement to encourage you to use public transport for your commute more often?

Response	# of responses
Establish a working group for staff that take public transport to work	1
Raise awareness of the environmental benefits of using public transport	0
Improve the information available to staff on public transport options close to the workplace	3
Show me what other staff are doing to change their commuting patterns	1
Provide financial incentives or subsidies to reduce the costs to staff of using public transport	12
Offer greater flexibility in working hours to consider public transport times	7
There is nothing that could be implemented to encourage me to use public transport more often	7
Other	5

Of participants that selected ‘Other’ for **question 26**, responses are summarised as follows:

- Require more direct and frequent services between home and workplace (2 responses)
- Public transport is currently too expensive (1 response)
- Provide a second laptop to remove need to carry to and from home (1 response)
- Provide Council pool vehicles to carry out site visits (1 response)

Section 5: Private Vehicle Commuting

27. Do you currently own a petrol or diesel vehicle? *

If you answered ‘No’ to question 27, please skip to question 31.

Response	# of responses
Yes	170
No	19

28. Are you considering switching to an electric vehicle for your next car?

If you answered ‘Yes’ to question 28, please skip to question 30.

Response	# of responses
Yes	52
No	118

29. What are the main reasons (maximum 3) that you are not considering switching to an electric vehicle?

Response	# of responses
I don't think that electric vehicles are the answer to current environmental issues	35
The costs of electric vehicles are too high	88
I am concerned about the battery range of electric vehicles	48
I don't think there is enough charging infrastructure to support electric vehicles	61
I don't think that electric vehicles are safe	7
I don't know enough about electric vehicles and how to use them	9
Other	13

Of participants that selected '**Other**' for **question 29**, responses are summarised as follows:

- Existing car is in good working order (3 responses)
- Concerns related to the impacts of electric vehicle battery disposal (2 responses)
- Existing car complies with environmental regulation (e.g. ULEZ) or hybrid (2 responses)
- Concern with vehicle depreciation due to declining battery life (1 response)
- Concerns with the towing capacity of electric vehicles (1 response)
- Electric vehicles would not solve existing environmental issues (e.g. levels of particulate pollution) (1 response)
- Impractical to install charging infrastructure at home (1 response)
- Lack of nearby charging infrastructure (1 response)
- Recently purchased a new vehicle (1 response)
- Switching before existing vehicle at end of life would be more polluting (1 response)
- Unable to afford the switch to an electric vehicle (1 response)
- Uncertainty that electric vehicles are the long-term environmental solution (1 response)

30. What initiatives could the Council implement to encourage you to switch to an electric vehicle?

Response	# of responses
Raise awareness of the environmental benefits of electric vehicles	6
Provide electric vehicle information sessions and training	6
Introduce an electric vehicle salary sacrifice scheme	77
Introduce electric vehicle charging at Council offices for staff	85
Raise awareness of the running cost savings from electric vehicles	23
Provide information that addresses common concerns/myths associated with electric vehicles	15
Demonstrate how other staff or residents in Runnymede are switching to electric vehicles	11
Provide case studies or information from people that have switched to electric vehicles	13
Provide dedicated electric vehicle parking spaces close to Council workplaces	46
There is nothing that the Council could do to encourage me to switch to an electric vehicle	65
Other	10

Of participants that selected '**Other**' for **question 30**, responses are summarised as follows:

- Provide subsidised/zero cost electric vehicles for staff (4 responses)
- Provide an electric vehicle for staff that use Council vehicles (2 responses)
- Provide electric vehicle charging in public car parks (1 response)
- There needs to be more of national shift in the quality of technology and charging infrastructure (1 response)
- Implement a salary sacrifice scheme (1 response)
- There is nothing the Council could do to encourage me to switch now (1 response)

31. If you currently commute to work in a private vehicle, would you consider taking part in a car sharing scheme? *

If you answered 'I don't commute by private vehicle' to question 31, please skip to question 33.

Response	# of responses
Yes	36
No	128
I don't commute by private vehicle	25

32. What initiatives could the Council implement to encourage you to take part in a car sharing scheme?

Response	# of responses
Raise awareness of the environmental and wellbeing benefits of car sharing	11
Raise awareness of the financial benefits of car sharing	12
Provide dedicated car sharing parking close to workplace sites	21
Introduce a formal car sharing app or platform for users to organise their travel with others	39
Raise awareness of what others are doing to change their commuting patterns	10
Provide case studies of others that have switched to car sharing	7
There is nothing that the Council could introduce to encourage me to take part in a car sharing scheme	95
Other	19

Of participants that selected '**Other**' for **question 32**, responses are summarised as follows:

- Unsociable, inconsistent or late working hours would make car sharing difficult (5 responses)
- My role requires me to have my own vehicle (3 responses)
- There are no other Runnymede staff in my area (3 responses)
- I already car share (2 responses)
- I have other priorities during my commute which makes car sharing difficult (2 responses)
- A car share initiative would not be suitable in my situation (1 response)
- I am the only Runnymede staff member at my workplace (1 response)
- Implement an initiative where staff can find other staff in their area to car share with (1 response)

Section 6: Business Travel

Business travel refers to any trips or visits for work-related purposes that would not be considered part of your commute

33. Do you use your private vehicle for business travel on a regular basis (at least once per week)? *

If you answered 'No' to question 33, please skip to question 37.

Response	# of responses
Yes	69
No	120

34. How often do you put through your mileage claims when you use your private vehicle for business travel?

Response	# of responses
Never	15
Rarely	9
Sometimes	7
Often	13
Always	25

35. If you commute to work using a private vehicle, is using the vehicle for business travel a key reason why you commute in this way?

Response	# of responses
Yes	47
No	21

36. What initiatives could the Council implement to encourage you to travel for business more sustainably? (please circle)

Response	# of responses
Electric pool cars or pool bikes	30
Better incentives for sustainable travel	9
Raise awareness of the environmental benefits of more sustainable forms of transport	0
Encourage more work-related meetings to be held digitally	1
Make the process for claiming expenses for sustainable travel methods easier	5
Connect colleagues that regularly travel between Council sites	1
Lobby for better public transport provision between Council sites	3
Other	10

Of participants that selected 'Other' for **question 36**, responses are summarised as follows:

- My role requires me to regularly use a private vehicle (2 responses)

- Reduce the number of days staff are required to be in the office (1 response)
- Install EV charging infrastructure for staff (1 response)
- Introduce pool cars (1 response)
- Provide a work vehicle (1 response)
- Implement a salary sacrifice scheme (1 response)

Section 7: Further Information and Suggestions

37. Please provide any further suggestions or comments you may have related to development of the Green Travel Strategy

Response	# of responses
Feedback provided	50

Key themes that emerged in the responses to **question 37** are summarised below within broad categories aligned to those used in the survey. Specific responses are provided where there are more than one participant expressing a similar point:

Current commuting patterns

- **Review the Council's agile working policy to understand how frequently staff need to be in the workplace (8 responses)**
 - *“Adopt a true hybrid working policy, in which you only attend the civic centre when needed. Currently the policy is fixed which ensures you must travel to sit at your desk and attend meeting which stipulate (in person). Whilst interacting with your colleagues is important, this can be done in different ways. I think the Council could benefit greatly from exploring a fluid approach”.*
 - *“Allow more working from home to remove the need for travel to the office. There is so much evidence these days that show home working is more productive and there are plenty of roles that don't require attendance in the office. This would have a knock-on effect of reducing workspace required and reduce heating and lighting costs if parts of the council building were not needed”.*
 - *Review Council Agile working policy to allow for further flexibility if job roles and responsibilities mean working from home more often to avoid a commute of any kind is possible.*
- **Balancing multiple priorities during my commute is a challenge to using more sustainable methods (3 responses)**
 - *“The necessity to do multi-destination trips is my issue: leaving work at a certain time to pick up children and take them to clubs etc. I would like to cycle / car-share, but time constraints are a problem”.*
 - *“I work park time (5.5hrs per day x3 days per week) and my commute is approx 25 miles each way which I undertake 1 day per week. I drop/pick my children off at school on the way/way home. A train journey would take longer with two changes and costs over £10 per day. I also need my car to pick up children from school and to carry out site visits during the day I am in the office. I work at home the remaining 2 days. I would use a pool electric car to do site visits if available but I would still need to commute in to work by car”.*
- **Unsociable or late working hours make alternatives to cars impractical (2 responses)**
 - *“For the crews and staff at the Depot directly involved with their management, the early start makes it difficult to use public transport. This isn't time effective and am sure wouldn't be cost effective either. In the winter, the practical difficulties are magnified. The most realistic option for me to reduce my environmental impact would be to car share...if I could find someone with the same work pattern!”.*

- *“Those in democratic services attend late evening meetings that can finish as late as midnight. 4/5 of the members of that department live too far away for walking, cycling or public transport to be convenient or even possible at midnight. It is important for their personal safety to be able to park at the Civic Centre for evening meetings”.*

Active Travel

- **Improve cycling infrastructure to make it safer and more attractive for commuters (7 responses)**
 - *“My biggest concerns about cycling to work are 1. Safety of cycling on the roads in rush hour and 2. inhaling the exhaust fumes while exercising so off-road cycle paths would resolve both these concerns”.*
 - *“As a borough, the community centres are often separated from each other by roads that are not particularly bicycle friendly, improved inter-town cycle routes would make cycling to work more attractive”.*
 - *“I would cycle but the J10 works on the m25 have cut off any safe crossing points for the strategic highway network which is why I no longer cycle into work”.*
- **My workplace is too far from home to make active travel feasible (2 responses)**
 - *“I am limited in my realistic travel choices due to the distance I live from my workplace, which is why I use the car”.*
 - *“There are no other ways for me to get to work - too far to walk or cycle and the trains have too many stops and make the commute too long”.*
- **Other themes points related to active travel mentioned included:**
 - Heavy laptop bags limit the ability to walk longer distances
 - Consider providing a laptop bag that can be pulled rather than carried
 - Provide a second laptop in the office to remove the need to transport
 - Introduce more lockers around changing facilities for commuters using active travel
 - Introduce pool umbrellas
 - Consider introducing a bike hire scheme
 - Allow an additional grace period for staff using more sustainable forms of travel
 - Introduce incentives for the adoption of more sustainable forms of travel

Public Transport

- **Issues with public transport being too expensive, poorly connected to the workplace, or inconsistent (7 responses)**
 - *“I recently had to use public transport to get to and from work for 2 weeks. My TWO HOUR journey home consisted of a 1/2 hour walk to the station, catching three trains, a 10 minute walk from the train station to the bus station, a 20 minute bus journey followed by a 10 minute walk uphill. Four hours a day on public transport is not a feasible alternative to driving a car”.*
 - *“If public transport was more frequent and reliable then I would use it. I walk to work when I can but having a heavy work laptop bag is not good for the posture when you have to walk a long distance. If there was a laptop bag that you could pull that may encourage more people to walk or catch public transport”.*
- **Train season tickets are not a suitable incentive for those commuting fewer days per week (2 responses)**
 - *“The Council does not offer any real incentive to train travellers - a season ticket loan is not an incentive as it has to be paid back. An incentive might be the Council paying for the train fare from mainline stations eg Virginia Water or Weybridge to Addlestone, or providing free umbrellas on the basis people have to wait in the open air at stations and may get wet. Alternatively, allowing for an extra 15 minutes work time to travel”.*

home via public transport to acknowledge that sometimes it is not the quickest route would also be a good incentive”.

- *“With agile working, train season tickets are not as viable as they often require people to commute a minimum amount to make them worthwhile, some other form of scheme for those commuting 2-3 times a week would be ideal”.*
- **Other themes points related to public transport mentioned included:**
 - Areas that are disconnected from public transport networks should be added to the network to connect with key services.
 - Require co-operation of public transport services to improve frequency and reduce waiting times
 - Introduce a park-and-ride scheme for Council staff

Private Vehicles

- **Implement an electric vehicle salary sacrifice scheme (5 responses)**
 - *“A salary sacrifice scheme for hybrid and electric cars would help staff consider and move to cleaner technology”.*
- **Installation of electric vehicle chargers at workplace sites and across the Council estate (4 responses)**
 - *“Installation of EV chargers at the Civic building. This would encourage employees who live far away to consider changing to EV. If I did not live so close to work and have a home charger I could not have made the change from petrol to EV”.*
- **I would like to car share if I could find other people to share with (3 responses)**
 - *“For context and history, I live near Brighton, so public transport is both expensive and poorly connected to Addlestone. Until recently, I car shared with two others from Sussex - both of whom have now left, so I am lone driving again. I would love to car share again with anyone who could realistically do so”.*
- **Ensure that the Strategy does not disadvantage those that have little option but to use a car (3 responses)**
 - *“If I lived near the office or the Council was on a main line train station I would consider other forms of commuting. I consider a green travel strategy should seek to encourage shifts to sustainable travel modes, however it should not seek to disadvantage those who have little option but to commute by car”.*
 - *“Those in democratic services attend late evening meetings that can finish as late as midnight. 4/5 of the members of that department live too far away for walking, cycling or public transport to be convenient or even possible at midnight. It is important for their personal safety to be able to park at the Civic Centre for evening meetings”.*
 - *“Not directly about this initiative but some jobs have an essential car user allowance for a reason, removing that allowance is a disincentive and doesn't help retain valued colleagues who have to use their car for work either travelling to and from or during the day. We should also recompense the small amount? of staff that travel into ULEZ for their work (not one of the questions in this survey) and who may be currently paying those charges themselves”.*
- **Other themes points related to private vehicle transport mentioned included:**
 - Unable to install an electric vehicle charger at my home address
 - The current costs of an electric vehicle are too high
 - Frustration at the introduction of free parking in the Addlestone multi-storey which offers a large incentive for private vehicle travel over more sustainable modes.

Business Travel

- Consider introducing electric pool cars for site visits and introduce more electric vehicles as part of the Council fleet (5 responses)

38. What Council Service Area are you in?

Response	# of responses
Assets & Regeneration	5
Chief Executive's Office	20
Community Services	30
Customer, Digital, & Collection	24
Environmental Services	25
Financial Services	14
Housing Services	28
Law & Governance	11
Planning, Economy & Built Environment	23

39. The climate change and sustainability team are keen to establish an employee climate change interest group. This may involve taking part in focus groups, responding to draft strategies, or championing climate change and sustainability in your service area. If you would be interested in taking part and having your say on environmental initiatives more regularly, please enter your email address below.

Response	# of responses
Email provided	25

40. The climate change and sustainability team send out a quarterly e-newsletter which includes information on what we are doing as a Council to act on environmental issues, other initiatives across the borough, and key tips for living more sustainably, alongside other relevant updates related to our activities in this area. If you would like to be added to the distribution list for these updates, please enter your email address below.

Response	# of responses
Email provided	36

Appendix 2: Green Travel Strategy Member Survey Results

Section 1: Your Council-related travel

1. Beyond attendance at the Civic Centre, are there any other sites that you visit for Council-related duties at least once per month? Please select all that apply.

Response	# of responses
Chertsey Depot	0
Council Day Centres	2
Chertsey Museum	1
Surrey Heath House	0
Council Halls	0
IRL Scheme site	2
Other	3

Of participants that selected 'Other' for question 1, responses are summarised as follows:

- None (2 responses)
- On-site HRA or Highways (1 response)

2. What is your primary mode of transportation when travelling for Council-related duties?

This question is on your main means of transport. A second question will follow on secondary means of transport that you either use regularly for a small part of the way or occasionally for the entire way. For simplicity, we have limited this survey to only record two modes of transport.

An example of primary and secondary means of transport: Every work day, a person drives a diesel car for 30 mins, covering 20 miles. They then park and walk for 10 mins, covering 1 mile. In this scenario, car - diesel is their primary form of transportation and walking is their secondary.

Response	# of responses
Walking	0
Bicycle or scooter	1
Electric bicycle or electric scooter	0
Bus	0
Train	0
Motorcycle or moped	0
Car – diesel	3
Car – petrol	3
Car - mild hybrid (cannot be charged from the electrical grid)	0
Car - plug-in hybrid	0
Car - fully electric	3
Carpooling	0
Other	0

3. Please indicate from the below options what the main reasons (maximum 3) are for this being your primary mode of transportation for Council-related duties?

Response	# of responses
It is the most convenient option for me	6
It is the most cost-effective option for me	5
I have multiple priorities when travelling on Council-related duties	1
It is the quickest option for me	3

I need to be able to travel to other locations before/after Council-related duties	2
I have always travelled in this way	0
I attend late meetings and therefore this is the safest option for me to take	1
I don't know of any other possible options for my Council-related travel	1
It is the best travel method for the environment	1
It allows me to get exercise and improve my wellbeing (physical or mental)	1
Other	2

Of participants that selected 'Other' for **question 3**, responses are summarised as follows:

- I would not feel safe using the alternative method (cycling) (1 response)
- There is no public transport from my house to the Civic offices (1 response)

4. What is the total distance, in miles, of your Council-related travel using your primary means of transportation per week?

If you are able, please estimate the full distance the means of transport travels during your journeys each week. If this is not possible, you can use the distance between the starting point and ending point.

Note: Google maps provides distance information for planned routes by mode in the journey planner: <https://www.google.co.uk/maps>

Response groupings	# of responses
0 to 2 miles	0
2 to 5 miles	2
5 to 10 miles	1
10 to 20 miles	5
20 to 50 miles	1
More than 50 miles	1

5. What is your secondary mode of transportation when travelling for Council-related duties?

Response	# of responses
Walking	4
Bicycle or scooter	1
Electric bicycle or electric scooter	0
Bus	0
Train	2
Motorcycle or moped	0
Car – diesel	0
Car – petrol	0
Car - mild hybrid (cannot be charged from the electrical grid)	0
Car - plug-in hybrid	0
Car - fully electric	0
Carpooling	2
None	1
Other	0

6. What is the total distance, in miles, of your Council-related travel using your secondary means of transportation per week?

If you are able, please estimate the full distance the means of transport travels during your journeys each week. If this is not possible, you can use the distance between the starting point and ending point.

Please put NA if you do not use a secondary means of transport.

Note: Google maps provides distance information for planned routes by mode in the journey planner: <https://www.google.co.uk/maps>

Response groupings	# of responses
0 to 2 miles	3
2 to 5 miles	2
5 to 10 miles	4
10 to 20 miles	0
20 to 50 miles	0
More than 50 miles	0
N/A	1

7. How satisfied are you with the following aspects of your Council-related travel?

	Very dissatisfied	Somewhat dissatisfied	Neither satisfied not dissatisfied	Somewhat satisfied	Very satisfied
Time	1	0	1	5	3
Convenience	0	0	2	6	2
Physical or mental wellbeing benefits	2	1	4	1	2

Section 2: Active Travel

8. Do you feel that you could walk or cycle for your Council-related travel more often?

If you answered 'No' OR 'I already walk/cycle as much as I can' to question 8, please skip to question 11.

Response	# of responses
Yes	2
No	4
I already walk/cycle as much as I can	4

9. What are the main reasons (maximum 3) that you do not walk or cycle more often currently?

Response	# of responses
I have other priorities before/after Council-related duties e.g. coming from another job	0
It takes too much time to walk	0
I don't feel the cycle paths and walkways are fit for purpose	2

I don't feel safe walking and cycling from sites for Council-related duties	2
I am used to my current method of travelling	0
Uncertainty about the weather	1
I have heavy items or a lot of items to move	0
I don't think the showering/washing facilities at Council sites are sufficient following exercise	0
The bike storage facilities are not suitable	0
The costs of purchasing a bike or cycling equipment are expensive	0
I don't know enough about how to be safe when cycling or how to fix my bike if there is an issue	0
Council-related duties are often outside of normal working hours which makes active travel difficult	0
Other	0

10. What initiatives could the Council implement to encourage you to walk or cycle during your Council-related travel more often?

Response	# of responses
Raise awareness of the environmental and wellbeing benefits of active travel	0
Raise awareness of the financial benefits of active travel	0
Seek to improve walking and cycling paths that may be used to travel to and from Council sites with key partners	2
Run a walk or cycle to work event or competition	0
Show me what others at the Council are doing to change their travel patterns	0
Provide more information and maps of safe walking and cycling routes in the vicinity of Council sites	0
Provide 'pool umbrellas' that can be used for walking home during adverse weather	0
Establish an active travel member interest group	0
Introduce a bike mileage allowance for travel using this method	1
Explore ways to reduce the financial costs of cycling equipment	1
Provide training on bike safety/bike repair	0
Improve bike storage facilities	1
There is nothing that could be implemented to encourage me to walk more often	0
Other	0

Section 3: Public Transport

11. Do you feel that you could utilise public transport for Council-related travel more often?

If you answered 'No' OR 'I already use public transport as much as I can' to question 11, please skip to question 14.

Response	# of responses
Yes	4

No	5
I already use public transport as much as I can	1

12. What are the main reasons (maximum 3) that you do not use public transport more often currently?

Response	# of responses
I have other priorities before/after Council-related duties e.g. coming from another job	1
It takes too much time to use public transport	2
The locations of public transport pick up/drop off points are not convenient for me	1
Public transport is more expensive than alternative travel methods	2
I don't feel safe using public transport at the times I travel	0
I don't know enough about the public transport options available	0
Public transport is unreliable with services frequently delayed or cancelled	1
I have heavy items or a lot of items to move	0
Council-related duties are often outside of normal working hours which makes using public transport difficult	1
Other	0

13. What initiatives could the Council implement to encourage you to use public transport for your Council-related travel more often?

Response	# of responses
Establish a working group for members that frequently use public transport	0
Raise awareness of the environmental benefits of using public transport	0
Improve the information available on public transport options close to Council sites	0
Show me what other people across the Council are doing to change their travel patterns	0
Provide incentives to reduce the costs of using public transport	2
Lobby for better public transport provision between Council sites	3
Make the process for claiming public transport expenses easier	2
There is nothing that could be implemented to encourage me to use public transport more often	1
Other	0

Section 4: Private Vehicle Travel

14. Do you currently own a petrol or diesel vehicle?

If you answered 'No' to question 14, please skip to question 18.

Response	# of responses
Yes	8
No	2

15. Are you considering switching to an electric vehicle for your next car?

If you answered 'Yes' to question 15, please skip to question 37.

Response	# of responses
Yes	8
No	0

16. What are the main reasons (maximum 3) that you are not considering switching to an electric vehicle?

Response	# of responses
I don't think that electric vehicles are the answer to current environmental issues	0
The costs of electric vehicles are too high	0
I am concerned about the battery range of electric vehicles	0
I don't think there is enough charging infrastructure to support electric vehicles	0
I don't think that electric vehicles are safe	0
I don't know enough about electric vehicles and how to use them	0
I cannot get a charger installed in close proximity to my home	0
Other	0

17. What initiatives could the Council implement to encourage you to switch to an electric vehicle?

Response	# of responses
Raise awareness of the environmental benefits of electric vehicles	1
Provide electric vehicle information sessions and training	2
Introduce electric vehicle charging at Council offices	1
Raise awareness of the running cost savings from electric vehicles	0
Provide information that addresses common concerns/myths associated with electric vehicles	2
Demonstrate that other people in Runnymede (internal or external to the Council) are switching to electric vehicles	0
Provide case studies or information from people that have switched to electric vehicles	0
Provide dedicated electric vehicle parking spaces close to Council workplaces	0
There is nothing that the Council could do to encourage me to switch to an electric vehicle	1
Other	2

Of participants that selected ‘Other’ for **question 17**, responses are summarised as follows:

- I will switch to an electric vehicle when I next change cars (2 responses)

18. If you currently travel for Council-related duties in a private vehicle, would you consider taking part in a car sharing scheme?

Response	# of responses
Yes	7
No	2
I don't travel by private vehicle	1

19. What initiatives could the Council implement to encourage you to take part in a car sharing scheme?

Response	# of responses
Raise awareness of the environmental and wellbeing benefits of car sharing	2
Raise awareness of the financial benefits of car sharing	0
Provide dedicated car sharing parking close to workplace sites	0
Introduce a formal car sharing app or platform for users to organise their travel with others	4
Raise awareness of what others are doing to change their travel patterns	2
Provide case studies of others that have switched to car sharing	1
There is nothing that the Council could introduce to encourage me to take part in a car sharing scheme	0
Other	4

Of participants that selected ‘Other’ for **question 19**, responses are summarised as follows:

- I already car share for attendance at Council meetings where possible (3 responses)
- The onus is on me (1 response)

Section 5: Further Information and Suggestions

20. Please provide any further suggestions or comments you may have related to development of the Green Travel Strategy

Response	# of responses
Feedback provided	5

Participant responses to **question 20** are listed below:

- *“It would be good to regularly monitor and publish data (on public facing platforms) on the actions that members are taking to reduce their environmental footprint while on council duties. You could start by publishing the result of this survey”.*
- *“I would like to see a much greater emphasis on creating safer cycling and walking routes by
1. expecting all housing development to include wide strips of safe walking and cycling paths
2. make compulsory land purchases where this can ensure that the public is no more than 15*

minutes from schools / shops. I would also like to see an increase in bus services, perhaps through operating smaller electric buses more frequently”.

- *“I think there could be promotion of travelling by train”.*
- *“We bought the diesel car when this was considered the green option and as we drive very few miles it is not a sensible "carbon" saving option until the car is no longer economically viable to repair”.*
- *“I live in a rural area with very few footpaths and only one bus a day which does not go anywhere near the council offices. It is poorly lit so cycling or walking is not an option”*

21. The climate change and sustainability team send out a quarterly e-newsletter which includes information on what we are doing as a Council to act on environmental issues, other initiatives across the borough, and key tips for living more sustainably, alongside other relevant updates related to our activities in this area. If you would like to be added to the distribution list for these updates, please enter your email address below.

Response	# of responses
Email provided	5

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