ttp consulting

transport planning specialists

Unit 2, West Mews, Hotspur Industrial Estate

Travel Plan Statement

January 2026

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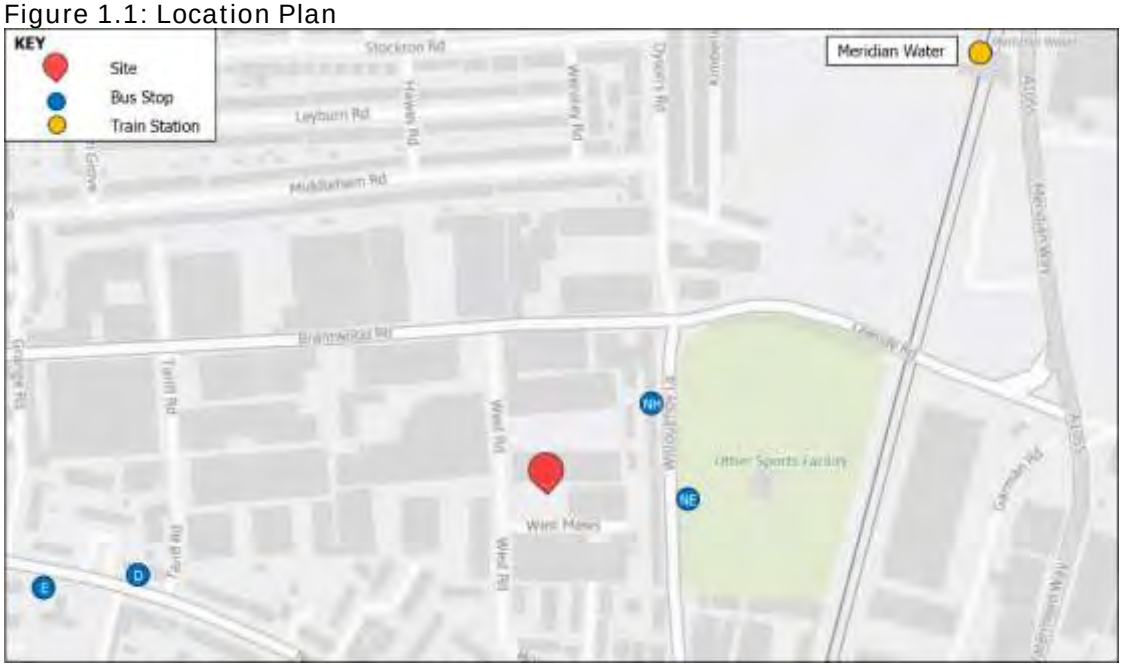
1 INTRODUCTION

Overview

1.1 This Travel Plan Statement, hereafter referred to as the Travel Plan, has been prepared by TTP Consulting on behalf of VIQR Tottenham 1 Limited (the Landlord) for Unit 2 (the Site) which is located at West Mews, Hotspur Industrial Estate in the London Borough of Haringey. The Travel Plan is required as set out in the S106 Agreement.

Figure 1.1: Location Plan



Travel Plan Aim

1.2 The main aim of this Travel Plan is to enable staff to make more informed decisions about their travel, which at the same time minimises the adverse impacts on the environment. This aim is achieved by setting out a strategy for eliminating barriers which keep staff/guests from making use of sustainable travel modes, which can self-manage the number of trips made by active travel modes or public transport.

Travel Plan Administrator

1.3 The Travel Plan Administrator (TPA) will be responsible for implementing the measures and initiatives in the report to encourage people to travel by sustainable modes of transport such as walking, cycling and public transport. It is expected that the role will be fulfilled by a member of management staff. Contact details for the TPA are as follows:

Name: Andrew Murdoch

Telephone: 07580 053 884

Email: amurdoch@ttp-consulting.co.uk

Policy and Guidance

1.4 The need to manage transport at sites and reduce car dependency, increase travel choices and encourage sustainable distribution is enshrined in many policy and guidance documents such as the National Planning Policy Framework, BREEAM guidance and Local Plans.

1.5 Guidance documentation produced by the Department for Transport outlines the role and benefits of Travel Plans in the planning process, the way to secure them and their inter-relationship with transport assessments. It also discusses the requirements and elements of an effective travel plan.

Structure of Report

1.6 The remainder of this Plan is structured as follows:

- Section 2 - Describes the accessibility and travel patterns of the Site;
- Section 3 - Sets out the objectives and targets of the Travel Plan;
- Section 4 - Outlines the Travel Plan strategy;
- Section 5 - Identifies the measures and initiatives that will be implemented;
- Section 6 - Details the review and monitoring programme; and
- Section 7 - Outlines the Action Plan for the Travel Plan.

2 ACCESSIBILITY AND TRAVEL PATTERNS

Site and Surrounding Area

2.1 The Site comprises of a 1,109sqm warehouse with parking for up to 5 cars with access taken from West Road.

Figure 2.1: Site Plan

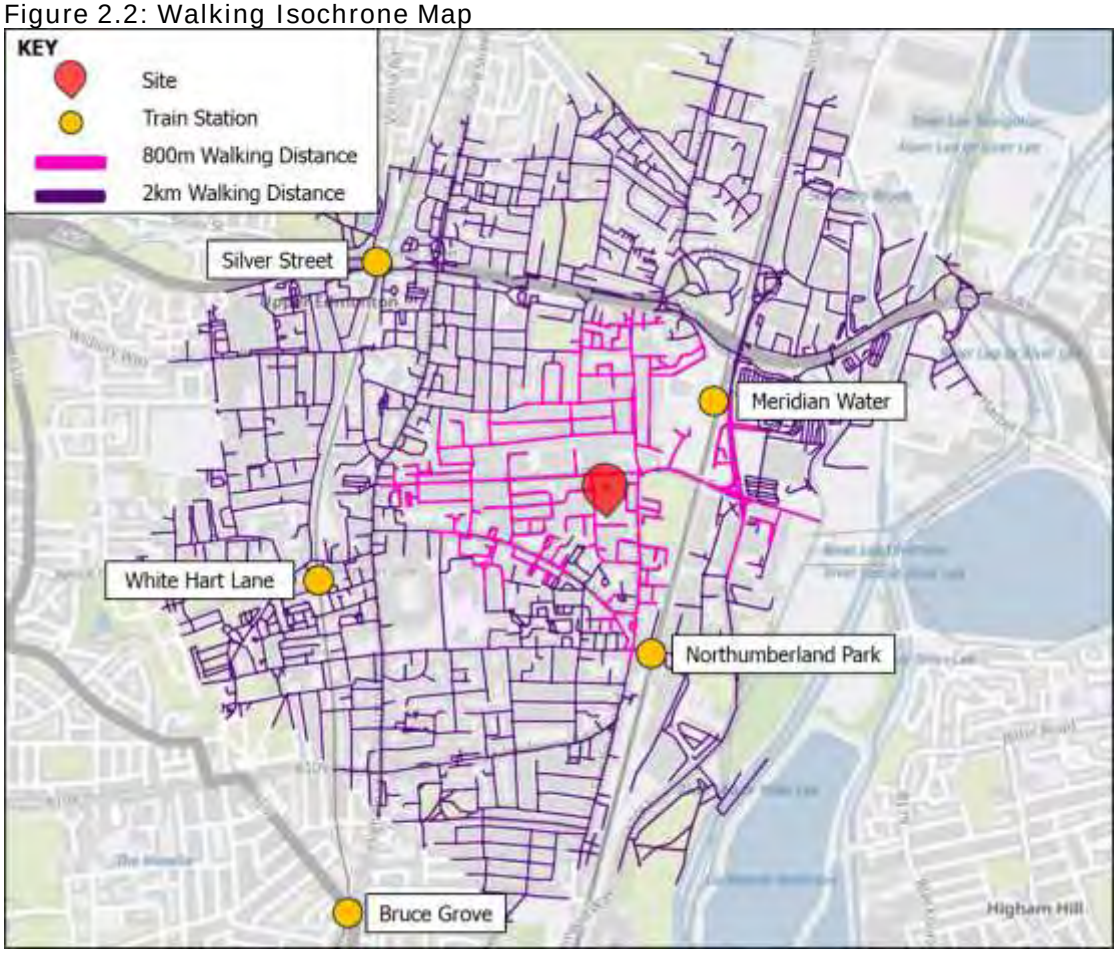
2.2 The surrounding area is predominantly commercial in nature with warehouses to the north, south and west. The closest residential is located immediately to the east with a row of terrace properties fronting the western side of Willoughby Lane. The Tottenham Hotspur football stadium is located approximately 800m to the south-west with the Meridian Water development approximately 400m to the north-east.

Accessibility on Foot

2.3 Walking is considered to be a suitable mode of transport to replace short car and public transport journeys up to distances up to 2km in distance with factors such as health, weather, facilities and access to a car or van along with journey purpose influencing a person's choice to walk. There are footways along both sides of Brantwood Road and West Road providing connections to the local and wider area, offering access to other nearby industrial units and amenities as well as public transport opportunities in the local area.

2.4 The Site benefits from being within a short walking distance of public transport opportunities and local facilities. Figure 2.2 provides details of an 800m (10-minute) and 2km (25-minute) catchment zone surrounding the site. The map shows that areas such as Tottenham and Upper Edmonton are accessible within a 25-minute walk, along with various train stations.

Figure 2.2: Walking Isochrone Map



2.5 Table 2.1 sets out details of distances between the site and public transport opportunities and local amenities. This illustrates that there are a number of public transport opportunities within a short walking distance of the Site as well as number of local amenities in the area.

Table 2.1: Local Public Transport Opportunities and Amenities

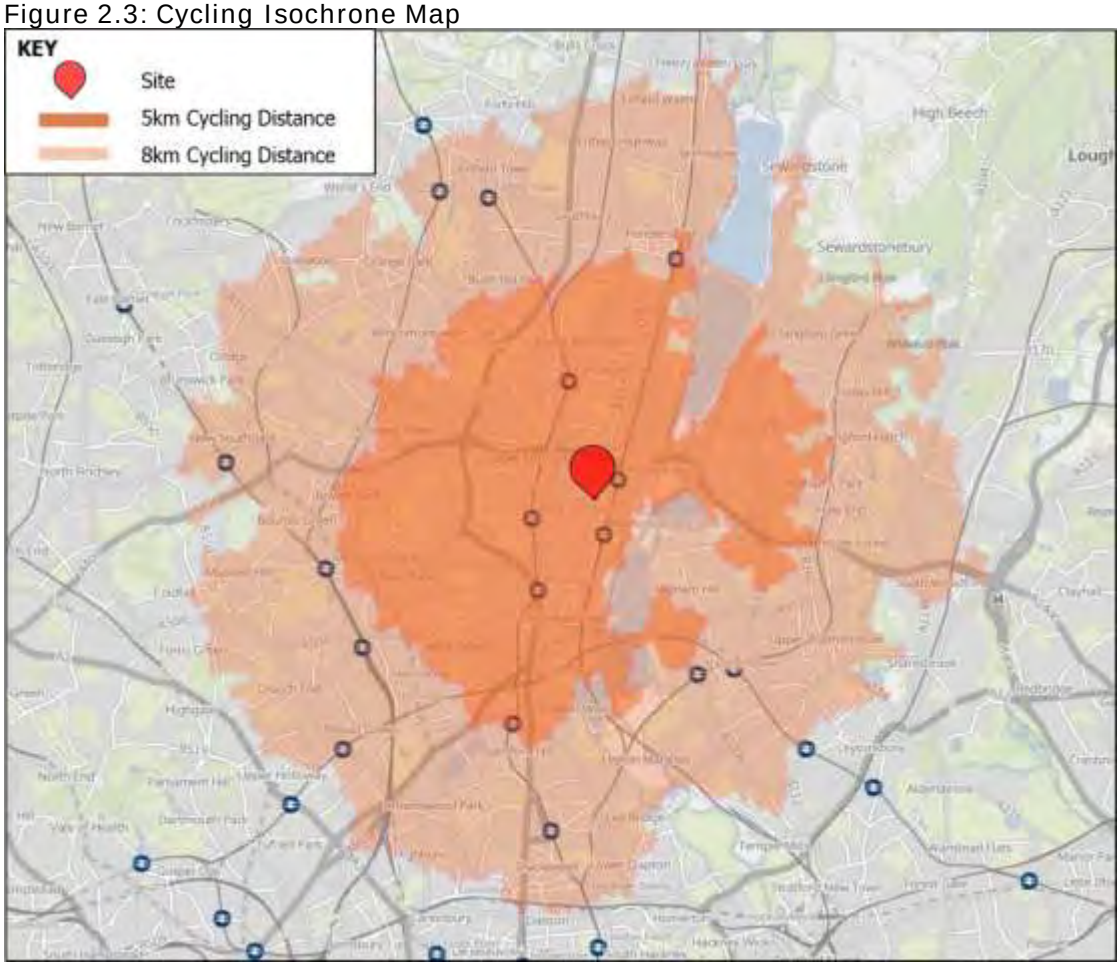
Public Transport Opportunities			
	Location	Distance	Approximate Walk Time*
Leeside Road 'Bus Stop NH'	Willoughby Lane	320m	4-minutes
Leeside Road 'Bus Stop NE'	Willoughby Lane	480m	6-minutes
Gillham Terrace 'Bus Stops E & D'	Northumberland Park	480m	6-minutes
Meridian Water Train Station	Angel Edmonton Road	640m	8-minutes
White Hart Lane Train Station	Love Lane	1.28km	17-minutes
Amenities			
Said Nursi Mosque	Willoughby Lane	480m	6-minutes
The Bill Nicholson Pub	Northumberland Park	480m	6-minutes
Northumberland Park House Hotel	Northumberland Park	480m	6-minutes
Florence Green Park	Sayesbury Lane	965m	12-minutes
Tesco Extra	Glover Drive	960m	12-minutes
Pharmocare Pharmacy	White Hart Lane	1.28km	16-minutes
Lidl	Sterling Way	1.44km	18-minutes
*Based on 80m per minute walking speed			

Access by Bicycle

2.6 Cycling is considered to be a suitable mode of transport to replace car and public transport journeys for distances up to 8km with factors such as weather, facilities, health and gradients along with access to a car / van and journey purpose influencing a person's choice to cycle.

2.7 Figure 2.3 shows a 5km and 8km cycling catchment from the Site that shows that areas such as Edmonton, Walthamstow, Palmers Green and Tottenham can be accessed within a 5km cycle, whilst areas such as Woodford Green, Enfield, Finsbury Park, Buckhurst Hill and Leyton can be reached within an 8km cycle.

Figure 2.3: Cycling Isochrone Map



2.8 TfL's Journey Planner tool allows for cycle route planning dependant on the difficulty of the route being fast, moderate or easy. The following stations can be reached from site:

Destination	Fast	Moderate	Easy
Palmers Green	5km / 14min	5.6km / 20min	8.1km / 41min
Seven Sisters	3.7km / 11min	4km / 15min	4km / 20min
Turnpike Lane	4.4km / 12min	4.4km / 16min	4.5km / 22min
Alexandra Palace	5km / 14min	5.2km / 19min	5.2km / 25min

Access by Public Transport

By Bus

2.9 The closest bus stop is Leeside Road 'NH' which is located on Willoughby Lane approximately 100m south of Brantwood Road opposite the entrance to the Frederick Knight Sports Ground; the stop is served by northbound buses on Route 341, with southbound services available from Stop NE on the opposite side of the road south of the entrance to the Sports Ground. Further services are available on Northumberland Park to the south and the High Road to the west, with a summary of local bus services is provided at Table 2.2, with a copy of the relevant TfL bus spider map contained within Appendix A.

Table 2.2: Summary of Local Bus Services

Location	Route		Frequency **every 'x' minutes**		
	No.	Destination	Week	Sat	Sun
Leeside Road (Stop NH)	341	Upper Edmonton – Waterloo Station	11-13	10-13	11-13
Northumberland Park (Stop NA)	476	Northumberland Park – King's Cross Station	7-11	9-12	10-12
Scotswood Walk	W3	Finsbury Park Station – Northumberland Park	5-8	5-7	9-12
White Hart Lane Station (Stop U)	149	Lower Edmonton – London Bridge	6-10	6-10	8-12
	259	Lower Edmonton – Kings Cross	9-13	8-12	11-13
	279	Waltham Cross – Manor House	4-8	7-11	9-13
	349	Ponders End – Stamford Hill	9-13	9-12	11-13

Access by Rail

2.10 The closest station is Meridian Water which is located approximate 500m (8-minute walk) to the northeast on Angel Edmonton Road. The station provides access to Greater Anglia services, offering regular departures to Stratford, Bishops Stortford and Hertford East. It can be reached on foot via Brantwood Road and Leeside Road and through the Meridian Water development.

2.11 White Hart Lane Overground Station is also located nearby, an approximate 1.28km (17-minute walk) to the southwest of the Site on Love Lane. The station offers regular TfL Overground services to London Liverpool Street, Cheshunt and Enfield Town.

Public Transport Accessibility Level

2.12 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, considering walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point. The scale has a range of 0 (worst) to 6b (best), with 6b demonstrating high levels of accessibility. The Site has a PTAL Level of '2', indicating below average levels of accessibility with the PTAL report attached at Appendix B.

Highway Network

2.13 West Road is a two-way road that operates broadly north to south; to the north it connects to Brantwood Road whilst to the south, it becomes known as Willoughby Park Road. The road operates adjacent to the western site boundary and forms part of the Transport for London Road Network (TLRN) which restricts stopping at any time. On the eastern carriageway in the vicinity of the Site there are free on-street parking opportunities which allow loading opportunities for up to 1 hour or disabled persons parking for up to 2 hours.

2.14 Brantwood Road is a two-way road that operates broadly east to west to the immediate north of the Site boundary. To the east it connects to the Dysons Road/Willoughby Lane/Leeside Road roundabout whilst to the west it connects to the A1010 High Road. The road also forms part of the Transport for London Road Network and restricts stopping at any time. In the vicinity of the Site on the southern side of the carriageway there are free 'part street park kerb' parking bays.

2.15 Both roads, as well as the Site, lie within the 'Tottenham Event Day' (TED) Controlled Parking Zone (CPZ) which operate when an event is happening at the Tottenham Hotspur Football Stadium. The following hours are in operation on event days: Monday to Friday from 17:00-20:30 and between 12:00-20:00 on Saturday, Sunday and bank holidays. Parking is free outside these event day CPZ hours.

2.16 There is a mix of on-street parking opportunities within walking distance of the Site which predominantly includes unrestricted and event day permit parking. Historically there appears to have been a relatively high demand for on-street parking in the immediate area of the Site and wider industrial estate, with half-on / half-off bays on the footways along Brantwood Road.

Baseline Mode Share

2.17 The 2011 Census has been examined the establish the method of journey to work for the workplace population. Data taken from the super output area – middle layer (Haringey 002) in which the Site is located is presented in Table 2.3. Although data from the 2021 Census is available, it is not deemed representative given that the census was undertaken during the COVID-19 pandemic at a time when more people than normal were either working at home or furloughed.

2.18 The table shows that 53% of the workplace population drove to / from work with 33% using public transport and 9% either walking or cycling; the data will be used as a proxy for determining the Baseline mode share. A survey will be undertaken within one month of the warehouse opening for trading to ratify the baseline mode share.

Table 2.3: Method of Travel to Work (Haringey 002)

Mode	Number	Percentage
Underground / Overground	261	9%
Rail	170	6%
Bus	514	18%
Taxi	1	0%
Motorcycle	17	1%
Car Driver	1,523	53%
Car Passenger	101	4%
Bicycle	91	3%
Walking	183	6%
Total	2,861	100%

3 OBJECTIVES AND TARGETS

3.1 This section sets out the overarching objectives and targets for the Travel Plan along with indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review can be found in Section 6.

- Objectives are the high-level aims of the Travel Plan which help to give it direction and provide a clear focus.
- Targets are the measurable goals by which progress will be assessed. The Travel Plan sets out targets which the Travel Plan Administrator will seek to reach within the period covered by this Plan.

Objectives

3.2 The Travel Plan's over-riding objective is:

- To engage with and encourage employees to use the most sustainable way of travelling to the workplace through more effective promotion of active modes. This will minimise the impact on the surrounding road and reduce pressure on the public transport network during peak hours.

3.3 The sub-objectives are to:

- Increase employee awareness of the advantages and availability of sustainable / active modes of transport;
- Promote the health and fitness benefits of active travel to all users;
- Introduce a package of physical and management measures that will facilitate employee travel by sustainable modes; and therefore,
- Reduce unnecessary car and public transport journeys.

Targets

3.4 Travel Plan targets are measurable goals by which progress can be assessed. These targets should be reviewed through a programme of monitoring to ensure that they remain SMART (Specific, Measurable, Achievable Realistic and Timed).

3.5 Targets come in two forms – Action and Aim Targets. Action Targets are non-quantifiable actions that need to be achieved by a certain time. Aim Targets are quantifiable and in the case of this Travel Plan relate to the degree of modal shift the plan is seeking to achieve.

3.6 The Travel Plan Action Targets will include the following:

- Appoint a Travel Plan Administrator prior to opening for trading;
- Launch the Travel Plan within 1 month of opening for trading;
- Promote Walk to Work and National Cycle Week;
- Promote public transport
- Monitor the condition and use of cycle parking and changing facilities
- Carry out the Baseline Travel Survey (Year 0) within 3 months of opening for trading;
- Undertake Travel Survey on the 1st, 3rd and 5th anniversary of the Baseline Travel Survey;

3.7 Although the Occupier recognises its obligation to promote sustainable travel, aim targets have not been set due to there being fewer than 25FTE staff with the travel surveys used to monitor the general travel behaviour of staff in particular.

4 TRAVEL PLAN STRATEGY

Travel Plan Management

4.1 The Travel Plan Administrator will be responsible for overseeing the management, development, implementation and review of the Travel Plan for their Unit. The primary responsibilities of this role include:

- The implementation of measures as set out in the Travel Plan;
- To undertake the Baseline Travel Surveys along with further surveys on the 1st, 3rd and 5th anniversary of the Baseline Survey;
- To oversee the development and implementation of the Travel Plan;
- Promoting the objectives and benefits of the Travel Plan;
- Update the Travel Plan to ensure the travel information available is up to date;
- Liaison with the Council;
- Acting as the point of contact for information with employees.

Marketing Strategy

4.2 Each employee will be provided with a Travel Information Pack upon commencement of employment which will include information on public transport, the local walking and cycling network, and contact details for taxi operators.

4.3 Employees will be made aware of the Travel Plan and of its branding, including the purpose and objectives of the Travel Plan, along with specific measures such as cycle parking. In conjunction with the Travel Information Pack, marketing activity will be undertaken.

4.4 Visitors will be provided with information on how to travel to the Site using public transport when arranging a meeting.

5 MEASURES TO ENCOURAGE SUSTAINABLE TRAVEL

5.1 This section outlines the specific physical and management measures to be undertaken as part of the Travel Plan. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, are the core of the Travel Plan. The measures are considered as being suitable for the Site. However, the list is not exhaustive, and the Travel Plan Administrator will be free to investigate other potential initiatives.

Measures for Employees

Travel Information Packs

5.2 Travel Information Packs will be distributed to all employees digitally or in paper format if requested. The packs will contain a summary of the information provided below that will be useful for employees to make decisions about how to travel in the most sustainable and active manner and will contain the following information:

- Public transport and cycle maps;
- Timetables for local public transport services;
- Details of walk routes and key destinations e.g. local amenities; and
- Details of the Travel Plan Administrator and Travel Plan.

Encouraging Walking

5.3 Walking is free and one of the most sustainable methods of travel having a number of physical and psychological benefits. Furthermore, walking features in most people's journeys, including those who use public transport or those without access to a car.

5.4 Living Streets states that walking offers reliable journey times and has an important role to play for journeys made to the workplace, particularly for short journeys and provides guidance for encouraging workplace walking.

5.5 The Travel Plan Administrator will encourage staff who live within walking distance to walk to / from work each day, along with encouraging staff who need to undertake errands during the day to do so on foot wherever possible.

Encouraging Cycling

5.6 Cycle parking is provided for up to 10 bicycles in the shelter which are located within the car park at the front of the Site. The spaces are free to use for staff and visitors which will need to make contact with the reception for access; staff who cycle will be provided with a key to enter.

5.7 The Travel Plan Administrator will monitor the condition of the cycle parking to ensure that it is maintained to a suitable standard. The Occupier is responsible for maintenance or repairs.

5.8 The Travel Plan Administrator will promote cycling as a viable transport option by supporting those interested in cycling in terms of promoting good routes and maintaining and / or establishing the physical facilities required.

5.9 The Travel Plan Administrator will:

- Promotion of the health benefits of cycling;
- Publicise the availability of cycle parking;
- Promote events such as National Bike Week (Cycling UK) and Cycle Training (Haringey Cycling Campaign); and
- Investigate the potential to implementing a "Cycle-to-Work" scheme whereby employees can purchase a bicycle or cycling equipment up to a certain value in a more tax efficient manner (e.g. Bike2Work).

Encouraging Public Transport

5.10 It is important to recognise that, where possible, walking and cycling are usually favourable to public transport because they have fewer environmental impacts and offer health benefits. Nevertheless, public transport remains important and up-to-date details of bus and train services, including route information and service frequencies, will be made available to employees. Traveline and relevant TfL and Council travel websites and enquiry phone numbers will also be promoted through the Travel Packs and at the reception.

5.11 Employees will be advised of the best ways to seek out the most-up-to-date travel information for local and national public transport services, including the use of smart phone technology. Further details are available on the TfL website.

Travel by Car

5.12 It is recognised that some employees will need to drive to work. However, it is not necessary that each employee who needs to drive travels alone each day, with car sharing a convenient way to reduce the number of vehicles on the road. The Travel Plan Administrator will promote the benefits of car sharing for when employees may need to use a car.

Provision for People with Disabilities & Visual Impairment

5.13 There is a parking space in front of reception that is reserved for Blue Badge holders with level access provided between the parking space and entrances to the warehouse.

5.14 Provision for people with disabilities has been built into the design with the following initiatives / design features / measures present:

- Internal stairs have refuge points;
- Wheelchair accessible lift facilities for use by staff to reach mezzanine level; and,
- All corridors, entrances and access routes are level and of suitable width to allow for wheelchair access.

5.15 The Travel Plan Administrator will, through dialogue with the LPA (if necessary / appropriate), also seek to ensure that routes to / from public transport access points have appropriate provision for people with disabilities and people with visual impairment. Specifically, provision should include:

- All dropped kerbs to contain tactile paving of the appropriate colour,
- Audible pedestrian crossing tones where appropriate; and
- Rotating cones on signalised pedestrian crossings.

5.16 AccessAble offers an accessibility guide to various locations, such as shops and cafes in the vicinity of the specified location.

6 MONITORING AND REVIEW

6.1 The Travel Plan is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant. This section sets out the proposals for monitoring and review of the Travel Plan.

Monitoring

6.2 The monitoring of the Travel Plan will take place through the five-year life span of the plan. All monitoring will follow the most relevant up to date guidance and will be the responsibility of the Travel Plan Administrator.

6.3 The monitoring process will start with the implementation of the Travel Plan with the Travel Plan Administrator monitoring the condition of the cycle parking and changing facilities on a frequent basis along with liaising with staff on travel related subjects. The Year 0 Baseline survey will be undertaken within 3 months of the warehouse opening for trading. Further Travel Surveys will be undertaken on the 1st, 3rd and 5th anniversary of the Year 0 Baseline survey.

6.4 A copy of the Travel Survey Questionnaire is included at Appendix C.

Review

6.5 The Travel Plan Administrator will review the Travel Plan and the Travel Information Pack annually on the anniversary of the implementation of the Travel plan to ensure that it is up to date, with updated Travel Information Packs issued to staff.

6.6 The review will consider the following:

- The success of the measures since the previous review;
- The need to amend or introduce new targets; and
- The need to change or introduce new measures.

7 ACTION PLAN

7.1 Table 7.1 sets out a draft Action Plan which will be revised if necessary, following each Travel Plan Monitoring and Review.

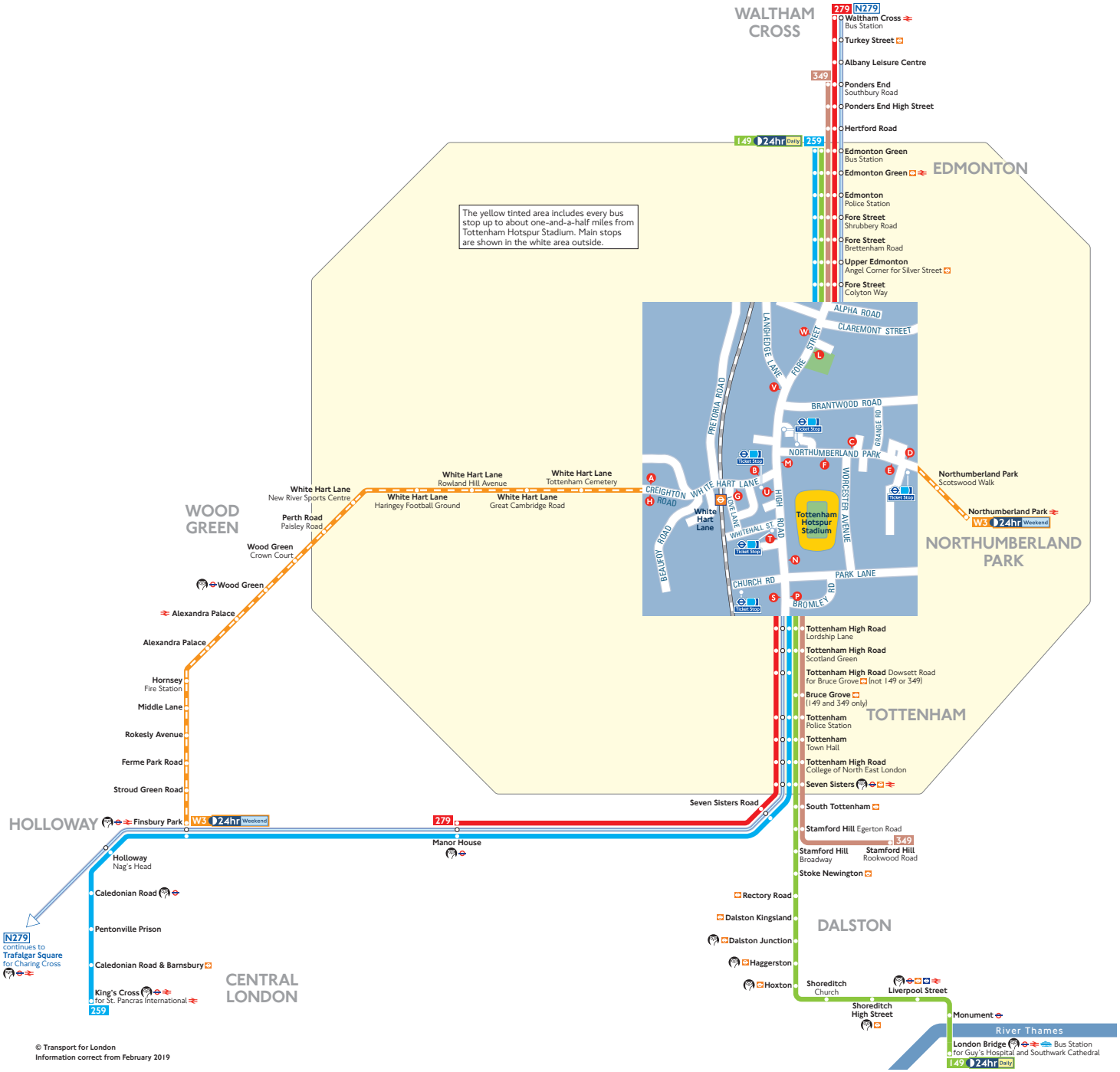
Table 7.1: Travel Plan Action Plan

Action	Target	Funding	Measure	Responsibility
Provision of Cycle Parking	Prior to opening for trading	Landlord	On completion of the development	Landlord
Appointment of TPA	Prior to opening for trading	Occupier	TPA appointed	Occupier
Production of Travel Plan	Prior to opening for trading	Occupier	Travel Plan	TPA / Occupier
Production of Travel Information Pack	Prior to opening for trading	Occupier	Completed Travel Information Pack	TPA / Occupier
Launch of Travel Plan	Within 1 month of the opening for trading	Occupier	Travel Plan launched	TPA / Occupier
Travel Information Pack issued to staff	Prior to commencement of employment	Occupier	Staff received Travel Information Pack	TPA
Baseline Travel Survey (Year 0)	Within 3 months of Unit opening	Occupier	Receipt of survey results	TPA
Update Travel Plan	Annually in January each year	Occupier	Updated Travel Plan	TPA
Promote walking & cycling	Ongoing with focus on summer months	Occupier	NA	TPA

Appendix A

(Bus Map)

Buses from Tottenham Hotspur Stadium



Route finder

Bus route	Towards	Bus stops
149 24hr Daily	Edmonton Green	S T U V W
	London Bridge	L M N P
259	Edmonton Green	S T U V W
	King's Cross	L M N P
279	Manor House	L M N P
	Waltham Cross	S T U V W
349	Ponders End	S T U V W
	Stamford Hill	L M N P
W3 24hr Weekend	Finsbury Park	E F G H
	Northumberland Park	A B C D

Night buses

Bus route	Towards	Bus stops
N279	Trafalgar Square	L M N P
	Waltham Cross	S T U V W

Key

149	Day buses in black
N279	Night buses in blue
	Connections with London Underground
	Connections with London Overground
	Connections with TfL Rail
	Connections with National Rail
	Connections with river boats
	Operates daily with 24-hour service Friday and Saturday nights
	Tube/London Overground station with 24-hour service Friday and Saturday nights

Ways to pay

Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up

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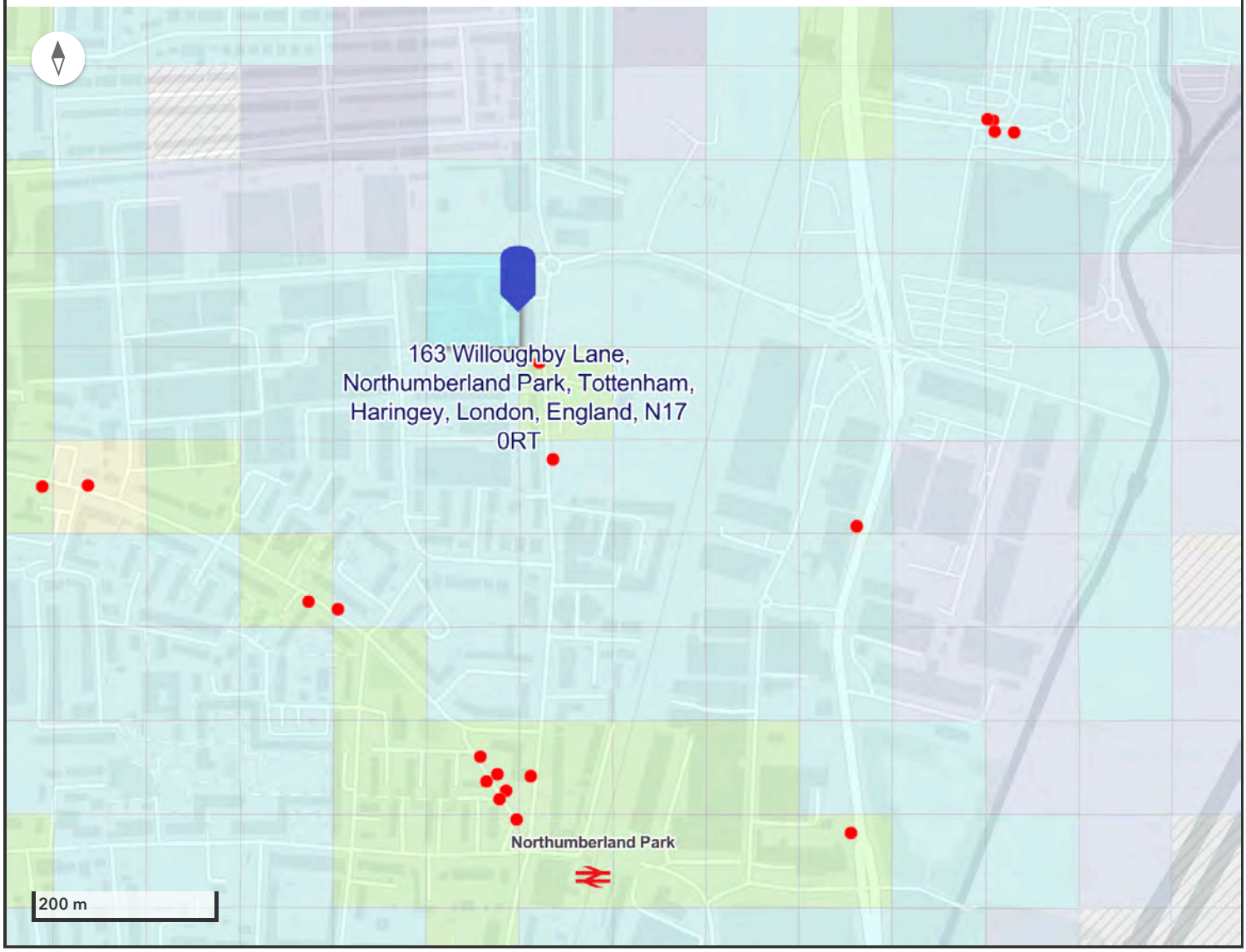
Information correct from February 2019

TfL 547.08.18 (P)

Appendix B

(PTAL Output)

PTAL Report



Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, GeoTechnologies, Inc, METI/NASA, USGS

TfL Stations
Underground Stations

National Rail Stations

Bus Stops

Elizabeth Line Stations

DLR Stations

Overground Stations

Tramlink Stations

PTAL 2023 RESULT

0 (Worst)	1a	1b	2	3	4	5	6a	6b (Best)

PTAL 2023 Score

2

Grid ID: 140266

Coordinates: 534745,191652 (BNG)

Calculation Parameters

Day of Week: Monday-Friday

Time Period: AM Peak

Walk Speed: 4.8 km per hour

Bus Walk Access Time Threshold: 8 mins

Rail Walk Access Time Threshold: 12 mins

▼

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Leeside Road	341	5.00	178.46
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Scotswood Walk	W3	10.00	560.74
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Sedge Road	192	6.00	534.43
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Northumberland Park	476	6.00	587.48
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
RAIL	Northumberland Park	Meridian	2.00	736.33
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
RAIL	Northumberland Park	Stratford-Bishops	1.00	736.33
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
RAIL	Northumberland Park	Hertford	0.67	736.33

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Angel Rd	Stratford-Bishops	0.67	749.59

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Northumberland Park	Bishops	0.33	736.33

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Northumberland Park	Bishops	0.33	736.33

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Angel Rd	Hertford	0.33	749.59

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Angel Rd	Bishops	0.33	749.59

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Angel Rd	Stratford-Bishops	0.33	749.59

Appendix A

(Travel Questionnaire)

Travel Survey Questionnaire

As part of the Travel Plan, a travel survey is being undertaken so we can understand your travel patterns and would appreciate your assistance by completing this questionnaire. The information you provide will be treated in the strictest confidence with no reference to individuals. Thank you for your co-operation.

1. How often do you travel to Work on average each week?

- ☐ 1 to 2 days (01)
- ☐ 3 to 4 days (02)
- ☐ 5 days (03)
- ☐ Weekend (04)

2. What time do you normally arrive at Work?

- ☐ Before 07:00 (01)
- ☐ 07:00-08:00 (02)
- ☐ 08:00-09:00 (03)
- ☐ 09:00-10:00 (04)
- ☐ 10:00-16:00 (05)
- ☐ 16:00-17:00 (06)
- ☐ 17:00-18:00 (07)
- ☐ 18:00-19:00 (08)
- ☐ 19:00-20:00 (09)
- ☐ 20:00-21:00 (10)
- ☐ After 21:00 (11)

3. What time do you normally leave Work?

- ☐ Before 07:00 (01)
- ☐ 07:00-10:00 (02)
- ☐ 10:00-14:00 (03)
- ☐ 14:00-17:00 (04)
- ☐ 17:00-18:00 (05)
- ☐ 18:00-19:00 (06)
- ☐ 19:00-20:00 (07)
- ☐ 20:00-21:00 (08)
- ☐ 21:00-22:00 (09)
- ☐ 22:00-23:00 (10)
- ☐ 23:00-24:00 (11)
- ☐ After 24:00 (12)

4. On average how long does your journey take?

- ☐ 0-15min (01)
- ☐ 16-30min (02)
- ☐ 31-45min (03)
- ☐ 46-60min (04)
- ☐ 61-75min (05)
- ☐ 76-90min (06)
- ☐ Over 90min (07)

5. Approximately how far is your journey?

- ☐ 0-1 Mile (01)
- ☐ 2-3 Miles (02)
- ☐ 4-5 Miles (03)
- ☐ 6-10 Miles (04)
- ☐ >10 Miles (05)

6. What mode of transport do you use for the last part of your journey to Work (last one-two miles)?

- ☐ Drive Alone (01)
- ☐ Car Passenger (02)
- ☐ Bus (03)
- ☐ Train / Light Rail (04)
- ☐ Underground (05)
- ☐ Walk (06)
- ☐ Cycle (07)
- ☐ Cycle Hire (08)
- ☐ Motorbike (09)
- ☐ Taxi (10)
- ☐ Car Share (11)
- ☐ Other (12)

7. What mode of transport do you use for the LONGEST part of your journey to Work?

- ☐ Drive Alone (01)
- ☐ Car Passenger (02)
- ☐ Bus (03)
- ☐ Train / Light Rail (04)
- ☐ Underground (05)
- ☐ Walk (06)
- ☐ Cycle (07)
- ☐ Cycle Hire (08)
- ☐ Motorbike (09)
- ☐ Taxi (10)
- ☐ Car Share (11)
- ☐ Other (12)

8. What alternative mode of transport would you consider if your usual mode wasn't available?

- ☐ Drive Alone (01)
- ☐ Car Passenger (02)
- ☐ Bus (03)
- ☐ Train / Light Rail (04)
- ☐ Underground (05)
- ☐ Walk (06)
- ☐ Cycle (07)
- ☐ Cycle Hire (08)
- ☐ Motorbike (09)
- ☐ Taxi (10)
- ☐ Car Share (11)
- ☐ Other (12)

9. What would encourage you to use an alternative mode of travel?

- ☐ More frequent bus services (01)
- ☐ Better pedestrian / cycle routes (02)
- ☐ A cleaner walking / cycling environment (03)
- ☐ A friend to walk / cycle with (04)
- ☐ A safer walking / cycling environment (05)
- ☐ Nothing (06)
- ☐ Better information on alternatives (07)

10. In what age category do you fall?

- ☐ 25 and under (01)
- ☐ 26 to 40 (02)
- ☐ 41 to 60 (03)
- ☐ Over 61 (04)