



ttp consulting
transport planning specialists

**No.11 High Cross Centre,
London Borough of Haringey**

Travel Plan

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TTP Consulting Ltd
27 Beak Street
London W1F 9RU
Tel: 020 7100 0753

www.ttp-consulting.co.uk

Registered in England: 09931399

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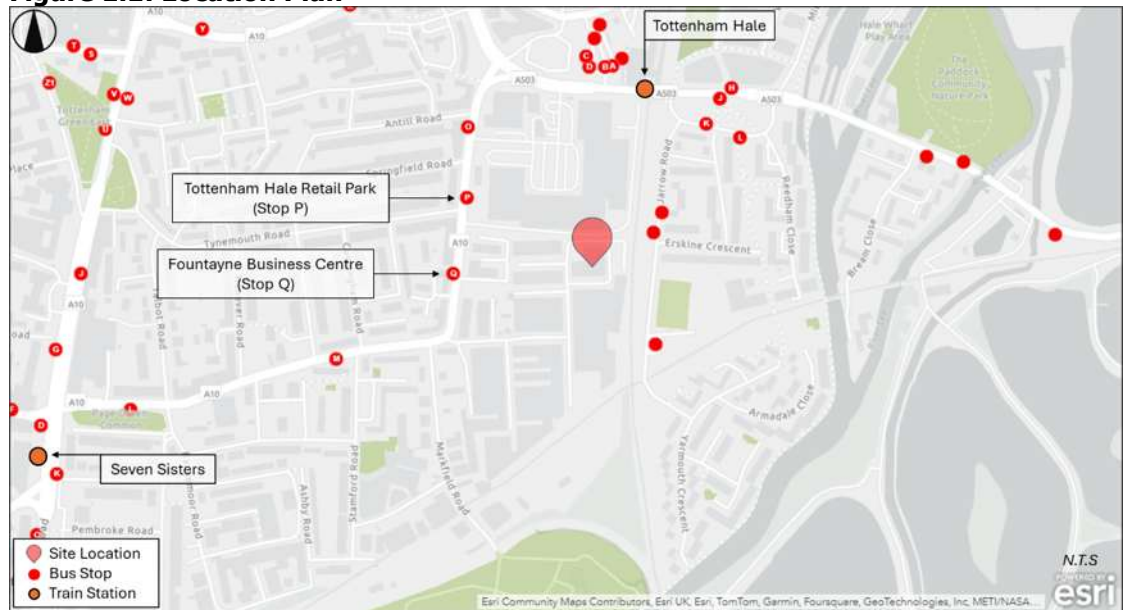
Appendices

Appendix A - Example Staff Travel Questionnaire

1 INTRODUCTION

- 1.1 This Travel Plan has been prepared by TTP Consulting for Unit 11 High Cross Centre (the Site) which is located in Tottenham within the London Borough of Haringey (LBH). This Travel Plan is aimed at staff and visitors to the building.

Figure 1.1: Location Plan



- 1.2 The Site which is located in the northeast corner of the High Cross Centre comprises of 3 storey warehouse (ground plus 2 floors). It shares a yard with the building to the north which abuts the Site, with the Estate Road bounding the Site to the south, east and west.

Travel Plan Aim

- 1.3 The main aim of this Travel Plan is to promote the range of travel options available to staff and visitors to the building. Further:
- To make staff aware of the impacts of travel and to minimise adverse impacts on the environment.
 - To improve the health and productivity of staff as well as decreasing the economic costs associated with travelling to work. This is achieved by setting out a strategy for eliminating the barriers keeping employees from using active modes such as walking or cycling.
 - To promote sustainable travel by visitors to reduce unnecessary car use.

- 1.4 An overview of key national, regional and local policies relevant to securing Travel Plans is provided below. It is acknowledged that the Travel Plan will need to encompass measures that are consistent with the key policies outlined below and identifies objectives accordingly.

National Planning Policy Framework

- 1.5 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. When considering the transport effects of a development, Policy TR6 (Part 1) states that *"Development proposals that are likely to generate significant amounts of movement should be supported by ... A travel plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time"*.
- 1.6 Policy TR6 (Part) goes on to state that *"Transport assessments and statements, and travel plans, should reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved (including, in the case of travel plans, identifying fallback options if initial measures do not deliver the expected outcomes)."*

London Plan

- 1.7 The London Plan was published in March 2021 and is the Spatial Development Strategy which forms the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.
- 1.8 Policy T4 'Assessing and mitigating transport impacts' states that when required, Travel Plans should be submitted having regard to Transport for London guidance.

Haringey's Local Plan Strategic Policies

- 1.9 The Local Plan 2013-2016 identifies the vision for Haringey as a place to live, work and visit, containing the key policies and an implementation framework to deliver the vision. Paragraph 4.1.7 states:
- "The Council's overall strategy for managing future growth in Haringey is to steer new development with high transport demand to areas with significant redevelopment opportunities at, or near, transport hubs; to support sustainable modes of travel by minimising car parking provision in new development; to increase cycle parking provision and encourage modal shift through travel planning and design of public realm to support non-car use."*

Haringey Development Management DPD

- 1.10 The Development Management DPD adopted in July 2017, sets out Haringey's spatial strategy in the /borough up to 2026. Policy DM31: Sustainable Transport states that:

"The Council will require the submission of a Travel Plan and a Transport Assessment/Statement in support of development proposals in accordance with the Transport for London thresholds."

Scope

- 1.11 This Travel Plan will be implemented at the building once occupied and will be supported by the building's management team in operation. It sets out the sustainable travel options available to employees and the measures and initiatives that will be used to incentivise travel by sustainable modes.

- 1.12 The remainder of this Plan is structured as follows:

- Section 2 – Describes the accessibility and predicted 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 plan; and
- Section 7 – Outlines the Action Plan for the Travel Plan.

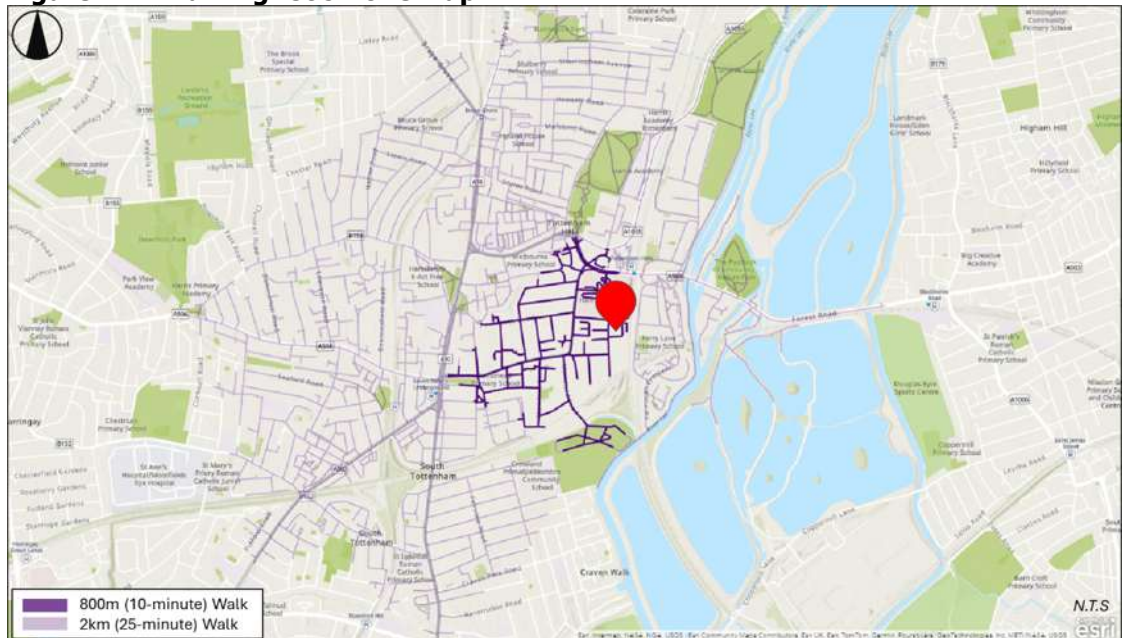
2 ACCESSIBILITY AND TRAVEL PATTERNS

- 2.1 Like much of London the site benefits from being within a short walking distance of public transport opportunities, local facilities and amenities.

Access on Foot

- 2.2 Walking and cycling are sustainable modes that provide convenient access to local destinations and further afield if travelling by bicycle. Footways on Fountayne Road connect to Broad Lane which offers connections to local amenities and public transport opportunities in the wider area.
- 2.3 Like much of London, the site benefits from being within a short walking distance of public transport opportunities and local facilities. Roughly half of all walking opportunities in London are part of longer public transport journeys, for example, walking to or from the bus stop or tube/train station, whilst a third of car journeys are within a 25-minute (2km) walk, suggesting there are real opportunities for active modes to replace the car.
- 2.4 **Figure 2.1** provides details of an 800m (10-minute) and 2km (25-minute) catchment zone surrounding the site. The map shows that a number of residential areas, amenities and green spaces can be accessed within a 25-minute walk.

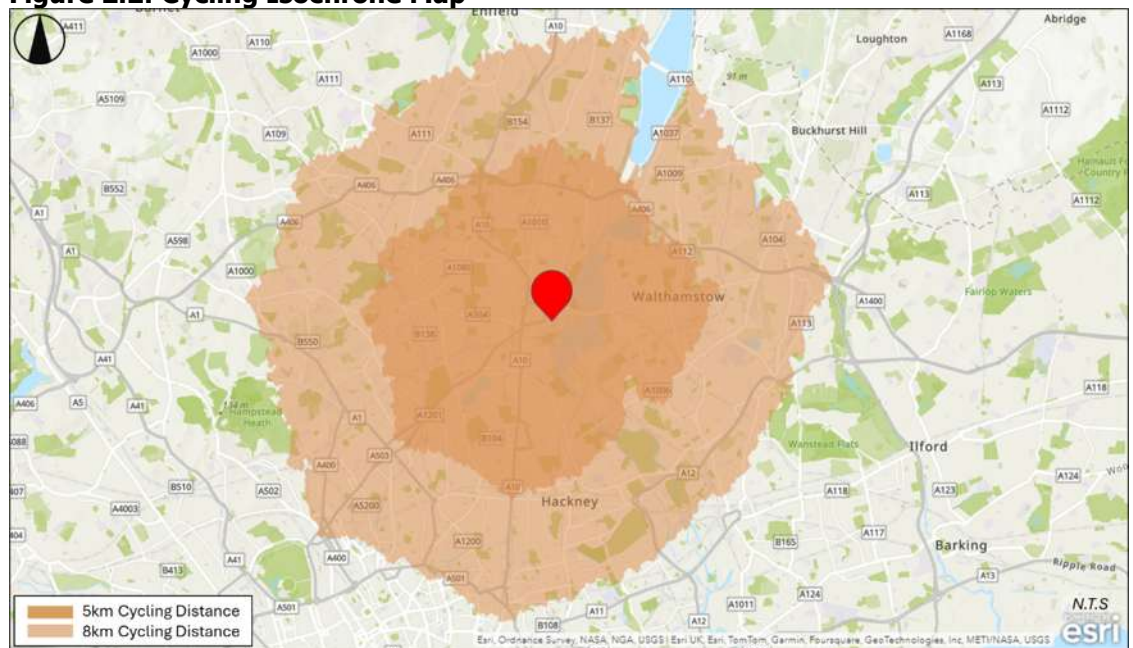
Figure 2.1: Walking Isochrone Map



Access by Bicycle

- 2.5 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length, although in London, longer journeys are more commonplace. **Figure 2.2** shows a 5km and 8km cycling catchment from the site. The map shows that areas including Tottenham, Walthamstow, Hackney, Camden Town, Old Street, Bethnal Green and Islington can be reached within an 8km cycle.
- 2.6 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 the site in the following times:
- Tottenham Hale (3-minutes / 4-minutes / 4-minutes);
 - Seven Sisters (3-minutes / 4-minutes / 5-minutes);
 - South Tottenham (5-minutes / 6-minutes / 7-minutes);
 - Bruce Grove (6-minutes / 8-minutes / 11-minutes); and
 - Stoke Newington (10-minutes / 15-minutes / 16-minutes).

Figure 2.2: Cycling Isochrone Map



Access by Public Transport

Access by Bus

- 2.7 The closest bus stop is located on Broad Lane circa 320m to the northwest of the Site which provides access to northbound buses on Routes 41, N41 and W4, with southbound services available which is located a further 100m to the north. A summary of local services and stops is provided at **Table 2.1**.

Table 2.1: Summary of Local Bus Services					
Bus Stop	No.	Route	Frequency (every 'x' minutes)		
			Mon-Fri	Sat	Sun
Tottenham Hale Bus Station	230	Fyfield Road – Wood Green Station	15	15	14-14
Tottenham Hale Bus Station	123	Lordship Lane – Hainault Street	8-12	/	15
Tottenham Hale Bus Station	192	Tottenham Hale Bus Station – Little Park Gardens	8-12	8-12	/
Tottenham Hale Bus Station	76	Tottenham Hale Bus Station – Lower Marsh	10-12	9-13	11-13
Fountayne Business Centre Stop Q	41	Archway Station – Tottenham Hale Bus Station	5-8	5-9	8-12
	W4	Ulster Gardens – Ferry Lane Primary School	8-12	9-13	10-14

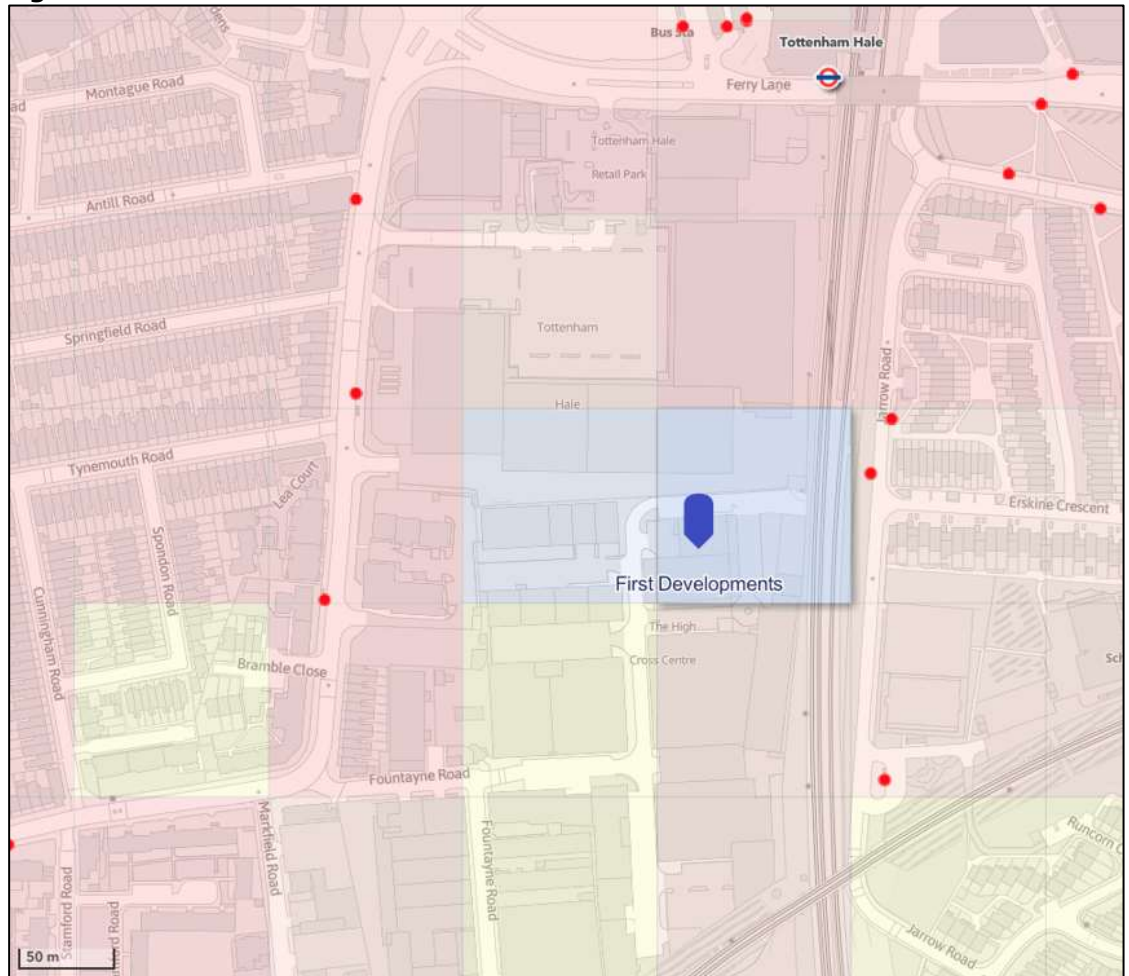
Access by Underground/Overground/Rail

- 2.8 The closest underground station is Seven Sisters which is located circa 800m (12-minute walk) to the west; the station provides access to Victoria Tube Line services which offers connections between Walthamstow Central and Brixton.
- 2.9 The closest rail station is Tottenham Hale which is located circa 960m (14-minute walk) to the north via Broad Lane and Ferry Lane. The station provides access to Stansted Express and Greateranglia services with regular departures to destinations including Stansted Airport, Cambridge North, Bishops Stortford, Stratford, London Liverpool Street, Hertford East and Meridian Water.
- 2.10 Seven Sisters Station which is located approximately 1.1km (17-minute walk) to the southwest provides access to Rail and London Overground with services to destinations including London Liverpool Street, Cheshunt and Enfield Town.
- 2.11 South Tottenham Station is located circa 1.2km (18-minute walk) to the southwest and provides access to London Overground services to Gospel Oak and Barking Riverside.

Public Transport Accessibility Level

- 2.12 The High Cross Centre is considered to have an excellent level of accessibility to public transport being in close proximity to Tottenham Hale Station which is served by numerous bus and rail services. Notwithstanding this, the official PTAL Rating of the Site is considered to be poor based on the TfL Webcat website with an extract below at **Figure 2.3** which suggests a PTAL Rating of 1b, albeit with the warehouse immediately to the south having a PTAL Rating of 5 and the entrance to the Estate a PTAL Rating of 6a.

Figure 2.3: Extract from TfL Webcat PTAL



Method of Travel to Work

2.13 The 2011 Census has been examined in order to understand how the workplace population travels to work. Although data from the 2021 Census is now available, it is not considered representative having been undertaken at a time during the COVID-19 pandemic when many people were either working from home or not working.

2.14 **Table 2.2** provides a summary of the Census data from the super output layer [Haringey 025] in which the Site is located along with the assumed share to each mode taking into account the car free nature of the scheme. The Census data shows that 36% of the workplace population travel to work as a driver of a car, 51% utilise public transport modes and an additional 11% active travel modes either walking or cycling. The assumed mode share includes 3% share to car driver to reflect the potential number of Blue Badge holders with the other modes uplifted on a pro-rata basis, with a proportion of the share to car passenger reduced and assigned to taxi and scooter / moped.

Table 2.2: Method of Travel to Work (Haringey 025)			
Mode	2011 Census		Assumed Mode Share
	No.	%	
Underground, metro, light rail or tram	654	18.1%	27.3%
Train	419	11.6%	17.5%
Bus, minibus or coach	748	20.7%	31.2%
Taxi	6	0.2%	1.3%
Motorcycle, scooter or moped	33	0.9%	2.4%
Driving a car or van	1,287	35.6%	3%
Passenger in a car or van	66	1.8%	0.8%
Bicycle	108	3.0%	4.5%
On foot	290	8.0%	12.1%
Total	3611	100%	100%

3 OBJECTIVES AND TARGETS

3.1 This section sets out the overarching objectives for the Travel Plan along with short-term and medium-term targets. It includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review can be found in **Section 7**.

- **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 Coordinator will seek to reach within the five year period covered by this Travel Plan.

Objectives

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

To engage with and encourage staff and visitors to use active modes of travel to / from the site, through effective promotion of walking and cycling initiatives. This will minimise the impact of increased trips generated by the development on the surrounding public transport network.

3.3 The sub-objectives are:

- Sub-objective 1: To increase staff awareness of the advantages and availability of sustainable / active modes of transport and encourage walking and cycling to work;
- Sub-objective 2: To promote the health and fitness benefits of active travel to all users to encourage the sustainable movement of people to and from the site; and
- Sub-objective 3: To introduce a package of physical and management measures that will facilitate staff and visitor travel by active and sustainable modes.

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 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.

Action Targets

3.6 The key Action Targets are set out below:

- A Travel Plan Coordinator will be appointed at least one month prior to the first occupation of the development;
- Each employee will be provided with a Travel Pack upon commencement of employment, which will provide travel information about the site (cycle parking provision) and initiatives available to them to encourage sustainable travel;
- A baseline travel survey will be undertaken 6 months from occupation once normal travel patterns have been established;
- Travel surveys will also take place 1, 3 and 5 years after the baseline travel survey (as detailed in the Monitoring section); and
- The Travel Plan and the aim targets within it will be updated accordingly depending on the results of the travel surveys (with the five-year survey being the final survey).

Aim Targets

3.7 **Table 3.1** outlines the Aim Targets set out for the building. The targets are set to measure progress towards the main objectives over five years. Interim targets are set mid-way through the monitoring period. For the time being, the targets are based on assumed mode share percentages included at Table 2.2 with the overall aim to increase active modes by 10% over the life of the Travel Plan. Targets will be adjusted, if necessary, once the baseline survey is carried out upon occupation of the building.

Table 3.1: Travel Plan Aim Targets				
Mode	Mode Split			
	2011 Census	Initial (Year 1)	Interim (Year 3)	Final (Year 5)
Rail	45%	43%	41%	40%
Bus	31%	30%	28%	26%
Active Modes	17%	20%	24%	27%

4 TRAVEL PLAN STRATEGY

- 4.1 A Travel Plan is a practical management tool that sets out initiatives. This means that a Travel Plan is a process of continual improvement, requiring regular review to monitor changes in travel patterns and assessing the success of the plan's measures.

Travel Plan Coordinator

- 4.2 The Travel Plan Coordinator will be responsible for overseeing the management, development, implementation, monitoring and review of the Travel Plan.

- Name: _____
- Email: _____
- Tel: _____

Marketing

- 4.3 The Travel Plan Coordinator will promote sustainable travel for general travel as part of a healthier way of life not only for travel to and from the site.
- 4.4 Each employee will be provided with a Travel Pack upon commencement of employment which will include a summarised version of the Travel Plan along with information on public transport and the local walking and cycling network. It will also contain information about any incentives or discounts available to staff and information about the personal benefits of active travel.
- 4.5 Employees will, as a consequence, be made aware of the Travel Plan and of its branding, including the purpose and objectives of the Travel Plan, along with specific provisions such as cycle parking. In conjunction with the Travel Pack, marketing activity will be undertaken during employee induction (where possible).
- 4.6 The Travel Packs will also aim to introduce employees to and promote the use of smart phone travel apps which simplify public transport information, provide up-to-the-minute information and multiple route options. Apps including TfL Go and Google Maps are free to download on Android and IOS.

Funding

- 4.7 The Site Owner is fully committed to the implementation of the Travel Plan and will provide all reasonable funding to ensure that the agreed targets are achieved. This will include funding the Travel Plan Co-ordinator, travel surveys and implementation of all reasonable and necessary measures.

5 MEASURES TO ENCOURAGE SUSTAINABLE TRAVEL

- 5.1 There are specific physical and management measures that will be undertaken as part of the Travel Plan. The list is not exhaustive and the TPC will be free to investigate other potential initiatives.

Travel Pack

- 5.2 Travel Packs provide a sustainable travel guide for new employees of the development. The purpose of the pack is to increase awareness of the advantages and potential for travel by more environmentally friendly modes of transport.
- 5.3 Experience shows that clear simple messages work best, for example: cost savings, health benefits, and identifying alternatives, within the context of lifestyle choice and urban living, alongside practical information about local bus services, and walking / cycling routes to key locations.
- 5.4 A key role of the Travel Pack will also be to raise awareness of the sustainable travel initiatives being implemented through the Travel Plan including:

- A summarised version of the Travel Plan document that sets out the purpose and benefits etc.
- A map of the local area, showing cycling, walking and public transport routes to key local facilities.
- Details of live travel information applications.
- Local electric taxi company details.
- Cycling and walking maps for the local area.
- Details of schemes that the employer may offer.
- Details of Council initiatives.



Measures to Encourage Walking

Walking Strategy 1: Promoting Benefits of Walking

- 5.5 Walking is a truly sustainable method of travel which offers predictable journey times and a range of physiological and psychological benefits.
- 5.6 The Travel Plan Coordinator will develop marketing materials to highlight the health benefits of walking and provide information and advice to staff concerning safe and suitable routes.
- 5.7 The Travel Plan Coordinator will ensure employees are aware of 'walking' initiatives set up by Haringey Council and non-profit organisations, including:
- Haringey Walking Groups: <https://haringey.gov.uk/streets-roads-travel/travel/walking>
 - 10,000 steps a day campaign – Part of the NHS Live Well campaign to improve health and fitness.
 - Promotion of health benefits of walking to be promoted e.g., [NHS Walking for health](#).
 - Walking Works: A website providing tips on how to get friends and colleagues walking.
 - National Walking Month: May is National Walking Month and is promoted by Living Streets.

Walking Strategy 2: Maintaining Infrastructure

- 5.8 The Travel Plan Coordinator will identify, through discussion with employees, problems with external pedestrian routes and raise the need for improvements with the highway authority and Estate Management Team for the High Cross Centre where appropriate.

Walking Strategy 3: Tips for Promoting Walking in the Workplace

- 5.9 It may be suitable to provide the following:
- Lunchtime walking groups;
 - Hold walking meetings;
 - Host a breakfast to reward people who walk;
 - Give out information about the health benefits of walking; and
 - Encourage colleagues to Ride and Stride – if they live too far away from work to walk all the way, encourage them to get off the train or bus a station or stop early and walk the rest of the way.

Measures to Encourage Cycling

Cycling Strategy 1: Promoting Cycling

- 5.10 Cycling is generally accepted as a mode of transport to replace car journeys up to 8km or replace short public transport journeys. It is also free (excluding the purchase and maintenance of a bicycle) and would form part of a person's daily exercise.
- 5.11 The Travel Plan Coordinator will ensure employees are aware of cycling initiatives set up by Haringey Council and non-profit organisations, including:
- Haringey's Walking and Cycling Action Plan document:
https://haringey.gov.uk/sites/default/files/2023-11/adopted_walking_and_cycling_action_plan.pdf
 - Bike Week (www.bikeweek.org.uk), the biggest nationwide cycling event in the UK which usually takes place in June each year.
 - Bike 2 Work (www.bike2workscheme.co.uk) enables employees to be able to obtain a voucher to purchase a bicycle / equipment for a reduced amount of money. The Travel Plan Co-ordinator will discuss with tenants the possibility of offering the scheme to employees.
 - Setting up a Bicycle Club so that those who cycle can share hints and tips.
 - Haringey offers free cycle training for those who live, work or study in the borough. Further detail can be found at <https://haringey.gov.uk/streets-roads-travel/travel/cycling/cycling-haringey/cycle-training>

Cycling Strategy 2: Cycling Infrastructure

- 5.12 Parking is provided for 40 bicycles which includes parking for 32 bicycles in a secure store and parking for 8 bicycles in the form of Sheffield Stands at the south-western corner of the building.
- 5.13 The Travel Plan Coordinator will monitor the use and condition of the cycle parking with the aim of ensuring that they are maintained to an appropriate standard and that there is sufficient to meet the anticipated demand.

Public Transport Use

Public Transport Strategy 1: Information Provision

- 5.14 Increased use of public transport is a fundamental aspect of the Government's sustainable transport strategy and London's Healthy Streets initiative. 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 staff. National Rail and TfL websites and enquiry phone numbers will also be promoted through the Travel Packs.

Public Transport Strategy 2: Travel Loans

- 5.15 The Travel Plan Coordinator will work with Tenants to discuss providing staff with interest free loans to purchase season tickets.

Measures for Disabled Persons

- 5.16 The Travel Plan Coordinator will provide advice regarding accessible public transport and provision for disabled people in the local vicinity and will discuss with them the most appropriate routes to provisions within the local area including bus stops and rail / underground stations.
- 5.17 AccessAble (<https://www.accessable.co.uk/>) offers an accessibility guide to various locations, including shops and cafes in the vicinity of the site.
- 5.18 The TfL Go App enables people to plan a step-free journey (<https://tfl.gov.uk/maps/using-tfl-go>). It offers detail on whether step-free access from street to train is offered, or whether a ramp is provided / necessary, as well as if there are lift disruptions. Options can be set within the app.

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.

Monitoring

- 6.2 Monitoring will be undertaken to ensure the site achieves the travel plan targets and objectives. The monitoring of the Travel Plan will take place through the five-year life span of the plan. All monitoring will be the responsibility of the TPC.
- 6.3 The monitoring program will begin with a Year 0 Travel Survey to be undertaken within 6-months of occupation. Further surveys will take place on the 1st, 3rd and 5th anniversary of the Baseline Travel Survey to monitor progress towards the interim and final targets. An example travel survey is contained in **Appendix A**.
- 6.4 Additional monitoring of the following will also be used to judge whether the implementation or proportion of certain measures needs to be modified. The following factors will be monitored on a regular basis:
- The level of usage of the long stay cycle parking;
 - Demand for additional cycle parking facilities; and,
 - Comments received from staff relating to the operation and implications of the Travel Plan.

Remedial Measures

- 6.5 In the event that monitoring shows that the travel plan has not met its objectives/targets in any respect, then the TPC with the support of the Site Owner shall consider the implementation of remedial measures. Such remedial measures might include:
- A review of the amount of time spent by the TPC implementing the Travel Plan. This review will take place within 6 months and again at 12 months. If the allotted time is not sufficient then more time will be allocated to the TPC role to ensure each initiative is put in place.
 - A review of the utilisation of cycle parking spaces will take place as part of the monitoring process. If, following the review during the summer months or following 6 months of completion, whichever comes first, additional cycle spaces are required, then discussion will take place as to whether and where additional facilities can be provided.

7 ACTION PLAN

7.1 **Table 7.1** sets out an Action Plan for the Travel 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	Cost
Production of Travel Plan	Completed Travel Plan	Site Owner	Travel Plan	Site Owner and appointed consultant	Time-spent
Appointment of Travel Plan Co-ordinator and hand over of Travel Plan from Site Owner to TPC	Once month prior to occupation	Site Owner	Appointment of Travel Plan Co-ordinator	Site Owner	Time-spent
Production of Travel Pack	Given to all new employees	Site Owner	Completed Travel Pack	TPC	Time-spent
Launch of Travel Plan	Within one month of occupation	Site Owner	-	Site Owner	Time-spent
Implement Travel Plan measures such as walk / cycle events	Undertaken periodically	Site Owner	Uptake of measure	TPC	Time-spent
Baseline Travel Survey (Year 0)	Given to each member of staff within 6 months following occupation of the building	Site Owner	Receipt of survey results	TPC	Time-spent
Interim Surveys (Years 1 and 3)	On the anniversary of Year 0 survey	Site Owner	Receipt of survey results	TPC	Time-spent
Full Review at end of Year 5	On the 5th anniversary of the Initial Year 0 Travel Survey	Site Owner	Receipt of survey results	TPC	Time-spent
Snapshot visitor surveys	Periodically	Site Owner	Receipt of survey results	TPC	Time-spent

Appendix A

(Example Staff 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. For further information please contact _____ on _____. Thank you in advance for your help.

1. 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)	

2. 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)

3. 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)	

4. 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)			

5. 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)	☐ Motorbike (08)
☐ Taxi (09)	☐ Car Share (10)	☐ Other (11)	

6. 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)	☐ Motorbike (08)
☐ Taxi (09)	☐ Car Share (10)	☐ Other (11)	

7. 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 (08)
☐ Better information on alternatives (07)	

8. In what age category do you fall?

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