



ttp consulting
transport planning specialists

Hillingdon Council

Lobster Pot Car Park,
Cricket Field Road, Uxbridge

Travel Plan

October 2026

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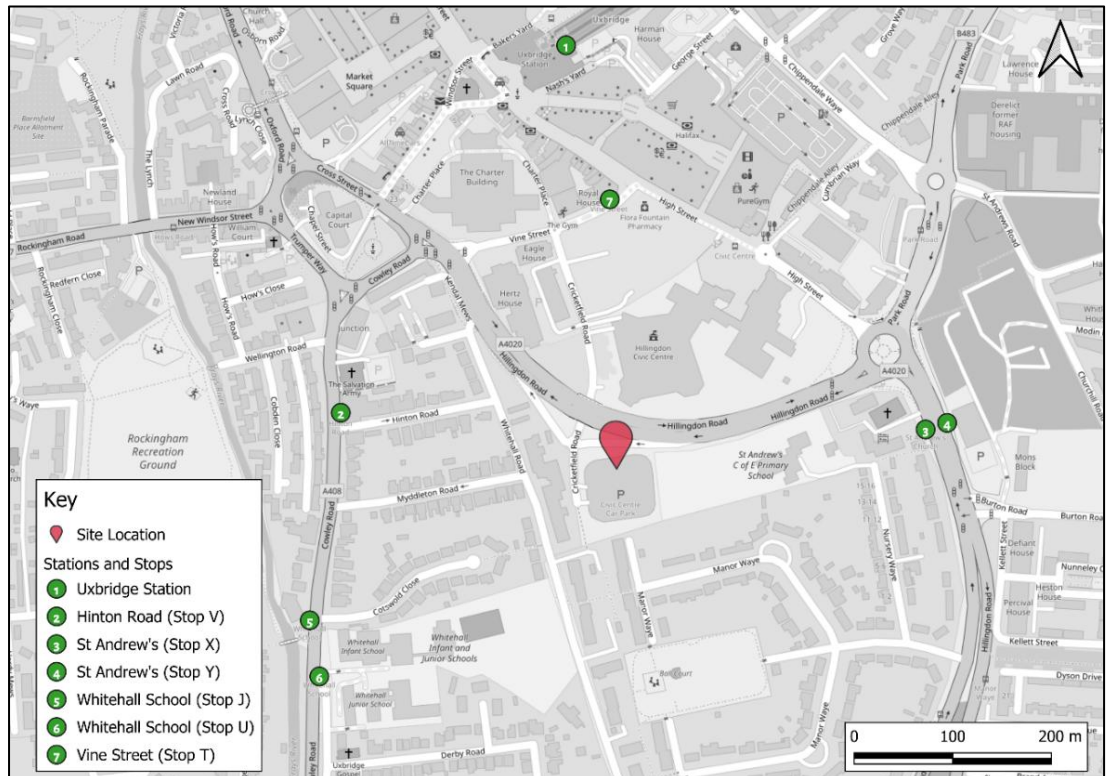
Appendices

Appendix A - Example Travel Survey

1 INTRODUCTION

- 1.1 This Travel Plan has been prepared by TTP Consulting on behalf of the applicant, Hillingdon Council, to accompany a planning application for a new 160-bed residential care home on the Hillingdon Civic Centre Car Park site, on Cricket Field Road, locally known as the 'Lobster Pot', located in Uxbridge UB8. The site location is shown on the plan in Figure 1.1.

Figure 1.1 – Site Location Plan



- 1.2 The site is currently occupied by a three-storey multi-level car park providing 373 spaces, primarily for Civic Centre staff and visitors during weekdays, and open to the public on Saturdays. The proposed development comprises a specialist residential care home providing accommodation for up to 160 residents requiring 24 hour nursing, dementia and complex care support (Use Class C2). Car parking will be provided in accordance with local standards, as well as cycle parking and refuse storage facilities.

Travel Plan Aim

- 1.3 The main aim of the Travel Plan is to put in place management tools that are necessary to enable staff to make informed decisions about their travel. This will, in effect, mitigate against any potential impacts on the highway network and the environment. This aim is achieved by setting out a strategy to eliminate barriers which keep residents from utilising active travel modes and public transport.

- 1.4 Given the site's location, it is expected that a lot of staff will be able to walk, wheel or cycle to local amenities, public transport services and commute to the site.

Benefits

- 1.5 The achievement of the aims and objectives of the Travel Plan will bring about a wide range of benefits for residents and the wider community, as set out below:
- An excellent opportunity for exercise through cycling and walking.
 - The opportunity to save money by using alternative modes of travel to the car.
 - Improved quality and reliability of journeys to and from the development.
 - An improved environment for living and working.

Travel Plan Coordinator

- 1.6 The Travel Plan Coordinator (TPC) 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. The Travel Plan Coordinator contact details will be provided to the council when confirmed.

Scope of the Report

- 1.7 This Travel Plan has been written as a stand-alone document and contains the information to support the preparation of a detailed pre-occupation Travel Plan (if required). The remainder of this Travel Plan is structured as follows:
- Section 2 - Summarises the relevant policy;
 - Section 3 - Describes the accessibility and travel patterns of the development;
 - Section 4 - Sets out the objectives and targets of the Travel Plan;
 - Section 5 - Outlines the Travel Plan strategy;
 - Section 6 - Identifies the measures and initiatives that will be implemented;
 - Section 7 - Details the monitoring and review programme; and,
 - Section 8 - Provides the Action Plan.

2 POLICY CONTEXT

National Planning Policy Framework

- 2.1 The National Planning Policy Framework (NPPF), published August 2026, provides the plan-making and national decision-making policies for development proposals in England. It is a material consideration of critical importance. Chapter 15 focuses on promoting sustainable transport with the objective of ensuring transport considerations are taken fully into account in the preparation of development plans and in the evolution of assessment of development proposals.
- 2.2 Policy TR6: Assessing transport impacts requires development proposals that are likely to generate significant amounts of movement to be supported by a transport statement or transport assessment, proportionate to the nature and scale of the development, and a travel plan which indicates how sustainable transport objectives will be delivered.

London Plan

- 2.3 The London Plan 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. Policy T4 'Assessing and mitigating transport impacts' states that when required, Travel Plans should be submitted having regard to Transport for London guidance.
- 2.4 A draft London Plan was issued on 16th July 2026 with a consultation period open until 15th October 2026, after which an Examination in Public is expected during 2027 and adoption in early 2028.

Hillingdon Local Plan

- 2.5 The Hillingdon Local Plan Part 1 Strategic Policies was adopted in November 2012 and is the key strategic planning document for Hillingdon. It sets out a long-term spatial vision and objectives for the Borough, what is planned to happen and where / how it will be achieved. This Development Management Policies document forms part of Hillingdon's Local Plan Part 2. Its purpose is to provide detailed policies that will form the basis of the Council's decisions on individual planning applications.
- 2.6 In terms of parking Policy DMT6 'Vehicle Parking' states that development proposals must not lead to a deleterious impact on street parking provision and provide a transport appraisal and travel plan.

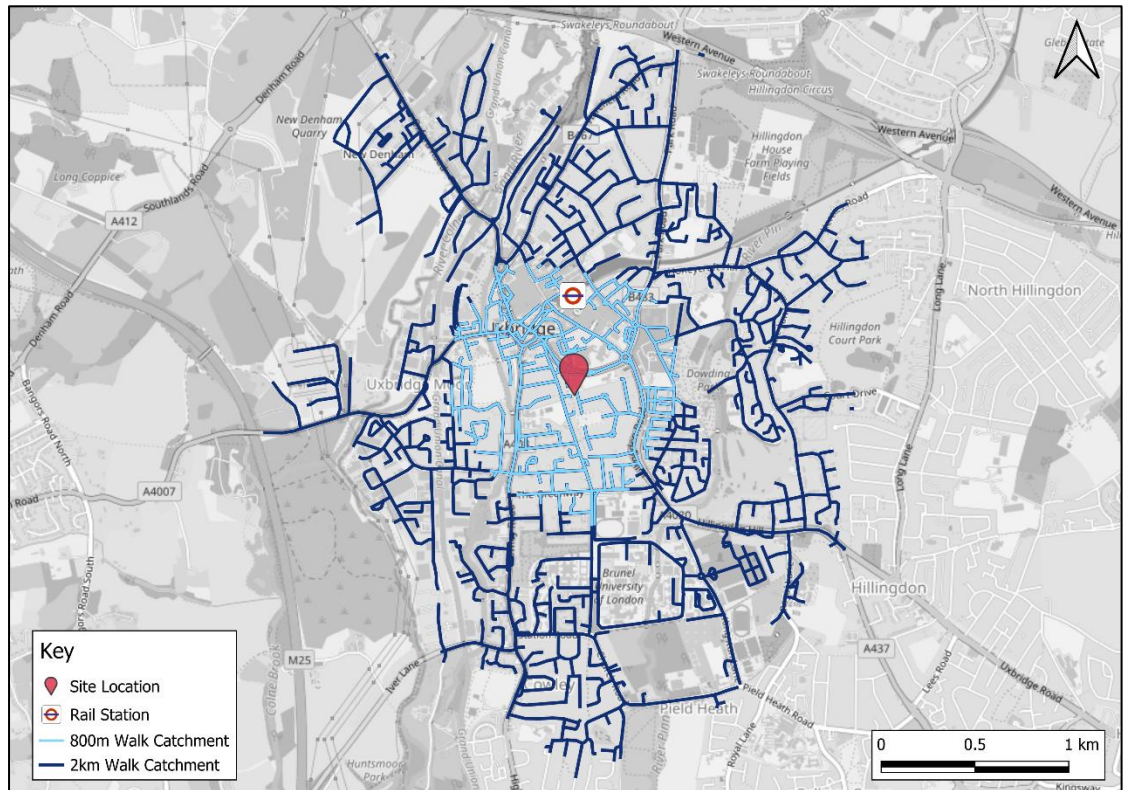
3 ACCESSIBILITY AND TRAVEL PATTERNS

- 3.1 The accessibility of the site has been considered in regards to the future scenario where staff and visitors may choose to access the site by non-car modes. Given the location of the site, just south of the A4020 and within walking and cycling distance of Uxbridge Town Centre which has good public transport links, it is considered that there are real opportunities for active and sustainable travel.

Walking

- 3.2 Like much of London the site benefits from being within a short walking distance of public transport opportunities, local facilities and amenities as well as residential areas.
- 3.3 There are footways along one or both sides of all streets in the immediate vicinity, including the A4020 Hillingdon Road, with crossings provided with dropped kerbs and tactile paving. The closest bus stop is located on Vine Street in the town centre approximately 300m to the north with further stops on Hillingdon Road to the east and Cowley Road to the west, both of which are 300 – 350m away. Uxbridge Underground station is located approximately 520m to the north of the site in the town centre.
- 3.4 Roughly half of all walking journeys 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.
- 3.5 Figure 3.1 provides details of an 800m and 2km catchment zone surrounding the site. The map shows that a number of retail and employment areas could be accessed on foot, as well as a number of bus stops and Underground stations.

Figure 3.1 – Walking Isochrone Map



3.6 Table 3.1 sets out details of distances between the site and public transport opportunities. This illustrates that there are a number of public transport facilities within a short walking distance with an average walking speed assumed to be 80m per minute.

Table 3.1 – Approximate Distances to Local Public Transport Opportunities			
Stop / Station	Location	Distance	Approximate Walking Time*
Vine Street (T)	Vine Street	330m	4 minutes
St Andrew's Church (X & Y)	Hillingdon Road	420m	5-6 minutes
Hinton Road (V)	Cowley Road	450m	6 minutes
Whitehall School (J & U)	Cowley Road	500m	6-7 minutes
Uxbridge Station	High Street	520m	7 minutes
*Based on 80m per minute			

Cycling

- 3.7 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 commonplace. Figure 3.2 shows a 5km and 8km cycling catchment from the site. A number of towns are within an 8km cycle of the site, including but not limited to Hillingdon, Hayes, Ruislip, West Drayton, Langley and Denham. Whilst many of the locations have alternative routes via public transport this offers staff living up to 8km away an alternative if they wish to cycle.

Figure 3.2 – Cycling Isochrone Map



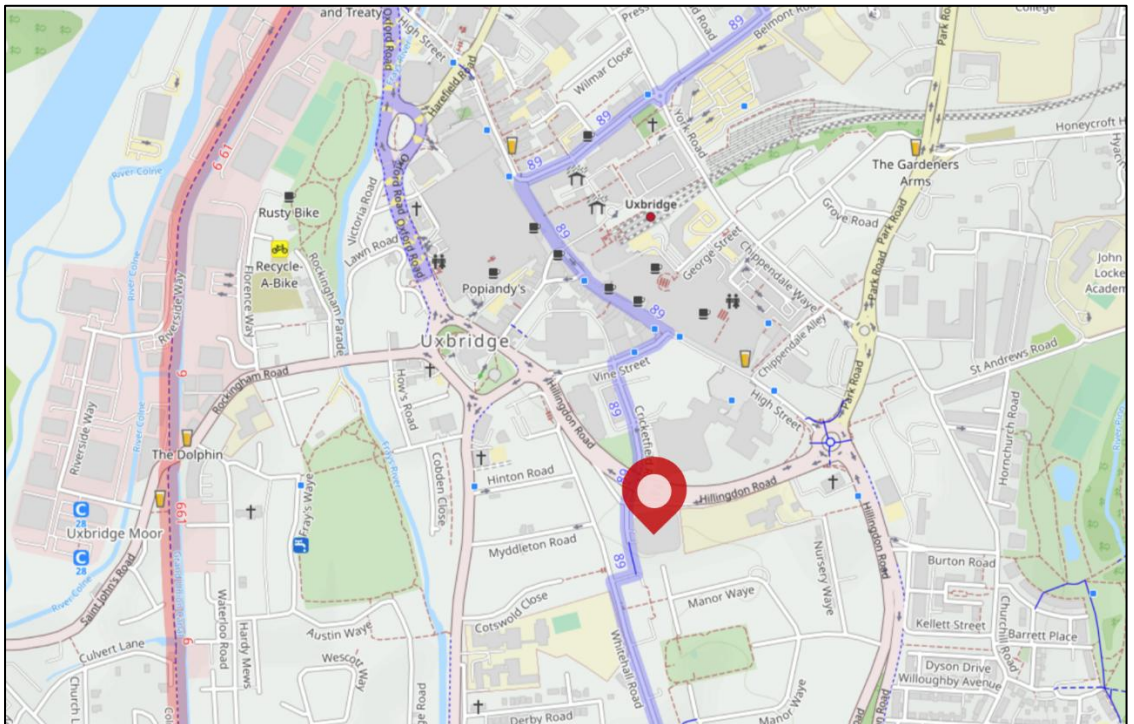
- 3.8 More locally, Local Cycle Route 89 passes in front of the site on Cricket Field Road and offers a cycle-friendly route to Uxbridge Station, Cowley to the south and West Ruislip to the north. The sections along Vine Street and High Street are along shared surfaces with the majority of the other sections on a mix of quieter or busier routes with on-road and off-road sections. Route 89 is signposted near to the site and features on-road and off-road sections along the access road as shown in Figure 3.3 below.

Figure 3.3 – Local Cycle Route 89 on Cricket Field Road



3.9 National Cycle Network (NCN) Route 6 is also close to the site and is accessible within a four-minute cycle to the west of the site. The route follows the Grand Union Canal up to Watford in the north and heads away from the canal route at Cowley where it transitions into the National Cycle Network 6. Figure 2.5 shows the local cycle routes in the vicinity of the site.

Figure 3.4 – Local Cycle Routes (Courtesy of OpenCycleMap)



By Bus

- 3.10 The closest bus stops are on Cowley Road to the west of the site, Vine Street to the north and Hillingdon Road to the east. More routes are also available from Uxbridge Station and Park Road. There are night bus services available. Table 3.2 provides a summary of the local bus routes.

Table 3.2 – Summary of Local Bus Services					
Bus Stop	Route		Frequency (every 'x' minutes)		
	No.	Destination	Mon-Fri	Saturday	Sunday
Vine Street (T) ¹	427	York Road – Bridge Road	7-11	8-12	11-15
	U1	Ruislip Station – West Drayton Station	11-15	15	30
	U3	Uxbridge Station – Heathrow Central Bus Station	10-13	10-15	20-30
	U4	Prologis Park – Belmont Road	8 - 12	9-12	11-15
	U7	Uxbridge Station – Lombardy Retail Park	30	30	30
	N207	Uxbridge – Holborn	30 (night service)	30 (night service)	30 (night service)
Hinton Road (V) ²	222	Uxbridge Station – Hounslow Bus Station	8-12	9-13	11-13
	U5	York Road – Blyth Road	10 – 13	11-12	30
Uxbridge Station	331	Ruislip Station – Belmont Road	20-30	20-30	30
	U2	Brunel University – Belmont Road	9-13	10-20	20
	U9	Uxbridge Station – Harefield Hospital	20-30	20-30	60
	U10	Uxbridge Station – Glenhurst Avenue	90	90	N/A
St Andrew's Church (X)	A10	Uxbridge Station – Heathrow Central Bus Station	20-30	20-30	30
Park Road	SL8	Uxbridge Station – White City Bus Stop	7-11	7-11	9-12
¹ Services also available from St Andrew's Church (Stops X & Y)					
² Services also available from Whitehall School (Stops J & U)					

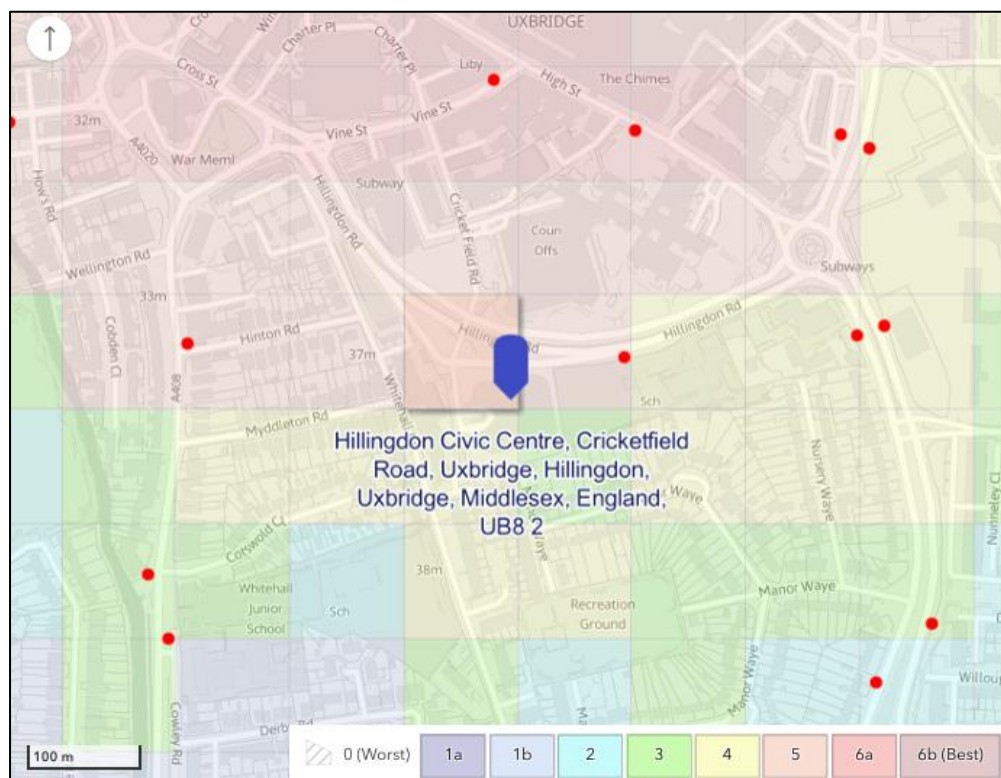
By Underground / Rail

- 3.11 Uxbridge Underground station is the closest to the site, located 520m to the north, approximately 6-7 minute walk. It is the terminus for the Piccadilly and Metropolitan lines. During the day, on the Piccadilly line there are 3 trains per hour in either direction between Uxbridge and Cockfosters, and on the Metropolitan line there are 8 trains per hour in either direction between Uxbridge and Aldgate. Services on the Metropolitan and Piccadilly lines start running around 05:00 and finish around midnight. There is step-free access from the street to the platform at Uxbridge Underground station.

Public Transport Accessibility Level (PTAL)

- 3.12 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account 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 level of accessibility.
- 3.13 The site has a PTAL level of 4-5, demonstrating that it has a 'good to very good' level of accessibility to public transport. Figure 3.5 shows an extract of the PTAL map.

Figure 3.5 - PTAL Rating (Source WEBCAT PTAL)



Travel to Work

- 3.14 Table 3.3 sets out the mode share for travel to work for the local area [Hillingdon 015] workplace population based on data from the 2011 Census; although data from the 2021 Census is now available, it is not deemed representative given it was undertaken during the COVID-19 pandemic when more people than normal were either working from home or not working. The data suggests that 60% of people working in the area travel by car with 27% using public transport and 12% active modes.

Table 3.3 – Summary of Census Mode Share Travel to Work	
Mode	Percent
Underground, metro, light rail or tram	10%
Train	4%
Bus, minibuss or coach	13%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	57%
Passenger in a car or van	3%
Bicycle	2%
On foot	10%
Total	100%

Department for Transport Connectivity Tool

- 3.15 The Department for Transport (DfT) Connectivity Tool has been used to assess the site's accessibility by sustainable transport modes. The tool generates a connectivity score by evaluating access to a range of everyday destinations, including employment, education, healthcare, retail and public transport, based on travel times by walking, cycling and public transport. The resulting score provides an objective measure of the site's overall connectivity and demonstrates the extent to which future users can access local services without relying on the private car.
- 3.16 The findings of the assessment are summarised in Table 3.4 below, indicating that the site is very highly connected in terms of non-car modes with an overall score of 83. The output shows that the site has a higher-than-average connectivity by all modes overall.

Table 3.4 - DfT Connectivity Score					
Journey Purpose	Mode of Travel				
	Overall (except driving)	Public Transport	Walking	Cycling	Driving
Overall	83	83	82	80	93
Education	81	88	75	86	83
Leisure	83	83	83	81	91
Health	78	82	71	81	87
Shopping	90	90	88	93	97
Residential	76	77	74	80	95
Workplaces	73	75	66	72	88
KEY	0	25	50	75	100

4 OBJECTIVES AND TARGETS

Introduction

4.1 This section sets out the overarching objectives and aims for Travel Plan, along with indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review of the Travel Plan can be found in Section 7.

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

Objectives

4.2 The Travel Plan's overriding objective is:

To engage with and encourage staff to use more sustainable ways of travelling to/from the site through more effective promotion of sustainable travel modes, including walking/wheeling and cycling.

4.3 The sub-objectives are as follows:

- Sub-objective one: To increase awareness of the advantages and availability of active modes of transport.
- Sub-objective two: To promote the health and fitness of active travel for staff and visitors.
- Sub-objective three: To introduce a package of physical and management measures that will facilitate travel by sustainable modes.

Targets

4.4 Targets are measurable goals by which the progress of the Travel Plan will be assessed. Targets are essential for monitoring the progress and success of the Travel Plan. Targets should be 'SMART' – Specific, measurable, achievable, realistic and time-related.

4.5 Targets come in two forms – Action and Aim targets. Action Targets are defined actions that need to be achieved by a certain time. Aim Targets are quantifiable and, in the case of this Travel Plan, related to the degree of modal shift that the plan is seeking to achieve.

Action Targets

4.6 The key Action targets are set out below:

- A Travel Plan Coordinator will be appointed at least 1 month prior to first occupation of the development.
- The Site Owner commits to undertaking the Baseline travel survey when the site has been open for 6-months.
- The Travel Plan Coordinator will undertake monitoring surveys 1, 3, and 5 years after the baseline travel survey.
- The Travel Plan Coordinator will implement measures to encourage active travel by site users.
- The Travel Plan Coordinator will monitor the condition of cycle parking and disabled parking to ensure that it is maintained to an appropriate standard.
- The Travel Plan will run for a period of 5 years.

Aim Targets

4.7 The aim targets have been summarised in Table 4.1. The targets are set to measure progress towards the main objectives over five years. The Travel Plan recognises that it is not possible to set out accurate targets for far in the future, even when based on actual mode share data. Given this, it should be acknowledged that the targets may change over time as results from ongoing monitoring become available.

4.8 The mode split has been taken from Table 3.3 for the purpose of setting targets until the initial (Year 0) Baseline travel survey is undertaken.

Table 4.1 - Travel Plan Aim Targets				
Target	Mode Split			
	Baseline	Interim	Interim	Final
	(Year 0)	(Year 1)	(Year 3)	(Year 5)
Increase the mode share for trips to 20% on foot by Year 5	10%	13%	16%	20%
Increase the mode share for trips to 6% by bicycle by Year 5	2%	3%	5%	6%
Increase the mode share of public transport trips to 33% by Year 5	27%	29%	31%	33%
Reduce the mode share of car driver trips to 39% by Year 5	57%	51%	46%	39%

5 TRAVEL PLAN STRATEGY

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

Travel Survey

- 5.2 The travel survey will inform how staff travel to and from the care home. An example travel survey is contained in Appendix A.

Travel Plan Coordinator

- 5.3 The TPC will be appointed one month prior to occupation of the development. The duties of the Travel Plan Co-ordinator will include the following:

- To oversee the implementation of the Travel Plan.
- To take responsibility for undertaking travel surveys.
- To design and implement effective marketing and awareness-raising campaigns to promote the Travel Plan.
- To act as a point of contact for residents requiring information.
- To ensure the travel information available is up to date.
- To ensure the Travel Pack is disseminated to new staff.
- To co-ordinate the monitoring programme for the Travel Plan, including target setting and updating the report with travel survey results.

- 5.4 The Travel Plan is a live document and therefore will be updated regularly as part of the responsibility of the nominated TPC.

Marketing

- 5.5 Each member of staff will be provided with the Travel Pack when their employment begins. The Travel Pack will contain a summarised version of the Travel Plan, explaining its objectives in enhancing the environment and the role of individuals in achieving the objectives of the Travel Plan, along with information on public transport, the local walking and cycling network and car sharing apps.
- 5.6 The use of smartphone travel apps helps to simplify public transport information and provide up-to-date information and alternative routes. Web links to apps like Traveline, City Mapper and Walk Wheel Cycle Trust will be provided in the Travel Pack.

6 MEASURES AND INITIATIVES

- 6.1 The key to the success of the Plan will be the effectiveness of the measures that are implemented, as set out below.

Travel Packs

- 6.2 The Travel Pack will provide a sustainable travel guide. The purpose of the pack is to increase awareness of the advantages and potential for travel by more environmentally friendly modes. Experience shows that a clear and simple format works best, for example conveying messages like: cost savings, health benefits and identifying alternatives.
- 6.3 The Travel Pack will provide:
- A map of the neighbourhood showing cycling, walking and public transport routes.
 - Details of car sharing groups.
 - Details of live travel information apps.

Measures to Encourage Walking

Walking Strategy 1: Promoting the Benefits of Walking

- 6.4 Walking is a truly sustainable method of travel which offers predictable journey times and a range of physical and psychological benefits. The TPC will encourage staff to walk whenever possible highlighting the environmental, economic and health benefits and provide information and advice to staff concerning safe, suitable routes.
- 6.5 The TPC will ensure staff are aware of 'walking' initiatives set up by non-profit organisations, including:
- [Living Streets](#) – A charity that provides everyday walking through community campaigns and events.
 - [10.000 Steps a Day](#) – part of the NHS Live Well campaign to improve health and fitness.
 - Walk to Work Day 2027 – The first Friday of every April is Walk to Work Day, helping people to get on track for a healthy lifestyle.

Walking Strategy 2: Maintenance of Local Footways

- 6.6 The TPC will liaise with staff regarding the condition of footways in the local and wider area with the aim of encouraging the local Highway Authority to maintain the footways to an appropriate standard.

Measures to Encourage Cycling

Cycling Strategy 1: Promoting Cycling

- 6.7 Cycling is generally accepted as a suitable mode to replace car and bus journeys to up to 8km. It is also free (excluding the purchase and maintenance of the bicycle) and would form part of a person's daily exercise. Staff will be provided with information of local cycling routes, and the TPC will ensure awareness of cycling initiatives set up by the Council and non-profit organisations, including:

- [Bike Week](#) – the biggest nationwide cycling event in the UK which usually takes place in June each year.

Cycling Strategy 2: Cycle Parking

- 6.8 There will be cycle parking spaces for staff located inside the building. Visitor cycle spaces will be provided in a suitable location in the parking area in front of the care home. Cycle parking will be actively managed through this Travel Plan by the TPC who will monitor the condition of the cycle parking to ensure that it is maintained to an appropriate level.

Provision for People with Disabilities & Visual Impairment

- 6.9 The TPC will seek to ensure public transport access points have appropriate provision for people with disabilities, including:
- Dropped kerbs and tactile paving of an appropriate colour.
 - Audible pedestrian crossing tones where appropriate.
 - Rotating cones on signalised pedestrian crossings.
- 6.10 The app [AccessAble](#) offers an accessibility guide to various locations and its use will be promoted to staff.

7 MONITORING AND REVIEW

- 7.1 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 and Reporting

- 7.2 All monitoring will follow best practice guidance and will be the responsibility of the Travel Plan Coordinator.
- 7.3 The Site Owner commits to undertaking the Baseline travel within 6 months after the care home has opened. Travel Surveys will then be undertaken on the anniversary of the Baseline Travel Survey in years 1, 3 and 5. The Travel Plan will run for 5 years.
- 7.4 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 cycle parking.
 - The condition of the local highway network.
 - Comments received from staff relating to the operation and implications of the Travel Plan.
- 7.5 The TPC will submit a monitoring report or update to the Travel Plan, whichever is preferred, to the Council following each Travel Survey which will include the results of travel surveys and will review progress towards meeting the targets.

Remedial Measures

- 7.6 In the event that the Travel Plan has not met its objectives/targets, the TPC will consider appropriate remedial measures which could include a review of the amount of time spent implementing the Travel Plan, and introduction of new measures.

8 ACTION PLAN

8.1 Table 8.1 provides an Outline Action Plan for the implementation of the various measures associated with the Travel Plan along with who is responsible and how funding will be secured.

Table 8.1 – Action Plan			
Action	Target	Measure	Responsibility
Production of Travel Plan	The Developer / TTP Consulting	Travel Plan	Site Owner
Appointment of Travel Plan Co-ordinator	Prior to the site opening	Appointment of TPC	Site Owner
Launch of Travel Plan	Upon site opening	Site Owner hand over to TPC	Site Owner
Production & distribution of Travel Pack and Noticeboard	Given to all new staff upon employment	Completed Travel Pack	TPC
Implementation of measures	Such as the promotion of walk-to-work or travel buddy schemes	Ongoing	TPC
Monitor use of Cycle Parking and Disabled Parking	Monitor regularly	Ongoing	TPC
Baseline Travel Survey	Undertaken within 6 months of site opening	Receipt of survey results	TPC
Interim Travel Surveys	Travel surveys will take place 1 and 3 years after the baseline travel survey.	Receipt of survey results	TPC
Final Travel Survey	At Year 5. End of Travel Plan.	Receipt of survey results	TPC
Travel Survey Results to inform targets	Results of all travel surveys to be included in Travel Plan or Monitoring Report submitted to Council.	Periodically	TPC

Appendix A

(Example Travel Survey)

Staff Survey

Staff Travel Survey

This travel survey is being undertaken so we can understand your travel patterns, and we would greatly appreciate your assistance in completing this questionnaire. The information you provide will be kept strictly confidential and will not be linked to individuals. For further information, please contact travelplan@ttp-consulting.co.uk. Thank you for your co-operation.

1. To start, please can you provide us with you're name to be given the opportunity to be entered within a company **prize draw!** (if you do not wish to be apart of this prize draw, you may skip the question)

First name

Last name

2. What is your main mode of travel to/from work?

(Please choose the mode of travel that you use for the longest part of the journey)

- ☐ Walk
- ☐ Cycle
- ☐ Train
- ☐ Tube
- ☐ Bus
- ☐ Car passenger
- ☐ Drive a car alone
- ☐ Taxi
- ☐ Scooter/Motorcycle
- ☐ Other (please specify)

3. If you travel by car where do you park? (skip question if this does not apply to you)

4. If you travel by train, which station do you come to? (skip question if this does not apply to you)

5. How many days per week do you travel to the office?

- | | |
|--|---|
| ☐ Once a week | ☐ Four time a week |
| ☐ Twice a week | ☐ Five times a week |
| ☐ Three times a week | |

6. What time do you normally arrive at work?

- | | |
|-----------------------------------|------------------------------------|
| ☐ Before 7 am | ☐ 9 am - 10 am |
| ☐ 7 am - 8 am | ☐ 10 am - 4 pm |
| ☐ 8 am - 9 am | ☐ 4 pm - 7 pm |

Other (please specify)

7. What time do you normally leave work?

- | | |
|------------------------------------|------------------------------------|
| ☐ 7 am - 10 am | ☐ 3 pm - 4 pm |
| ☐ 10 am - 1 pm | ☐ 4 pm - 5 pm |
| ☐ 1 pm - 3 pm | ☐ 5 pm onwards |

Other (please specify)

8. Approximately how far is your journey to work?

- | | |
|------------------------------------|-------------------------------------|
| ☐ Below 1 mile | ☐ 5 - 10 miles |
| ☐ 1 - 2 miles | ☐ 10 - 25 miles |
| ☐ 2 - 3 miles | ☐ 25 - 50 miles |
| ☐ 3 - 5 miles | ☐ Over 50 miles |

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

- | | |
|-----------------------------|--|
| ☐ Walk | ☐ Car Passenger |
| ☐ Cycle | ☐ Drive a car alone |
| ☐ Train | ☐ Taxi |
| ☐ Tube | ☐ Scooter/Motorcycle |
| ☐ Bus | |

Other (please specify)

10. What would encourage you to use travel all/part of your journey by **foot or cycle**?
Choose as many options as you like!

- | | |
|--|--|
| ☐ More cycle parking | ☐ Provided with a personal security alarm |
| ☐ Better quality cycle parking | ☐ Cycle training |
| ☐ Better information on the local cycling routes | ☐ Dr Bike maintenance sessions |
| ☐ More cycle routes | ☐ Improved route signage |
| ☐ A Bicycle Users Group set up in my office to introduce me to other cyclists | ☐ Better shower and changing facilities at work |
| ☐ Information about local off-road walking routes | ☐ Lockers for cycling gear and helmets |
| ☐ A friend / colleague to walk or cycle with | ☐ Nothing |
| ☐ Small incentives for those who walk or cycle | |

If you believe there is a way to get more people in the building walking or cycling, please let us know!

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