

TRAVEL PLAN

Gynn Lane, Honley

Job No: 22151

Date 6th June 2025



VIASOLUTIONS





Quality Management

Project Number	22151
Filename	22151 Gynn Lane Honley TP
Issue No	1
Issue Date	6 th June 2025
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Reviewer	A Yarrow

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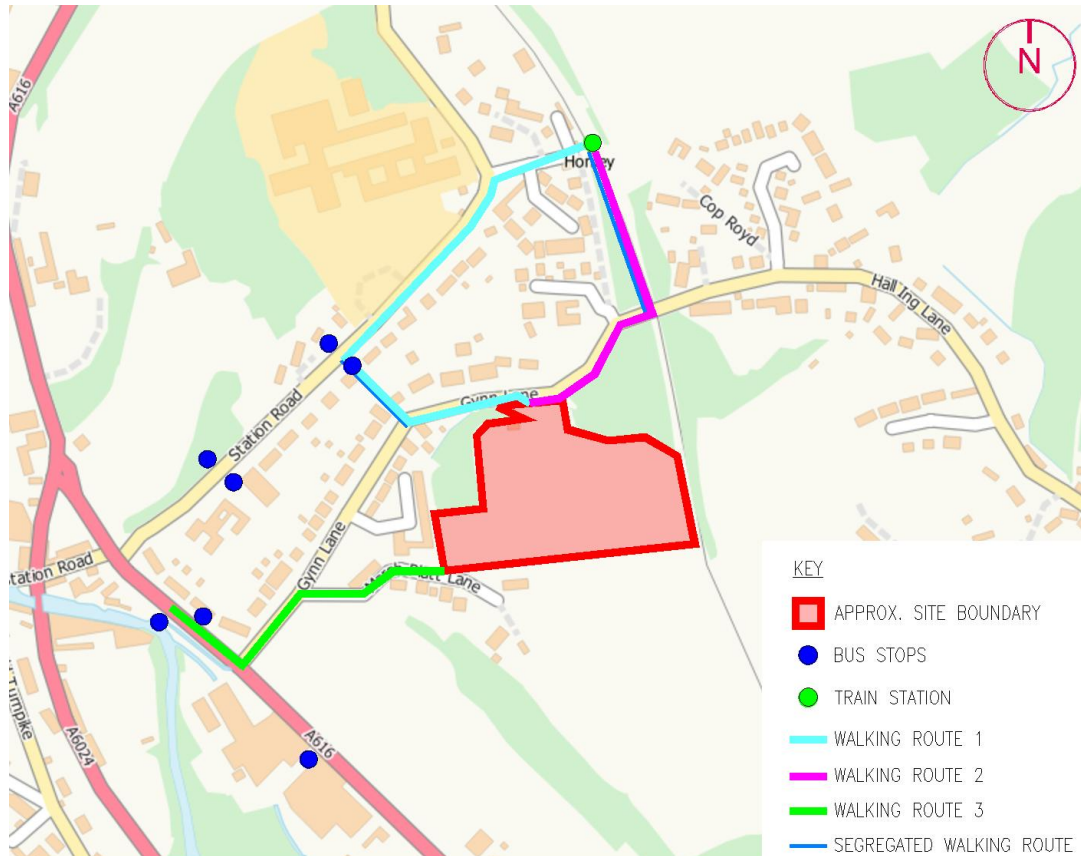
1. Introduction

1.1. OVERVIEW

- 1.1.1. A Travel Plan (TP) is a long-term management strategy for a development that seeks to deliver sustainable transport objectives. It contains a package of measures tailored to the needs of individual development, aiming at promoting greener, cleaner travel choices and reducing the reliance on the car.
- 1.1.2. A TP also involves the development of a set of mechanisms, initiatives and targets that together can enable a development to reduce the impact of travel and transport on the environment, whilst also achieving several other benefits for all users, in this case residents.
- 1.1.3. This Travel Plan (TP) has been prepared to accompany a planning application for for a residential development consisting of 50 residential dwellings, located in Honley, West Yorkshire.
- 1.1.4. This Travel Plan does not include survey information, which would be required to identify accurate modal splits and set targets, the targets provided herein should therefore be regarded as preliminary until travel questionnaires can be carried out post occupation. It is envisaged that the TP will need updating with accurate targets and confirmation of other details such as the Travel Plan Co-Ordinator.

1.1.5. The site in the local context is shown in Figure 1 below.

FIGURE 1. SITE LOCATION



1.1.6. At this stage in the overall planning process, the TP should be read in conjunction with the Transport Statement (TS) prepared by Via Solutions and also submitted with the planning application.

1.2. SCOPE

1.2.1. This Travel Plan has been prepared in accordance with the Department for Levelling Up, Housing & Communities and the Ministry of Housing, Communities & Local Government Planning practice guidance 'Travel Plans, Transport Assessments and Statements', 6th March 2014.

KIRKLEES LOCAL PLAN

1.2.1. The Kirklees Local Plan was adopted on 27th February 2019. The local plan covers the period 2013 – 2031 and sets out the policies necessary to achieve the vision and strategic objectives for the development of Kirklees. The proposed development site benefits from allocation to housing within the local plan under Policy LP65 which states:

'The sites listed below are allocated for housing in the Local Plan. Planning permission will be expected to be granted if proposals accord with the development principle set out in the relevant site boxes, relevant development plan policies and as shown on the Policies Map.'

1.2.2. Policy LP21 'Highways and Access' sets out that proposals shall demonstrate sustainable modes of transport and be accessed effectively and safely by all users, recognising the role of a TS in reducing the impact of developments on the environment by encouraging modal shift.

1.2.3. The TP is a key document for managing transport movements from the development more sustainably, starting the process in the feasibility and early design stages.

2. Walking and Cycling

This section is provided for context on existing facilities and accessibility, proposed measures in relation to cycling and walking are provided in Section 4.

2.1. PEDESTRIAN FACILITIES

- 2.1.1. Gynn Lane has a footway provided along the northern side of the carriageway. The existing footways and segregated walkway routes shown on Figure 1 can be used to access pedestrian routes on Station Road to the north, as well as Honley High School and Honley train station.
- 2.1.2. There will also be a proposed pedestrian connection between the south of site and Marsh Platt Lane. This will provide a second option for pedestrian access to the south, towards bus stops on New Mill Road.

2.2. ACCESSIBILITY ON FOOT

- 2.2.1. It is recognised that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. The Chartered Institution of Highways and Transportation (CIHT) publication 'Providing for Journeys on Foot', 2000, contains suggested acceptable walking distances and, for commuting and education trips, states that a desirable walking distance is 500m, an acceptable walking distance is 1000m and a preferred maximum walking distance is 2000m.
- 2.2.2. The range of services and facilities within the desirable, acceptable, and preferred maximum walking distances (for Commuting / Education trips) of the development are summarised in Table 1 below.

TABLE 1. DESTINATIONS WITHIN ACCEPTABLE WALKING DISTANCES

Distance	Destinations
500m	Bus Stops, Honley High School, Honley Train Station, veterinarian, gym, Domino's Pizza,
1000m	Convenience store, Jacobs Well public house, restaurant, café, Hey Wood and extensive recreational footpaths
2000m	School Wood, Bowling Club

2.3. CYCLING FACILITIES

2.3.1. All dwellings will include at least one electric vehicle charging point with secure cycle parking and allowances made for electric cycle charging in each dwelling.

2.4. CYCLING ACCESSIBILITY

2.4.1. National and Local policy encourage sustainable development and a transfer of the mode of transport away from private car use, however, there is no specific policy that states the recommended maximum cycle distances for commuting / education trips. It is noted that the distances people will be willing to travel on a bicycle will be highly variable depending on the type of development, site users and age profile as well as the perception of personal safety in the local environment.

2.4.2. Local Transport Note (LTN) 2/08 (published by DfT) does however suggest that an acceptable and comfortable distance for general cycling trips is up to 5km and the same guidance also refers to commuting cycle trips of up to 8km. The entirety of Honley

Centre is within a 5km cycle, as well as the south of Huddersfield Town Centre. The entirety of Huddersfield Town Centre is then within an 8km cycle of the site.

2.4.3. Whilst LTN 1/20, Cycle Infrastructure Design, July 2020, has replaced LTN2/08 and has resulted in it being withdrawn, LTN 1/20 does not contain definitive recommended maximum cycling distances and therefore there is no reason to suggest that these distances are not still applicable.

2.4.4. There are no cycle routes available as suggested on West Yorkshire Combined Authority's cycle journey planner. However, there is still potential for residents and visitors to cycle on the carriageway to and from the Site, particularly on lightly trafficked roads such as Marsh Platt Lane, Station Lane and surrounding rural lanes and residential roads. Overall, the local cycle provision is considered suitable given the scale of the proposed development and its semi-rural location.

3. Public Transport

3.1. PUBLIC TRANSPORT PROVISION

BUSES

- 3.1.1. The closest bus stops are located on Station Road and are accessible via the footways and segregated walkways mentioned previously. These bus stops are 180m from the site access, however there are no flags or timetables provided. There is a stop with a flag and timetable provided c. 150m southwest of these stops on Station Road.
- 3.1.2. There are also bus stops on New Mill Road c. 300m southwest of site, as measured from the proposed pedestrian connection to Marsh Platt Lane. These bus stops have a post flag and timetable information provided.
- 3.1.3. The bus services that operate at the above bus stops are summarised within Table 3 below.

TABLE 2. SUMMARY OF BUS ROUTES

Route no	Route Summary	Frequency (minutes)					
		Monday-Friday		Saturday		Sunday	
		Day	Eve	Day	Eve	Day	Eve
314	Huddersfield Bus Station - Holmfirth High School	60	60	60	60	60	60
316	Huddersfield Bus Station - Parkhead	60	NS	60	NS	NS	NS
911	Meltham - Thurstonland Circular	120	NS	3 services	NS	NS	NS

*NS – No Service

- 3.1.4. All of the services above are accessible via the stops on New Mill Road and service 911 is also accessible via the closest bus stops on Station Road. The frequency and provision of bus services is good considering the sites semi-rural location. The Site is considered

to be relatively well served by bus with the opportunity to travel to other areas in West Yorkshire for employment and leisure

RAIL

3.1.5. The Site is some 310m walking distance from Honley Station and therefore there is a reasonable prospect of walking and cycling trips being made to and from the station as part of a longer journey by rail.

3.1.6. Honley Station is served by local and regional services with services to a wide range of destinations such as Huddersfield, Sheffield and Barnsley. Changing at these stations also offers the opportunity to travel via wider regional and national services

4. Development Proposals

4.1. DEVELOPMENT OVERVIEW

4.1.1. The development comprises 50 proposed residential dwellings with the existing dwelling on site being demolished as part of the proposal. The development consists of:

- ❖ 4no. 2 bedroom apartments
- ❖ 22no. 2-3 bedroom dwellings
- ❖ 24no. 4+ bedroom dwellings

4.1.2. It is proposed that a new improved access is formed off Gynn Lane to the north of site, in the location of the existing site access. The proposed access also includes a footway to the east as shown the Drawing 2215101 Rev. B in Appendix A. This includes a proposed pedestrian crossing that connects the site to Honley Train Station and Honley High School via the walking routes shown in Figure 1.

4.1.3. Details of the proposed development is shown on the drawing contained within Appendix A.

4.2. PARKING PROVISION

- 4.2.1. All apartments and 2-3 bedroom dwellings have 2 car parking spaces shown on their proposed driveways as a minimum provision, with some also having garages. All 4+ bedroom dwellings are shown with a minimum of 2 car parking spaces on their driveway as well as a garage with a minimum internal floorspace of 6m x 3m. This gives a total of 3 car parking spaces for the proposed 4+ bedroom dwellings.
- 4.2.2. All dwellings will include at least one electric vehicle charging point. The use of EVCPs will be monitored as part of the Travel Plan. Further charging points will be added to meet demand.

5. Objectives and Targets

5.1. TRAVEL PLAN OBJECTIVES

5.1.1. This Travel Plan shall, by containing appropriate 'hard' and 'soft' measures and initiatives, help improve the environment by seeking to reduce the number of trips made to and from the development by the private car. All residents shall be made aware of the measures included within the Travel Plan in order that positive benefits can be delivered, and the number of trips undertaken on foot, by cycle and by public transport are increased. Visitors to the development will also be encouraged, where possible, to use more sustainable modes of travel.

5.1.2. The main objectives for the Travel Plan are:

1. *Promote sustainable travel (walking, cycling and public transport) as primary modes of travel.*
2. *Provide the infrastructure to facilitate the above*
3. *To deliver mode shift from car journeys to alternative modes including multi-occupancy trips.*
4. *To reduce vehicle emissions through the take up of alternative transport modes.*
5. *To accommodate those journeys that need to be made by car.*

5.2. TRAVEL PLAN BENEFITS

5.2.1. The wider benefits of implementing a Travel Plan and promoting active travel are as follows:

- ❖ A general improvement in the health of the community brought about through reduced air pollution and harmful admissions from a reduction in car travel and through the promotion of healthier activities such as walking and cycling.
- ❖ An improvement in accessibility and reduction in social exclusion as a result of facilitating walking, cycling and the use of public transport for those staff and students that have no regular access to a private vehicle.
- ❖ Ensuring the viability of public transport for those who need it; and
- ❖ To deliver education and promotion of walking and cycling as options for a healthier lifestyle; and
- ❖ Assisting in reducing the adverse effect of climate change as well as providing local air quality improvement.

5.3. TRAVEL PLAN TARGETS

5.3.1. Overarching targets are to be set once the baseline travel surveys have been completed (as set out in Section 5). Targets for the Travel Plan will need to be 'SMART' i.e. they must be:

Site-specific

Measurable

Achievable

Realistic

Time-related

- 5.3.2. In advance of the results of the base-line travel survey being available, National Statistics census data (Dataset WU03EW – Location of usual residence and place of work by method of travel to work (MSOA level)) provides an indication of existing journey to work mode split data from Kirklees 053 Mid Layer Super Output Area (MSOA) which includes the Site.
- 5.3.3. This dataset does not include those respondents to the Census that stated they worked mainly from home and therefore is of better use in understanding the modal split for work-related journeys where respondents travelled to and from a workplace separate to their home address. While 2021 census data is available this data was obtained during partial restrictions due to the Covid-19 pandemic, therefore 2011 census data has been obtained as we believe this will be more reflective of current travel behaviours.

TABLE 3: METHOD OF TRAVEL TO WORK KIRKLEES 053 (MSOA)

Method of Travel to Work	Total	Percentage
Train	105	3.4%
Bus, minibus or coach	200	6.4%
Taxi	2	0.1%
Motorcycle	24	0.8%
Driving a car or van	2,246	72.2%
Passenger in a car or van	232	7.5%
Bicycle	41	1.3%
On foot	257	8.3%
Other	2	0.1%
TOTAL	3,109	100.0%

- 5.3.4. The 2011 Census mode split indicates that 72.2% of those working in the Kirklees 053 MSOA drive in a car or van for their journey to work, it is assumed that, for the purposes of this all of those driving a car or van are single occupancy.

- 5.3.5. An initial target can be set for a 2% reduction in driving a car or van without any passengers to 70%.
- 5.3.6. This target will be reviewed following the initial travel survey and, within 3 months of this taking place, realistic, specific targets for modal shift will be set. This and other subsequent targets that may be set shall not be omitted or changed by the Travel Plan Co-ordinator without prior consultation with Kirklees Council.

6. Roles and Responsibilities

6.1. INTRODUCTION

6.1.1. An important aspect of a successful TP is the allocation of sufficient time and resources to enable it to happen. This can be achieved by the recognition from the outset of the roles and responsibilities of those who will be involved. Actions in relation to the roles and responsibilities are provided in the Action Plan in Appendix B.

6.2. TRAVEL PLAN CO-ORDINATOR

6.2.1. A Travel Plan Co-ordinator (TPC) will be appointed within one month of first occupation of the development. The TPC will have sufficient responsibility to be able to effectively implement, manage and monitor the Travel Plan.

6.2.2. Once appointed, the TPC will inform Kirklees Council of the date that this work commenced and provide full contact details.

6.2.3. The duties of the TPC will include:

- ❖ Implementation of the Travel Plan.
- ❖ Acting as a single point of contact at the development for all transport, access and travel related issues.
- ❖ Obtaining and providing residents with up-to-date details of information relating to access to the development via sustainable modes.
- ❖ Carrying out annual travel surveys and providing information on monitoring and reporting to Kirklees.
- ❖ Ongoing liaison with Kirklees and other key stakeholders.

7. Monitoring and Review

7.1. INTRODUCTION

7.1.1. A successful Travel Plan must have an appropriate monitoring and review programme that measures success (and failure) and reinvigorates the process where necessary.

7.2. TRAVEL SURVEY

7.2.1. A critical element of the information gathering exercise for the site is to conduct a questionnaire survey of residents. This will provide details of circumstances, travel patterns and preferences etc. The survey will also increase residents awareness of travel issues.

7.2.2. Given the scale of the site (50 units) an initial travel survey of residents will take place at minimum 70% occupancy of the site to provide a representative figure.

7.2.3. The results of the survey will be provided to Kirklees within one month of the survey taking place and will be compared against the interim target set out in Section 3.

7.3. MONITORING AND ANNUAL REVIEW

7.3.1. The Travel Plan will be monitored on an annual basis, which will include a full survey of all staff and students. A sample travel survey questionnaire is contained at Appendix B, and the TPC will consider the use of Survey Monkey/ Google Forms or similar to carry out these annual surveys. Within 3 months of the annual review, the TPC shall agree the following Travel Plan items with LCC:

- ❖ Any revised site-specific measures to reduce the number of car-borne trips;
- and

- ❖ Any revisions to the modal split targets for residents because of carrying out the surveys.

7.3.2. The annual monitoring report will also review the progress that has been achieved in implementing all measures against the modal shift targets over the preceding twelve-month period. The TPC will report any progress made to the relevant external organisations including LCC and public transport operators where appropriate.

7.3.3. Following the completion of the annual monitoring report, the TPC will review the Travel Plan as appropriate and will identify and implement any further actions/measures to progress and, if necessary, improve the Travel Plan to meet the objectives and targets.

7.3.4. See Action Plan in Appendix B for a summary of the measures proposed in relation to monitoring and review.

7.4. MAINTAINING INTEREST

7.4.1. For the TPC to maintain interest in the Travel Plan there are a few key points that will help assist in ensuring the people are not discouraged. These are as follows:

- ❖ Ensuring that the measures implemented work, this will maintain confidence in the Travel Plan.
- ❖ Ensuring that there is regular communication to keep Travel Plan issues in people's minds.
- ❖ Ensuring that assistance is readily available to try and resolve any problems experienced by staff and students in their attempts to change modes.
- ❖ Ensuring all travel and transport information is up to date.
- ❖ Developing a successful feedback mechanism.

8. Measures

8.1. ACTION PLAN

8.1.1. To meet the objective identified in this report a series of both infrastructure improvements and softer measures will be put into place. The proposed measures are summarised within the Action Plan in Appendix B.

8.1.2. The infrastructure improvements are undertaken during the construction phase of the project and are the responsibility of the contractor and developer and be available at the point of occupation.

8.1.3. The Travel Plan Co-ordinator will be responsible for providing residents with up-to-date information and useful links regarding relevant timetables, real time information and public transport journey planners in order to encourage more trips by public transport for either commuting / education or leisure activities. This information will be included within the Travel Information Leaflet and added to the Park Lane Campus website.

8.2. MARKETING AND COMMUNICATION

8.2.1. The Travel Plan Co-ordinator will develop a marketing and communication strategy to ensure that information reaches staff and students in the most efficient and appropriate manner possible depending on individual needs.

8.2.2. As part of the strategy, the Travel Plan Co-ordinator will consider activities to coincide with national events such as Bike Week, National Lift Share Day, In Town without My Car, World Health Day, etc.

APPENDIX A

Proposed Development



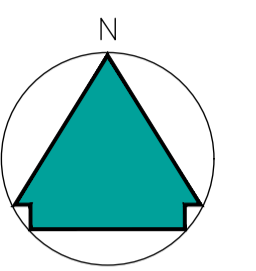
NOTES

This drawing has been prepared specifically for the purpose of obtaining Planning and/or Building Regulations Approval. Its suitability for other purposes without additional supplementary details and specifications cannot be guaranteed.

All dimensions are to be checked on site, any discrepancies are to be reported to the designer before work commences. Use only figured dimensions.

All structural components shown are indicative only. Details / calculations of structural members are to be provided by the Structural Engineer.

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Key:

	Existing Tree Canopy
	Tree Root Protection Area
	Developable Area
	Indicative Retaining Walls
	Removed Features
	Mineshaft and no build zone
	Proposed boundary fences
	Attenuation Tank
	Attenuation Easement
	Proposed Walls
	Soft landscaping



vivly living

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Revisions		
R01	Preliminary Issue	07.08.24
R02	Constraints incorporated	28.08.24
R03	Attenuation Tank updated	09.09.24
R04	Minor alterations	28.10.24
R05	Highways and drainage amends	18.11.24

Project:
Residential Development

at
Gynn Lane
Horley
Holmfirth

for
Vivly Living

Site Layout

Purpose of issue: PLANNING

Drawn: DRH
Date: August 2024
Scales: 1:500 @ A1
Drawing No. 2479 - 0301 - R05

APPENDIX B

Action Plan



Draft Travel Plan Action Plan – Gynn Lane, Honley
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Relevant Objective	Measure	Details	Responsibility	Timescales
1, 3, 4	Nearby Facilities	Make site users aware of local services within cycling / walking distance – though the Travel Information Leaflet	TPC	Within 3 months of occupation and then ongoing for the years of the plan to new residents.
1, 3, 4	Walking / Cycling Routes	Promotion of walking and cycling routes near site (particularly off road) and health benefits of this - though the Travel Information Leaflet.	TPC	As above
1, 4	Local Bike Shop Discounts	Discuss the potential for discounted bike / equipment for residents	TPC	Following occupation and travel surveys
	Promotion bike maintenance	Arranging for a local cycle store or other relevant to provide a troubleshooting/maintenance day.	TBC	Within year 1
1,4	Public Transport Infrastructure	Publicise public transport routes, timetables, and fare information to residents -though the Travel Information Leaflet.	TPC	Within 3 months of occupation and then ongoing for the years of the plan to new residents.
4	Car Sharing	Residents to be made aware of local car share databases and will be promoted to residents through Travel Information Leaflet	TPC	Within 3 months of occupation, appropriate review for the 5 years of the plan.
1,4	Information	promote sustainable travel highlighting rail, bus, cycling and walking links.	TPC	Prior to occupation then quarterly review and promotion for the 5 years of the plan.
1,3,4	Staff Welcome Packs / Personalised Travel Plans	Personalised Travel Plans will also be offered to residents if requested	TPC	Prepare and introduce all staff prior to start.
3, 4	Car Clubs	Identify and car club options in the area – through the Travel Information Leaflet	TPC	Within 3 months of occupation

Draft Travel Plan Action Plan – Gynn Lane, Honley
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2	Cycle Parking and Storage	Covered and secure cycle parking for all residents. Comprising of secure covered cycle parking.	Developer	To be established as part of construction phase
2,4	Electric Vehicle Charging Points	Electric Vehicle Parking will be provided on site.	Developer	To be installed as part of construction phase
Monitor review	Travel Plan Coordinator (TPC)	To be appointed prior to occupation	Developer	To be appointed prior to occupation
Monitor review	Undertake an initial survey to provide a baseline and inform initial target.	Survey protocols to be confirmed. 100% staff occupation	Site Operator	At 70% occupation
Monitoring and review	Travel Surveys	Collection of Baseline data relating to the modes of transport used by staff and visitors in Year 1. Repeat this process in years 3 and 5. This includes residents travel questionnaires, travel diaries, parking surveys, cycle parking use and car club use as appropriate.	TPC	To be completed as a baseline in Year 1 then repeated in Years 3 and 5.
Monitoring and review	Target Review	Set targets in Year 1 following travel surveys and then review all targets in Years 3 and 5 to see if they are being met.	TPC	Targets to be set in Year 1, following completion of the corresponding travel survey, and reviewed in Years 3 and 5.
Monitoring and review	Additional / Remedial Measures	Further promotion of above initiatives and possible induction of further schemes if targets are not met.	TPC / Site Operator	Annually for 5 years following biennial and snapshot travel surveys being completed.

APENDIX C

Sample Travel Questionnaire



TRAVEL PLAN- New Housing RESIDENTS QUESTIONNAIRE



A Developer Ltd is developing a Travel Plan to improve the travel options available to residents and Via Solutions has been appointed to assist in this process. We would like to make sure that we understand the travel patterns and your perceptions of different ways of getting to school and home etc. As such would be grateful if adults (of driving age) in the household would spare a couple of minutes to complete this questionnaire.

Any information you provide will be treated in the strictest confidence. When you have completed your form please return to by All completed forms will be entered into a prize draw where you could have the chance of winning a **£50 M & S** voucher.

If you have any questions, please contact the Travel Plan Co-Ordinator, by email at or telephone 0113 3453957.

Section A: About Yourself

1 What is your age?

- Under 55
- 55-65
- Over 65

2 What is your employment status?

- Full time employment
- Part time employment
- Not working / retired

Section B: About Your Travel Patterns

3a What mode of transport do you generally use to travel to work?

- | | | | |
|------------------------|-----------------------|-------------------|-----------------------|
| Walk | <input type="radio"/> | Car (alone) | <input type="radio"/> |
| Cycle | <input type="radio"/> | Car (with others) | <input type="radio"/> |
| Bus | <input type="radio"/> | Motorcycle | <input type="radio"/> |
| Other (please specify) | | | |

PLEASE TURN OVER

TRAVEL PLAN- New Housing RESIDENTS QUESTIONNAIRE



3b If you have any children what method of transport do you generally use to travel to and from school?

- | | | | |
|------------------------|-----------------------|-------------------|-----------------------|
| Walk | <input type="radio"/> | Car (alone) | <input type="radio"/> |
| Cycle | <input type="radio"/> | Car (with others) | <input type="radio"/> |
| Bus | <input type="radio"/> | Motorcycle | <input type="radio"/> |
| Other (please specify) | | | |

4 What are your main reasons for using a car to travel to work / transport your children to school? (tick up to three boxes)

- | | | | |
|-------------------------|-----------------------|------------------------------|-----------------------|
| Time savings | <input type="radio"/> | Personal safety | <input type="radio"/> |
| Other uses to/from work | <input type="radio"/> | Cost savings | <input type="radio"/> |
| Health reason | <input type="radio"/> | Other uses to/from work | <input type="radio"/> |
| Car needed during day | <input type="radio"/> | Convenience/flexibility | <input type="radio"/> |
| Other uses to/from work | <input type="radio"/> | Public transport unavailable | <input type="radio"/> |
| No alternative | <input type="radio"/> | | |
| Other uses to/from work | <input type="radio"/> | | |
| Other (please specify) | | | |

2

5 If you didn't use the car today, what were your main reasons?

- | | |
|--------------------------|-----------------------|
| No car available | <input type="radio"/> |
| Time saving | <input type="radio"/> |
| Cheaper alternative | <input type="radio"/> |
| Health / fitness reasons | <input type="radio"/> |
| Avoid traffic congestion | <input type="radio"/> |
| Other (please specify) | |

Please provide contact details in case you are the lucky winner of the prize draw.

.....