

Connectivity Infrastructure Plan

This Plan, and your feedback on it, is an important early stage in choosing options for our future investment priorities. We encourage you to read the Connectivity Infrastructure Plan document and associated documents at www.yourvoice.westyorks-ca.gov.uk/connectivity before completing this survey.

Q1 How are you responding to this survey? (Please tick one box only)

- ☐ I am a member of the public, giving my views as an individual
- ☐ I am responding on behalf of, or as a representative of, a business or organisation
- ☐ Other

Other (please state)

Connectivity Infrastructure Plan (view the document here)

Q2 The key objectives outlined in the Connectivity Infrastructure Plan that would help us improve connectivity are:

(See pages 8 and 9 of the Connectivity Infrastructure Plan).

Do you agree that these are the correct priorities? Please select one option for each priority area listed

	Yes, in full	Yes, in part	No, not at all	Don't know
Inclusive growth	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Covid-19 recovery	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Climate change	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please state which parts of the Inclusive Growth priority you don't agree with

Please state why you do not think Inclusive Growth is a correct priority

Please state which parts of the Covid-19 priority you don't agree with

Please state why you do not think Covid-19 recovery is a correct priority

Please state which parts of the Climate Change priority you don't agree with

Please state why you do not think Climate Change is a correct priority

- Q3 Do you agree that the types of places below should be the key focus of our plans to improve transport connectivity?
(See pages 20-21 and 24-30 of the Connectivity Infrastructure Plan).

Please select one option

	Yes, in full	Yes, in part	No, not at all	Don't know
Main cities and towns	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
New housing growth	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
New employment growth	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Areas of deprivation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (please state)	<input type="text"/>			

Please state which parts of the 'main cities and towns' as a focus area you don't agree with

Please state why you do not think 'main cities and towns' should be a key focus area

Please state which parts of the 'new housing growth' as a focus area you don't agree with

Please state why you do not think 'new housing growth' should be a key focus area

Please state which parts of the 'new employment growth' as a focus area you don't agree with

Please state why you do not think 'new employment growth' should be a key focus area

Please state which parts of the 'areas of deprivation' as a focus area you don't agree with

Please state why you do not think 'areas of deprivation' should be a key focus area

Q4 Our Connectivity Plan proposes alternatives to private car use by joining up other forms of transport for easier journeys door to door.
(See pages 30 – 47 for our draft investment plan proposals, including the future network plan on pages 44-47).

Do you agree with this approach? Please select one option

- ☐ Yes, in full
- ☐ Yes, in part
- ☐ No, not at all
- ☐ Don't know

Please explain which parts of this approach you do not agree with

Please explain why you do not agree with this approach

Mass Transit (view the document here)

Q5 Do you agree with the ambition set out in the Mass Transit Vision 2040 document for a new form of high quality, high-capacity public transport (as set out in the document here)?

Please select one option

- ☐ Yes, in full
- ☐ Yes, in part
- ☐ No, not at all
- ☐ Don't know

Please explain which parts of this ambition you do not agree with

Please explain why you do not agree with this ambition

Q6 Do you think the Mass Transit Vision 2040 document identifies the right places to connect by Mass Transit? (View the document here)

Please select one option

	Yes, I agree	Neutral	No, I disagree	Don't know
East Leeds	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bradford - Leeds	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
South Leeds - Dewsbury	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bradford - Dewsbury	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Huddersfield - Dewsbury	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Bradford - Halifax	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Wakefield and Five Towns	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bradford and North West Leeds	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
North Leeds	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please explain your answer for East Leeds

Please explain your answer for Bradford - Leeds

Please explain your answer for South Leeds - Dewsbury

Please explain your answer for Bradford - Dewsbury

Please explain your answer for Huddersfield - Dewsbury

Please explain your answer for Bradford - Halifax

Please explain your answer for Wakefield and Five Towns

Please explain your answer for Bradford and North West Leeds

Please explain your answer for North Leeds

Is anything missing from the Mass Transit places to connect? Please explain your answer

Strategic Bus Network Review ([view the document here](#))

Q7 The Strategic Bus Network Review identifies several highway and bus service investments, which include:

Do you agree that these are the correct priorities for the bus network?

	Yes, in full	Yes, in part	No, not at all	Don't know
Improving the Core Bus Network	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increasing priority for bus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving the quality of buses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Expanding the bus network	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please state which parts of the 'Improving the Core Bus Network' priority you don't agree with

Please state why you think 'Improving the Core Bus Network' is not a priority

Please state which parts of the 'Increasing priority for Bus' priority you don't agree with

Please state why you think 'Increasing priority for Bus' is not a priority

Please state which parts of the 'Improving the quality of buses' priority you don't agree with

Please state why you think 'Improving the quality of buses' is not a priority

Please state which parts of the 'Expanding the bus network' priority you don't agree with

Please state why you think 'Expanding the bus network' is not a priority

Q8 The key objectives for the Rail Vision are outlined below.
How strongly do you agree with these objectives?

	Yes, in full	Yes, in part	No, not at all	Don't know
Economy – Increasing access to jobs, education, and amenities, connecting to areas of growth, and supporting businesses provide goods and services.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Social – Expanding travel horizons for communities, connecting deprived communities with opportunities, and expanding the role that rail plays in our region.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Environment – Supporting transition to a zero-carbon economy, encouraging use of sustainable modes, and helping to reduce emissions and improve air quality.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quality of Life – Supporting a high quality of life, improving health and well-being, and enhancing sense of place within transformed cities, towns, and neighbourhoods.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please state which parts of the Economy objective you do not agree with

Please state why you do not agree with the Economy objective

Please state which parts of the Social objective you do not agree with

Please state why you do not agree with the Social objective

Please state which parts of the Environment objective you do not agree with

Please state why you do not agree with the Environment objective

Please state which parts of the Quality of Life objective you do not agree with

Please state why you do not agree with the Quality of Life objective

Q9 In considering how rail can help to achieve our objectives, we have developed a set of high-level principles to help shape our ambition for the new Rail Vision:

To what extent do you agree with the ambition for rail set out in the Rail Vision? Please select one option

- ☐ Yes, in full
- ☐ Yes, in part
- ☐ No, not at all
- ☐ Don't know

Please explain which parts you do not agree with

Please explain why you do not agree with this ambition

Local Cycling and Walking Infrastructure Plans (view the documents here)

Q10 Please state whether you agree or disagree with the following statements: (tick as appropriate)

	Agree	Neutral	Disagree	Don't know
The Connectivity Infrastructure Plan is correct in aiming to put walking and cycling as the first choice for local journeys	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I would walk and cycle more if there was less traffic in my area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I would cycle more if there was a network of safe cycle routes in my area that connected where I want to go.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I would support the development of more pedestrian crossing points along busy streets in my area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I would like to see more money spent on walking and cycling facilities in my area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please explain your answer for "The Connectivity Infrastructure Plan is correct in aiming to put walking and cycling as the first choice for local journeys"

Please explain your answer for "I would walk and cycle more if there was less traffic in my area"

Please explain your answer for "I would cycle more if there was a network of safe cycle routes in my area that connected where I want to go"

Please explain your answer for "I would support the development of more pedestrian crossing points along busy streets in my area"

Please explain your answer for "I would like to see more money spent on walking and cycling facilities in my area"

Demographic Questions

About you

So that we can ensure we capture a diverse range of views through this engagement, it would be really helpful if you could provide some information about yourself.

Q11 How did you find out about this engagement?

- | | |
|---|---|
| <input type="radio"/> From your local ward councillor | <input type="radio"/> Internet |
| <input type="radio"/> Newspaper / news / radio | <input type="radio"/> From family / friends |
| <input type="radio"/> Social media | |

Other (please state)

Q12 Please provide the first half of your postcode (e.g. LS1)

Q13 The personal information you provide will only be used in the manner described in the privacy policy which can be found here. Please tick here to confirm you have read and understood this.

- ☐ I have read and understood the privacy policy

Q14 Please select the sector that best describes your group or organisation:

- | | |
|--|---|
| <input type="radio"/> Local government | <input type="radio"/> Academic |
| <input type="radio"/> Voluntary and community sector | <input type="radio"/> Action group |
| <input type="radio"/> Elected representative | <input type="radio"/> Transport |
| <input type="radio"/> Civil service or government | <input type="radio"/> Business |
| <input type="radio"/> Charity | <input type="radio"/> Prefer not to say |

Something else (please state)

Q15 Please select the sector that best describes your business

- | | |
|--|---|
| <input type="radio"/> Manufacturing | <input type="radio"/> Low carbon and environmental |
| <input type="radio"/> Food and drink manufacturing | <input type="radio"/> Financial and professional services |
| <input type="radio"/> Creative and digital | <input type="radio"/> Prefer not to say |
| <input type="radio"/> Health and life sciences | |

Something else (please state)

Q16 Please tell us about the group, organisation, or business you represent

Name of organisation

Your position in the organisation

Q17 How do you describe your gender identity?

☐ Female

☐ Other

☐ Male

☐ Prefer not to say

Prefer to describe as
(please state)

Q18 Which age category do you fall within?

☐ 15 and under

☐ 50-59

☐ 16-24

☐ 60-69

☐ 25-29

☐ 70-79

☐ 30-39

☐ 80+

☐ 40-49

☐ Prefer not to say

Q19 Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? Please choose one option

☐ Yes, limited a lot

☐ No

☐ Yes, limited a little

☐ Prefer not to say

Q20 Which of the following activities best describes what you are doing at present? Please choose one option

☐ Employee in full-time job (30 hours plus per week)

☐ Full-time education at school, college or university

☐ Employee in part-time job (under 30 hours per week)

☐ Unemployed and available for work

☐ Self-employed full or part-time

☐ Permanently sick/disabled

☐ Working but currently furloughed

☐ Wholly retired from work

☐ On a government supported training programme (e.g. modern apprenticeship/training for work)

☐ Looking after the home

☐ Doing something else

☐ Prefer not to say

Something else (please state)

Q21 What is your ethnic group identity?

☐ **White/White British**
English/Welsh/Scottish/Northern Irish/British

☐ **Black/African/Caribbean/Black British**
African

☐ Irish

☐ Caribbean

☐ Gypsy or Irish traveller

☐ Any other Black/African/Caribbean background

☐ Eastern European

☐ **Mixed/multiple ethnic groups** White and Black Caribbean

☐ Any other White background

☐ White and Black African

☐ **Asian/Asian British** Indian

☐ White and Asian

☐ Pakistani

☐ Any other Mixed/multiple ethnic background

☐ Bangladeshi

☐ **Other ethnic group** Arab

☐ Chinese

☐ Other ethnic group

☐ Kashmiri

☐ Prefer not to say

☐ Any other Asian background

Q22 We would like to keep you informed with updates on the Connectivity Infrastructure Plan. If you are interested in receiving more information from us in the future, please provide a preferred method of contact below.

Please select your preferred method of contact:

☐ Email

☐ Post

Please provide your email address:

Please provide your name and postal address including postcode:

The following questions are optional and relate to the strategy documents for Bus, Rail, and Walking & Cycling

Q23 Please tick which transport strategy mode you would like to comment on:

- ☐ Bus
- ☐ Rail
- ☐ Walking and Cycling
- ☐ I would not like to comment on any of the above optional sections.

- Q24 Do you use your local bus service(s)? *Please answer these questions based on your 'normal' travel habits and perceptions before Covid-19 restrictions were put in place from March 2020 onwards.*
- ☐ Yes
- ☐ No
- Q25 What is the purpose of your most regular bus journey? (Please select one option for the journey)
- ☐ Work / education
- ☐ Leisure
- ☐ Access shops and services
- ☐ Other
- Q26 What is the frequency of your most regular bus journey? (Please select one option for the journey)
- ☐ Daily
- ☐ Weekly
- ☐ Monthly
- ☐ Rarely / never
- Q27 What reason most significantly prevents you from using your local bus service(s)? Please select one option
- ☐ Bus does not offer the routes that I need to take to suit my travel needs
- ☐ Bus does not offer the frequencies I need to suit my travel needs
- ☐ Bus does not offer the timings I need to suit my travel needs
- ☐ The bus does not offer the route
- ☐ The cost of bus in comparison to other methods of travel
- ☐ Bus cannot be relied upon to get me to a destination on time.
- Other (please specify)
- Q28 Does your local bus service(s) provide a convenient and/or attractive option for journeys to: (tick as appropriate)
- ☐ Your place of work
- ☐ Your local high street
- ☐ Your nearest city centre
- ☐ Your nearest healthcare provider
- ☐ Your nearest rail station
- ☐ Your preferred retail park / shopping centre
- ☐ Other local destinations
- ☐ Further away destinations across West Yorkshire

Q29 If you ever make a journey that requires you to take more than one bus, please indicate if you were satisfied or dissatisfied with:

	Satisfied	Dissatisfied
Time between connections	<input type="radio"/>	<input type="radio"/>
Ticket options	<input type="radio"/>	<input type="radio"/>
Availability and consistency of information	<input type="radio"/>	<input type="radio"/>
Cost of the journey overall	<input type="radio"/>	<input type="radio"/>

Q30 Thinking of a journey you would usually make by car, what do you think would encourage you to choose bus instead?

Q31 The Strategic Bus Network Review sets out a core bus network. The core bus network is for services that have a frequency of 4 buses or more per hour. (See the Bus Network Review for more information).

With a finite amount of money, where do you think should be prioritized for investment?

- ☐ To manage a small core bus network with a high frequency of service offer
- ☐ To increase the spread of the bus network with a lower frequency of service
- ☐ Spread funding across both options

Please explain your answer

Rail - please see the Rail Vision

Q32 Which of the Rail Vision results is a priority for you to be developed (see pages 44 – 52). Please select one option

- ☐ Connectivity – improving journey times, frequency, access and gaps in the network
- ☐ Capacity – both on the network and of the trains
- ☐ Standards - punctuality, information, station quality and fares and ticketing
- ☐ Implementation - devolution, the funding landscape and the industry structure

Please explain your answer

Our vision of a journey

The journey begins at the traveller's front door. While she has used public transport before, she has not pre-particular journey, but she is not put off by this, because the system is simple and legible – real-time information accessible, consistent, and available to all.

She does not live within walking distance of a rail station, but the twice-hourly bus service – all day, every day – takes her from her village to a station, and every bus has a convenient onward train connection in each direction. This station is a hub which she is familiar with using because of the variety of buses and trains that connect with one another. The bus service is the gateway to the wider world.

As a local transport hub, the station has attractive and modern facilities, including ticket retail, toilets, and a waiting room – in addition to the basic standards provided at all stations such as ample covered waiting and seating, access, good lighting, and built-in features that make the passenger feel safe at all times of day and night.

The clear information screen next to the bus stop confirms that the train, due in five minutes, is on time. The short walk from bus to train is a few metres' walk – weather-proof, step-free, and by a well-signed and intuitive route – personal issues do not create a hurdle for her, nor had she brought her young son in his buggy.

Having already 'checked in' to the public transport network when she boarded her bus, there is no need to worry about ticketing – the system automatically calculates the cheapest fare once she has reached her final destination.

On a different day, she might have chosen to cycle to the station, taking advantage of ample free, secure, and accessible parking for her bike. Some passengers still need to use cars to access the railway, taking advantage of secure parking or the opportunity to charge their cars' batteries – or being dropped at the convenient drop-off point.

An easy, level step from the platform takes her onto the train itself, on its way to the urban centre – a few minutes later alighted from her bus. Finding a seat is not an issue – despite increases in demand for rail – even at peak times it is the exception rather than the rule. The days of passengers left behind at stations are as much a memory as the long queues and delays that used to leave the passenger high and dry.

The smooth-riding, rapid, and quiet train – enabled by comprehensive electrification of the network that has significantly reduced carbon emissions from rail in the region – has comfortable seats that enable the unique landscapes of our region to be enjoyed. Our traveller may choose to plug her device into the charging points – catching up on work, social media, or on-board entertainment – making use of the fast internet connection which is not defeated by the line's numerous tunnels. Her sense of personal safety and confidence in her journey are bolstered by the informed and visible on-board staff.

Arriving on time at the city's hub station, if our traveller were making a longer-distance journey or simply continuing to another part of our region, she would scarcely need a timetable. The clockface-timetable is arranged with directions within the next ten minutes – the same system that works twice every hour all day, every day, at all stations. On those on the busiest lines, up to six trains run every hour and it is simply a case of "turn-up-and-go". The urban and mass transit networks too are oriented so that seamless interchange is the norm – in many respects there is no difference between the passenger's experience of each mode.

However, in this case her destination lies a short distance away in the city centre. Given it is uphill, she uses her bike-sharing subscription – again without need to worry about ticketing – to remove an electric bike from the station's dock and ride it to that destination.

Thanks largely to the seamless interchange, the overall journey has taken – door to door – less time than if she had chosen to drive – it has been more relaxing than driving, and, even if she had been travelling as part of a group today, it would have been cheaper.

Our passenger is not the only one to benefit from the realisation of our vision for rail. The freight customer too can benefit from contributing to an integrated and zero-carbon end-to-end logistics solution which guarantees reliable and fast delivery. A multimodal network that does not trade off the passenger against the freight customer but has allowed both to thrive is a transport system that enables inclusive and sustainable economic growth while enhancing quality of life.

Q33 How satisfied are you with the following aspects of the vision of a journey

	Satisfied	Neutral	Dissatisfied	Don't know
Connectivity and access to the rail station	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Facilities at the rail station and on train	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ticketing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Integrated modes of transport	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Opportunities for freight	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q34 Please explain your answer and state which aspect of the vision of a journey you are referring to:

Walking and Cycling

Q35 The Connectivity Plan places walking and cycling at the centre of transport in West Yorkshire.

Thinking about **walking** in your local area, please indicate whether you feel positively or negatively about the following: (tick as appropriate)

	Positive	Negative	Neutral
The amount of motor traffic	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The speed of motor traffic	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The ease of accessing bus stops or rail stations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Separation from motor traffic	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lighting in my area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The quality and space available on footpaths	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Drivers parking on/obstructing the footway	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Footway clutter (traffic signs, utility boxes, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ease of crossing the road (safe crossings, dropped kerbs, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q36 The Connectivity Plan places walking and cycling at the centre of transport in West Yorkshire.

Thinking about **cycling** in your local area, please indicate whether you feel positively or negatively about the following: (tick as appropriate)

	Positive	Negative	Neutral
The amount of motor traffic	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

The speed of motor traffic	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The ease of accessing bus stops or rail stations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safe separation from motor traffic	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lighting in my area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The quality and safety of current provision for cycling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The suitability of current cycle provision for children	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
My ability and confidence to cycle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
My access to a working bike or other cycle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Access to a secure space to store my cycle (e.g. at home or on my street)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q37 Please state whether you agree or disagree with the following statements: (tick as appropriate)

	Agree	Disagree	Don't know
I would like to walk and/or cycle more of my local journeys	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Investing in more space for walking and cycling is the best way to keep my local area moving	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More walking and cycling and less traffic would make my area a better place to live	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I would support the building of more physically separated roadside cycle routes even if this means reducing road space for private motor traffic / car parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I would support the widening of footways in my local area even if this means reducing road space for private motor traffic / car parking.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I would like to see fewer cars parked on the pavement in my local area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I would support a reduction in rat-running (drivers cutting through residential side streets) in my local area, even if this involved making some roads access-only for residents	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I would support interventions to reduce speeding in local streets around my local area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I would support interventions that enable more children to travel by foot or by bike to/from school and their friends	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q38 Thinking of a journey you would usually make by car, what do you think would encourage you to walk or cycle instead?

Please explain where you are travelling to and from, how frequently, and what would encourage you to make this journey by walking or cycling

Q39 We are developing future walking and cycling provision across West Yorkshire. If you would like to be involved in scheme development in your area (and agree with us using your details for this purpose), please provide your name and email address details below:

Thank you for completing this survey.