

THE UNIVERSITY *of York*

Travel Plan 2010 - 2015

SUBMISSION DOCUMENT
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EXECUTIVE SUMMARY

The University of York recognises its responsibility within the community and the City of York towards the environment and the living conditions of local people. It also recognises that the University is a successful and growing organisation which both stimulates and depends on travel to and from its Heslington campus. Combining these contrasting and complex factors requires analysis, assessment and control of travel and traffic, with the principal instrument for managing this being the Sustainable Travel Plan, supported by design that facilitates travel by sustainable modes through the provision of appropriate infrastructure.

The University of York first implemented a Travel Plan in October 2000. This was aimed at reducing reliance on the private car and, indeed, reducing the need to travel amongst staff and students.

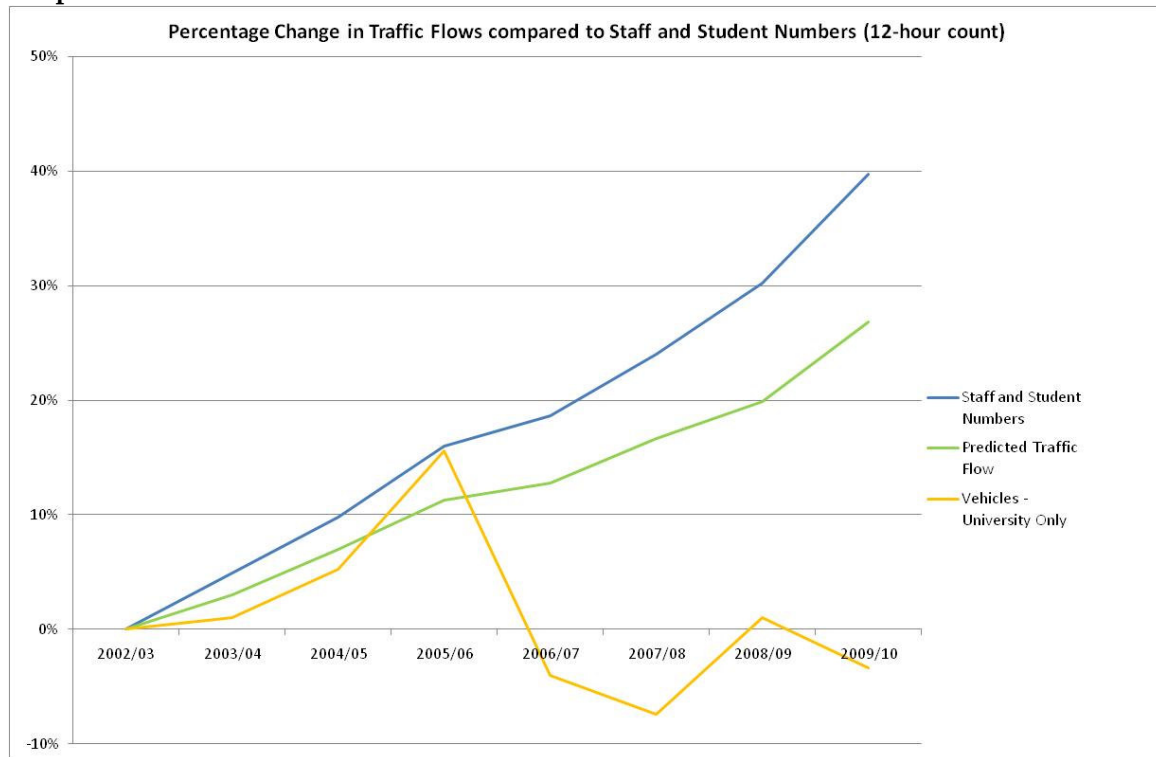
In September 2008, following the granting of planning permission for the expansion of the University onto Heslington East, a revised Travel Plan was submitted to and agreed with City of York Council (CYC). This incorporated a number of objectives, mode share and vehicle occupancy targets, together with a package of measures aimed at achieving these and was designed not only to address the travel needs of the University but to meet Condition 8 of the planning permission, as follows:

'Before the commencement of development, details for implementation, monitoring and review of the submitted Sustainable Travel Plan for the University (outline planning application Document 3.3) shall be submitted to and agreed with the Local Planning Authority.'

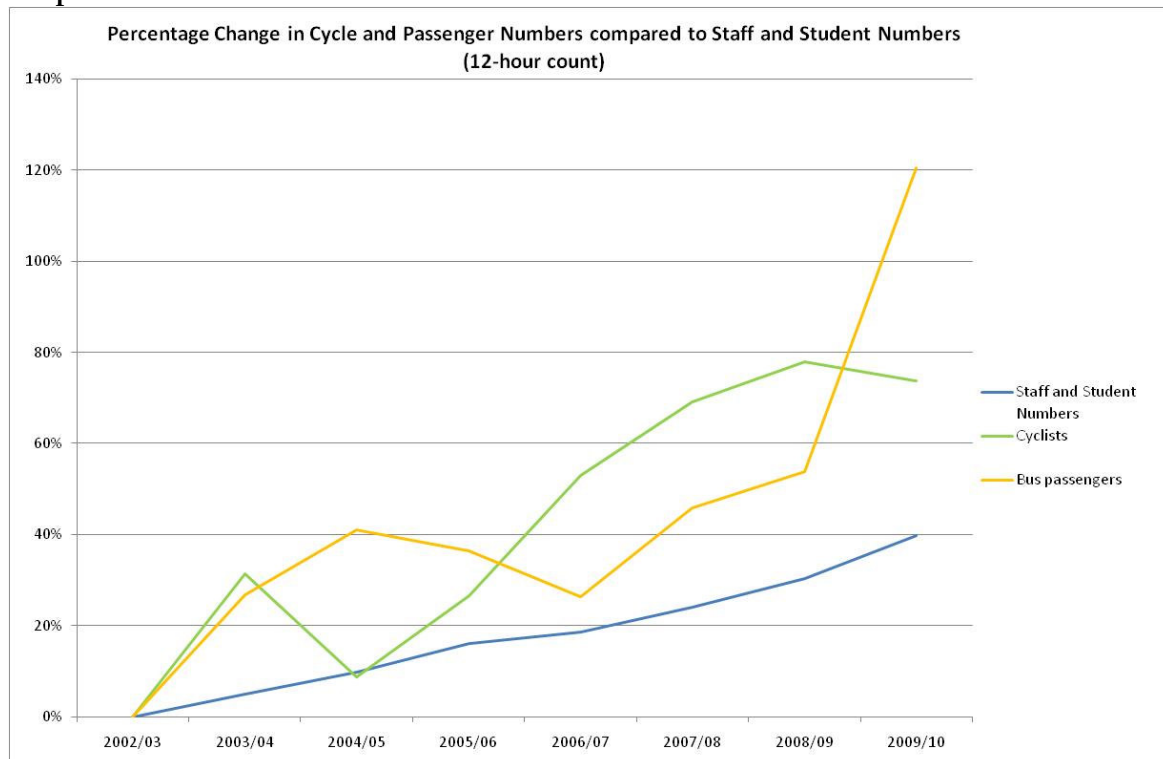
Aided by the appointment of a full-time Travel Plan Coordinator, the 2008 Travel Plan has been extremely successful to date, in reducing University car borne trips.

This is demonstrated by the evidence of traffic surveys undertaken since 2003, which show that despite a 40% increase in staff and student numbers, the volume of University generated traffic has remained at the 2003 levels, as shown in **Graph 1**. A significant contributor to this success is the incentives provided by the University in support of cycling and the use of public transport, plus charging for car parking. From the most recent transport surveys, the number of cyclists has increased by 74% since 2003 and bus passengers by 121% over the same time period (**Graph 2**).

Graph 1



Graph 2



This latest iteration of the Travel Plan seeks to build on the success to date, with a view to identifying revised mode share and action-type targets, objectives and a supplementary package of measures for the forthcoming academic year. This is in the context of the longer term aspirations of the University and the mode share / vehicle occupancy targets identified within the Transport Assessment that accompanied the planning application for the expansion.

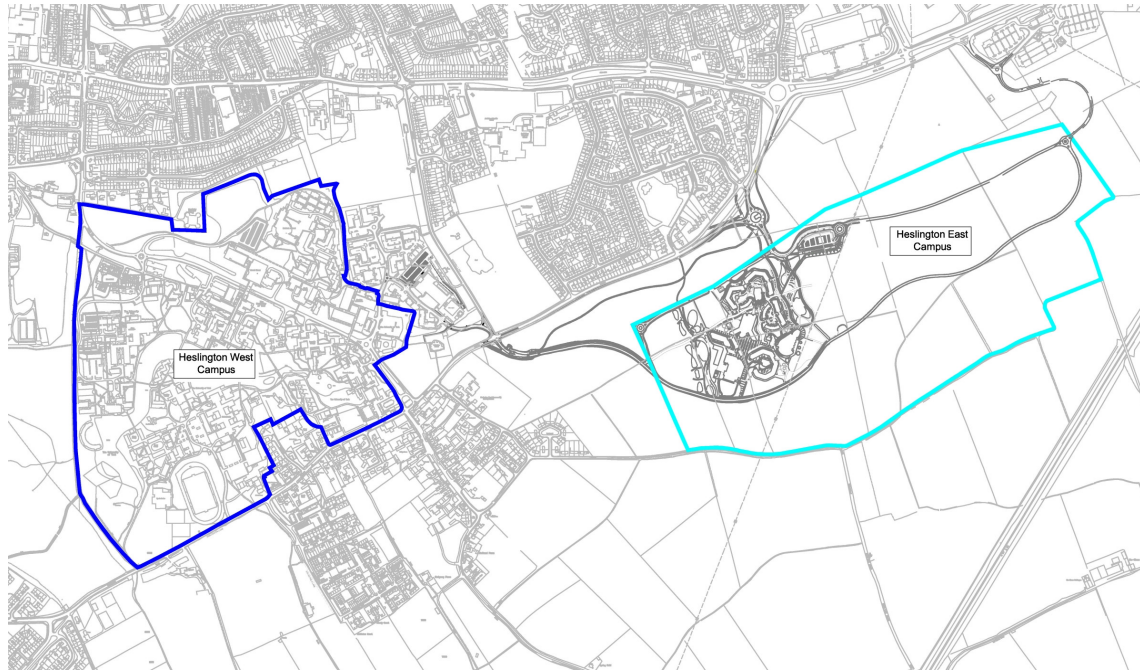
It includes an implementation strategy, which highlights the measures that will be introduced in academic year 2010 / 2011 (along with those that might be appropriate in the period 2011 – 2015) and the timing and responsibility for delivery of these. It also provides a methodology for undertaking updated Travel Surveys, which are scheduled for October 2010. It is the intention to review this Travel Plan once the surveys have been undertaken to ensure the objectives, targets and measures identified remain appropriate in the context of the strategic transport strategy for the expansion. The Travel Plan will then be reviewed on an annual basis until 2015 when a full revision of the document will take place. It is proposed that these reviews will be shared with the City Council.

Elizabeth Heaps
Pro-Vice Chancellor for Estates and Strategic Projects

1 Background

1.1 Introduction

The University of York's main campus is located on the south-east side of the City. This comprises a 68 hectare site at Heslington West and a new 116ha site at Heslington East.



For the academic year 2009/10 there were more than 12,700 students and 2,850 staff. Though there are more people on the campus during the three terms, the presence of postgraduates, international students, researchers, teaching staff and support staff, plus a thriving conference business, means that the campus is active all year round.

University policy is to discourage students from bringing cars to the campus; undergraduates who have accommodation provided on campus are not allocated car parking permits. However, the University is a major generator of traffic movements in this part of the City and these have to be actively managed.

The University of York first implemented a Travel Plan in October 2000. This comprised a package of measures aimed at reducing reliance on the private car and where possible reducing the need to travel. The aims of the initial Travel Plan were to minimise increases in University generated traffic congestion in the vicinity of the University, positively impact upon environmental and health issues by promoting and facilitating travel by more sustainable modes and encouraging flexible working practices to minimise peak hour arrivals.

A Travel Plan is not a static document; it must regularly be revisited so that it reflects the current pressures on demand for movement and ensures that the package of measures in place is that most likely to achieve the overall aims and objectives. With this in mind, since 2000 the Travel Plan has regularly been updated to ensure it is reflective of the increase in staff and student numbers and the success of previous action plans. The most significant change to the University's travel planning horizons was the approval of the Heslington East Outline Planning Application in June 2007. This culminated in the most recently approved version of the Travel Plan being submitted to CYC and approved in September 2008.

This latest revision of the Travel Plan (covering the period 2010 - 2015) takes into account recent changes at the University, most importantly the commencement of construction of the Heslington East Campus. It proposes revised objectives, targets (mode share and 'action-type') and reflects on the success of measures implemented to date, with a view to identifying an Action Plan for the forthcoming academic year.

1.2 Reasons for a Travel Plan

This Travel Plan is designed to keep the volume of traffic movements within acceptable limits while responding to the needs of the end user, in this case the staff, students and visitors of the University of York. The University has adopted a consensual approach on the introduction of measures that support sustainable travel, which has been a key feature of the success to date and will be maintained within future Travel Plans.

There are two key aims of the current Travel Plan:

- To satisfy planning conditions associated with the expansion onto the Heslington East campus (detailed further in **Appendix A**); and
- To manage the growth of University generated traffic movements within acceptable levels. This is achieved by encouraging alternatives to the private car for travel to (and around) the University.

More generally, there are five influencing factors that this Travel Plan must satisfy:

- The University's own needs;
- Compliance with Government objectives;
- Conformity with the City Council's Transport Plan;
- Achievement of maximum BREEAM (sustainable transport / accessibility) credits for new buildings; and
- Compliance with planning conditions.

1.3 Benefits of a Successful Travel Plan

The University, local residents and the wider community will benefit from the successful implementation of the Travel Plan. These benefits include:

- Minimising congestion, demand for car parking spaces, environmental pollution and visual impact by reducing the reliance on the single occupancy car. This creates a better local environment for people working or studying at the University or living close by.

- Increasing travel choices for staff, students and visitors as well as providing a wider range of travel options to enhance the recruitment and retention of staff and students.
- Health benefits, including a reduced risk of respiratory problems, fewer road traffic accidents, increased physical fitness, reduced stress and reduces noise levels.
- Encouraging a collaborative approach and co-operation between all key stakeholders in the provision of transport including the City Council and public transport providers.

1.4 Planning History of the Heslington East Development

The following provides a summary of the recent planning history of the University of York; a more comprehensive account is contained within **Appendix A**.

- 2004 (April) – University of York Submitted an Outline Planning Application for the 116ha expansion of the Campus to the east of Heslington Village. A Transport Assessment and Travel Plan were submitted alongside the application;
- 2005 (March) – City of York Council indicated approval ‘in principle’.
- 2006 – Public Inquiry into the proposals held.
- 2007 (June) – Outline planning permission granted by the Secretary of State.
- 2008 (September) – University of York Revised Travel Plan approved by City of York Council (in line with planning condition 8, detailed at Appendix A). The Design Brief and Master Plan was approved by the Council setting out areas for development, landscaping and lake, plus access points and routes for roads, cycle ways and footpaths and the broad phases of development over 20 years.
- 2009 (October) – the first College (Goodricke) on Cluster 1 was occupied.
- 2010 (October) – the first four academic buildings and company research facility (the remainder of Cluster 1) will be operational.

1.5 Strategic Approach to Transport

In the overall planning for Heslington East there are key strategic aims that will support the Travel Plan objectives. These are:

- Facilitate a mix of transport modes on the extended campus to encourage travel by means other than by car to and between campuses (see plans 3 and 4).
- Actively promote the penetration of additional public transport services into the campuses, facilitating the inter campus movement of staff and students and encouraging more people to come to the University by bus (see plan 2).
- Through liaison with the City Council and local bus providers, develop a public transport network that provides more direct services to the campus further reducing car arrivals.
- Maintain a car free environment. The principal areas for car parking will be provided either on land adjacent to the Grimston Bar Park and Ride site or to the edge of the allocation boundary;
- The movement spine (Lakeside Way) will run along the south of each Cluster. This provides access for Public Service Vehicles and pedestrians and cyclists. When completed Lakeside Way will extend to Grimston Bar, in the interim a turning area has been provided at the south-east side of the Central Vista;

-
- The Pedestrian/Cycle Ribbon (The Pathway) runs through the centre of the main clusters and provides a secure east / west route for pedestrian and cycle movements through the centre of development; and
- Cycle parking will be provided in line with the previously agreed ratios throughout the campus with a significant proportion of secured undercover storage and shower provision within the buildings.

1.6 Travel Plan Roles and Responsibilities

The overall responsibility for the Travel Plan policy and objectives resides with the Pro-Vice-Chancellor for Estates and Strategic Projects, whose remit includes how the Plan is to be implemented at a high level. Detailed implementation responsibility is with the Director of Estates and Campus Services, whilst a full time Travel Plan Coordinator assists in terms of day to day implementation. Responsibilities for specific tasks within the Action Plan for the academic year 2010 – 2011 are identified in Section 7.

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It is recognised that successful Travel Planning requires the co-operation of all affected parties. This includes the City Council and local public transport providers. The University will continue to identify opportunities to work collaboratively with these third parties in the pursuit of the Travel Plan objectives and targets.

1.7 BREEAM (BRE Environmental Assessment Method)

In expanding to Heslington East the University is seeking to ensure that all new buildings achieve maximum BREEAM credits in respect of sustainable travel / accessibility. BREEAM sets the standard for best practice in sustainable design and credits are awarded in a range of areas. The following summarises how credits will be achieved:-

1.8 Disabled Access

It is the intention of the University of York to create a predominantly “car free campus” to make the development a pleasant environment to live, study and work. This will be undertaken by providing limited access for vehicles into the campus for disabled and servicing vehicles in the way of barrier control. Accessible car parking spaces will be provided in and around the campus buildings close to main access points.

1.9 Motorbike and Moped Parking

The policy of the University for the Heslington East Campus is to not allow motorcycles to enter the main campus site and park in and around buildings and as such there are 20 motorcycle/moped spaces within the transport interchange. This level of provision will be

reviewed as further buildings on Heslington East are brought forward and additional spaces provided as required.

1.10 Deliveries

Delivery / service vehicular traffic for Heslington East will be barrier controlled and will be restricted to the Northern Service Road (Goodricke Lane) and the access roads running south from that road (Baird Lane and Freboys Lane). Additional delivery access is via the Central Vista road (Deramore Lane).

On rare occasions when abnormally large deliveries are required, service access to a number of buildings may be gained via the Northern and Western Service Road and the Movement Spine.

1.11 Business Travel

To encourage the use of sustainable mode of travel for business trips a mileage payment for the use of a bicycle on University business has been introduced. This is in addition to the many other initiatives to promote cycling. Further, the Car Club vehicle located at the University provides the option for staff who need to use a car for business travel to use a more sustainable mode to travel to and from work.

1.12 Visitors

Limited car borne access to the main campus will be available for visitors. Visitors are required to book car parking spaces in advance in order to be able to park at the transport interchange. The University's web site gives information on the options of taking alternatives to the private car to come to the University.

1.13 Cycle Storage

Cycle parking on Heslington East is being provided in accordance with standards agreed with the City Council. It is located closer to new buildings than any car parking facilities, to encourage the use of the cycle over the private car. The cycle stands provided are 'Sheffield stands', which are located either within secure cycle stores for staff or in locations convenient to each building for students. The University is also providing changing and showering facilities in all significant new buildings for the use of staff and students.

2 2008 Travel Plan

2.1 Introduction

The Travel Plan approved in 2008 set out measures to be implemented and targets to be achieved for the period 2008 – 2012. This document supersedes the previous version and covers the period 2010 – 2015, comprising both a short term (academic year 2010 – 2011) and longer term (2011 – 2015) strategy. For ease of reference details of the 2008 Travel Plan objectives, targets and measure are provided below.

2.2 2008 Travel Plan Objectives

The Travel Plan reflects and supports the University's overarching aim of sustainable development. The key objectives of the 2008 Travel Plan were:

- To provide information and controls for the management of car access;
- To facilitate choice in travel modes to the University as an alternative to the car;
- To achieve a proportionate reduction in the numbers of cars travelling to the University during the peak hours and in particular through the three critical junctions identified within the planning conditions;
- To encourage car users to chose alternate means of access to the University other than the car on at least one day a week;
- Restrict inappropriate use of the car when on campus;
- To ensure all cars that have business at the University park in official car parks and minimise the impact on local street parking;
- To provide accessibility to all University facilities for those that have motive disabilities;
- To promote choice between alternative modes of transport.

2.3 2008 Travel Plan Targets

The transport-related planning conditions are set out in **Appendix A**. The requirements of the planning conditions in respect of maximum permissible traffic levels at the junctions of Grimston Bar Roundabout/ A64; Melrosegate/ Hull Road; and Fulford Road/ Heslington Lane formed the basis for determining mode share and car occupancy targets. These were tied to specific points in the build-out of Heslington East: full development (referred to as TA Phase 2 within the Transport Assessment) and an interim scenario whereby 40% of the total anticipated population of Heslington East is reached (referred to as TA Phase 1 within the Transport Assessment).

Table 1 contains the targets set out within the Transport Assessment, submitted in April 2004, and included within the 2008 Travel Plan. Progress made thus far in respect of these targets is identified in Section 3.

Table 1 – Long Term Travel Plan Targets

Grouping	Base contained within Transport Assessment		TA Phase 1 (40% of Heslington East complete)		TA Phase 2 (100% of Heslington East complete)	
	Car Mode Share (%)	Car Occupancy	Car Mode Share (%)	Car Occupancy	Car Mode Share (%)	Car Occupancy
University staff	56	1.4	52	1.5	45	1.6
Related research company staff	65	1.2	62	1.3	55	1.4
Students	10	1.6	9	1.7	8	1.8

2.4 2008 Travel Plan Measures

Table 2 contains the 2008 action plan that identifies specific measures, initiatives and tasks required to achieve the objectives of the Travel Plan. The Table identifies progress made in respect of these. Section 3 identifies the success of these measures / initiatives.

Table 2 - 2008 Travel Plan Measures (Taken From Previous Iteration of the Travel Plan)

Area	Action	Status
Car Users	Obtain more information from car drivers on their travel behaviour.	Implemented. Online application for parking permits automatically collects post code data and is be used to identify home locations of car users.
	Introduce barrier control to monitor car park entrances and exits.	Barriers to be implemented for the Field Lane car park from September 2010.
	Provision of 'City Car Club' loan cars to provide occasional car availability for students.	One car introduced, discussions to secure 2nd underway.
	To consider the possibility of a points system for car park charging to discourage those drivers who have access to other transport modes.	Car park consultation exercise planned, results to determine structure of a points system.
	Consider restrictions on parking permits to all those that live close to the University.	Car park consultation exercise planned, results to determine structure of points system.
	A PR campaign encouraging non car use.	Ongoing.
	Maintain pressure on car parking spaces by controlling release of additional car parking spaces as they become approved by CYC.	Ongoing.
	Provide car parking that is only accessible after 09.15.	Thirteen spaces provided in Car Park C (off Vanbrugh Way) can only be used after 9:30am.
	Promote car sharing.	Ongoing.
	Offer incentives to promote car sharing e.g. dedicated parking spaces.	Dedicated car sharing spaces are provided at Vanburgh College for use by car sharers with the appropriate permits.
	Introduction of cheaper 2 or 3 day a week permits.	Implemented.
	The application of flexible car parking charges that encourages less frequent use.	Implemented and on-going. Car park consultation exercise planned, results to inform flexible parking policy.
	University Parking Patrols.	Ongoing – This forms part of the security team's remit.

Area	Action	Status
Cycling	Maintain good security on cycle stores.	Ongoing- stores located so as overlooked and covered by CCTV.
	New buildings to have shower facilities.	All new buildings have showers.
	Salary sacrifice Cycle to Work and Bike Sale/ Fixcycle (see section 3.6).	Salary sacrifice implemented. Fixcycle makes regular visits to campus.
	Improve cycle routes across campus (plans 3 and 4).	Ongoing, incorporated into Heslington East build out.
	Provision of loan bikes to staff and students.	Implemented, total of 10 bikes provided.
Buses	Maintain and possibly expand staff bus subsidies.	Subsidy extended to Pullman Bus Services, maintained on EYMS, First. Pullman service will be free to staff and students within the confines of the extended campus.
	Work to make the no 4 service more attractive to users e.g. off bus ticketing.	Number 4 Service to be extended to the Public Transport Interchange on Heslington East from 6 th October 2010.
	Greater penetration of the existing services through the campus (plan 2).	No. 6 extended for 2009/10, No. 44 Pullman UniBus service to be introduced from September 2010, No. 4 to be extended to Heslington East from October 2010.
	Explore any other fast and reliable links to the station.	Pullman No. 44 service extended to the station from September 2010. To be reviewed subject to no.4/6 extensions / routing.
	Consider subsidised bus services for out of York transport providers.	Subject to discussion with operators.
Walking	Improved and more direct pedestrian routes on campus.	Ongoing.
	Support working from home and flexible working patterns.	Policies and procedures in place for flexible working and home working initiatives for staff.

Area	Action	Status
Event Management / Communication	Better targeting of initiatives to where car users live.	Staff travel survey frequency to be increased to annually, with results taken into account in future action plans.
	Close co-ordination of departmental special events.	Policies and procedures in place for special events.
	Off campus parking for special events e.g. Elvington Airfield using Park and Ride principles.	Implemented.
Accessible Design	Increase disabled parking closer to buildings.	Ongoing, implemented for new buildings.
	Automatic door programme to encourage disabled people to walk.	Ongoing, implemented for new buildings.
	Rest places on walkways.	Wide walkways have been provided with bench seating.

3 Successes

3.1 Introduction

Initiatives to reduce the proportion of University generated car borne trips have been particularly successful over the past few years. Pedestrian, cycle and bus based journeys have all proportionally increased and, despite the significant growth in numbers of staff and students on Heslington West, car parking has remained capped at 1999 levels and the number of permits applied for is reducing year on year. This section identifies the significant progress made by the University in implementing innovative and, ultimately successful, Travel Plan measures. The success of specific measures is demonstrated in Table 3 and informs the 2010 / 2011 Action Plan, shown at Section 7, and the identification of measures that might be appropriate during the period 2011 - 2015.

3.2 Progress Towards Long Term Targets

The Heslington East outline planning application identified maximum levels of peak hour traffic that could be generated by the University at 3 key junctions (on routes to the University) before mitigation would be required. These traffic levels were based upon a total forecast growth of staff and students as follows:

- 5,400 Students (full time)
- 2,000 Staff
- 2,500 Related research company staff.

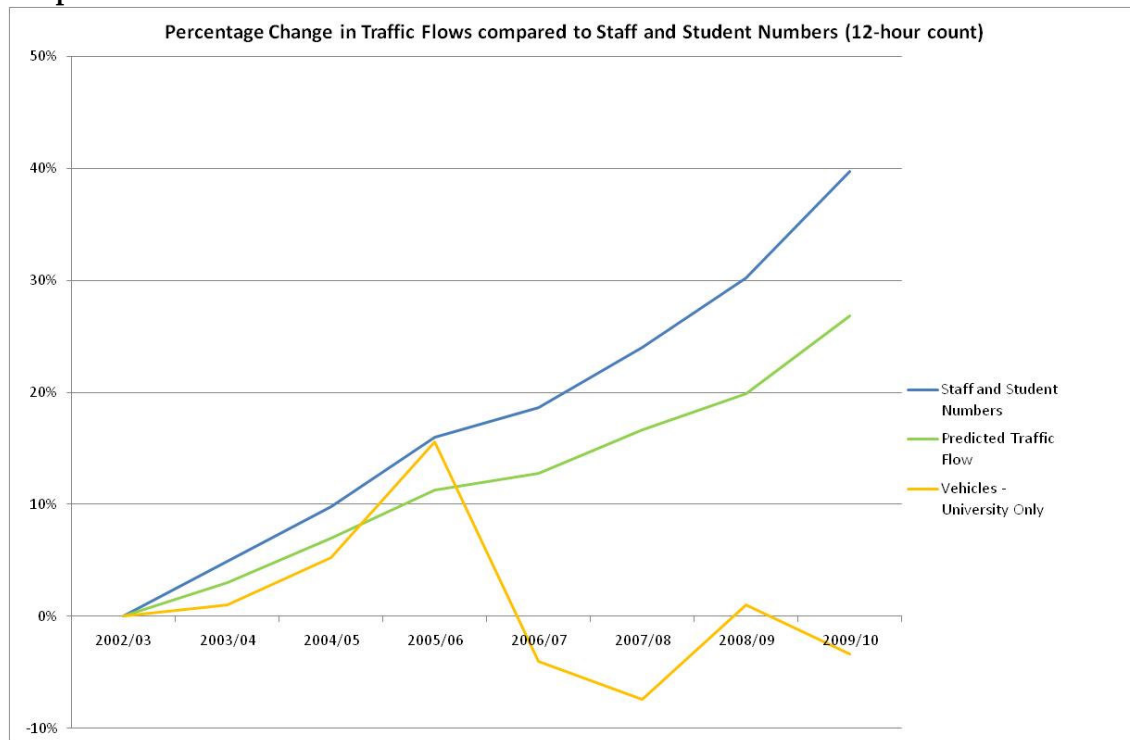
Using the maximum permissible traffic levels as a starting point, targets for the proportion of total University trips made by car and, as a consequence of this, target car occupancy levels, were identified. As detailed earlier in this document, the targets are tied to two phases in the build out of Heslington East, this being 40% of anticipated total population of Heslington East and 100%.

Given that the targets relate to a minimum 40% population on Heslington East, it is difficult to assess progress against them directly because the completion of (TA) Phase 1 will not be achieved until 2015 at the earliest. The economic downturn means that the overall development programme will inevitably be delayed and the plans for future development in the period 2010 to 2015 are modest.

Notwithstanding this, a range of other indicators can be used to ascertain the success of the Travel Plan to date.

The original Transport Assessment for the University expansion onto Heslington East identified predicted annual growth in population and traffic. An assessment of actual traffic growth (identified by way of the annual surveys undertaken by the University) suggests this is significantly lower than predicted. **Graph 1** illustrates the current success of the Travel Plan and the measures implemented to date in limiting traffic growth (against anticipated levels) since academic year 2005 / 2006.

Graph 1– Trends in Traffic Growth



Reflecting the above, the number of pedestrian, cyclists and bus users has increased since academic year 2007 / 2008 (albeit both walking and cycling levels have fluctuated there has been a general upwards trend in the proportion of total trips made by these modes), as shown in **Graph 2** and **Table 3**.

Graph 2 – Trends in Bus Use and Cycle Trips

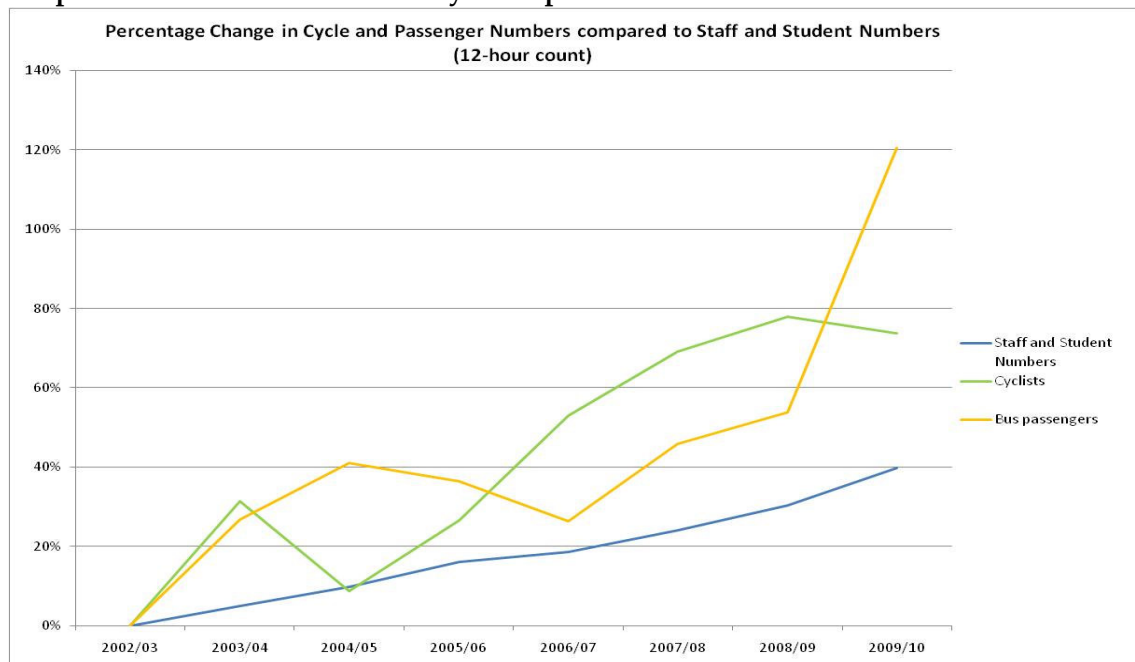


Table 3 shows the total movements into and out of the University during the 12-hour surveyed period together with the proportion of these total movement by foot and cycle.

Table 3 - Trends in Trips by Foot / Pedal Cycle (for surveyed period 0700 – 1900)

Year	Total Trips (all modes)	Pedestrians No.	% of all trips by foot	Cyclists	% of all trips by cycle
2007	23,613	12,051	51.0%	3,119	13.2%
2008	24,465	12,871	52.6%	3,450	14.1%
2009	28,032	15,521	55.3%	3,629	12.9%
2010	24,727	12,687	51.3%	3,542	14.3%

Bus use has increased significantly since 2007, as demonstrated by **Table 4** - this is likely to be as a result not only of the 'soft' measures introduced by the University (included subsidy to tickets) but also as a consequence of the increased number of services that now call at the University, shown in **Table 5**. A route map is provided in Plan 2.

Table 4 - Trends in Bus Use (for surveyed period 0700 – 1900)

Year	Boarding	Alighting	Total	Pop	Pop Increase (% on previous year)	Change in Bus Use (% on previous year)
2007	959	872	1831	13274	2.3%	-7%
2008	1100	1016	2116	13874	4.5%	16%
2009	1172	1059	2231	14570	5.0%	5%
2010	1693	1505	3198	15810	8.5%	43%

Table 5 - Bus Services calling at / near the University (with frequency in minutes) 2010/2011

Service No.	Route	Bus Operator	AM Peak	Inter-Peak	PM Peak	Eve	Late Night
4	Acomb – City Centre – Hes. West – Hes. East	First York	10-15	10-15	10-15	30	30
6	Clifton Moor – City Centre – Hull Road	First York	10-15	10-15	10-15	30-60	-
8	Grimston Bar Park and Ride	First York	10-15	10-15	10-15	-	-
10	Poppleton – City Centre – Hull Road - Stamford Bridge	First York	30	30	30	60	-
44*	Studentlink: Merchantgate – Hes. West – Hes. East	York Pullman	15	15	15	15	-

55	City Centre – Fulford – Hes. West – Monks Cross – City Centre	York Pullman	60	60	60	-	-
746	York – Heslington - Pocklington – Market Weighton	E.Y.M.S	60	60	60	120	-
X46	York – Hull Road - Pocklington – Beverley - Hull	E.Y.M.S	60	60	60	60	-
Uni Shuttle**	Hes. West Campus South – Heslington Hall – Heslington East – Halifax College	University	20	20	20	-	-

* Term Time, Monday to Saturday

** Term Time, Monday to Friday

3.3 Impact of Measures Implemented to Date

In order to maintain the success of the Travel Plan it is important to understand the impact of specific Travel Plan measures. This enables the continuation of those that have been particularly successful and the review / replacement of those that may have been less so. The following identifies the measured benefits associated with particular Travel Plan initiatives / measures. For ease of understanding, measures have been broken down into key areas.

3.4 Car Users

The University has been proactive in advancing its plans to introduce car parking barriers as part of the peripheral parking strategy. Planning permission has been obtained for the installation of barriers at all car park accesses on Heslington East. This will provide better management information on car arrivals and provides a greater range of options on managing car park usage. Information is being generated on car usage around the University through an online parking permit registration system. A consultation exercise is also planned to ascertain how the criteria for permits and permit types might be revised to enable a more flexible approach to car parking and passes to be implemented

The University has a private group on www.carshareyork.com. This is a journey matching service enabling staff and students to search for others that they may be able to travel with (as either a driver or passenger) and thus save money and reduce demand for car parking, as well as minimising localised congestion. The scheme was launched in 2004 and in September 2009 a similar scheme was launched at York Science Park, increasing the pool of potential sharers.

Measure Implemented – A private University car share group set up on www.carshareyork.com in order to encourage journey sharing.

Impact - Number signed up as of March 2010 - 338

The University has a City Car Club vehicle located on campus (outside the Information Centre, Market Square). The car club provides an alternative to owning a car or enables those that might wish to travel to the University by sustainable means, but are then required to travel off-site by car during the day, to do so. Students get their first year's membership with City Car Club for just £25.00. City Car Club is also offering staff of the University a 25% discount on personal membership, reducing it to just £37.50 a year. The University is currently seeking to locate a second car on campus, in order to encourage increase use to justify this; it has joined up with York Science Park (with all YSP companies being offered a free trial for the period April to July 2010).

Measure Implemented – A City Car Club vehicle has been located at the University (and a second vehicle is sought). Staff and students are offered discounted membership.

Impact - Number of registrations signed up as of March 2010 - 48

Impact - A combination of the above measures (as well as improvements to sustainable travel services / availability) has seen a 9% reduction in the number of parking permits issued in 2009, against 2004/5 levels. This is despite a 19% increase in population (staff and students).

3.5 Bus Travel

Meetings have been held with the City Council and First York to explore bringing additional direct services to the University. From October 2009 the number 6 service (Clifton Moor/City Centre/Osbaldwick) was extended to Heslington Hall. This was aimed both at increasing the accessibility of the University by bus, generally, and providing a link between the two campuses (fulfilling the roll of a University Transit System (UTS) in the short term). The University subsidised the extension and the service was free at the point of access for students and staff travelling between Heslington East and West. The service runs at a ten-minute frequency.

Measure Implemented – The University subsidised the First Bus no. 6 service to provide an inter-campus service at a ten minute frequency, which was free at the point of access. This fulfilled the 2009 - 2010 requirements for inter-campus movement (the UTS).

Impact - During the March 2010 surveys, the number of people boarding / alighting from the service at the Interchange on Heslington East was recorded as 199 (boarding) and 255 (alighting). Given that some 600 students occupy Goodricke College, this would suggest, circa one third of students used the number 6 bus within the survey period.

From September 2010, the number 6 returns to its original route (Plan 2) and will no longer call at the University, albeit it will continue to be accessible from Hull Road. However, from 6th October 2010, the number 4 FTR service (First) will be extended from its current terminus at Heslington Hall to the Field Lane bus interchange, via Heslington Gyrratory.

Public transport accessibility to the University (Heslington East and West) has further been enhanced through the introduction of the No. 44 service, which provides a link between Heslington East (bus interchange) and the city centre, via Heslington West. The service was not initially subsidised by the University but was introduced by York Pullman owing to identified latent demand.

The University has since agreed to subsidise an extension to the service for 5 years; this commenced on September 6th 2010. The level of subsidy will enable Pullman to increase the frequency to 15 minutes (from every 20 minutes) Monday to Saturday daytimes and evenings during term time, and permit the extension to York Railway Station. The service will operate less frequently out of term time, given the reduced demand.

The service will be rebranded as UniBus and the extension will not only benefit staff, students and visitors to the University, but also those at York Science Park. The service will replace the number 6 insofar as providing free travel within the confines of the Campus for staff and students.

Measure Implemented – The University commenced subsidy to the No. 44 Pullman Bus Service (UniBus) from September 2010, such that it runs between York Railway Station and Heslington East, via Heslington West, at a 15 minute frequency.

From October 2010 the No.44 Pullman Bus Service (UniBus) will enter Heslington East via the movement spine and call at two bus stops by the departmental academic buildings. To supplement this, the University is to provide a shuttle service between Heslington West Campus South and Halifax College, via Heslington Hall and Heslington East (Field Lane Interchange). This will run at a 20 minute frequency (subject to review dependent upon demand) during term time.

To further encourage use of the First Bus services (including the number 4) the University offers staff the opportunity to purchase reduced price daily, weekly and monthly tickets,

saving 90p off a day ticket, £3.00 off a weekly ticket and £11.00 off a monthly ticket.

The University has secured a discount on bulk ticket purchase for Pullman Bus services (including the 44, 10, 22, 35, 36, 37 and 55). All staff, students and visitors are able to take advantage of a 10% discount, with this being supplemented further for staff by the University (making a total of up to 20% discount). The 10% discount has also been made available to York Science Park staff.

EYMS run the following services to or near the University Campus: 195, X46, X47, 744 and 746. The University has subsidised EYMS such that staff and students can take advantage of a 20% discount card. These are 'stored value' smartcards which work like a phone top-up card. The cardholder tops up the card by paying the driver. When they get on the bus the cardholder places the card on a machine and the fare is automatically deducted, minus the 20% discount.

Measure Implemented – The University has agreed significant discounts on First Bus, York Pullman and EYMS calling at the University.

Impact - The number of discounted weekly and monthly tickets issues has increased by 68% from 2005 (741) to 2009 (1084). Staff and student population has increased by 19% over the same period.

The number of bus users overall has increase significantly, as demonstrated by **Table 6**.

Table 6 - Uptake of Discounted Weekly and Monthly Bus Tickets

Year	Total 'Weekly' and 'Monthly' Ticket Sales	% Change (from 2005 levels)
2005	741	-
2006	903	22%
2007	946	28%
2008	988	33%
2009	1084	46%

3.6 Walking and Cycling

A cycle to work (salary sacrifice) scheme has been launched for staff. This enables all University employees to purchase a bike at up to 40% discount on the RRP, with monies taken directly from salary.

Measure Implemented – The University has set up a Cycle2Work salary sacrifice scheme for staff.

Impact - 173 signed up to the Cycle2Work scheme in the first 12 months.

Via the University's online store <https://store.york.ac.uk/> a discount scheme has been set up for staff and students to purchase (inter alia) cycle locks, lights, security alarms and weatherproof cycle capes at up to 40% off RRP. The number of products offered by the store is increased on a frequent basis. Use of the store was been extended to York Science Park staff in April 2010.

The University offers a free cycle hire service for use by staff and students. There are 10 cycles available for hire, which can be hired for up to 48 hours at a time in exchange for a £10 returnable deposit. Members of the Pool Bike Scheme can hire a bike from either the Goodricke College Reception or Halifax College Reception at the Heslington Campus or King's Manor Reception in the city.

Measure Implemented – A Pool Bike scheme has been set up, with bikes available for hire from Heslington East, West and King's Manor.

Impact - There are currently 31 members signed for the use of the Pool Bike scheme

An Operation Spoke Event was held at the University (outside Biology) on 20th May 2010. Operation Spoke is an innovative cycle registration scheme aimed at reducing cycle theft throughout the York area. The initiative will mark bicycles with a unique reference number and then record owners' details and bike details on a property database. Alongside this all cycles registered as part of Operation Spoke are automatically registered on a national property database which will allow other police forces to identify the if it were to be stolen.

Measure Implemented – Operation Spoke cycle security marking initiative was held at the University in May 2010.

Impact – Approximately 200 staff and students attended the event.

The University has been working in partnership with York-based cycle repair company Fixycle to offer discounted servicing. A full service, including collection and delivery for University of York staff and students, is £25, with an additional discount of 10% off any parts fitted during the service. The service includes:

- Collection from home or work;
- Deep clean;

- Full service;
- Free fitting on all parts;
- 10% of any parts fitted;
- Delivery back to home or work.

Measure Implemented – Staff and students are able to take advantage of discounted cycle servicing offered by Fixcycle.

Impact – A total of 70 discounted services (55 staff and 15 students) have taken place since April 2010.

The Bike Boost initiative (Cycle 50% Challenge) delivered at the University by Get Cycling, in partnership with Cycling City York, provides staff with free loan of a bike and cycle equipment for a four-week challenge period, during which participants aim to cycle to work at least 50% of the time. At the end of the Challenge period, participants are offered the chance to purchase cycles at significantly discounted prices.

Measure Implemented – Get Cycling's Bike Boost initiative was implemented at the University in September 2009.

Impact - Some 38 staff took part in the Challenge and feedback from Get Cycling suggests approximately 80% of participants continued to cycle after the Challenge period ended.

3.7 Communication / Collaborative Working

The Travel Plan Coordinator has met with the Highways Agency with a view to involving the University in the Influencing Travel Behaviour programme that is being implemented at York Science Park, albeit that the University has no jurisdiction over the Science Park employers and their employees' travel habits.

The University's Travel Plan Coordinator now attends Travel Plan Group meetings at the Science Park quarterly, with a view to seeing where additional benefit might be achieved through a partnership approach to the delivery of measures. Regular meetings are also held with CYC and other key parties (including First Bus and Pullman Buses).

The University's website now includes a wealth of information on sustainable travel and the specific measures available to staff and students at the University <http://www.york.ac.uk/admin/estates/transport/index.html>. The site is continually updated to reflect the ever expanding range of initiatives.

3.8 Summary

The University has been hugely successful in terms of the range of measures that have been implemented since the submission of the 2008 Travel Plan. Understanding the success of these measures to date is crucial in determining what is likely to be most successful moving forward, in both the short and longer term.

In summary:

- A total of 338 people have signed up to the University's car share group.
- A total of 48 people have registered to the University's City Car Club vehicle.
- A 9% reduction in the number of parking permits were issued in 2009, against 2004/5 levels. This is despite a 19% increase in population (staff and students).
- During the March 2010 surveys, the number of people boarding / alighting from the service at the Interchange on Heslington East was recorded as 199 (boarding) and 255 (alighting). Given that some 600 students occupy Goodricke College, this would suggest, circa one third of students used the number 6 bus within the survey period.
- The number of discounted weekly and monthly bus tickets issues has increased by 68% from 2005 (741) to 2009 (1084). Staff and student population has increased by 19% over the same period.
- A total of 73 signed up to the Cycle2Work scheme in the first 12 months.
- There are currently 31 members signed for the use of the Pool Bike scheme
- Approximately 200 staff and students attended the Operation Spoke event.
- A total of 70 discounted services (55 staff and 15 students) have taken place since April 2010 by Fixycle.
- Some 38 staff took part in the Get Cycling Challenge and feedback suggests approximately 80% of participants continued to cycle after the Challenge period ended.

4. Travel Survey

4.1 Introduction

This section of the report provides a summary of the 2006 Travel Survey as well as setting out the proposed methodology for the 2010 Travel Survey.

4.2 2006 Travel Survey

The University of York undertook a staff travel survey in 2006 in order to understand the travel characteristics of the University community and the grounds under which these might change, with the 2008 Travel Plan drawing on the findings. The exercise also sought to identify any travel constraints under which the University operated and areas where sustainable travel behaviour could be incentivised further. **Table 7** indicates the shift in mode share.

Table 7 – Staff Mode Share: 2000 to 2006

Mode of Transport	Percentage of staff		Percentage change
	2000	2006	
Car	55.2%	53.9%	-1.3%
Bike	19.4%	20.7%	+1.3%
Foot	19.3%	19.3%	+/- 0%
Bus	3.4%	4.6%	+1.2%
Train	0.6%	0.8%	+0.2%
Motorbike/Moped	1.6%	0.6%	-1.0%
Taxi	0.5%	0.1%	-0.4%

The Travel Surveys identified that, in 2006, 34.5% of staff lived within 2 miles of the University. Despite this over half of these staff access the University by car more frequently than they walk. Similarly, a further 24.6% live less than 5 miles away. Improvements to cycle and walking routes, together with soft measures such as those outlined in the previous section, may encourage these groups to consider an alternative mode of travel. Only 12.9% of staff live more than 20 miles from the University.

Since the 2006 survey, the number and thus frequency of bus services to the University has increased considerably. The range of destinations that can be accessed directly from the University has also increased. As indicated above, the University has secured discounted tickets on all First Bus, Pullman Buses and EYMS services to the University. The result of this has been a corresponding increase in the proportion of total trips made by bus. Between 2009 and 2010 the student and staff population increased by 8.5%. At the same time the number of people boarding / alighting at the University increased by 43% (on 2008 – 2009) figures. Additional key results from the Travel Survey include:

- 40% of car users would be prepared to car share;
- ‘Safer cycle routes to the University’ were considered to be respondents’ cycling and walking priorities; and

- 'Reduced charges for less frequent permit use' were respondents' car park charging priorities.

To facilitate the above, a private car share group has been set up at www.carshareyork.com. The University is working to improve cycle and pedestrian routes (a consultation exercise is currently being undertaken with improvements proposed to be undertaken in academic year 2010/2011). Part-week car parking permits have been introduced at a reduced charge. A parking consultation is also planned in order to determine how a revised parking permit system might best be structured.

As such, the University has been proactive in using the results of the 2006 Travel Surveys to shape the Travel Plan to date. It is the intention that the 2010 Surveys will be used to similar effect.

4.3 2010 Travel Survey

The University of York is preparing to undertake a monitoring exercise to verify the current mode share of staff and students, identify the reasons for these choices and to ascertain the measures / initiatives that are most likely to sustain the success of the Travel Plan to date. Further details of the 2010 survey are provided in Section 6.

5. 2010 - 2015 Travel Plan

5.1 Introduction

As previously stated, it is important that the Travel Plan is continually reviewed to ensure it remains relevant to the needs of the University, its staff and students, and to ensure the success seen to date continues. Given that the 2010 Travel Survey will not be undertaken until the start of the 2010 / 2011 academic year, the following sections are indicative at this stage. However, given the evidence of recent years, it is considered that the objectives, targets and measures proposed are appropriate at this stage.

5.2 Objectives

The following identifies the 2010 Travel Plan objectives, reflecting those set in 2008 and the future aspirations of the University in terms of sustainable travel:

1. To review the current car parking strategy (including structure of permit system) to allow for greater flexibility and to give priority to those without the opportunity to use more sustainable alternatives;
2. To encourage and facilitate real choice in travel modes to the University, by implementing suitable infrastructure, services and 'soft' measures supported by appropriate marketing and promotion;
3. To maintain the current downward trend in peak hour car trips through the 3 critical off-site junctions and the corresponding increase in trips by sustainable modes;
4. To facilitate intra-campus movements by a range of sustainable modes, thus minimising the requirement to travel by car;
5. To ensure all cars that have business at the University park in official car parks to minimise the impact on local street parking; and
6. To ensure communication of the Travel Plan measures and the benefits of sustainable travel, generally, by a range of media to improve awareness of facilities / services to assist travel by sustainable modes;
7. To provide accessibility to all University facilities for those that have motive disabilities.

The University has been proactive in advancing its plans for the peripheral parking strategy by proposing the introduction of car parking barriers at its major car parks. Planning permission has been obtained for the installation of barriers at car parks on Heslington East and at Campus North and Campus South on Heslington West.

5.3 Short Term Initiatives for Introduction in Academic Year 2010/11

In October 2010 the new academic buildings in Cluster 1 will be available and teaching will start on Heslington East. Additional car parking is available at the Field Lane car park (138 spaces) to accommodate staff and visitors and this should be sufficient for the first year of operation, provided access restrictions are put in place in the form of barrier controls, which due to be installed by the end of September 2010.

In developing the design for Heslington East the University has looked to minimise the requirement for journeys between the two halves of the campus by:

- Provision of sufficient teaching facilities on Heslington East to allow the majority of departmental teaching to take place in close proximity to the students' host departments.
- Resident students can now select their own College meaning that students who are in Departments based upon Heslington East can choose to be resident there too. Goodricke College with 620 beds opened October 2009 and Langwith College with 600 beds will open in October 2012.
- There are also social facilities available on Heslington East as well as plans for a new social and catering building to open in 2011.

The above measures will reduce the demand for intra campus transfers from the levels that were envisaged at the time of the Public Inquiry, however the University recognises a need to provide transport for students who wish to move between Heslington East and West.

With the modest increase in additional parking provided by the Field Lane car park it has been assessed that there will not be a significant increase in University traffic outside the acceptability levels set by the original Transport Assessment.

The 2010 / 2011 Travel Plan Action Plan is included at **Appendix B** and reflects the ongoing delivery of a number of particularly successful initiatives implemented to date, as well as the identification of new measures to be implemented this academic year (described below).

2010/2011 Measure – From October 2010 York Pullman will operate the number 44 service from the Railway Station onto Heslington East via University Road. This service will be free to staff and students within the confines of the University campus and operate at a 15 minute frequency each way. This is part of a 5 year agreement with Pullman which demonstrates the commitment to make this service a success. It has been assessed that the 44 service will meet the requirements for intra campus movements. The use of the service will be monitored and reviewed with Pullman to confirm the adequacy of this initial assessment.

2010 / 2011 Measure – The Number 4 FTR service (operated by First) will be extended from its current terminus at Heslington Hall to the Field Lane Interchange from October 2010.

2010/2011 Measure – The Science Park link road is now operational. This will provide an alternative route for traffic from the Science Park that wishes to go east and act as the through route for traffic between University Road and Field Lane. The link road's principle function is to reduce the volume of traffic entering Heslington village and using the gyratory.

2010/2011 Measure – A pedestrian / cycle improvement consultation is currently underway. Improvements will be identified at the start of academic year 2010 / 2011, with the intention to implement within the academic year.

2010/2011 Measure – Cycle Training will be delivered by CYC to University staff and students.

2010/2011 Measure – A University Travel Guide is to be developed. This will incorporate a detailed map of facilities, along with information on provision for travel by sustainable modes of travel.

2010/2011 Measure – Discussions are ongoing with local bus operators to bring further services to Heslington East.

2010/2011 Measure – The University will liaise with City Car Club to provide a second vehicle at Heslington East.

2010/2011 Measure – The University will actively promote and encourage York Car Free Day.

2010/2011 Measure – A full review of the existing car parking permit system is underway. It is intended that a revised system for issuing permits will be brought into effect following the review.

2010/2011 Measure – A shuttle service between Heslington West Campus South – Heslington Hall - Heslington East (Field Lane Interchange) - Halifax College will commence operation at the start of academic year 2010 / 2011. The service will run every 20 minutes during term time.

Following the 2010 Travel Surveys, the above measures (and the action plan provided at **Appendix A**, will be reviewed and amendments made (and agreed with CYC) if required.

5.4 Future Heslington East Developments 2011 to 2015

The University has now determined its capital programme for the next 4 years. This programme includes the following major elements:

- A new Social and Catering Building on Heslington East for occupation in October 2011;
- The Sports Village including a swimming pool to be located on the eastern end of the Heslington East site available for 2012. This will require additional car parking;
- A Biomass Combined Heat and Power plant located on Heslington East to provide low carbon heat and power available for the end of 2011;
- A new 600 bed College to house the relocated Langwith College for occupation in October 2012;
- An additional 150 car parking spaces principally for business users available from October 2011 to be accessed from the new Grimston Bar eastern entrance. Use of this car park will be limited to drivers travelling from the east. This will initiate the peripheral parking strategy. Given that buildings on Cluster 2 will not be opened until October 2012, in the short term those parking at this car park will be able to access Cluster 1 and the remainder of the Campus via footway link to the immediate south of the Interchange car park (which would then link with the pedestrian ribbon). From October 2012, when the first buildings on Cluster 2 are opened, pedestrian routes through Cluster 2 will be provided. Again, these will be linked with the pedestrian ribbon (**Plan 6**).
- The necessary infrastructure to support these developments

The overall assessment is that with the exception of the sports village, there will not be a significant increase in University generated traffic from these developments. Discussions are required with CYC on how traffic associated with the swimming pool is to be managed.

The general growth of the University is likely to slow over the coming years as a consequence of changes in government policy. However, given the continued success of the University in both the UK and world arenas, there is every expectation that expansion will continue – albeit more gradually than over recent years.

An assessment of the traffic impact of these new facilities has been carried out. It is envisaged that there will be an increase in trips through the three key junctions of approximately 40 in the AM peak and 30 in the PM peak, an increase of less than five percent over the three junctions.

5.5 Other Transport Mitigation Measures

The original Transport Assessment included an estimate of the traffic growth that could be anticipated from the forecast in growth of the University population. Linked to this was a series of measures to mitigate the impact on congestion of the local road network. Because of the successes to date in minimising University generated traffic growth there is not the same

imperative to introduce these measures in full in this academic year. However progressive implementation of the strategies has started:

5.5.1 The UTS

The University Transit System is a range of measures that facilitates the connectivity between Heslington East and West. It was initiated in October 2009 to provide a transport link for the residents of Goodricke College with the extension of the number 6 service providing a regular and frequent service to Heslington Hall with free passage between the two sites.

As explained previously one of the aims of the design for Heslington East has been to minimise the requirement for journeys between Heslington East and West and reduce the demand for these transfers from the levels that were envisaged at the time of the Public Inquiry. The University recognises a need to provide transport for students who wish to move between Heslington East and West and from October 2010 is subsidising the extension of the no 44 York Pullman Service which will be free to staff and students for movements within the campus.

The advantage of using a public transport operator for this service is that it provides much better opportunities to bring staff and students directly from their residential areas to their place of work or study reducing the justification for private car use. The existence of these transport links can then be a consideration in the future to assess eligibility for full time car parking permits. In order to promote additional public transport services to the University we would welcome further engagement with CYC in planning any changes to the public transport network in the City.

Within the scope of developments between 2010 and 2015 there are no future academic departments planned for Heslington East, however there will be an expansion of student numbers within the departments that are based there. More student residences are planned for October 2012 to minimise the demand for intra campus movements. The University will regularly review the effectiveness of this service with Pullman and make adjustments as required.

The University will subsidise Pullman for providing this free service, and will also maintain our subsidies to staff and students for long term bus usage. In addition, the University will fund a 20-minute frequency shuttle service between Heslington West Campus South and Halifax College via Heslington Hall and Heslington East (Field Lane Interchange) from the start of academic year 2010 / 2011.

As and when the need for additional car parking requires full implementation of the peripheral car parking strategy, the nature of the UTS will have to be modified so that it serves more areas of the campus, particularly the peripheral car parks. Based on the analysis carried out earlier full peripheral car parking implementation is not envisaged to be required in the period 2010 to 2015.

5.5.2 Peripheral Parking Strategy

The peripheral parking is another of the measures that was in the Transport Assessment to mitigate the impact of anticipated traffic growth from University expansion. The principles of this strategy are that car drivers park their cars in car parks at the first point of entry to the extended campus. Because the growth in traffic predicted by the Transport Assessment has not occurred, there is not the same imperative to implement this mitigation measure as a means of controlling increased levels of traffic congestion on the local network.

Peripheral car parking remains one of the mitigation measures to control traffic movements and the University has plans to commence physical implementation in October 2010 with the introduction of parking barriers on Heslington East car park and in October 2011 with the first car park to be accessed from Hull Road.

In conceptual terms the implementation of peripheral parking is simple, in reality there are a number of complex issues that have to be taken into account. For example:

Science Park users

Since the submission of the OPA in 2004 the prevailing economic conditions across the country have deteriorated significantly. The take up of new commercial office space and businesses is extremely challenging and York is in competition with all major Cities for new enterprise. York Science Park (YSP) is promoting the new knowledge transfer space on Heslington East within the Catalyst and the Hub.

In this competitive market YSP are advising the University that they require access to sufficient conveniently available car parking close by the work place in order to attract the quality of clients that Heslington East's future depends upon. If this is not available YSP have serious reservations about being able to attract enough prospective clients for the available business space in phase 1, this would be to the detriment of York's economy.

Initial indications are that rigidly applying the Peripheral Parking Strategy to business users will be a sufficient disincentive to make this happen. The University is committed to making Heslington East a significant economic contributor to the City, and getting good early momentum for business users to want to come to the campus is critical. In order to be as attractive as possible to business users we need to be more flexible in the way we apply the parking strategy to this group. A vibrant business community will attract a high level of visitors to the enterprises that are established. We have probably underestimated our level of car parking provision for phase 1 for business users and their visitors and have plans to increase this as described further below.

Sports Village users

The University and CYC are in the final stages of agreeing a proposal to provide a sports village including swimming pool at the eastern end of Heslington East. This location has been selected because it provides good car access to the facility. It has

been agreed with the City Council that good car access for all is an essential component of the scheme being operationally viable. If strictly applied the Peripheral Parking Strategy would need to exclude members of the public driving directly to the Sports Village, this would include residents of Heslington and Badger Hill. This is not feasible for the success of the sports village or the convenience of the York council tax payers who are being asked to make a £3m contribution to the scheme not to park by the pool. The parking strategy needs to be adaptable for the sports village.

University users

For full implementation of the peripheral parking scheme as outlined in the 2004 Transport Assessment there needs to be sufficient car parking available on Heslington East to accommodate all University traffic that arrives from the east. At present around 50% of staff arrive from this direction and so this would require a minimum of 750 car parking spaces. The University has been successful in maintaining its traffic levels around Heslington by constraining car parking spaces and we have no plans to increase parking levels on Heslington East to this level in the next 5 years. If this number of spaces is not available, then a partial implementation strategy would need to be considered. This would comprise barrier controls to all main car parks and some additional parking capacity on Heslington East. The implementation strategy for peripheral parking needs to recognise the constraints of partial implementation and how these can be managed within a consensual framework.

There are other factors that need to be considered in order to have a successful implementation strategy for peripheral parking. This will require interactive dialogue between the University and CYC to agree a way forward. As we have indicated previously we would encourage this and are happy to write this requirement into this Travel Plan.

Notwithstanding the above the University is planning to commence the implementation of the Peripheral Parking Strategy. As mentioned above there is a demand for additional car parking spaces to support the business needs of Heslington East. It is proposed to locate these in close proximity to the existing Field Lane car park. Access to these new car parking spaces will be via the Hull Road access that will be constructed as part of the sports village development. This new car park will be used to intercept visitors who arrive via the A64. We are also able to allocate some spaces to staff that work on Heslington East and arrive from the east. In this way this initial 150 spaces will intercept 150 car users who come from the east and so satisfy the principles of the Peripheral Parking Strategy.

Implementation of the Peripheral Parking Strategy from October 2010 is as follows:

- For October 2010 there will be car parking barriers installed to the Field Lane car park. This will constrain those who will be authorised to access this car park
- From October 2011 it is planned to include an additional 150 space car park within the north-east corner of cluster 2. This will be barrier controlled to restrict access which will be limited to University Staff arriving from the east and visitors. Depending upon the take up from commercial users it may be necessary to give them

access to this car park too. Restricted access will be maintained to the Field Lane car park.

- The Sports Village is planned to open in the summer 2012. The total volume of parking has to be finalised but will not exceed 250 spaces. As described earlier it will not be possible to apply the constraints of peripheral parking to the users of the Sports Village.

The above constitutes the total volume of additional car parking spaces to be developed on Heslington East in the next 4 years. 150 spaces will be accessed off Field Lane and up to 400 from Hull Road. Preliminary assessments indicate that it will not be necessary to introduce the right turn capability at the exit on to the Hull Road with this volume of on campus parking. Future car parking on Heslington East beyond 2014 will be accessed from Hull Road and where possible comply with the peripheral parking strategy (given the constraints listed above). It is still the University's plan to limit the amount of available car parking in order to constrain the University related traffic movements in the area.

5.6 Sustainable Travel Infrastructure Provision (2010 - 2015 and longer term)

Provision for pedestrian and cycle movements is integral to the master plan for Heslington East and bus travel will be drawn into the heart of the campus. A programme of infrastructure provision has been identified in relation to the likely build out of each of the 4 clusters at Heslington East (**Table 8**). In addition, the pedestrian and cycle infrastructure consultation that will be undertaken at the start of academic year 2010 / 2011 in respect of Heslington West will identify a package of infrastructure improvements.

Table 8 – Heslington East Infrastructure Provision Timetable

TRAVEL MODE	CLUSTER 1 west of central access 1st occupation 2009	CLUSTER 2 east of central access 1st occupation 2011	CLUSTER 3 east of cluster 2 1st occupation with sports/swimming facilities 2012	CLUSTER 4 west of cluster 1 1st occupation: no fixed proposals
PUBLIC BUS SERVICES to and between HE and HW campus	4 HE to city centre - bus interchange, Field Lane, HW (10 min); 44 HE Movement spine to city centre via HW (15 min); 746 Field Lane to city centre via HW (60 min); 55 Heslington Lane to HW and city centre (60min).	As cluster 1	Same services plus 8 P&R Hull Road to city centre (10 min) 10 Hull Road to city centre (30 min); X46 Hull Road to city centre (60 min). Additional bus stops on movement spine east for 44.	As cluster 1 plus additional bus stop on movement spine west for 44.

TRAVEL MODE	CLUSTER 1 west of central access 1st occupation 2009	CLUSTER 2 east of central access 1st occupation 2011	CLUSTER 3 east of cluster 2 1st occupation with sports/swimming facilities 2012	CLUSTER 4 west of cluster 1 1st occupation: no fixed proposals
FOOTPATH LINKS	HE Central Vista on Pedestrian Ribbon to Field Lane by church, then via Dean's Acre link or Field Lane to HW.	Extend Pedestrian Ribbon to Eastern Vista	Extend Pedestrian Ribbon to Eastern end of campus sports village.	Footpaths to pedestrian ribbon
	HE Footpath links within Central and Western vista	Footpath links in Eastern vista	Footpath to Grimston Bar UoY car park and CYC P&R.	
	Informal path - Field Lane by church eastwards via Kimberlow Hill to Grimston Bar P&R.	Footpaths to car parks	Footpath to Hull Road	
	Footpaths to HE interchange car park.			
CYCLE ROUTES	HE Central Vista to Field Lane by church, then via Dean's Acre link or Field Lane to HW	Extend Pedestrian/cycle Ribbon to Eastern Vista	Extend Pedestrian /cycle Ribbon to Eastern end of campus to sport village and routes to Grimston Bar	No additions needed
	Supplement existing on and off road cycle tracks in the area with track on south side of Field Lane from Field Lane roundabout to Dean's Acre link		Cycle route to Grimston Bar UoY car park and Hull Road	
ROADS	HE: Movement Spine West and South; Northern Service Road Access road from	HE: Northern Service Road East to east end of campus Link road to Hull Road	Road link from east end of HE to Grimston Bar UoY car park Movement Spine East to east end of campus	No additions needed

TRAVEL MODE	CLUSTER 1 west of central access 1st occupation 2009	CLUSTER 2 east of central access 1st occupation 2011	CLUSTER 3 east of cluster 2 1st occupation with sports/swimming facilities 2012	CLUSTER 4 west of cluster 1 1st occupation: no fixed proposals
	Field Lane to bus interchange Dean's Acre link road Field Lane to Innovation Way.		Improvement works to Hull Road junction	
CAR PARKING	Central access car park + Cluster 1 accessible parking =150 total	150 spaces from October 2011. Plus accessible spaces adjacent to buildings	Additional public parking for Sports Village. Other parking to be phased in line with occupation of buildings, including north-eastern car park north of northern service road. Also accessible spaces adjacent to buildings. South of CYC P&R 500 spaces (if not provided for Cluster 2)	Accessible parking only adjacent to buildings. Total spaces for whole HE campus = 1500 plus additional public parking for sports village
PERIPHERAL PARKING SYSTEM	Install barrier controls to bus interchange car park	150 additional barrier-controlled car parking spaces (above) with permitted access from Grimston Bar only.	Car park south of CYC P&R: 500 spaces as required	
UNIVERSITY TRANSIT SYSTEM	Bus services: 4 and 44, 746, Shuttle Service	As cluster 1 plus supplementary services as required	As cluster 2	As cluster 3

Cycle parking on Heslington East is being provided in accordance with standards agreed with the City Council. It is located closer to new buildings than any car parking facilities, to encourage the use of the cycle over the private car. The type of cycle stands provided are 'Sheffield stands', which are located within secure cycle stores on the campus. Changing and

showering facilities for staff and students are provided in all significant new buildings.

The University and City Council have both approved the creation of a sports village on the eastern end of the Heslington East site. The Sports Village will include a publicly accessible swimming pool and private leisure club. To provide access to this development, the eastern road infrastructure is being designed. This includes the eastern access in to the Heslington East site being constructed, which would be linked to the extension of the northern service road and the construction of the 150 additional car parking spaces referred to above. The road and car park are due for completion for October 2011. Agreement in principle has been reached with CYC to increase the overall car parking levels on Heslington East to accommodate the public access required for the Sports Village. The details of this have to be agreed as part of the overall negotiations between CYC and the University. Car parking for the Sports Village will access the Heslington East site via the Grimston Bar access only.

5.7 Soft Measures (2011 - 2015)

In addition to the infrastructure proposed within this time frame (as outlined in Table 10), a number of medium term 'soft' measures will be implemented. At this stage the package of measures described below is indicative and by no means exhaustive, being subject to continual review.

The Action Plan for each future academic year will be submitted and agreed with CYC in advance of the start of the relevant academic year, reflecting the findings of the annual monitoring exercise (detailed further in Section 6).

2011 – 2015 Measure – Seek to negotiate with bus operators to further improve penetration of the Heslington East Campus and provide subsidy where appropriate.

2011 – 2015 Measure – Determine the potential for subsidy towards out of York bus operators to encourage strategic services to call at the University.

2011 – 2015 Measure – Continue to expand the existing car club provision on Heslington West and East to cater for growing demand.

2011 – 2015 Measure – Expand the Pool Bike hire scheme to provide additional cycles across an increased number of hire points.

2011 – 2015 Measure – Deliver annual cycle training to staff and students.

2011 – 2015 Measure – Develop the sustainable travel pages of the University's website to incorporate a journey planner.

2011 – 2015 Measure – Investigate the potential to undertake a personalised journey planning exercise with all staff for their home to work journeys. This might also be extended to students for common off campus journeys.

6 Travel Plan Targets / Thresholds & Monitoring

6.1 Introduction

This section of the Travel Plan identifies the targets and the mechanisms for monitoring the ongoing impact of the Travel Plan. The monitoring process enables the Travel Plan to be continually updated to ensure its relevance and thus maximise its likely success. During the build out of Heslington East, there are likely to be significant changes in the travel patterns of staff and students and this, coupled with the high turnover of students, means that the requirement for effective monitoring is crucial.

The results of the annual monitoring exercise will be used to identify an action plan for the forthcoming year, such that the Travel Plan and the initiatives it encompasses are responsive to the changing travel behaviours experienced at the University as the expansion continues. **Appendix E** provides a skeleton monitoring report.

6.2 Targets – Mode Share

The information presented at the Public Inquiry was that expansion onto Heslington East would result in a growth of
5,400 students;
2,000 staff;
2,500 related research company staff.

This equates to an overall increase of 9,900 in the University population. Notwithstanding this, the University has continued to grow over recent years on the Heslington West campus as part of its on-going expansion. This has occurred since the submission of the planning application (2004) and prior to the first occupation of Heslington East. The developments on Heslington West that have led to the increase in population are outwith the development of Heslington East and have been subject to individual planning applications.

The growth in staff and students since 2004 on Heslington West has been 4,444, which has resulted in no increase in peak hour traffic flows to the University as a whole, in fact there has been a reduction to 2010. Therefore the increase predicted with the Transport Assessment is in addition to the current population of the overall University, although it is acknowledged that a proportion of the Heslington West population will migrate to the Heslington East campus.

As stated, University generated peak hour traffic has not increased. This record to date gives confidence that the phase 1 mode share targets are being achieved, the management of University traffic is under control and there will not be a sudden increase in traffic volumes to the detriment of the road network. It is proposed to confirm this trend by determining mode share targets through more regular surveys, and setting targets for the future up to 2015 and beyond.

Tables 9 and 10 show indicative targets that will be updated on completion of the 2010 staff and student travel surveys.

Table 9 - 2010 – 2015 Mode Share Targets (Staff)

Mode of Transport	2006 Baseline	2010 Mode Share (Indicative)	2011 Target	2015 Target
Car	53.9%	51.2%	51.0%	49.0%
Bike	20.7%	21.4%	21.5%	22.1%
Foot	19.3%	19.8%	19.9%	20.6%
Bus	4.6%	6.0%	6.0%	6.6%
Train	0.8%	0.9%	0.9%	1.0%
Motorbike/Moped	0.6%	0.6%	0.6%	0.6%
Taxi	0.1%	0.1%	0.1%	0.1%

Table 10 - 2010 – 2015 Mode Share Targets (Students)

Mode of Transport	2010 Mode Share (Indicative)	2011 Target	2015 Target
Car	9.8%	9.4%	8.4%
Bike	20.0%	20.2%	20.5%
Foot	57.2%	57.3%	57.6%
Bus	11.0%	11.1%	11.5%
Train	1.0%	1.0%	1.0%
Motorbike/Moped	1.0%	1.0%	1.0%
Taxi	0.0%	1.0%	0.0%

The methodology for monitoring progress towards the above targets is described in Section 6.7 and 6.8.

6.3 Targets – Action-Type

As well as the above mode share targets, a number of action-type targets have been identified as follows:

1. Increase uptake of the Cycle2Work salary sacrifice scheme by 5% during academic year 2010/2011 and by 15% by 2015 (against 2009 / 2010 levels);
2. Increase the proportion of staff issued with discounted bus tickets by 3% during academic year 2010/2011 and 5% by 2015 (against 2009 / 2010 levels);
3. Increase registrations to www.carshareyork.com by 5% during academic year 2010/2011 and 10% by 2015 (against 2009 / 2010 levels);
4. Deliver at least one Operation Spoke and Dr Bike session per annum;
5. Increase the range of discounted items offered through the online shop year on year between 2010 and 2015;
6. Support CYC in the promotion of York Car Free Day (September 2010).

The methodology for monitoring progress towards these targets is detailed in Section 6.11.

6.4 Thresholds – Traffic Flows

As part of the Transport Assessment that accompanied the outline planning application for the University expansion, long term traffic generation predictions were made (assuming full build out of Heslington East). Detailed planning consent has subsequently been sought on a building-by-building basis and this has required a review of the likely traffic impact of each building as part of the respective Transport Statements.

Planning Condition 7 sets a figure of 5% over and above predicted traffic flows at 3 critical junctions as a threshold for requiring mitigation. The Travel Plan will play (and has to date) a pivotal role ensuring the target is not exceeded. The targets reflect anticipated phasing of development to 2014. Beyond this, detailed trip generation calculations have not been undertaken and as such annual targets cannot be set. Notwithstanding this, the longer term targets remain appropriate. The 2011 – 2014 and longer term targets are shown in **Table 11**.

Table 11 – Trip Generation Targets (Two-way Flows, Anticipated Traffic Generation + 5%)

	Threshold	Actual	Threshold					
2-way Flows	2010 Max	2010	2011	2012	2013	2014	2015	Full Build Out
AM	817	562	838	886	879	879	872	1229
PM	660	520	677	716	710	710	704	993

The approach that will be used to monitor progress towards the above targets is detailed in Section 6.9.

6.5 Thresholds – On Street Car Parking

Condition 10 of the outline planning permission required the University to carry out an annual survey of current on-street parking on highways in the area surrounding the Campuses to monitor displaced University generated parking.

This Condition requires further surveys to be carried out in the event of surveyed on-street parking levels exceeding the 2009 baseline figure (agreed with CYC) by more than 20% in any one zone, following a methodology agreed with CYC. This threshold, for the total number of cars for each zone, is shown in **Table 12**.

Table 12 – 120% of Total Cars by Zone (Assuming 2009 Base)

Year	Zones												
	1	2	3	4	5	6	7	8	9	10	11	12	13
2009 BASE + 20%	108	73	95	50	173	136	10	42	10	22	103	42	122

The mechanisms for monitoring progress in respect of the above thresholds are detailed in Section 6.10.

6.6 Monitoring Mechanisms

The following identifies the mechanisms / sources of data that will be used to monitor progress in respect of these targets.

6.7 Monitoring Mechanisms - Travel Surveys

As stated above, the University is due to undertake a staff and student travel survey in October 2010. The Travel Survey results will be reviewed, in conjunction with the results of the annual counts of vehicle movements, bus users, cyclists and pedestrians, as well as the planned consultation on improvements to cycle and pedestrian facilities.

The travel survey will be undertaken at the start of academic year 2010 / 2011, with an electronic link to an online survey emailed to all staff and students (a separate survey will be devised for each group). Where staff / students do not have access to the internet / email, they will be provided with hard copies of the survey. The surveys will include (but not be limited to) questions on:

- Current mode share;
- Reasons for current mode share;
- Any change in travel habits since 2006 (and the reasons for this);
- Stated preference questions in relation to specific modes;
- Personal details (department, home postcode, working hours etc).

Following the close of the survey period, data will be analysed with a view to updating / validating the objectives, targets and measures identified for the 2010 Travel Plan (outlined indicatively hereafter). Surveys will be undertaken annually thereafter.

6.8 Monitoring Mechanisms - Pedestrian / Cycle / Bus User Counts

Alongside the traffic counts, numbers of trips into / out of the University on foot / by bike are recorded (for a 12 hour period to coincide with the traffic counts). The number of people boarding and alighting at all bus stops within the University is also recorded. As with traffic counts, these surveys will be repeated within academic year 2010 / 2011 and annually thereafter.

6.9 Monitoring Mechanisms - Traffic Counts

In accordance with Planning Conditions required by the Secretary of State, the University has carried out annual surveys at the three critical junctions identified within the planning conditions for the expansion (refer to **Appendix A**) plus the junction of University Road/Field Lane/Main Street South/Main Street West. The three critical junctions are:

- Grimston Bar Roundabout/ A64 junction;
- Melrosegate/ Hull Road traffic signal controlled junction; and
- Fulford Road/ Heslington Lane traffic signal controlled junction.

On an annual basis the results of these surveys have been compared with the predicted traffic flows for the expansion to date to demonstrate whether University traffic growth is being contained within the limits that have been set (i.e. are not in excess of 5% higher than the volumes predicted within the Transport Assessment). Where surveys suggest traffic

exceeds acceptable limits, then mitigation measures are to be put in place to reduce the University traffic flows accordingly. Surveys undertaken thus far have demonstrated that traffic levels are significantly lower than the anticipated levels and as such there is currently no requirement for mitigation. The results of this monitoring activities are contained within a separate document issued to the Council on an annual basis.

6.10 Monitoring Mechanisms – On-Street Parking Surveys

The Conditions associated with the outline planning consent (2004) also require that annual surveys of on-street parking are carried out in the vicinity of the campus and reported to the City Council. The parking surveys are undertaken annually in March. If any of the zones are shown to have an increase in parked vehicles of greater than 20%, then a follow-up, more detailed, survey will be undertaken on a date to be agreed with CYC. Depending on the findings of the secondary survey, remedial measures will be introduced in agreement with CYC. These might include (but are not limited to) the introduction of residents parking permits or waiting restrictions together with a review of onsite parking arrangements in the context of the overall parking strategy.

6.11 Monitoring Mechanisms - Uptake of Measures

The uptake of each Travel Plan measure will be reviewed annually.

Table 13 summarises the mechanisms for monitoring progress towards each set of targets.

Table 13 – Monitoring Mechanisms

Target / Thresholds	Monitoring Mechanism(s)
Mode Split	<ul style="list-style-type: none"> • Staff and student travel surveys • pedestrian, cyclist and bus user counts
Trip Generation	<ul style="list-style-type: none"> • Traffic Counts
On-street Car Parking	<ul style="list-style-type: none"> • Car Parking Survey(s)
Action-type Targets	<ul style="list-style-type: none"> • Uptake of initiatives

6.12 Monitoring Report

The results will be incorporated into a Travel Plan monitoring report. The findings of the report will inform the Travel Plan and associated action plan for the forthcoming year, assisting the Travel Plan Coordinator to identify where measures have been particularly successful and where they have been less so.

The report will also confirm any changes that have occurred in the past year that might impact on the findings, including:

- Changes in staff, student and knowledge transfer numbers on Heslington East and West (in light of anticipated growth for that year);
- Changes to infrastructure, including provision for sustainable modes, car parking

- levels, development that has taken place;
- Changes to public transport services that have occurred;
- New 'soft' (incentive-type, non-infrastructure based) measures that have been implemented in the past year.

Where the monitoring exercise suggests that targets have not been achieved or thresholds have been exceeded, the action plan for the forthcoming year will seek to introduce additional measures tailored to address this. Measures will be agreed with CYC in advance of implementation.

The monitoring process will also assist the University to supplement the UTS and phase in the Peripheral Parking Strategy. **Table 14** summarises the monitoring activities and associated timescales for academic year 2010 / 2011.

Table 14 – Monitoring Activities in Academic Year 2010 / 2011

Task	Timescale
Staff / Student Travel Surveys	October 2010
Traffic Surveys / Parking Surveys	March 2011
Pedestrian / Cycle / Bus User Counts	March 2011
Review of Uptake of Measures	April 2011
Submission of Travel Plan Monitoring Report 2010 / 2011	May 2011
Submission of Travel Plan and Action Plan for 2011 / 2012	July 2011

7 Summary

The University of York recognises its responsibility within the community and the City of York towards the environment and the living conditions of local people. It also recognises that the University is a successful and growing organisation which both stimulates and depends on travel to and from its Heslington campus. Combining these contrasting and complex factors requires analysis, assessment and control of travel and traffic, with the principal instrument for managing this being the Sustainable Travel Plan, supported by design that facilitates travel by sustainable modes through the provision of appropriate infrastructure.

This latest iteration of the Travel Plan seeks to build on the success to date, with a view to identifying revised mode share and action-type targets, objectives and a supplementary package of measures for the forthcoming academic year. This is in the context of the longer term aspirations of the University and the mode share / vehicle occupancy targets identified within the Transport Assessment that accompanied the planning application for the expansion on Heslington East.

It includes an implementation strategy, which highlights the measures that will be introduced in academic year 2010 / 2011 (along with those that might be appropriate in the period 2011 – 2015) and the timing and responsibility for delivery of these. It also provides a methodology for undertaking updated Travel Surveys, which are scheduled for October 2010. It is the intention to review this Travel Plan once the surveys have been undertaken to ensure the objectives, targets and measures identified remain appropriate in the context of the strategic transport strategy for the expansion. The Travel Plan will then be reviewed on an annual basis until 2015 when a full revision of the document will take place. It is proposed that these reviews will be shared with the City Council and the general public will have access to these.

APPENDIX A – A guide to the development of the University of York

Planning History

The University of York has developed on a 67ha campus at Heslington from its foundation in 1962. The Heslington West campus lies approximately two miles south east of the city centre. Heslington Village is located to the south of the majority of the campus with Main Street dividing the two. The University also has a small city centre campus called King's Manor.

Over the past 40 years, the University has grown to become one of the most successful in the UK. The campus has been steadily built out, with a steep acceleration in recent years, with the Heslington West campus now approaching capacity.

Development on the Heslington West campus has been governed since 1999 by the principles set out in the supplementary planning guidance, known as University of York Heslington Campus, Development Brief for Future Expansion. Any future development on the Heslington West campus will now comprise mainly minor infilling and redevelopment, since the scope for significant development, in the five specific areas which CYC agreed had development potential, has largely been exhausted.

A planning restriction keeps building footprint and car parking to a maximum of 20% of the site area; in order to preserve the character of a landscape dominated campus. This allowance is almost exhausted. The University and successive local planning authorities have agreed for many years that future expansion should be to the south and east of Heslington. This is proposed in CYC's May 1998 Deposit Draft Local Plan on a 65ha site south of Field Lane.

In April 2004 the University submitted its Outline Planning Application to the City of York Council to expand onto a 116ha site to the east of Heslington village (encompassing the above area), called Heslington East. Understanding that the expansion would raise questions about increased traffic volumes, the application contained a comprehensive Transport Assessment and Travel Plan. The City Council gave approval in principle for the expansion in March 2005. The application was subsequently called in for a Secretary of State decision and a Public Inquiry was held in 2006. In June 2007 permission was granted by the Secretary of State subject to a number of conditions. The proposals were prepared in line with Government, Regional and City of York policies, and the University's own principles of sustainability.

Planning Conditions

The planning conditions which are relevant to this document (i.e. transport related) are detailed below with a brief explanation of how the University is addressing the requirements in each instance.

Planning Condition 6

The developer will undertake an annual survey of traffic travelling to and from the University together with a survey of traffic through the following three principal junctions:

- Grimston Bar Roundabout/A64 junction;
- Melrosegate/Hull Road traffic signal controlled junction; and
- Fulford Road/Heslington Lane traffic signal controlled junction.

The surveys will be undertaken in the period between 07.00 hours and 19.00 hours on a weekday and month approved by the Local Planning Authority. The first such survey shall be undertaken before the commencement of development (which shall exclude any works associated with the undergrounding of overhead electricity lines carried out as 'permitted development' or any evaluation works associated with the Archaeological Remains Management Plan). The developer will determine by reference to the surveys the volume of University related traffic through the junctions. Using the forecasts of traffic generation and distribution for the University from the submitted transport assessment the developer will develop a traffic model to predict traffic flows related to the University at each of the junctions in accordance with a phased programme agreed with the Local Planning Authority.

In addition, prior to the development commencing and annually thereafter, the developer will undertake a survey of traffic at the junction between University Road/Field Lane/Main Street South/Main Street West.

The results of the surveys and the current predictions shall be submitted to the Local Planning Authority within 3 months of the date of the surveys and shall be used to accompany applications submitted for approval of reserved matters for buildings as set out in condition 7.

REASON: To provide monitoring of traffic flows related to the current activity of the University and prediction of growth of additional traffic related to the University.

Condition 6 requires traffic surveys of three key junctions to identify the University related trips generated through the junctions. There is also a requirement to undertake a traffic survey count at the University Road/Field Lane/Main Street South/Main Street West junction.

The methodology to calculate this has been discussed with the Council officers involved with the scheme and was agreed at the meeting dated 11 July 2007. The Council formally discharged this condition by letter dated 22 July 2008

Adopted Survey Methodology

A traffic model has been developed and agreed with City of York Council, which predicts the changes in traffic flows associated with the University and how this is monitored to ensure compliance with the Condition.

Discussions with CYC agreed that the surveys need only include University related traffic (rather than all traffic through the junctions).

The results of the surveys are then reported to City of York Council each year for review to ensure compliance with the Condition.

Planning Condition 7

Every application for approval of reserved matters for a building of floorspace greater than 500 sqm will be accompanied by a comparison of the predicted traffic flows related to the University (obtained from the traffic model) with the volumes derived from actual surveys of traffic flows related to the University, carried out as required by condition 6. If the actual surveyed traffic volumes related to the University at the three principal junctions identified in condition 6 are more than 5% higher than the predicted traffic flows in the morning and peak periods, the developer shall prepare details of mitigation measures and an associated implementation programme to reduce the actual traffic flows to the predicted levels. The agreed mitigation measures shall be submitted to the Local Planning Authority for approval and implemented by the developer. For the avoidance of doubt the peak hours above shall be considered to be between 08.00 and 09.00 hours and 17.00 and 18.00 hours during the working week within University and school term time.

REASON: To determine the scale of impact of additional University related traffic and any appropriate mitigation measures.

Condition 7 is associated with identifying traffic generation for reserved matters applications over 500m². A traffic model has been produced, which can be used to predict the likely increases in traffic flows at each of the three key junctions associated with any change in population in students, staff, Heslington West Knowledge Transfer and Heslington East Knowledge Transfer.

NB: Heslington West Knowledge Transfer refers to the research staff (i.e. non-University staff) associated with the Science Park adjacent to Heslington West. Heslington East Knowledge Transfer refers to the research staff (i.e. non-University staff) on Heslington East.

The model predicts the permitted flows across the three key junctions, over and above which Condition 7 would be triggered and mitigation would be required.

The model uses the predicted increase in people of each category (students, staff, Heslington West Knowledge Transfer and Heslington East Knowledge Transfer) associated with each proposed development to calculate the change in flows through the three key junctions. An additional 5% is then applied to the resultant flows to provide a mitigation threshold over and above mitigation measures would be required as part of Condition 7.

Annually, in March, surveys are undertaken to establish University related trips. Based on the populations of students, staff, Heslington West Knowledge Transfer and Heslington East Knowledge Transfer at that time, the predictive model will be run again to derive threshold values.

It has been agreed with City of York Council that as the percentage distribution through each junction could change from year to year due to situations that could be out of the University's control, the increase in University traffic would not be reviewed at each junction individually but would be reviewed as a total percentage increase over all three junctions. Therefore the results of the surveys would then be compared with the predicted flows as described above with the following three outcomes:

- Actual surveyed flows are lower than predicted by the model – No mitigation required;
- Actual surveyed flows are above that predicted but below the mitigation threshold as predicted by the model – No mitigation required; or
- Actual surveyed flows are above mitigation threshold – Mitigation measures are required, as stated in Condition 7.

The methodology to calculate this has been discussed with the Council officers involved with the scheme and was agreed at the meeting dated 11 July 2007.

Planning Condition 8

Before the commencement of development (which shall exclude any works associated with the undergrounding of overhead electricity lines carried out as 'permitted development' or any evaluation works associated with the Archaeological Remains Management Plan), details for the implementation, monitoring and review of the submitted Sustainable Travel Plan for the University (outline planning application Document 3.3) shall be submitted to and agreed in writing with the Local Planning Authority. Such details shall include early implementation of the peripheral parking strategy and University Transit System, provision of information on sustainable travel, targets for mode share, timescales for implementation, monitoring and reporting on the Plan.

REASON: In the interests of sustainable development and the safe operation of the Highway Network

The 2008 Travel Plan addressed the requirements of Condition 8, however, to meet the on-going University travel demands this document has been produced as a next iteration to satisfy the needs going forward.

University Transit System

One of the transport measures included within the submitted Transport Assessment is the introduction of a transport system to be known as the University Transit System (UTS), i.e. a shuttle service between Heslington East and West. The purpose of the UTS is to provide an alternative to the private car for inter-campus trips in instances where walking and cycling maybe be unattractive (e.g. in adverse weather or for longer trips between Heslington East and Heslington West, which are required to be undertaken within a short timeframe). In addition, the UTS is intended to be an integral part of the peripheral car parking strategy, facilitating movement from the peripheral car parks to the heart of the campuses.

The scope/scale of the UTS (in terms of routing, timings etc) will be influenced by:

- The transport needs and preferences of staff and students on Heslington East, i.e. what proportion will opt to walk or cycle;
- The success of discussions with public transport providers to bring more bus services into the extended campus;
- The requirements of the University's peripheral car parking strategy.

Through discussions with public transport operators and the City Council an integrated transport strategy is developing. Initially the number 6 service fulfilled the UTS requirements (insofar as providing an inter-campus bus link so that stopped at the new Field Lane transport interchange and then terminated at Heslington Hall before returning to the transport interchange and onwards to the city centre). The University and First York entered into an agreement for this service as funding has been made available by the University to facilitate the extension to the previous route. The number 6 extension operated during academic year 2009 / 2010 to coincide with the opening of Goodricke College on Heslington East.

As well as providing a connection service between Heslington East and West, it also provided a direct link to the main campus for residents of Clifton Moor, Clifton, Tang Hall, Heworth and Osbaldwick and as such precluded the need for staff and students to change bus once they arrive at the University. It was agreed that performance and usage of this service would be monitored and discussion on maintaining this extension and / or extending other services has taken place over the past 12 months. In essence the UTS service has been operational since the start of the 2009 / 2010 academic year through the provision of the extended number 6 service.

The decision has now been taken to divert funding from the number 6 extension to the number 44 "UniBus" (operated by York Pullman) from the start of academic year 2010 / 2011. This will see the frequency of the 44 service increased to every 15 minutes throughout the day during term time and an extension of the route at either end; such that it runs between the railway station and the heart of Heslington East via the Movement Spine. The service will replace the number 6 in so far as providing a free bus link for staff and students between Heslington West and Heslington East. The University has committed to subsidise this service for a period of 5 years initially.

Two stops have been included within the Cluster 1 master planning, the first outside the TFTV building and the second at the southern end of the central vista (to be known as Deramore Lane), these will be served by the 44 service.

From the start of academic year 2010 / 2011, the number 4 (Ftr) service will also be extended from its current terminus at Heslington Hall to the Field Lane interchange via Heslington Gyratory. The service will turn around at the interchange before returning to the city centre using its original route from Heslington Hall. This service will supplement the number 44 and effectively replace the number 6 insofar as providing a direct link between the city centre and the Field Lane interchange.

When the movement spine extends through to Hull Road there are other opportunities for bringing additional bus services along the central movement spine and into Heslington East. Discussions on these options are ongoing.

From the start of academic year 2010 / 2011 the University will further augment bus service provision between Heslington East and Heslington West through the provision of a shuttle bus, aimed at improving connectivity between Heslington West Campus South and the Field Lane interchange. This will run at a 20 minute frequency.

The routes for the various transport arrangements can only be determined as an understanding of the future phasing (beyond Cluster 2) of the Heslington East development is achieved. As Heslington East develops surveys of staff and students will enable the University to assess any short falls in UTS provision and measures will be reviewed to address these areas.

Notwithstanding the above, the UTS is just one of many measures to be used to reduce traffic in the vicinity of the University and more specifically to reduce peak hour traffic at the 3 key junctions identified in Condition 6 of the outline planning condition. Traffic surveys undertaken since the permission was granted show current traffic levels at these junctions (and indeed across the University as a whole) are significantly less than predicted.

Peripheral Parking Strategy

A further mitigation measure included within the original TA was the introduction of peripheral parking to intercept car arrivals at one of the main car parks located at the three entrances to the extended campus. Introduction of the University's peripheral parking strategy is dependent upon identified need (to avoid over-provision) and this, in turn, is

dependent upon future development plans. Any proposals for additional car parking spaces will be made with reserved matters applications for future buildings in line with planning condition 7. This will detail where these additional spaces are to be located.

The University has been proactive in advancing its plans for the peripheral parking strategy by the introduction of car parking barriers at its major car parks. Planning permission has been obtained for the installation of barriers at all car park accesses on Heslington East and at Campus North and Campus South car parks on Heslington West. This is the first stage in the development of a peripheral car parking strategy that will continue as development progresses.

The Heslington West campus has a cap of 1,520 car parking spaces (excluding disabled and servicing spaces) and the Heslington East campus has a cap of 1,500 (including disabled spaces but excluding servicing spaces). This gradual release of car parking stock will discourage a perception of there being plentiful available parking and in doing so encourage staff, students and visitors to consider alternatives.

The car trips associated with Cluster 1 (circa 4% of the total projected increase) can be accommodated without breaching the critical junction traffic flow threshold (as determined by Planning Condition 7) with no additional mitigation measures being introduced. There are no firm plans at present for the implementation of the Grimston Bar car park extension as demand does not currently necessitate this.

The University's transport thinking has also changed. It is now seen as more effective to encourage those coming to the University to come by public transport for their entire journey, hence the drive to increase penetration of bus services into the extended campus. This is regarded as preferable to people using the private car for part of their journey.

Planning Condition 9

No more than 500 parking spaces may be brought into use upon the occupation of the first building. Additional parking spaces up to the 1500 approved by this permission may be brought into use if:

- (i) the details of location and construction of the permitted car park spaces are submitted to and approved in writing by the Local Planning Authority; and
- (ii) they are parking spaces which have been relocated from the existing University campus in accordance with proposals in the submitted transport assessment; or
- (iii) their being brought into use will not increase the traffic generated by the proposed development in the peak hours at the three principal junctions identified in condition 6 by more than 5% above the predicted levels as calculated in accordance with condition 6.

This is a specific requirement of the development and will be addressed through the detailed design stages of each reserved matters application. To assist this process the traffic model produced as a requirement of Condition 7 includes a section on the level parking required for each development, based on type of development and gross floor area.

It must be noted that the above parking space numbers are inclusive of disabled parking but exclusive of service bays/lay-bys. Whilst there are no specific guidelines for disabled parking requirements for education establishments the guidelines for employment are 4% or 5% provision and retail/recreational facilities are 6% or 7% depending on the number of spaces provided. The current campus provides 5.3% disabled parking provision and it is therefore considered 5% disabled provision would be satisfactory across the new campus.

Planning Condition 10

Before the commencement of development (which shall exclude any works associated with the undergrounding of overhead electricity lines carried out as 'permitted development' or any evaluation works associated with the Archaeological Remains Management Plan), the developer will carry out a survey of current on-street parking on highways within the area shown on plan 3 and thereafter repeat the survey annually. The surveys shall be carried out to a specification and at a time agreed with the Local Planning Authority.

Within 3 months of the annual survey being carried out, the developer will review the on street parking survey results and submit the review to the Local Planning Authority to demonstrate whether the volume of on-street parking in any of the areas shown on plan 3 has increased by more than 20% of the first annual survey as a consequence of the development.

If this percentage figure is exceeded then remedial measures agreed with the Local Planning Authority shall be undertaken.

REASON: To determine a baseline of on-street parking against which the impact of University expansion can be monitored and thereafter to determine the impact of University expansion on the volume of on-street car parking and in the interests of highway safety

The condition requires on-street car parking surveys to be undertaken and the results to be analysed to ascertain whether the volume of on-street parking in any of the specified areas has increased by more than 20% against levels recorded in 2009 the first annual survey as a consequence of the development.

The measurement of the student parking in the vicinity of the campus is difficult to assess and to date a detailed methodology has not been agreed between the University and the Council. Nonetheless in a letter dated 5th September 2008 from the City of York Council the principles of the methodology were agreed and therefore the pre-commencement requirements of the Condition have been addressed.

The remaining transport related conditions (24, 25, 32 and 33) are not relevant for this travel Plan document and will be addressed via other submissions to the Local Authority.

Further Progress

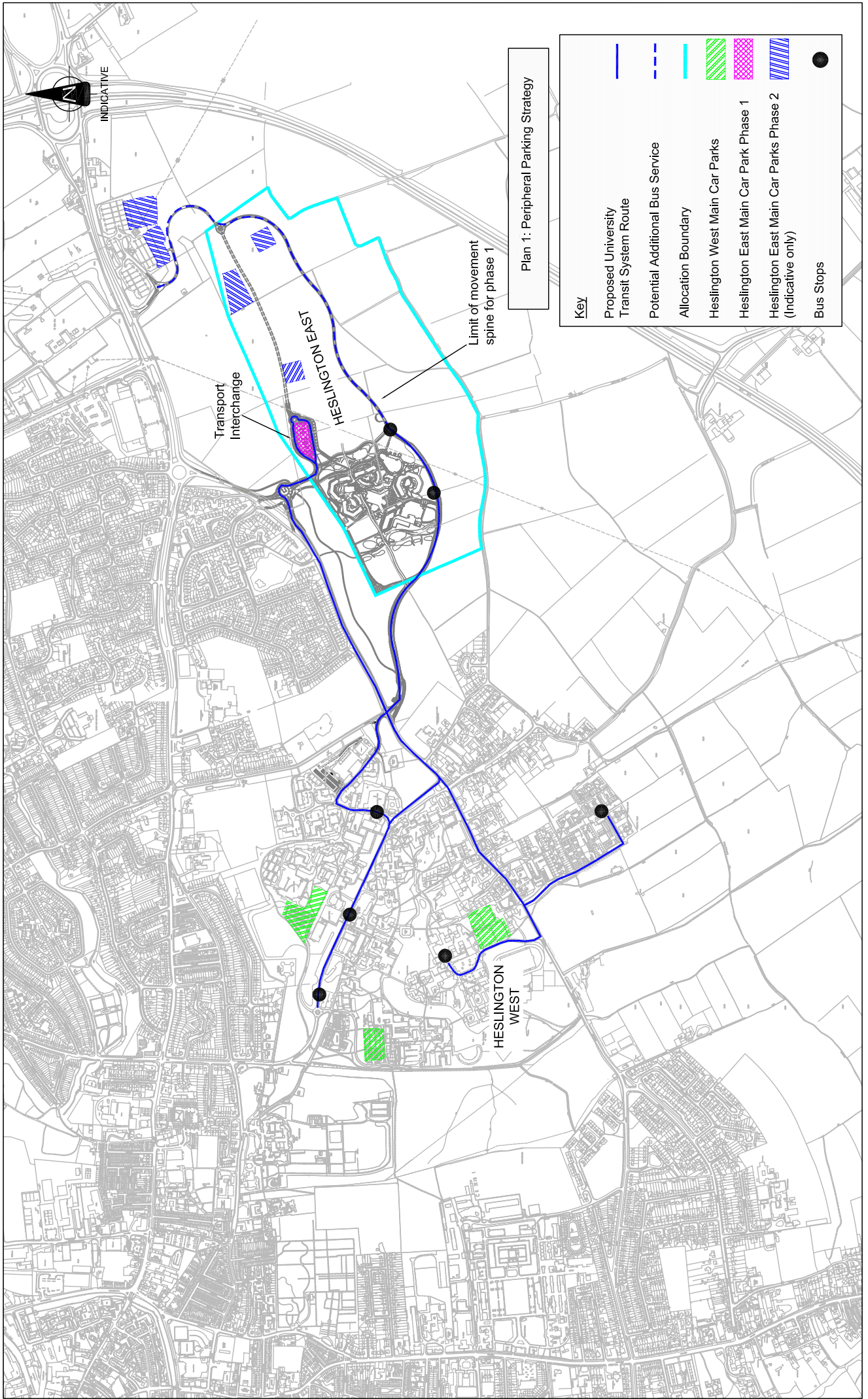
Following the approval by the Secretary of State the University progressed with addressing the conditions detailed above together with the other, non-transport related conditions. The Design Brief and Master Plan was approved by the Council setting out areas for development, landscaping and lake, plus access points and routes for roads, cycleways and footpaths and the broad phases of development over 20 years. In May 2008 a Revised Travel Plan was approved by City of York Council in line with planning condition 8.

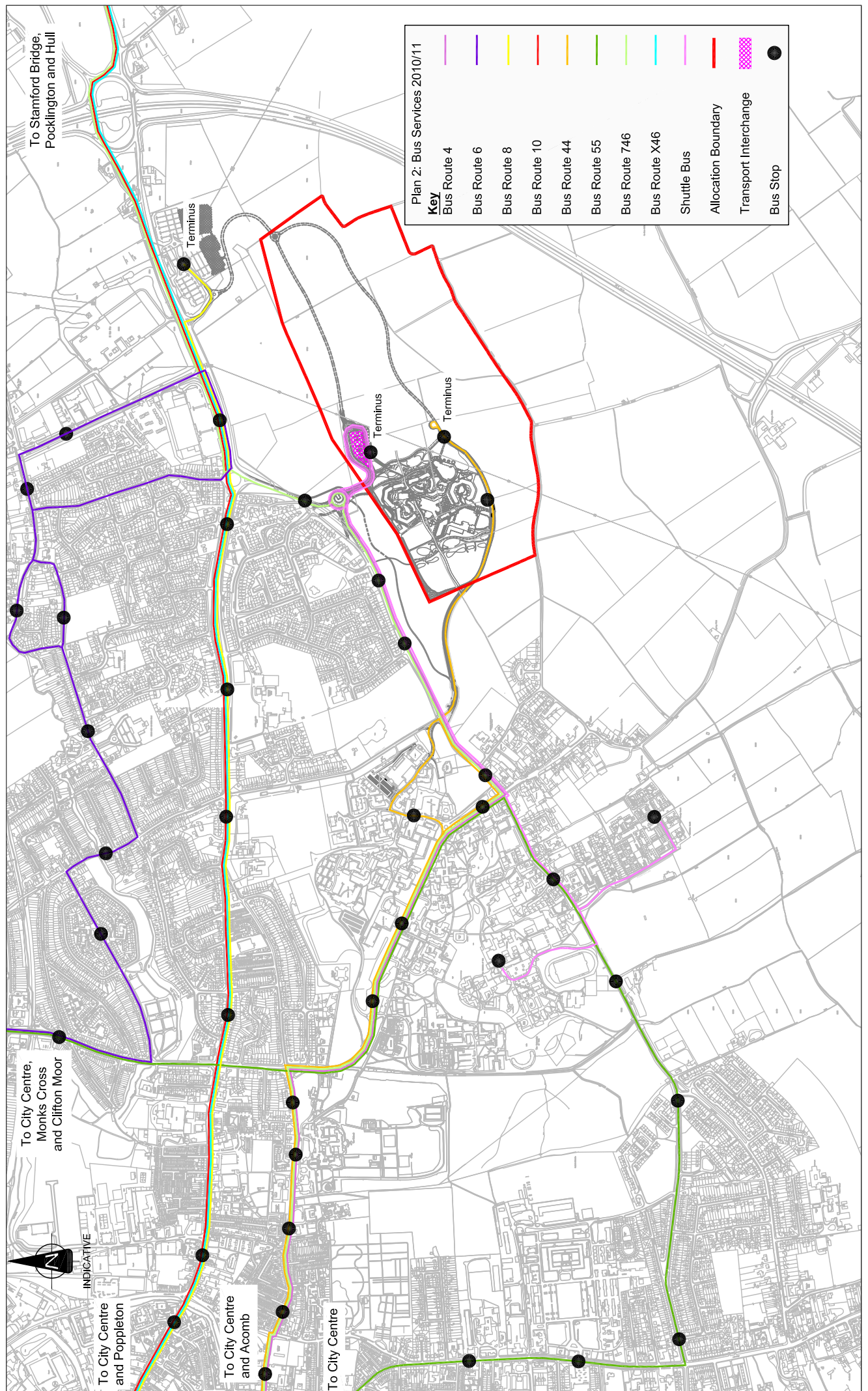
Reserved matters planning applications were submitted with the first Goodricke College residential block granted approval in 2008. Following approval construction commenced and in October 2009 the buildings associated with Goodricke College were occupied. Subsequent to this four academic buildings and company research facility were granted planning approval. These follow the completion of initial structural landscaping, foul and surface water systems and other road, cycleway and footpath infrastructure works together with associated infrastructure. The buildings will be completed and occupied in October 2010. Buildings on a further three clusters will be developed on an individual basis following the completion of Cluster 1. The various buildings on Cluster 2 are currently being taken through the planning process.

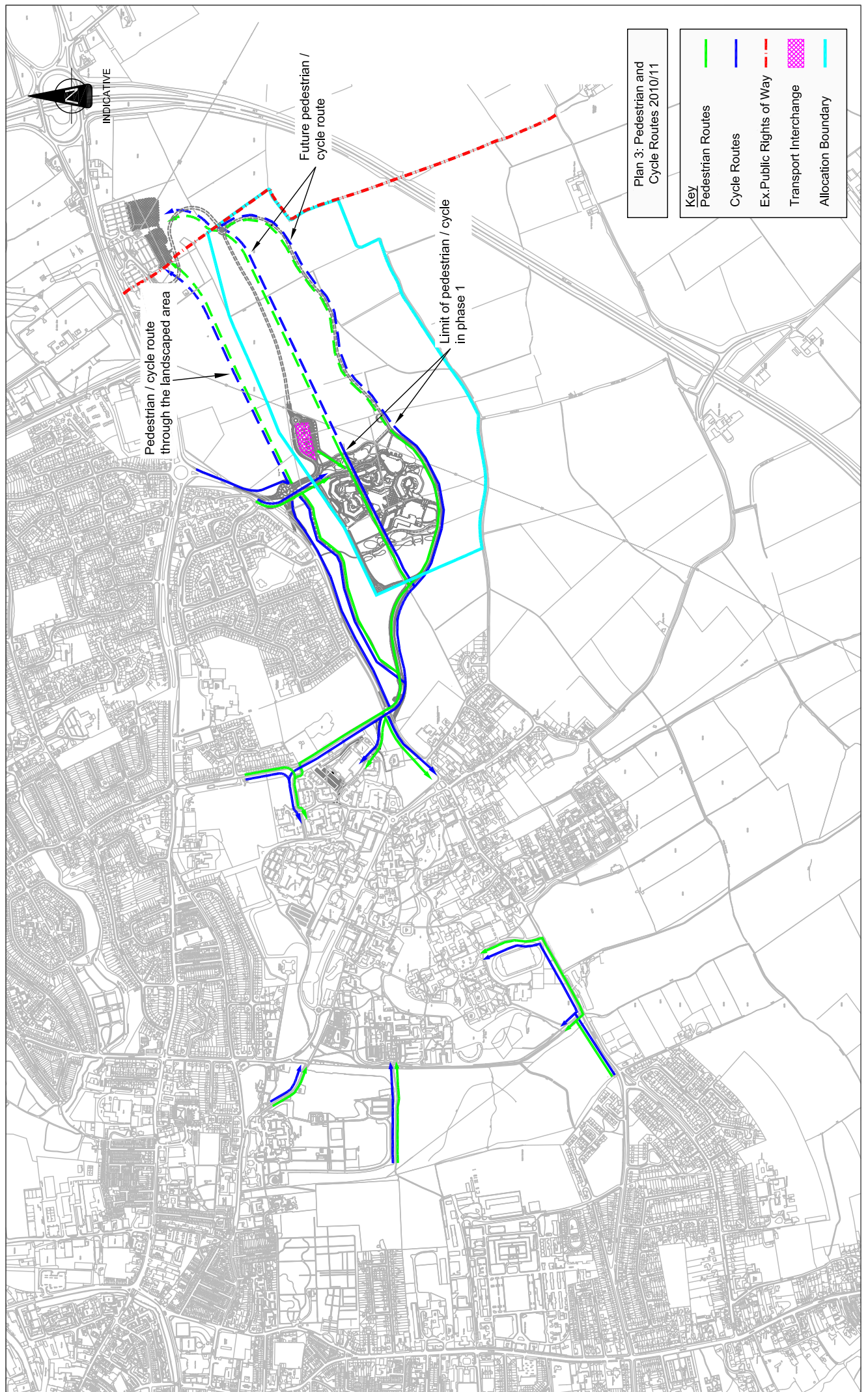
The University and City Council are in discussion about the creation of a sports village on the eastern end of the Heslington East site. The Sports Village will include a publicly accessible swimming pool and private leisure club. It is recognised that additional road infrastructure will be required to access it. As a minimum this will include the creation of the eastern access from the Grimston Bar Park and Ride entrance and connectivity with the first phase of development on Heslington East either by the extension of the northern service road and/or the movement spine. Agreement in principle has been reached with CYC to increase the overall car parking levels on Heslington East to accommodate the public access required for the Sports Village. The details of this have to be agreed as part of the overall negotiations between CYC and the University. Car parking for the Sports Village will access the Heslington East site via the Hull Road access only however, for the initial phase of development, there will not be a requirement to provide the right turn capability out of this junction.

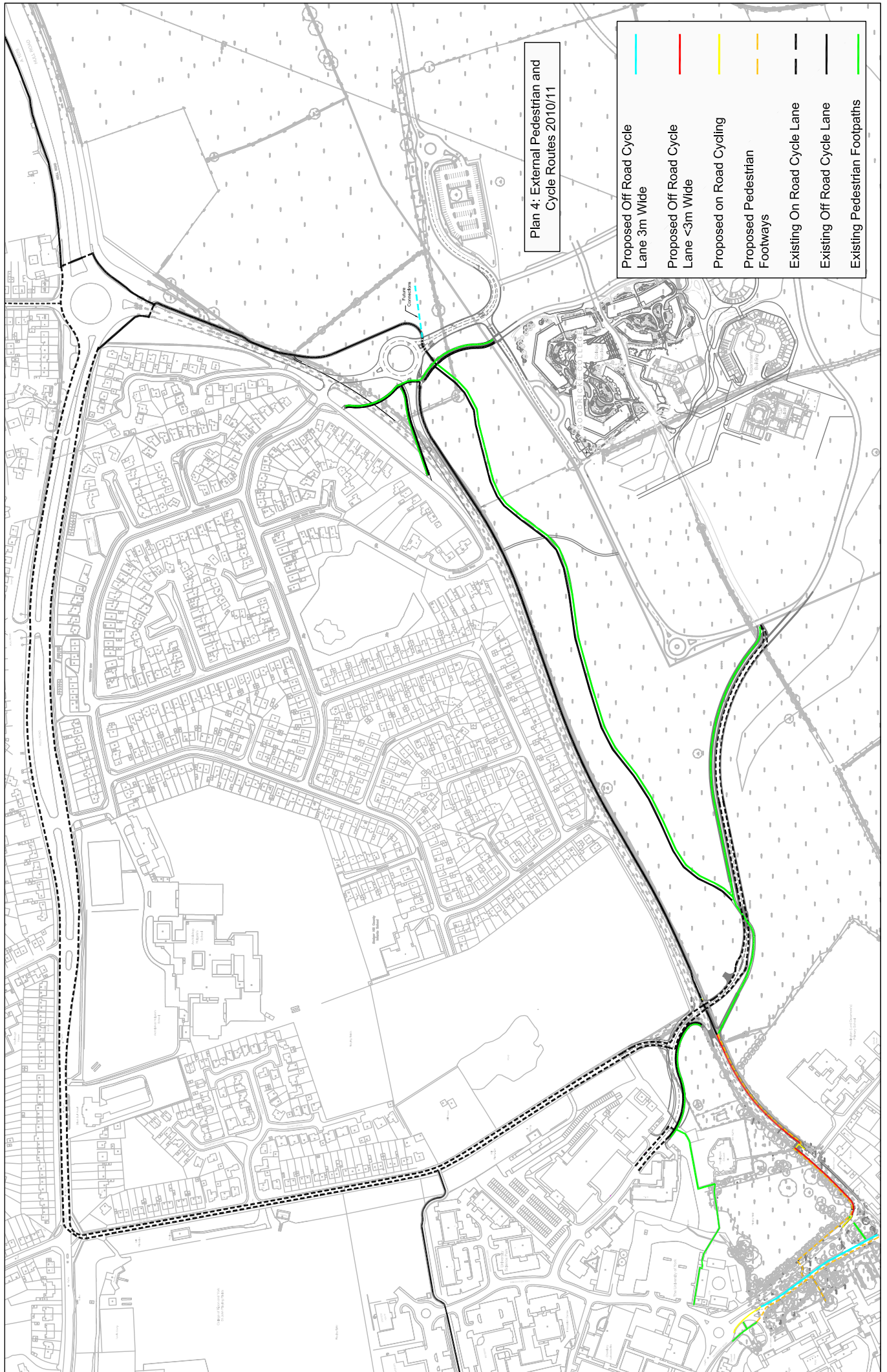
Appendix B - Academic Year 2010 / 2011 Action Plan

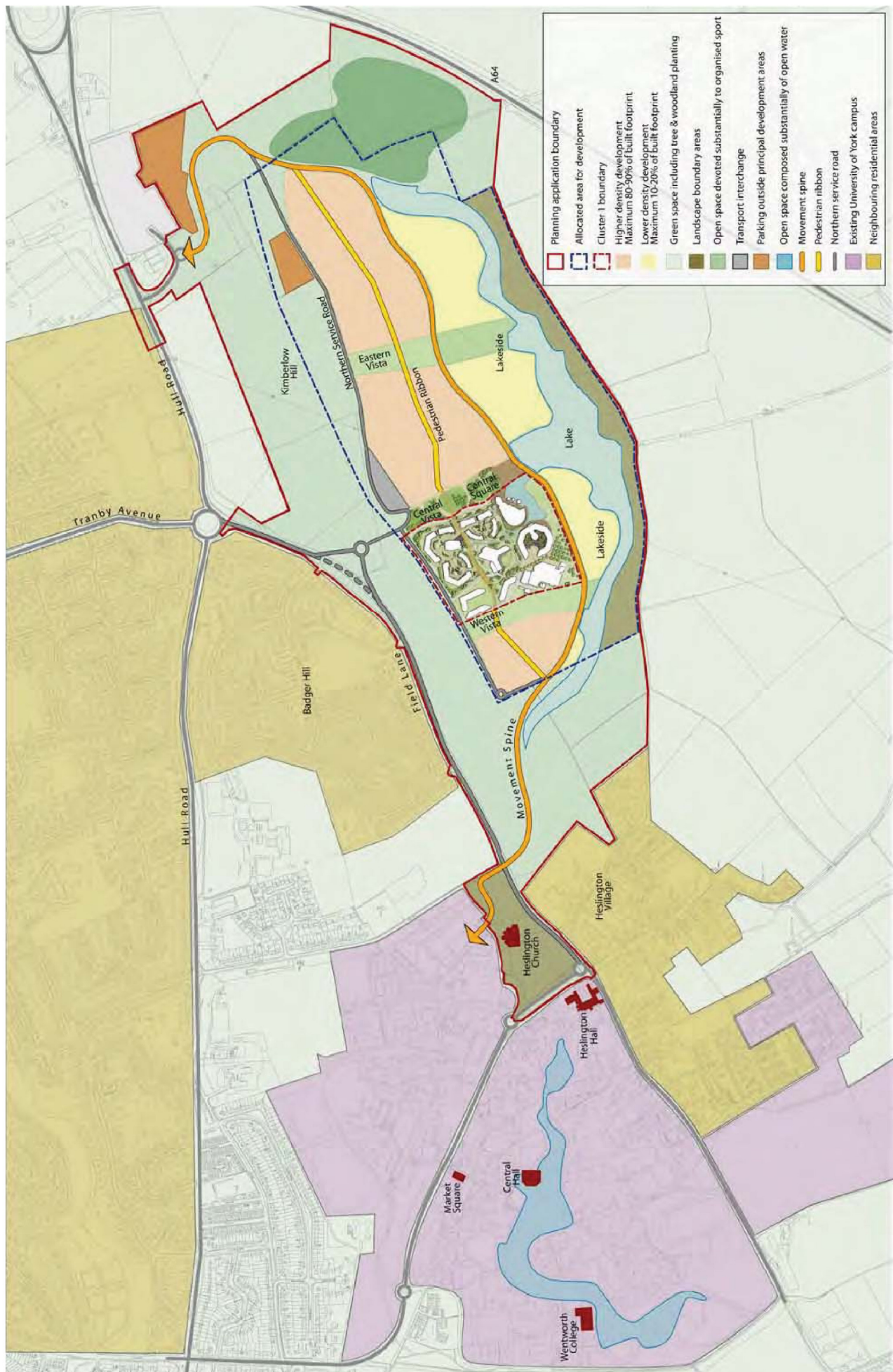
Measure	Timescale	Responsibility	Related Objective(s)
A pedestrian / cycle improvement consultation is currently underway. An package of improvements will be identified at the start of academic year 2010 - 2011	Implementation planned within academic year 2010 / 2011	University	2,3,4
Cycle Training will be delivered by CYC to University staff and students.	October 2010 and annually thereafter	University with support from CYC	2,3,4
A University Travel Guide is to be developed. This will incorporate a detailed map of facilities, along with information on provision for travel by sustainable modes of travel.	Prior to the start of academic year 2010/2011	University	7
The University will liaise with City Car Club to provide a second vehicle at Heslington East. Ongoing promotion of scheme and available discounts.	Implementation planned within academic year 2010 / 2011	University with support from City Car Club	2
The number 44 bus service will be extended to York Railway Station and along the Movement Spine (Lakeside Way) with the frequency increased to every 15 minutes. Timetable and route information will be made available to staff and students.	Commencement of service 6 th September 2010, information provision during August / September 2010. 5 year agreement	University with support from York Pullman	2,3,4,7
The University will actively promote and encourage York Car Free Day.	Promotion up to and including 29 th September 2010	University with support from CYC	2,7
A full review of the existing car parking permit system is underway. This will consider criteria for allocation of parking permits.	Implementation planned within academic year 2010 / 2011	University	1
Planning permission has been granted for entry barriers to be installed at all University car parks. This will be used to monitor car park use and will ultimately be used to facilitate the peripheral parking strategy.	Implementation planned within academic year 2010 / 2011	University	1
Bike Doctor / Operation Spoke to be delivered at least annually	May 2011 (last delivered May 2010)	University with support from NYP	2
Fixcycle cycle servicing will be further promoted to staff and students, University discounts will be agreed.	Ongoing	University with support from Fixcycle	2,3
Promotion of off campus parking for special events, e.g. Elvington Airfield, using Park and Ride principles.	Ongoing, continuation of existing measure	University	2,3
University Parking Patrols to be maintained and inappropriate on-street parking to be addressed through discussion with CYC	Ongoing, continuation of existing measure	University	1,5
New buildings to have shower facilities	Ongoing, continuation of existing measure	University	2,3
Salary sacrifice Cycle to Work scheme promoted	Ongoing, continuation of existing measure	University	2,3
Provision of loan bikes to staff and students	Ongoing, continuation of existing measure	University	2,3,4
Support working from home and flexible working patterns	Ongoing, continuation of existing measure	University	3
Close co-ordination of departmental special events	Ongoing, continuation of existing measure	University	3,4,5
Increase disabled parking closer to buildings	Ongoing, continuation of existing measure	University	7
Automatic door programme to encourage disabled people to walk	Ongoing, continuation of existing measure	University	7
Rest places on walkways	Ongoing, continuation of existing measure	University	7
Staff bus subsidies to be maintained and potential for additional subsidy explored.	Ongoing, continuation of existing measure	University with support from bus operators	2,3
Introduce Shuttle Bus between Campus South and Halifax College via Heslington Hall and Heslington East (Field Lane Interchange)	Start of Academic Year 2010/2011	University	4



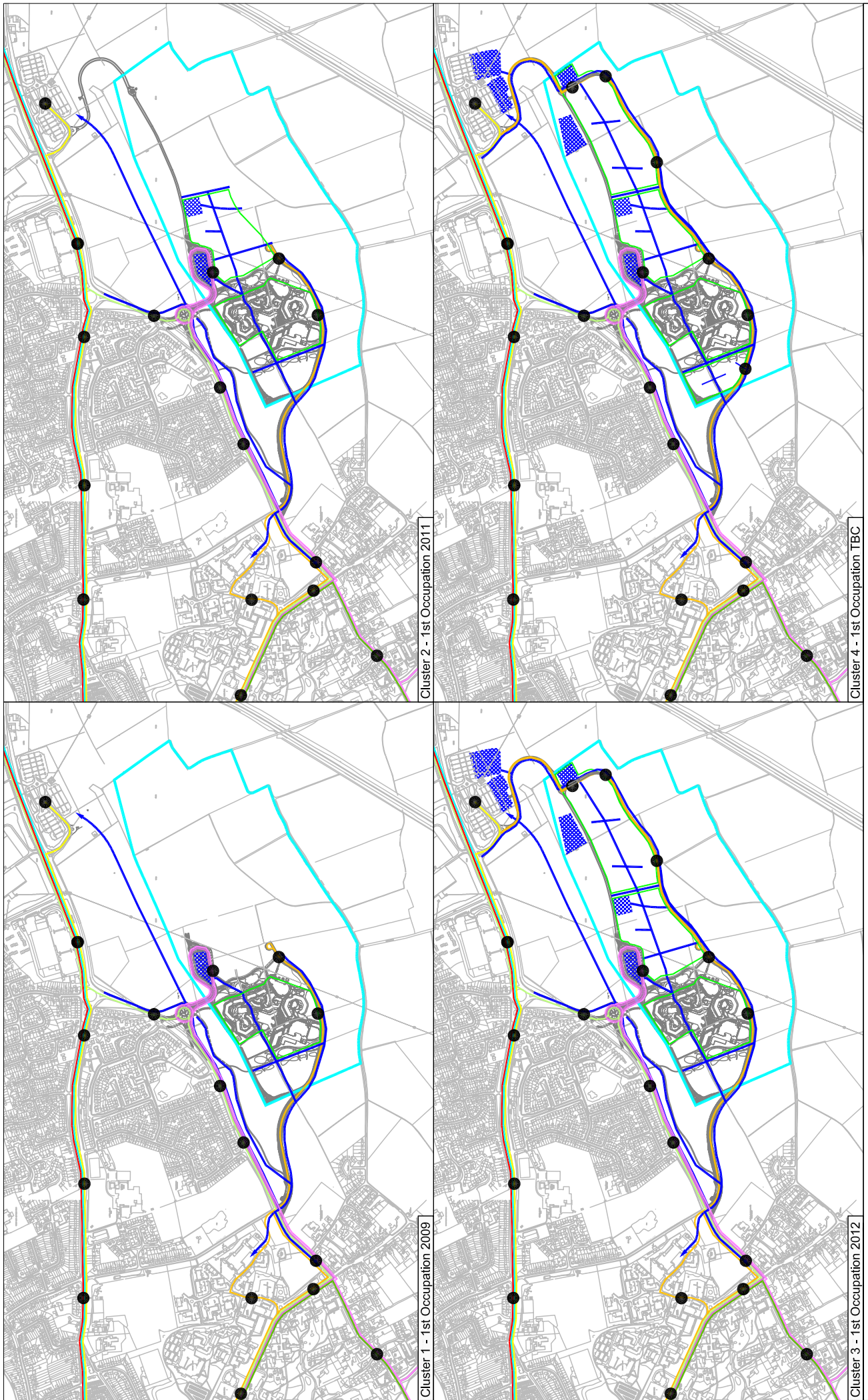








The Master Plan 2008



KEY

- Allocation Boundary
- Cluster Boundary
- Pedestrian/Cycle Route
- Indicative Car Park Locations
- Bus Stop
- Bus Route 4
- Shuttle Bus
- Bus Route 10
- Bus Route 44
- Bus Route 55
- Bus Route 746
- Bus Route X46

PLAN 6 - Heslington East Infrastructure Provisional Timetable

Appendix D - Population Growth and Associated Increase in Car Usage

	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09
University Population Growth							
FTE Staff	2,314	2,387	2,516	2,638	2,674	2,790	2,848
%				5%	6%	11%	13%
FTE Students	8,871	9,350	9,767	10,339	10,600	11,084	11,722
%				6%	9%	13%	20%
Population	11,185	11,737	12,283	12,977	13,274	13,874	14,570
%				6%	8%	13%	19%
Projected Increase in Cars from Population Growth (Based upon Phase 1 % by car and occupancy by car included within Outline Planning Application TA)							
Staff				42	55	95	115
Students				30	44	70	104
Total				73	99	165	219
Anticipated Demand for Parking Permits from Population Growth				2,972	2,998	3,064	3,118
Actual Parking Permits Issued							
Staff			2,118	2,520	2,067	2,050	2,014
Students			781	572	746	605	621
Total			2,899	3,092	2,813	2,655	2,635
%				7%	-3%	-8%	-9%
Difference in Actual Demand for Car Parking from Projected				120	-185	-409	-483
%				4%	-6%	-13%	-15%
Measured University Traffic Flows							
Actual Overall Traffic Flows from University Related Vehicles (Based upon annual surveys)							
%	8,795	8,883	9,253	10,167	8,443	8,144	8,882
				10%	-9%	-12%	-4%
Actual Peak Hour Car Flows (Based upon annual surveys)	1,716	1,796	1,850	2,003	1,599	1,652	1,747
				8%	-14%	-11%	-6%
Actual Subsidised Weekly/Monthly Bus Tickets Issued							
Weekly			546	450	376	437	376
Monthly			244	456	576	730	721
Total			790	906	952	1,167	1,097
%				15%	21%	48%	
Take up of Cycle to Work Scheme (since Nov 2007)							242

Appendix E – Monitoring Report Template

The following provides an overview of the likely format of the Travel Plan annual Monitoring Report, to be submitted to and agreed with CYC in line with the timescale set out in section 6 of the Travel Plan (September 2010).

Background

To include details of:

- Development that has been built or granted permission in the previous 12 months, including anticipated increase in staff, student and knowledge transfer numbers and associated predicted traffic impact (taken from the relevant TS);
- Changes in car parking provision, including location, quantum, user group, access control mechanisms;
- Identification of infrastructure / service improvements that have occurred within the previous 12 months, including on and off campus pedestrian, cycle and public transport provision;
- Travel Plan measures that have been introduced within the past 12 months (related back to the action plan prepared for that period); and
- Any other factors that might impact upon travel to / for the University and thus impact on the validity of the monitoring exercise.

Monitoring Methodology

To include details of:

- Traffic surveys - including dates, times, locations, purpose;
- Pedestrian / cycle and bus user surveys - including dates, times, locations, purpose;
- Staff and student travel surveys – including methodology for administration, timescales, response rates, purpose (together with survey forms);
- Car parking surveys - including dates, times, locations, purpose;
- Uptake of specific Travel Plan measures, including source of data, time periods; and
- Any other data that may have been collected during the previous 12 month period that may assist in monitoring the impact of the Travel Plan (e.g. car park user surveys).

Findings

To include:

- Analysis of the staff and student travel survey results and data pertaining to the uptake of specific measures; and
- An overview of traffic surveys, pedestrian / cycle / bus user counts, car parking surveys and any other data collected during the previous 12 months. Full analysis of this data will have been undertaken as part of separate annual reports and thus only a summary of relevant points will be provided within the Travel Plan monitoring report.

Progress

To include details of demonstrable progress towards the following, in light of the above:

- Travel Plan objectives (both short term and more strategic);
- Travel Plan targets and thresholds, including for mode share, traffic levels, car parking; and
- Implementation of measures (i.e. those that are in the process of being implemented but haven't yet been and thus aren't picked up in 'Background').

Recommendations & Action Plan

To include:

- Updated annual and longer term objectives, as appropriate;
- Updated annual and longer term targets, as appropriate;
- Detail of likely forthcoming development (reflecting any changes in timescales); and
- Identification of measures that will be implemented within the next year, along with responsibilities and timescales, as well as details of measures intended for implementation within the next 5 years (rolling).