The University of York Travel Plan was first implemented in October 2000. It comprised of a package of measures aimed at reducing reliance on the private car and, where possible, reducing the need to travel. Since then the Travel Plan has been monitored and updated to ensure that it reflects the current pressures on demand for movement, such that the package of measures in place are those that are most likely to achieve the overall aims and objectives.

This report sets out the key findings from the 2011 University of York Travel Plan questionnaire undertaken to understand the current travel patterns of University staff and students and ways in which they could be encouraged to travel more sustainably; this is the primary mechanism for monitoring the impact of the University’s Travel Plan.

The objectives of the Travel Plan can be summarised as:

- 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;
- 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;
- To maintain the current downward trend in peak hour car trips and the corresponding increase in trips by sustainable modes;
- To facilitate intra-campus movements by a range of sustainable modes, thus minimising the requirement to travel by car;
- To promote the use of official car parks for all those with business at the University to minimise the impact on local on-street parking, in conjunction with the phased implementation of the peripheral parking strategy (whilst this cannot be guaranteed, the University’s programme of on-street parking surveys will help to identify problems that arise and the University will continue to work with CYC to address these);
- 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; and
- To provide accessibility to all University facilities for those that have motive disabilities.

A total of 791 unique staff responses and 15,782 unique student responses were received this equates to a 22.9% and 7.2% response rate respectively.

The key results of the staff questionnaire can be summarised as follows:

- Of all trips by respondents, 39.2% are by car alone;
- Regardless of which mode respondents travelled by, they all perceived it to be the most convenient, cheapest and often quickest mode of travel;
- Of those that travel by car, 94.3% park in University car parks, with the remainder parking on-street, either on or off Campus;
- 65.6% of respondents live within a 30 minute journey time of the University;
- 19.0% of respondents have altered their mode of travel to work in the past 12 months, primarily as a consequence of a change in residential location, requirement to care for children or relatives or changes in public transport services; and
- With respect to existing Travel Plan measures, 72.1% of respondents were aware of at least one measures, but awareness varied, uptake was significantly lower.
The key results of the student questionnaires can be summarised as follows:

- Only 4% of trips to Campus are in a car alone, whilst 53.0% are on foot and 27.7% are by bicycle;
- Less than half of respondents (46.0%) travel to Campus five days a week, 32.0% arrive in the AM peak hour and 25.5% depart in the PM peak hour;
- 79.4% of respondents live within 2 miles of Campus, with 87.7% of respondents indicating that their journey to Campus takes less than 30 minutes;
- 17.7% of respondents indicated that they own a car, whilst a further 6.8% have access to a vehicle; and
- 90.8% of respondents are aware of at least one travel plan measures, with they have been made aware of through a combination of communications.

There has been a 7% decrease in the proportion of staff travelling to the Campus by car since 2006, in terms of progress towards the mode share targets for student travel performance has been good. The proportion of students travelling to the University by car has decreased from 8.0% in 2010 to 6.6% in 2011, ahead of the interim target of 7.6%.

In addition to mode share targets a series of Action Type targets were set in the Travel Plan, progress towards these has been mixed.

There has been a decrease in the uptake of the Cycle2Work scheme amongst staff, whilst there has been a 120.1% increase in the number of discounted bus tickets sold in 2010 / 2011 compared to 2009/2010 and a 17.2% increase in the number of registered members in the www.carshareyork.com website.