

THE UNIVERSITY *of York*

Sustainable Travel Plan

September 2008

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1 Foreword by the Pro-Vice-Chancellor for Estates and Strategic Projects

1.1 In a year of significant progress for the University, a landmark decision gave particular cause for optimism for us and for the city: the planning permission gained after the public inquiry into our campus extension. We are now engaged in planning for the exciting opportunities that this opens up, allowing new investment and new facilities for the whole campus, and growth in academic developments, in professional employment, in business scope, and in worldwide reputation.

1.2 Growth will also enable the University to expand its role as a generator of new business and new jobs in the city and region, boosting the knowledge-based economy. It will also allow us to enhance our social and cultural contribution to York and increase staff and student participation in community activity.

1.3 As the expansion happens, we will make sure that the redevelopment of existing facilities retains the University's distinctive characteristics, and will fashion a sustainable estate based on social responsibility, minimum environmental impact and the principles of being a good neighbour. The Sustainable Travel Plan 2008 illustrates these principles and the careful thought which we are applying to our work.

Elizabeth Heaps

Pro-Vice-Chancellor For Estates and Strategic Projects

2 Introduction

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 busy and growing organism 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.

3 Background

3.1 The University of York currently occupies a 68 hectare campus site in Heslington on the southern edge of the city, with three road approaches, and at autumn 2007 had more than 10,000 students and 2,700 staff. Though there are more people on the campus during the three formal terms, the presence of postgraduate and international students, of researchers, teaching staff and other workers, plus a thriving conference business, mean that the site is occupied all year round. The policy is to discourage students from bringing cars to the campus and nearly half of undergraduates have accommodation provided on the campus so do not need to travel. However, there is undeniably a significant impact on the local road network (and on the local economy) from people travelling to the University to work, to study or as a visitor (e.g. for music performances). These additional traffic movements have to be managed.

3.2 The University implemented its first Travel Plan in October 2000, after assessing the management of travel options to provide a real choice for individuals in the University community. The plan contained measures designed to reduce

- reliance on single occupancy car journeys
- traffic congestion and
- adverse environmental and health impacts

by promoting travel by a wider range of routes and modes.

3.3 The success of this initial plan can be gauged by comparing growth in staff/students versus growth in peak hour car traffic. Between 2001 and 2004 students and staff numbers increased by some 16%, compared with an increase of only 0.5% in car movements into and out of the University at peak periods as per the annual traffic survey.

4 Expansion proposals

4.1 The University is numerically small by most UK and world standards and needs to grow to remain competitive and survive. In fact, from the 1960s land to the east was allocated in Development Plans as potential University campus. The University's Corporate Plan envisages increased research and research income, diversifying student and staff population, new subject areas, improved buildings and facilities, and rising student numbers

over ten years, while retaining the highest academic standards. The planning basis for University expansion is for an eventual increase by 5,400 students, 2,000 staff and 2,500 related research company staff.

4.2 In April 2004 the University submitted its Outline Planning Application to the City Council of York to expand on to a 116ha site to the east of Heslington village - a development now called Heslington East. The Planning Application covered proposals for campus usage, buildings, landscaping, water systems, development phasing in line with Government, Regional and City of York policies, and the University's own principles of sustainability. Understanding that the expansion would raise questions about increased volumes of traffic, it also contained a comprehensive transport assessment and an updated University Travel Plan 2004.

4.3 The City of York Council gave approval in principle in March 2005 but because of the significance of the development, the Outline Planning Application was 'called in' for decision by the Secretary of State for Communities and Local Government. A Public Inquiry began in April 2006 and in May 2007 permission was granted by the Secretary of State. The consent was based on satisfying a number of planning conditions, including on travel and traffic. Detailed planning is now under way (and an architect has been appointed for Phase 1) taking those conditions into account. It is hoped the first new buildings will be occupied from October 2009. Transport is a strong factor in the University's consideration, and the rest of this paper focuses on travel and transport around the proposed expanded campus.

5 2008 Travel Plan: The principles

5.1 The Sustainable Travel Plan 2008 (version 6 submitted in September 2008) covers the period 2008 - 2012 and responds to three principle requirements:

- The University's own needs
- Compliance with Government objectives
- Conformity with the City Council's Transport Plan

5.2 A successful travel plan will:

- help reduce congestion, demand for car parking spaces, environmental pollution and visual impact. This creates a better local environment for people working or studying at the University or living close by.
- increase travel choices for staff, students and visitors; provide a wider range of travel options to enhance the recruitment and retention of staff and students; and contribute to the University's aim of widening access.
- bring health benefits. Reducing car trips reduces air pollution and so lowers the risk of respiratory problems, reduces the number of road traffic accidents, increases physical fitness by encouraging walking or cycling, reduces stress associated with driving and parking and reduces noise levels.
- bring co-operation between all stakeholder groups, such as the City Council, public transport providers and passengers.

- be updated in light of changing needs, new technology and new regulations

5.3 The **University needs** to deal with the fact that it has a restricted number of car parking spaces and only three, already congested, arrival routes. It has to avoid discouraging staff or students whom it would wish to recruit, including people with disabilities. It wishes to maintain the distinctive 'green' characteristic of the University and a safe, clean environment, and also to attract local people to a broad range of cultural and sporting activities at the University. The University has an outstanding track record of developing exploitable technology, of collaboration with industry, and of creating 'spin out' and 'spin in' companies, and has commercially available facilities for these activities which draw income to the University and the economy of York. These features need to be supported by the right infrastructure.

5.4 An important feature of the University is the ability to reach any other part of the campus within ten minutes. With an increase in the size of the campus with Heslington East, there is no intention of undergoing a pro-rata increase in cars with the forecast growth in staff and students. Therefore, it is planned to provide as an alternative to walking or cycling a dedicated transport system, to be known as the University Transit System (UTS). This will provide transport for staff, students and visitors around the extended campus and to the areas of car parking on the periphery of the campus. It is intended that Heslington East will be essentially car free except for service vehicle and disabled car access throughout the development.

5.5 The **Government's objectives** (in Planning Guidance PPG13, 2001) include reductions in car usage (particularly single occupancy journeys) and increased use of public transport, walking and cycling; reduced traffic speeds and improved road safety and personal security particularly for pedestrians and cyclists; and more environmentally friendly delivery and freight movements, including home delivery services. These objectives are reflected in the planning conditions for the Heslington East expansion, and the University is responding to them.

5.6 The **City of York Council** has a **Local Transport Plan** 2006-2011, based on the priorities of:

- Tackling congestion
- Improving accessibility for all
- Safer roads
- Improving air quality
- Improving the quality of life
- Supporting the local economy

5.7 The University's 2008 Travel Plan acknowledges and responds to all of these, as did the 2004 Travel Plan, with its underpinning principles:

- adherence to the University's policy for sustainable development
- promote choice between alternative modes of transport
- a proportionate reduction in car journeys to and from the University and a reduction

- in single occupancy journeys;
- sensitivity towards the needs of local communities;
- provision of resources and activities to maintain and develop sustainable travel;
- safe travel and transport by applying appropriate design principles and forms of traffic management;

6 Travel Plan – the factors

6.1 The University's 2008 Travel Plan acknowledges its own future expansion aspirations and the constraints that have to be satisfied for expansion to take place cohesively. The University understands that if it is to remain a key cornerstone to York's success, it has to control the impact it has on the local road network and find a sustainable approach to travel and transport (in line with the overall University sustainability intent). It already has a good base of information and experience in:

- the 2000 Travel Plan
- the 2004 Sustainable Travel Plan
- the staff Travel Survey of 2006
- Analyses made during the planning process for the Heslington East development.

In addition, the University will carry out surveys at the three critical junctions identified within the planning conditions for the expansion (refer to appendix 1) and 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.

The results of these surveys will be compared with the predicted traffic flows for the expansion to demonstrate if traffic growth is being contained within the limits that have been set. The planning conditions also require that annual surveys of on-street parking are to be carried out in the vicinity of the campus and reported to the City Council. The University will be able to use all of this survey data to assist in the management of University traffic on the local road infrastructure.

6.2 It is important to note that the campus expansion will occur slowly. It is currently anticipated that 'Phase 1' growth – to 40% of the planned increase in floorspace - will not be achieved until 2015, i.e. outside this five year travel plan. A key objective of this plan therefore is to change behaviour so that shifts in travel modes (away from cars, towards sustainable methods) progress over the period towards the targets set out in paragraph 7.2.

6.3 University staff are the greatest proportionate car users at the University. Staff (or students) who buy a parking permit for the campus record their address and whether they are full or part time, permanent or temporary, adding depth to the database. A staff survey in 2006 provided solid information on current staff transport modes, collecting:

- Travel mode
- Distance travelled and time taken
- Departure and arrival destinations
- The reason for using a car and not another form of transport
- The number of car users who car share or are willing to do so
- The awareness of existing sustainable travel initiatives
- Travel modes and travel times by post code
- Arrival and departure times for all car users

6.4 The results of the staff travel survey were:

Mode of Transport	Percentage of staff in 2000	Percentage of staff in 2006	Percentage change 2000 v. 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%

- 35% of staff live within 2 miles of the University
- A further 25% live less than 5 miles away i.e. 60% of staff live within 5 miles
- Only 12.9% of staff live more than 20 miles from the University

6.5 Following the survey, the University decided it would continue to work on how those who travel by car might be persuaded to adopt an alternative mode of transport, the factors affecting an individual's daily travel choice and how sustainable initiatives can help. The University also accepted recommendations:

- To work with the local authority and local transport providers to increase the number of sustainable travel alternatives offered to the University community.
- To have a charging policy at car parks to encourage intermittent use and be equitable in relation to income. In line with this principle charge should be linked to usage.
- To raise awareness about travel targets and how the University is performing against them; this should also highlight why the targets exist and show that these can also have an impact on and benefit individuals.
- To target future policy towards reducing the frequency with which people drive to work and reducing the number of car users overall; this objective would also look at strategies for changing the behaviour of the 30% of car users who said they would not consider using alternative transport.
- To look at specifics at a local/departamental level as well as University-wide strategies.
- To review and re-launch car-sharing, also drawing in the City's car-share scheme

- To offer financial support for cycle purchase
- To retain and re-publicise the University's support for bus season tickets giving savings
- To have a dedicated Travel Manager to promote sustainability in travel among staff and students; visitors and conference delegates

7 Changes in transport 'modal share' and planning conditions

7.1 In the Heslington East Outline Planning Application, the University set targets for 'modal share' of transport that would need to be met if peak hour congestion at critical road junctions is to be maintained within acceptable levels. The targets 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.

This level of growth is called 'Phase 2' and identified below as 'TA Phase 2'

Because the expansion will take 10 to 15 years, an interim stage was modelled, when 40% of the planned expansion had been achieved. In the Planning application this was called 'Phase 1' and identified below as 'TA Phase 1'. This 40% position assumes:

- 2,160 Students (full time)
- 800 Staff
- 1,000 Related company research staff

7.2 The University has agreed to the targets below for 'modal share', i.e. users of cars and car occupancy rate, modelled in the two phases described above.

The University's target car mode share and car occupancy (Person/car) are:

	TA Phase 1		TA Phase 2	
	Car Mode Share (%)	Car Occupancy	Car Mode Share (%)	Car Occupancy
University staff	52 (56)	1.5 (1.4)	45 (56)	1.6 (1.4)
Related research company staff	62 (65)	1.3 (1.2)	55 (65)	1.4 (1.2)
Students	9 (10)	1.7 (1.6)	8 (10)	1.8 (1.6)

Figures in brackets are car use and occupancy in April 2004

7.3 The first phase of construction will be occupied from October 2009. The growth associated with this development is not expected to generate substantial volumes of extra traffic. We currently anticipate that 'TA Phase 1' growth will not be achieved before 2015 and 'TA phase 2' before 2022. These are therefore the target dates to achieve the changes in travel mode above. Both dates fall outside the five years of this Travel Plan, so a key objective of this Plan is to change travel behaviour so that modal shifts move towards target.

7.4 Note about Planning Conditions

During the City Council's consideration of the Outline Planning Application and the Public Inquiry, the principal concerns on traffic related to a) the impact of University growth on the peak hour traffic flows at three critical junctions and b) a significant increase in off-campus, on-street parking. To counter these eventualities, planning conditions have been imposed by the Secretary of State (see Appendix 1). The information that will demonstrate University compliance with these will be submitted as required to the City Council and is separate from this Travel Plan.

THE TRAVEL PLAN 2008

Policy Statement

1 Within the 2004 Sustainable Travel Plan, the University articulated its policy and principles for sustainable travel. These remain at the core of transport planning and are repeated below.

2 The University of York's policy towards travel and transport is that it should be sustainable. The University has a Sustainable Development Policy which commits the University to meeting its overall objective of maintaining and enhancing academic excellence in a manner that:

- responds to the full range of social needs;
- seeks to minimise or remove adverse environmental impacts; and
- is financially viable.

The travel plan reflects and supports the University's objective of sustainable development.

3 The key **principles** underpinning the University's policy on travel and transport are:

- adherence to the University's policy on sustainable development;
- promotion of choice between alternative modes of transport;
- a proportionate reduction in car journeys to and from the University and a reduction in single occupancy journeys;
- sensitivity towards the needs of local communities;
- the provision of resources and activities in support of maintaining and developing sustainable travel;
- safe travel and transport by the application of appropriate design principles and forms of traffic management;
- maximising the potential for home working and flexible working patterns;
- encouraging the use of sustainable forms of transport for University business;
- facilitating travel across the campus in a time efficient manner.

4 Key Objectives of the Travel Plan

The key objectives of the travel plan to deliver these principles are:

- 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 choose 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

These objectives have been broken down into subsets and specific actions identified that will contribute towards achieving them.

5 Objective Delivery and Action Plans

5.1. Provide information and controls for the management of car access

Sub-Set Objectives	University Actions	Actions Requiring External Support
Collect travel information	Obtain more information from car drivers on their travel behaviour.	appropriate software
Improve information on car park use	Introduce monitoring at car park entrances and exits	
Introduce measures for controlling access	Introduce barrier controls at car park entrances and exits	

5.2. To promote choice in travel modes to the University as an alternative to the car

Sub-Set Objectives	University Actions	Actions Requiring External Support
Promote Cycle Use	Promote Initiatives such as Cycle to Work and Bike Sale/ Bike Doctor New buildings to have shower facilities Maintain good security on cycle stores Improve cycle routes across campus	Improve Cycle Routes to the University (with CYC support) Extend Heslington Lane cycle path on University land Lighting on Walmgate Stray
Improve Public Transport Use	Maintain and possibly expand staff bus subsidies Design UTS to optimise links with other public transport links Explore fast and reliable link to the station Consider subsidised bus services for out of York transport providers	Bring more direct bus services to the University (with CYC support) initially the 6 and 10. Work to achieve improved bus links with providers from outside the city boundaries such as East Yorkshire, Arriva and Coastliner Develop opportunities for local services to connect with Fulford, Badger Hill and Hull Road A review of bus routes; comparison of residencies against postcodes and work with bus

		companies to provide services to these areas The potential for the University to integrate with a Dial and Ride type service
Encourage Walking	Improved and more direct pedestrian routes on campus	Improve the availability of secure walking routes to the University. A particular initiative is lighting on Walmgate Stray

5.3. 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.

Sub-Set Objectives	University Actions	Actions Requiring External Support
Reduce total car journeys	Consider restrictions on parking permits to all those that live close to the University Introduction of more restrictions on eligibility for car parking permits A PR campaign encouraging non car use Maintain pressure on car parking spaces by controlling release of additional car parking spaces as they become approved by CYC	
Spread arrivals	Support working from home and flexible working patterns Provide car parking that is only accessible after 09.15	Stipulate that construction workers are to arrive on site before 08.00
Reduce Single Occupancy	Promote car sharing Offer incentives to promote car sharing e.g. dedicated parking spaces	

5.4. To encourage car users to chose means of access to the University other than the car for at least one day a week

Sub-Set Objectives	University Actions	Actions Requiring External Support
Level and structure of Charging	Introduction of cheaper 2 or 3 day a week permits The application of flexible car parking charges that encourages less frequent use	

5.5. To ensure all cars that have business at the University park in official car parks

Sub-Set Objectives	University Actions	Actions Requiring External Support
Effective regulation of parking	University Parking Patrols	Liaison with CYC parking patrols
The effective management of large events	Extend parking restrictions on surrounding roads Close co-ordination of departmental special events Off campus parking for special events	Liaison with CYC parking patrols Liaison with local bus providers

5.6. To provide accessibility to all University facilities for those that have motive disabilities

Sub-Set Objectives	University Actions	Actions Requiring External Support
Meeting legislation requirements	Increase disabled parking closer to buildings Automatic door programme to encourage disabled people to walk Rest places on walkways Shorter / more direct routes	

6 Timing of Implementation

Traffic and transport planning is dynamic and is kept under constant review. Each year the University assesses the priorities and puts in place an action plan that meets the immediate priority needs within the overall objectives as set out within this plan. The action plan for 2007/08 is at Appendix 3 for information. Subsequent action plans will consider the initiatives identified above within the context of the priorities of the time, progress on establishing partnerships with other parties and budget constraints.

7 Partnerships

The University can only meet its transport objectives with the support of the City Council, local public transport providers and other interested parties. The principal partner in support of our travel planning will be the City Council. They have a statutory responsibility to support accessibility for all to centres of education, employment and recreation and they have a common interest with the University. The action plans above have identified those areas where we are looking for co-operation and support.

8 Travel Plan Management

The overall responsibility for the policy and objectives resides with the Pro-Vice-Chancellor for Estates and Strategic Projects. This includes how the plan is to be implemented (at a high level). Detailed implementation responsibility is with the Director of Facilities Management.

9 Monitoring and Reporting of the Plan

Under the terms of the Heslington East Planning Conditions (see Appendix 1) the University is required to monitor and report to the City Council on key aspects of traffic impact on the local transport infrastructure. This includes:

- Surveys at the three critical junctions and the junction of University Road/Field Lane/Main Street South/Main Street West
- The predictions of traffic flows at the three critical junctions
- Annual surveys of on-street parking

In addition to reporting this information, the University will continue to carry out its comprehensive annual traffic survey and, through the improved car park access controls, will be able to more accurately monitor car park usage.

10 Preparations for Heslington East

Peripheral Parking

The development of detailed proposals for Heslington East is at an early stage. However, the University has indicated the level of population growth that will be accommodated in the early stages of the first built development. It is anticipated that this growth can be accommodated using only the 150 car parking spaces that are allowed through the Field Lane access. This will mean that the Grimston Bar car park extension will be deferred at this stage. In this case, it will not be necessary to introduce the full peripheral parking strategy required to accommodate 'TA phase 1', (Transport Assessment phase 1, i.e. 40% of total growth). The requests for additional car parking spaces will be made with reserved matters applications for academic buildings in line with planning condition 9. This will detail where these additional spaces are to be located.

University Transit System

Commitment

It is the University's intention and obligation to have a motorised means of distributing staff, students and visitors around the expanded campus of Heslington West and East. This will act as an alternative to walking or cycling around the campus and has been named the University Transit System (UTS).

The UTS strategy has yet to be finalised in terms of the nature of the vehicle, its capacity and

running frequency etc. Its nature is expected to vary over time as its functional requirements change. The key principles are that the UTS will be:

- A high frequency service as required by varying demand over the day
- High quality
- Easy access so as to be disabled friendly
- With low emissions
- Free at the point of use for staff and students

In order to determine what these functional requirements are over the lifetime of the development, a study has been commissioned which will be completed during 2008, and will be submitted to the City Council for comment and approval. The regime for charging for car parking and/or use of the UTS has yet to be determined by the University but is intended that there would be no charge at the point of use of the UTS service for staff and students.

Routes

The service will run along a dedicated route on Heslington East, the movement spine, which will provide an unimpeded corridor between Grimston Bar car park and the western access to the campus at Windmill Lane. From the western end of the movement spine it will use public roads to access Heslington West, either via the Dean's Acre link road to Campus North or via Main Street West/Heslington Lane to Campus South, (see plan 1).

Phasing

In the early stages of the Heslington East development when car parking is confined to the Field Lane access, it will not be necessary to extend the UTS route all the way to Grimston Bar but it will run to Heslington West on the western half of the movement spine only. In the very early stages of development with occupation of the first college in October 2009, it is likely that limited connectivity between Heslington West and East will be provided by an extension of the number 4 public bus service to the Field Lane bus interchange, thus providing a service from the interchange to the northern end of University Road. Discussions are ongoing with First York on this option.

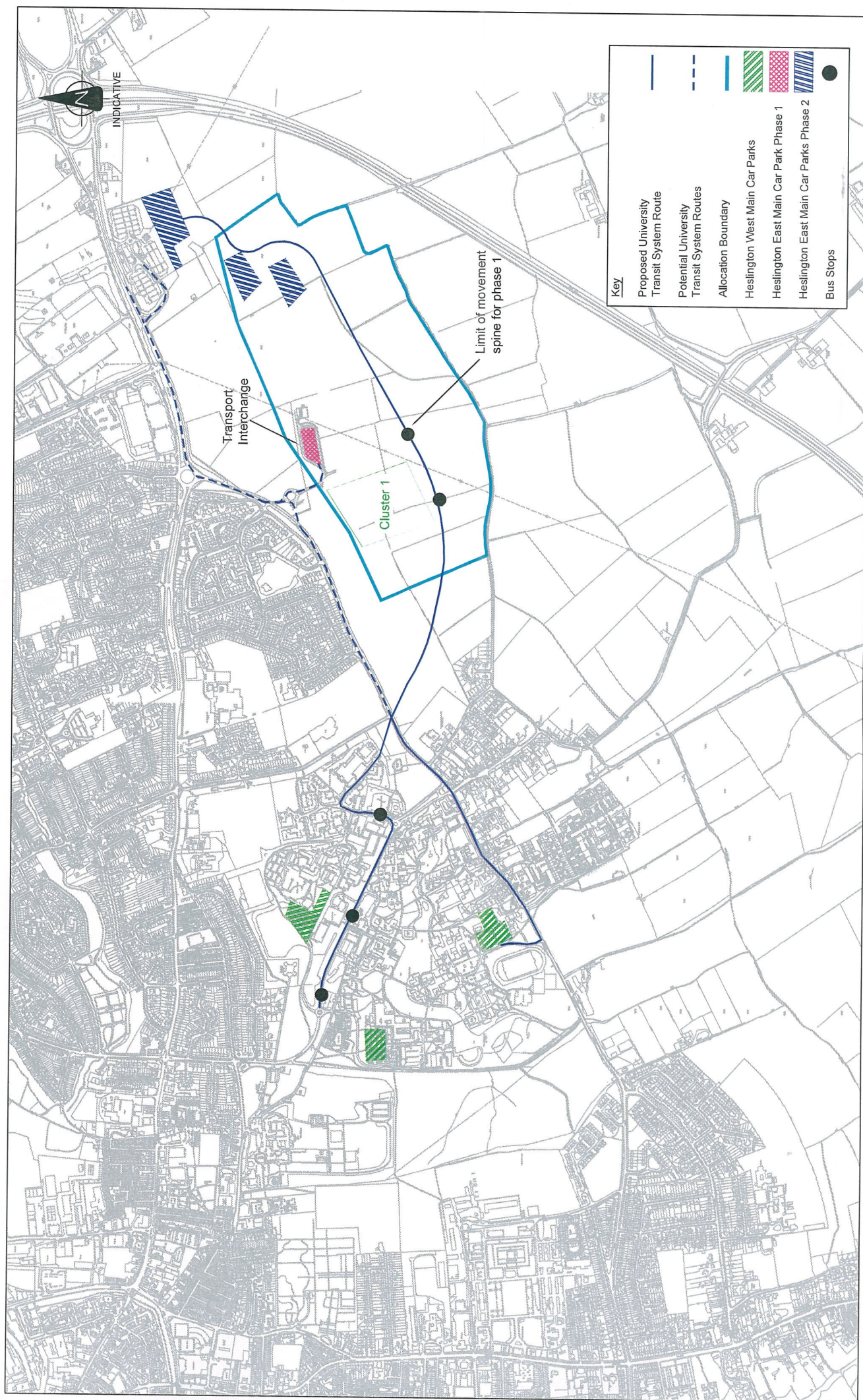
Cycle routes

Cycle connections into Heslington East will be from the east and west along the movement spine and through the Field Lane central access road. From these entry points there will be a network of cycle routes around the site. There will be three principal east/west pedestrian and cycle routes: the movement spine, the pedestrian ribbon and a leisure route within the northern landscape zone, (see plan 2 below). Other routes will provide access to individual buildings.

Cycle access to the University will be through the City Council's recognised cycle routes. As part of ongoing liaison with the Council, the University are proposing to improve these connections so that they are safer and more attractive to users, (see plan 3 below).

PLAN 1

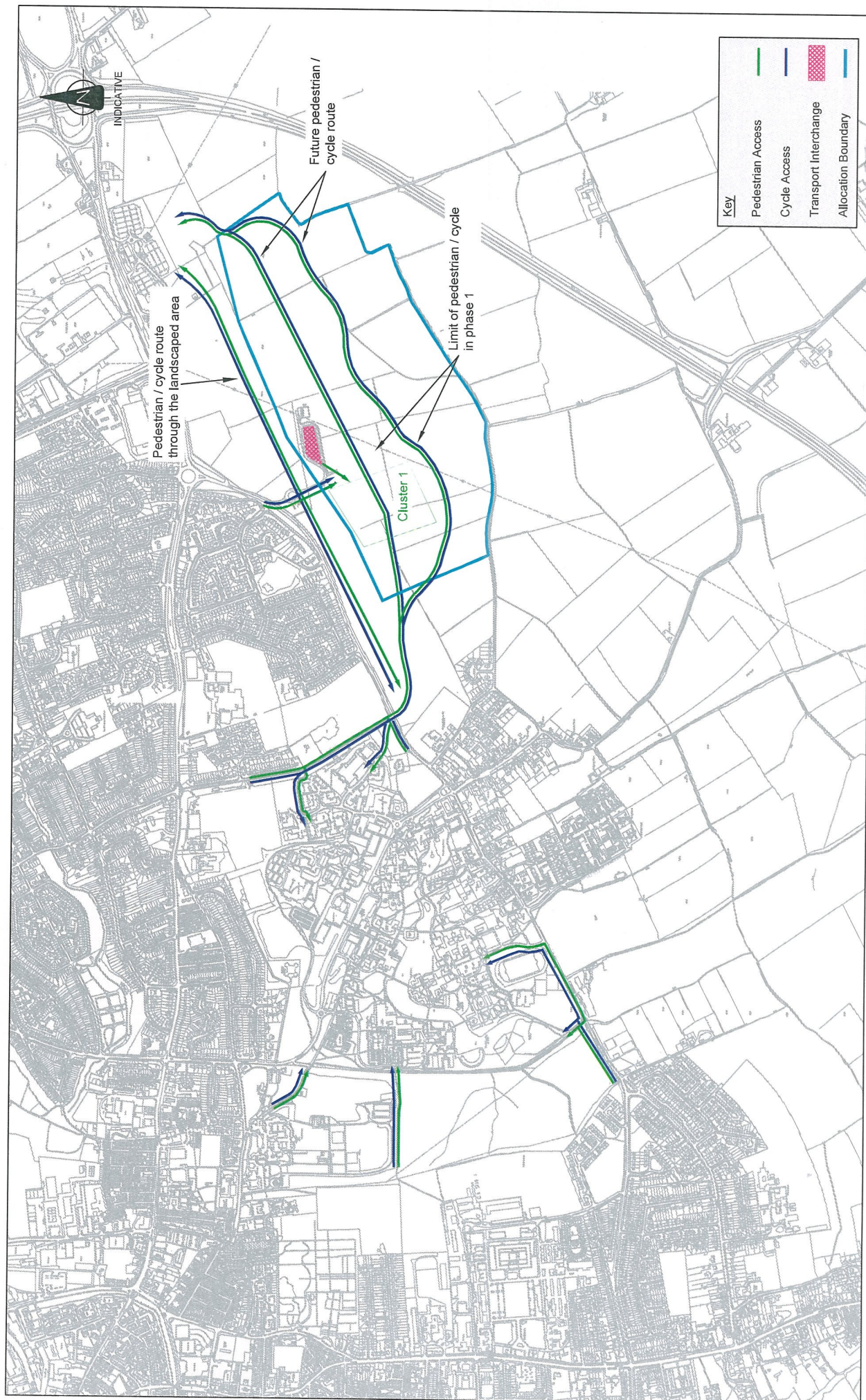
Heslington Campus UTS Routes and Car Parks



PLAN 2

Page 2

Heslington East Cycle and Pedestrian Routes



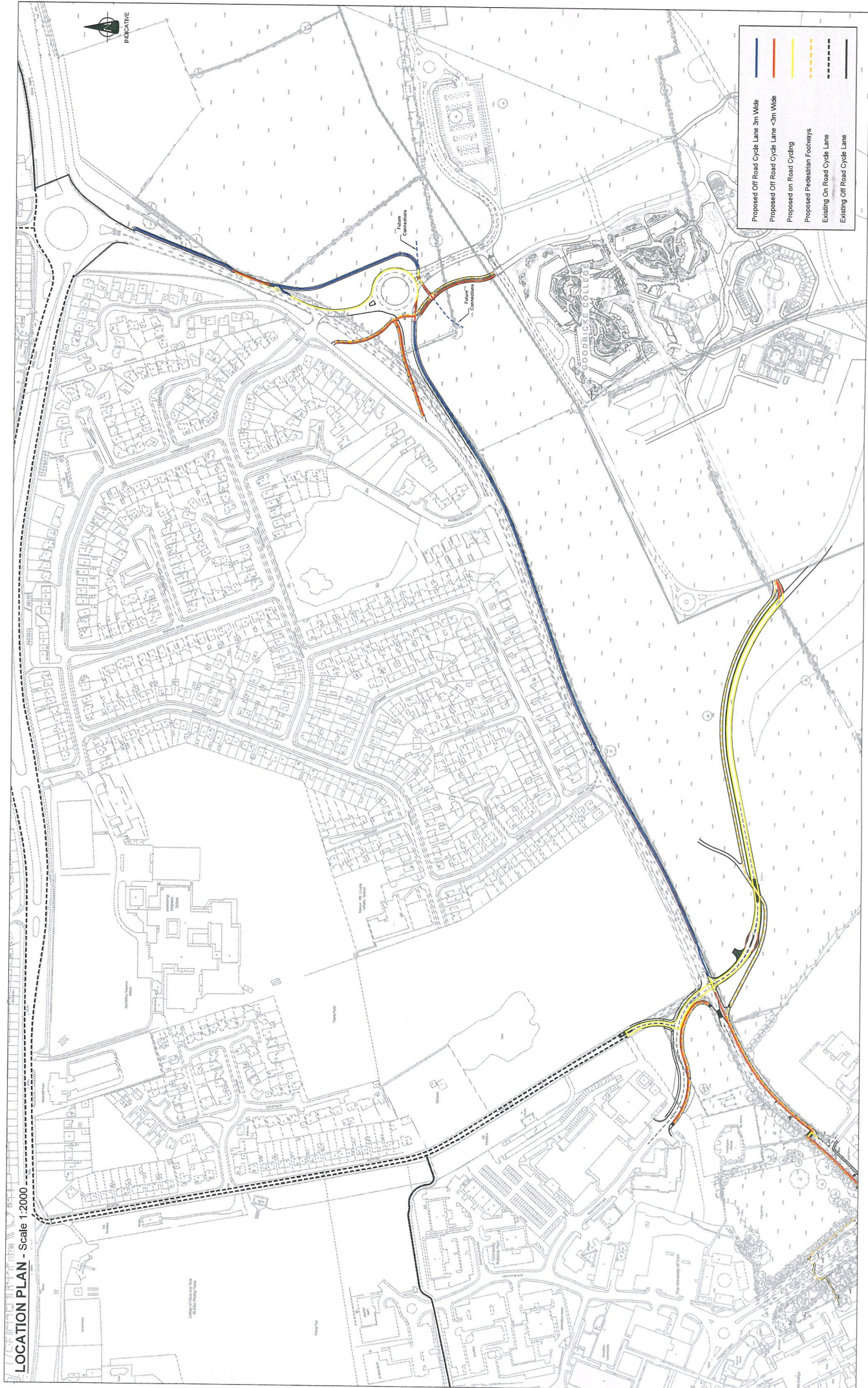
PLAN 3

Heslington East
Existing and Proposed Cycle
Routes Adjacent to Campus

LOCATION PLAN - Scale 1:2000



- Proposed Off Road Cycle Lane 3m Wide
- Proposed Off Road Cycle Lane <3m Wide
- Proposed on Road Cycling
- Proposed Pedestrian Footways
- Existing On Road Cycle Lane
- Existing Off Road Cycle Lane



11. Approval of Travel Plan commentary

The decision of the Secretary of State to grant planning permission for the new campus was conditional upon further information on the submitted Sustainable Travel Plan 2004 (with the planning application) being submitted to and agreed in writing by the Local Planning Authority.

It is proposed that this commentary be put forward for approval for a period of 12 months to August 2009, until the outcome of the study on the UTS is submitted and approved by the Council. This commentary will then be updated and submitted for further approval.

Appendix 1 – Heslington East Planning Conditions

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 7.00 am to 7.00 pm on a weekday and month approved by the LPA. 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 expansion of 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.

Condition 7:

Every application for approval of reserved matters for a building of floor space greater than 500m² 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 under 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 evening peak periods, the developer shall prepare details of mitigating measures and an associated implementation programme to reduce the actual traffic flows to the levels predicted. The agreed mitigating 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 and 17:00 and 18:00 during the working week within University and school term time.

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 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. Such details to 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.

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 by the LPA 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 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

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 applicant will carry out a survey of current on-street parking on highways within the area shown on plan 3 and thereafter repeat this 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 car 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.

Appendix 2

University of York - 2006 Travel Survey Executive Summary

1 Introduction

York is a congested City. As one of the principle employers, the University is a major contributor to the volume of traffic particularly in the south east corner of the City. This has been recognised for some time and to control the impact of additional traffic associated with the growth of the University, in 1999 the City of York Council (CYC) imposed a cap on the number of car parking places allowed on campus. This resulted in the University introducing a sustainable travel plan with the objective of promoting forms of travel other than the car. This travel plan has been a success and between 2001 to 2004 although there has been a 16% growth in staff and student numbers, this has resulted in only a 0.5% increase in peak hour car movements.

The University's plans for further growth onto Heslington East, and the targets that CYC has set on permissible University traffic growth, will require a further step change in travel behaviour if they are to be achieved. This change in travel behaviour will be encouraged through a revised sustainable travel plan. To develop this revised plan it is necessary to understand the current travel characteristics of the University community and the grounds under which these might change. The main purpose of the 2006 travel survey was to provide this information. It was also used as an opportunity to explain the travel constraints under which the University operates, and why we need to encourage more sustainable travel behaviour.

There was an excellent response rate – 69% of the 3,022 staff

2 The Travel Survey

2.1 Travel Behaviour Data Collection

To provide a comprehensive database on current travel behaviour the following information was requested:

- Travel mode
- Distance travelled and time taken
- Departure and arrival destinations
- The reason for using a car and why other forms of transport are not chosen
- The number of car users who car share or are willing to do so
- The awareness of existing sustainable travel initiatives
- Travel modes and travel times by post code
- Arrival and departure times for all car users
- The factors affecting an individual's daily travel choice and how these might be influenced choice through sustainable initiatives

3 Results from the 2006 Travel Survey

3.1 Modal share

Mode of Transport	Percentage of staff; (2000)	Percentage of staff (2006)	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%

This table shows the primary means of travelling to the University, but :

- Large numbers of staff travel by variable travel modes and do not have a set routine
- Half of all car users do not travel by car every day of the week
- Over half of public transport users state another transport option as their primary mode

It can be seen that there has been some slight shift away from car use since 2000. An explanation of why there has been a more significant net reduction in University traffic between 2001 and 2004 than anticipated from these figures is that for car users, their alternative means of travel are being used more frequently.

A key theme emerging from these results is the variety of factors that can affect travel choice on a day-to-day basis. Travel decisions are based on complex and individual rationales and examining staff attitudes and behaviours facilitated the extraction of identifiable trends.

3.2 Travel Distance

34.5% of staff lives within 2 miles of the University but over half travel by car more frequently than they walk. A further 24.6% live less than 5 miles away. Improvements to cycle and walking routes and public transport links provides the means of encouraging these groups to use their cars less frequently. Only 12.9% of staff lives more than 20 miles from the University.

3.3 Attitudes and Behaviours

The key theme to emerge is that the journey to and from work can be complex. A variety of pre and post work activities complicate the basic home-to-work journey for many members of staff and often lead to a variety of travel modes being chosen based on daily circumstances. The car provides the greatest flexibility to accommodate this variety.

The measure most often identified by car drivers to encourage a change in individual travel behaviour is improving public transport links to the University through:

- More frequent bus services
- More direct services to the University
- Direct links to the Park and Ride and the University
- Discounted fares schemes

Other opportunities for promoting more sustainable travel from information gathered from the 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
- 'Reduced charges for less frequent permit use' were respondents' car park charging priorities

However 30% of car users stated that there were no initiatives that would lead them to change their travel behaviour. This will be the most difficult target group to change.

4 Conclusions

It is apparent that individual choice on how to travel to the University is led by a number of factors, so decisions change over the working week and the academic year. Although there is a hard core of car drivers who say that they will not change their travel pattern, the majority would make alternative choices if suitable options were available to them. 40% would be prepared to participate in the car share scheme if the benefits and visibility could be improved. If car drivers were to take alternative modes of transport once or twice a week this could collectively make a significant contribution to achieving the travel targets that have been set. However the University cannot make these alternatives attractive by ourselves. We need pro-active support from CYC and the local transport providers to:

- Improve pedestrian and cycle routes and ensure they are safe and user friendly
- Provide additional public transport links
- Consider how the Park and Ride sites could be linked to the University
- Continue to provide reduced fares for regular public transport users.

It will be more difficult to persuade the 30% of car users who have stated that there are no initiatives that will persuade them to change their travel behaviours. This group may eventually respond to a combination of measures, linking improved alternative travel means with a different regime of car park charging that rewards less frequent use of the car.

5 Recommendations

It is proposed that action is taken as follows:

- To work with the local authority and local transport providers to increase the number of sustainable travel alternatives offered to the University.
- To support the principle that the charging policy at car parks should encourage intermittent use and equitable in relation to income. In line with this principle charge should be linked to usage.
- That awareness should be raised about travel targets and how the University is performing against them; this should also highlight why the targets exist and show that these can also have an impact on and benefit individuals.
- To target future policy towards reducing the frequency with which people drive to

work and reducing the number of car users overall; this objective would also look at strategies for changing the behaviour of the 30% of car users who said they would not consider using alternative transport.

- To look at specifics at a local/departmental level as well as University-wide strategies.
- Car sharing to be reviewed and re-launched.

Transport Plan Initiatives 2007/08

Initiative	Objective of Initiative	Description	Implementation Timescale	Objective Measure
To further restrict the number of students who can apply for permits to park at the University	Reduce the numbers of students bringing their cars to the University and reduce overall traffic volumes.	At present there are a number of residential areas close to the University where students are not eligible for parking permits. With recent improvements to bus services and infrastructure (e. g. the Millennium Bridge) it has been decided that these restriction areas can be extended. The preparatory work will be carried out in 2007/08 and implemented at the start of the academic year 2008/09.	Preparatory work and consultation 2007/08 Implementation October 2008	Reduction in student cars on campus with students arriving by other transport means.
Introduction of staff parking permits for part of a week	To encourage normal car drivers to leave their car at home at least one day a week.	At present a car parking permit allows a driver to park at the University on any day of the week. It is proposed to introduce a car parking permit at a lesser cost than the full permit but requires the driver to specify the days of the week when he will be allowed to park.	Preparatory work is progressing through the 4th Q 2007 with introduction planned for 1stQ 2008	To reduce the overall traffic flows. If everybody left their car at home for one day a week we would achieve a 20% reduction in traffic.
Encouraging more direct bus services to the University.	The outcome of a recent staff transport survey was that more staff would use public transport if there were direct services to the University from where they live.	Discussions are being held with the local providers of public transport. Information is being provided on where staff and students live. The bus companies are modelling this information to see if there are benefits in the minor re-routing of certain services including bringing more to the University. This is a long term initiative that needs to consider the opportunities from the University's expansion onto Heslington East. The success of this initiative requires the support of CYC. The University will continue to offer subsidies to staff that choose to use public transport on a regular basis.	Discussions are taking place during 3rd and 4th Q 2007 with First York. Implementation timescales are dependent upon FY.	To encourage more staff to come to the University by public transport and not bring their cars.

Introduce the government's cycle to work initiative	To encourage more staff to come to the University by bicycle.	The government's cycle to work scheme allows staff to buy bicycles and associated equipment through a payroll deduction scheme that provides tax advantages to the purchaser. This will be linked with undertakings to ensure that an individual reduces their car usage.	The scheme is being set up in 4th Q 2007 ready for implementation from 1st Q 2008	Reduction in staff car usage.
Collection of management information	To provide management information to improve future transport initiative planning.	The achievement of the modal shifts included with the Heslington East Transport Assessment requires additional initiatives to be introduced. In order to understand their relative effectiveness it is necessary to canvas the views of existing car users. This initiative will carry out a survey of car users to provide this information.	Survey to be carried out 4th Q 2007	To inform future transport planning with the objective of reducing car usage to the University