
Report of the Transport Development Services Manager

Report to the Joint Plans Panel

Date: 28th January 2016

Subject: Travel Plans in the Planning Process in Leeds

Are specific electoral Wards affected? If relevant, name(s) of Ward(s):	☐ Yes	☒ No
Are there implications for equality and diversity and cohesion and integration?	☐ Yes	☒ No
Is the decision eligible for Call-In?	☐ Yes	☒ No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	☐ Yes	☒ No

Summary of main issues

1. Since May 2007 travel plans have been secured through the planning system via a supplementary planning document (SPD), which was adopted in its final form in January 2015.
2. The West Yorkshire Combined Authority (WYCA), formerly Metro, have been requesting contributions to the Metrocard Scheme for the majority of residential developments, but this is a costly S106 requirement and is often the first S106 ask to be dropped by Panel Members if affordable housing or other S106 asks cannot be delivered due to viability reasons. In the last few years the number of schemes submitting viability appraisals has increased and this issue of cost of metrocards has become a bigger concern. This matter must be tackled to ensure that the best options are being funded to make the biggest impact on sustainable travel choice and not allow the cost of the metrocard scheme to undermine delivery of a successful travel plan.
3. In addition it is accepted that other sustainable travel issues have perhaps lost out to the large sums involved in the metrocard scheme. Issues relating to promotion of walking and cycling, promotion of car clubs and car share and promotion of electric vehicles all need to be considered on a site specific basis alongside the promotion of the use of public transport.
4. This report looks at the success of travel planning in Leeds and how travel plans are contributing to the delivery of sustainable development and how they should do so moving forward.

Recommendations

The Joint Plans Panel is requested to:

- note the contents of this report providing any feedback and
- endorse the revised approach to Travel Plan promotion in Leeds regarding a pot approach to travel plan promotions

1 Purpose of this report

1.1 The purpose of this report is to

- explain the current position regarding travel plan policy, purpose and approach in Leeds
- review the value for money of the Metrocard Developer scheme operated by the West Yorkshire Combined Authority
- propose an alternative approach to the promotion of travel plan measures in Leeds, especially in residential schemes which will need to be agreed with the West Yorkshire Combined Authority
- show how travel plans are contributing to changing travel behaviour and sustainable development

2 Background information

2.1 The main objective of a travel plan is to provide opportunities and incentives for users of a development to reduce the need to travel by non-sustainable modes such as alone by car to and from a site. Travel plans bring a wide range of benefits to the community as a whole and to individual developments and organisations. It is important to note that travel plans are not designed to be anti-car, rather pro-sustainable travel and concerned with increased choice and widening of travel options. It is accepted that for many people, travel by car to work, school or the shops etc is the only realistic option available. However many people do have alternatives, and travel plans only need to have minor impacts on travel behaviour to have a major positive impact on local / city wide congestion, on-street parking problems, CO2 emissions and other harmful air pollutants, health of individuals, and other benefits.

2.2 The role and importance of travel plans has been highlighted by specific inclusion in the National Planning Policy Framework (NPPF) published in March 2012 which states

“All developments which generate significant amounts of movement should be required to provide a Travel Plan.”

2.3 A draft Travel Plan Supplementary Planning Document (SPD) was approved for development control purposes in May 2007. This was updated in 2011/12 after the publication of national guidance; Good Practice Guidelines: Delivering Travel Plans through the Planning Process (DfT / DCLG 2009). After a full statutory public consultation the updated SPD was subject to a report to the Chief Planning

Officer to approve and formally adopt. It was agreed with the Lead Member at the time that the SPD could be approved and adopted via delegated powers.

- 2.4 While the content of the SPD was approved in July 2012 it was not formally adopted until a further policy wording review in January 2015 which took on board changes in the Core Strategy and National Planning Policy Guidance. The adopted SPD gives guidance on the scale and type of development which needs a travel plan, the type of travel plans to be provided at each stage of development, the essential components of a travel plan, including targets and a toolkit of measures to be considered and information on implementation and monitoring of the travel plans. There are dedicated officers in the Highways and Transportation Service of the Council who review the plans, advise Developers and work with travel plan coordinators on implementation and monitoring of the plans across Leeds.
- 2.5 In the adopted Leeds Core Strategy, LCC 2014, Policy T2 states:
“(iv) Travel plans will be required to accompany planning applications in accordance with national thresholds and the Travel Plans SPD.”
- 2.6 Leeds is a leading authority across the country in the implementation and monitoring of travel plans through the planning system. Other core cities have reviewed the Leeds example and are seeking to replicate and learn from our system of operation.
- 2.7 That said other than the engagement with travel plans it is often difficult to quantify what influence specific measures have had.

3 Main issues

3.1 Current Position

- 3.1.1 Travel plans are secured at all developments which meet the threshold criteria set out in the SPD, ensuring that any sites which generate significant traffic movements will have a travel plan. The approximate number of planning obligated travel plans at July 2015 was 373.
- 3.1.2 Survey data from a sample of sites where there is data available shows that at planning obligated travel plan sites; single occupancy car use has reduced by an average of 4.9% in the period 2012 – 2015. See table below:

Travel Plans (excluding schools and LCC corporate) with travel plan obligation since 2007 (data from itrace)		
Average % single occupancy car (staff) in monitored sites in 2012 (24 sites)	Average % single occupancy car (staff) in the same sites in 2015 (24 sites)	Change in single occupancy car use at 24 planning obligated sites (2012 – 2015)
59.6%	54.7%	-4.9%

3.2 Travel plan review and monitoring

- 3.2.2 Travel Plan Review fees set in line with the SPD and varying between £2,500 and £20,000 to cover a 5 year period are collected through the S106 agreement or by condition and written into the travel plan to enable the travel plan team to have the resource to work with travel plan coordinators to advise on delivery and monitoring of the plan. By working with Developer's, occupiers and travel plan coordinators they make sure that travel plans in Leeds are not treated as a means of obtaining a planning permission which might otherwise have been unacceptable and then forgotten about.
- 3.2.3 Travel plans are one of the few tools available to raise the awareness of travel behaviour in sustainability terms, and challenge the business-as-usual approach in developments that generate significant volumes of traffic. They can be effective in reducing single occupancy car trips, and achieve most when they are taken seriously by occupiers.
- 3.2.4 In some instances where concerns have been raised that trips generated by a development may exceed predictions and have a significant impact on the local highway network, penalties have been written into the Travel Plan and secured through the S106 agreement. In Leeds penalties have been included for only a few developments. Penalties are used in line with Planning Practice Guidance 2014 *"Any sanction needs to be reasonable and proportionate..."*. Such penalties are triggered if Travel Plan targets are not met and have ranged from £10,000 to £700,000, to be spent on mitigation measures, which could include personalised travel planning; cycling and walking measures; Metrocards; bus service improvements; junction improvements. The White Rose Shopping Centre (see case study appended) is an example where penalties have been secured.
- 3.2.5 Mitigation measures can also be written into Travel Plans without financial penalties being secured through a S106 agreement. These would usually be a commitment to additional travel plan measures and promotional activities if targets are not met.

- 3.2.6 Site travel plan performance is reflected in the commitment of occupiers to implement their travel plan. A number of case studies showing the impact of travel plans at some key Leeds developments are included in Appendix A for information..

3.3 Metrocard Scheme

- 3.3.1 The West Yorkshire Combined Authority (WYCA), formerly Metro, are the Public Transport Authority for Leeds, however they do not operate bus services. It has been recognised by numerous studies that information and trial usage of public transport is one positive means to introduce people to public transport and persuade them to use it. To meet a development need Metro negotiated a subsidised scheme to promote annual metrocards to new developments with the various bus operators working in Leeds. The schemes offered to Developers are:

i) The Residential Metrocard (RMC) Scheme – Developers fund 50% of the total cost of Metrocards (one for each residential dwelling) + 10% admin fee for Metro. For this fee the offer is a free metrocard (to the resident) for each dwelling in year 1, plus a 25% discount in year 2 and a 10% discount in year 3.

ii) Corporate MCard Annual Pass– members of the West Yorkshire Travel Plan Network can offer staff a 15% discount off annual metrocards.

- 3.3.2 The residential metrocard currently costs a Developer between £475.75 per dwelling for a county wide bus card and £853.05 per dwelling for a zone 1-5 bus and rail card so the cost to a Developer can add up to large sums of money.

- 3.3.3 Members and officers of Leeds City Council have raised concern that the cost of this sustainable travel measure is very high and have requested evidence from WYCA that the scheme is influencing travel behaviour as expected. WYCA have provided monitoring information which shows that the take up of Metrocards in year 1 averages at 85%, totalling 1244 cards across 35 developments in Leeds. In year 2 the take up drops to 13% of those offered, 115 out of 852 offered. In year 3 43% of those offered are taken up totalling 29 tickets out of 68 offered.

- 3.3.4 Until the universal roll out of Mcard ticketing for residential metrocards it is not possible to equate the number of residential metrocards issued to regular use of public transport.

3.4 Revised Approach to Travel Plan Promotion

- 3.4.1 In recognition of the high cost of the residential metrocard scheme it is proposed to stop supporting this scheme in its current form. We will seek to support physical improvements to public transport infrastructure such as bus stops, seating, shelters and real time information screens as a first priority. Where bus services are deemed inadequate pump prime funding for enhanced services will also be required.

- 3.4.2 To promote sustainable transport and travel a pot approach will be preferred instead of the RMC scheme which can be used in discussion with the travel plan coordinator for a variety of promotional uses eg subsidised public transport ticketing, personalised travel planning, car club use, cycle purchase schemes, car sharing promotion, walking / cycling promotion and or further infrastructure

enhancements. Whilst the scale of this pot will be set in view of the size, location and opportunities of the site its use will be flexible to ensure the widest possible benefit is gained in promoting sustainable travel to and from the site. This approach has already been agreed at a number of sites where the RMC scheme has not been considered the most appropriate measure.

- 3.4.3 Discussions with WYCA will be ongoing to review alternative ticketing options that are more focussed and / or flexible than the current residential metrocard scheme.

4 Developments in travel planning

- 4.1 Changes in the way in which people work, ie new flexible ways and times of working, video conferencing, home working, growth in the city, and increasing pressures to tackle air quality and other transport issues, means that travel plans will have an important part to play in addressing these challenges into the future.
- 4.2 Travel Plans are well placed to take advantage of new developments in work style – by promoting ways of working using fewer journeys, and where journeys are necessary, to make them by more sustainable means.
- 4.3 As the ‘shared economy’ develops, car club vehicles and trial usage (required in travel plans at major developments) will become more common place and will help to contribute to improved air quality targets and reduced congestion.
- 4.4 Cycle parking and facility provision - a standard requirement in travel plans – will become more valuable when the completion and promotion of West Yorkshire cycle superhighways results in more cycling and the demand for appropriate facilities at destination sites.
- 4.5 Public Transport promotion in travel plans is benefitting from the introduction of smart travel cards (MCard) which encourages multi-modal travel by users, including the integration of Car Club membership and billing onto MCard.
- 4.6 Travel Plans have been responsible for pushing the Electric Vehicle infrastructure agenda in Leeds by specifying EV charging points and promoting their use, including ‘public’ parking sites for car club EV vehicles.
- 4.7 Improvements in infrastructure, eg Elland Road Park and Ride, Temple Green Park and Ride and New Generation Transport (NGT) will also offer new opportunities for more sustainable travel choices in Leeds.

5 Corporate Considerations

5.1 Consultation and Engagement

- 4.1.1 Discussions with the West Yorkshire Combined Authority have started to happen and will continue to identify more flexible ticketing options, improve ticketing promotion and provide better data on public transport patronage.

5.2 Equality and Diversity / Cohesion and Integration

- 5.2.1 The report has no particular relevance to equality issues. It is a factual update on a planning policy intervention, the implementation of which is determined by standardised planning thresholds and approved planning policy.

5.3 Council policies and City Priorities

- 5.3.1 Travel Plans contribute towards achieving policies in the Council's policy framework; in particular Travel Planning is a key objective in the Local Transport Plan and the Sustainable Education Travel Strategy to promote sustainable travel to school. Travel Plans are concerned with promoting sustainability and therefore also support the objectives in the Vision for Leeds, Child Friendly Leeds, the Health and Wellbeing City Priority Plan and the Regeneration City Priority Plan.

5.4 Resources and value for money

- 5.4.1 The financial and resource pressures described in the report will be managed from within existing budgets and S106 monies for travel plan monitoring.

5.5 Legal Implications, Access to Information and Call In

- 5.5.1 No issues identified.

5.6 Risk Management

- 5.6.1 No significant risks have been identified.

6 Conclusions

- 6.1 This report describes the work undertaken by the H&T service to deliver travel plans through the planning process. Travel Plans are promoted to achieve behaviour change, which is a long term project, and therefore the results on travel behaviour are not always immediately obvious. However the focus on sustainable travel and the support of such measures has been shown to influence and bring down single occupancy car use in planning obligated sites in Leeds.
- 6.2 It is however recognised that some promotional measures are currently being pursued at the expense of other options and at high cost. Moving forward it is therefore proposed to broaden out the variety of measures which will be promoted using a travel plan pot approach.

7 Recommendations

- 7.1 The Joint Plans Panel is requested to:
- note the contents of this report providing any feedback and
 - endorse the revised approach to Travel Plan promotion in Leeds regarding a pot approach to travel plan promotions.

Appendix 1 Travel Plan Case Studies

January 2016

White Rose Shopping Centre

Background: White Rose Shopping Centre has had a travel plan in place, approved in 2011, following their recent centre extensions. A further travel plan was approved in 2014 to cover the further expansion of the centre, including a new cinema; this development is underway.

Delivery: A Travel Plan Co-ordinator is in place, with whom Leeds Travelwise team have had regular meetings.

During late 2014 a real time bus information screen was installed at the bus station, to advise passengers when the bus will arrive. A real time traffic information screen, with live bus departures was also installed in the shopping centre. This project was led by our UTMC team, although Travelwise were instrumental in initiating the project.

A car park management plan is being implemented to move staff away from the popular customer car parks.

The centre is a member of the West Yorkshire Travel plan Network.

The centre employs external consultants to carry out surveys of staff and customer travel, and runs prize draws to encourage high response rates for these surveys.

WE HAVE A WINNER!



A massive congratulations to Abby Tetley from River Island for winning the Travel to Work Survey prize draw! Abby has won a £100 White Rose Gift Card. The prize draw was part of the Travel to Work Survey that we completed in May.

Survey success

The participation results were incredible with over 2,000 White Rose retail staff taking part in the surveys. Leeds City Council ask for support with travel planning surveys from all of the large employers within the Leeds area but our 2,000 completed surveys will make us one of the most successful! Also, having such a great response to these surveys

means that we will be able to extract lots of high quality data concerning White Rose travel planning, so a huge thank you once again to everyone who participated.

Travel Planning Co-ordinator

Leeds City Council's Travel Planning Co-ordinator, Christine Hamshire, was invited to draw the winning survey, helped by White Rose General Manager, James Bailey, and Abby Tetley was the lucky winner. When Abby was called to pass on the good news she explained that she was delighted to win the £100 White Rose Gift Card and that the survey had only taken a few seconds to complete. Well done Abby!

white-rose.co.uk

facebook.com/whiteroseshopping • twitter.com/whiteroseleeds

The 2014 travel plan has significant penalties for failure to meet the modal shift and subsequent traffic reduction. The centre is aware of this, and keen to encourage staff and shoppers to travel sustainably.

Mode Share: Surveys have shown a reduction in Single Occupancy Car use among staff of 9% points in 3 years.

Survey Date	Employees				Patient/Visitor			
	Total	No. Surveyed	Car (S.O)	Origin	Total	No. Surveyed	Car (S.O)	Origin
14/05/2015	3459	1992	984 (49.40%)	STATED	10000	807	687 (85.13%)	STATED
14/07/2014	3000	1718	1064 (61.93%)	STATED	10000	738	655 (88.75%)	STATED
20/05/2013	3500	1590	1137 (71.51%)	STATED				
26/03/2012	3500	900	524 (58.22%)	STATED				

Trip data has also shown the Travel Plan penalty has not been triggered this year.

Meadowgate Park Residential Development, Manston Lane

Background: The overall development will be 192 dwellings; at October 2015, just over 30% were occupied. A Travel Plan was secured, to be approved prior to development, through the S106 for this site in 2102. It was subsequently approved in May 2013.

Delivery: A Travel Plan Coordinator has been appointed to implement the Travel plan on an ongoing basis as the development build continues. Their role includes acting as the main point of contact for residents' travel queries, overseeing the development of appropriate promotional materials / communication mechanisms and fulfilling the developer's responsibilities with respect to travel plan monitoring.

A residents travel website – www.meadowgatepark-travel.co.uk has been set up which provides a useful resource, offering information on walking, cycling, public transport and sustainable car use opportunities and initiatives. Alongside this, a residents' travel guide has been produced and distributed, which includes details on local public transport options, walking and cycling facilities / routes in the vicinity of the development and points residents in the direction of the website.

A free bus and rail (zones 1-3) 1-year Metrocard is offered to all households (max. 1 per household), via the residents travel guide and website.

A personalised journey plan is offered to all households, promoted within the travel guide and website.



Mode Share:

Mode of Travel	Travel Plan Target Mode Split	Monitoring Results	
		Year 1 (2014)	Year 2 (2015)
Drive alone	50%	33%	33.3%
All other modes	50%	67%	66.7%

Trinity Leeds Shopping Centre

Background: The original consent for the development did not have a requirement for a travel plan. As changes were made to the consented scheme, some of the extensions and amendments were over the threshold for requiring a travel plan.

A total of 6 applications had requirements for a travel plan. Trinity Leeds agreed to draft a single travel plan to cover the whole development. The travel plan was subsequently agreed and is currently being implemented.

Delivery: A travel plan co-ordinator (TPC) is in place, who is the Centre Manager for Trinity Leeds. The Leeds TravelWise team have had various meetings with the TPC prior to and after the opening of the centre.

The Leeds TravelWise team worked with Metro to develop the Sustainable Travel Guide (image below), which is used for customers and staff. Sustainable travel directions are also included on the centre website, <http://trinityleeds.com/getting-here/map>



The staff cycle parking is a good facility and is now well used.

Land Securities also own White Rose Shopping Centre and the travel plan co-ordinators for both shopping centres are working together.

Information on sustainable travel for staff is included in the retailer handbook. Information on events such as Sky Ride is added to the online staff sharepoint system.

Mode share: The shopping centre appointed consultants to carry out travel to work surveys of all staff. The surveys were conducted in 2013 and 2014 with 592 and 973 responses respectively. No survey was carried out in 2015. The target is for a maximum of 20% of staff to travel to work by car. The results are:

	On Foot	Train	Bus	Cycle	Taxi	Car alone	Car Share Driver	Car Share Passenger	Motor-cycle / Scooter	Other
2013	18.8 %	24.8 %	41.9 %	1.4 %	1.2 %	10.0 %	0.2 %	1.5 %	0.2 %	0.2 %
2014	18.2 %	24.8 %	42.8 %	2.0 %	1.9 %	13.8 %	0.2 %	0.9 %	0.5 %	0.2 %

Trinity Leeds Shopping Centre's single occupancy car target (maximum 20% staff) has been met.

A customer survey was carried out in 2014, car sharing was not recorded.

	On Foot	Train	Bus	Cycle	Taxi	Car	Car Share Driver	Car Share Passenger	Motor-cycle / Scooter	Other
2014	17%	25%	34%	1%	1.5%	21%	-	-	0.5%	-

Thorpe Park

Background: Travel Plan Services have been employed to deliver the Thorpe Park Travel Plan since 2001.

Delivery: Travel Plan marketing is primarily delivered through the Park Life branding. Over 1000 staff are signed up to receive the newsletters. The website includes very comprehensive travel information, see www.thorpepark-parklife.co.uk/ (see image below) this is supplemented by paper travel guides and road shows held at occupying businesses.



Additional key travel plan measures implemented at Thorpe Park over the past 11 years include:

- The development of a Thorpe Park Car Share Scheme. In 2009 this scheme was awarded 'Most Inspiring and Successful Promotion' by liftshare.com;
- The delivery of a Summer of Cycling Campaign, including a Give it a Go cycle scheme, monthly Dr Bike sessions, the provision of an onsite cycle supply SOS kit and more;
- Engagement with the Highways Agency to deliver an Influencing Travel Behaviour roadshow;
- The delivery of numerous travel plan related workshops / events, including a car share workshop, car park management workshop, an active travel workshop, travel surgery 'drop-in' sessions and a Park-wide pedometer challenge;
- Thorpe Park became the first multi occupier site to gain membership to the West Yorkshire Travel Plan Network;

The TPC has secured a bus diversion through the site and are negotiating directly with bus operator Transdev to re-route the Coastliner service through the Park.

Since the development of the Park the Council have opened a new Core Cycle Network Route (Garforth to Leeds) in 2012 which goes directly past the Park, improving access for cyclists.

Mode Share: Each year the business park has participated in a travel to work survey and has shared the data with the Leeds TravelWise team. In 2013, 240 staff participated and in 2015, 531 staff participated. The results are as follows:

	2015	2014	2012	2011	2010
Car alone	71%	66%	74%	74%	72%
Carshare	13%	12%	11%	7%	9%
Bus	7%	10%	4%	6%	8%
Train	1%	2%	2%	2%	2%
Walk	3%	3%	2%	4%	3%
Cycle	1%	2%	4%	2%	1%
Other	4%	5%	3%	5%	5%

The original Transport Plan from 2001 did not set mode split targets. The new travel plan for Thorpe Park (submitted in 2013 for expansion of the business park and revised Nov 2015) includes a target to reduce car alone to 67% by 2017.

University of Leeds

Background: The University have a number of developments that are covered by travel plans secured through planning, including Charles Morris Halls, Bright Beginnings Nursery, Western Campus, Energy Research Building St Marks Flats and the new Library. The University has a Travel Plan for the whole organisation and campus, which is available on their website <http://sustainability.leeds.ac.uk/sustainable-transport/travel-plan/>

It was last updated in Dec 2015. Whilst targets are set in the separate building / campus travel plans, the University Travel Plan has mode split targets to cover all its staff and student travel.

Delivery: There are numerous travel plan measures in place at the University. Every year a comprehensive travel guide is produced (see image below) and >20,000 paper copies are distributed. The residential property manager ensures that all students in halls receive this on arrival.

[illegible]

The University is involved in the UTravelActive project which offers the Velocampus bike hire scheme to students. In 2014/15 400 bikes were loaned out to students. The University is also seeking to develop a bike dock scheme for hourly bike hire (similar in principle if not scale to the London Barclays Bike scheme)

The University have a car sharing scheme and are members of the City Car Club. Two car club locations have been secured; 2 spaces on Clarendon Road and 2 on Cavendish Road, the latter includes an electric vehicle charging point for an electric city car club car.

Various campaigns and events are held over the year to influence staff and student travel. The University are members of the West Yorkshire Travel Plan Network.

Mode Share: The University carries out travel surveys of staff and students on an annual basis and submits the data to the Leeds TravelWise team. The following table shows the mode split from 2008 to 2012

2008			2012		2013		2015	
	staff	students	staff	students	staff	student	staff	student
Walking	13%	64%	16%	69%	17.7%	68.3%	15.9%	65.4%
Cycling	8%	5%	9%	7%	8.0%	7.1%	9.6%	7.6%
Bus	20%	16%	16%	13%	15.9%	10.7%	16.3%	11.3%
Train	19%	7%	20%	6%	18.9%	6.9%	18.7%	7.7%
Car Single occ	23%	5%	26%	4%	26.4%	4.7%	25.2%	1.6%
Car share	15%		12%	1%	11.6%	1.7%	13.0%	2.7%
Motorbike/scooter			1%		0.9%	0.2%	0.9%	0.1%
Other	1%		1%		0.5%	0.4%	0.5%	2.6%

White Rose Office Park

Background: There are a number of conditions for the buildings at the office park to have travel plans in place. A travel plan for the whole business park was drafted in 2008.

The following target was included in the 2008 travel plan;

- Reduce the total number of car journeys to and from work by 5% by 2013

The first travel survey in 2008 set the baseline from which to measure the future performance of the travel plan. The 2008 survey showed travel to work by car as 79.9%. In 2014 the figure was 79.2%, virtually unchanged, and the target not met.

Delivery: The business park has been proactive in encouraging staff to travel sustainably.

They have set up a private car sharing scheme, <https://wrop.liftshare.com/> The Office Park have been pro-active in working with the White Rose Shopping Centre and the intention is to extend the car share scheme to cover the shopping centre.

The scheme is well promoted on the Office Park intranet, <http://wropnet.com/>. Every 6 months a magazine is produced which includes articles on sustainable travel hidden within celebrity interviews etc. Below is an extract from the spring magazine encouraging staff to car share and to apply for free bus passes.

CAR SHARE... LIFT SHARE WITH US!

We have teamed up with the White Rose Shopping Centre next door so now it is even easier to find your perfect Liftshare match. Over 2000 of us drive to the park every day and there are 3500 people who work at the Centre next door most of them travel in by bus, why not be neighbourly and offer one of them a lift.

In April we will be launching the new Personal Travel Packages, we will be holding demo days and leaving our Liftshare presentation and also driving car in your office. Keep logging on to [WROPnet.com](http://wropnet.com) for updates and information how you can have your own PTP done and its all free!

The Personal Travel Packages will show you different ways of getting into work, if you work how long it will take, how many calories you will burn off, did you know you could avoid parking on a liftshare to make it easy and fun for you to work to work. If you don't want an option your PTP will tell you what bus will get you here and the liftshare will guide you to your destination stop. Cycle route here at the park have had to be increased due to the amount of people that cycle to work daily, you can also use the PTP to plan your cycle route to work and if you want to you can even find a cycle buddy and you don't have to cycle alone. For some of us, driving is the only option, your personal travel package will give you the three best matches to share with from Liftshare.

Drivers who decide to Liftshare save an average £1000 a year... now that's a holiday! Take the first step by signing up to Liftshare. Take it in turn to come in a colleague's car or be a good Samaritan and get someone off the bus. First you have driven past someone who works at the Park used on the bus stop in the rain, that's a realisation! **DON'T NEED A CAR TO LIFT SHARE.**

On average you drive 10,000 miles per year which means you're emitting an average 100kg (220 lbs) of CO2 into the air every year. This is one of the biggest causes of global warming which is leading to sea level rising, forest fires, wiping out whole forests and killing the ozone layer. The way to reduce the air you breathe is to reduce the amount of CO2 you emit. In fact, a full car can be a more sustainable than public transport. This is the equivalent of each person planting four trees every year.

5 REASONS TO LIFT SHARE

- Its free to sign up
- You could save £1000 a year
- You DON'T need a car to join
- Get yourself or your colleagues off the bus
- Reduces CO2 emissions and helps save our planet

FREE BUS PASSES!

We also still have some FREE monthly bus passes to give away. To get your free monthly bus pass, please email laura@munrook.co.uk and let us know how you travel to work and you could be one of the ten lucky winners!

CO2 is killing our ozone layer. In 2011 a polar bear swam non-stop for 9 days to find ice to live on and along the way her cub sadly died.

WROP Priority Giveaways - Log on to www.wropnet.com

For more Lift Share news log on to www.wropnet.com

They have also been very proactive in encouraging cycling. Get Cycling roadshows have been held at the park where staff can try out cycling on a traffic free area. They have also run separate electric bike and mountain bike demos with free try out sessions for staff. At one of the cycling days the Office Park marketing staff organised a cycle ride with our road safety team to cycle from Leeds City centre to the business park.



As a result of the increase in staff cycling the park have installed more showers and cycle parking to meet the demand. Regular Dr Bike Sessions are offered at the park.

The travel plan co-ordinator for the park has been campaigning to improve the public transport options to the park. Real time bus information has been put on the intranet site.

Other improvements include works to improve the footpath links and access to the adjacent White Rose Shopping Centre (WRSC) bus station, and negotiating changes to online journey planners to show WRSC scheduled services in the results for the Office Park.

Modal Share:

Year	RESPONSE	CAR-S.O	C/S-DVR	C/S-PSGR	MTRCYCLE	BUS	RAIL	BICYCLE	FOOT	OTHER
2009	283	64%	11%	0%	1%	12%	5%	2%	4%	0%
2011	318	64%	10%	5%	2%	9%	6%	3%	3%	0%
2012	884	68%	8%	5%	1%	9%	5%	2%	2%	0%
2013	414	69%	7%	4%	1%	9%	3%	4%	3%	1%
2014	243	78%	5%	2%	0%	7%	4%	2%	1%	0%
2015	694	71%	6%	3%	0%	12%	3%	1%	3%	0%

Leeds & Bradford International Airport

Background: There has been a travel plan requirement at the Airport since the 2004 approval of 29/53/04/FU.

The Airport has an up to date travel plan and the targets come into force with the planned extension works. The travel plan has developed over the years and the on-site Environmental Officer has taken on the role of the travel plan co-ordinator (TPC). The travel plan was formally launched at an event at the airport in September 2010.



Delivery: Travel Guides have been produced for staff and comprehensive travel information is available from the Airport's website, www.leedsbradfordairport.co.uk/getting-to-the-airport (see image below)

Destinations

Arrivals and Departures

Parking

Getting to the Airport

At the Airport

Getting to the Airport

[Home](#) / [Getting to the Airport](#)

By Car



Leeds Bradford International Airport is easily accessible via the A1, M1 and M62. Directions to the airport wherever you start.

[Travel by car](#)

By Taxi



Arrow Cars is the official private hire operator at the airport and the only people who are able to drop you off at the terminal doors, that's 100 metres closer than any other private hire operator.

[Travel by taxi](#)

By Bike



Leeds Bradford Airport welcomes Bicycle and Motorbike users

[Travel by bike](#)

By Bus or Coach



Leeds Bradford International Airport is serviced by a number of bus networks including local and district services.

[Travel by bus or coach](#)

By Train



Connections to the airport are available via Leeds and Bradford train stations. With Leeds station placed on the East Coast Mainline.

[Travel by train](#)

Hotels



There are many hotels available to suit all passengers flying to and from Leeds Bradford Airport, both on and off-site.

[Book a hotel](#)

Latest Travel News



The latest travel news and information which could affect your journey to and from the airport.

[Latest Travel Updates](#)

Real time bus information boards have recently been installed.

The Leeds & Bradford Airport Company has joined the WY Travel Plan Network. The TPC has also encouraged Jet2 to join the Network and they received assistance from Leeds TravelWise and Metro for their relocation to the Mint building in the City centre.

Mode Share: Travel Surveys are carried out on an annual basis. The TPC carries out staff travel surveys and the LCC Transport Policy Monitoring Team, with assistance from the Airport, carryout the customer surveys / forecourt surveys.

2013 Customer forecourt surveys:

Private Car	Taxi Hackney	Taxi Private Hire	Minibus/Coach	Leeds 757 Bus	Bradford 737 Bus	Bradford 747 Bus	Harrogate 737 Bus	Otley/ Menston 967 Bus	LBA Car Park Bus
60.5%	1.3%	10.4%	10.0%	4.0%	0.4%	0.7%	0.4%	0.3%	12.0%

Airport Company, Non Airport Company and Jet 2 Staff

SURVEY DATE	RESPONSES	CAR-S.O	C/S-DVR	C/S-PSGR	MTRCYCLE	BUS	RAIL	BICYCLE	FOOT	OTHER
2009	27	70%	4%	0%	0%	19%	0%	0%	4%	4%
2012	1419	78%	6%	5%	0%	7%	1%	1%	2%	1%
2014	658	73%	6%	5%	1%	8%	2%	2%	2%	2%
2015	776	81%	4%	4%	1%	6%	0%	1%	2%	2%

The proposed extension brings the following targets into force. The 2012 survey results indicate that these targets are being met.

Target Group	Description	Target
Passengers	Mode share of public service bus journeys to the airport	To be set in the updated Surface Access Strategy
Airport Company Staff	Mode share of staff travelling to work by means other than single occupancy vehicles	10% by 2012 20% by 2013 30% by 2014
Non Airport Company Staff	Mode share of staff travelling to work by means other than single occupancy vehicles	20% by 2013