

Station Travel Plan - Thirsk

Introduction

What is a Station Travel Plan? The Department for Transport defines a Station Travel Plan as: “A strategy for managing the travel generated by your organisation, with the aim of reducing its environmental impact, typically involving support for walking, cycling, public transport and car sharing”.

TransPennine Express maintains Station Travel Plans for all 19 stations where they are currently the Station Facility Owner (SFO).

Why Develop a Station Travel Plan?

Up until March 2020 demand for rail continued to grow, with more and more people choosing to travel by rail each year. It is predicted that, post the COVID-19 pandemic, within the next 30 years demand for rail will more than double from pre-March 2020 levels.

TransPennine Express is at the heart of this growth, with double digit percentage growth in passenger journeys year on year historically and a doubling of customer numbers since the franchise was established in 2004. With growth of this magnitude, it is important that alongside investing in new trains, operating more services, and enhancing the customer experience, we are considerate of how customers travel to and from the station to access the railway network.

Against the landscape of a changing culture towards private transport, with many millennials choosing not to own a car, and instead adopt solutions such as Uber, dockless bike hire and car sharing schemes, a Station Travel Plan allows operators to identify the developments which are required to keep pace with society. It also allows us to identify key areas of change, with the evident shift from internal combustion to electric cars and hybrids, we are able to set out plans for providing the infrastructure to support this shift.

We will use the Station Travel Plan as a tool to identify and document opportunities to improve intermodal access and promote sustainable travel, informed by data from the National Rail Passenger Survey and our own shadow survey, from which we can evaluate customer satisfaction with our developments as we strive to offer a seamless and sustainable solution for all customers door to door journeys, paying particular attention to the scores for:

- Connections with other forms of transport
- Car parking
- Cycle Parking
- Method of transport used to access the station

Process

The development of our Station Travel Plans is led by TransPennine Express, with a commitment to produce and maintain Station Travel Plans for each of the 19 stations which the franchise manages. The Accessibility & Integration Manager is responsible for the production and upkeep of the Station Travel Plans and will involve and consult with relevant Stakeholders at each stage of the production of the plan. This group is likely to be comprised of representatives from the Local Authority, user groups, Community Rail Partnerships, TOCs and other transport operators. The following process will be undertaken in the production and revision of the plan:

Step 1: Site Audit - A tour of the station and surrounding area will be carried out to gain an understanding of the existing facilities. There will be fact-finding visits, followed up by an accompanied visit with stakeholders to confirm details. This will form a base upon which any improvements will be measured. For the 2020/21 plan, this has been done in compliance with Government guidance on social distancing at the time of this update being made.

Step 2: Analysis

- Review of the latest NRPS data with interrogation of statistics for 'Connections with other forms of public transport' and 'Facilities for car parking'.
- Review of the latest Shadow NRPS data with interrogation of statistics for 'Connections with other forms of public transport' and 'Facilities for car parking'.
- Review of Customer Relations data to identify any trends with regards station access.
- Review of commercial data for car parking, sales of multi-modal tickets (where available)

Step 3: Aims, Objectives and Targets SMART objectives will be determined and agreed with the aim of delivering improvements based upon the findings of the analysis and site audit.

Step 4: Action Planning Specific tasks and timescales will be applied in order to achieve the agreed objectives.

Step 5: Implementation and Delivery - The action plan will be implemented within the specified timescales. Where required, funding will be sought from all available sources. Where actions are aligned to other business plan actions, the requirements may be combined to deliver efficiencies.

Step 6: Monitoring and Refinement - The actions will be frequently reviewed against target to ensure that progress is being made. The Station Travel Plans will be reviewed and updated annually to ensure they are relevant and continue to drive improvement.

Stakeholders (general)

Transport for the North works with the Department for Transport, Local Authorities, and other bodies to specify and deliver high-quality rail services across the north of England, including being involved in the specification and management of the Northern and TransPennine Express franchises. TfN's Long-Term Rail Strategy for the North of England (2015) concentrates on four main areas:

- *Better Connectivity, with targeted improvements to journey times, service frequencies and improved connections to make end-to-end journey times quicker.*
- *A more coherent and user-friendly network: a network with the visible coherence of the London Underground delivered over the North's wide geography. This will need defined categories of train services as well as planning the North's many routes to operate together as a single whole with a single simplified fares structure.*
- *Increased capacity, both on-train so that passengers do not experience excessive overcrowding and on-track so additional demand for economically worthwhile passenger and freight movements can be accommodated.*
- *Cost effectiveness. As use of the North's rail services grows, running costs per passenger and tonne of freight carried need to fall. The key to achieving this is investment*

Rail Delivery Group - set up after privatisation in 1993, the Association of Train Operating Companies (ATOC) brings together all train companies to preserve and enhance the benefits for passengers of Britain's national rail network. The change to the Rail Delivery Group (RDG) brought with it a new mission statement: *"Enabling rail companies to succeed by delivering a successful railway"*

The RDG defines their purpose as to enable passenger and freight operators and Network Rail to succeed by delivering better services for their customers. This ultimately benefits taxpayers and the economy. Their work is focused on four transformational portfolios:

- *Today's railway - improving punctuality, reliability, and value for money*
- *Customer experience - modernising ticketing and improving door-to-door journeys*
- *Industry reform - improving industry structures to enable excellence*
- *Tomorrow's railway - better planning for the railway's future*

Source: www.raildeliverygroup.com/about-us

Stakeholders (specific)

Local Authority

Hambleton District Council

Hambleton, named after the Hamble Hills, is the local government district of North Yorkshire with responsibility for Northallerton, Thirsk, Beadale, Great Ayton, Stokesley and Easingwold, and is the local planning authority for Thirsk Railway Station.

County Council

North Yorkshire County Council

North Yorkshire County Council covers the 7 districts of Selby, Borough of Harrogate, Craven, Richmondshire, Hambleton, Ryedale, and the Borough of Scarborough.

In April 2016, North Yorkshire County Council published its Local Transport Plan Four (LTP4) which sets out their plans and strategies for maintaining and improving all aspects of the local transport system for the next 30 years. Within the LTP4 is their vision for the future:

“Our vision is that we want North Yorkshire to be a thriving county which adapts to a changing world and remains a special place for everyone to live, work and visit”

From this vision, and following consultation with local residents, businesses, stakeholders, and partner organisations, five objectives were identified.

These are:

- **Economic Growth**

Contributing to economic growth by delivering reliable and efficient transport networks and services

- **Road Safety**

Improving road and transport safety

- **Access to Services**

Improving equality of opportunity by facilitating access to services

- **Environment and Climate Change**

Managing the adverse impact of transport on the environment

- **Healthier Travel**

Promoting healthier travel opportunities

Within LTP4, there is also reference to an ambition for:

- Access to high speed rail where 85% of North Yorkshires population can get to a HS2 hub (York, Leeds, Darlington) within 40 minutes

- 75% of the population to access a conventional railway station within 20 minutes

Thirsk LEP

We unlock economic growth through our work with our partners helping our area's businesses to start-up and grow. We do this by attracting public and private sector investment for our growth industries, skills needs and infrastructure like broadband, housing and roads.

More information can be found hear,

<https://thirsk4business.co.uk/lep>

Rail User Group (RUG)

Thirsk and Northallerton Rail User Group

Local Area

Station Details

Station - Thirsk Railway Station, Station Road, Thirsk, North Yorkshire, YO7 4L.

Station Manager - Mike Drewery, Group Station Manager (North East)

Local Authority – Hambleton District Council

Train Services

Thirsk is situated on the East Coast main line between York and Newcastle, with frequent connections through to Scotland, Manchester, and south to London.

Timetables can be found at <https://www.tpexpress.co.uk/travel-updates/timetables>

Sat between the North Yorkshire Moors and the Yorkshire Dales, Thirsk is a traditional North Yorkshire market town. The town is centred around the market square, which is dominated by the town clock.

A delight for tourists, the town was home to author James Herriot, famous for writing 'All Creatures Great and Small' and there is a museum devoted to him in the town centre. Thirsk also has a great range of walks available for people wanting to explore the area.

The railway station is just over 1 mile from the town centre and connects the town to major towns and cities via the East Coast Main Line.

Useful Links Key

Station Facilities Information

www.tpexpress.co.uk/travelling-with-us/station-information/thirsk

Station Footfall Statistics

<https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage>

Cycling

National Cycle Routes

Overview

National Cycling Route 657

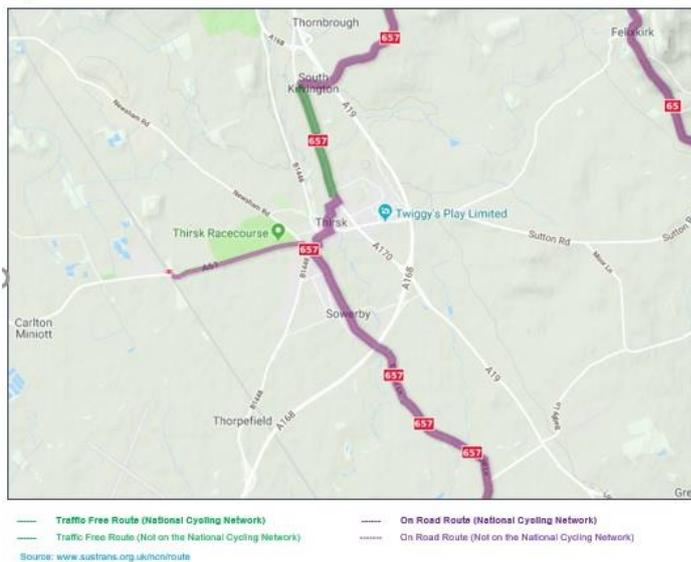
Route 657 offers an alternative to following Route 65, which travels near to the North York Moors and past Felixkirk, and instead takes you directly through Thirsk, with an off shoot to the station.

Local Routes

Although on the road, there are good cycle links from Thirsk Station to the national cycle network. Some less experienced cyclists may be put off by the speed limits on the roads to the east of the station. The route to the town is well lit with no dual carriageways making cycling a very viable option for travel to/from the station for local residents.

North Yorkshire County Council have outlined in their Local Transport Plan 4, their intentions to make improvements to cycle and walking routes, and the facilities for cycle storage. TransPennine Express will engage with North Yorkshire County Council when determining any improvements to these facilities.

Cycle Routes



Useful Links:

Sustrans - www.sustrans.org.uk

The charity that makes it easier for people to walk and cycle.

Cycling UK - www.cyclinguk.org

National cycling campaign group offering advice to cyclists of all abilities.

Hambleton District Council -

www.hambleton.gov.uk/info/20064/sport_and_physical_activity/3/cycling_and_routes

Information about cycling and walking in the region.

Cycling

Cycle Parking

Overview

As part of TransPennine Express's franchise agreement, Thirsk benefitted from brand new cycle parking facilities, installed in early 2018, supported by North Yorkshire County Council.

The new facilities are located in the station car park and have seen an increase in the quantity of customers travelling to/from the station by bicycle compared with the previous toast racks which were available at the station.

Station Car Park



Spaces	44
Type	Two Tier / Semi Vertical
Security	Covered by CCTV
Weather Protection	Canopy / Footbridge
Utilisation	Low

Walking

Pedestrian Access

Overview

Access to the station from the car park or drop off point is via the overbridge. There are steps up to the overbridge from either direction, with a large number of steps down from the overbridge to the platforms and booking hall.

Walking to/from the drop off point is good, with footpaths on the station side of Carlton Road. There is a potential conflict in the drop off/pick up area as the spaces are accessed via dropped kerbs. The walking route is around the edge of this area, with bollards in place, however the desire line is straight across this area.

When accessing the station by foot from Station Road, pedestrians are required to walk through the car park and up the stairs to the overbridge. There is no designated pedestrian area through the car park. There is also very little allowance for pedestrians at the junction from Station Road to Carlton Road. The footpath narrows, and the placement of the bus stop further restricts this area. The pavement then runs level with the roadway for a short distance before returning to a kerbed footpath. This area should be reviewed as part of the larger car park redevelopment piece.



Public Transport

Bus Services

Overview

There are bus stops located on either side of Carlton Road at the entrance to the station car park, which are used for local bus services. More bus services are available from Thirsk town centre.

The current bus service provision from the station is noted as being particularly poor. In recent years, North Yorkshire County Council has reduced its bus service subsidy, with focus being placed on Commercial bus routes.

As a result, community transport is a growing sector within North Yorkshire.

Seasonal Moorbus services operate from Thirsk Station, connecting train services with the North Yorks Moors.

Bus Stands



Useful Links

National Rail Enquiries - <http://www.nationalrail.co.uk/posters/THI.pdf>

Onward travel posters are available for the majority of UK railway stations with local bus service information. These can be found online or displayed at the station entrance

PlusBus

www.plusbus.info

Offering discounted city centre bus travel when purchased with a rail ticket.

Traveline

www.traveline.info

08712002233

Providing information about local bus services.

NextBuses

www.nextbuses.mobi

A web or app-based service which can help you to Find the bus times for your stop. Simply search for a bus stop by entering a postcode, street & town, or a stop name & town.

Road Access

Major Road Network

Overview

The closest motorway to Thirsk is the A1M, but Thirsk also benefits from being located in the fork where the A19 joins, meaning that long distance routes throughout Yorkshire and into the North East are easily accessible.

Road Network Map



Image Source: Google Earth

Road Access

Local Road Network

Overview

Thirsk railway station is located out of town, with the racecourse between the station and town centre. There is a single road connecting with the station which continues west from the town to connect with the A1M.

Accessing the station from this road can be difficult. For customers arriving from the west, the car park entrance is located on the corner immediately following the descent from the railway bridge and is a very sharp turn. From the east, drivers view of the entrance is obscured by houses up to the last minute, and they must then be cautious as cars come over the railway bridge, often at high speeds.

Road Network Map



Image Source: Google Earth

Road Access

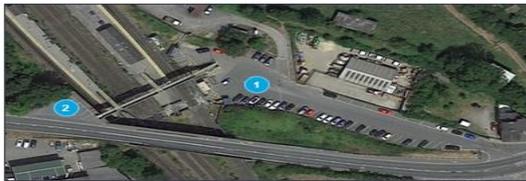
Car Parking

Overview

Car parking at Thirsk is in high demand due to the station being away from the town centre. The station also serves a large catchment area in North Yorkshire, and the car park is frequently at capacity early in the morning peak.

The car park was recently expanded in collaboration with Grand Central.

Car Parking Locations



- 1 **Station Car Park**
Managed by APCOA on behalf of TransPennine Express
- 2 **Station Short Stay Car Park**
Managed by APCOA on behalf of TransPennine Express

Station Car Parks



Standard Bays	48	Car parking charges apply at all station car parks managed by TransPennine Express. Prices vary by location. <i>Blue Badge holders benefit from free parking, with all car parks managed by TransPennine Express achieving the British Parking Association Disabled Parking Accreditation with a minimum of 5% of all parking dedicated to Blue Badge spaces.</i>
Blue Badge	2	
Premium	0	
Car Share	0	
EV Charging	0	
Total	50	
Motorcycle	0	

Road Access

Taxis

Overview

There are allocated taxi parking bays within the station car park, however these are only used on an occasional basis.

Private hire taxi operators use the station drop off/pick up, short stay bays, or turn around point in the main station car park.

Private Hire

The principal minicab operators in the area are:

Atkinsons - 01845 522 473

Dales - 01845 522 745

Prices - 01845 522 709

Inclusion of these details doesn't represent endorsement of these firms.

Accessibility

Thirsk station does not have step free access, customers requiring step free access will need to make use of a barrow crossing therefore customers are highly encouraged to pre book passenger assistance. Currently 1 million pounds of funding has been secured to install lifts to each platform and a new footbridge at the station however further funding needs to be sort before these works can go ahead.

The station has a high propensity of steps giving access to each platform. The platforms have tactile markings denoting their edges and customer help points can be located on the platforms and in the carpark, where you will also find the intercom to request support with the barrow crossing. There are clear audio announcements alerting customers to incoming services and platforms have customer information screens displaying the same information. Thirsk station has an accessible toilet.

Customer Analysis

National Rail Passenger Survey

The COVID-19 pandemic and subsequent UK Government enforced lockdowns or Tiered system have had a seismic impact upon the railway with passenger safety being of paramount importance.

Throughout the last year, TransPennine Express have continued to run timetables that reflect demand to ensure that customers can still safely travel in accordance with Government guidance at that time.

As a result of the pandemic, passenger numbers and the need to social distance at all times have seen demand for rail travel reduce to as low as 5% of normal demand. In response to this, the planned National Rail Passenger Surveys (NRPS) and shadow NRPS surveys have not, understandably, been able to take place. Therefore, the information displayed in this Station Travel Plan is the most up to date NRPS and shadow NRPS data available.

With the majority of the country working from home if they can, there has been a noticeable reduction in usage of both car parking and cycle storage facilities across the network however this has directly correlated to the reduction in passenger numbers.

As restrictions ease at some point during 2021 as expected, we envisage an uplift in demand for rail travel with this having a subsequent impact upon passengers making use of the cycle storage facilities and car parking at the station.

Connections with other forms of transport

	Autumn 2016	Spring 2017	Autumn 2017	Spring 2018	Autumn 2018	Spring 2019	Autumn 2019	Spring 2020
Transpennine Express	78%	79%	77%	83%	78%	80%	79%	76%
Long Distance	80%	81%	81%	83%	82%	81%	81%	82%
Variance	-2%	-2%	-4%	0%	-4%	-1%	-2%	-6%
Industry	76%	79%	78%	78%	78%	80%	79%	80%
Variance	2%	0%	-1%	5%	0%	0%	0%	-4%

Facilities for car parking

	Autumn 2016	Spring 2017	Autumn 2017	Spring 2018	Autumn 2018	Spring 2019	Autumn 2019	Spring 2020
Transpennine Express	51%	48%	40%	50%	50%	50%	49%	45%
Long Distance	61%	62%	58%	61%	59%	55%	55%	59%
Variance	-10%	-14%	-18%	-11%	-9%	-5%	-6%	-14%
Industry	50%	50%	50%	48%	50%	60%	49%	49%
Variance	1%	-2%	-10%	2%	0%	-10%	0%	-4%

Facilities for bicycle parking

	Autumn 2016	Spring 2017	Autumn 2017	Spring 2018	Autumn 2018	Spring 2019	Autumn 2019	Spring 2020
Transpennine Express	62%	63%	67%	65%	61%	62%	60%	59%
Long Distance	70%	71%	71%	71%	69%	67%	68%	68%
Variance	-8%	-8%	-4%	-6%	-8%	-5%	-8%	-9%
Industry	59%	64%	61%	61%	61%	62%	60%	61%
Variance	3%	-1%	6%	4%	0%	0%	0%	-2%

The National Rail Passenger Survey (NRPS) is conducted twice per year, surveying customers opinions of trains, stations, and services. The scores presented relate to all TPE managed stations. They are not provided per station due to the small sample sizes, and erratic scores which would result. NRPS is currently suspended due to the COVID-19 pandemic.

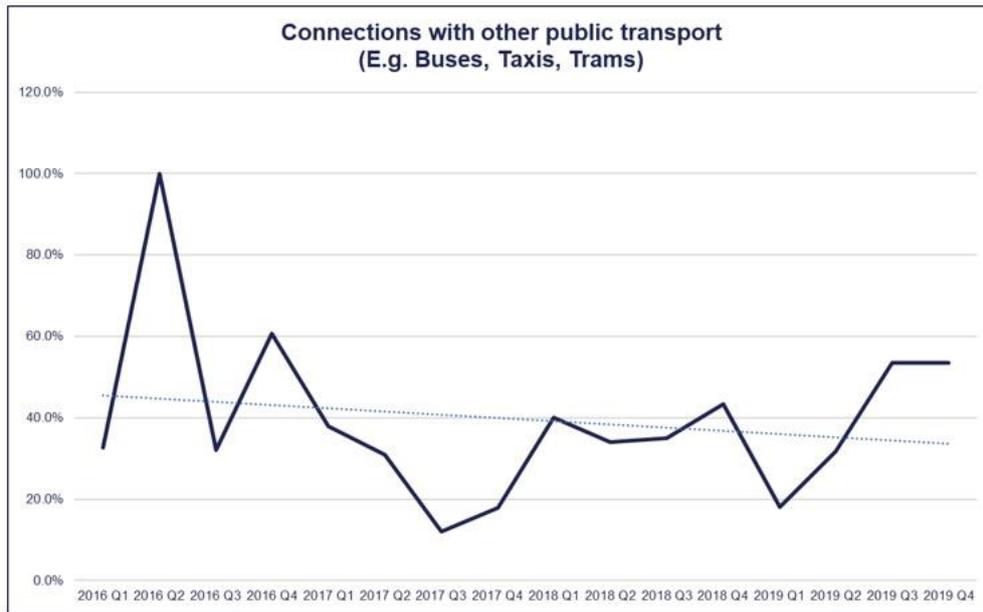
For Connections with other forms of public transport, e.g. bus, taxi etc. TPE scores are strong, meeting the industry average. They fall below other long-distance operators scores; however, this is due to the size and position of the stations which are managed.

Facilities for car parking are a known issue to TPE, with capacity being a major constraint. It is for this reason our focus is to provide alternative means of accessing stations, e.g. cycling.

Scores for cycle parking are disappointing given the significant investment which has been made in recent years to improve these facilities.

Customer Analysis

Shadow National Rail Passenger Survey



Similar to other stations on the TPE network, Thirsk is located away from the town centre, and is connectivity is more reliant upon private than public transport.

The reduction in bus services throughout the county is no doubt having an effect here also, with minimal services calling at the station.

Customer Analysis

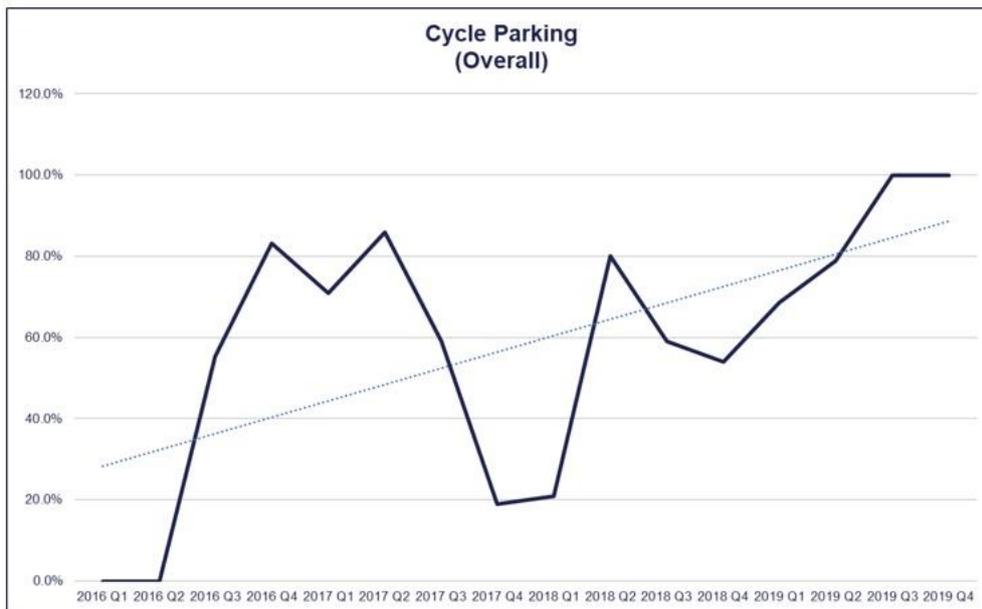
Shadow National Rail Passenger Survey



After a significant downturn for car parking scores in late 2018, it is promising that the recent works to improve the car park have delivered step increases in satisfaction for quality and capacity.

Customer Analysis

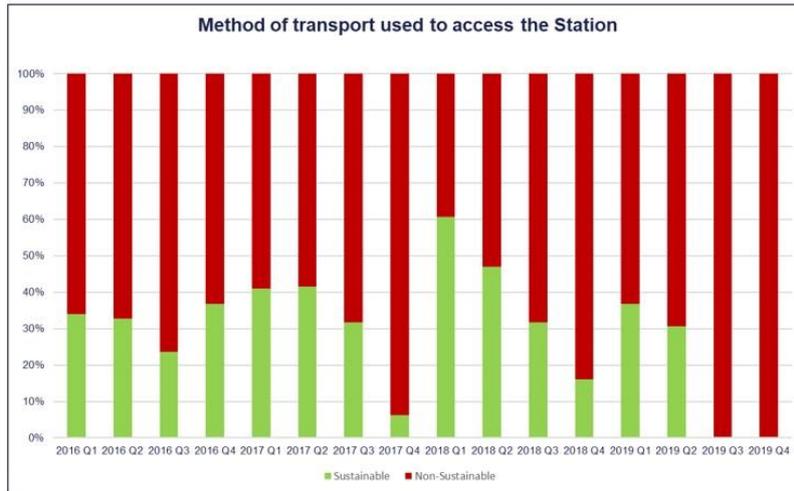
Shadow National Rail Passenger Survey



New cycle parking was installed at the station in early 2018, providing a significant uplift in capacity and quality. This is now being recognised with a prolonged period of improving scores, and two periods reporting at 100% satisfaction.

Customer Analysis

Shadow National Rail Passenger Survey



This graph assesses the balance of the methods used to access the station.

Sustainable	Non-Sustainable
On Foot / Walked	Motorbike
Bicycle (Parked at or near Station)	Taxi
Bicycle (Taken onto Train)	Car Parked at or near Station
Bus/Coach	Car - Dropped off
Tram/Light Rail	
Underground Train	
Overground (National Rail) Train	

It is difficult to access Thirsk by sustainable methods other than bicycle due to the distance from the station to the town centre, however there are some promising scores displayed.

Evaluation

Summary of findings

The layout of Thirsk railway station both defines and limits its access. The East Coast Main Line splits the station, meaning that the overbridge must be used to access each of the platforms, the car park, and the booking office. For those arriving by car, buying a ticket, and then travelling south from the station, this means going up and down four flights of steps. As recognition of this, new handrails were installed in 2018/19 funded by minor works to improve access for those who may be unsteady or feel more comfortable using the stairs with contrasting handrails.

There is a barrow crossing in place for disabled customers who are unable to use the steps. The process for using the barrow crossing is well tested, with an intercom in the car park to contact the station staff, however it can take time depending upon whether a 'fast' train is in the area, and is unavailable outside of staffed hours. Access for all funding has been applied for to provide lifts at the station to resolve the issues presented by the barrow crossing.

Car parking is the biggest issue at Thirsk station. The car park is often full to capacity before the end of the morning peak, with customers often parking on the Network Rail depot access road or on the verges around the edge of the car park. Due to its remote position outside of the town centre, many of the car park users drive a relatively short distance, however Thirsk is also known to be popular with customers from further afield in North Yorkshire. TransPennine Express are working with the local authority, other rail companies and third parties in the area to see what options may be available to expand the car park.

As well as providing additional capacity for those arriving by car, it is noted that the cycle storage at the station is quite well used, despite the facility being very basic. By the end of March 2018 new cycle parking, with improved security, weather protection and more capacity was erected. This facility has helped to entice some of the more local commuters to make the switch from car to bicycle for the mile journey from the town centre, especially given the cycle lanes which are in place along the A61 past the racecourse.

The bus services which call at the station are minimal, and the bus stop itself is basic, with no weather protection. There are very few services which are aligned to the train timetable, however a shuttle

to/from the town centre, particularly at peak times, could be considered, even on a trial basis. Further work is needed to understand frequency and routes which would be suitable and self-sustaining.

Overall, Thirsk station has a high footfall for its size due to the links it has with major services running North and South to key locations such as York, Leeds and Middlesbrough, however its potential is being limited by its oversubscribed car park facilities, and the lack of feasible access by more sustainable modes.

Delivery

Objectives, Targets & Actions

Objectives

- Encourage travel to/from our stations by sustainable methods
- Increase awareness of the facilities which are available at our stations and in the surrounding area to support travel by sustainable modes
- Make improvements to the facilities at our stations to support travel by sustainable modes to provide a consistent standard across all TPE stations, adopting industry best practice where possible
- Implement innovative solutions to enhance the experience of travelling to/from our stations by sustainable methods
- Work alongside the TPE accessibility panel to regularly review and amend the accessibility features at the station ensuring a consistent standard across the TPE stations portfolio
- Regularly monitor and evaluate travel patterns to/from our stations to gain an accurate representation of modal share and use these results to set appropriate targets and monitor the effectiveness of the work being undertaken to encourage travel by sustainable methods

Targets

- Year-on-Year percentage increase for modal share by sustainable methods

Actions

The actions set out in this Station Travel Plan complement or are in addition to the 400 Franchise Commitments which TransPennine Express set out to deliver within a seven year franchise period (prior to the EMA and ERMA), each of which is designed to revolutionise the train service and improve the customer experience for rail users across the North. Note that at the time of writing that franchise is currently suspended with services being delivered through an Emergency Recovery Measures Agreement for TransPennine Express between FirstGroup and the Department for Transport.

A number of these commitments have already been delivered and are already having a positive effect. Full details of all of the franchise commitments can be found on the Department for Transport website via the following link:

<https://www.gov.uk/government/publications/transpennine-express-2016-rail-franchise-agreement>

Minor Works schemes are developed on an annual basis by TransPennine Express, which seek to address small to medium scale accessibility issues at our stations, such as installing handrails and height adjustable booking office counters. The specific works for this station are not referenced in this document but are available on request by contacting the Accessibility & Integration Manager.

Each action set out in this plan has been written to be SMART: Specific, Measurable, Attainable, Realistic and Time-bound.

Delivery - Action Plan

Theme	Description	Impact	Funding Source	Deadline	Risk	Priority	Update
Station	Monitor progress of Disabled Toilet repairs and push for resolution.	High	Network Rail	ASAP	Accessibility Impact	High	IN PROGRESS: Discussions ongoing
Public Transport	Engage with local transport operators and local authorities to jointly review timetables to understand what connections are currently available with which services, and identify where changes could be made, or trials initiated.	High	To be determined	Within 12 months	No risk is associated with this activity	High	IN PROGRESS: Further discussions needed
Car Parking	Actively pursue opportunities to provide more car parking facilities at the station, ensuring that any improvement is matched by improvements to access by sustainable methods.	High	To be determined	To be scored dependent upon when land becomes available	Reliance on the private cars as a means of accessing the station	High	IN PROGRESS: Opportunities are continuing to be evaluated
Information	Conduct specific customer surveys at the station at a frequency no less than every 12 months to understand modal share, particularly asking 'have you changed your method for travelling to the station' and 'have you started using train within the last 12 months' to measure modal shift.	Medium	To be determined	Annually	No risk is associated with this activity	Medium	IN PROGRESS: TPE is looking to consolidate activity for all 19 stations upon production of all Station Travel Plans.
Cycling	Conduct cycle audits at a frequency no less than every quarter to monitor utilisation and state of repair and determine if the facilities are fit for purpose.	Low	None required	Quarterly	No risk is associated with this activity	Medium	IN PROGRESS: Changes to cycle parking at other stations have delayed this action
Car Parking	Collect car park utilisation data and monitor this, alongside station footfall figures to ascertain whether a footfall increase is being achieved through car usage or through sustainable modes.	Low	None required	Quarterly	No risk is associated with this activity	Medium	ON HOLD: Project delayed whilst car parking facilities are reviewed
Car Parking	Promote car sharing through the advertising of online car sharing databases. Consideration should be given to potential incentives which could be offered.	High	To be determined	Trial to be scoped and implemented within 12 months	Promotion of car sharing may promote car usage	Medium	ON HOLD: Project delayed whilst car parking facilities are reviewed.

