West Yorkshire Combined Authority | Tracy Brabin Mayor of West Yorkshire

Leeds City Park & Ride

Public Surveys 2025

Report May 2025, Revised August 2025

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1 Method

The aim was to sample some people to find out about their recent use of the Leeds City Park & Ride service and some people to find out about why they chose to go into Leeds City Centre by car.

In total there were four strands – park & ride journey face to face (300 responses), park & ride journey online (812 responses), city centre car journey face to face (200 responses) and city centre car journey online (1004 responses).

- The park & ride journey face-to-face method involved interviewers riding on a park & ride service on a surveyed date.
- The city centre car journey face-to-face method involved intercepting people who had travelled to a city centre parking place by car on a surveyed date.
- Respondents for the park & ride journey online survey were recruited by advertising the survey to users including through social media. Respondents were asked to think about their most recent use of Leeds City Park & Ride
- Respondents to the city centre car journey online survey were recruited through Dynata, an agency offering an online interview panel, with the survey advertised to panel members throughout Yorkshire and the Humber.
  City centre car journey respondents were all people who had travelled into Leeds City Centre by car in the last 12 months.
  They were asked to think about their most recent visit to Leeds City Centre by car.
  These online Respondents were shown a map of Leeds City Centre to confirm the broad area covered.

In all cases respondents were also asked to think more generally about their travel into Leeds City Centre. This showed that there is overlap of people who sometimes use the park & ride and sometimes travel by car into the city centre.

- Five in six respondents to the park & ride journey survey indicated use of other modes to reach Leeds City Centre, including some who had travelled all the way by car.
- One in six respondents in the city centre car journey survey had used Leeds City Park & Ride at some point and one in ten had done so in the last year.

Therefore all 2,316 responses are considered together for analysis of common questions.

Geo-demographic weighting has not been applied, as the demographic make-up of the Leeds City Centre visitor population is not known.

2 Questions Common to All Survey Strands

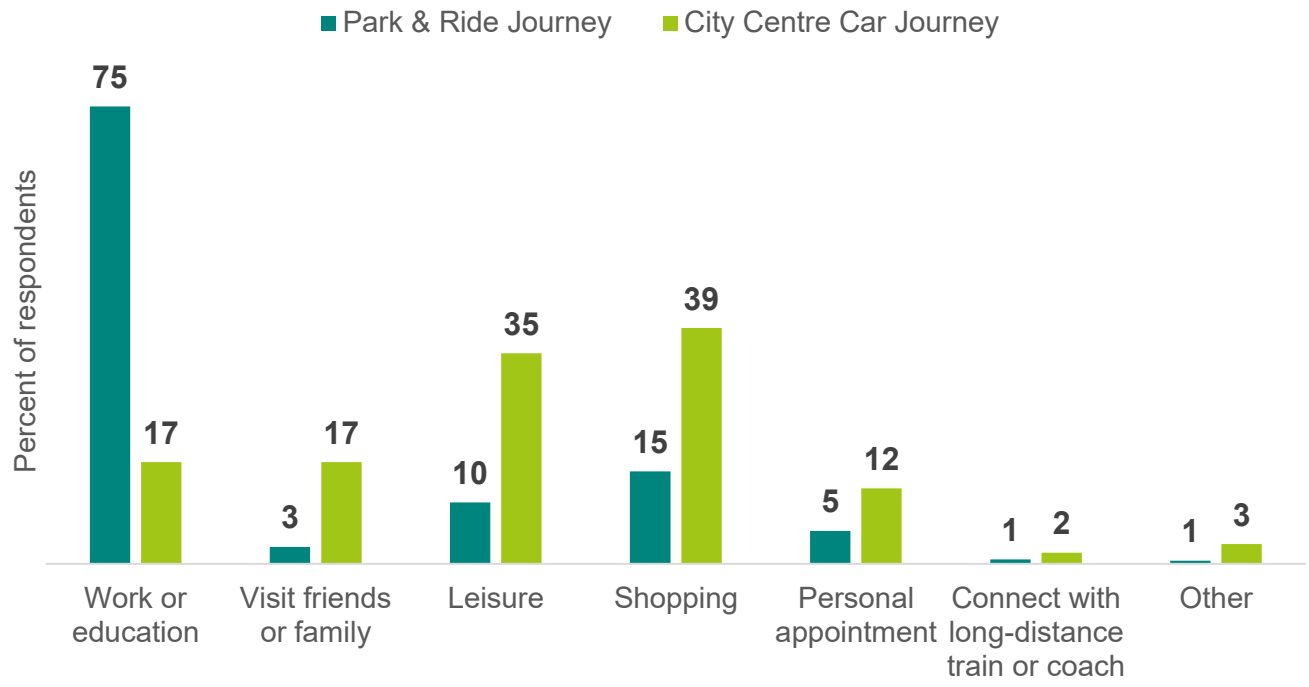
2.1 Journey Origin

As a generalisation users of **Elland Road (PR1) were mostly from South-West of the city centre**, uses of **Temple Green (PR2) were mostly from North-East of the city centre** and users of **Stourton (PR3) were mostly from South-East of the city centre**. There were generally not many respondents from North-West of the city centre.

Postcode district **LS27** had the highest number of respondents who had used a park and ride service in the last year. *Appendix 3* explores the location of responses in maps and tables.

2.2 Reasons for Visit

Headline: Park & ride journeys were more likely to be work or education trips while city centre car journeys were more likely to be leisure or shopping trips. The difference in journey purpose was particularly evident on weekdays.



Question B4 : *What were your main reasons for the visit?*
Base: *1112 park & ride journeys, 1204 city centre car journeys.*

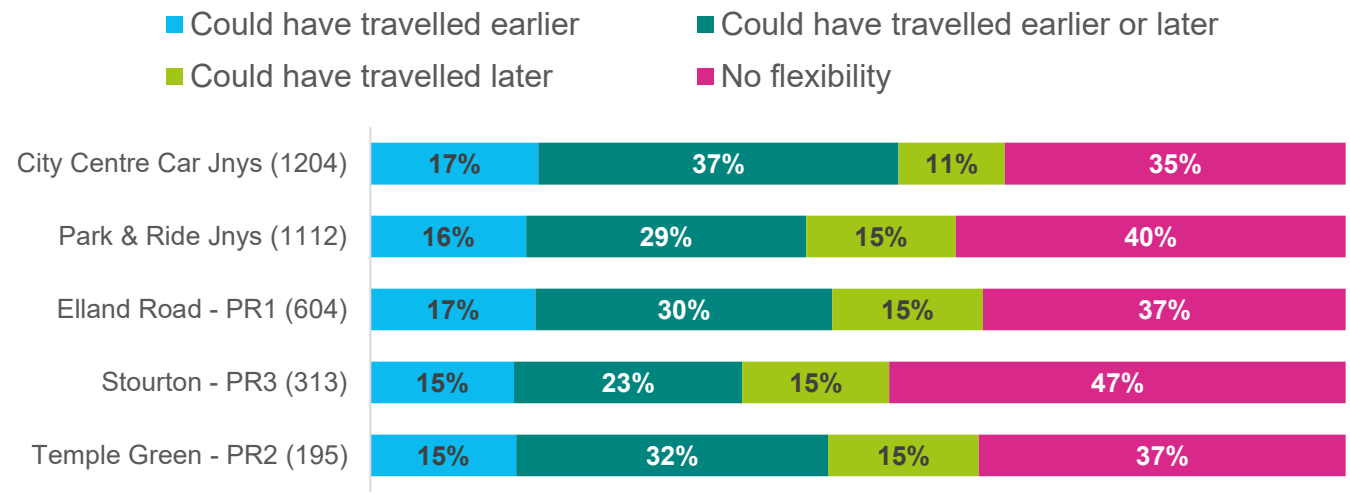
The proportion of journeys for work or education and for personal appointments appears lower at weekends than on weekdays. There were some multi-purpose journeys recorded: 85 park & ride journey respondents (about 8% of the park & ride journey sample) gave more than one main reason for their visit while 243 city centre car journey respondents (20% of the city centre car journey sample) did so. The most common combination of journey purpose was Leisure and Shopping, given for 37 park & ride journeys and 133 city centre car journeys.

2.3 Flexibility of Travel Times

Respondents were asked about their ability to have travelled earlier or later. This question of flexibility aimed to understand something about the possibility of peak-spreading.

54% of city centre car journey respondents said they could have travelled earlier. There was more flexibility around potentially travelling earlier than there was around potentially travelling later, though 37% of park & ride journeys and 29% of city centre car journeys could have done either. Park & ride travel times appear to be less flexible than city centre car journeys (40% gave no flexibility compared with 35% of city centre car journeys).

It appears that park & ride journeys using Stourton (PR3) were less flexible than the park & ride journeys of the other two sites.



B7: *Thinking about fitting in with your other commitment, could you have travelled earlier? Could You have travelled later? (Base in brackets)*

2.4 Price Sensitivity

One of the stakeholder representatives specifically requested that the survey included an investigation of price using a method known as the Van Westendorp Price Sensitivity Meter.

Conceptually the tool uses four questions

- What price is too cheap – the respondent would not trust that it is worth buying, this works well with an example like a small household item but is harder to conceptualise for something like the park & ride service.
- What price is a cheap – what the respondent would consider great value for money.
- What is expensive – what the respondent would consider starting to get a bit high.
- What is too expensive - so high that the respondent would not consider using it.

Cumulative frequency of responses to each of these questions can be plotted on a graph (and interpolated mathematically) to find four intersections. These intersections may be referred to as:

- The lower end of the acceptable range - where 'too cheap' intersects 'expensive'
- The upper end of the acceptable range - where 'cheap' intersects 'too expensive'
- The 'normal' price - where 'cheap' intersects 'expensive'
- The 'optimum' price - where 'too cheap' intersects 'too expensive'.

Respondents were asked to think about the price per adult for Leeds Park & Ride. Being aware that some respondents may consider free travel to be a perfectly acceptable extension of other zero fare concessions (as opposed to 'too cheap' for a standard adult) the survey would not accept £0.00, and to ensure that responses were in a sensible range it had an upper bound of £10.00 for 'too expensive'.

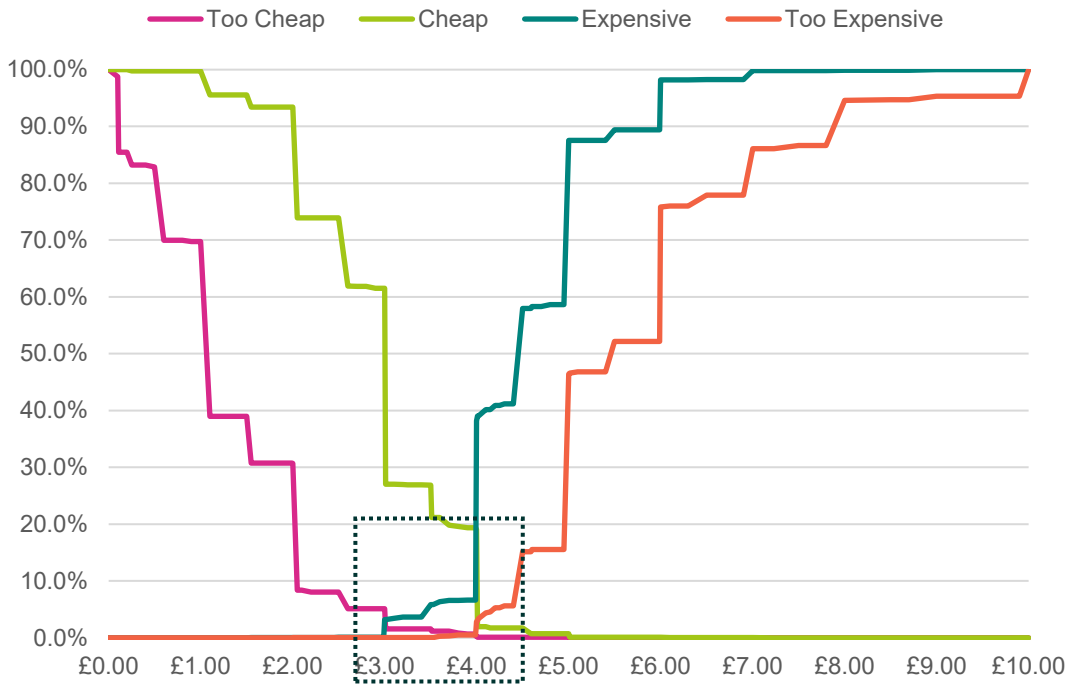
There is also an extension to the Van Westendorp Price Sensitivity Meter known as the Newton, Miller and Smith's extension. This uses a 5-point Likert scale to attempt to understand the likelihood of purchase at the 'cheap' price and at the 'expensive' price and thus to output a perceived approximate price elasticity of demand chart and a perceived revenue versus price chart.

Applying these methods, the classic intersecting lines indicate **the optimum price is about £3.98 per day** after weighting responses by frequency of travel, and Newton, Miller and Smith's extension indicates that the **optimum income yield is at £4.00 per day**. The headline price at the time of the survey was £4.00 for a day ticket and it appears that a draw-back of this price-sensitivity meter method may be that people are often 'unwilling' to suggest a price increase.

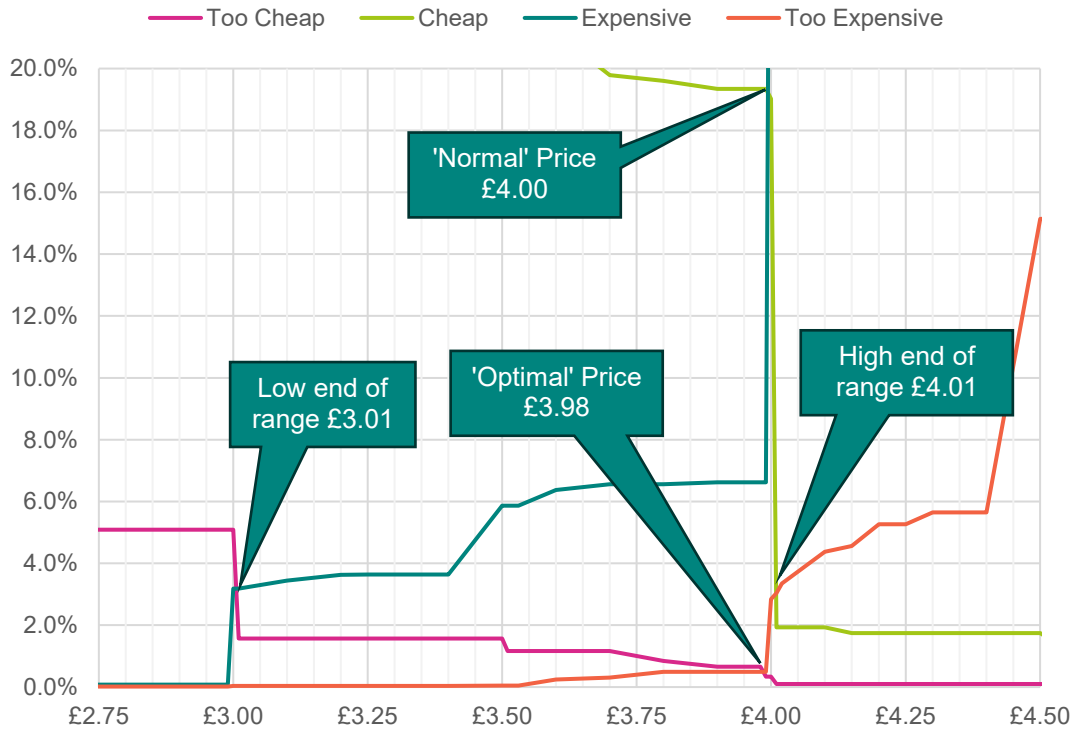
Bryan Orme, Sawtooth Software, April, 2022
"The Van Westendorp Price Sensitivity Meter technique has many critics and has its flaws. Discrete choice modeling and conjoint are generally considered better pricing research approaches. My colleague, Keith Chrzan, recently expressed his concerns regarding the Price Sensitivity Meter approach as follows, "The whole idea of calling PSM a price perceptions model helps keep matters in perspective: PSM tells us about the attitudes people have about price points and where those attitudes might create hurdles that marketing might have to overcome.

"In cases when you really cannot model competition and especially if the product is very new to the marketplace and you have little idea regarding the range of acceptable prices, then the Van Westendorp approach may be useful as an investigational tool—particularly when it includes the Newton-Miller-Smith extension. But due to the many concerns we've raised here, we caution against putting too much trust in the demand curve and revenue index charts above without additional corroboratory evidence."

Full range of responses to the Van Westendorp questions:

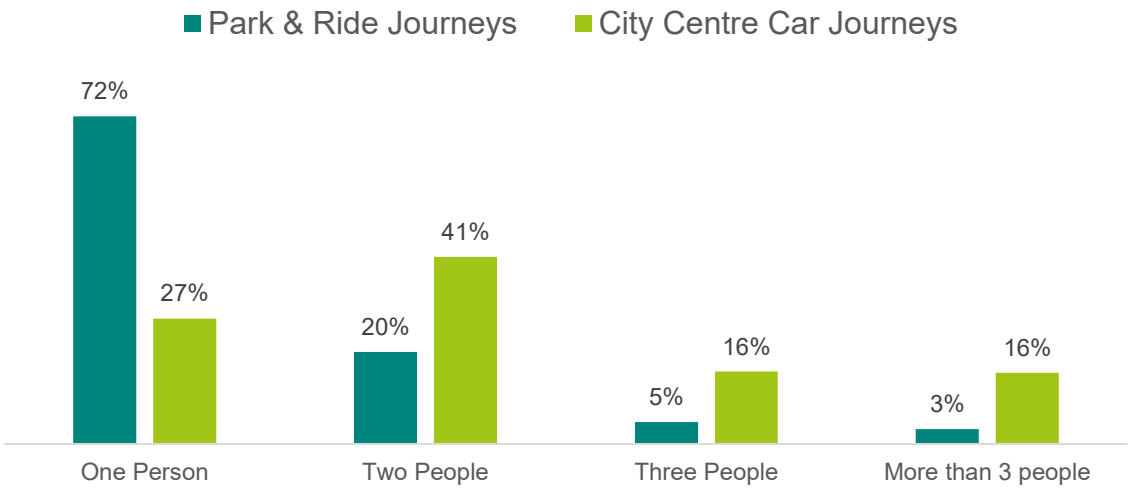


Enlargement of the area where lines intersect each other from graph above:



2.5 Car Occupancy and Length of Stay

Headline: **72%** of park & ride journeys were single occupancy cars, compared with just **27%** of city centre car journeys.



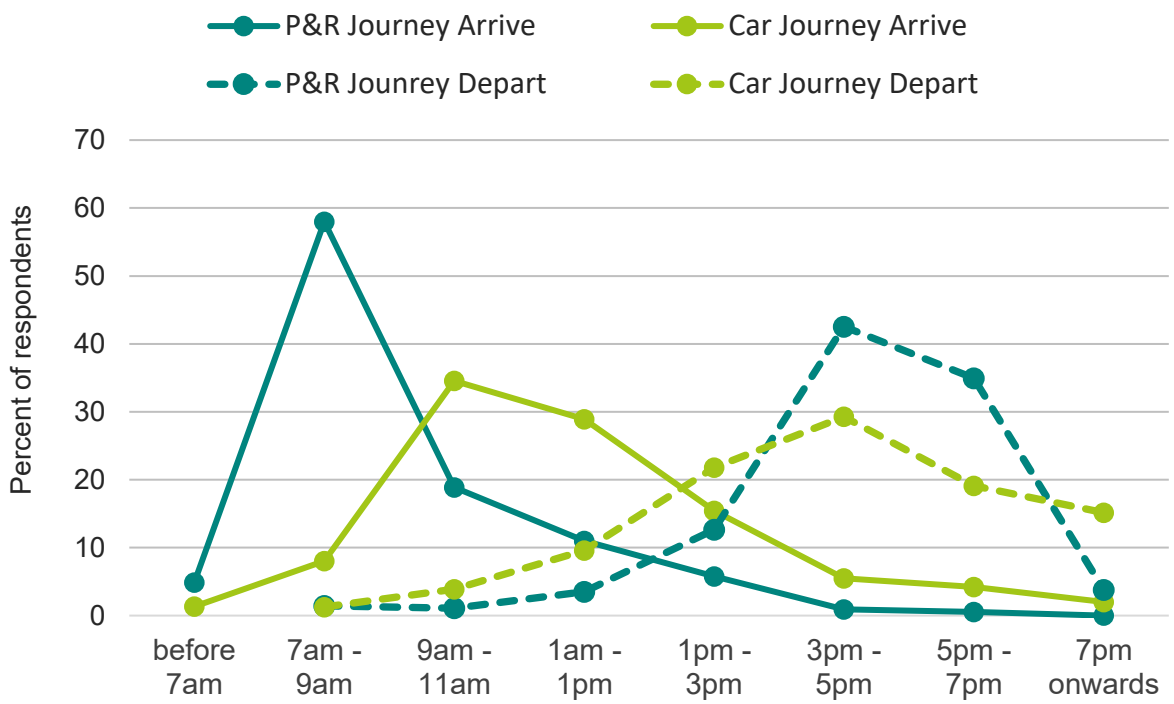
***Question B1**: Including yourself how many people were in the car [that you travelled to central Leeds in or that you travelled to the park & ride site in]. **Base:** 1112 park & ride journeys; 1204 city centre car journeys.*

Headline: Park & ride journeys were about 4 times more likely than city centre car journeys to stay in central Leeds for at least 6 hours.

Over half of park & ride journeys arrived in central Leeds between 7am and 9am. City centre car journeys were more likely to arrive after 9am. This might have a lot to do with the main reason for visit work or education compared with leisure or shopping.

Car-user departures appear more spread out, it appears they are more likely to stay for a shorter time, but also they are more likely than park & ride journeys to leave central Leeds after 7pm. Although it is not possible to determine exact length of stay from the format of the questions:

- **4 in 7 of park & ride journeys** indicated a stay of **at least 6 hours** compared with **1 in 7 city centre car journeys**.



***Question B6**: Can you tell us about the timing of your journey?*
Timed to arrive in central Leeds around [hours] Base 1107 park & ride journeys, 1204 car journeys;
Timed to depart central Leeds around [hours] Base 1107 park & ride journeys, 1189 car journeys

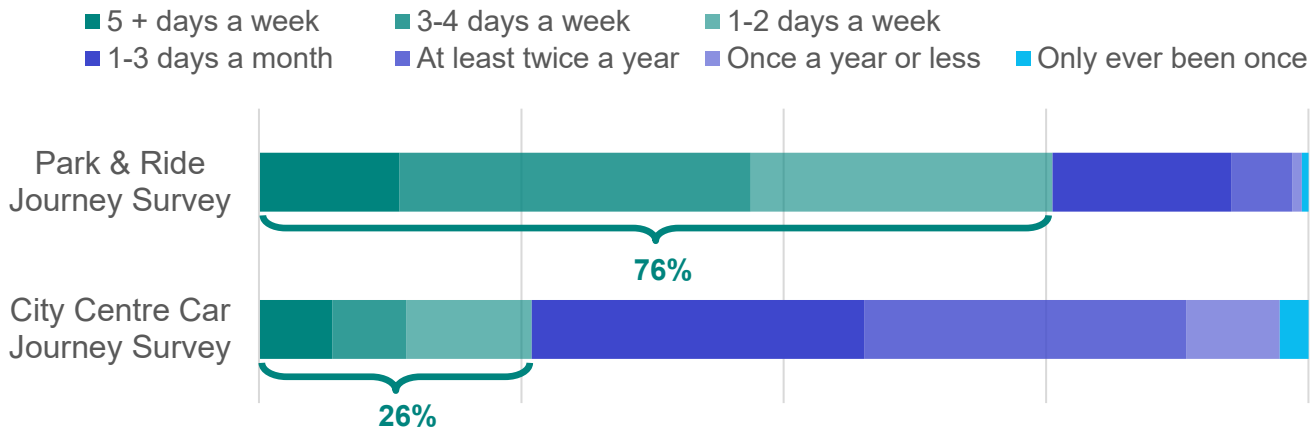
Therefore:

Single occupancy car	**+**	**Long stay**	**➔**	**Park & Ride user**
Multi-occupancy car	**+**	**Short stay**	**➔**	**Car-user into central Leeds**

2.6 Frequency of Travel to Central Leeds & Mode Choice

Overall Frequency of Travel to Leeds City Centre

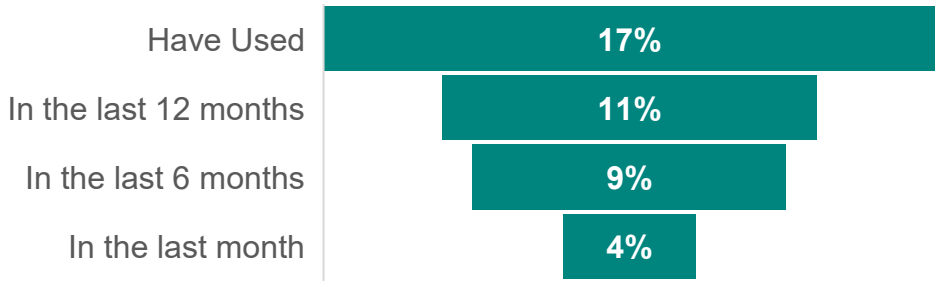
People who completed the park & ride journey survey were much more likely to be regular visitors to Leeds.
76% of respondents to the park & ride journey survey said they visit at least once a week compared to 26% of city centre car journey survey respondents.



***Question D1**: How often do your travel into central Leeds? **Base:** 1112 park & ride journeys; 1204 city centre car journeys.*

Alternative Mode Choices

17% (about 1 in 6) of the city centre car journey survey respondents had used a Leeds City Park and Ride service at some point, even if it was some years ago. This reduces to about 11% had used a service in the last year, and down to 4% had used in the last month.



***Question D5:** Have you ever used Leeds City Park & Ride? **Base** 1204.*

Over a quarter of the park and ride journey respondents said they travel into central Leeds by car some or most of the time, and less than a quarter of city centre car journey respondents said that is how they travel into the city centre every time.

Leeds City Centre by Car	Park & Ride Journey Respondents	City Centre Car Journey Respondents
Every time		22%
Most of the time	**4%**	27%
Some of the time	**25%**	27%
Hardly ever	39%	19%
Only ever been once	1%	3%
Never	32%	
Unclear		2%
Grand Total	100%	100%

Question D4: *How often do you go into central Leeds by car?* ***Base:*** *1112 park & ride journeys; 1204 city centre car journeys.*

Further to exploring alternatives used, the table below provides a summary of alternative modes used. Multiple selections were possible. Train (not park and ride) and Bus (not park and ride) were selected together by a quarter of both groups of respondents.

Have Used in the last year / month / week	Park & Ride Journey Respondents	City Centre Car Journey Respondents
Leeds City Park & Ride	**100%**	11%
Car into City Centre	68%	**100%**
Train (park & ride)	6%	13%
Train (not park & ride)	25%	35%
Bus (not park & ride)	19%	28%
Active travel	2%	10%
Taxi or private hire	14%	18%
Motorbike, e-bike, or motor scooter	0%	1%

Combination of ***Question D5 :*** *Have you ever used Leeds City Park & Ride?* ***Question D6 :*** *How long ago did you last use Leeds City Park & Ride* ***Question D4 :*** *How often do you go into central Leeds by car, and* ***Question D7 :*** *Over the last week / month / year [context depends on frequency of visiting], have you used any of these to reach central Leeds?*

3 Park & Ride Journey Questions

As this section is specific to park and ride journey survey responses the description of park and ride journey survey respondents is simplified to 'users'

3.1 Satisfaction scores out of 5

Users were asked to rate various attributes of the service using stars out of five. The lowest scoring of these attributes was opening / operating times at an average of 3.53 out of 5. Overall satisfaction with the service came in at 4.2 out of 5, while the best scoring attribute was the ease if buying a ticket. Respondents were much more satisfied with condition and cleanliness of the parking site (average 4.6 out of 5) than of the city centre bus stops (average 4.0 out of 5).

Differences between sites may not be statistically significant as there were only 195 respondents for Temple Green and only 313 respondents for Stourton. Comparing results between sites: Stourton (PR3) show the best result for greatest overall satisfaction and for value for money; Elland Road (PR1) scored best of the three for how long people had to wait for a bus and convenience of stop location in central Leeds; and Temple Green scored best on availability of seats, condition of the city centre bus stops, and helpfulness / attitude of staff.

The chart below shows the relationship between scores symbolically. The chart is followed by a table showing the scores numerically.

Stars out of 5	Elland Road (PR1)	Stourton (PR3)	Temple Green (PR2)	Overall	Base
Opening / operating hours	3.39	3.88	3.39	3.53	*1090*
Accuracy and clarity of social media info.	3.83	4.08	4.00	3.92	*630*
Condition of the city centre bus stop	3.90	4.00	4.25	3.99	*1062*
Accuracy and clarity of website information	3.99	4.20	4.09	4.06	*896*
How long you had to wait for a bus	4.13	4.00	3.93	4.06	*1100*
Availability of seats on the bus	4.06	4.09	4.53	4.15	*1105*
Overall satisfaction with the service	**4.17**	**4.29**	**4.16**	**4.20**	***1109***
Value for money	**4.20**	**4.30**	**4.28**	**4.24**	***1109***
Condition and cleanliness of the bus	4.40	4.58	4.39	4.45	*1103*
Convenience of stop location in central Leeds	4.55	4.25	4.45	4.45	*1096*
Journey time to destination	4.41	4.57	4.51	4.47	*1103*
Condition and cleanliness of parking site	4.64	4.71	4.45	4.63	*1100*
Helpfulness / attitude of staff	4.65	4.59	4.68	4.64	*1086*
Ease of buying a ticket	4.62	4.72	4.66	4.66	*1096*

3.2 Decision making on recent use of Park & Ride

How users find out about Leeds City Park & Ride

Users were asked how they found out about the Park & Ride services. 4 in 10 said they did so by using the service regularly, 3 in 10 through friends or family and just over 1 in 10 by internet search or by seeing the buses in Leeds. People travelling from within West Yorkshire were more likely to say by using regularly while people visiting from outside West Yorkshire were more likely to say internet search.

How found out	Travelled From: Leeds built up area	Rest of West Yorkshire	Outside West Yorks	Overall
Internet Search	**9%**	**11%**	**24%**	**13%**
Social media	5%	5%	3%	5%
Road signs	3%	8%	6%	7%
Poster	3%	2%	2%	2%
Friends or family	**29%**	**29%**	**32%**	**29%**
Encouraged by employer	4%	7%	13%	7%
Saw the buses in Leeds	**13%**	**14%**	**10%**	**13%**
Radio	1%	0%	0%	0%
Tourist info	2%	0%	1%	1%
Leeds List	1%	1%	0%	1%
Encouraged by college/university	0%	2%	2%	1%
By using regularly	**43%**	**42%**	**29%**	**41%**
Other	11%	6%	3%	6%
Total	124%	127%	127%	126%
Base	*120*	*835*	*157*	*1112*

When did the user decide to use the park & ride

The vast majority (97%) of respondents decided to use the Park & Ride before they left home, with only small numbers deciding during their journey.

When Decided to Use	Travelled From			
	Leeds built up area	Rest of West Yorkshire	Outside West Yorks	Overall
Before I left home	97.5%	98.0%	94.9%	97.5%
Early on in the car journey	0.0%	0.8%	3.8%	1.2%
When I approached the park & ride site	2.5%	1.2%	1.3%	1.2%
Base	*120*	*835*	*157*	*1112*

Why the user chose park & ride

The reason most chosen for using Park & Ride was that it was cheaper than parking in the city centre, followed by it being easier than driving into the city centre, and it being easier than parking in the city centre. Users of Elland Road were more likely than others to say there was a speed advantage compared to getting a bus all the way from home. 9% of online respondents and 3% of face-to-face respondents said that train disruption was a reason to choose Park & Ride.

Among the other reasons, comparison with train service was common. There were also favourable comparisons to normal bus services and two respondents indicating that they use the bus service as a walk-on, rather than park & ride, service.

Main reasons for using the Park & Ride bus	Elland Road (PR1)	Stourton (PR3)	Temple Green (PR2)	Total
Easier than driving into the city centre	65%	70%	64%	66%
Easier than parking in the city centre	64%	63%	61%	63%
Cheaper than parking in the city centre	74%	79%	65%	74%
Trains were disrupted	9%	4%	7%	7%
Quicker than getting a bus all the way from home	42%	35%	31%	38%
Other or can't remember	2%	4%	5%	3%
Total	256%	256%	232%	252%
Base	*604*	*313*	*195*	*1112*

Relating Ticket Choice to Frequency of Use

It appears that the respondents most likely to use a Park & Ride ticket bought through work (i.e. through First's Commuter Club) are those use Park & Ride at least 5 days per week.

The most popular tickets among those using park & ride 3 to 4 days a week are bundles of 5 to 20 one day tickets, while individual days were the most used ticket type for respondents using park and ride once per month or less.

Interestingly users of a bus-only MCard also appear more likely to use park and ride at least 5 days per week than any other frequency of travel.

Ticket used that day	Frequency of Park & Ride Use					
	5+ per week	3-4 per week	1-2 per week	1-3 per month	<1 per month	Overall
P&R bought through work	10%	1%				1%
P&R bundle 5 to 20 days	**51%**	**54%**	45%	6%	3%	37%
P&R £4 day ticket	24%	39%	**47%**	**66%**	**65%**	**47%**
P&R Saturday group £6.50			<1%	2%	2%	1%
P&R £1.50 after 3pm ticket			<1%	3%	4%	1%
P&R senior/disabled day ticket			1%	14%	15%	4%
MCard bus and rail ticket		1%	1%	1%	0.0%	0.6%
MCard bus-only ticket	6%	2%	3%	1%	0.0%	2.2%
Single - Adult	2%	1%	1%	1%	2%	1%
Something else	7%	3%	2%	6%	8%	4%
Don't know	1%	<1%	<1%	1%	2%	1%
Total	100%	100%	100%	100%	100%	100%
Base	*124*	*345*	*335*	*175*	*133*	*1112*

It appears that park & ride tickets bought through work were used by people who travelled at least 3 days per week, and most travelled at least 5 days per week; 97% of bundle usage was by people using the services at least once a week. Use of £4 day tickets was most spread-out - some respondents who said that they travel by park and ride five or more days per week said they use £4 day tickets - but the most popular use of these tickets is among people travelling 1 to 2 days per week. Senior or disabled day tickets are unlikely to be used by people travelling more than once a month though 4% are used by people traveling once or twice a week.

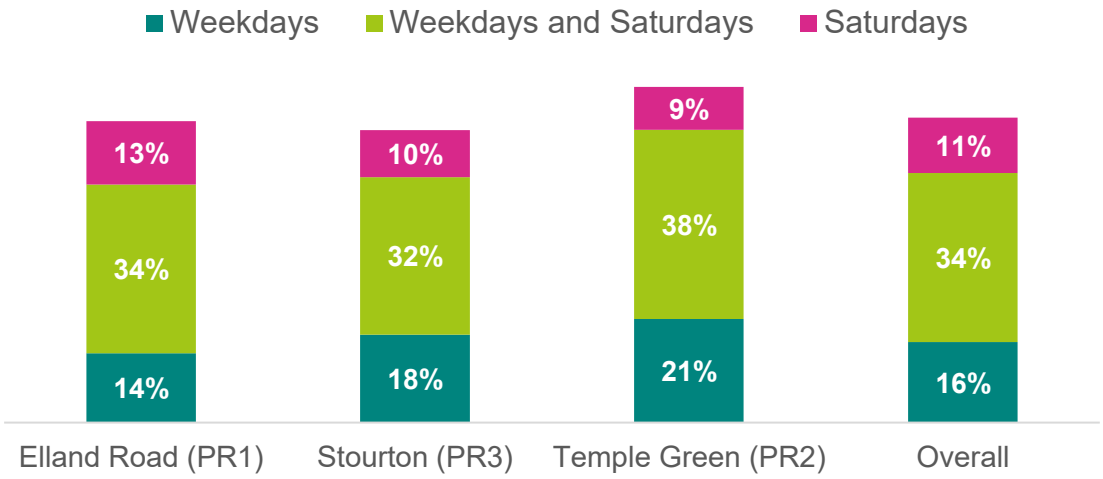
Frequency of Park & Ride use	Ticket used that day					
	P&R bought through work	P&R bundle 5 to 20 days	P&R £4 day ticket	P&R senior or disabled day ticket	All others	Overall
5 or more per week	**86%**	15%	6%	0%	16%	11%
3-4 per week	14%	**45%**	26%	0%	19%	31%
1-2 per week	0%	36%	**30%**	4%	23%	30%
1-3 per month	0%	2%	22%	**52%**	22%	16%
<1 per month	0%	1%	17%	43%	19%	12%
Total	100%	100%	100%	100%	100%	100%
Base	*14*	*414*	*520*	*46*	*118*	*1112*

The 118 ‘others’ included
7 Saturday group tickets,
12 After 3pm discounts,
32 MCard users,
14 Adult singles,
45 Something else (unspecified), and
8 don’t know.

3.3 Later last bus and Sunday opening questions

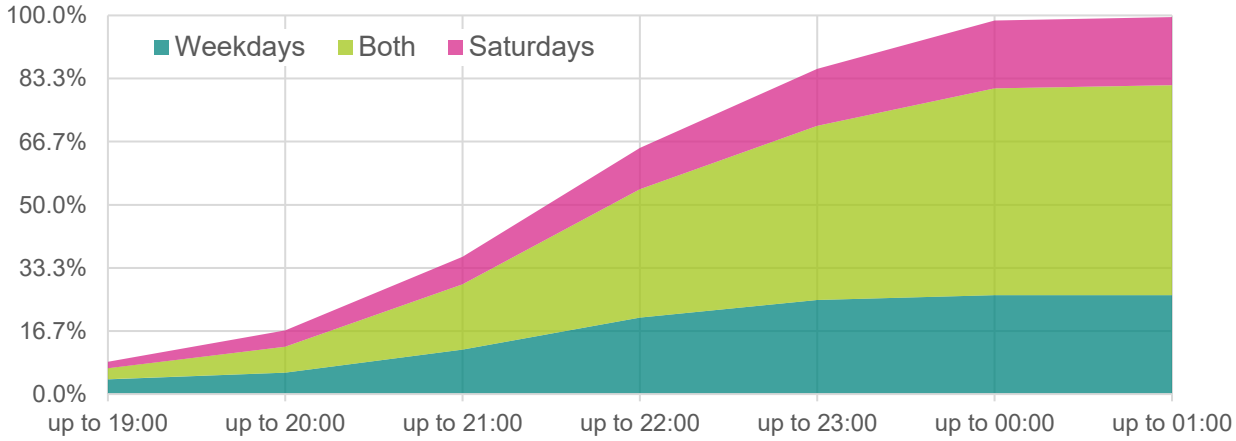
Headline: **62%** of users said they would **use the park & ride more** often **if the last bus was later**.

The sites named are the sites last used, respondents were not asked if the site they would use more is the same site, and there was no attempt to quantify any likely increased use.



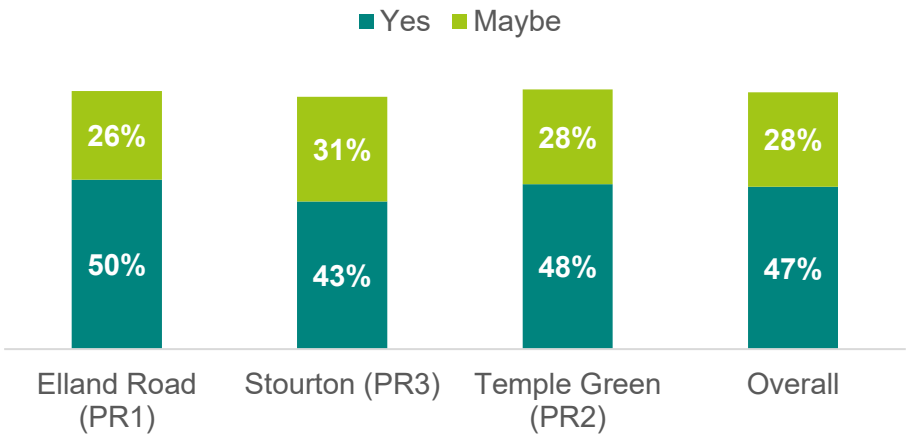
***Question E2** : Would you use the Park & Ride sites more often if the last bus was later? **Base** : 1112*

Among respondents who said they would use park & ride sites more often if the last bus was later, one third gave suitable last bus times up to 21:00 (9pm), the next third gave times up to 22:00 (10pm) and the final third gave later times, the latest time given being 4am. There appears to be more interest in buses after 10pm on Saturdays than on weekdays.



***Question E4** : What time would suit you for the last bus back from the city centre ?*
***Base** : 689 answered yes to question E3*

47% of users said they would use more if park & ride opened on Sundays, and a further 28% said maybe they would. Like with the 62% who said they would use more if the last bus was later there was no attempt to quantify any likely increased use.



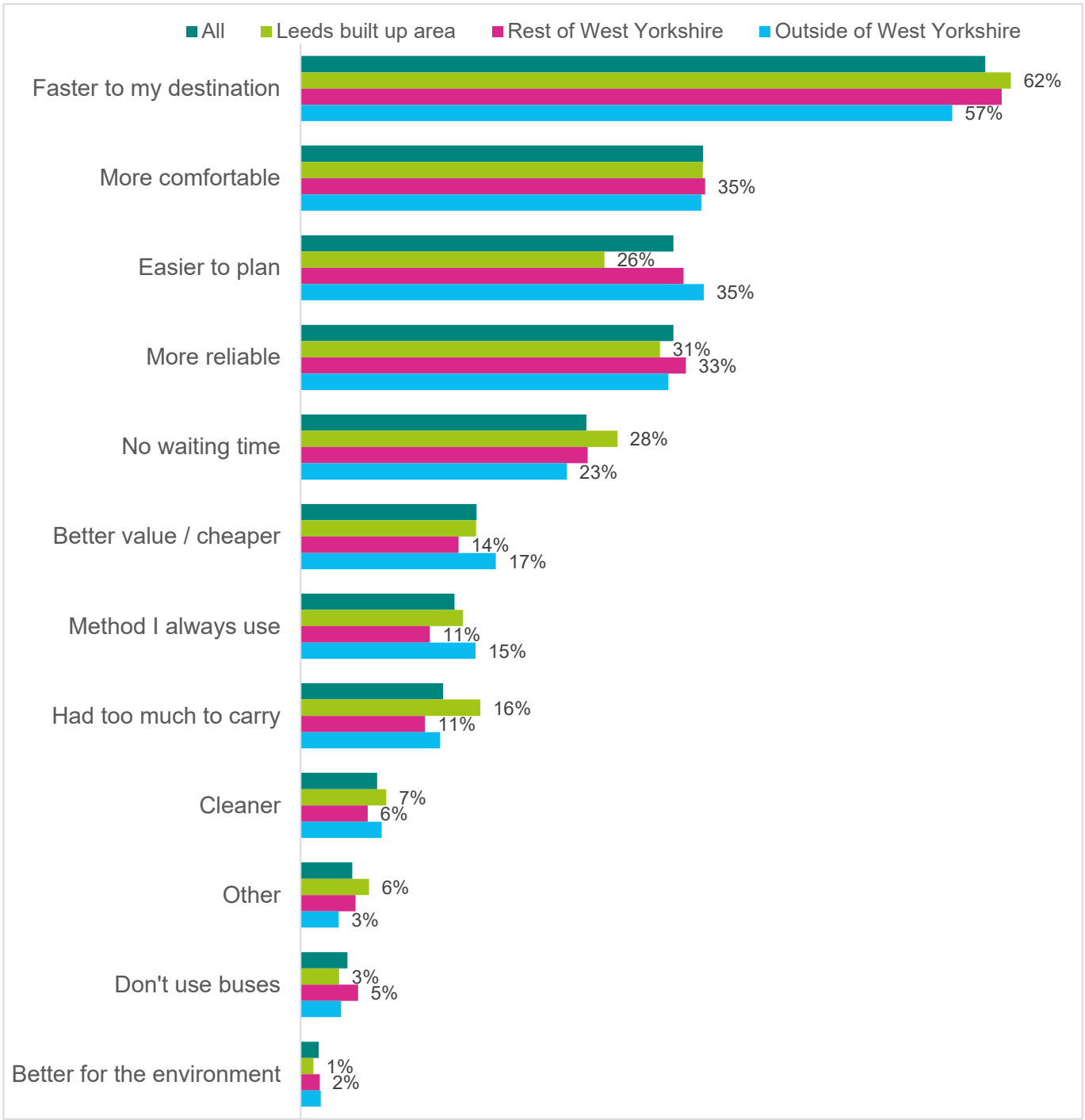
***Question E5**: Would you use the Park & Ride sites more if they opened on Sunday daytime. **Base**: 1112*

4 Car-user Survey Questions

4.1 Reasons for choosing car over any other mode

Headline: Around 3 in 5 respondents who chose to travel by car did so because it was faster to their destination than other options.

More comfortable, easier to plan, and more reliable came next, all chosen by over 30% of respondents. Notably, 26% of respondents travelling from within the Leeds-Pudsey built up area said it was easier to plan compared with 35% from outside of West Yorkshire. Respondents were able to select multiple options, and all choices have been treated equally in this analysis. There was no particular stand-out combination of reasons.

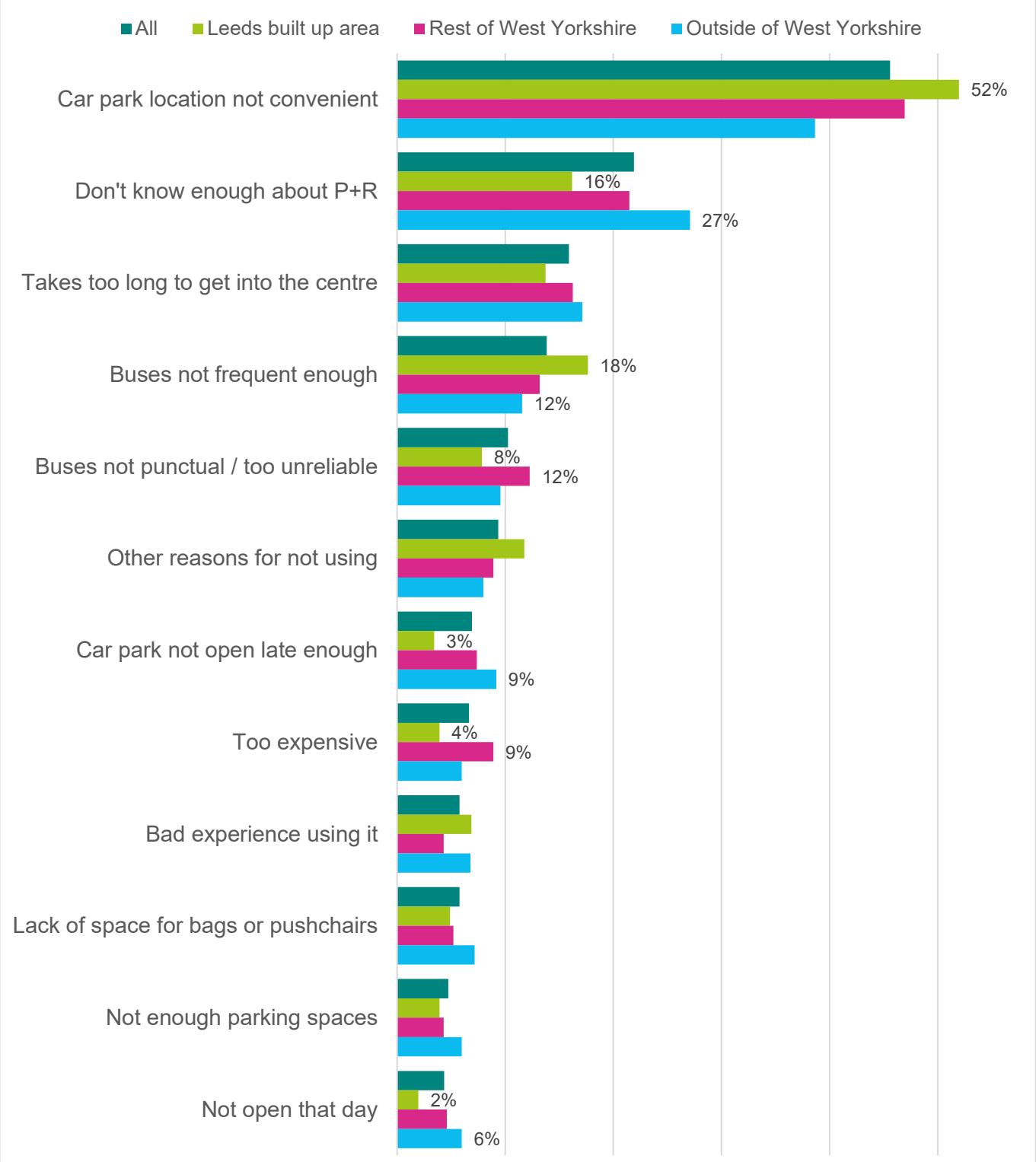


***Question B8**: Why did you decide to go into the centre by car instead of any other options?*
***Base**: Respondents to city centre car journey questionnaire. All 1204, Leeds built-up area 269, Rest of West Yorkshire 481, non-West Yorkshire 454*

4.1 Reasons for not choosing Park & Ride

Headline: The most common reason given for not using the Leeds City Park & Ride service was that the car park location was not convenient.

The operating hours / days seem to be more of an issue for respondents from outside of West Yorkshire. Respondents from the Leeds-Pudsey built up area were the most likely to say frequency was a reason while from the rest of West Yorkshire were more likely than others to suggest punctuality / reliability and price as issues. 1 in 3 respondents were not aware of the park & ride service and were not asked this question.

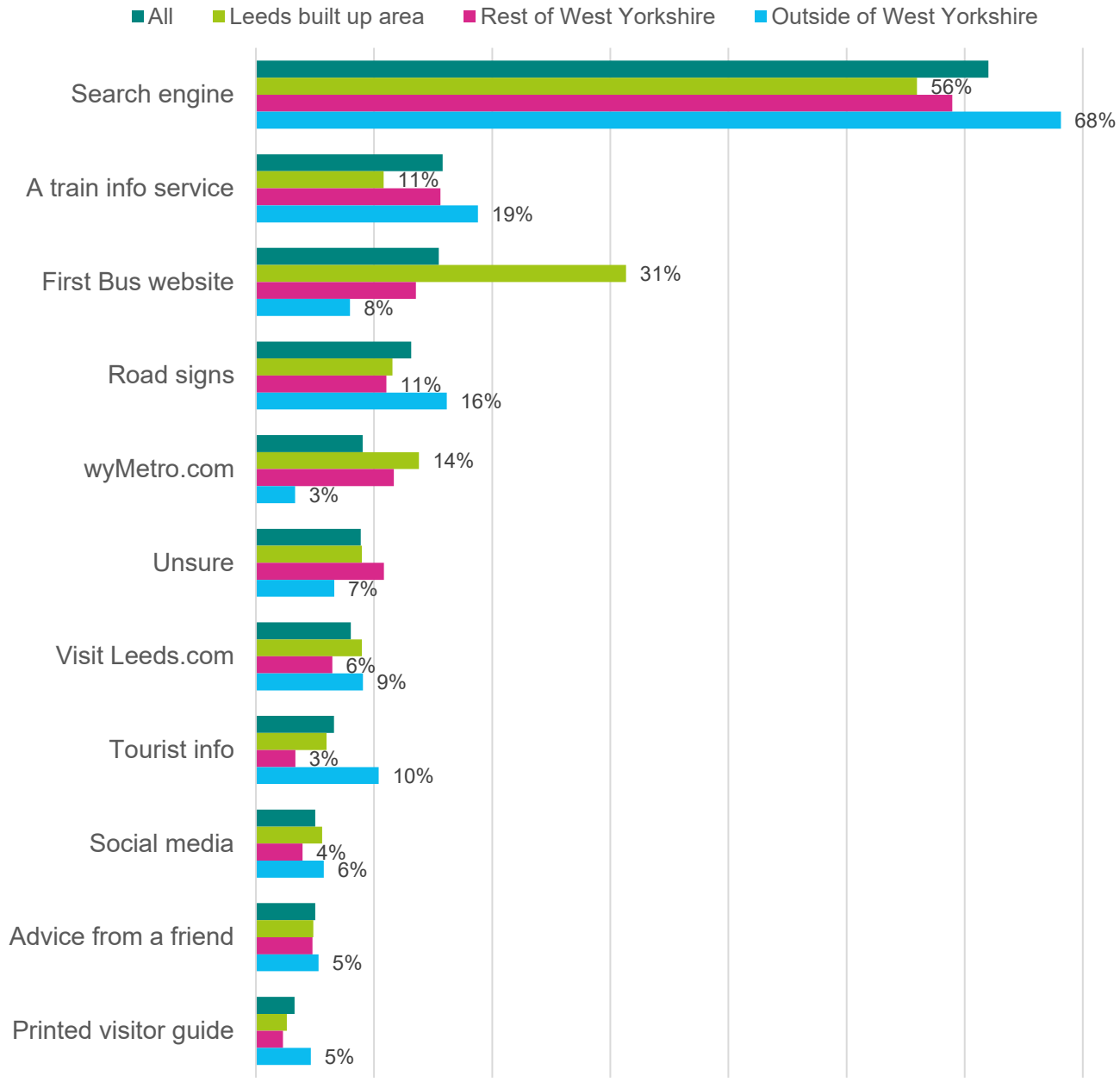


***Question B9**: Were you aware of Park & Ride buses into Leeds? B10: What are the main reasons you chose not to use the Park & Ride bus that day? **Base**: Respondents to city centre car journey questionnaire. All 781, Leeds built-up area 204, Rest of West Yorkshire 326, non-West Yorkshire 251*

5 Communication Channels

What city centre car journey respondents would you use to find out how to get into the centre of Leeds.

Using an internet search engine was by far the most common choice, especially for people from outside West Yorkshire. A train information service was the next most common overall, though maybe not so relevant for potential park & ride users. Leeds built up area were more likely to look at the First Bus website. In the rest of West Yorkshire the choice between First Bus Website and wyMetro.com was less pronounced, but the wyMetro.com site was the least common option for respondents from outside of West Yorkshire were.



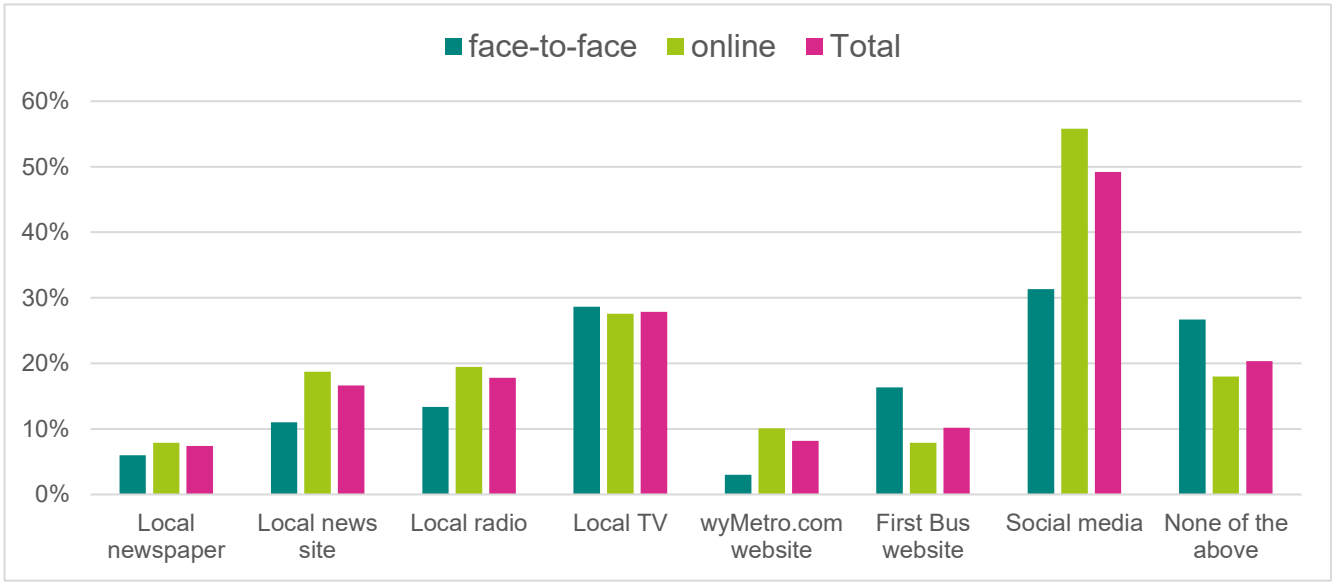
Question D6: Thinking more generally, what tools would you use to find out how to get into the centre of Leeds? **Base**: Respondents to city centre car journey questionnaire. All 1195, Leeds built-up area 268, Rest of West Yorkshire 480, non-West Yorkshire 452

60 respondents selected social media. These people were asked about their preferred network. Many chose more than one network. Within this small sample the responses were:
38 Facebook, 30 Instagram, 22 YouTube, 17 TikTok, 15 Twitter/X, 11 Snapchat, 7 LinkedIn, 7 Reddit, 6 Pinterest, 5 Blue Sky, 2 Other.

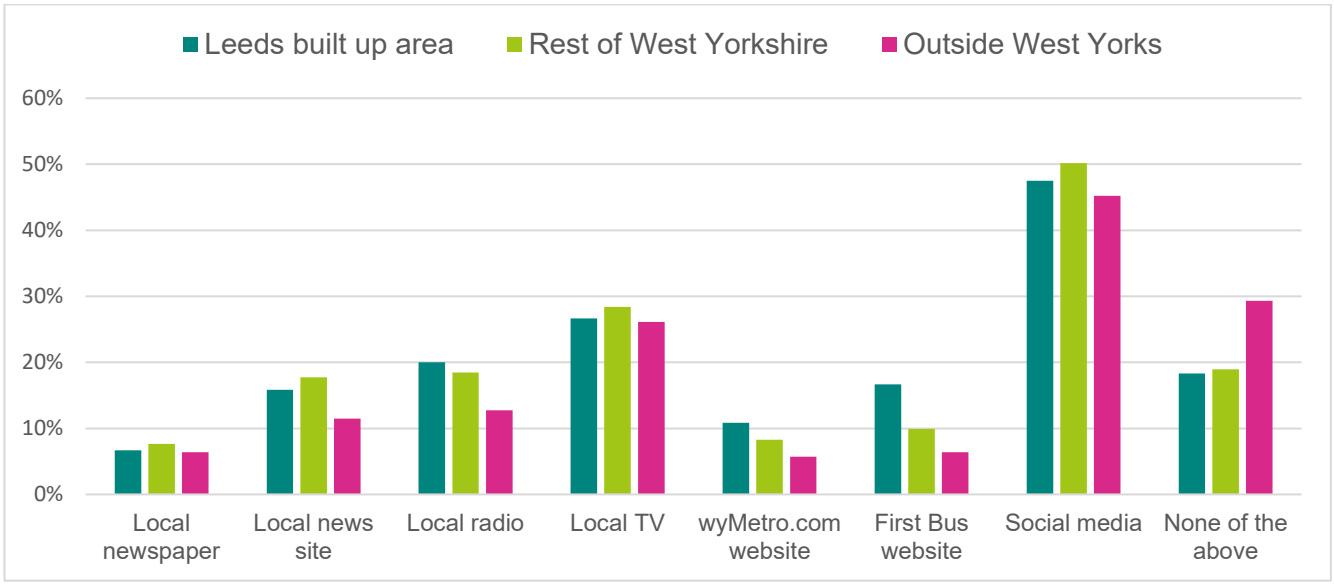
Channels that park and ride journey respondents regularly read / watch / listen to. This is a general question, not specifically for transport information.

One of the ways that the online survey was advertised was through social media. That might be an explanation for the much higher interest in social media from online respondents than face-to-face respondents.

Respondents from outside West Yorkshire appear to be harder to reach by any of the suggested channels.

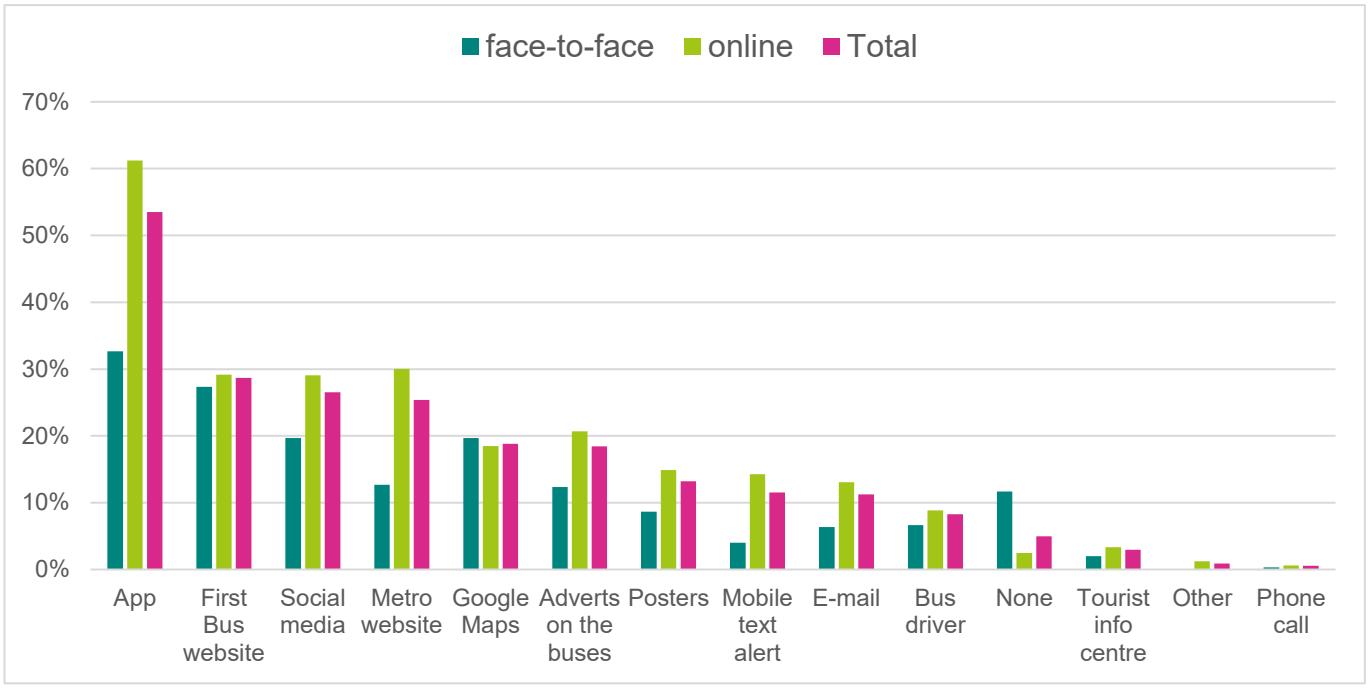


***Base**: 300 face-to-face, 812 online, 1112 total*

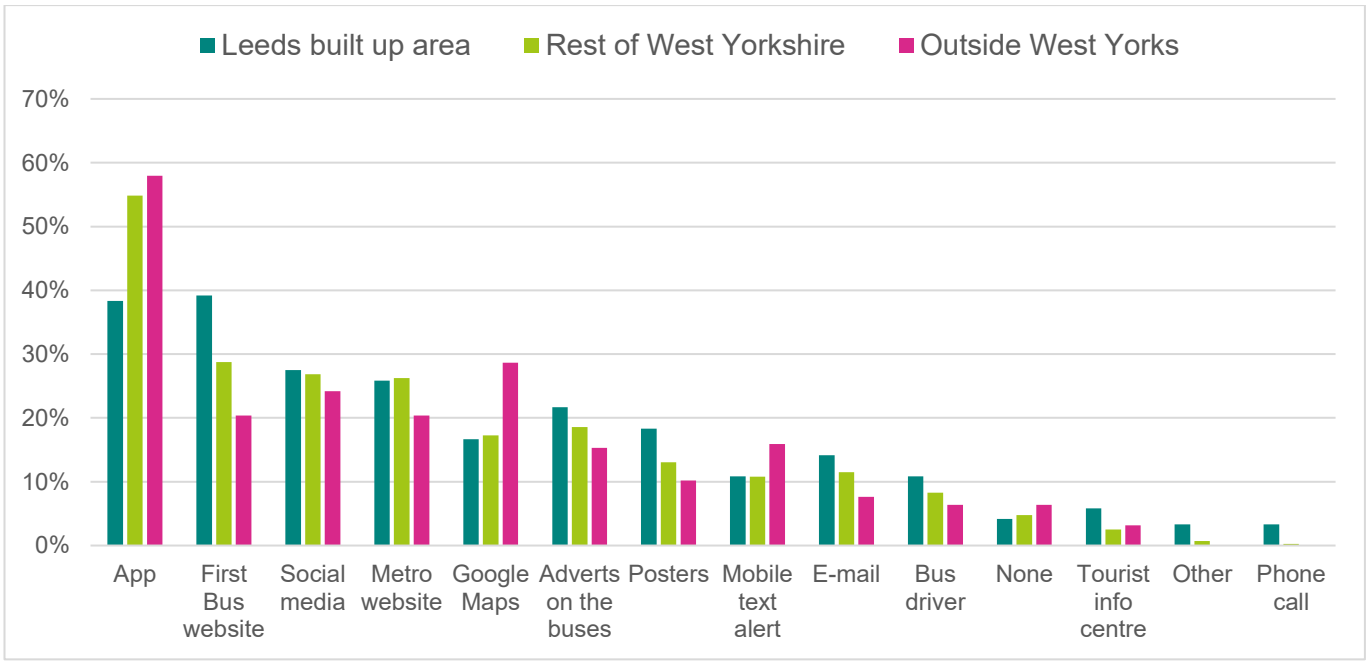


***Base**: 120 Leeds built-up area, 835 rest of West Yorkshire, 157 outside West Yorkshire. 1112 total*

How park and ride journey respondents would prefer to find Park & Ride information



***Base**: 300 face-to-face, 812 online, 1112 total*



***Base**: 120 Leeds built-up area, 835 rest of West Yorkshire, 157 outside West Yorkshire. 1112 total*

Appendix 1 - Demographics of Respondents

The following demographics describe respondents to the survey. The survey method does not tell us whether respondents to the survey were in proportion to users of the park & ride services, nor whether to users of city centre parking facilities.

1.1 Age

Age	Park & Ride Journey Respondents	City Centre Car Journey Respondents
18 to 25	9%	13%
26 to 35	18%	22%
36 to 45	22%	19%
46 to 55	26%	17%
56 to 65	16%	16%
66 or over	6%	12%
Prefer not to say	2%	0%
Total	**100%**	**100%**

1.2 Gender

Notably the 'user' sample contains 60% female respondents whereas the car-user sample contains 50%. The car-user sample is nearer to the general population. Within the user survey methods, 59% of face-to-face respondents and 62% of online respondents were female.

Gender	Park & Ride Journey Respondents	City Centre Car Journey Respondents
Female	61%	50%
Male	37%	49%
Prefer another term	0%	0%
Prefer not to say	2%	0%
Total	**100%**	**100%**

1.3 Ethnicity

Responders to the user survey were more likely than city centre car journeys to be of white ethnicity.

Ethnicity	Park & Ride Journey Respondents	City Centre Car Journey Respondents
White	88%	80%
Asian, Asian British	4%	8%
Black, Black British, Caribbean or African	1%	8%
Mixed or Multiple ethnic groups	3%	2%
Other	0%	1%
Prefer not to say	4%	0%
Total	**100%**	**100%**

1.4 Index of Multiple Deprivation

Where possible postcode or partial postcode was resolved to an Index of Multiple Deprivation (IMD) quintile. Responders to the park & ride user survey were more likely to travel be from less deprived areas, while those who responded to the car-user survey were more likely to be more deprived areas.

IMD Quintile	Park & Ride Journey Respondents	City Centre Car Journey Respondents
1 Most deprived	19%	28%
2	17%	17%
3	21%	20%
4	26%	20%
5 Least deprived	17%	15%
Total	**100%**	**100%**

1.5 Car Occupancy

The car occupancy question asked about adults age 19 and over and young people age 18 and under. As it is possible to pass a driving test aged 17 or 18, it is possible for a car to contain no adults aged 19. The questions did not delve any further into age or eligibility for discounted / zero fare bus travel.

Occupancy	Adults (age 19 or over) in car	Young People (age 18 or under) in car	Park & Ride Journey Respondents %	City Centre Car Journey Respondents %
Single	1	0	71.8	27.2
Single	0	1	0.8	0.2
		Single occupancy sub-total	71.9	27.49
2	1	1	1.9	4.3
2	2	0	18.3	36.7
		Two-person occupancy sub-total	20.1	41.0
3	0	3		0.1
3	1	2	0.8	2.1
3	2	1	0.9	6.6
3	3	0	3.1	7.1
		Three-person occupancy sub-total	4.8	15.9
More than 3	0	More than 3		0.1
More than 3	1	3	0.1	0.7
More than 3	1	More than 3	0.9	0.7
More than 3	2	2	0.9	5.5
More than 3	2	3	0.2	1.7
More than 3	2	More than 3	0.5	0.8
More than 3	3	1	0.1	1.7
More than 3	3	2		0.5
More than 3	3	More than 3	0.1	0.1
More than 3	More than 3	0	0.3	2.7
More than 3	More than 3	1		0.7
More than 3	More than 3	2	0.1	0.3
More than 3	More than 3	More than 3	0.1	0.1
		More than 3 people sub-total	3.2	15.6
		TOTAL	100.0	100.0

Appendix 2 – Frequency of Travel to Leeds City Centre and Use of Park & Ride

Respondents were categorised as core users, recent users, and other respondents.

- Anyone who uses park and ride at least once a month, or who said they had used it in the last month, was classed as a **core user**.
- Everyone who completed the park & ride journey survey, plus city centre car journey survey respondents who had used a Leeds Park & Ride service 12 months ago or more recently than that, were classed as having used a service **in the last year**.
- Car journey survey respondents who did not indicate that they have used a park & ride service in a year were classed as non-users in the summary.

		Frequency of Travel into central Leeds							
		5 + days a week	3-4 days a week	1-2 days a week	1-3 days a month	At least twice a year	Once a year or less	Only ever been once	Total
Park & Ride Journey Respondents' Frequency using the Park & Ride									
	5 + days a week	**124**							**124**
	3-4 days a week	**16**	**329**						**345**
	1-2 days a week	**5**	**31**	**299**					**335**
	1-3 days a month	**1**	**6**	**13**	**155**				**175**
	At least twice a year	**1**	**4**	**6**	**22**	**55**			**88**
	Once a year or less	**1**	**1**	**0**	**7**	**2**	**8**		**19**
	Only ever been once	**1**	**1**	**2**	**5**	**8**	**2**	**7**	**26**
	Sub Total	**149**	**372**	**320**	**189**	**65**	**10**	**7**	**1112**
City Centre Car User Respondents' Last use Park & Ride									
	Within the last month	**7**	**10**	**12**	**12**	**3**	**1**		**45**
	2-6 months ago	10	12	11	18	9	1		**61**
	7-12 months ago	0	3	3	4	9	2		**21**
	1-2 years ago	6	8	5	23	9	2		53
	Several years ago	2	1	3	6	8	2		22
	Unclear	1	1	1	0	0	2		5
	Never	53	46	100	303	315	90	33	940
	Not answered	5	4	9	16	16	7	0	57
	Sub Total	**84**	**85**	**144**	**382**	**369**	**107**	**33**	**1204**
	All Respondents	**233**	**457**	**464**	**571**	**434**	**117**	**40**	**2316**

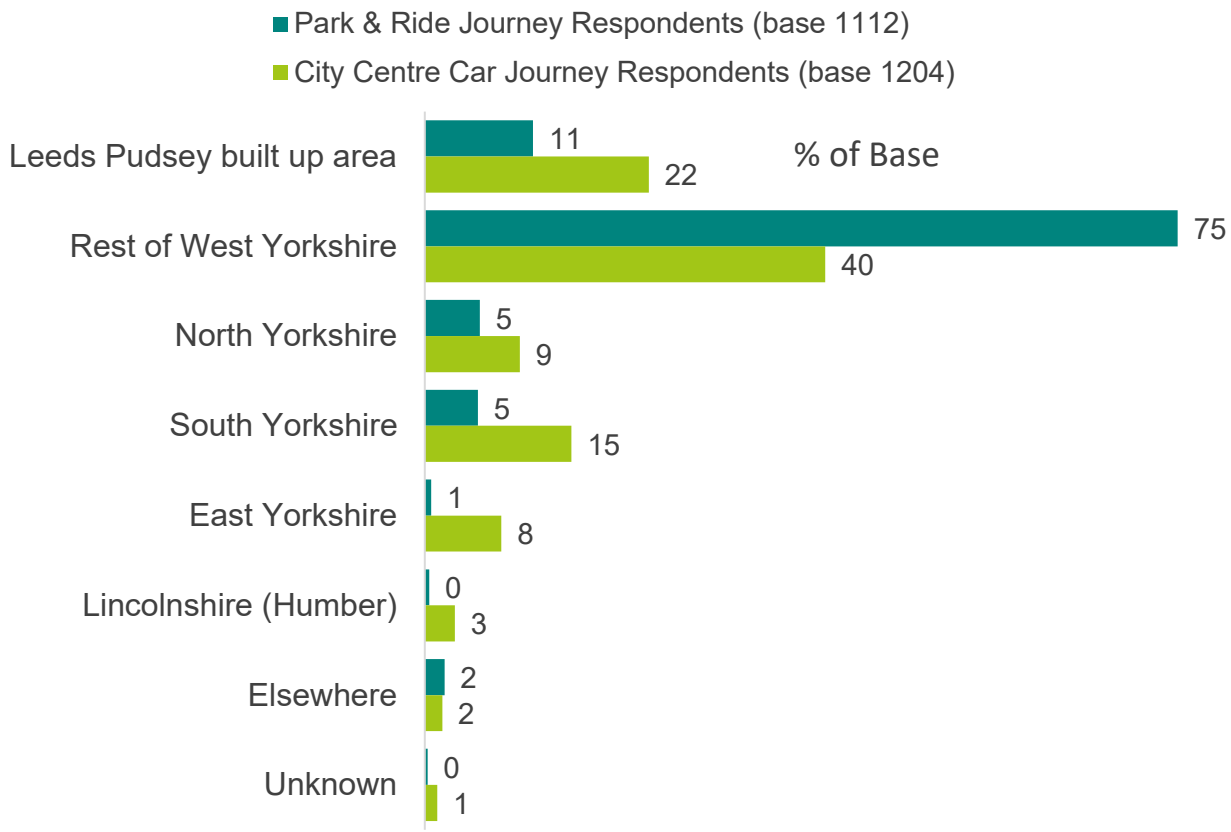
This gives a total of '1024' core user respondents and 1239 'within the last year' respondents out of 2316 respondents. These classifications were used for when mapping responses to geography (see appendix 3).

Appendix 3 - Geography of Respondents

General Area

Park & Ride journey respondents were highly likely to have travelled from somewhere in West Yorkshire but not from Leeds & Pudsey built up area.

While there were many park & ride journeys from outside West Yorkshire there were also many respondents to the car journey survey.



Maps

The maps 1 to 4 in this appendix illustrate the distribution of responses.

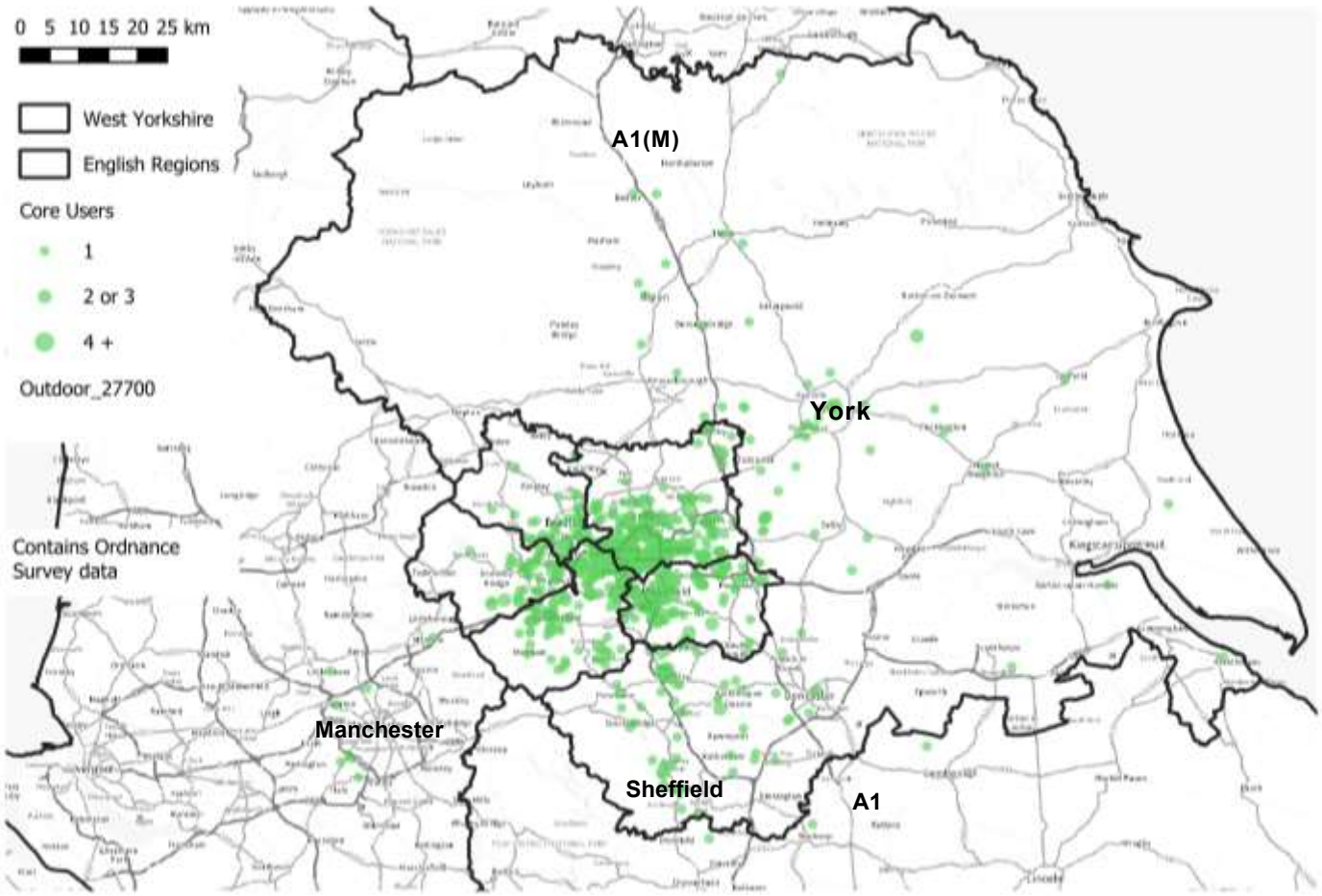
Maps 1 and 3 show core users (anyone who uses park and ride at least once a month, or who said they had used it in the last month), while maps 2 and 4 show the park & ride sites that responses relate to, including respondents that were not core users.

As a generalisation users of **Elland Road (PR1) were mostly from South-West of the city centre**, uses of **Temple Green (PR2) were mostly from North-East of the city centre** and users of **Stourton (PR3) were mostly from South-East of the city centre**. There were generally not many respondents from North-West of the city centre.

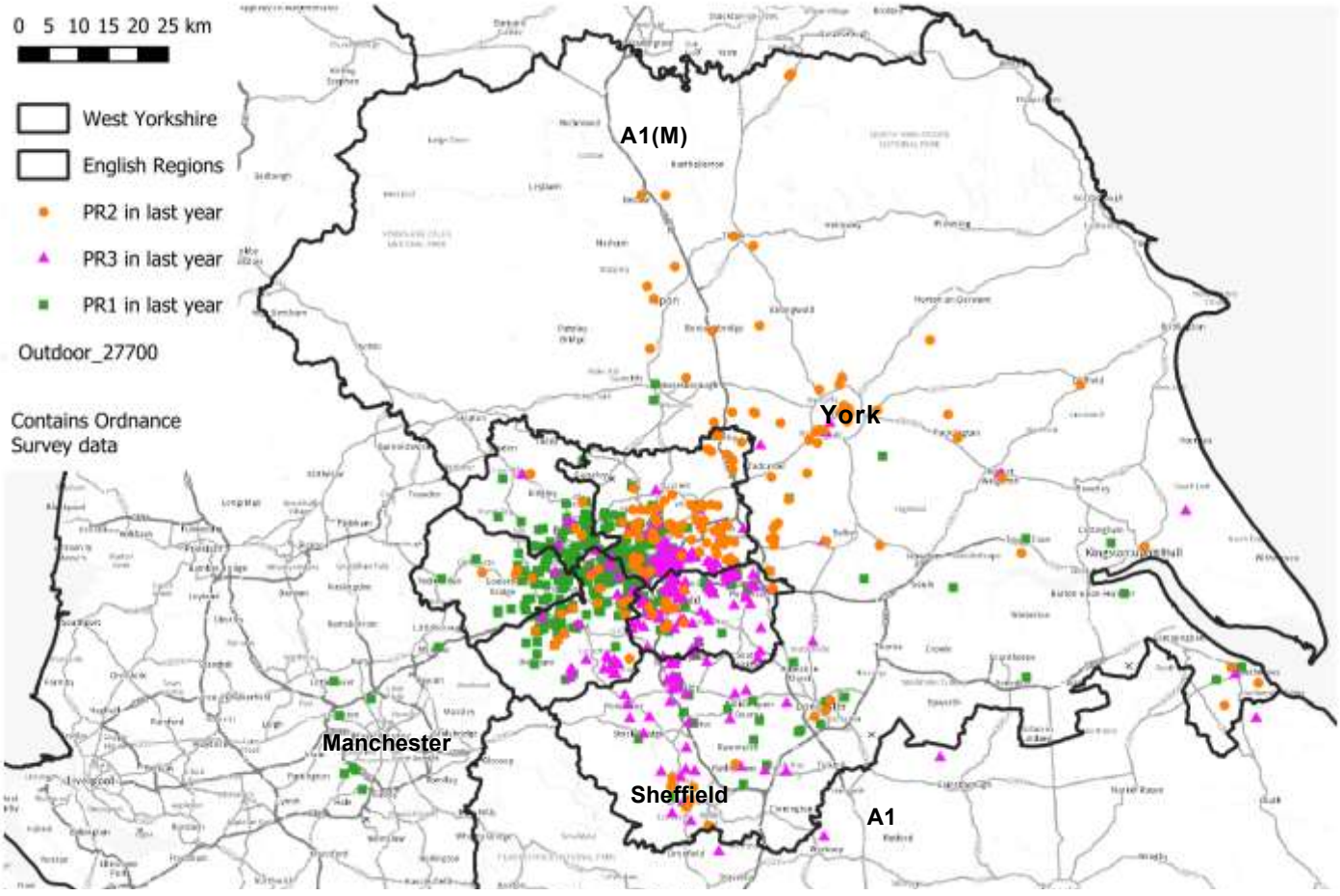
Where possible responses were also summed to full postcode, where that was not possible, they were summed to a postcode sector (e.g. LS27 2), and where that was not possible, they were summed to a postcode district (e.g. LS27). The points on the map are the centroids of the best available detail for the respondents.

On the pages following the maps there is a list of postcode districts and a summary of responses received.

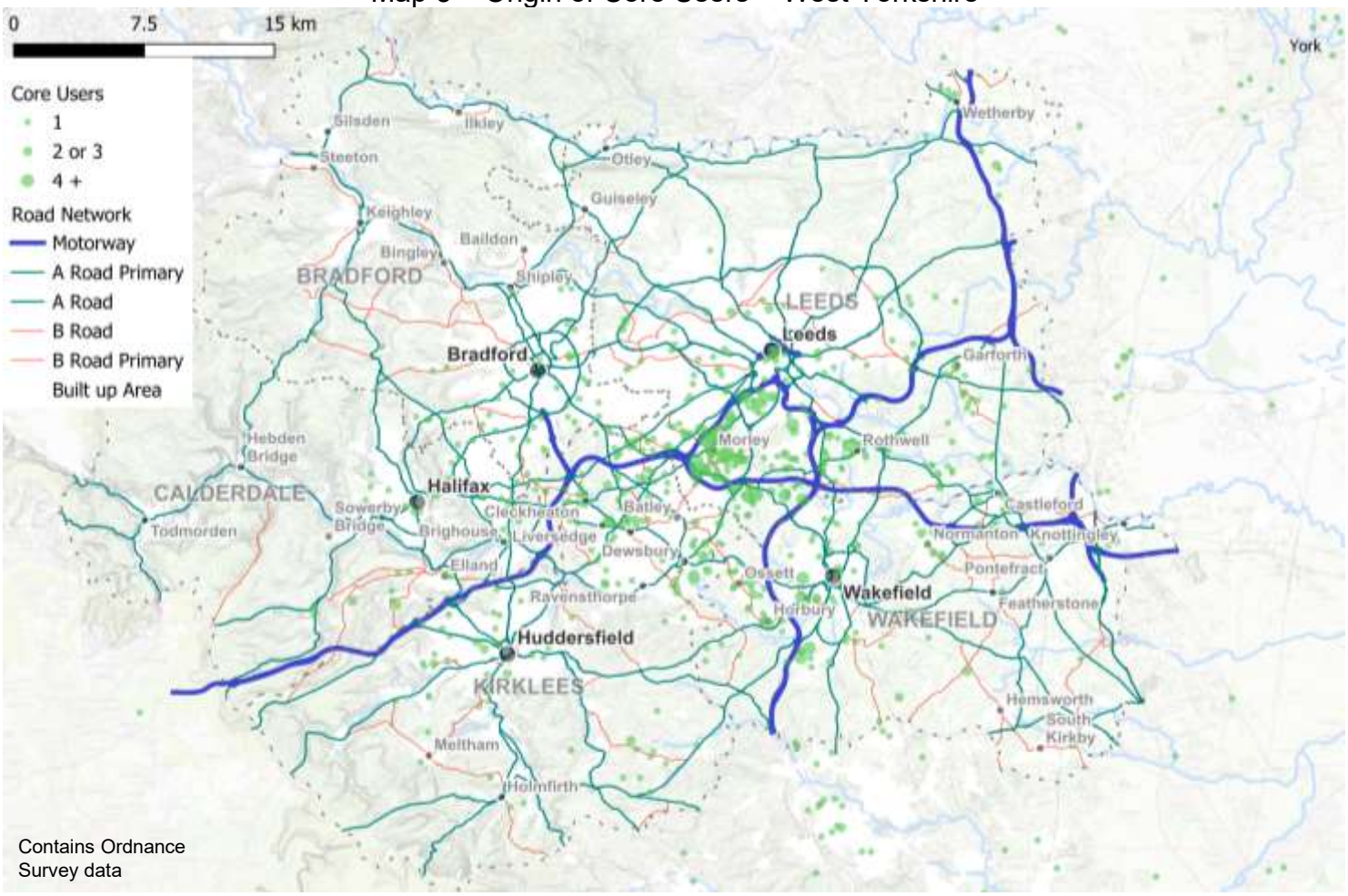
Map 1 – Origin of Core Users – Yorkshire and the Humber



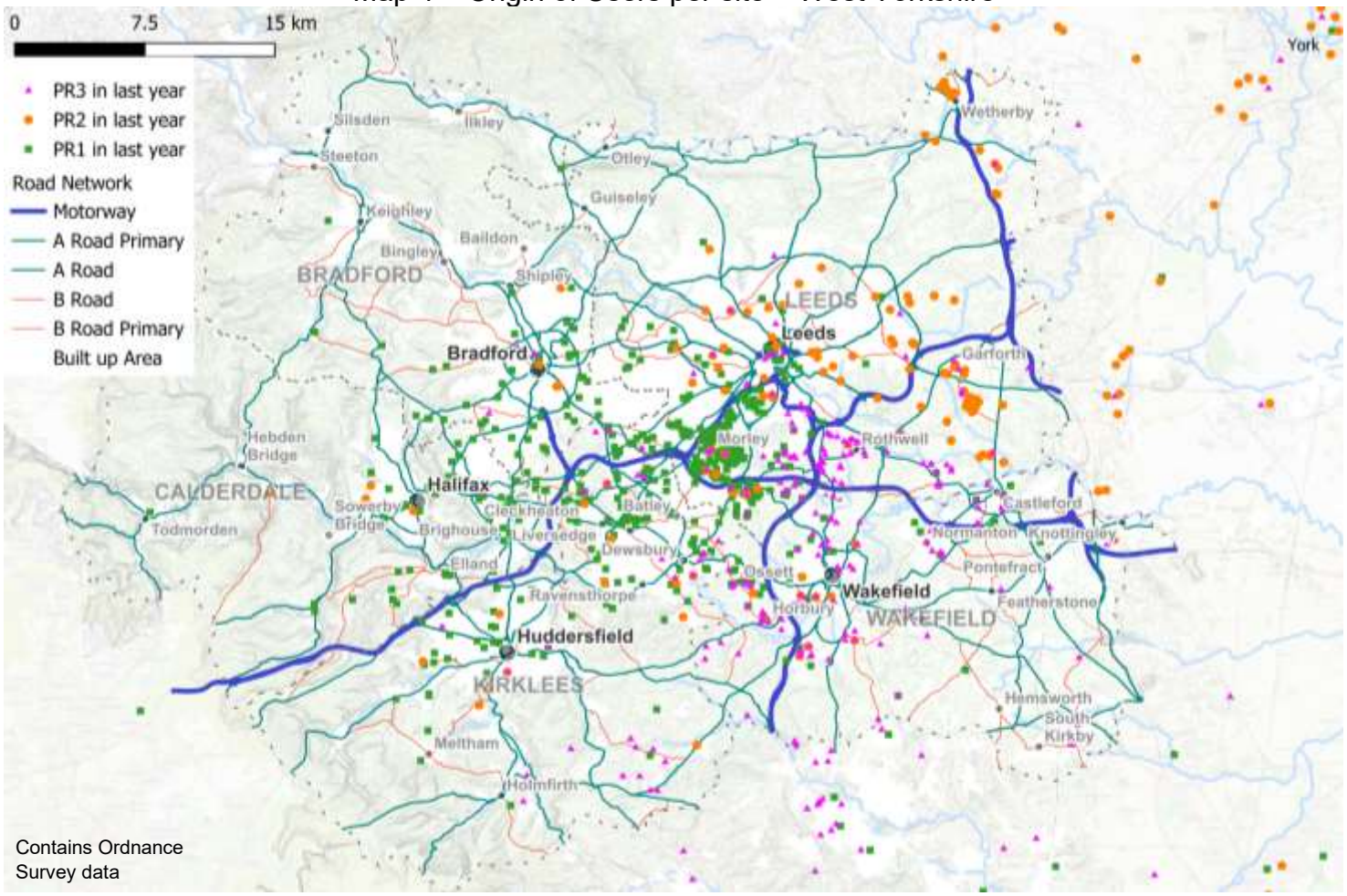
Map 2 – Origin of Users per site – Yorkshire & the Humber



Map 3 – Origin of Core Users – West Yorkshire



Map 4 – Origin of Users per site – West Yorkshire



Response Counts per Postcode District

The table below (spread over four pages) lists all the postcode districts from which there were survey respondents, including some beyond the edge of the maps. Postcode districts with double figures of recent users are picked out in **indigo**. Elland Road (PR1) is over-represented compared with ticket machine counts. Some car journey survey respondents said they had also used park & ride recently but did not say which site they had used so the individual sites may not add up to the total.

Postcode Area	Postcode District	Core Users	Other used within year	Total Used	Elland Road (PR1)	Temple Green (PR2)	Stourton (PR3)	No recent use
B	B3	0	1	1	0	0	1	0
B	B10	0	0	0	0	0	0	1
BD	BD1	1	4	5	3	1	1	2
BD	BD2	2	1	3	3	0	0	9
BD	BD3	4	0	4	4	0	0	4
BD	**BD4**	**11**	2	**13**	**10**	2	1	13
BD	BD5	0	0	0	0	0	0	5
BD	BD6	4	1	5	4	0	1	6
BD	BD7	3	0	3	3	0	0	5
BD	BD8	0	1	1	0	0	1	11
BD	BD9	0	1	1	1	0	0	5
BD	BD10	2	0	2	1	1	0	5
BD	**BD11**	**19**	3	**22**	**19**	0	2	12
BD	BD12	9	0	9	9	0	0	2
BD	BD13	8	0	8	8	0	0	5
BD	BD14	0	0	0	0	0	0	3
BD	BD15	0	0	0	0	0	0	2
BD	BD16	0	0	0	0	0	0	10
BD	BD17	0	0	0	0	0	0	5
BD	BD18	1	0	1	1	0	0	7
BD	**BD19**	**23**	3	**26**	**22**	2	2	3
BD	BD20	0	1	1	0	1	0	11
BD	BD21	1	0	1	0	0	1	3
BD	BD22	1	1	2	2	0	0	8
BD	BD23	0	0	0	0	0	0	2
BD	BD24	0	0	0	0	0	0	1
BL	BL1	0	0	0	0	0	0	1
BL	BL3	1	0	1	1	0	0	0
CV	CV22	0	0	0	0	0	0	1
CW	CW3	0	0	0	0	0	0	1
DE	DE4	1	0	1	0	0	1	0
DL	DL6	0	0	0	0	0	0	1
DL	DL7	1	0	1	0	1	0	1
DL	DL8	1	0	1	0	1	0	2
DL	DL9	0	0	0	0	0	0	1
DL	DL11	0	0	0	0	0	0	1
DN	DN1	0	0	0	0	0	0	3
DN	DN2	2	0	2	1	1	0	3
DN	DN3	0	1	1	1	0	0	0
DN	DN4	1	2	3	1	2	0	5
DN	DN5	1	0	1	0	0	1	4
DN	DN6	2	0	2	1	0	1	3
DN	DN7	0	0	0	0	0	0	2
DN	DN8	0	0	0	0	0	0	1
DN	DN9	0	0	0	0	0	0	1
DN	DN10	1	0	1	0	0	1	2
DN	DN12	2	0	2	2	0	0	0
DN	DN14	1	1	2	2	0	0	5
DN	DN15	0	0	0	0	0	0	5
DN	DN16	1	0	1	1	0	0	5
DN	DN17	0	0	0	0	0	0	5
DN	DN18	0	0	0	0	0	0	1
DN	DN19	1	0	1	1	0	0	0
DN	DN20	0	0	0	0	0	0	2

Postcode Area	Postcode District	Core Users	Other used within year	Total Used	Elland Road (PR1)	Temple Green (PR2)	Stourton (PR3)	No recent use
DN	DN31	0	1	1	0	1	0	1
DN	DN32	1	1	2	1	0	1	1
DN	DN33	0	0	0	0	0	0	2
DN	DN34	0	1	1	1	0	0	4
DN	DN35	0	1	1	0	1	0	6
DN	DN36	0	1	1	0	0	1	0
DN	DN37	0	1	1	0	1	0	0
DN	DN40	0	0	0	0	0	0	1
GU	GU15	0	0	0	0	0	0	1
HD	HD1	7	0	7	7	0	0	5
HD	HD2	9	1	10	6	2	1	10
HD	HD3	5	0	5	4	0	1	5
HD	HD4	6	1	7	3	2	1	8
HD	HD5	4	1	5	4	0	1	12
HD	HD6	8	0	8	8	0	0	3
HD	HD7	8	0	8	7	1	0	2
HD	HD8	11	1	12	2	1	9	10
HD	HD9	7	1	8	4	0	3	4
HG	HG1	0	1	1	1	0	0	4
HG	HG2	0	1	1	1	0	0	8
HG	HG3	1	0	1	0	1	0	6
HG	HG4	3	0	3	0	3	0	4
HG	HG5	1	0	1	0	1	0	6
HU	HU1	0	0	0	0	0	0	1
HU	HU3	0	0	0	0	0	0	4
HU	HU4	0	0	0	0	0	0	1
HU	HU5	0	1	1	1	0	0	6
HU	HU6	0	0	0	0	0	0	7
HU	HU7	0	0	0	0	0	0	3
HU	HU8	0	0	0	0	0	0	1
HU	HU9	0	1	1	0	1	0	5
HU	HU10	0	0	0	0	0	0	1
HU	HU11	1	0	1	0	0	1	2
HU	HU12	0	0	0	0	0	0	4
HU	HU13	0	0	0	0	0	0	3
HU	HU14	0	0	0	0	0	0	1
HU	HU15	0	2	2	1	1	0	3
HU	HU16	0	0	0	0	0	0	2
HU	HU17	0	0	0	0	0	0	11
HU	HU18	0	0	0	0	0	0	3
HX	HX1	5	0	5	4	1	0	4
HX	HX2	3	2	5	3	2	0	6
HX	HX3	18	1	19	18	0	1	14
HX	HX4	8	1	9	9	0	0	2
HX	HX5	4	0	4	4	0	0	3
HX	HX6	3	0	3	3	0	0	3
HX	HX7	1	1	2	1	1	0	1
LA	LA2	0	0	0	0	0	0	1
LE	LE2	0	0	0	0	0	0	1
LE	LE10	0	0	0	0	0	0	1
LE	LE67	0	0	0	0	0	0	1
LN	LN6	1	0	1	0	0	1	0
LS	LS1	9	3	12	8	0	4	34
LS	LS2	2	1	3	0	2	1	16
LS	LS3	0	0	0	0	0	0	4
LS	LS4	0	0	0	0	0	0	8
LS	LS5	1	0	1	0	1	0	3
LS	LS6	3	2	5	0	3	2	14
LS	LS7	2	1	3	2	1	0	10
LS	LS8	1	1	2	0	2	0	14
LS	LS9	8	3	11	2	8	0	15
LS	LS10	25	6	31	11	0	20	11
LS	LS11	39	1	40	32	6	2	19

Postcode Area	Postcode District	Core Users	Other used within year	Total Used	Elland Road (PR1)	Temple Green (PR2)	Stourton (PR3)	No recent use
LS	LS12	14	5	19	11	6	2	16
LS	LS13	3	2	5	4	1	0	12
LS	LS14	4	0	4	1	2	1	9
LS	LS15	10	2	12	1	10	1	16
LS	LS16	1	1	2	1	1	0	19
LS	LS17	0	2	2	0	0	1	17
LS	LS18	0	0	0	0	0	0	8
LS	LS19	0	0	0	0	0	0	11
LS	LS20	0	0	0	0	0	0	2
LS	LS21	0	0	0	0	0	0	4
LS	LS22	8	2	10	0	10	0	8
LS	LS23	6	1	7	0	6	1	4
LS	LS24	3	1	4	1	2	1	3
LS	LS25	27	13	40	0	33	6	14
LS	LS26	54	3	57	2	5	48	12
LS	LS27	166	26	192	181	5	4	13
LS	LS28	8	1	9	9	0	0	12
LS	LS29	1	0	1	1	0	0	8
LS	LS98	1	0	1	1	0	0	0
M	M23	1	0	1	1	0	0	0
M	M25	1	0	1	1	0	0	0
M	M27	1	0	1	1	0	0	0
M	M32	0	0	0	0	0	0	1
M	M33	3	0	3	3	0	0	0
NE	NE2	0	0	0	0	0	0	1
NG	NG10	1	0	1	1	0	0	0
NG	NG25	0	0	0	0	0	0	1
NN	NN12	0	2	2	2	0	0	0
OL	OL12	0	0	0	0	0	0	1
OL	OL14	0	1	1	1	0	0	2
OL	OL16	1	0	1	1	0	0	0
S	S1	2	0	2	1	1	0	2
S	S2	0	1	1	0	1	0	6
S	S3	1	0	1	0	0	1	5
S	S4	0	1	1	0	1	0	1
S	S5	2	1	3	0	0	3	8
S	S6	4	0	4	0	3	1	9
S	S7	0	0	0	0	0	0	2
S	S8	1	0	1	0	0	1	3
S	S9	0	0	0	0	0	0	2
S	S10	1	0	1	1	0	0	7
S	S11	0	1	1	0	0	1	2
S	S12	1	0	1	0	1	0	5
S	S13	0	0	0	0	0	0	1
S	S14	0	0	0	0	0	0	1
S	S17	0	0	0	0	0	0	2
S	S20	0	0	0	0	0	0	5
S	S21	1	0	1	0	0	1	2
S	S25	0	0	0	0	0	0	3
S	S26	0	0	0	0	0	0	4
S	S35	3	0	3	0	0	3	6
S	S36	5	0	5	1	0	4	5
S	S60	1	0	1	1	0	0	3
S	S61	0	0	0	0	0	0	5
S	S62	0	0	0	0	0	0	1
S	S63	4	0	4	1	0	3	7
S	S64	1	1	2	2	0	0	10
S	S65	1	1	2	0	1	1	1
S	S66	3	0	3	1	0	2	8
S	S70	7	0	7	4	0	3	8
S	S71	2	0	2	1	0	1	4
S	S72	2	0	2	0	0	2	4
S	S73	1	0	1	1	0	0	3

Postcode Area	Postcode District	Core Users	Other used within year	Total Used	Elland Road (PR1)	Temple Green (PR2)	Stourton (PR3)	No recent use
S	S74	2	0	2	1	0	1	2
S	**S75**	**14**	1	**15**	1	0	**14**	4
S	S81	1	0	1	0	0	1	0
SK	SK3	0	0	0	0	0	0	1
TN	TN33	0	1	1	0	1	0	0
TS	TS4	0	0	0	0	0	0	1
TS	TS9	1	2	3	0	3	0	0
TS	TS12	1	0	1	0	1	0	0
TS	TS13	0	0	0	0	0	0	1
TS	TS25	0	1	1	0	1	0	0
TW	TW14	0	1	1	0	1	0	0
WA	WA4	0	0	0	0	0	0	1
WC	WC2B	0	0	0	0	0	0	1
WF	**WF1**	**13**	4	**17**	4	0	**13**	16
WF	**WF2**	**29**	7	**36**	**10**	8	**17**	11
WF	**WF3**	**71**	11	**82**	**46**	4	**32**	11
WF	**WF4**	**33**	6	**39**	6	4	**29**	5
WF	**WF5**	**17**	2	**19**	**10**	1	8	2
WF	**WF6**	**10**	1	**11**	4	0	7	7
WF	WF7	2	0	2	0	0	1	3
WF	WF8	6	2	8	1	0	6	7
WF	WF9	4	0	4	2	0	2	4
WF	**WF10**	**22**	2	**24**	7	5	**12**	11
WF	WF11	5	1	6	1	3	2	3
WF	**WF12**	**32**	1	**33**	**22**	3	8	4
WF	WF13	1	0	1	0	0	1	5
WF	**WF14**	**10**	2	**12**	**10**	2	0	7
WF	**WF15**	**11**	0	**11**	**10**	1	0	2
WF	WF16	9	0	9	9	0	0	2
WF	**WF17**	**19**	2	**21**	**18**	0	3	6
WN	WN3	0	0	0	0	0	0	1
WV	WV6	0	0	0	0	0	0	1
YO	YO1	0	0	0	0	0	0	2
YO	YO7	2	0	2	0	2	0	2
YO	YO8	2	1	3	0	2	1	10
YO	YO10	1	0	1	0	1	0	1
YO	YO11	0	0	0	0	0	0	4
YO	YO12	0	0	0	0	0	0	5
YO	YO13	0	0	0	0	0	0	1
YO	YO14	0	0	0	0	0	0	1
YO	YO15	0	0	0	0	0	0	4
YO	YO16	0	0	0	0	0	0	6
YO	YO17	0	0	0	0	0	0	1
YO	YO18	0	0	0	0	0	0	1
YO	YO19	2	0	2	1	1	0	0
YO	YO21	0	0	0	0	0	0	1
YO	YO23	3	0	3	0	3	0	3
YO	YO24	4	1	5	0	3	2	6
YO	YO25	1	0	1	0	1	0	9
YO	YO26	2	1	3	0	3	0	4
YO	YO30	1	0	1	0	1	0	1
YO	YO31	4	2	6	1	4	1	11
YO	YO32	1	2	3	0	2	1	4
YO	YO41	0	0	0	0	0	0	1
YO	YO42	2	0	2	0	2	0	3
YO	YO43	1	1	2	0	1	1	3
YO	YO51	1	0	1	0	1	0	0
YO	YO61	1	0	1	0	1	0	0
.various	.unknown	16	8	24	0	15	9	24
Total		**1024**	**194**	**1218**	**651**	**225**	**328**	**1098**

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All information correct at time of writing