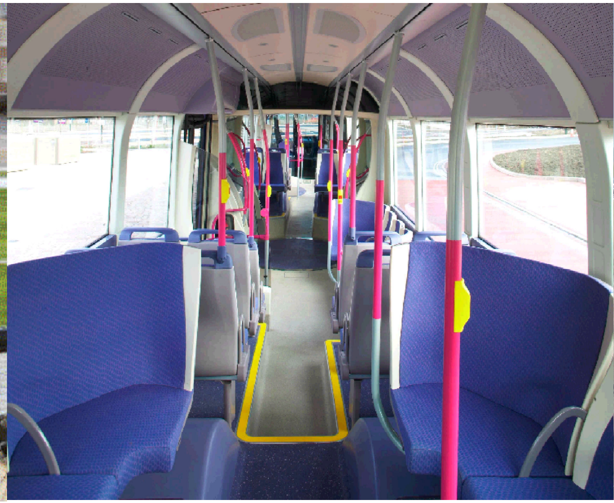
Tackling Traffic Congestion in York

2010 consultation report


Background to the 2010 Congestion Consultation

This city-wide survey was included as an insert in Your City February 2010 with a parallel online version of the survey available on the CYC website. The closing date was 26th March 2010.

The A4, colour survey included information on the extent of the problem of traffic congestion in York, a map highlighting levels of congestion across the City and a detailed breakdown of each of the proposed solutions.

The survey booklet included an integral fold-and-flap style return FREEPOST envelope.

90,000 surveys were distributed. A total of 7292 completed surveys were returned - a response rate of 8%.

A majority of 6967 completed the survey by post and 325 completed it online.

Data-processing was carried out by an independent research agency. The report was written by the market research team, Performance and Improvement.

Statistical reliability explained

Based on statistical rules, the *overall results* from this consultation are accurate to within +/- 1.1% at the 95% confidence level.

This means that if the exact same survey was carried out 100 times, 95 out of 100 times the overall results (those with a base of all respondents) would not be more or less than 1.1% from the figures in this report.

This level is superior to the accepted industry standard of +/- 5%.

The statistical accuracy of *results at sub-level* will vary. As a guide, a base size of 100 will have an accuracy level of +/- 9.8% at the 95% confidence level, 500 at +/- 4.4% and 1000 at +/- 3.1%.

This report shows the figures for respondents who gave a definite response to each question so base sizes will vary where questions have not been completed.

Where responses do not add up to 100%, this is due to multiple coding (respondents could choose more than one option) or computer rounding.

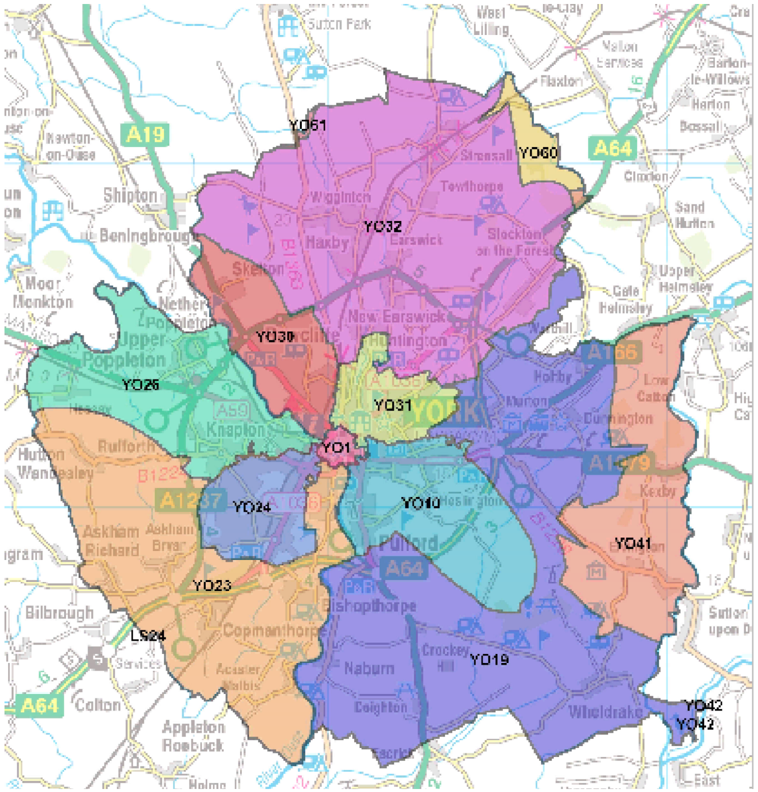
All reported differences are statistically significant.

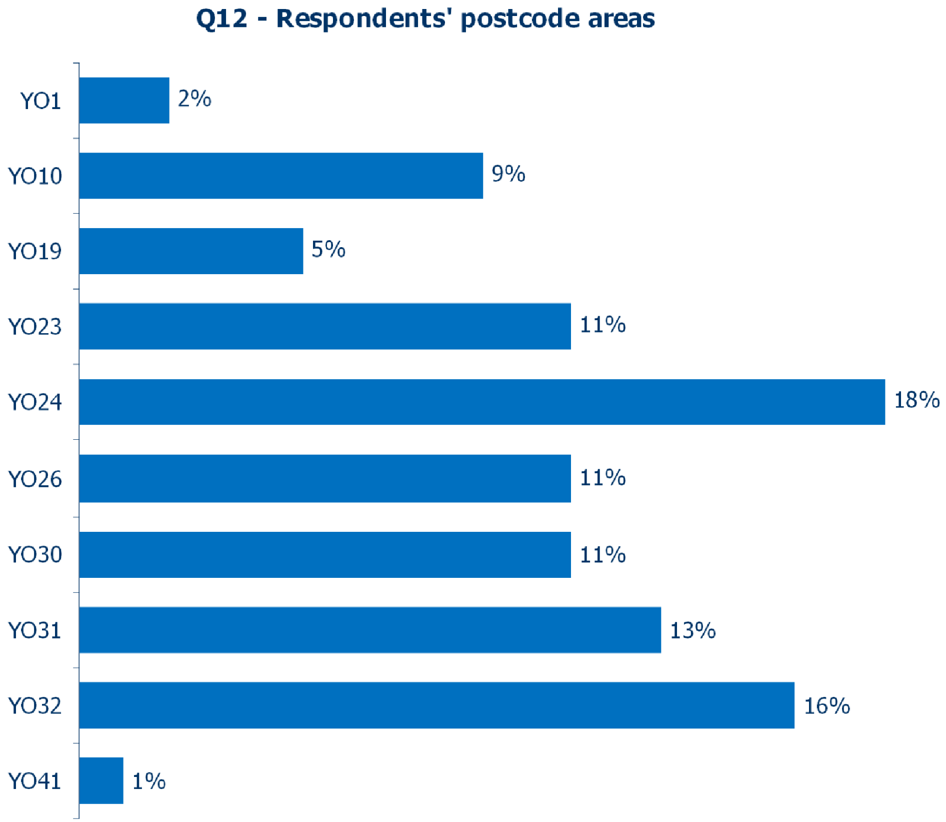
Key Findings

- Overall, the greatest proportion of respondents said the majority of their journey *to work* is made by car
- Dropping children off on the way to work is overwhelming the most likely reason for respondents saying they travel by car for school/nursery journeys
- Car is the most likely form of transport used by residents to travel into and around York
- When looking at *just those who said they do not currently use buses* to travel into and around York, the top three specific reasons are cost, frequency of service and reliability
- When looking at *just those who said they do not currently use a bike* to travel into and around York, the top three specific reasons are not owning a bike, safety concerns and health problems/age
- When looking at *just those who said they do not currently travel on foot* to travel into and around York, the top three specific reasons are feeling it's too far to walk, it takes too long to walk and having to carry equipment/heavy bags
- **Option C** – restricting congestion without charging – was most likely to chosen as respondents' first choice measure to tackle congestion in the city (39%)
- Respondents were asked to tick their top five preferences from a list of ten alternative measures in the event that the council is not given the funding to implement the suggested scenarios completely. Improving local bus services to meet residents' needs was the most frequently chosen option, followed by establishing a freight depot to reduce the size and number of delivery vehicles coming into the city.

Consultation demographics - area

Response rates by area varied:





Base: 7292 (all respondents)

Consultation demographics - area

The tables below show a further breakdown of responses by area. The percentages shown are based out of the ten York city area postcodes (so excluding all out of York city and blank postcode responses). A map follows this slide.

(yellow)	Top 10
(green)	Lowest 10

City of York postcode area									
YO1	YO1 6	YO1 7	YO1 8	YO1 9	YO10	YO10 3	YO10 4	YO10 5	YO19
0.2% (14)	0.9% (64)	0.7% (47)	0.1% (7)	0.5% (36)	0.5% (37%)	3.1% (217)	4.1% (285)	2.1% (146)	0.3% (21)

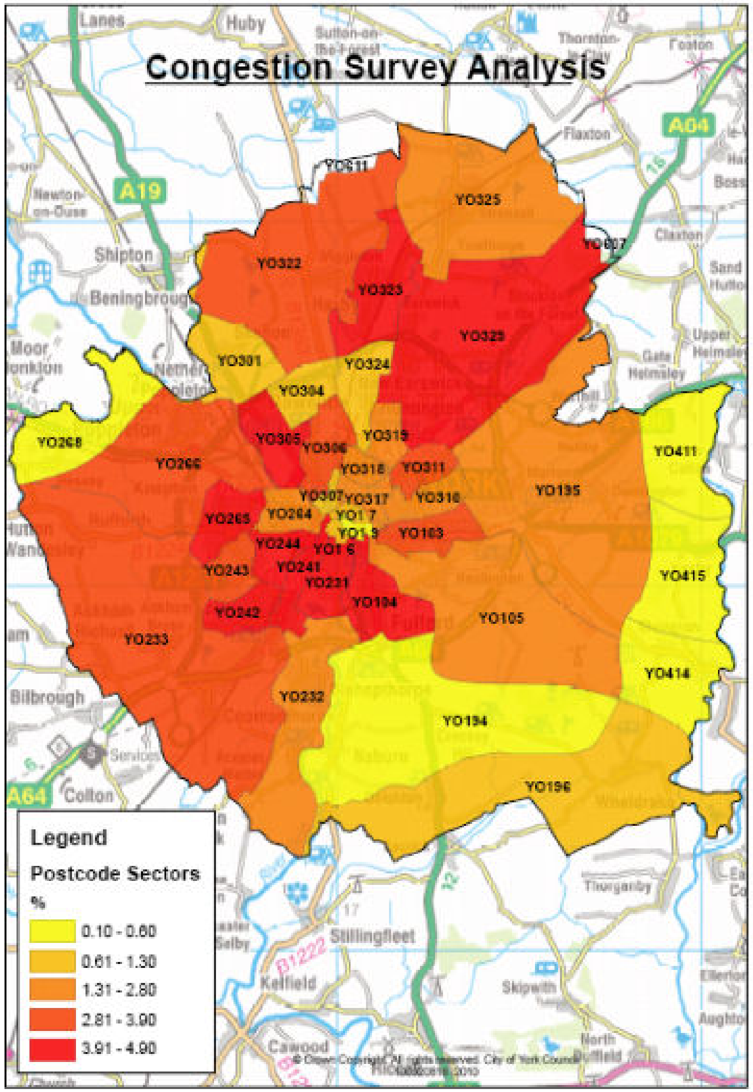
City of York postcode area									
YO19 4	YO19 5	YO19 6	YO23	YO23 1	YO23 2	YO23 3	YO23 7	YO24	YO24 1
0.5% (35)	2.6% (185)	1.3% (94)	0.5% (32)	4.8% (338)	2.6% (183)	3.3% (232)	0% (3)	0.9% (65)	4.8% (339)

City of York postcode area									
YO24 2	YO24 3	YO24 4	YO26	YO26 4	YO26 5	YO26 6	YO26 8	YO26 9	YO30
4.1% (284)	3.9% (270)	4.8% (334)	0.5% (37)	2.8% (196)	4.9% (340)	3.6% (254)	0.1% (4)	0% (1)	0.5% (32)

City of York postcode area										
YO30 1	YO30 2	YO30 4	YO30 5	YO30 6	YO30 7	YO31	YO31 0	YO31 1	YO31 7	YO31 8
1.1% (78)	0% (2)	0.8% (58)	4.2% (295)	3.6% (250)	1.2% (85)	0.6% (45)	2.3% (159)	3.4% (239)	1.9% (136)	2.1% (146)

City of York postcode area										
YO31 9	YO32	YO32 2	YO32 3	YO32 4	YO32 5	YO32 9	YO41	YO41 1	YO41 4	YO31 5
2.6% (184)	0.7% (48)	3.2% (222)	4% (277)	1.3% (93)	2.8% (195)	4.3% (300)	0.1% (4)	0.6% (40)	0.2% (13)	0.1% (8)

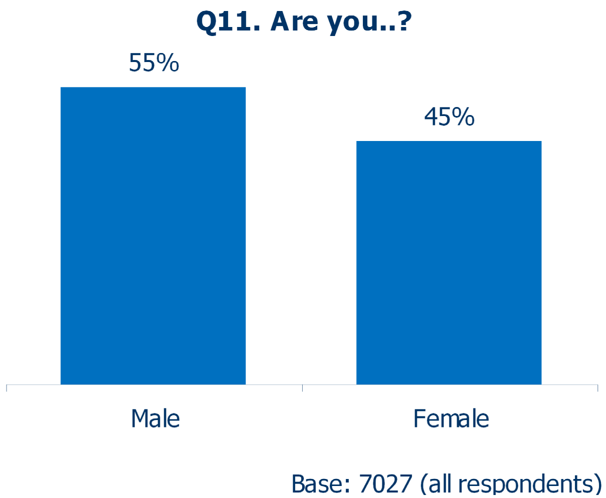
Consultation demographics - area

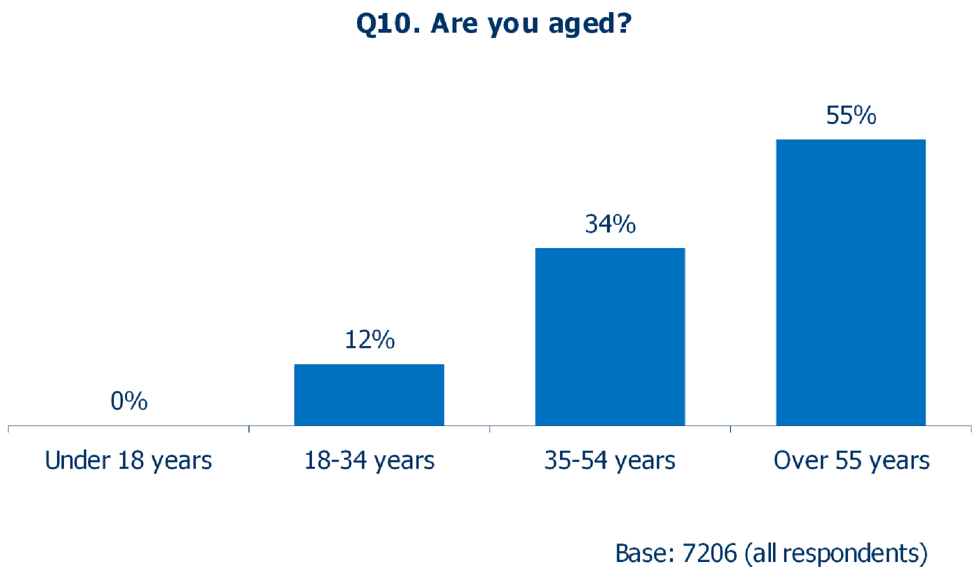


The adjacent map shows the density of responses from each postcode sector area.

Darker areas represent a greater number of responses (see legend for % response band).

Consultation demographics





There are enough responses from both males and females to the survey to be able to analyse results robustly for gender differences.

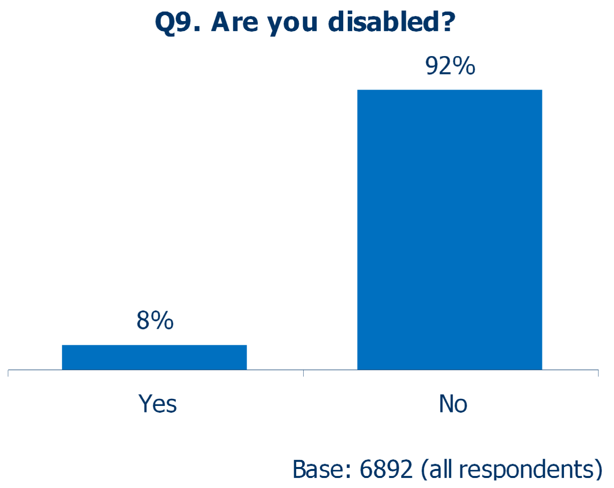
<u>York 2006 population estimate:</u>
Male – 49%
Female – 51%

The largest proportion of responses were from those over 55 years old (55%). Although only around one in ten (12%) responses were from the 18 to 34 age group, there are enough of these residents to run sub-analysis at a robust level.

<u>York 2006 population estimate:</u>
(out of 17+ only to enable comparison)

18-34 – 34%
35-54 – 33%
Over 55 – 33%

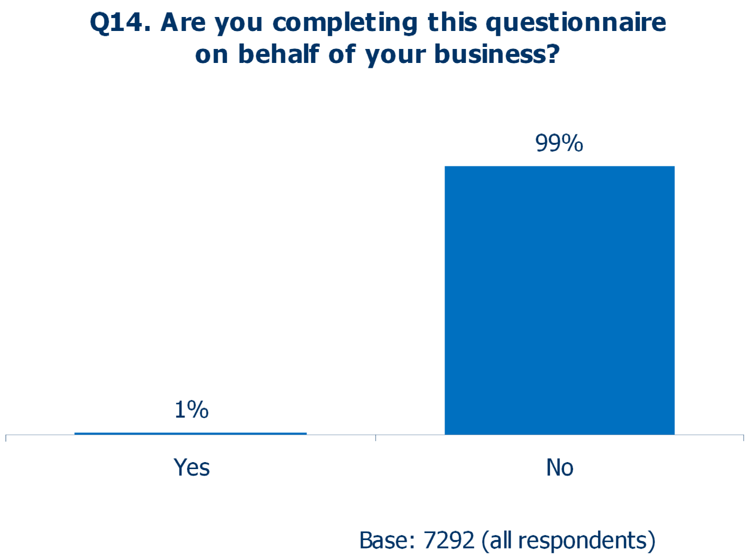
Consultation demographics



Almost one in ten respondents (8%) said they were disabled, defined as:

'someone with a physical or sensory impairment, long term medical condition, learning difficulty or mental health problem'.

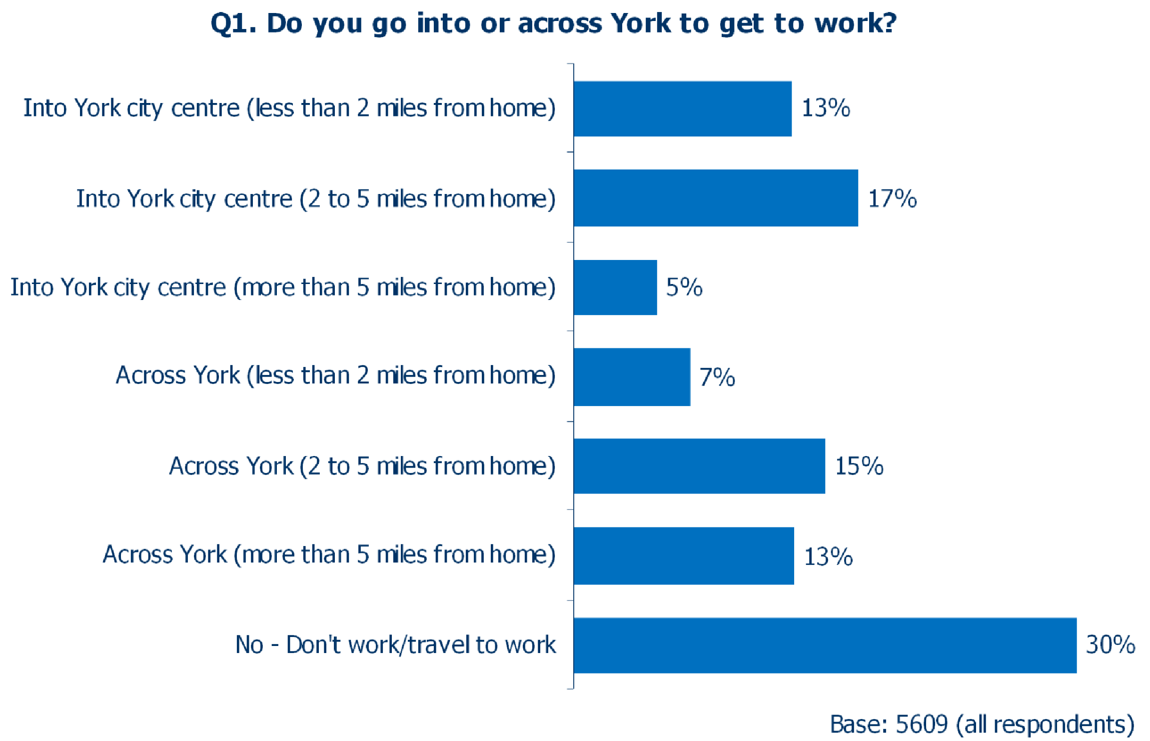
York 2006 population estimate:
Disabilities – 17%



The majority (99%) of respondents said they were *not* completing the survey on behalf of their business.

Journeys to work

There is a fairly even split between respondents who go into York city centre for work (35% overall), across York for work (35% overall) and those who do not work or travel to work (30%).



Journeys to work – further analysis

Out of all respondents, 44% said they don't work/travel to work or left this question blank. *Out of these respondents*, one in ten (11%) specified a work postcode later in the survey suggesting that at least some of these respondents do work but do not need to either go into or across York to get there.

A proportion will work from home and have no commute; therefore correctly choosing the 'don't work/travel to work' option.

Two thirds (67%/232 of respondents) of those who said they don't work/travel to work or who left this question blank, but who later specified a work postcode, said they work in the York city area.

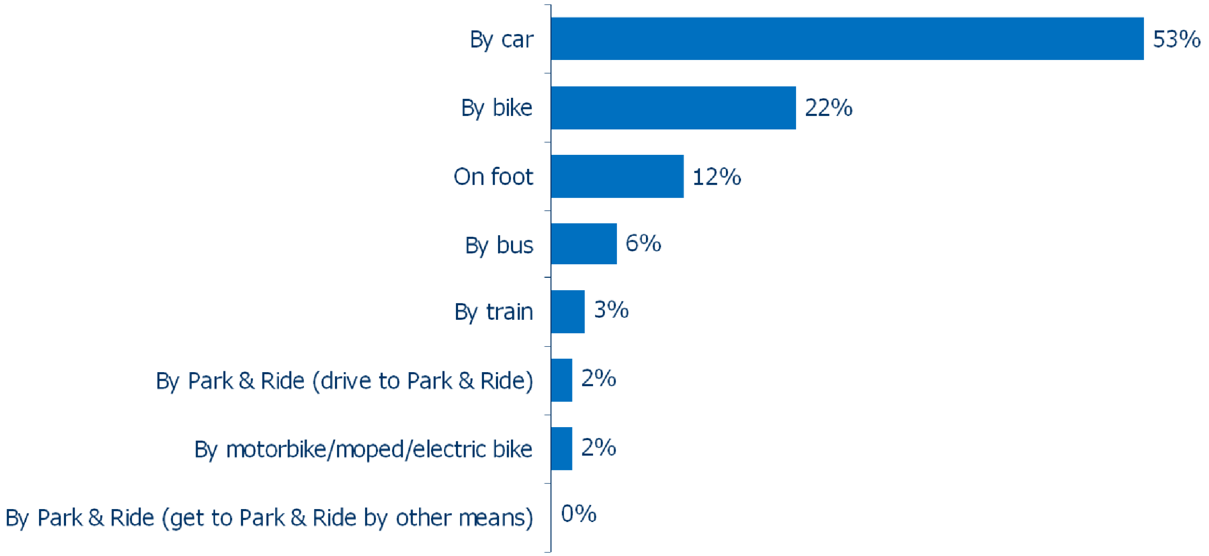
Journeys to work

The greatest proportion of respondents said the majority of their journey to work is made by car; those age 55+ are more likely (58%) to say this than other age groups (37% average).

Those age 18-34 were more likely to say that they make the majority of their journey on foot (19% compared to 10% of those age 34+).

Nearly all (97%) of those who said they use a bus work in the YO postcode areas. All those who said they use the Park & Ride service, travel by car to get there.

Q2. Is the majority of your journey to work..?



Base: 3975 (respondents who travel to work into or across York)

Journeys to work – further analysis

Distance travelled in and across York for work	Method of transport used for majority of journey to work							
	Car	Train	Bus	Motorbike/ moped/elec tronic bike	Park &Ride (drive to)	Park & Ride (get to by other means	Bike	On foot
Into York city centre (less than 2 miles from home)	7%	50%	17%	7%	5%	6%	26%	58%
Into York city centre (2 to 5 miles from home)	20%	22%	45%	22%	55%	53%	29%	13%
Into York city centre (more than 5 miles from home)	9%	10%	10%	16%	39%	12%	2%	0%
Across York (less than 2 miles from home)	7%	6%	5%	5%	2%	none	14%	21%
Across York (2 to 5 miles from home)	25%	2%	18%	26%	none	24%	24%	7%
Across York (more than 5 miles from home)	32%	11%	5%	24%	none	6%	5%	0%
Base	**2030**	**115**	**250**	**58**	**62**	**17**	**881**	**472**

The table above details distance travelled to work in and across York by mode of transport and distance.

It is important to note that respondents were asked to specify the mode of transport they use for *the majority* of their journey and this may not necessarily be within York.

This explains why, for example, half of train users said they travel into the city centre less than two miles from home to get to work; we can assume these residents work in other towns and cities but the data cannot tell us how they get to York station from their home. However, we do know that these respondents later said were most likely to travel around York *for any type of journey* by foot (26%) and by car (23%).

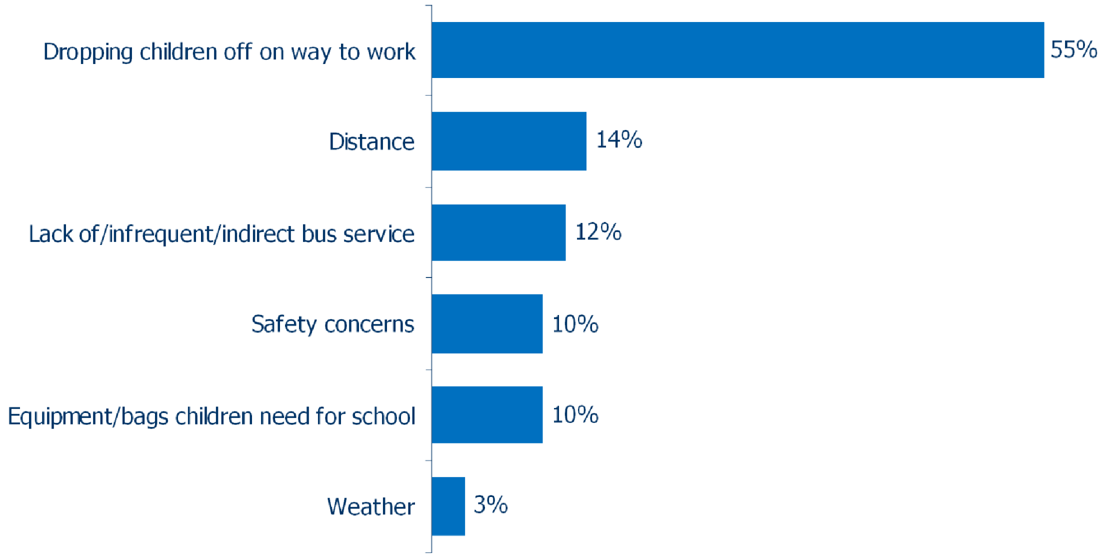
The same principle applies to other modes of transport.

School and nursery journeys

Out of all respondents, a minority of 8% said they regularly take children to school/nursery by car.

Dropping children off on the way to work is overwhelmingly the most likely reason for this (55%). The data also suggests that lack of buses, or indirect bus routes, has some influence on respondents' decisions to drive to schools/nurseries.

Q4a. Why do you travel by car for school/nursery journeys?



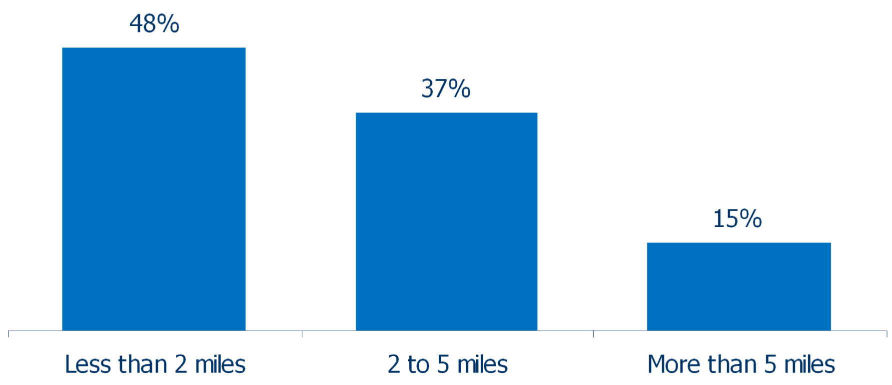
Base: 518 (respondents who regularly take children to school/nursery by car)

School and nursery journeys – distance

Half (48%) of those that travel by car for school/nursery journeys have a journey of less than 2 miles to get there. These respondents were more likely to say they drive because they are dropping off children on the way to work than for any other reason.

Those with longer journeys to school/nursery were more likely (more than 2 miles - 23% average) to say 'distance' was a reason for travelling by car than those with less than 2 miles to go (7%).

Q4a. And how far do you travel to school/nursery?

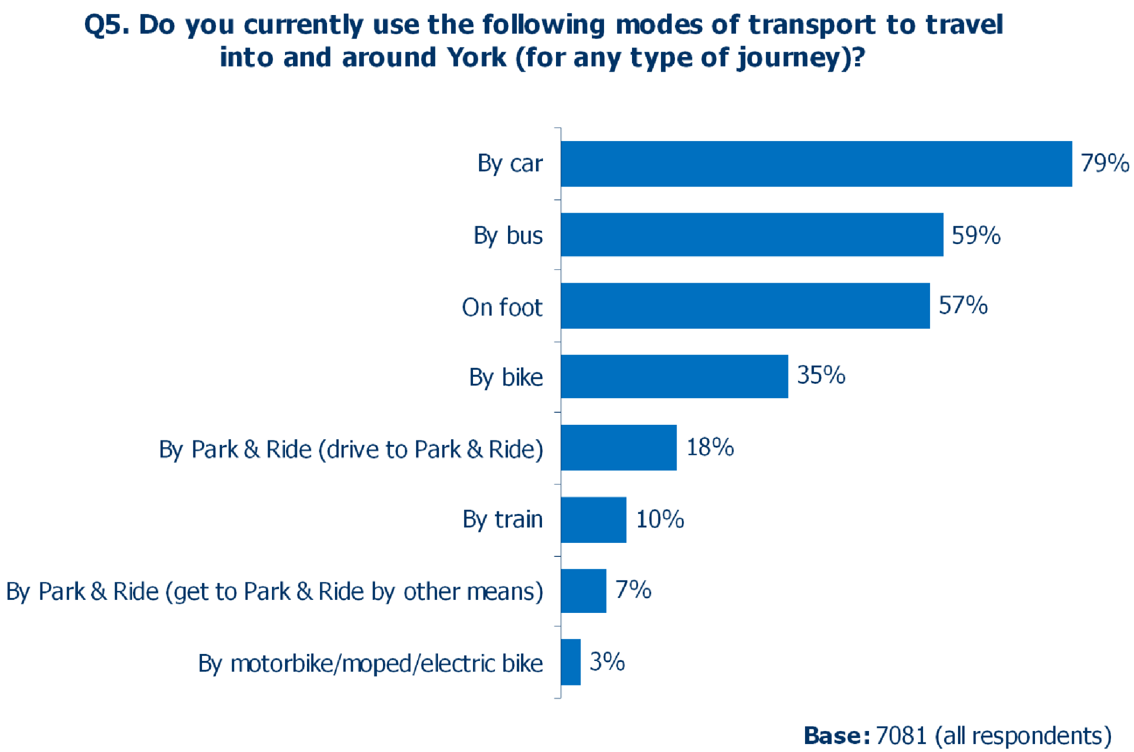


Base: 505 (respondents who regularly take children to school/nursery by car)

Travelling in and around York – all journeys

Car is the most likely form of transport used to travel into and around York.

The same proportion of 18-34 year olds and 35-45 year olds said they travel by bike (48% each) and are more likely to do this than those age 55+ (25%).

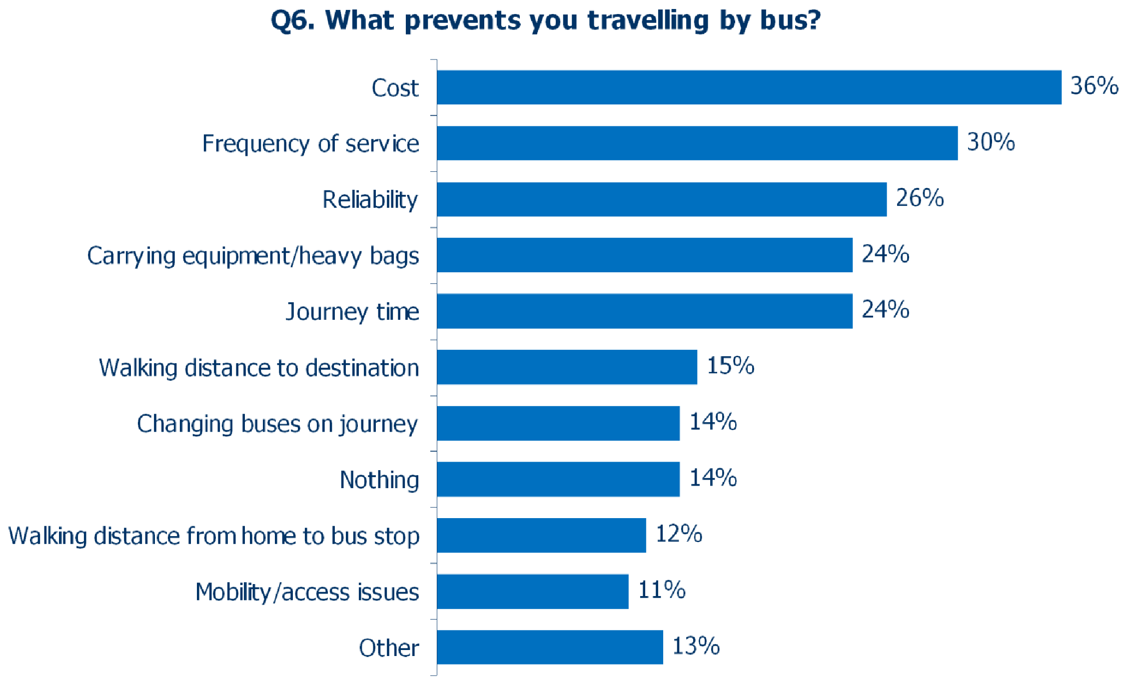


Barriers to travelling by bus

Out of *all respondents*, the top three specific reasons preventing travel by bus are frequency of service (28%), cost (26%) and reliability (22%).

The same top three reasons were cited when looking at *just those who said they do not currently use buses* although cost moves higher up the list as a reason for these respondents (36%).

A proportion (14%) of these current non-users said nothing stops them using a bus.

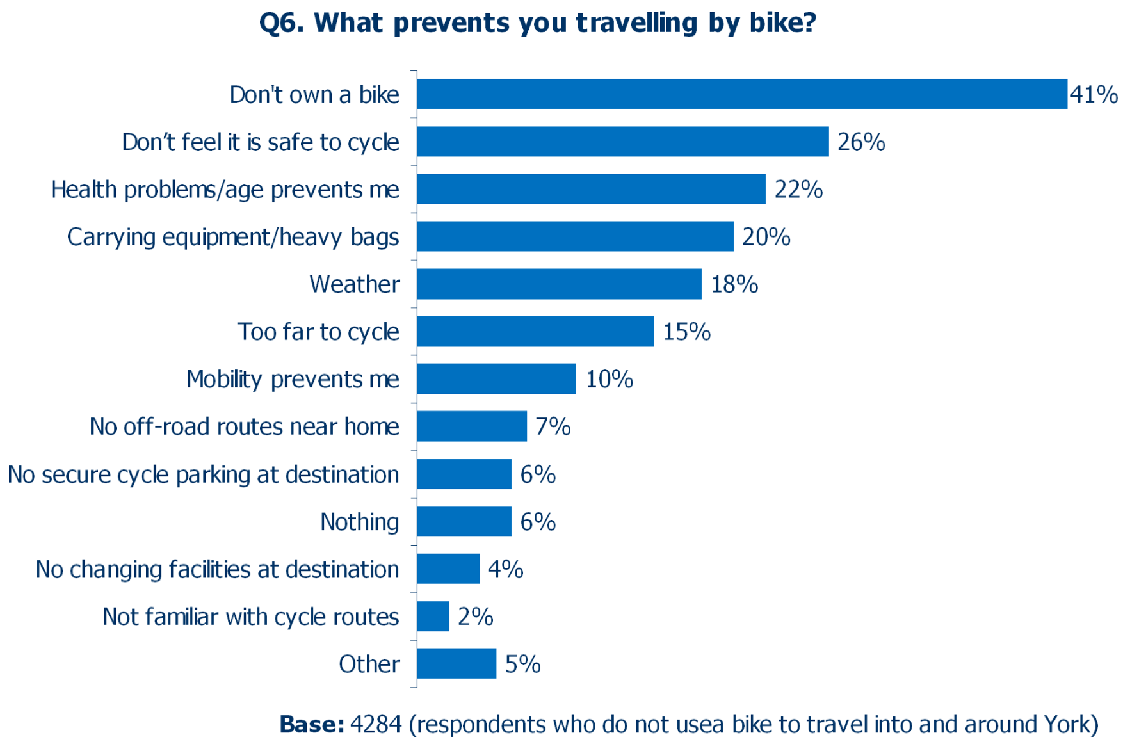


Base: 2294 (respondents who do not use buses to travel into and around York)

Barriers to travelling by bike

Out of *all respondents*, the top three specific reasons preventing travel by bike are not owning a bike (27%), the weather (23%) and having to carry equipment/heavy bags (21%) joint with feeling it is not safe to cycle (21%).

When looking at *just those who said they do not currently use a bike* to travel into and around York, not owning a bike again is the top barrier (41%) although it is important to note that this is likely to be because the respondent chooses not to cycle as well as a barrier for those who would like to do so . Safety concerns move higher in the list than out of all respondents however (26%), as well as health problems/ age (22%).



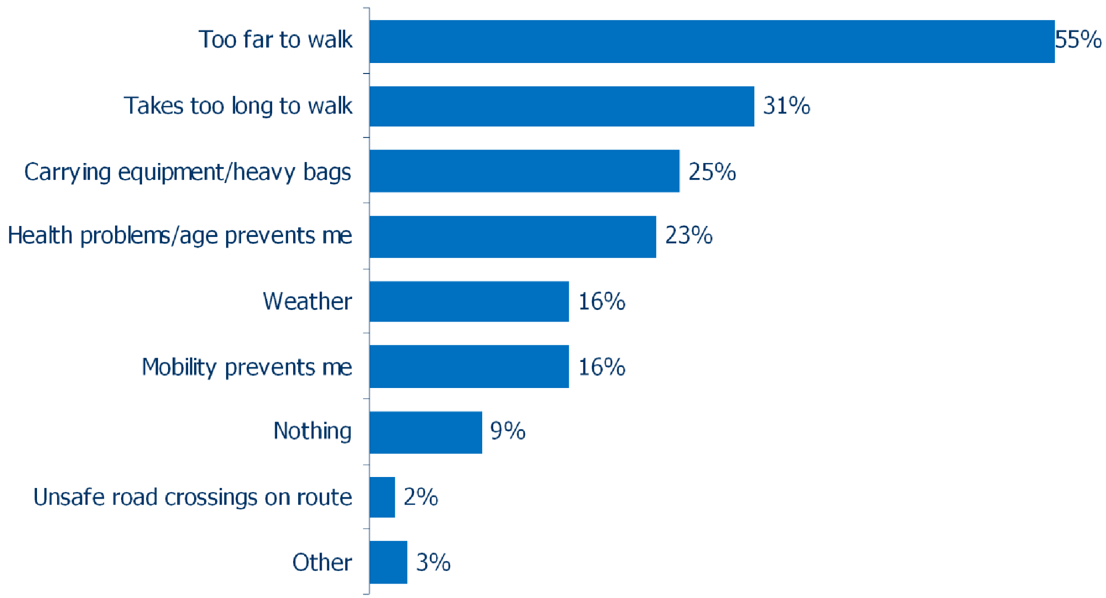
Barriers to travelling on foot

Out of *all respondents*, the top three specific reasons preventing travel on foot are feeling it's too far to walk (37%), having to carry equipment/heavy bags (25%) joint with feeling it takes too long to walk (25%) and the weather (17%).

The same top three reasons are produced when looking at *just those who said they do not currently travel on foot* (with the exception of 'weather') although taking too long to walk is ranked higher for these respondents (31%).

A small proportion (9%) of these current non-users said nothing stops them travelling on foot.

Q6. What prevents you travelling on foot?



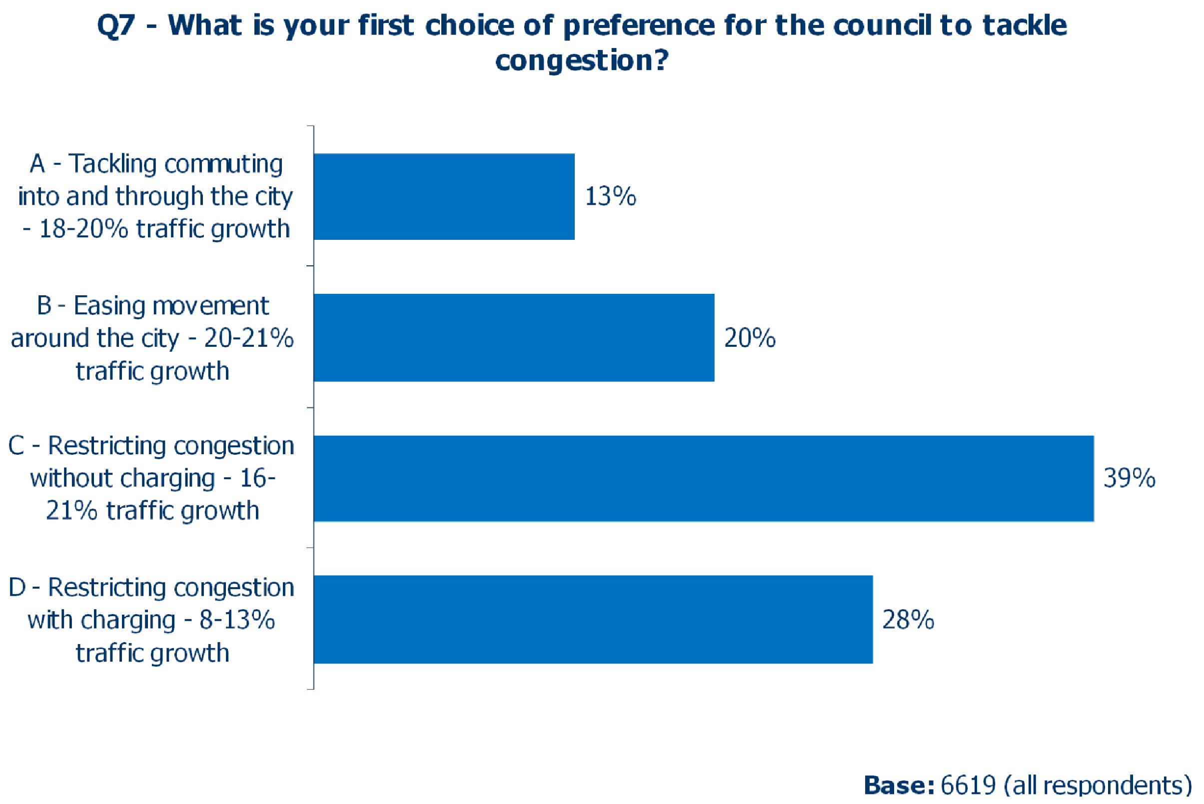
Base: 2921 (respondents who do not travel on foot into and around York)

Ranking the proposed scenarios – overall

Option C – restricting congestion without charging – was most likely to chosen as respondents' first choice measure to tackle congestion (39%).

Those travelling into or across York for work were more likely (41%) to choose option C than those that don't work or travel to work (37%).

For ease of interpretation, Appendix 1 breaks down these results by sub-postcode area in data form and Annex C to the main report provides a break down in map form.



Ranking the proposed scenarios – non-residents

A breakdown of responses by respondents completing their survey on behalf of a business and those who are non-CYC residents is shown below.

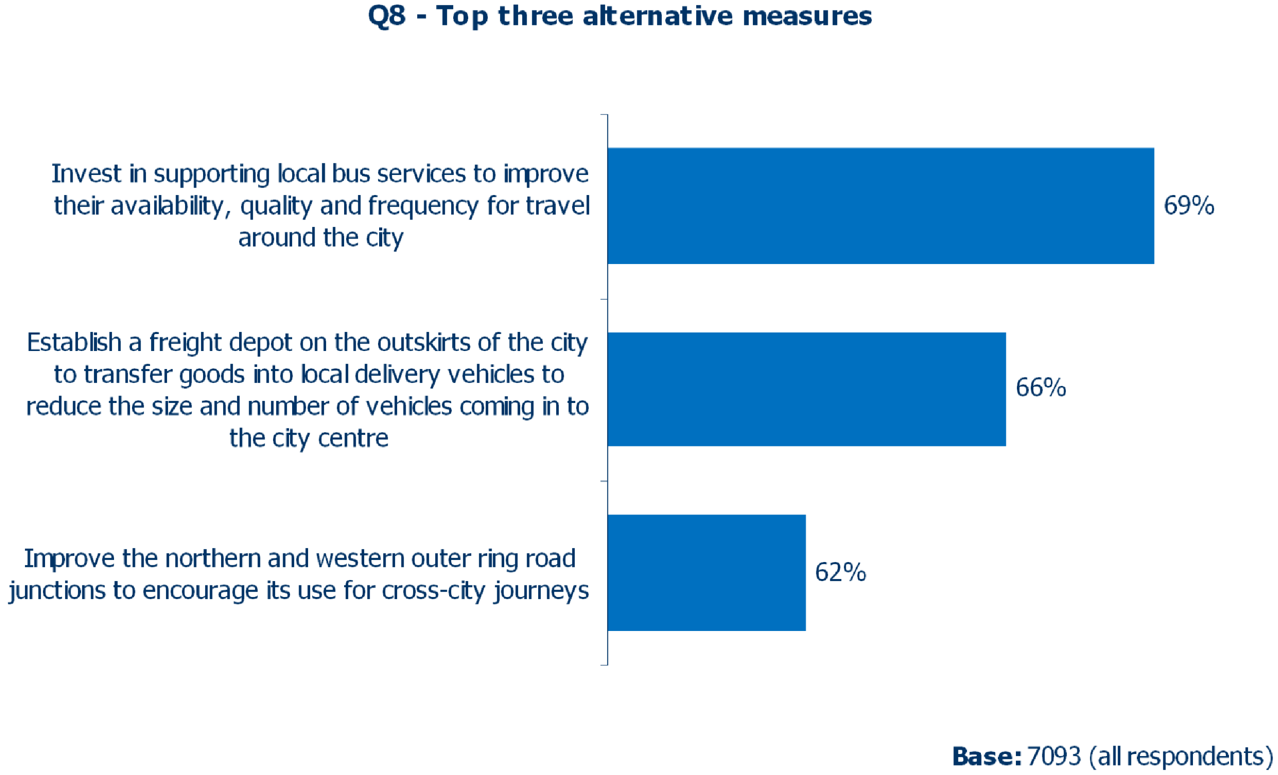
Please note that base sizes are small.

Scenario	Respondent group		
	Completing on behalf of business	Non-CYC residents	CYC residents
A - tackling commuting into and through the city - an 18-20% traffic growth	18% (11)	14% (8)	13% (813)
B - Easing movement around the city - a 20-21% traffic growth	35% (21)	25% (14)	20% (1285)
C - Restricting congestion without charging - a 16-21% traffic growth	35% (21)	33% (19)	39% (2510)
D - Restricting congestion with charging - a 8-13% traffic growth	12% (7)	28% (16)	28% (1804)
Base	**60**	**57**	**6381**

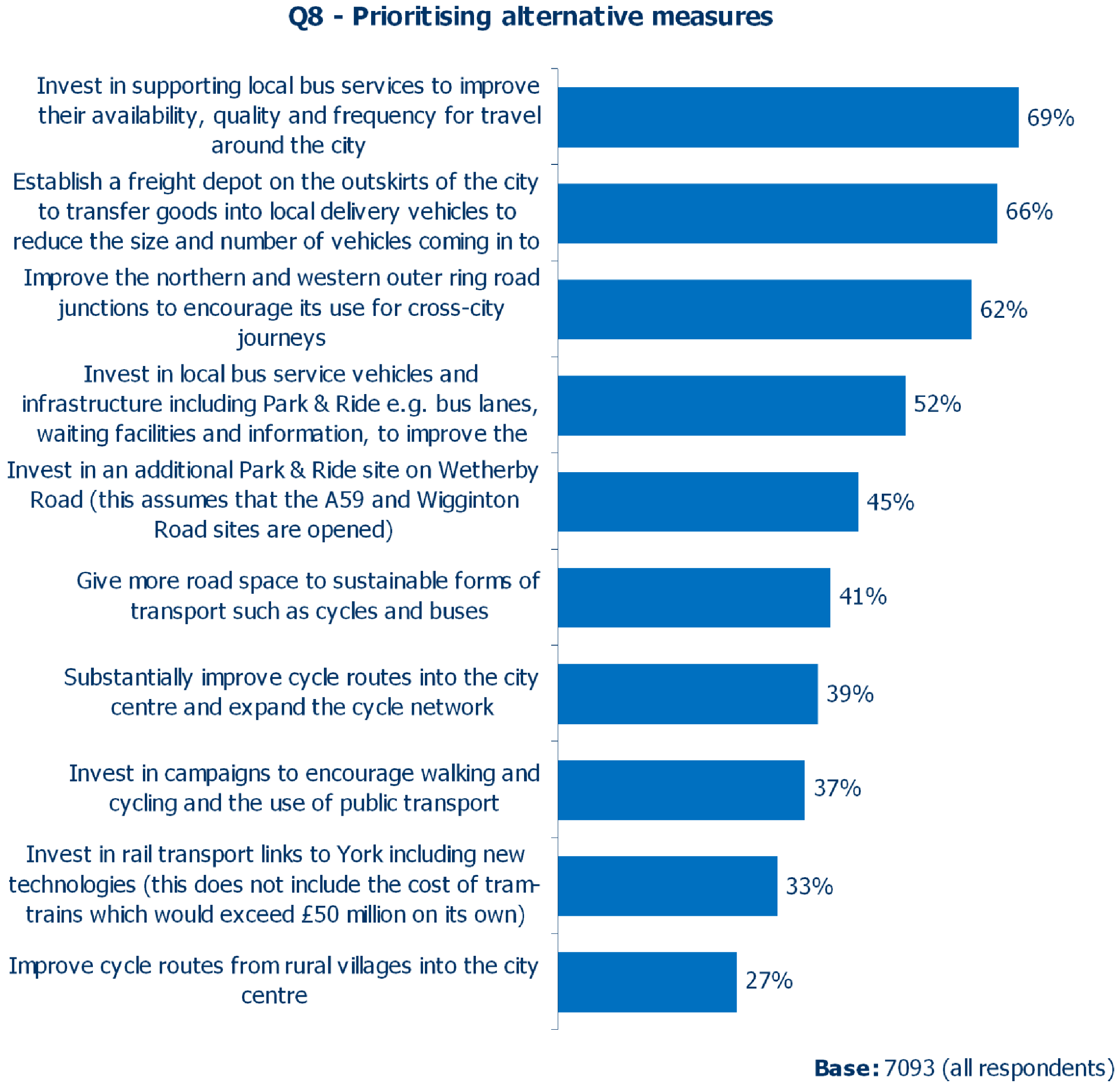
Prioritising alternative measures – the top three

The survey explained that if the council is not given the funding to implement the scenarios completely, it will need to prioritise a set of measures.

Respondents were asked to tick their top five preferences from a list of ten measures. Improving local bus services to meet residents' needs was the most frequently chosen option (69%), followed by measures to reduce the size and number of delivery vehicles coming into the city (66%).



Prioritising alternative measures



All options are ranked in the adjacent chart.

Those that use a bike to get into and around York or who cycle to work into or across the city were more likely to want the council to prioritise improving cycle routes from rural villages than respondents who use other forms of transport.

For ease of interpretation, Appendix 2 breaks down these results by sub-postcode area in data form and Annex C to the main report provides a break down in map form.

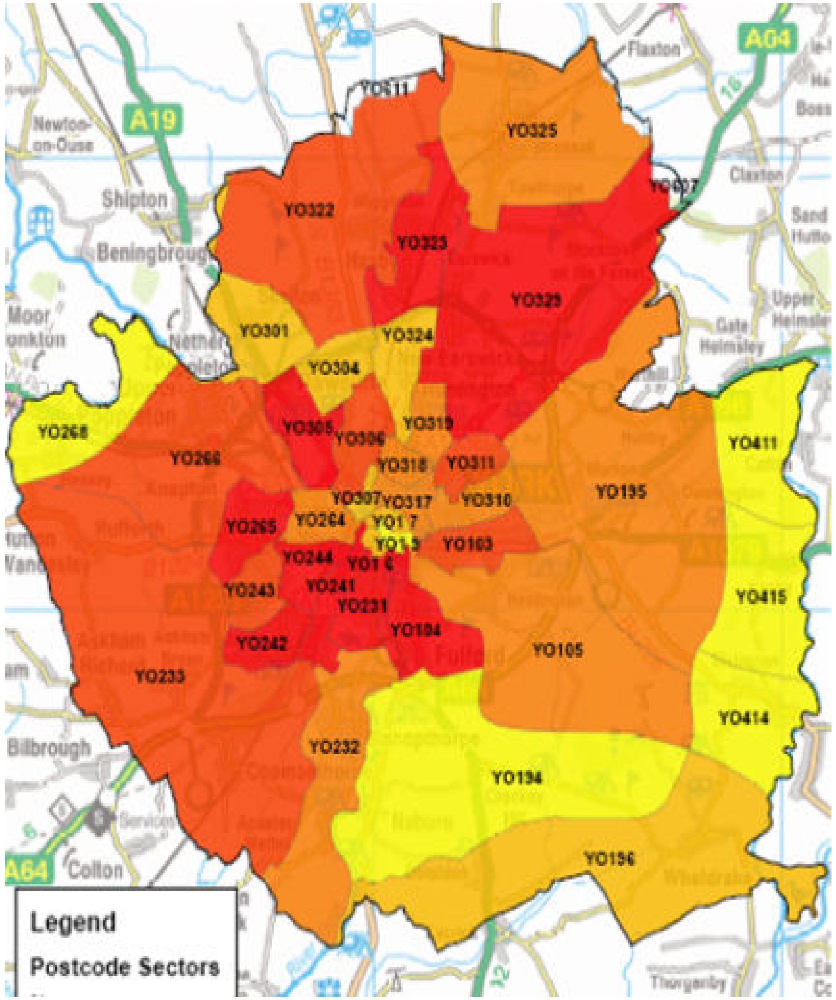
Prioritising alternative measures – further analysis

Scenario	Respondent group		
	Completing on behalf of business	Non-CYC residents	CYC residents
Invest in supporting local bus services to improve their availability, quality and frequency for travel around the city	59% (39)	49% (29)	69% (4702)
Establish a freight depot on the outskirts of the city to transfer goods into local delivery vehicles to reduce the size and number of vehicles coming in to the city centre	67% (44)	58% (34)	66% (4498)
Improve the northern and western outer ring road junctions to encourage its use for cross-city journeys	79% (52)	70% (41)	62% (4233)
Invest in local bus service vehicles and infrastructure including Park & Ride e.g. bus lanes, waiting facilities and information, to improve the quality and reliability of bus travel to and through the city	46% (30)	56% (33)	52% (3545)
Invest in an additional Park & Ride site on Wetherby Road (this assumes that the A59 and Wigginton Road sites are opened)	55% (36)	61% (36)	45% (3098)
Give more road space to sustainable forms of transport such as cycles and buses	21% (14)	29% (17)	41% (2790)
Substantially improve cycle routes into the city centre and expand the cycle network	30% (20)	22% (13)	40% (2704)
Invest in campaigns to encourage walking and cycling and the use of public transport	35% (23)	32% (19)	37% (2522)
Invest in rail transport links to York including new technologies (this does not include the cost of tram-trains which would exceed £50 million on its own)	41% (27)	49% (29)	33% (2234)
Improve cycle routes from rural villages into the city centre	18% (12)	20% (12)	27% (1857)
Base	**66**	**59**	**6833**

Differences by area – further analysis

In order to robustly analyse significant differences between postcode areas, sub-postcodes have been broken down into the following seven categories:

- **City Centre** (YO1 7), (YO1 9), (YO1 6), (YO1 8)
- **Near City Centre** (YO31 7), (YO30 7), (YO26 4), (YO24 4), (YO24 1), (YO23 1), (YO10 4)
- **Medium urban** (YO31 8), (YO31 9), (YO31 1), (YO31 0), (YO30 6), (YO26 5), (YO24 3), (YO24 2), (YO10 5), (YO10 3)
- **Urban fringe** (YO32 4), (YO30 5), (YO30 4), (YO32 9)
- **Large out of town community** (YO32 2), (YO32 3), (YO26 6), (YO23 3), (YO23 7)
- **Medium out of town village** (YO19 5), (YO19 6), (YO23 2), (YO41 4), (YO26 9)
- **Very rural** (YO19 4), (YO26 8), (YO30 1), (YO41 5), (YO41 1), (YO60 7), (YO61 1), (YO30 2), (YO32 5)



Differences by area – further analysis

Further analysis shows that:

- The further away a respondent lives from the city centre, the less likely they are to say they work or commute to work in or across York (Q1)
- Respondents who live in large,medium and rural out of town communities are more likely to travel to work by car (Q2): 72% compared to 45% average of all other areas
- Respondents who live in or near the city centre or in medium or fringe urban areas are more likely to travel to work by bike (Q2): 26% compared to 13% of large,medium and rural out of town communities
- Those who live in or near the city centre are more likely to walk to work (22%) than those in other areas (6% average)
- The further away a respondent lives from the city centre, the more likely they are to say they regularly take children to school/nursery by car (Q3)
- The further away a respondent lives from the city centre, the further they travel to school/nursery (Q4b): 21% travel more than 5 miles compared to 12% average of all other areas
- Respondents who live in in or near the city centre are more likely to say they use a bike to travel into and around York for any type of journey (Q5): 46% compared to 31% average of all other areas
- Respondents who live in large,medium and rural out of town communities are more likely to say that no off-road routes near home, no secure cycle parking at destination, not feeling it is safe to cycle and too far to cycle prevents them travelling by bike (Q6b) compared to those nearer the city centre
- Respondents who live in or near the city centre were more likely to choose Option D as their first choice scenario – Restricting congestion with charging (Q7): 36% compared to 26% average of all other areas
- Respondents who live in or near the city centre were more likely to choose to give more road space to sustainable forms of transport, invest in campaigns to encourage walking and cycling and substantially improve cycle routes as alternative options (Q8) compared to all other areas
- Respondents who live in large,medium and rural out of town communities were more likely to choose improving cycling routes from rural villages and improve the northern and western outer ring road junctions.

Differences by gender – further analysis

Further analysis shows that men were statistically *more likely* than women:

- To say they do not work or commute to work in or across York (Q1): 33% compared to 26% of women
- To make the majority of their journey to work by bike (Q2): 26% compared to 19% of women
- To say they travel by car for school/nursery journeys because of a lack of/infrequent/indirect bus service (Q4a): 17% compared to 9% of women
- To use a car to travel into and around York for any type of journey (Q5): 82% compared to 76% of women
- To use a moped/motorbike/electric bike to travel into and around York for any type of journey (Q5): 5% compared to 1% of women
- To use a bike to travel into and around York for any type of journey (Q5): 39% compared to 31% of women
- To say that nothing prevents them travelling by bus (Q6a): 36% compared to 27% of women
- To say that nothing prevents them travelling by bike (Q6b): 27% compared to 17% of women
- To say that no secure cycle parking at destination prevents them travelling by bike (Q6b): 7% compared to 6% of women
- To say that nothing prevents them travelling on foot (Q6c): 38% compared to 31% of women
- To choose Option B – Easing movement around the city and Option D – Restricting congestion with charging (Q7): 21%/19% and 29%/26% respectively) as their first choice scenario (Q7)
- To choose investing in an additional Park & Ride site on Wetherby Road (47%/44%), improving the northern and western outer ring road junctions (64%/59%) and invest in rail transport links to York (35%/31%) as alternative options (Q8)

Differences by gender – further analysis

Further analysis shows that women were statistically *more likely* than men:

- To make the majority of their journey to work by bus (Q2): 8% compared to 5% of men
- To make the majority of their journey to work on foot (Q2): 15% compared to 10% of men
- To regularly take children to school/nursery by car (Q3): 10% compared to 7% of men
- To say they travel by car for school/nursery journeys because they are dropping off children on the way to work (Q4a): 61% compared to 49% of men
- To say that all reasons listed in the survey prevent them travelling by bus, with the exception of 'walking distance to destination' (Q6a)
- To say that all reasons listed in the survey prevent them travelling by bike, with the exception of 'no secure parking at destination' (Q6b)
- To say that all reasons listed in the survey prevent them travelling on foot (Q6c)
- To choose Option A – Tackling commuting into and through the city and Option C – Restricting congestion without charging (14%/12% and 41%/36% respectively) as their first choice scenario (Q7)
- To choose establishing a freight depot on the outskirts of the city (68%/64%), invest in supporting local bus services (73%/65%) and invest in local bus service vehicles (73%/65%) as alternative options (Q8)

Differences by age – further analysis

Further analysis shows that respondents age over 55 years were statistically *more likely* than younger respondents:

- To say they do not work or commute to work in or across York (Q1): 55% compared to 6% average of all other age groups
- To make the majority of their journey to work by car (Q2): 58% compared to 37% average of all other age groups and bus: 9% compared to 4% average of all other age groups
- To say they travel by car for school/nursery journeys because of safety concerns (Q4a): 23% compared to 5% average of all other age groups
- To use the Park & Ride (drive to P&R) to travel into and around York for any type of journey (Q5): 22% compared to 7% average of all other age groups
- To say that carrying equipment/heavy bags prevents them travelling by bus (Q6a): 21% compared to 18% average of all other age groups
- To say that not owning a bike, mobility problems and health or age prevent them travelling by bike (Q6b)
- To say that taking too long to walk, mobility and health problems or age prevent them travelling on foot (Q6c)
- To choose Option B – Easing movement around the city as their first choice scenario (Q7): 23% compared to 15% average of all other age groups
- To choose establishing a freight depot on the outskirts of the city (71%/43% average of all other age groups), investing in an additional Park & Ride site on Wetherby Road (51%/29% average of all other age groups), invest in supporting local bus services (74%/63% average of all other age groups) and investing in local bus service vehicles and infrastructure (58%/43% average of all other age groups) as alternative options (Q8)

Differences by age – further analysis

Further analysis shows that respondents age over 55 years were statistically *less likely* than younger respondents:

- To say they regularly take children to school/nursery by car (Q4a): 3% compared to 23% average of all other age groups
- To use a bike to travel into and around York for any type of journey (Q5): 25% compared to 57% average of all other age groups
- To travel on foot into and around York for any type of journey (Q5): 47% compared to 72% average of all other age groups
- To say that cost, frequency of service, reliability and changing buses on their journey prevents them travelling by bus (Q6a)
- To say that weather prevents them travelling on foot (Q6a): 16% compared to 27% average of all other age groups
- To choose substantially improving cycle routes, improving cycle routes from rural villages, give more space to sustainable forms of transport such as cycles and buses and invest in rail transport links to York as alternative options (Q8)

Differences between disabled/non-disabled

Further analysis shows that respondents who said they are disabled were statistically *more likely* than other respondents:

- To say they do not work or commute to work in or across York (Q1): 61% compared to 26% of other respondents
- To make the majority of their journey to work by car (Q2): 61% compared to 52% of other respondents
- To make the majority of their journey to work by bus (Q2): 13% compared to 6% of other respondents
- To say they travel by car for school/nursery journeys because of equipment/bags children need for school (Q4a): 28% compared to 9% of other respondents
- To say that mobility/access issues, carrying heavy equipment and bags, the walking distance from home to the bus stop and walking distance to destination prevents them travelling by bus (Q6a)
- To say that not owning a bike, mobility problems and health or age prevent them travelling by bike (Q6b)
- To say that mobility and health problems or age prevent them travelling on foot (Q6c)
- To choose Option A – Tackling commuting into and through the city (16% compared to 14% of other respondents) and Option B – Easing movement around the city (26% compared to 23% of other respondents) as their first choice scenario compared (Q7)
- To choose establishing a freight depot on the outskirts of the city (74%/54% average of other respondents), investing in an additional Park & Ride site on Wetherby Road (49%/45% average of other respondents), invest in supporting local bus services (72%/68% average of other respondents) and investing in local bus service vehicles and infrastructure (57%/51% average of other respondents) as alternative options (Q8)

Conclusions

- Car journeys are currently a predominant feature of many York residents' journeys to work although the data suggests that some, younger and more able residents are walking where they can
- Convenience is a key factor in respondents' choice of transport – journeys to nurseries and schools are combined with travel to work, so if residents drive to work, even relatively short distances to childcare are made by a driver
- There is potential to encourage some residents to use alternative methods of transport, particularly buses where more than one in ten current non-users said nothing stops them. These 'nothing stops me' responses suggest an entrenched, unconscious perception of travel by bus, bike or on foot is a barrier to change
- The perceived safety of cycling in the city compared to other forms of transport is a key barrier to this mode of transport, arguably more so than access to a bicycle
- The data suggests that improving local bus services may increase their usage amongst residents. Cost is likely to be a key factor as this was the biggest barrier for current non-users of buses. Currently, those working outside of the YO area are not generally using buses to travel to work for the majority of their journey
- The largest proportion of respondents chose Option C – restricting congestion without charging - as their preference for tackling congestion. The option specifying charging at Q7, Option D, was more likely to be chosen by those who are least likely to be charged should this be implemented i.e. those living in or near the city centre. It is important to note that both Option A and Option B also include the potential for charging as part of their expanded description included in the survey. As we cannot, however, determine how many respondents referred to this section of the survey booklet before answering Q7 and charging is one option within A and B (as opposed to the definitive charging element of Option D) these results must be treated with caution.

Appendices

Appendix 1:
Q7 ranking options – sub-postal area figures

Q7 Ranking options – further area analysis

The tables below show a further breakdown of responses by area (these are split across three slides). The percentages shown are based out of the ten York city area postcodes, so excluding all out of York city and blank postcode responses. Please note that some areas, although highlighted in the top 5, have a small base size.

(yellow)	Top 5

	YO1	YO1 6	YO1 7	YO1 8	YO1 9	YO10	YO10 3	YO10 4	YO10 5	YO19	YO19 4	YO19 5
	13	61	45	5	32	27	196	267	135	16	32	173
A - tackling commuting into and through the city - an 18-20% traffic growth	5	3	7	1	8	2	14	25	21	4	10	18
	38.5%	4.9%	15.6%	20.0%	25.0%	7.4%	7.1%	9.4%	15.6%	25.0%	31.3%	10.4%
B - Easing movement around the city - a 20-21% traffic growth	3	15	12	-	8	8	39	42	19	2	1	29
	23.1%	24.6%	26.7%	-	25.0%	29.6%	19.9%	15.7%	14.1%	12.5%	3.1%	16.8%
C - Restricting congestion without charging - a 16-21% traffic growth	2	13	6	1	6	14	93	88	50	9	11	75
	15.4%	21.3%	13.3%	20.0%	18.8%	51.9%	47.4%	33.0%	37.0%	56.3%	34.4%	43.4%
D - Restricting congestion with charging - a 8-13% traffic growth	3	31	20	3	11	4	50	114	45	1	10	51
	23.1%	50.8%	44.4%	60.0%	34.4%	14.8%	25.5%	42.7%	33.3%	6.3%	31.3%	29.5%

Q7 Ranking options – further area analysis

	YO19 6	YO23	YO23 1	YO23 2	YO23 3	YO23 7	YO24	YO24 1	YO24 2	YO24 3	YO24 4	YO26	YO26 4
	86	29	307	166	209	3	45	315	250	242	309	29	183
A - tackling commuting into and through the city - an 18-20% traffic growth	13	3	35	20	27	1	5	43	40	32	41	7	27
	15.1%	10.3%	11.4%	12.0%	12.9%	33.3%	11.1%	13.7%	16.0%	13.2%	13.3%	24.1%	14.8%
B - Easing movement around the city - a 20-21% traffic growth	14	6	51	31	48	-	14	67	54	59	61	12	36
	16.3%	20.7%	16.6%	18.7%	23.0%	-	31.1%	21.3%	21.6%	24.4%	19.7%	41.4%	19.7%
C - Restricting congestion without charging - a 16-21% traffic growth	37	13	99	84	88	1	15	110	106	98	112	7	63
	43.0%	44.8%	32.2%	50.6%	42.1%	33.3%	33.3%	34.9%	42.4%	40.5%	36.2%	24.1%	34.4%
D - Restricting congestion with charging - a 8-13% traffic growth	23	7	123	32	47	1	11	96	52	53	96	3	57
	26.7%	24.1%	40.1%	19.3%	22.5%	33.3%	24.4%	30.5%	20.8%	21.9%	31.1%	10.3%	31.1%

	YO26 5	YO26 6	YO26 8	YO26 9	YO30	YO30 1	YO30 2	YO30 4	YO30 5	YO30 6	YO30 7	YO31	YO31 0	YO31 1
	312	225	3	1	24	68	1	54	274	234	80	30	144	219
A - tackling commuting into and through the city - an 18-20% traffic growth	35	34	-	-	1	12	1	8	29	27	10	2	25	30
	11.2%	15.1%	-	-	4.2%	17.6%	100.0%	14.8%	10.6%	11.5%	12.5%	6.7%	17.4%	13.7%
B - Easing movement around the city - a 20-21% traffic growth	59	54	1	-	8	25	-	11	64	49	13	8	23	50
	18.9%	24.0%	33.3%	-	33.3%	36.8%	-	20.4%	23.4%	20.9%	16.3%	26.7%	16.0%	22.8%
C - Restricting congestion without charging - a 16-21% traffic growth	154	71	2	1	9	22	-	24	111	82	28	15	59	74
	49.4%	31.6%	66.7%	100.0%	37.5%	32.4%	-	44.4%	40.5%	35.0%	35.0%	50.0%	41.0%	33.8%
D - Restricting congestion with charging - a 8-13% traffic growth	65	66	-	-	6	11	-	11	71	77	29	5	37	66
	20.8%	29.3%	-	-	25.0%	16.2%	-	20.4%	25.9%	32.9%	36.3%	16.7%	25.7%	30.1%

Q7 Ranking options – further area analysis

	YO31 7	YO31 8	YO31 9	YO32	YO32 2	YO32 3	YO32 4	YO32 5	YO32 9	YO41	YO41 1	YO41 4	YO41 5
	127	136	172	37	202	260	84	182	274	4	39	13	7
A - tackling commuting into and through the city - an 18-20% traffic growth	23	15	29	5	23	26	8	26	24	-	3	3	2
	18.1%	11.0%	16.9%	13.5%	11.4%	10.0%	9.5%	14.3%	8.8%	-	7.7%	23.1%	28.6%
B - Easing movement around the city - a 20-21% traffic growth	20	20	37	7	30	58	22	25	64	1	4	-	1
	15.7%	14.7%	21.5%	18.9%	14.9%	22.3%	26.2%	13.7%	23.4%	25.0%	10.3%	-	14.3%
C - Restricting congestion without charging - a 16-21% traffic growth	43	54	66	18	101	100	25	94	121	2	22	7	4
	33.9%	39.7%	38.4%	48.6%	50.0%	38.5%	29.8%	51.6%	44.2%	50.0%	56.4%	53.8%	57.1%
D - Restricting congestion with charging - a 8-13% traffic growth	41	48	43	7	49	77	33	38	66	1	10	3	-
	32.3%	35.3%	25.0%	18.9%	24.3%	29.6%	39.3%	20.9%	24.1%	25.0%	25.6%	23.1%	-

Appendix 2:

Q8 alternative options – sub-postal area figures

Q8 Alternative options – further area analysis

	YO1 13	YO1 6 63	YO1 7 45	YO1 8 7	YO1 9 34	YO10 33	YO10 3 211	YO10 4 279	YO10 5 139	YO19 20	YO19 4 34	YO19 5 180	YO19 6 93
Give more road space to sustainable forms of transport	4	37	22	6	15	18	97	153	62	8	17	74	28
	30.8%	58.7%	48.9%	85.7%	44.1%	54.5%	46.0%	54.8%	44.6%	40.0%	50.0%	41.1%	30.1%
Invest in campaigns to encourage walking and cycling	8	27	20	4	12	14	85	103	43	5	12	47	25
	61.5%	42.9%	44.4%	57.1%	35.3%	42.4%	40.3%	36.9%	30.9%	25.0%	35.3%	26.1%	26.9%
Establish a freight depot on the outskirts of the city	11	46	31	5	27	22	135	178	93	14	22	123	55
	84.6%	73.0%	68.9%	71.4%	79.4%	66.7%	64.0%	63.8%	66.9%	70.0%	64.7%	68.3%	59.1%
Substantially improve cycle routes into the city centre	4	31	21	4	22	15	100	142	72	5	12	68	38
	30.8%	49.2%	46.7%	57.1%	64.7%	45.5%	47.4%	50.9%	51.8%	25.0%	35.3%	37.8%	40.9%
Invest in an additional Park & Ride site on Wetherby Road	9	27	27	3	15	12	89	117	61	9	18	82	49
	69.2%	42.9%	60.0%	42.9%	44.1%	36.4%	42.2%	41.9%	43.9%	45.0%	52.9%	45.6%	52.7%
Improve cycle routes from rural villages into the city centre	3	9	7	1	13	9	57	86	42	2	11	72	51
	23.1%	14.3%	15.6%	14.3%	38.2%	27.3%	27.0%	30.8%	30.2%	10.0%	32.4%	40.0%	54.8%
Invest in supporting local bus services	8	36	29	4	17	20	146	185	101	14	23	130	67
	61.5%	57.1%	64.4%	57.1%	50.0%	60.6%	69.2%	66.3%	72.7%	70.0%	67.6%	72.2%	72.0%
Invest in local bus service vehicles and infrastructure	4	39	29	3	18	17	107	138	74	9	14	107	47
	30.8%	61.9%	64.4%	42.9%	52.9%	51.5%	50.7%	49.5%	53.2%	45.0%	41.2%	59.4%	50.5%
Improve the northern and western outer ring road junctions	6	29	20	1	18	16	118	127	80	13	16	116	52
	46.2%	46.0%	44.4%	14.3%	52.9%	48.5%	55.9%	45.5%	57.6%	65.0%	47.1%	64.4%	55.9%
Invest in rail transport links to York	5	24	15	3	9	11	62	100	39	11	12	52	24
	38.5%	38.1%	33.3%	42.9%	26.5%	33.3%	29.4%	35.8%	28.1%	55.0%	35.3%	28.9%	25.8%

Q8 Alternative options – further area analysis

	YO23 32	YO23 1 331	YO23 2 179	YO23 3 227	YO23 7 3	YO24 62	YO24 1 332	YO24 2 280	YO24 3 262	YO24 4 327	YO26 33	YO26 4 193	YO26 5 332	YO26 6 246
Give more road space to sustainable forms of transport	8	171	60	75	2	20	142	103	92	137	7	71	109	91
	25.0%	51.7%	33.5%	33.0%	66.7%	32.3%	42.8%	36.8%	35.1%	41.9%	21.2%	36.8%	32.8%	37.0%
Invest in campaigns to encourage walking and cycling	10	145	45	64	1	20	135	117	99	146	14	81	116	74
	31.3%	43.8%	25.1%	28.2%	33.3%	32.3%	40.7%	41.8%	37.8%	44.6%	42.4%	42.0%	34.9%	30.1%
Establish a freight depot on the outskirts of the city	18	199	118	144	1	42	217	197	178	213	24	136	229	159
	56.3%	60.1%	65.9%	63.4%	33.3%	67.7%	65.4%	70.4%	67.9%	65.1%	72.7%	70.5%	69.0%	64.6%
Substantially improve cycle routes into the city centre	7	175	57	78	1	17	147	94	93	137	7	80	120	74
	21.9%	52.9%	31.8%	34.4%	33.3%	27.4%	44.3%	33.6%	35.5%	41.9%	21.2%	41.5%	36.1%	30.1%
Invest in an additional Park & Ride site on Wetherby Road	16	144	86	113	-	32	181	157	131	154	13	83	167	82
	50.0%	43.5%	48.0%	49.8%	-	51.6%	54.5%	56.1%	50.0%	47.1%	39.4%	43.0%	50.3%	33.3%
Improve cycle routes from rural villages into the city centre	5	99	61	84	3	12	83	43	54	76	4	55	53	68
	15.6%	29.9%	34.1%	37.0%	100.0%	19.4%	25.0%	15.4%	20.6%	23.2%	12.1%	28.5%	16.0%	27.6%
Invest in supporting local bus services	19	197	124	165	3	41	220	206	200	207	22	134	239	190
	59.4%	59.5%	69.3%	72.7%	100.0%	66.1%	66.3%	73.6%	76.3%	63.3%	66.7%	69.4%	72.0%	77.2%
Invest in local bus service vehicles and infrastructure	19	142	100	131	1	25	181	153	139	157	14	83	174	132
	59.4%	42.9%	55.9%	57.7%	33.3%	40.3%	54.5%	54.6%	53.1%	48.0%	42.4%	43.0%	52.4%	53.7%
Improve the northern and western outer ring road junctions	21	155	123	152	1	38	181	181	179	193	23	127	235	181
	65.6%	46.8%	68.7%	67.0%	33.3%	61.3%	54.5%	64.6%	68.3%	59.0%	69.7%	65.8%	70.8%	73.6%
Invest in rail transport links to York	14	123	56	79	2	17	104	64	68	112	9	65	103	96
	43.8%	37.2%	31.3%	34.8%	66.7%	27.4%	31.3%	22.9%	26.0%	34.3%	27.3%	33.7%	31.0%	39.0%

Q8 Alternative options – further area analysis

	YO26 8	YO26 9	YO30	YO30 1	YO30 2	YO30 4	YO30 5	YO30 6	YO30 7	YO31	YO31 0	YO31 1	YO31 7
	4	1	30	74	2	56	290	248	84	42	156	233	134
Give more road space to sustainable forms of transport	1	-	7	18	-	25	109	103	42	11	66	102	70
	25.0%	-	23.3%	24.3%	-	44.6%	37.6%	41.5%	50.0%	26.2%	42.3%	43.8%	52.2%
Invest in campaigns to encourage walking and cycling	1	-	17	20	1	22	104	96	37	14	58	99	58
	25.0%	-	56.7%	27.0%	50.0%	39.3%	35.9%	38.7%	44.0%	33.3%	37.2%	42.5%	43.3%
Establish a freight depot on the outskirts of the city	2	-	17	44	2	32	192	174	51	30	110	151	91
	50.0%	-	56.7%	59.5%	100.0%	57.1%	66.2%	70.2%	60.7%	71.4%	70.5%	64.8%	67.9%
Substantially improve cycle routes into the city centre	-	1	3	21	-	22	97	88	31	10	73	119	57
	-	100.0%	10.0%	28.4%	-	39.3%	33.4%	35.5%	36.9%	23.8%	46.8%	51.1%	42.5%
Invest in an additional Park & Ride site on Wetherby Road	1	-	14	51	1	23	146	121	42	20	51	92	52
	25.0%	-	46.7%	68.9%	50.0%	41.1%	50.3%	48.8%	50.0%	47.6%	32.7%	39.5%	38.8%
Improve cycle routes from rural villages into the city centre	2	1	4	25	1	12	59	55	18	5	41	60	36
	50.0%	100.0%	13.3%	33.8%	50.0%	21.4%	20.3%	22.2%	21.4%	11.9%	26.3%	25.8%	26.9%
Invest in supporting local bus services	4	1	22	58	1	38	200	165	53	27	115	163	85
	100.0%	100.0%	73.3%	78.4%	50.0%	67.9%	69.0%	66.5%	63.1%	64.3%	73.7%	70.0%	63.4%
Invest in local bus service vehicles and infrastructure	3	-	13	38	1	32	161	128	41	22	77	112	69
	75.0%	-	43.3%	51.4%	50.0%	57.1%	55.5%	51.6%	48.8%	52.4%	49.4%	48.1%	51.5%
Improve the northern and western outer ring road junctions	4	1	17	51	2	41	203	160	50	26	88	126	73
	100.0%	100.0%	56.7%	68.9%	100.0%	73.2%	70.0%	64.5%	59.5%	61.9%	56.4%	54.1%	54.5%
Invest in rail transport links to York	1	1	13	24	1	22	89	80	35	21	54	71	47
	25.0%	100.0%	43.3%	32.4%	50.0%	39.3%	30.7%	32.3%	41.7%	50.0%	34.6%	30.5%	35.1%

Q8 Alternative options – further area analysis

	YO31 8 140	YO31 9 181	YO32 44	YO32 2 217	YO32 3 269	YO32 4 91	YO32 5 191	YO32 9 291	YO41 4	YO41 1 40	YO41 4 13	YO41 5 8
Give more road space to sustainable forms of transport	74	77	13	91	108	49	56	120	2	14	2	1
	52.9%	42.5%	29.5%	41.9%	40.1%	53.8%	29.3%	41.2%	50.0%	35.0%	15.4%	12.5%
Invest in campaigns to encourage walking and cycling	62	74	16	77	84	32	57	109	1	8	3	-
	44.3%	40.9%	36.4%	35.5%	31.2%	35.2%	29.8%	37.5%	25.0%	20.0%	23.1%	-
Establish a freight depot on the outskirts of the city	90	124	32	135	175	53	124	195	2	19	9	7
	64.3%	68.5%	72.7%	62.2%	65.1%	58.2%	64.9%	67.0%	50.0%	47.5%	69.2%	87.5%
Substantially improve cycle routes into the city centre	61	86	10	91	83	39	58	104	2	19	4	4
	43.6%	47.5%	22.7%	41.9%	30.9%	42.9%	30.4%	35.7%	50.0%	47.5%	30.8%	50.0%
Invest in an additional Park & Ride site on Wetherby Road	59	74	16	80	116	36	79	127	1	9	7	3
	42.1%	40.9%	36.4%	36.9%	43.1%	39.6%	41.4%	43.6%	25.0%	22.5%	53.8%	37.5%
Improve cycle routes from rural villages into the city centre	35	42	8	88	82	27	77	69	3	32	6	6
	25.0%	23.2%	18.2%	40.6%	30.5%	29.7%	40.3%	23.7%	75.0%	80.0%	46.2%	75.0%
Invest in supporting local bus services	94	123	29	139	192	63	138	199	3	26	12	5
	67.1%	68.0%	65.9%	64.1%	71.4%	69.2%	72.3%	68.4%	75.0%	65.0%	92.3%	62.5%
Invest in local bus service vehicles and infrastructure	75	95	23	100	157	54	100	151	1	24	7	4
	53.6%	52.5%	52.3%	46.1%	58.4%	59.3%	52.4%	51.9%	25.0%	60.0%	53.8%	50.0%
Improve the northern and western outer ring road junctions	77	112	30	155	192	56	129	205	2	20	7	4
	55.0%	61.9%	68.2%	71.4%	71.4%	61.5%	67.5%	70.4%	50.0%	50.0%	53.8%	50.0%
Invest in rail transport links to York	55	54	16	75	91	25	78	84	-	8	7	3
	39.3%	29.8%	36.4%	34.6%	33.8%	27.5%	40.8%	28.9%	-	20.0%	53.8%	37.5%