



# Tackling Traffic Congestion in York

Further analysis of school / nursery journeys

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Report author:  
Research Team  
Performance and Improvement  
[nicola.lawson@york.gov.uk](mailto:nicola.lawson@york.gov.uk)

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# Background to the 2010 Congestion Consultation

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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 26<sup>th</sup> 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.

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## Statistical reliability explained

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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.

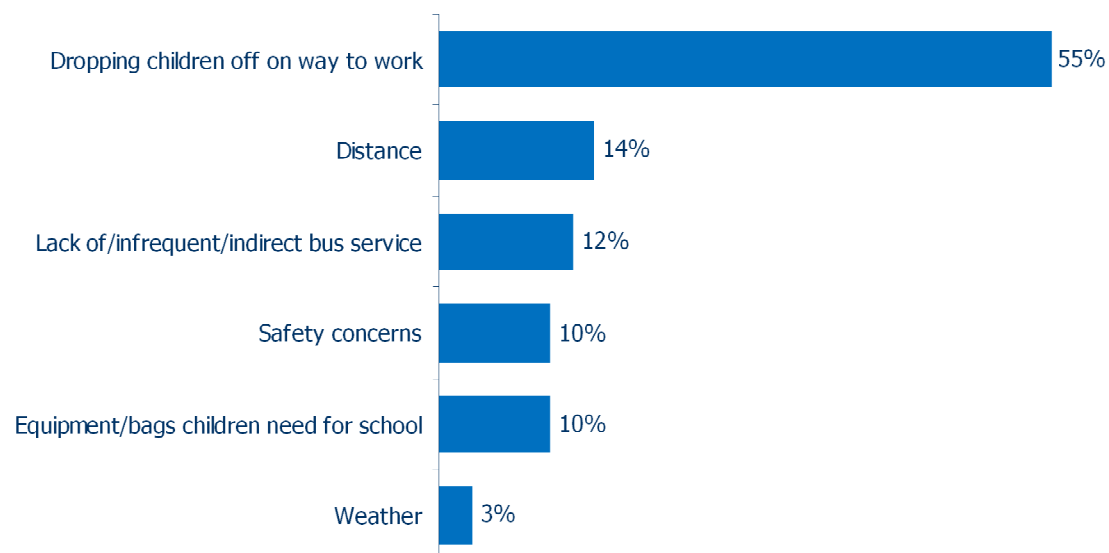
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## School and nursery journeys

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?



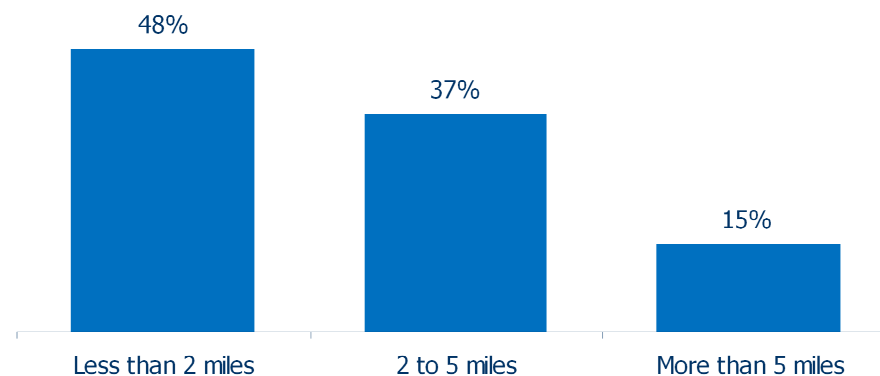
**Base:** 518 (respondents who regularly take children to school/nursery by car)

## 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?

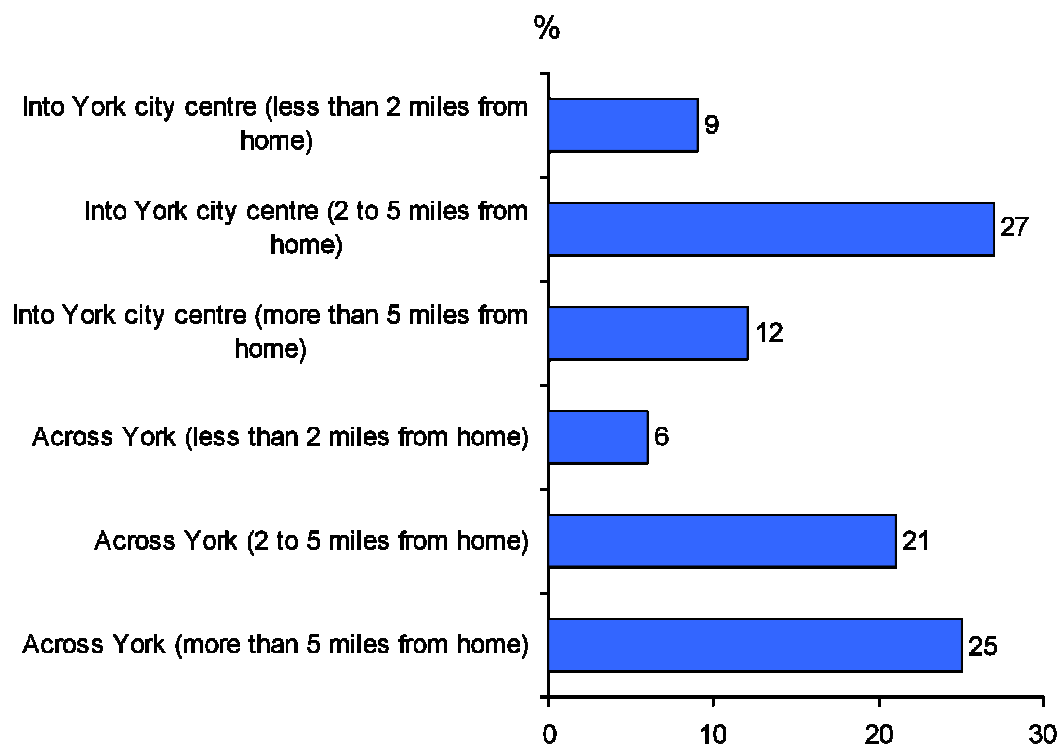


Base: 505 (respondents who regularly take children to school/nursery by car)

# School and nursery journeys – further analysis

Those respondents who said they drop children off at school or nursery on their way to work were generally travelling a longer distance to work, particularly across York.

**Distance travelling to work for those respondents who drop children off at school or nursery on their way to work**



**Base: all respondents who drop children off on their way to work (n=270)**